

United States Railroad Administration

WALKER D. HINES, Director General of Railroads

NORTHERN PACIFIC RAILROAD

TACOMA DIVISION

TIME 45 TABLE

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

SUNDAY, OCTOBER 5, 1919

For the Government of Employes only. The Railroad 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,
Assistant General Manager.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. C. ALBEE,
Superintendent.

WESTWARD.

FIRST SUBDIVISION. MAIN LINE.

Table with columns for Time Table No. 45 (October 5, 1919), Stations, and train classes (First Class, Second Class, Third Class) with various train numbers and schedules.

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

Main schedule table listing stations from McCarver Street to Vancouver, including distances, arrival/departure times, and train numbers for various services.

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

Summary table for Vancouver to Portland trains, including station numbers, distances, and average speeds per hour.

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

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

EASTWARD.

FIRST SUBDIVISION. MAIN LINE.

| Distance from Portland | Time Table No. 45 October 5, 1919 Succeeding No. 44B | Car Capacity of Sidings | FIRST CLASS | | | | | | | | | | SECOND CLASS | | | | | THIRD CLASS | | | | | | |
|------------------------|--|-------------------------|---------------------------|-----------------------------|--------------------------|----------------|----------------|----------------------------------|---------------------------------|--------------------------|------------------------------------|----------------------------------|-----------------|----------------|-----------------|-------------------|------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------|----------------------|
| | | | 402 | 408 | 422 | 456 | 458 | 466 | 562 | 564 | 592 | 594 | 514 | 516 | 588 | 680 | 692 | 962 | 964 | 966 | 970 | 974 | 976 | 978 |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sun. | Ex. Sun. | Ex. Sun. | Daily | Daily | Mon. Wed. Fri. | Tue. Thur. Sat. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. |
| 146.4 | Q.....TACOMA.....DN 2.8 | | Nor. Pac. Seattle Express | Nor. Pac. Seattle Passenger | Nor. Pac. Harbor Limited | Great Northern | Great Northern | Nor. Pac. Grays Harbor Passenger | O-W.R.&N Tacoma-Seattle Express | O-W.R.&N Seattle Express | Nor. Pac. Willapa Harbor Passenger | Nor. Pac. Willapa Harbor Limited | Nor. Pac. Mixed | O-W.R.&N Mixed | Nor. Pac. Mixed | Nor. Pac. Freight | O-W.R.&N Freight | Nor. Pac. Way Freight | Nor. Pac. Way Freight | Nor. Pac. Way Freight | Nor. Pac. Way Freight | Nor. Pac. Way Freight | O-W.R.&N Way Freight | O-W.R.&N Way Freight |
| | | | A 5:25AM | | | | | A 12:45PM | A 9:20PM | A 4:40AM | | | | | | A 3:30AM | A 4:30AM | A 11:55AM | | A 3:40PM | | | | A 11:00AM |

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

| Station | Block | Capacity | 402 | 408 | 422 | 456 | 458 | 466 | 562 | 564 | 592 | 594 | 514 | 516 | 588 | 680 | 692 | 962 | 964 | 966 | 970 | 974 | 976 | 978 | | |
|---------|------------------------------------|---------------|-----------|----------------|------------|-----------|----------------|--------------|-----------|-----------|------------|------------|-----------|----------|------------|----------|----------|----------|-----------|----------|-----|-----|----------|-------------------|----------|-----------|
| 143.6 |McCARVER STREET..DN 2.6 | | A 5:15AM | | | | | A 12:35PM | A 9:10PM | A 4:28AM | | | | | | | A 3:09AM | A 4:00AM | A 11:30AM | | | | | A 10:30AM | | |
| 141.0 |RUSTON..... | | | | | | | | | | | | | | | | | | | | | | | | | |
| 136.7 | SX.....SIXTH AVENUE.....DN 6.0 | E 74 W 74 | 4:59 | | | | | f 12:22 | f 8:55 | f 4:11 | | | | | | | 2:38 | 3:35 | s 11:00 | | | | | s 10:00 | | |
| 130.7 | UO.....STEILACOOM.....DN 2.0 | 15 | 4:45 | | | | | s 12:10 | f 8:43 | f 3:59 | | | | | | | 2:18 | 3:10 | s 10:30 | | | | | s 9:30 | | |
| 128.7 |KETRON.....P 6.7 | E 73 W 73 | 4:40 | | | | | f 12:05PM | f 8:39 | 3:54 | | | | | | | 2:10 | 3:00 | f 10:00 | | | | | f 9:00 | | |
| 122.0 | NU.....NISQUALLY.....DN 3.8 | 40 | 4:25 | A 12:48PM | A 7:28PM | | | s 11:53AM | s 8:25 | s 3:39 | | | | | | | 1:45 | 2:35 | s 9:20 | | | | | s 8:30 | | |
| 118.2 | SR.....ST. CLAIR.....DN 1.6 | 50 | s 4:13 | 12:38 | Ls 7:20PM | | | L 11:43AM | 8:16 | f 3:29 | | | | | | | 1:35 | 2:20 | s 8:50 | | | | | s 8:00 | | |
| 116.6 |KYRO.....P 5.1 | W 75 | 4:10 | 12:35 | See page 4 | | | s See page 4 | f 8:13 | f 3:24 | | | | | | | 1:28 | 2:15 | f 8:40 | | | | | s 7:50 | | |
| 111.5 | MA.....CHAMBERS PRAIRIE..DN 2.6 | E 75 W 75 | 3:59 | s 12:25 | | | | | s 8:05 | s 3:12 | | | | | | | 1:08 | 2:00 | s 8:10 | | | | | s 7:30 | | |
| 108.9 |PLUMB.....P 5.5 | 4 | 3:54 | 12:20 | | | | | f 7:58 | f 3:07 | | | | | | | 1:00 | 1:30 | f 7:40 | | | | | s 6:50 | | |
| 103.4 | NO.....TENINO.....DN 0.5 | | f 3:43 | s 12:10 | | | | | s 7:49 | s 2:57 | | | | | | | 12:31 | 1:11 | s 7:10 | | | | | s 6:30 | | |
| 102.9 |TENINO JCT..... 3.2 | E 115 W 75 | 3:41 | 12:08 | | A 4:49PM | A 1:49PM | | 7:48 | 2:56 | A 11:17AM | | | | | | 12:30 | 1:10 | 7:00 | A 6:40AM | | | | 6:15 | | |
| 99.7 | BU.....BUCODA.....D 5.1 | 65 | 3:34 | 12:03PM | | f 4:42 | 1:42 | | 7:42 | f 2:50 | s 11:08 | | | | | | 12:05AM | 12:55 | s 6:45 | s 6:30 | | | | s 6:00 | | |
| 94.6 |WABASH.....P 2.2 | | | | | | | | | | | | A 12:15PM | A 1:10PM | | | | | | | | | | | | |
| 92.4 | CN.....CENTRALIA.....DN 3.7 | 500 | s 3:20 | s 11:50AM | | s 4:30 | s 1:30 | | s 7:30 | s 2:35 | s 10:55 | A 7:00PM | L 12:10PM | L 1:00PM | | | 11:40PM | 12:30 | L 6:00AM | L 6:00AM | | | A 4:15PM | A 2:00PM | L 5:30AM | A 10:55AM |
| 88.7 | CH.....CHEHALIS.....D 0.9 | E 50 W 40 | s 3:05 | s 11:30 | | s 4:15 | s 1:15 | | s 7:15 | s 2:15 | s 10:35 | s 6:50 | | | | | 10:50 | 11:50PM | | | | | 4:00 | s 1:45 | | s 10:40 |
| 87.8 |CHEHALIS JCT.....P 6.5 | Y | | | | | | | | | L 10:20AM | L 6:40PM | | | | | | | | | | | L 3:35PM | | | |
| 81.3 | NA.....NAPAVINE.....DP 3.1 | E 68 W 68 | s 2:50 | s 11:10 | | f 4:00 | f 12:57 974 | | s 7:00 | 2:00 | See page 7 | See page 7 | | | | | 10:27 | 11:27 | | | | | | s 1:11 12:25SP | | s 10:10 |
| 78.2 |EVALINE..... 3.1 | Spur | 2:43 | f 11:02 | | f 3:52 | 12:52 | | 6:52 | 1:53 | | | | | | | 10:17 | 11:20 | | | | | | f 12:14PM | | f 9:40 |
| 75.1 | WI.....WINLOCK.....D 6.5 | 70 | f 2:35 | s 10:52 | | s 3:42 | s 12:42 | | s 6:43 | 1:45 | | | | | | | 10:07 | 11:10 | | | | | | s 11:59AM | | s 9:20 |
| 68.6 | PN.....VADER.....DN 2.7 | E 49 W 58 | f 2:20 | s 10:38 | | s 3:29 | s 12:29 | | s 6:28 | 1:30 | | | | | | | 9:47 | 10:52 | | | | | | 11:15 | | s 8:45 |
| 65.9 |OLEQUA..... 6.9 | Spur | f 2:13 | 10:30 | | f 3:23 | 12:23 | | 6:21 | 1:23 | | | | | | | 9:40 | 10:45 | | | | | | f 11:00 | | f 8:20 |
| 59.0 | CA.....CASTLE ROCK.....D 6.3 | E 65 W 65 | s 1:58 | s 10:18 974 | | s 3:10 | s 12:10PM | | s 6:08 | 1:10 | | | | | | | 9:20 | 10:30 | | | | | | s 10:41 9:20SP | | s 7:55 |
| 52.7 |OSTRANDER..... 3.6 | Spur | f 1:45 | s 10:05 | | f 2:58 | 11:57AM | | s 5:55 | 12:55 | | | | | | | 9:02 | 10:15 | | | | | | f 9:00 | | f 7:15 |
| 49.1 | KS.....KELSO.....D 5.7 | E 65 | s 1:37 | s 9:57 | | s 2:51 | s 11:51 | | s 5:47 | 12:45 | | | | | | | 8:54 | 10:08 | | | | | | s 8:45 | | s 7:00 |
| 43.4 |CARROLLS..... 4.5 | Spur | f 1:25 | s 9:45 | | f 2:39 | 11:39 | | 5:35 | 12:35 | | | | | | | 8:41 | 9:56 | | | | | | f 7:45 | | f 6:30 |
| 38.9 | KA.....KALAMA.....DN 4.8 | E 60 W 60 | s 1:15 | s 9:35 | | s 2:30 | s 11:30 | | s 5:25 | 12:26 | | | | | | | 8:32 | 9:47 | | | | | | s 7:30 6:30 | | s 6:15 |
| 34.6 |MARTINS BLUFF..... 4.9 | No Siding | 1:04 | 9:23 | | 2:20 | 11:20 | | f 5:13 | 12:15 | | | | | | | 8:23 | 9:38 | | | | | | f 6:15 | | f 5:45 |
| 29.8 | WD.....WOODLAND.....D 5.4 | Spur | s 12:54 | s 9:14 | | s 2:11 | s 11:11 | | s 5:05 | 12:05AM | | | | | | | 8:13 | 9:28 | | | | | | s 6:00 | | s 5:30 |
| 24.4 | RG.....RIDGEFIELD.....D 5.2 | E 110 W 85 | s 12:42 | s 9:02 | | f 2:00 | s 11:00 | | s 4:53 | 11:53PM | | | | | | | 8:01 | 9:16 | | | | | | s 5:45 | | s 5:05 |
| 19.2 |KNAPP..... 3.3 | Spur | f 12:30 | f 8:51 | | 1:50 | 10:50 | | f 4:43 | 11:41 | | | | | | | 7:50 | 9:05 | | | | | | f 5:27 | | f 4:40 |
| 15.9 |FELIDA.....P 2.8 | Spur | f 12:22 | s 8:45 | | 1:45 | 10:45 | | f 4:36 | 11:36 | | | | | See page 7 | | 7:43 | 8:58 | | | | | | f 5:20 | | f 4:25 |
| 13.1 |VANCOUVER JCT.....P 3.1 | | 12:16 | 8:40 | | 1:40 | 10:40 | | 4:30 | 11:31 | | | | | A 11:10AM | | 7:37 | 8:52 | | | | | | 5:10 | | 4:15 |
| 10.0 | MX.....VANCOUVER.....DN 10.0 | 1000 | L 12:10AM | Ls 8:35AM | | Ls 1:35PM | L 10:35AM | | Ls 4:25PM | L 11:26PM | | | | | L 11:00AM | L 7:30PM | L 8:45PM | | | | | | | L 5:00AM | | L 4:05AM |

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

| Station | Block | Capacity | 402 | 408 | 422 | 456 | 458 | 466 | 562 | 564 | 592 | 594 | 514 | 516 | 588 | 680 | 692 | 962 | 964 | 966 | 970 | 974 | 976 | 978 | |
|---------|------------------------|----------|-----------|----------|-------|----------|-----------|-------|----------|-----------|-------|-------|----------|----------|----------|-------|----------|----------------|-----------------|----------|----------|----------|----------|----------|--|
| 0.0 | VC.....PORTLAND.....DN | 1000 | L 11:30PM | L 8:00AM | | L 1:00PM | L 10:00AM | | L 4:00PM | L 11:00PM | | | | | | | L 6:40PM | | | | | | | | |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sun. | Ex. Sun. | Ex. Sun. | Daily | Daily | Mon. Wed. Fri. | Tue. Thur. Sat. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | |
| | Time over Subdivision | | 5.00 | 4.03 | .08 | 3.09 | 3.09 | .52 | 4.40 | 4.52 | .47 | .20 | .05 | .10 | .10 | 7.04 | 6.50 | 5.30 | .40 | 2.10 | .40 | 5.53 | 5.00 | 6.50 | |
| | Average Speed Per Hour | | 26.7 | 27.6 | 28.5 | 29.2 | 29.2 | 29.4 | 28.6 | 27.4 | 19.3 | 13.8 | 26.4 | 13.2 | 18.6 | 18.8 | 19.5 | 8.8 | 13.3 | 11.7 | 6.9 | 14.0 | 12.4 | 14.1 | |

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

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

WESTWARD

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

Time Table No. 45, October 5, 1919. Succeeding No. 44B. STATIONS. Table with columns for Station Numbers, Distance from St. Clair, Time Table No. 45, Car Capacity of Siding, and train classes (First Class, Second Class, Third Class) with specific train numbers and departure/arrival times.

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

EASTWARD.

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

WESTWARD. FIFTH SUBDIVISION. EASTWARD. (CROCKER BRANCH)

Time Table No. 45 October 5, 1919. Succeeding No. 44B. STATIONS. Telegraph Offices and Calls. Distance from Moclips. FIRST CLASS (422, 466, 500, 572, 578, 580), SECOND CLASS (584, 698), THIRD CLASS (966, 968, 984). Includes station list from ST. CLAIR to MOCLIPS with arrival and departure times.

Time Table No. 45 October 5, 1919. Succeeding No. 44B. STATIONS. Telegraph Offices and Calls. Distance from Crocker. Car Capacity of Sidings. Includes station list from WINGATE to CROCKER with arrival and departure times.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. 4. RESTRICTED CLEARANCE—Wingate, Coke and Coal Bunkers, side and over-head. SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

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

WESTWARD

THIRD SUBDIVISION. (AMERICAN LAKE LINE)

EASTWARD

| THIRD CLASS | | FIRST CLASS | | | | | | | THIRD CLASS | | | | | | | | | | |
|--------------------|--|-----------------------|-----------------------|----------------------------|----------------------------|---------------------------------|---------------------|---------|---------------------|--------------------------|------|-----|----------|------------|--------------|--------------|----------|----------|--------------|
| 985 | | 539 | 537 | 519 | 517 | 423 | 407 | | 986 | | | | | | | | | | |
| Nor. Pac. Way Frt. | | Great Nor. Connection | Great Nor. Connection | O.-W. R. R. & N. Passenger | O.-W. R. R. & N. Passenger | Nor. Pac. Gray's Har. Passenger | Nor. Pac. Passenger | | Nor. Pac. Way Frt. | | | | | | | | | | |
| Ex. Sun. | | Daily | Daily | Daily | Daily | Daily | Daily | | Ex. Sun. See Page 6 | | | | | | | | | | |
| L 8.00AM | | L 6.05PM | L 2.50PM | | | Ls 6.15PM | L10.00AM | 1985 | 0.0 | VA.....LAKEVIEW...DN 2.5 | 11.6 | 100 | A 1.20PM | A 8.10PM | | | A 2.20PM | A 5.20PM | As 7.05PM |
| 8.10 | | f 6.09 | f 2.54 | | | f 6.20 | 10.04 | CK 2 | 2.5 |COUNTRY CLUB... 0.5 | 9.1 | | 1.15 | f 8.02 | | | f 2.16 | f 5.16 | f 6.57 |
| f 8.12 | | 6.10 | 2.55 | | | 6.21 | 10.05 | CK 3 | 3.0 |TILLCUM..... 1.5 | 8.6 | 40 | 1.14 | 8 01 | | | 2.15 | 5.15 | f 6.55 |
| s 8.20 | | f 6.13 | f 2.58 | | | s 6.24 | f10.07 | CK 5 | 4.5 | CG..... MURRAY.....D 3.2 | 7.1 | 35 | f 1.12 | f 7.58 | | | f 2.12 | f 5.12 | s 6.50 |
| A 8.30AM | | A 6.20PM | A 3.05PM | L 8.00PM 422 | L12.05PM 986 | s 6.40 986 | s10.20 | WY CK 7 | 7.7 | D. AMERICAN LAKE..DN 3.9 | 3.9 | 200 | s 1.05 | s 7.50 519 | A12.30PM | A 8.40PM | L 2.05PM | L 5.05PM | L 6.40PM 423 |
| | | | | A 8.10PM 520 | A12.15PM 518 | A 6.50PM | A10.30AM | CS 24 | 11.6 | NU.....NISQUALLY..DN | 0.0 | 40 | L12.48PM | L 7.28PM | L12.20PM 517 | L 8.25PM 519 | | | |
| Ex. Sun. | | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sun. |
| .30 | | .15 | .15 | .10 | .10 | .35 | .30 | | | | | | .32 | .42 | .10 | .15 | .15 | .15 | .25 |
| 15.4 | | 30.8 | 30.8 | 23.4 | 23.4 | 19.9 | 23.2 | | | | | | 21.7 | 16.5 | 23.4 | 15.6 | 30.8 | 30.8 | 18.4 |

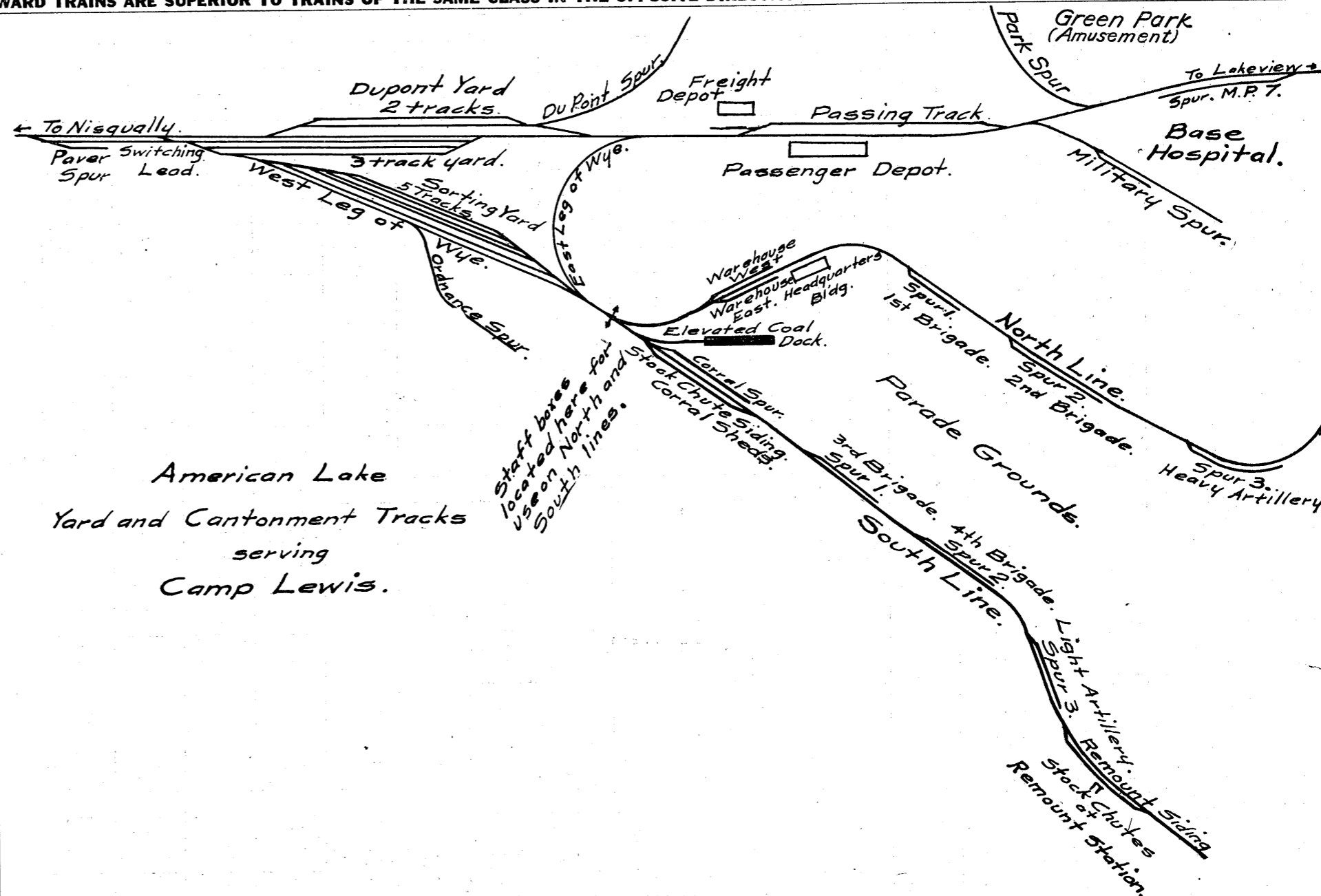
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

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.
- 2b. AT MURRAY—Ten miles per hour over road crossing just east of depot.
- 2c. Trains 536 and 537 will connect with trains 457 and 458. Trains 538 and 539 will connect with trains 456 and 459 at Lakeview.
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.
- 3d. Approach road crossings at east and west end Greene Park, American Lake with caution; ring bell and sound whistle.

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 9, 10, 11, 12 AND 13



WESTWARD.

FOURTH SUBDIVISION. (PRAIRIE LINE)

EASTWARD.

Table with columns for Third Class (985, 963), First Class (591, 459, 457, 423, 407), and Third Class (964, 986). Includes train numbers, schedules, and station information for Tacoma.

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

Detailed time table for Tacoma and South Tacoma trains, including station names like Lakeview, Hillhurst, Roy, Yelm, Rainier, McIntosh, and West Tenino Junction.

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

- 1. At Tenino Junction westward trains passing from Fourth Subdivision to First Subdivision must stop clear of signal No. 43.5... 2. Normal position of double track switch at South Tacoma for eastward track... 3. AT LAKEVIEW—EASTWARD TRAINS WILL COME TO FULL STOP BEFORE REACHING JUNCTION SWITCH OF THE THIRD SUBDIVISION... 4. Manual block operation between Lakeview and South Tacoma discontinued... 5A. Nos. 457 and 458 will connect at Lakeview with Nos. 536 and 537. 5B. Nos. 456 and 459 will connect at Lakeview with Nos. 538 and 539.

WESTWARD.

SIXTH SUBDIVISION. (GATE LINE)

EASTWARD.

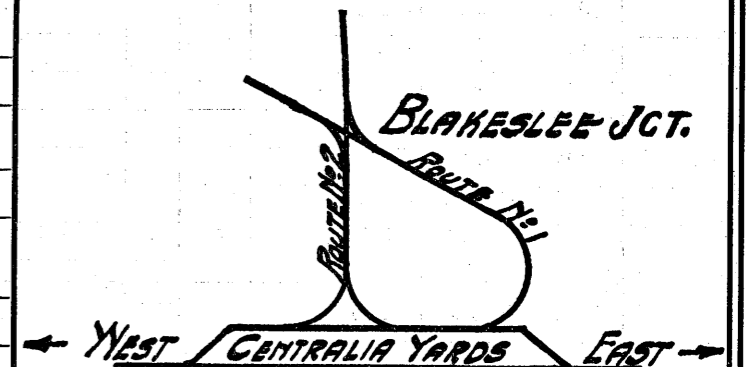
Table with columns for Third Class (987, 967, 577, 575, 573, 505, 503, 501) and Third Class (502, 504, 506, 574, 578, 968, 988). Includes train numbers, schedules, and station information for Centralia, Blakeslee Junction, Grand Mound, Rochester, and Gate.

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

- 6. No. 501 has right over No. 502, Centralia to Gate. 7. No. 505 has right over No. 506, Centralia to Gate. 8. Road crossing opposite the State Training School at Grand Mound will be a flag stop for all regular passenger trains; also to unload express. 9. 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. 9-A. All first class trains using Sixth Sub-division (Gate Line) to and from routes one and two will move under control between passenger station at Centralia and connection with these routes.

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

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



- 10. 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. 11. 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. 12. All eastward movements will be made over Route No. 2. 13. All westward movements will be made over Route No. 1. 14. Crossing and switches at Blakeslee Junction will be governed by interlocking signals. 15. 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 16. Should it be necessary to temporarily abandon the use of track on either route No. 1 or route No. 2 and operate either one of these routes as single track between Centralia and Blakeslee Junction, transportation rules for the movement of trains on single track will govern.

| WESTWARD. | | | SEVENTH SUBDIVISION. (WILLAPA HARBOR LINE) | | | EASTWARD. | | | | | |
|---------------------------|---------------|----------------|---|-----------------|--|--|--------------------------|-------------------------|---------------|-----------------|---------------------------|
| THIRD CLASS | FIRST CLASS | | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Chehalis Junction | Time Table No. 45 October 5, 1919 Succeeding No. 44B | Distance from South Bend | Car Capacity of Sidings | FIRST CLASS | | THIRD CLASS |
| 969 | 593 | 591 | | | | | | | 592 | 594 | 970 |
| Ex. Sun. | Daily | Daily | | | | | | | Daily | Daily | Ex. Sun. |
| See page 1 | See page 1 | See page 1 | | | | | | | See page 2 | See page 2 | See page 2 |
| Way Freight | Passenger | Passenger | | | STATIONS | | | | Passenger | Passenger | Way Freight |
| L 6.45AM | L 8.25PM | L 12.12PM | Y | 2032 | CHEHALIS JCT.....P 1.0 | 56.5 | Y | | A 10.20AM | A 6.40PM | A 3.35PM |
| | | | | | P. S. & W. H. R. R. CROSSING 2.4 No Track Connection | 55.5 | | | | | |
| s 7.05 | s 8.35 | s 12.20 | | CW 2 | A.....LITTELL.....D 1.3 | 53.1 | 20 | | s 10.13 | s 6.33 | s 3.10 |
| s 7.15 | s 8.39 | s 12.25 | | CW 5 | X.....ADNA.....D 2.5 | 51.8 | 31 | | s 10.07 | s 6.27 | s 2.25 |
| f 7.25 | f 8.45 | f 12.32 | | CW 8 |BUNKER..... 2.9 | 49.3 | Spur | | f 10.00 | f 6.20 | f 2.05 |
| s 7.55 | f 8.53 | s 12.40 | W2.4 m West | CW 10 |CERES..... 2.5 | 46.4 | 35 | | s 9.53 | f 6.13 | s 1.40 |
| s 8.20 | f 8.59 | f 12.48 | | CW 12 |MESKILL..... 3.6 | 43.9 | Spur | | f 9.46 | f 6.06 | s 1.20 |
| | | | | | LUEDINGHAUS R. R. Crossing Trk Connection 6.1 | 40.3 | | | | | |
| s 9.36 592 | s 9.09 | s 12.58 970 | | CW 16 | DR.....DRYAD.....D 0.5 | 40.2 | 35 | | s 9.36 969 | s 5.56 | s 1.00 591 12.20 |
| | | | | | P. S. & W. H. R. R. CROSSING 0.8 No Track Connection | 39.7 | | | | | |
| s 9.50 | s 9.13 | s 1.02 | | CW 17 | DO.....DOTY.....D 4.7 | 38.9 | Spur 35 | | s 9.32 | s 5.52 | s 12.15PM |
| s 10.10 11.30AM 970 | s 9.26 | s 1.15 | W | CW 22 | PL.....PE ELL.....D 1.3 | 34.2 | 50 | | s 9.20 | s 5.40 | s 11.55AM 11.30 969 |
| | | | | | MCCORMICK R. R. CROSSING 0.6 Track Connection | 32.9 | | | | | |
| s 12.01PM | s 9.32 | s 1.21 | W | CW 24 |McCORMICK..... 1.9 | 32.3 | Spur 16 | | s 9.13 | s 5.33 | s 11.10 |
| s 12.20 | s 9.39 | s 1.27 | | CW 26 |WALVILLE..... 2.8 | 30.4 | Spur 15 | | s 9.07 | s 5.27 | s 10.40 |
| f 12.40 | f 9.47 | f 1.35 | T | CW 29 |PLUVIUS.....P 6.4 | 27.6 | 36 | | f 9.00 | f 5.20 | f 10.10 |
| s 1.00 1.57PM 969 | s 10.05 | s 1.52 969 | W | CW 35 | FR.....FRANCES.....DP 1.4 | 21.2 | 50 | | s 8.37 | s 4.55 | s 9.30 |
| f 2.02 | f 10.10 | s 1.55 | | CW 37 |GLOBE..... 1.3 | 19.8 | Spur 15 | | f 8.23 | f 4.50 | s 9.05 |
| s 2.10 | s 10.14 | s 1.58 | | CW 38 | BM.....LEBAM.....D 3.2 | 18.5 | 14 | | s 8.20 | s 4.46 | s 9.00 |
| f 2.20 | f 10.22 | s 2.06 | | CW 41 |NALLPEE..... 1.1 | 15.3 | Spur | | s 8.10 | s 4.38 | f 8.43 |
| f 2.25 | s 10.26 | s 2.10 | | CW 42 |HOLCOMB..... 4.2 | 14.2 | 30 | | s 8.07 | s 4.35 | f 8.40 |
| f 2.40 | s 10.38 | s 2.23 | | CW 46 |MENLO.....P 4.0 | 10.0 | 9 | | s 7.53 | s 4.25 | f 8.25 |
| f 3.00 | s 10.50 | s 2.35 | | CW 50 |WILLAPA..... 2.6 | 6.0 | 16 | | s 7.40 | s 4.15 | f 8.10 |
| s 3.30 | s 11.05 | s 2.50 | | CW 53 | ND.....RAYMOND.....D 3.4 | 3.4 | 40 | | s 7.32 | s 4.10 | s 8.00 |
| A 3.45PM 594 | A 11.15PM | A 3.00PM | WCT | CW 57 | SB.....SOUTH BEND.....D 0.0 | 0.0 | 150 | | L 7.20AM | L 4.00PM 969 | L 7.30AM |
| Ex. Sun. 6.43 | Daily 2.50 | Daily 2.48 | | | | | | | Daily 3.00 | Daily 2.40 | Ex. Sun. 7.00 |
| 8.4 | 19.9 | 21.0 | | | | | | | 18.9 | 21.2 | 8.0 |
| | | | | | 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.
- 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 9, 10, 11, 12 AND 13

| WESTWARD. | | | EIGHTH SUBDIVISION. YACOLT BRANCH | | | EASTWARD. | | | | | |
|-----------|--|--|--------------------------------------|--|-----------------|----------------------|-----------------------------------|-------------------------|-----------|-----------|--|
| | | | 2d Class | Time Table No. 45 October 5, 1919 Succeeding No. 44B | | | 2d Class | | | | |
| | | | 587 | STATIONS | | | 588 | | | | |
| | | | Ex. Sun. | Telegraph Offices and Calls | | | Ex. Sun. | | | | |
| | | | Mixed | | | | Mixed | | | | |
| | | | L 6.00AM | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Yacolt | Distance from Vancouver Jct. | Car Capacity of Sidings | | | |
| | | | s 6.10 | W Y | CY 27 | 0.0 | YC.....YACOLT.....D 2.2 | 26.9 | 35 | A 2.00PM | |
| | | | f 6.25 | | CY 25 | 2.2 |MOULTON..... 4.4 | 24.7 | Spur | s 1.50 | |
| | | | s 6.40 | | CY 20 | 6.6 |WALL..... 1.5 | 20.3 | No Siding | f 1.25 | |
| | | | s 6.45 | | CY 19 | 8.1 |HEISON..... 1.8 | 18.8 | 25 | s 1.15 | |
| | | | s 7.10 | | CY 17 | 9.9 |CRAWFORD..... 2.9 | 17.0 | Spur 5 | s 1.00 | |
| | | | s 7.30 | W | CY 14 | 12.8 | BA.....BATTLE GROUND.....D 4.2 | 14.1 | 20 | s 12.45 | |
| | | | f 7.35 | | CY 10 | 17.0 |BRUSH PRAIRIE..... 1.7 | 9.9 | 25 | s 12.15PM | |
| | | | f 7.45 | | CY 8 | 18.7 |LAURIN..... 1.4 | 8.2 | No Siding | f 11.55AM | |
| | | | f 7.50 | | CY 7 | 20.1 |HOMAN..... 1.1 | 6.8 | Spur 4 | f 11.50 | |
| | | | f 8.00 | | CY 6 | 21.2 |BARBERTON..... 2.3 | 5.7 | Spur 4 | f 11.35 | |
| | | | A 8.15AM | Y | CY 3 | 23.5 |HIDDEN..... 3.4 | 3.4 | Spur 4 | f 11.25 | |
| | | | Ex. Sun. | | CX 25 | 26.9 | VJ.....VANCOUVER JCT.....D P | 0.0 | No Siding | L 11.10AM | |
| | | | 2.15 | | | | | | | Ex. Sun. | |
| | | | 11.9 | | | | | | | 2.50 | |
| | | | | | | | Time Over Subdivision | | | 9.5 | |
| | | | | | | | Average Speed Per Hour | | | | |

- EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
- Nos. 587 and 588, will stop on flag at Lucia and Crusher for passengers.
 - Trains from Eighth Subdivision will ascertain position of First Subdivision trains before occupying main track at Vancouver Junction.
- SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

| WESTWARD. | | | NINTH SUBDIVISION. ELMA BRANCH | | | EASTWARD. | | | | | |
|--------------|--|--|--|---|-----------------|--------------------|------------------------------------|-------------------------|---------|----------|--|
| SECOND CLASS | | | Time Table No. 45 October 5, 1919 Succeeding No. 44B | | | SECOND CLASS | | | | | |
| | | | 551 | STATIONS | | | 552 | | | | |
| | | | Ex. Sun. | Telegraph Offices and Calls | | | Ex. Sun. | | | | |
| | | | Mixed | | | | Mixed | | | | |
| | | | L 3.15PM | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Elma | Distance from Elma | Car Capacity of Sidings | | | |
| | | | | | CH 10 | 0.0 |STIMSON..... 0.9 | 10.1 | Spur 7 | | |
| | | | | | | 0.9 |MILLPORT..... 1.4 | 9.0 | | | |
| | | | | | CH 7 1/2 | 2.3 |HILLGROVE..... 0.2 | 7.8 | Spur 4 | | |
| | | | | | CH 7 | 2.5 |McCLEARY JUNCTION..... 0.8 | 7.0 | | | |
| | | | | | CH 8 | 3.3 |McCLEARY..... 0.8 | 8.4 | Spur 15 | A 2.20PM | |
| | | | | | CH 7 | 2.5 |McCLEARY JUNCTION..... 2.6 | 7.6 | | 2.15 | |
| | | | | | CH 5 | 5.1 |RAYVILLE..... 0.7 | 5.0 | Spur 4 | s 2.08 | |
| | | | | | | | WHITE LUMBER Co. R. R. Cr. 0.2 | | | | |
| | | | | | CH 4 | 6.0 |WHITE..... 4.1 | 4.1 | Spur 5 | s 2.05 | |
| | | | A 4.00PM | T | CM 19 | 10.1 | EF.....ELMA.....D | 0.0 | 60 | L 1.40PM | |
| | | | Ex. Sun. | | | | | | | Ex. Sun. | |
| | | | .45 | | | | | | | .40 | |
| | | | 11.2 | | | | | | | 12.6 | |
| | | | | | | | Time Over Subdivision | | | | |
| | | | | | | | Average Speed Per Hour | | | | |

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

- Gates are installed at the crossings of private 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.
- No. 552 will connect with No. 421, and No. 551 will connect with No. 422 at Elma.
- Trains from Ninth Subdivision will ascertain Second Subdivision main line rights before occupying main line at Elma.
- No. 551 and No. 552 will stop on flag at Church's Crossing.
- NORTHERN PACIFIC ENGINES WILL NOT GO EAST OF HILLGROVE., Track between Hillgrove and Stimson leased to and operated by the Stimson Lumber Co.

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

WESTWARD.

TENTH SUBDIVISION.

EASTWARD.

(BUCKLEY LINE—BURNETT AND WILKESON BRANCHES)

| THIRD CLASS | | SECOND CLASS | | | | FIRST CLASS | | Water, Fuel, Stables, Turkeys and Wyes | Station Numbers | Distance from Kanaskat | Time Table No. 45 October 5, 1919 Succeeding No. 44B | | 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 | 528 | 532 | 972 | 982 | |
| Ex. Sun. | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | | | | Daily | Daily | | | Ex. Sun. | Daily | Daily | Sun. Only | Daily | Ex. Sun. | Ex. Sun. | |
| Way Frt. | Way Frt. | Mixed | Mixed | Mixed | Mixed | Passenger | Passenger | | | | Passenger | Passenger | | | Mixed | Mixed | Mixed | Mixed | Mixed | Way Frt. | Way Frt. | |
| | L 6.30AM | | | | | L 4.00PM | L 10.22AM | | A 1 | 0.0 | GV .....KANASKAT.....DN 1.2 | 44.6 | 140 | A 9.35AM | A 7.45PM | | | | | | A 1.05PM | |

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

| | | | | | | | | | | | | | | | | | | | | | |
|--|----------|--|--|--|--|----------|-----------|---|--------------|------|---------------------------------|------|-----------|----------|----------|--|--|--|--|--|-----------|
| | L 6.35AM | | | | | L 4.05PM | L 10.27AM | | 1932 | 1.2 | JC.....PALMER JCT.....D 0.9 | 43.4 | 70 | A 9.28AM | A 7.35PM | | | | | | A 1.00PM |
| | f 6.40 | | | | | f 4.08 | s 10.30 | W | 1933 | 2.1 |PALMER..... 1.3 | 42.5 | 30 | f 9.25 | s 7.30 | | | | | | f 12.45 |
| | f 6.50 | | | | | s 4.11 | s 10.33 | | 1934 | 3.4 |BAYNE..... 1.3 | 41.2 | Spur | f 9.21 | s 7.25 | | | | | | f 12.30 |
| | f 6.55 | | | | | s 4.14 | s 10.36 | | 1936 | 4.7 |CUMBERLAND..... 0.8 | 39.9 | No Siding | f 9.17 | s 7.20 | | | | | | f 12.01PM |
| | f 7.00 | | | | | f 4.16 | f 10.39 | | 1937 | 5.5 |NACO..... 2.0 | 39.1 | 60 | f 9.14 | s 7.16 | | | | | | f 11.50AM |
| | 7.10 | | | | | f 4.20 | f 10.44 | | 1939 | 7.5 |VEAZIE..... 3.4 | 37.1 | Spur 10 | 9.10 | f 7.10 | | | | | | 11.25 |
| | s 7.25 | | | | | s 4.30 | s 10.54 | | 1942 | 10.9 | CW.....ENUMCLAW.....D 3.4 | 33.7 | 105 | s 9.03 | s 7.00 | | | | | | s 11.00 |
| | s 8.10 | | | | | s 4.40 | s 11.06 | | 1945 | 14.3 | BK.....BUCKLEY.....D 4.3 | 30.3 | 100 | s 8.53 | s 6.45 | | | | | | s 9.50 |
| | s 8.25 | | | | | | | | | | | | | | | | | | | | s 9.30 |
| | s 9.00 | | | | | | | | | | | | | | | | | | | | s 9.35 |
| | 9.25 | | | | | | | | 1949 | 18.6 |CASCADE JCT..... 1.1 | 26.0 | No Siding | 8.38 | 6.25 | | | | | | 8.05 |
| | | | | | | | | | 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..... 2.0 | 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 | 19.7 | SO..SOUTH PRAIRIE..D 4.8 | 24.9 | 135 | | | | | | | | |
| | | | | | | | | | 1950 | 24.2 |CROCKER.....P 2.7 | 20.4 | 100 | | | | | | | | |
| | | | | | | | | | 1958 | 26.9 | OQ.....ORTING.....D 3.4 | 17.7 | 200 | | | | | | | | |
| | | | | | | | | | 1961 | 30.3 |MCMILLIN.....P 2.1 | 14.3 | Spur 8 | | | | | | | | |
| | | | | | | | | | 1963 | 32.4 |ALDERTON..... 2.4 | 12.2 | 25 | | | | | | | | |
| | | | | | | | | | 1966 | 34.8 |MEEKER..... 9.8 | 9.8 | 70 | | | | | | | | |

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

| | | | | | | | | | | | | | | | | | | | | | |
|--|----------|----------|--|--|--|----------|-----------|--|------|------|----------------------------|--|--|----------|----------|--|--|--|--|--|----------|
| | A 1.00PM | | | | | A 6.00PM | A 12.25PM | | 1976 | 44.6 | Q.....TACOMA.....DN 0.0 | | | L 7.40AM | L 5.00PM | | | | | | L 3.00AM |
| | | | | | | | | | | | | | | | | | | | | | |
| | Ex. Sun. | Ex. Sun. | | | | Daily | Daily | | | | | | | Daily | Daily | | | | | | Ex. Sun. |
| | .35 | 3.15 | | | | .09 | .15 | | | | | | | 1.28 | 2.05 | | | | | | 2.25 |
| | 9.4 | 11.0 | | | | 9.3 | 18.0 | | | | | | | 22.6 | 15.9 | | | | | | 6.5 |
| | | | | | | 9.0 | 9.8 | | | | | | | | | | | | | | 11.5 |
| | | | | | | 23.7 | 21.9 | | | | | | | | | | | | | | 18.5 |
| | | | | | | | | | | | | | | | | | | | | | 11.9 |
| | | | | | | | | | | | | | | | | | | | | | 15.0 |
| | | | | | | | | | | | | | | | | | | | | | 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.
- Double track switches at Cascade Junction and South Prairie will be set for eastward 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 deraul 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 on the outside track and engines will not use crossover west of the bunkers.
- No. 597 will connect with Puget Sound Division Nos. 450 and 456 at Puyallup and No. 523 at So. Prairie.

| WESTWARD. | | ELEVENTH SUBDIVISION. (GREEN RIVER BRANCH) | | | | EASTWARD. | |
|--------------|--------------------|---|-----------------|-------------------------|---|-------------------------|--------------------|
| SECOND CLASS | FIRST CLASS 595 | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Kerriston | Time Table No. 45 October 5, 1919 Succeeding No. 44 B | | FIRST CLASS 598 |
| | Daily | | | | Distance from Kanaskat | Car Capacity of Sidings | Daily | SECOND CLASS |
| | Passenger | | | | STATIONS | | |
| | | | | | Telegraph Offices and Calls | | |
| | L 8:15AM | | CJ 15 | 0.0 |KERRISTON..... | 14.7 | A 9:20PM |
| | f 8:20 | Y | | 1.6 |HALMAR..... | 13.1 | f 9:10 |
| | f 8:45 | W | CJ 7 | 7.5 |HEMLOCK..... | 7.2 | f 8:40 |
| | s 8:48 | | CJ 6 | 8.3 |BARNESTON..... | 6.4 | f 8:35 |
| | | | | 11.7 | Pac. States. Lbr. Co. Ry. Cross. | 3.0 | |
| | s 9:05 | | | 12.4 |KANGLEY JCT..... | 2.3 | s 8:15 |
| | s 9:15 | | CJ 4 | 14.0 |SELLECK..... | 3.9 | s 8:05 |
| | | | | 13.9 | C. M. & St. P. R. R. Crossing No Track Connection | 3.8 | |
| | s 9:25 | | CJ 2 | 12.4 |KANGLEY JCT..... | 2.3 | s 7:58 |
| | | | | 12.7 |HIAWATHA..... | 2.0 | Spur |
| | s 9:28 | | CJ 1 | 13.3 |DURHAM..... | 1.4 | s 7:55 |
| | A 9:35AM | W Y O | A 1 | 14.7 | GV.....KANASKAT.....DN | 0.0 | L 7:50PM |
| | Daily | | | | | | Daily |
| | 1.20 | | | | Time Over Subdivision | | 1.30 |
| | 12.2 | | | | Average Speed Per Hour | | 9.1 |

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.
- A. Normal position of switch at Kangley Junction set for Selleck Line.

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

| WESTWARD. | | TWELFTH SUBDIVISION. (ORTING BRANCH) | | | | EASTWARD. | |
|--------------|--------------------|---|-----------------|----------------------------|---|-------------------------|--------------------|
| SECOND CLASS | FIRST CLASS 595 | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from End of track | Time Table No. 45 October 5, 1919 Succeeding No. 44 B | | FIRST CLASS 598 |
| | Daily | | | | Distance from Ortting | Car Capacity of Sidings | Daily | SECOND CLASS |
| | Passenger | | | | STATIONS | | |
| | | | | | Telegraph Offices and Calls | | |
| | | | | 0.0 |END OF TRACK..... | 10.0 | |
| | | | | | (St. P. & T. Lbr. Co. Camp No. 1) | | |
| | | | | 1.3 | TACOMA & EASTERN Cross'g | 8.7 | |
| | | | | | 1.0 | | |
| | | | CE 8 | 2.3 |PUYALLUP RIVER..... | 7.7 | 10 |
| | | | | | 7.7 | | |
| | | W T | 1058 | 10.0 | OG.....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 Ortting station will be set for cross-over, and track from cross-over to station will be used as a main line passing track.
- Hayes deraill installed 60 feet west of west passing track switch at Camp 2, Camp 2 is located 4,000 feet east of Puyallup River on the St. Paul and Tacoma Lumber Company's track.

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

| WESTWARD | | THIRTEENTH SUBDIVISION (MENDOTA BRANCH) | | | | EASTWARD | |
|----------------|--------------------|--|-----------------|-----------------------|---|-------------------------|----------------|
| SECOND - CLASS | FIRST CLASS 513 | Water, Fuel, Scales, Turn Tables and Wyes | Station Numbers | Distance from Mendota | Time Table No. 45 October 5, 1919 Succeeding No 44B | | SECOND - CLASS |
| | Ex. Sun. | | | | Distance from Wabash | Car Capacity of Sidings | Ex. Sun. | SECOND - CLASS |
| | Mixed | | | | STATIONS | | |
| | | | | | Telegraph Offices and Calls | | |
| | L 1:15PM | | CO 9 | 0.0 |MENDOTA.....P | 8.6 | A 12:55PM |
| | f 1:25 | | CO 6 | 2.9 |PACKWOOD..... | 5.7 | f 12:45 |
| | A 1:55PM | | 2025 | 8.6 |WABASH.....P | 0.0 | L 12:15PM |
| | Ex. Sun. | | | | | | Ex. Sun. |
| | .40 | | | | Time over Subdivision | | .40 |
| | 12.9 | | | | Average Speed per Hour | | 12.9 |

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

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

- AUTHORIZED SURGEONS, N. P. RY. CO.**
- | | | | | | |
|---|------------------------------------|---------------------------------------|---------------------------------|------------------------------------|--|
| Dr. P. A. Remington, Chief Surgeon, Western Div., Tacoma. | Dr. C. E. Martin, Wilkeson, Wn. | Tacoma Baggage Room (S). | Dr. F. W. Wichman, Tenino. | Dr. R. S. Stryker, Ridgefield. | Location of Stretchers (S). |
| Dr. J. H. Sheets, Buckley (S). | Dr. W. M. Karshner, Puyallup. | Tacoma Wharf (S). | Dr. G. W. Kennicott, Chehalis. | Dr. E. P. French, Elma. | Dr. Luman Roach, Kalama (S). |
| Dr. F. G. Ullman, Enumclaw. | Puyallup (S). Tacoma Hospital (S). | Tacoma (Toolcar) (S). | Dr. J. W. Mowell, Olympia (S). | Dr. F. L. Carr, Montesano. | Dr. Andrew C. Smith, Portland (S). |
| Dr. F. J. Shadd Selleck, Ortting (S). | Tacoma Round House (S). | Dr. P. B. Swearingen, So. Tacoma (S). | Dr. J. H. Dumon, Centralia (S). | Dr. H. C. Watkins, Hoquiam. | Dr. W. G. Cameron, Specialist, Tacoma. |
| | Tacoma Moon Yard Office (S). | Dr. E. L. Carlsen, So. Tacoma (S). | Dr. H. Y. Bell, Centralia (S). | Dr. C. E. Bartlett, Aberdeen (S). | Dr. J. F. Dickson, Oculist, Portland. |
| | Head-of-Bay Yard Office (S). | Dr. G. P. Poole, Rainier | Dr. J. C. Van Winkle, Oakville | Dr. O. K. Wolf, Castle Rock. | Dr. A. M. Stevenson, Yacolt (S). |
| | | | | Dr. C. W. Bales, Kelso. | Dr. W. D. Morrett, Bayne. |
| | | | | Dr. Chas. McCallum, Vancouver (S). | Dr. W. W. Hall, Napavine. |

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 South Tacoma..... | 2.20 | 600 | 20 | 500 | 20 | 400 | 15 | 400 | 15 | 300 | 15 | 250 | 9 | ..... | ..... |
| | Tacoma to Chehalis..... | 0.30 | 3500 | 99 | 3300 | 99 | 2000 | 80 | 1800 | 80 | 1500 | 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 | 3300 | 99 | 2500 | 80 | 2500 | 80 | 2300 | 50 | 2000 | 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 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Grand Mound to Centralia..... | .00 | ..... | ..... | ..... | ..... | 3000 | 70 | 3000 | 70 | ..... | ..... | ..... | ..... | ..... | ..... |
| Sixth Eastward | Rochester to Grand Mound..... | .40 | ..... | ..... | ..... | ..... | 2400 | 70 | 2400 | 70 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Gate to Rochester..... | 0.50 | ..... | ..... | ..... | ..... | 2000 | 70 | 2000 | 70 | ..... | ..... | ..... | ..... | ..... | ..... |
| Seventh Westward | Chehalis Jet. to Adna..... | 0.50 | ..... | ..... | ..... | ..... | 1800 | 60 | 1800 | 60 | ..... | ..... | ..... | ..... | 2000 | 80 |
| | Adna to Pe Ell..... | 0.66 | ..... | ..... | ..... | ..... | 1500 | 50 | 1400 | 50 | ..... | ..... | ..... | ..... | 1600 | 60 |
| | Pe Ell to McCormick..... | 0.80 | ..... | ..... | ..... | ..... | 800 | 30 | 800 | 30 | ..... | ..... | ..... | ..... | 1000 | 40 |
| | McCormick to Pluvius..... | 1.60 | ..... | ..... | ..... | ..... | 550 | 30 | 550 | 30 | ..... | ..... | ..... | ..... | 750 | 40 |
| | Pluvius to South Bend..... | 0.53 | ..... | ..... | ..... | ..... | ..... | 70 | ..... | 70 | ..... | ..... | ..... | ..... | ..... | 80 |
| Seventh Eastward | South Bend to Frances..... | 0.60 | ..... | ..... | ..... | ..... | 1800 | 60 | 1800 | 60 | ..... | ..... | ..... | ..... | 2000 | 80 |
| | Frances to Pluvius..... | 1.90 | ..... | ..... | ..... | ..... | 500 | 25 | 500 | 25 | ..... | ..... | ..... | ..... | 700 | 35 |
| | Pluvius to Chehalis Jet..... | 0.40 | ..... | ..... | ..... | ..... | ..... | 70 | ..... | 70 | ..... | ..... | ..... | ..... | ..... | 80 |
| Eighth Westward | Yacolt to Van Jet..... | 0.58 | ..... | ..... | ..... | ..... | 1800 | 45 | 1800 | 45 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Van Jet. to Homan..... | 1.60 | ..... | ..... | ..... | ..... | 550 | 35 | 550 | 35 | ..... | ..... | ..... | ..... | ..... | ..... |
| Eighth Eastward | Homan to Yacolt..... | 1.66 | ..... | ..... | ..... | ..... | 800 | 45 | 800 | 45 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Stimson to Elma..... | 1.00 | ..... | ..... | ..... | ..... | ..... | 70 | ..... | 70 | ..... | ..... | ..... | ..... | ..... | ..... |
| Ninth Eastward | Elma to Stimson..... | 1.00 | ..... | ..... | ..... | ..... | 1000 | 70 | 1000 | 70 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Palmer Jet. to Tacoma..... | 0.00 | ..... | 99 | ..... | 99 | ..... | 80 | ..... | 80 | ..... | ..... | ..... | 60 | ..... | ..... |
| Tenth Westward | Fairfax to South Prairie..... | 0.00 | ..... | 99 | ..... | 99 | 2000 | 45 | 2000 | 45 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Tacoma to Orting..... | 0.56 | 2500 | 99 | 2250 | 99 | 1800 | 80 | 1800 | 80 | ..... | ..... | 1200 | 60 | ..... | ..... |
| Tenth Eastward | Orting to South Prairie..... | 1.00 | 1200 | 80 | 1000 | 60 | 900 | 60 | 800 | 60 | ..... | ..... | 500 | 17 | ..... | ..... |
| | South Prairie to Buckley..... | 1.70 | 600 | 20 | 500 | 17 | 450 | 15 | 400 | 14 | ..... | ..... | 250 | 9 | ..... | ..... |
| | Buckley to Palmer Jet..... | 1.25 | 1200 | 80 | 1000 | 60 | 900 | 60 | 800 | 60 | ..... | ..... | 500 | 17 | ..... | ..... |
| | South Prairie to Morristown..... | 1.45 | ..... | ..... | ..... | ..... | 500 | 28 | 500 | 28 | ..... | ..... | ..... | ..... | ..... | ..... |
| | South Prairie to Wilkeson..... | 2.20 | ..... | ..... | ..... | ..... | 400 | 25 | 400 | 25 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Wilkeson to Carbonado..... | 2.20 | ..... | ..... | ..... | ..... | 400 | 25 | 400 | 25 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Carbonado to Fairfax..... | 1.70 | ..... | ..... | ..... | ..... | 500 | 30 | 500 | 30 | ..... | ..... | ..... | ..... | ..... | ..... |
| Eleventh Eastward | Kanaskat to Kerriston..... | 2.30 | ..... | ..... | ..... | ..... | 400 | 25 | 400 | 25 | ..... | ..... | ..... | ..... | ..... | ..... |
| | Kerriston to Kanaskat..... | 1.40 | ..... | ..... | ..... | ..... | 600 | 30 | 600 | 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 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 DISTANCE FROM TACOMA. | Seventh Subdivision 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 | Mayfair..... 55.6 |
| Polehn..... 44.7 | |
| Menefee..... 73.2 | |
| McNelly..... 73.9 | |
| Hermione..... 110.1 | |

| Second Subdivision DISTANCE FROM ST. CLAIR | Ninth Subdivision DISTANCE FROM ELMA. |
|---|--|
| Black Lake..... 13.2 | Kraft..... 2.3 |
| Smith & Prosser..... 31.1 | |
| M. M. C. Logging Co..... 33.0 | |
| Gibson Creek..... 38.0 | |
| Weatherwax..... 58.6 | |
| Standard Oil Co..... 58.7 | |
| Stockwell..... 59.4 | |
| Wynooche..... 60.4 | |
| Mox Chuck..... 64.1 | |
| Joe Creek..... 97.4 | |

| Fourth Subdivision DISTANCE FROM TACOMA. | Tenth Subdivision DISTANCE FROM PALMER JCT. |
|---|--|
| Scholz..... 15.4 | Big 6..... 1.7 |
| Bordeaux Shingle Co..... 37.1 | Occidental..... 2.0 |
| Scheel..... 37.2 | Fleet..... 3.2 |
| Mutual..... 37.6 | Hyde..... 3.9 |
| | Birch..... 7.9 |
| | Blackburn..... 11.5 |
| | Webstone..... 12.5 |
| | Broomfield..... 19.6 |
| | Moneko..... 31.8 |

| Sixth Subdivision DISTANCE FROM CENTRALIA. | Eleventh Subdivision DISTANCE FROM KANASKAT |
|---|--|
| Foran..... 2.9 | Yandell..... 2.9 |

| Sixth Subdivision DISTANCE FROM CENTRALIA. | Twelfth Subdivision DISTANCE FROM ORTING. |
|---|--|
| Foran..... 2.9 | Electron Rock Crusher..... 8.6 |
| | Dempsey..... 8.4 |

DERAIL SWITCHES

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

| FIRST SUBDIVISION | SEVENTH SUBDIVISION |
|---|---|
| West Tacoma..... Spur track. | Littell..... East and west end Chester-Snow Mill spur. |
| Olegard..... East end spur. | Bunker..... East and west end interchange track. |
| Nisqually..... Team track and set out track. | Meskill..... East end quarry track and west end mill track. |
| Plumb..... Spur track. | Doty..... 150 feet from main track switch. |
| Chain Hill Lumber Co..... Spur track. | McCormick Junction..... 200 feet from main track switch. |
| Polehn..... 250 feet from main track. | Wavville..... Mill spur. |
| Bucoda..... Bucoda Lumber Co. Spur. | Ashlock..... Log spur. |
| Wabash..... Interlocking derail on O-W. R. & N. connection. | Fluvius..... East and west end siding. |
| 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. | Custer..... Log spur. |
| Napavine..... On Somervilles' and Emory Nelson spur tracks. House track 110 feet west of switch connection with passing track. | Lebam..... Mill spur. |
| Evaline..... West end spur. | Walpee..... Log spur. |
| Winlock..... West end passing track. | Green Creek..... Log spur. |
| Menefee..... 500 feet from main line switch. | Dryad..... Leudinghaus Lbr. Co., 500 feet from main track. |
| Olequa..... House track. | |
| Castle Rock..... 150 feet from main track on Silver Lake Log R. R. | |
| Carrolls..... House track. | |
| Hermione..... 250 feet from main track; 66 feet east of Powder magazine also safety switch same track about 900 feet east of magazine. | |
| Ridgefield..... O. W. R. & N. tie spur 600 ft. from passing track switch. | |
| Knapp..... House track. | |
| Vancouver..... On Wood Spur and Cannery Spur both on switching lead to wharf freight house. East end of lead to No. 1 track on N. P. side. | |
| Kyro..... East end of Industry track, 200 feet from switch. | |
| McNelly..... 100 feet from main track. | |

| SECOND SUBDIVISION | EIGHTH SUBDIVISION |
|--|---|
| Union Mills..... West end of rollway spur. | Vancouver Junction..... East leg wye 135 feet from Yacolt end of wye switch. |
| Belmore..... White's Log Spur. | Brush Prairie..... East end passing track. |
| Bordeaux Junction..... Mason County Log Spur. | Crusher..... Spur track. |
| Gate..... Coal track and west end of passing track. | Smith..... Spur track. |
| Smith and Prosser..... East end of spur. | Yacolt..... North leg wye switch normal position this switch for north leg wye. |
| Lytles..... West end siding. | |
| Malone..... East end spur track, west end mill track. | |
| Elma..... East end horn track. | |
| Satsop..... East end siding. | |
| Erdy..... West end siding and Hayes spur. | |
| Montesano..... Switch leading to industry spur west end of team track to be left set for spur to act as derail for team track. | |
| Weatherax..... 188 feet from main track. | |
| Wynooche..... West end of spur. | |
| Mox Chuck..... Log spur. | |
| Aberdeen Junction..... Coal bunker track. | |
| Copalis..... Log spur 500 feet west of station. | |
| Carlisle..... East end siding. | |
| Joe Creek..... Log spur just west of Aloha. | |
| Gibson Creek..... Both ends of siding. | |
| M. & M. C. Logging Co..... Both ends of siding. | |
| Carlisle..... East end of siding. | |
| Weatherwax Lumber Co. Spur..... 150 feet from main track. | |

| THIRD SUBDIVISION | NINTH SUBDIVISION |
|---|---|
| Lakeview..... Standard Oil Spur. | Elma..... Standard Oil spur. |
| Military Spur..... 456 feet from main line switch. | Kraft..... Spur track. |
| American Lake..... Dupont Powder Company's spur 950 feet from main track and on the track leading to black powder mill. | McCleary..... East end interchange track. |
| American Lake..... Green Park Spur 177 feet from main track. | Hillgrove..... 300 feet west. |

| FOURTH SUBDIVISION | TENTH SUBDIVISION |
|---|---|
| Yelm..... East end house track. | Palmer Junction..... Rose-Marshall Coal Company's spur. |
| Rainier..... Lindstrom-Handforth Lumber Company's spur. | Big Six..... 300 feet east of main line switch; on same track 300 feet west of coal bunkers and on Clay Company's track 250 feet from connection with Big Six spur. |
| Johnson Creek..... Spur track leading to mill. | Occidental..... Coal track 300 feet west of bunkers. |
| Mutual..... Spur track leading to mill. | Hayne..... Coal spur. |
| West Tenino..... Tenino Stone Company's spur. | Fleet..... Fleet Coal Company's track. |

| FIFTH SUBDIVISION | ELEVENTH SUBDIVISION |
|---|--|
| Crocker..... In main track east end of yard. | Durham..... East end coal track 250 feet from main track, and west end coal track. |
| Wingate..... West end siding; and 600 feet east of depot at west end of coal bunkers. | Hawatha..... East end. |
| | Yandell..... West end. |
| | Selleck (1/2 mile west)..... On Kangley Line. |
| | Hemlock..... West end siding. |
| | Halmar..... In main track, 60 feet from west wye switch; also 550 feet from wye switch on Northwest Lumber Company's spur. This spur forms tail end of wye at Halmar; this switch much be left in derail position. |

| SIXTH SUBDIVISION | TWELFTH SUBDIVISION |
|-------------------------------------|--|
| Blakeslee..... William's Mill spur. | Orting..... 600 feet east junction switch. |
| Foran..... Coal spur. | |

| THIRTEENTH SUBDIVISION |
|--|
| Mendota..... Connect with Martin Log Spur. |

LIST OF SURGEONS

| NAME | LOCATION | DISTRICT | NAME | LOCATION | DISTRICT |
|---|---|---|---|--------------------------|--|
| DR. K. A. J. MACKENZIE, Chief Surgeon. | PORTLAND, Corbett Bldg. Telephones | O-W. R. & N. Co., System. | DR. F. D. MERRITT, District Surgeon. | AUBURN. | Seattle-Tacoma. |
| DR. F. M. TAYLOR, Asst. Surgeon. | PORTLAND, Corbett Bldg. Ho. A1267 | O-W. R. & N. Co., System. | DR. CHAS. JAMES, District Surgeon. | TACOMA, 304 Berlin Bldg. | Auburn-Tenino. |
| DR. DONALD H. JESSOP, Asst. Surgeon. | PORTLAND, Corbett Bldg. Pa. M 267 | O-W. R. & N. Co., System. | DR. W. A. MILLINGTON, District Surgeon. | TENINO. | Tacoma-Centralia. |
| DR. W. H. NORTON, Asst. Surgeon. | PORTLAND, Corbett Bldg. | O-W. R. & N. Co., System. | | | Tenino-Winlock. |
| DR. GEO. AINSLIE, Chief Oculist. | PORTLAND, Oregonian Bldg. | O-W. R. & N. Co., System. | DR. WALLACE A. SMITH, District Surgeon. | CENTRALIA. | Centralia-So. Elma. |
| DR. J. F. DICKSON | | | | | Centralia-Tono. |
| DR. J. N. COGHLAN } Nose and Throat. | PORTLAND, Selling Bldg. | O-W. R. & N. Co., System. | | | Winlock-Castle Rock. |
| DR. F. R. DAVIS | | | | | Castle Rock-Kalama. |
| DR. C. STUART MENZIES. | | | | | |
| DR. C. HOLCOMB, Assistant Surgeon. | PORTLAND, Stevens Bldg., Park and Wash Sts. | E. Portland, South of Sullivan's Gulch. | DR. R. H. CAMPBELL. | VADER. | Grays Harbor and North River Branches. |
| DR. MONTGOMERY RUSSELL, Division Surgeon. | ALBINA. | Albina to Vancouver. | DR. C. W. BALES, District Surgeon. | KELSO. | |
| DR. F. R. UNDERWOOD, Assistant Surgeon. | SEATTLE, 620 Leary Bldg. } Main 90 | Portland-Seattle. | DR. HANNIBAL BLAIR, District Surgeon. | ELMA. | |
| DR. S. M. SAMUELS, Oculist and Aurist. | SEATTLE, 620 Leary Bldg. } | Portland-Seattle. | DR. EDMUND A. SIZER, District Surgeon. | COSMOPOLIS. | |
| DR. WM. P. O'ROURKE, Assistant Surgeon. | SEATTLE, Cobb Bldg. Main 2205 | Argo. | DR. I. R. WATKINS, District Surgeon. | ABERDEEN. | |
| | SEATTLE, (Georgetown). | | DR. H. C. WATKINS, District Surgeon. | HOQUIAM. | |
| | | | DR. J. H. FITZ, District Surgeon. | MONTESANO. | |
| | | | DR. W. L. BRIDGFORD, District Surgeon. | OLYMPIA. | |

AMBULANCE AT PORTLAND IS LOCATED AT RED CROSS AMBULANCE CO., 391 DAVIS ST., TELEPHONES, BROADWAY 78 A

CLEARANCES

Table with columns for Subdivision, Line Name, and Limit of Load-Measurement (Height Above Top of Rail) for widths from 1 ft. to 11 ft. 6 in. Includes Max. Height and Max. Width columns.

SPECIAL RULES

First Subdivision (Main Line)

- 1. Between Centralia and Wabash Third or extreme right hand track, going east will be operated under Yard Limit Rules. No cars to be left on this track by train or yard crews without train order protection.
2. Trains will be governed by rules of Northern Pacific Terminal Co. while in Portland Yard.
...
21. Staff operation McCarver Street and Stadium. McCarver Street is not manual block office. Eastward trains will procure staff at McCarver Street authorizing use of track between McCarver Street and Stadium; westward trains will procure staff at Stadium authorizing use of track between Stadium and McCarver Street and also block clearance card governing manual block between McCarver Street and Sixth Avenue.

SPECIAL RULES

Second Subdivision (Grays Harbor Line)

- 22. Second Subdivision trains will approach Gate looking out for trains to and from Sixth Subdivision turning on wye.
23. Normal position of crossing gates at Olympia, where Second Subdivision track crosses that of the Tumwater Spur, will be set and locked across the spur, and when train on spur desires to use crossing, gates will be swung across Second Subdivision track.
...
47. At Cosmopolis trains 583 and 584 will use O-W. R. & N. and C. M. & St. P. depot via Cosmopolis wye track and will be governed by rules and regulations of O-W. R. & N.

STANDARD CLOCKS.

Tacoma Centralia Vancouver Portland Hoquiam

WATCH INSPECTORS.

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

BULLETIN STATIONS.

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

REGISTERING STATIONS.

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

TRAIN REGISTER EXCEPTIONS.

1. AT CHEHALIS—Seventh Subdivision trains only will register.
2. AT WABASH—Trains using third main track between Centralia and Wabash only will register.
3. AT VANCOUVER JUNCTION—First Subdivision trains will not register.
4. AT NISQUALLY—First Subdivision trains will not register. Third Subdivision trains will register by ticket, Form 608.
5. AT LAKEVIEW—Third and Fourth Subdivision trains will register by ticket Form 608. When operator is not on duty leave register ticket in way bill box located near freight house door.
6. AT ST. CLAIR—First Subdivision trains will not register. Second Subdivision trains will register by ticket, Form 608.
7. AT SOUTH TACOMA
WEST TENINO—First Class trains will register by ticket, Form 608, except when office is closed.
8. AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.
9. AT PALMER JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.
10. AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.
11. ENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule No. 83a.

CLEARANCE EXCEPTIONS.

12. AT SOUTH TACOMA
LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.
13. AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop. Westward extra trains will obtain clearance Form A as authority to enter double track at Tenino Junction.
14. AT ELMA
GATE
OLYMPIA
Second Subdivision trains will not require clearance unless train order signal is at caution or stop.
15. AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.
16. AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.
17. AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.
18. AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.

INTERLOCKING PLANTS.

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

SPEED RESTRICTIONS.

Maximum Speeds—

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

Special Restrictions—

32. Through crossovers and entering sidings, 15 miles per hour.
33. Through interlocking plants speed thirty miles per hour.
34. Between the hours of 7 a. m. and 7 p. m. approach Carrolls prepared to stop account teams hauling logs across Highway crossing at that point.
35. Between the hours of 7 a. m. and 6 p. m. approach private crossing about 1,000 feet west of mile post 110, between Kalama and Martins Bluff under control looking out for logs being hauled across track.
36. Eastward trains entering double track at South Tacoma, 15 miles per hour.
37. Troop trains handling freight cars must not exceed speed of 25 miles per hour.
38. On Big Six and Hyde Coal Company spurs, Tenth Subdivision, 10 miles per hour.
39. Through subway at Olympia and around curve at east end of subway, 15 miles per hour.
40. Around high bluffs at Grays Harbor City, 15 miles per hour.
41. Trains handling logs will not exceed 5 miles per hour between west end of Hoquiam River drawbridge and street crossing west of passenger station at Hoquiam.
42. Over the P. S. & W. H. R. R. crossing at Blakeslee Junction, 15 miles per hour.
43. Over Johns River drawbridge west of Markham, 4 miles per hour.
44. Trains handling logs approaching and passing through tunnel west of Yacolt, 10 miles per hour.
45. Class W or other freight engines weighing 201,500 pounds or over, on drivers limited to speed of 30 miles per hour.
46. In any class of service O.-W. R. & N. Co. engines of consolidation and Mikado class limited to speed of 35 miles per hour.
47. Engines with drivers of 48-inch diameter or less, 25 miles per hour.
48. Great Northern engines 500-700 and 1100 series must not exceed 25 miles per hour at any time.
49. All trains approach Cascade Junction under full control looking out for branch line trains.
50. Over P. S. & W. H. R. R. crossings, Seventh Subdivision, 30 miles per hour.
51. Over Chambers Creek drawbridge and Lewis River drawbridge, 25 miles per hour.
52. City or village ordinance restrict speed of trains over highway crossings within corporate limits as follows:
 Roy, Bucoda, Centralia, Chehalis, Winlock, Orting, Buckley, Enumclaw, Burnett, 10 miles per hour. Ridgefield, 15 miles per hour. Vader, 12 miles per hour.
53. Over road crossings at Sixth Avenue and Day Island which are within corporate limits of Tacoma, 25 miles per hour. Trains running against current of traffic over these crossings must not exceed six miles per hour account of crossing bells not ringing for trains running against the current of traffic.
54. Limit speed to ten miles an hour on westward track from a point 200 feet east of crossover at mile post 42 to crossover switch at mile post 42 located between Plumb and Tenino.
55. At Raymond over Seventh Street crossing, 10 miles per hour.
56. At Napavine over street crossing just east of depot, 15 miles per hour.
57. At Kelso, over Allen street crossing which leads to bridge over Cowlitz River, just east of freight house, 15 miles per hour.

YARD LIMITS.

| | | | |
|--------------|---------------|-----------------------------|-----------------------------------|
| Tacoma | Vancouver | St. Clair (On 2d Sub. Div.) | Cosmopolis |
| McCarver St. | Meeker | Olympia | South Aberdeen |
| South Tacoma | South Prairie | Gate | Aberdeen |
| West Tenino | Pe Ell | Elma | Hoquiam |
| Centralia | Raymond | Aberdeen Junction | Moclips |
| Chehalis | South Bend | American Lake | Nisqually (1st and 3rd Sub. Div.) |

SWITCHING LIMITS.

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

HELPER DISTRICTS.

58. Between Centralia and Vader.
59. Between Rainier and West Tenino.
60. Between Frances and Pe Ell.
61. Between South Prairie and Buckley.
62. Between South Prairie and Carbonado.

LAP SIDINGS.

Roy Rainier

63. Trains taking sidings must head in at lap.

MAXIMUM GRADES.

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

USE OF STAFF ON SUBDIVISIONS AND SPURS.

73. At American Lake—On Dupont Powder Co. spur and on Cantonment tracks. See sketch, page 7.
74. Hoquiam River spur on Second Subdivision at Hoquiam.
75. Orting Branch, Twelfth Subdivision.
76. Crocker Branch, Fifth Subdivision.
77. Before using these tracks trains will obtain staff, which is located in staff box, at east Junction. All other trains using these tracks, must be operated under protection as per Rule 99. For completion of Dispatcher's record of service, operator at Main Line Junction will telegraph copy of register, including mileage made, information to be furnished by conductor. If there is no operator at junction point, information will be telegraphed from first open telegraph station.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

78. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
79. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.
80. Trains handling logs on double track will not be permitted to meet passenger trains between stations or handle after dark. Conductor will inform dispatcher when he has logs in train and such train and opposing passenger trains will be blocked at each telegraph office in double track district to insure that no passenger trains are met. This does not apply between Hoquiam and Aberdeen. This rule is modified that it is permissible to handle logs between Chehalis and Centralia after dark, but train handling logs **will not be permitted to meet any train on double track between Chehalis and Centralia**, and Conductor must obtain a train order before leaving Chehalis to the effect that all westward trains will wait at Centralia until the arrival of such train. Train must be looked over carefully before leaving Chehalis to see that loads are in first class condition, and extra precaution must be taken when moving to have brakeman stationed on rear platform of caboose with lantern or fusee in order to determine if any logs have rolled off cars and are blocking opposite track.
81. Cars containing logs will not be handled through the Nelson Bennett tunnel between Ruston and Sixth Avenue. Logs destined to Tacoma in eastward trains must be set out at St. Clair to be handled via American Lake Line. Rock loaded on flat cars must not be handled through Nelson Bennett tunnel unless secured on cars with side boards.

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

J. S. DEAN,
 Assistant Superintendent, Tacoma

T. E. COYLE,
 Train Master, Tacoma

J. A. CAMPBELL,
 Train Master, Tacoma

H. P. CAVANAUGH,
 Train Master, Tacoma

J. F. THOMAS,
 Chief Dispatcher, Tacoma

D. A. CRISWELL, Assistant Chief Dispatcher
 G. A. ADAMS, Night Chief Dispatcher

D. E. HIGGINS, Train Dispatcher
 F. P. HEISER, Train Dispatcher
 W. E. BURKETT, Train Dispatcher

G. E. MALTBY, Train Dispatcher
 R. T. SALE, Train Dispatcher
 C. B. SIMMONS, Train Dispatcher

G. R. CARLAW, Train Dispatcher
 G. R. LEWIS, Train Dispatcher
 O. M. LUND, Train Dispatcher

R. F. GRAHAM, Train Dispatcher
 JOHN HARTL, Train Dispatcher

