

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 46 TABLE

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

SUNDAY, JUNE 6, 1920

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,
Assistant General Manager.

J. E. CRAVER,
Acting General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. C. ALBEE,
Superintendent.

WESTWARD.

FIRST SUBDIVISION. MAIN LINE.

Table with columns for Time Table No. 46 (June 6, 1920), Stations, and train classes (First Class, Second Class, Third Class) with various service codes and times.

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

Main table listing stations from McCarver Street to Vancouver with arrival and departure times for various train services and classes.

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

Table showing train times between Vancouver and Portland, including service codes and average speeds.

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.

Table with columns for Time Table No. 46 (JUNE 6, 1920), STATIONS, Car Capacity of Sidings, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with specific train numbers and times.

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 for Tacoma to Vancouver, listing stations (e.g., McCARVER STREET, RUSTON, SIXTH AVENUE, STEILACOOM, KETRON, NISQUALLY, ST. CLAIR, KYRO, CHAMBERS PRAIRIE, PLUMB, TENINO, TENINO JCT, BUCODA, WABASH, CENTRALIA, CHEHALIS, CHEHALIS JCT, NAPAVINE, EVALINE, WINLOCK, VADER, OLEQUA, CASTLE ROCK, OSTRANDER, KELSO, CARROLLS, KALAMA, MARTINS BLUFF, WOODLAND, RIDGEFIELD, KNAPP, FELIDA, VANCOUVER JCT, VANCOUVER) and their corresponding arrival and departure times for various train classes.

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

Summary table for Vancouver to Portland, showing time over subdivision and average speed per hour for various train classes.

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

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

WESTWARD

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

Table with columns for Station Numbers, Distance from St. Clair, Time Table No. 46 (June 6, 1920), STATIONS, Telegraph Offices and Calls, Car Capacity of Sidings, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with specific train numbers (421, 423, 571, 577, 579, 581, 583, 697, 965, 967, 983, 987) and their schedules.

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. 46 JUNE 6, 1920. Succeeding No. 45

STATIONS

Telegraph Offices and Calls

Table of stations and distances from Moclips for the Eastward route, including SR ST. CLAIR, UNION MILL, LACEY, OLYMPIA, TUMWATER SPUR CROS., BELMORE, LITTLE ROCK, BORDEAUX JUNCTION, MIMA, GATE, OAKVILLE, LYTTLE, PORTER, MALONE, ELMA, SATSOP, BRADY, MONTESANO, ABERDEEN JCT., JUNCTION CITY, COSMOPOLIS JCT., COSMOPOLIS, SOUTH ABERDEEN, MARKHAM, OCOSTA, BAY CITY, ABERDEEN JCT., SA. ABERDEEN, HO. HOQUIAM, GRAYS HARBOR CITY, GRAY GABLES, CHENOIS CREEK, BURROWS, TULIPS, WILDERNESS, COPALIS, CARLISLE, ONSLOW, STEARNSVILLE, ALOHA, PACIFIC, SUNSET BEACH, MOCLIPS.

Main schedule table with columns for First Class (422-580), Second Class (584-698), and Third Class (966-988). Rows include train numbers, departure/arrival times, and service types (Daily, Ex. Sun., Sun. Only, etc.).

Summary table for the Westward and Eastward routes, including Time Table No. 46, June 6, 1920, and station information for Wingate and Crocker branches.

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.

THIRD SUBDIVISION. (AMERICAN LAKE LINE)

Time Table No. 46 June 6, 1920 Succeeding No. 45. Table with columns for Third Class (985), First Class (537, 519, 517, 423, 407), and Third Class (986). Includes station names like Lakeview, Country Club, Tillicum, Murray, American Lake, Nisqually and various train times.

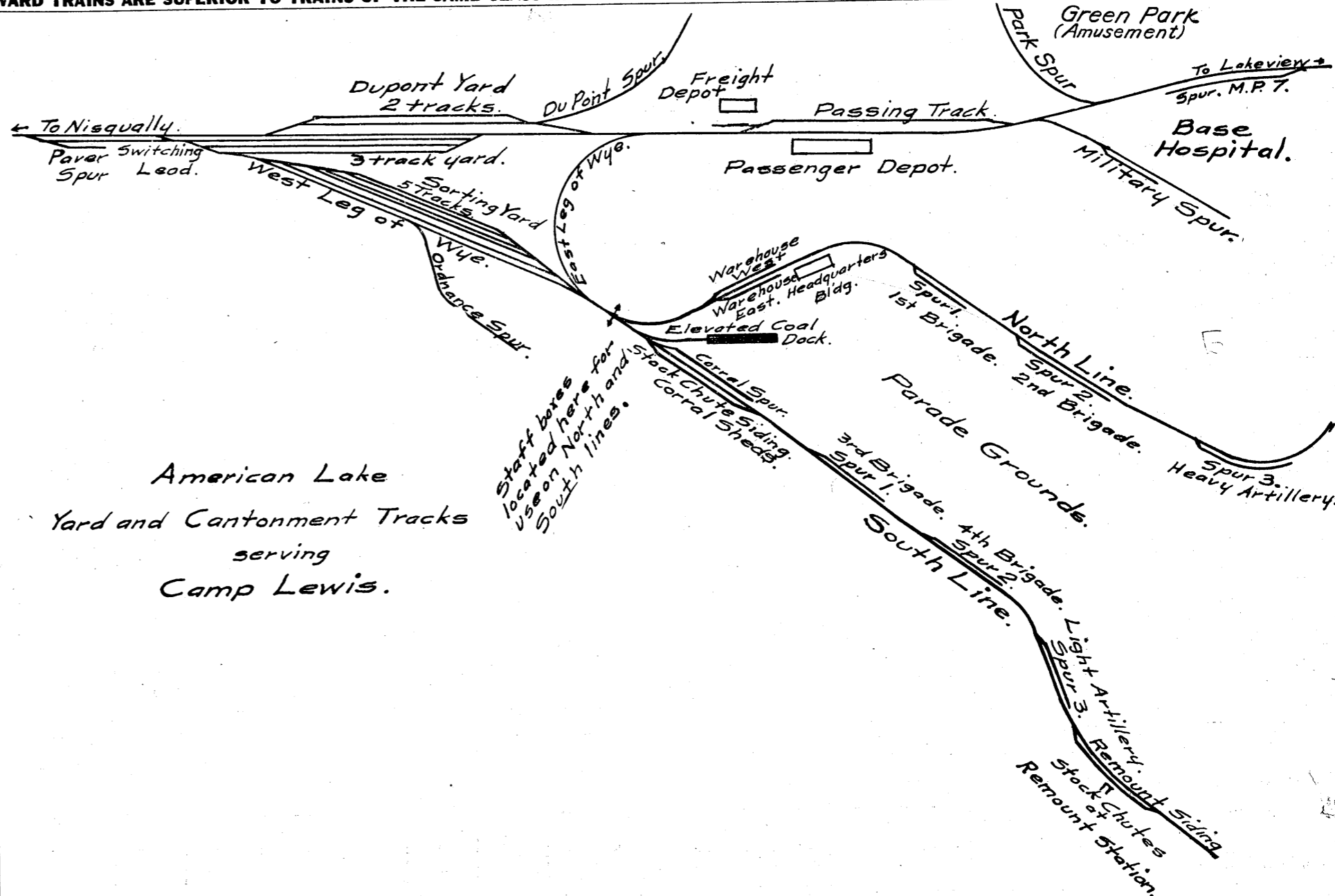
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

- 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, Nisqually or inside yard limits American Lake.
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 Time Table No. 46, June 6, 1920, Succeeding No. 45. Stations: TACOMA, TENINO JUNCTION. Includes freight and passenger service details.

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

Detailed time table for Fourth Subdivision with columns for stations (LAKEVIEW, HILLHURST, ROY, YELM, RAINIER, McINTOSH, WEST TENINO, TENINO JUNCTION) and arrival/departure times for various train classes.

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. SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13
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 between the hours of 12:00 midnight and 8:00 A. M.
5. Telegraph office at Lakeview and South Tacoma closed between the hours of 12:00 midnight and 8:00 A. M.
5A. Nos. 457 and 458 will connect at Lakeview with No. 536 and 537.
5B. At South Tacoma siding will be used as combination passing track and storage track.

WESTWARD.

SIXTH SUBDIVISION. (GATE LINE)

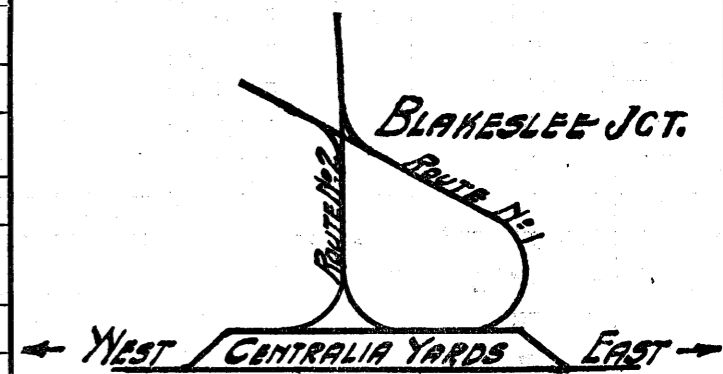
EASTWARD.

Table with columns for Third Class (987, 967, 577, 575, 573, 505, 503, 501), First Class (502, 504, 506, 574, 578), and Third Class (968, 988). Includes Time Table No. 46, June 6, 1920, Succeeding No. 45. Stations: CENTRALIA, BLAKESLEE JUNCTION, GRAND MOUND, ROCHESTER, GATE. Includes freight and passenger service details.

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.

Table with columns: THIRD CLASS (969, 593, 591), FIRST CLASS (592, 594, 970), Station Numbers, Distance from Chehalis Junction, Stations, Telegraph Offices and Calls, Distance from South Bend, Car Capacity of Sidings, Time Table No. 46 June 6, 1920 Succeeding No. 45, Average Speed Per Hour.

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

- 1. 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.
2. 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.
3. 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.
4. Telephones at Pluvius, Frances and Menlo.
5. 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.

Table with columns: 2d Class (587, 588), Ex. Sun., Mixed, Station Numbers, Distance from Yacolt, Stations, Telegraph Offices and Calls, Distance from Vancouver Jct., Car Capacity of Sidings, Time Table No. 46 June 6, 1920 Succeeding No. 45, Average Speed Per Hour.

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

- 6. Nos. 587 and 588, will stop on flag at Lucia 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 9, 10, 11, 12 AND 13

WESTWARD.

NINTH SUBDIVISION. ELMA BRANCH

EASTWARD.

Table with columns: SECOND CLASS (551, 552), Ex. Sun., Mixed, Station Numbers, Distance from Elma, Stations, Telegraph Offices and Calls, Distance from Elma, Car Capacity of Sidings, Time Table No. 46 June 6, 1920 Succeeding No. 45, Average Speed Per Hour.

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

- 8. Gates are installed at the crossings of private railroad over Northern Pacific tracks at White Star Lumber Co. crossing 1/4 mile east of White's. Normal position of gates is closed across the logging road. When crossing is being used by private companies' trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach these crossings under control, prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.
9. No. 552 will connect with No. 421, and No. 551 will connect with No. 423 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., 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. (BUCKLEY LINE—BURNETT AND WILKESON BRANCHES)

EASTWARD.

Summary table for Tenth Subdivision showing Third Class, Second Class, and First Class services with station names like Kanaskat, Palmer Jct., and Tacoma.

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

Main time table grid for Tenth Subdivision with columns for station names, train numbers, departure/arrival times, and track information.

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

Summary table for MEEKER AND TACOMA section showing service details and average speeds.

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

- 1. No. 598 will connect with Puget Sound Division No. 423 at Puyallup.
2. No. 596 will connect with Puget Sound Division No. 403 at Puyallup, with No. 526 at South Prairie and with Seattle Division No. 338 at Kanaskat.
3. No. 595 will connect with Seattle Division No. 41 at Kanaskat, No. 526 at South Prairie and No. 410 at Puyallup.
4. Double track switches at Cascade Junction and South Prairie will be set for eastward track.
5. Trains between Fairfax and Montezuma will look out for engine and motor car operated by Manley-Moore Lumber Company in this location.

- 6. Gates are installed at the crossing of private railroad over Northern Pacific tracks of Carbon Hill Coal Co. just east of Carbonado.
7. Engines must not go beyond deraul on Fleet Coal spur.
8. Trains Nos. 595, 597 and 598 will stop on flag at Broomfield.
9. 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.
10. No. 597 will connect with Puget Sound Division Nos. 450 and 456 at Puyallup and No. 523 at So. Prairie.

WESTWARD. ELEVENTH SUBDIVISION. EASTWARD. (GREEN RIVER BRANCH)

Table with columns for Second Class, First Class 595, Station Numbers, Distance from Kerriston, Time Table No. 46 June 6, 1920, Stations, Distance from Kanaskat, Car Capacity of Sidings, First Class 598, and Second Class. Includes stations like KERRISTON, HALMAR, HEMLOCK, BARNESTON, KANGLEY JCT, SELLECK, DURHAM, and KANASKAT.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. 1. REGULAR TRAINS LOOK OUT FOR LOGGING TRAINS BETWEEN HALMAR AND KERRISTON. 2. Trains will run under full control between a point 1000 feet west of siding at Selleck... SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

WESTWARD. TWELFTH SUBDIVISION. EASTWARD. (ORTING BRANCH)

Table with columns for Second Class, First Class 598, Station Numbers, Distance from Orting, Time Table No. 46 June 6, 1920, Stations, Distance from Orting, Car Capacity of Sidings, First Class 598, and Second Class. Includes stations like LAKE KAPOWSIN, TACOMA & EASTERN Cross'g, PUYALLUP RIVER JCT, and ORTING.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. 3. Junction switch, one mile east of Orting station will be set for cross-over... SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

WESTWARD THIRTEENTH SUBDIVISION EASTWARD (MENDOTA BRANCH)

Table with columns for Second - Class, First Class 513, Station Numbers, Distance from Mendota, Time Table No. 46 June 6, 1920, Stations, Distance from Wabash, Car Capacity of Sidings, First Class 514, and Second - Class. Includes stations like MENDOTA, PACKWOOD, and WABASH.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

- Dr. P. A. Remington, Chief Surgeon, Western Div., Tacoma. Dr. W. M. Karshner, Puyallup. Tacoma (Toolear) (S). Dr. J. J. O'Leary, Olympia (S). Dr. F. L. Carr, Montesano. Dr. W. W. Webb, Winlock. Dr. J. H. Sheets, Buckley (S). Puyallup (S). Tacoma Hospital (S). Dr. P. B. Swearingen, So. Tacoma (S). Dr. J. H. Dumon, Centralia (S). Dr. R. H. Campbell, Vader. Dr. F. G. Ullman, Enumclaw. Tacoma Round House (S). Tacoma Moon Yard Office (S). Dr. E. L. Carlsen, So. Tacoma (S). Dr. H. Y. Bell, Centralia (S). Dr. O. K. Wolf, Castle Rock. Dr. F. J. Shadd Selleck, Orting (S). Head-of-Bay Yard Office (S). Tacoma Baggage Room (S). Dr. G. P. Poole, Rainier. Dr. J. C. Van Winkle, Oakville. Dr. C. W. Bales, Kelso. Dr. C. E. Martin, Wilkeson, Wn. Tacoma Wharf (S). Dr. G. W. Kennicott, Chehalis. Dr. W. H. Warner, Ridgefield. Dr. E. P. French, Elma. Dr. F. W. Anderson, So. Bend (S). Dr. W. G. Cameron, Specialist, Tacoma. Dr. J. F. Dickson, Oculist, Portland. Dr. A. W. Stevenson, Yacolt (S). Dr. W. D. Merritt, Bayne. Dr. W. W. Hall, Napavine. Dr. C. J. Hoffman, Woodland.

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... Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS.

AUTHORIZED SURGEONS, G. N. RY. CO. Dr. J. A. La Gasa, Tacoma

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	Eighth Subdivision DISTANCE FROM YACOLT.
Black Lake..... 13.2	Crusher..... 3.7
Smith & Prosser..... 31.1	Bouton Perkins..... 4.8
M. M. C. Logging Co..... 33.0	Lucia..... 5.0
Gibson Creek..... 38.0	Dietrich..... 10.9
Weatherwax..... 58.6	
Grays Harbor County Gravel Bunkers..... 58.6	
Standard Oil Co..... 58.7	
Stockwell..... 59.4	
Wynooche..... 60.4	
Mox Chuck..... 64.1	
North Bay Lumber Co..... 79.0	
Grays Harbor County..... 80.0	
Joe Creek..... 97.4	
Fourth Subdivision DISTANCE FROM TACOMA.	Ninth Subdivision DISTANCE FROM ELMA.
Scholz..... 15.4	Kraft..... 2.3
Bordeaux Shingle Co..... 37.1	
Scheel..... 37.2	
Mutual..... 37.6	
Sixth Subdivision DISTANCE FROM CENTRALIA.	Tenth Subdivision DISTANCE FROM PALMER JCT.
Foran..... 2.9	Big 6..... 1.7
	Occidental..... 2.0
	Fleet..... 3.2
	Hyde..... 3.9
	Birch..... 7.9
	Blackburn..... 11.5
	Webstone..... 12.5
	Broomfield..... 19.6
	Moneko..... 31.8
Eleventh Subdivision DISTANCE FROM KANASKAT	Twelfth Subdivision DISTANCE FROM ORTING.
Yandell..... 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.
Risqually..... Team track and set out track.	Meskill..... East end quarry track and east and west end mill track.
Flumb..... 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.	Walville..... 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.	Leban..... Mill spur.
Evaline..... West end spur.	Walpe..... 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.	
Satrap..... East end siding.	
Brady..... 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.	
St. Clair..... East end of siding.	
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..... 800 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.	Bayne..... Coal spur.
West Tenino..... Tenino Stone Company's spur.	Fleet..... Fleet Coal Company's track.
	Hyde..... Hyde Coal Co. spur first derail 190 feet from main line; second derail 920 feet from main line; derail on siding 609 feet from west switch.
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.	Elawatha..... East end.
	Yandell..... West end.
	Selleck (1/2 mile west)..... On Kangley Line.
	Hemlock..... West end siding.
	Halmar..... In main track, 60 feet from west wye switch; also 550 feet from wye switch on Northwest Lumber Company's spur. This spur forms tail end of wye at Halmer; this switch 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.)	O-W. R. & N. Co., System.	DR. F. D. MERRITT, District Surgeon.	AUBURN.	Seattle-Tacoma.
DR. F. M. TAYLOR, Asst. Surgeon.	PORTLAND, Corbett Bldg.)	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.)	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	PORTLAND, Selling Bldg.	O-W. R. & N. Co., System.			Centralia-Tono.
DR. J. N. COGHLAN } Nose and Throat.			DR. R. H. CAMPBELL.	VADER.	Winlock-Castle Rock.
DR. F. R. DAVIS			DR. C. W. BALES, District Surgeon.	KELSO.	Castle Rock-Kalama.
DR. C. STUART MENZIES.	PORTLAND, Stevens Bldg., Park and Wash Sts.	E. Portland, South of Sullivan's Gulch.	DR. HANNIBAL BLAIR, District Surgeon.	ELMA.	
	ALBINA.	Albina to Vancouver.	DR. EDMUND A. SIZER, District Surgeon.	COSMOPOLIS.	
DR. C. HOLCOMB, Assistant Surgeon.	SEATTLE, 620 Leary Bldg.)	Portland-Seattle.	DR. I. R. WATKINS, District Surgeon.	ABERDEEN.	Grays Harbor and North River Branches.
DR. MONTGOMERY RUSSELL, Division Surgeon.	SEATTLE, 620 Leary Bldg.)	Portland-Seattle.	DR. H. C. WATKINS, District Surgeon.	HOQUIAM.	
DR. F. R. UNDERWOOD, Assistant Surgeon.	SEATTLE, Cobb Bldg. Main 2205	Argo.	DR. J. H. FITZ, District Surgeon.	MONTESANO.	
DR. S. M. SAMUELS, Oculist and Aurist.	SEATTLE, (Georgetown).		DR. W. L. BRIDGFORD, District Surgeon.	OLYMPIA.	Olympia Branch.
DR. WM. P. O'ROURKE, Assistant Surgeon.					

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

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 South Bend
 Yard Office Elma

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.
- 39-A. Around curve along Chehalis River and for 600 feet west of curve, between Mile Post 62 and 62½, three miles east of Aberdeen Jct., 20 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.

- 57-A. All trains will approach 13th St. crossing about 500 feet east of Vancouver passenger station under control at speed not to exceed 10 miles per hour and look out for ship yard employees passing over this crossing. In case another train is moving on opposite track over this crossing, approaching train will come to a full stop before engine reaches the crossing.

YARD LIMITS.

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

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.

63. Trains taking sidings must head in at lap.
Roy Rainier

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 and east of Lake Kapowsin.

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.
76. Crocker Branch, Fifth Subdivision.
77. Before using these tracks trains will obtain staff, which is located in staff box, at each Junction. All other trains using these tracks, must be operated under protection as per Rule 99. For completion of Dispatcher's record of service, operator at Main Line Junction will telegraph copy of register, including mileage made, information to be furnished by conductor. If there is no operator at junction point, information will be telegraphed from first open telegraph station.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

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 obtain train order that 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

J. F. ALSIP,
Train Master, Tacoma

C. W. FEE,
Train Master, Tacoma

J. F. COLEMAN,
Train Master, Tacoma

J. F. THOMAS,
Chief Dispatcher, Tacoma

H. P. CAVANAUGH, Assistant Chief Dispatcher
G. E. MALTBY, Night Chief Dispatcher

D. E. HIGGINS, Train Dispatcher
F. P. HEISER, Train Dispatcher
D. A. CRISWELL, Train Dispatcher

F. R. BRADBURY, 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
H. P. SEBLIST, Train Dispatcher
H. C. ADAMS, Train Dispatcher.

