# NORTHERN PACIFIC RAILWAY COMPANY. **TACOMA DIVISION**

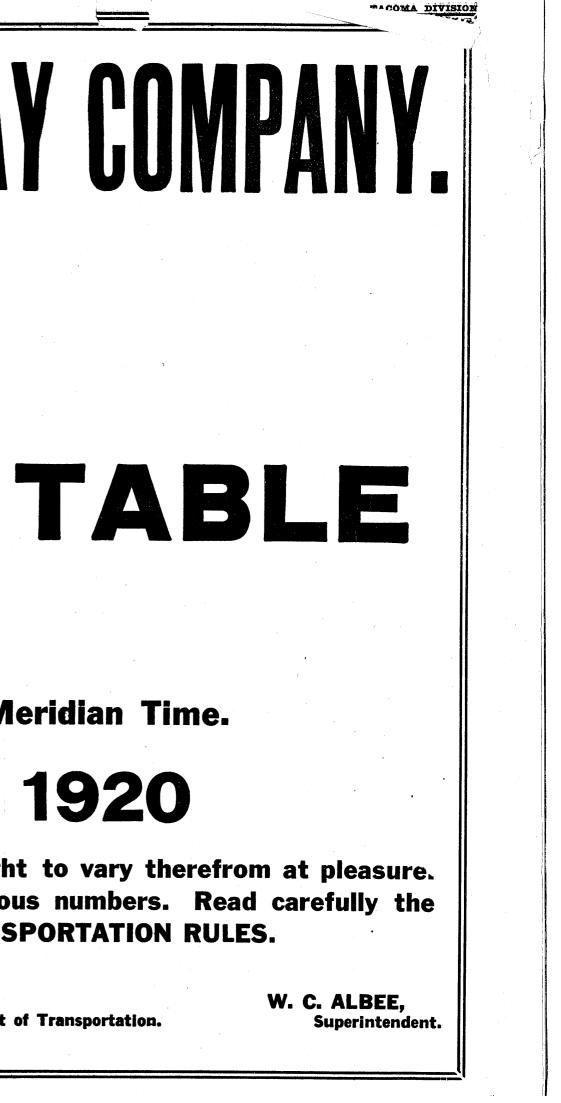
In Effect at 12:01 A. M. Pacific or 120th Meridian Time.

# **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.

C. BLANCHARD. Assistant General Manager.

J. E. CRAVER. Acting General Superintendent. P. H. McCAULEY, Superintendent of Transportation.



				1.	1					FIDC	T CLASS		MAIN				SEC	OND CL	A66		<u></u>		TH	IIRD CLA	ISS		
	<b>5</b> 2		Time Table No. 46			401	407	421	423	457	459	561	563	591	593	513	515	587	679	691	961	963	1		,	975	977
	mber		<b>June 6, 1920</b> Succeeding No. 45	E E	_	<b>4UI</b> Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Ex. Sun.	Daily	Daily			Ex. Sun.			Ex. Mon.	
	n N u		STATIONS	f	N B	Nor. Pac.	Nor. Pac.	Nor. Pac.	Nor. Pac.			0-W.R.&N	0-W.R.&N	Nor. Pac. Willapa	Nor. Pac. Willapa	Nor Pag	O-W P AN	Nor Pee	Nor. Pac.	0-W.R.&N	Nor. Pac.	Nor. Pac.			Nor. Pac.	0-W.R.&N	0-W.R.&
Vyea	tatio		Telegraph Offices and Calls		8	Portland	Portland Passenger	Grays Harbor Limited	Grays Harbor Express	Great Northern	Great Northern	Portland Express	Portland Express	Harbor Passenger	Harbor Limited	Mixed	Mixed	Nor. Pac. Mixed	Nor. Pac. Time Freight	O-W.R.&N Time Freight	Way Freight	Way Freight	Way Freight	Nor. Pac. Way Freight	Way Freight	Way Freight	Way Freight
<u>р</u> от	02 1977	Q	ТАСОМА		.0 L	1.45AM		L10.10AM	·			L11.35AM	L12.45						L11.15PM	L 8.30M	L 8.00AM		L 7.00AM			L10.15AM	
			2.8 EEN TACOMA AND McCAR			de la companya de la	INS WIL	L BE GO	VERNED	BY PUG	ET SOU	ND DIVIS	ION TIM	E TABLE	RULES 7	AND REG	ULATION	NS. S	STAFF OI	PERATIO	N BETWI	EEN Mc	ARVER	STREET	AND ST	ADIUM.	
	CS 3		McCARVER STREET.DN			1.554	m	L10.20AM	1 11				1.12.55AM			* * * * * * * * * *		1	L11.31PM	L 8.50M	L 8.20M		L 7.20AM			L10.40AM	angen anter e la sere
	CS 5		2.6 RUSTON		5.4		5 LA	f	LA 5														<b>.</b>				
	CS 10		4.3 SXDN		9.7	2.07	VIA ERICAN LINE See Page	f10.34	UIA UIA LINE See Page			f11.53AM	f 1.14		••••••••••••••••••••••••••••••••••••••	LIA	LIA		11.50PM	9.10	s 9.30		s 7.50			\$11.10	
	CS 16		6.0 UODN	8 1	5.7	2.17	ERIC See	\$10.47	ERI	LINE	Ë	f12.03PM	f 1.26	N.		VIA THIRD MAIN TRACK WABASH TO CENTRALIA	VIA THIRD MAIN TRACK WABASH TO CENTRALIA		12.05	9.25	\$10.00	LINE	s 8.10			\$11.50AM	
	CS 18	1	2.0 		7.7	2.20	WW	f10.52	WW	FI	PRAIRIE LINE See Page 6	f12.06	f 1.31	E LINI		AIN	AIN		12.11	9.30	f19:18 <sup>42</sup>	E L e 6	s 8.20	· ·		12.01 PM 12.20 561	
-	CS 24	li	NUDN		4.4	2.31	<b>L10</b> .33AM	\$11.07	Ls 6.45M	AIRII Page (	Page	\$12.20	s 1.45	PRAIRIE See Page		LO M	LO W		12.35	9.50	f11.50AM	PRAIRIE   See page 6	s 9.00			\$12.50	
-	CS 28		3.8 SRDN	8 2	8.2 8	2.38	10.40	A11.17AN	As 6.55PM	PRA See P	PRA	f12.30	f 1.50	PR		SH	SH		12.50	10.05	f12.05PM	PR	As 9.15AM			s 1.05	
	CS 30	-	P	FOC 2	9.8	2.41	10.43	See page 3	See page 3	VIA.	VIA	f12.33 961		VIA	i en	A TI ABA	A TI		12 55	10 20	12.15 <sup>561</sup> 12.45 <sup>1</sup>	VIA	See page 3			s 1.15	
-	CS 35		MA.CHAMBERS PRAIRIE. DN	M -	4.9	2.50	\$10.51		-	-	-	\$12.44	s 2.04			1Å	78	,	1.15	10.35	f 1.15					s 1.45	
	CS 37		PLUMBP	1	7.6	2.54	10.55					f12.49	f 2.09							10.45	f 1.30					s 2.00	
·	20 15	li	NOTENINODN	4	3.0 f	3.04	\$11.05					\$12.59	s 2.20				-		1.45	11.00	s 2.00					\$ 2.30	r
					3.5	3.05	11.06		-	L 3.32P	L 6.45P	1.00	2.21	L10.55AM					1.47	11.01	f 2.05	L 1.05M				2.31	
	2020		3.2 BUD		6.7		11.12			3.38	t 6.53	\$ 1.07	f 2.28	\$11.03					1.57	11.07	\$ 2.30	s 1.30				s 3.00	
	2025		5.1 P	·	1.8											L 1.55M	L 3.25PM										· .
	· · · ·		2.2	-		0.25	11.95		-	349	710	1.90	240	11.15	L 8.00M	A 2.05M	A 3 25M		2.20	11.309	A 3.00PM	A 2.00P		L 6.00AM	L 5.304	A 3.30PM	L 5.00
OY	2027		CNCENTRALIADN 3.7		54.0 s	3.25 3.30 679	11.25 \$11.35 591			3.48 s 3.53	s 7.10 s 7.20	s 1.20 s 1.25	s 2.40 s 2.45 679	11.15 s11.45AM 407		A 2.00	A 3.30**		2.20 3.35 563-401	11.30™ 12.05™				· · · · · · · · · · · · ·	£4		
7	2031	ACB	CHD 0.9		57. <b>7</b> s	3.45	\$11.50AM			s 4.03	s 7.35	\$ 1.35	s 2.55	\$12.10PM	1. A. A.				3.50	12.20					s 6.00		s 5.30
[	2032	H	CHEHALIS JCTP	-	58.6									A12.12PM										A 6.45		· · · ·	
	2038	H H	NADP 3.1	-	5.1 s	4.03	s12.07M			f 4.18		f 1.50	3.15	See page 7	See Page 7				4.20	12.50				See page 7			\$ 6.10
	2040	5	EVALINE 3.1		8.2		f12.13			4.23	7.56	1.56	3.21						4.27	1.00					t 7.10		f 6.20
	2044		WID 6.5			4.15					s 8.02	1 N 1 1 1 1	3.27						4.35						s 8.00 s 8.30		s 6.40
V	2050		PNDN 2.7	q		4.30		·			f 8.15		3.40						4.50	1.35		<u> </u>			s 8.30 f 9.00		1 7.35
	2053		OLEQUA 6.9	<b>ដ</b>		· )	12.40	\		4.46		f 2.23	3.46							1.45 2.05					\$10.15		\$ 8.10
V .	2060		CAD 6.3	ŭ			\$12.53			\$ 5.00 f 5.10	s 8.34		4.01						5.15 	2.05					f10.35		1 8.30
	2066		OSTRANDER	G		5.00			_		8.46 \$ 8.53		4.14						5.40	2.35					\$11.30		\$ 9.20
	2071		KS				s 1.13 s 1.23		-	5.27	<u> </u>	\$ 2.08 f 3.10	4.35						5.55	2.50	a a sa Netera				11.30		1 9.45
	2077		CARROLLS 4.5 KAKALAMADN	H			s 1.23			1 2 m v	\$ 9.15	-	4.48				÷		6.10	3.10		·				ļ	f10.55
v 	2081		4.3	_					-			_		.							· · · · · · · · · · · · · · · · · · ·				11.55AM 12.45PM		-
	CX 4		MARTINS BLUFF 4.8	1	1.8	5.42	1.41			5.45	9.23	f 3.28	4.57						6.22	3.30					t 1.00		f11.10
	CX 9		WDD 5.4	1	6.6	5.55	s 1.53			s 5.55	f 9.33	s 3.38	5.08					i an 1 a	6.35	3.50					s 1.20		\$11.45
v –	CX15		RGD	1	22.0	6.10	s 2.05		-	s 6.07	9.43	s 3.50	5.22		1				6.50	4.10					s 1.50 2.15		12.01 \$ 1.00
	CX21		5.2 KNAPP	1	27.2 5	6.24	973 1 2.15			6.18	9.53	f 4.02	5.35		<u> </u>				7.05	4.25				·	1 2.30		f 1.15
			3.3 P			6.32	\$ 2.25		-	6.24		1 4.09	5.42	·			·	See page 7	7.15	4.35				-	1 2.50		1 1.28
	CX23		2.8					<u></u>		22		-												· []			1.154
	CX25		VANCOUVER JCTP 3.1	. 1	33.3	6.38	2.30	1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 -	See S		10.05	· .	5.50					L 8.15AM	7.25	4.45	` 				3.00		1.35
CY	CX29		MXDN 10.0	1	36. <b>4</b>	s 6.45M	As 2.35M			As 6.35P	A10.10P	As 4.20PM	As 5.574					A 8.30AN	A 7.35AM	A 5.00AM					A 3.10M		A 1.55
															LAND A	ID SEATT	LE RAIL	LWAY TI			S AND R	EGULAT	IONS.				
OT	2121	VC	PORTLAND	. DN 1	46.4	A 7.20M	A 3.10M	NG 200	1 - 1 - 1 - 1 A	A 7.10PM	A10.50P	A 5.00PM	A 6.45AM		-				A 9.00AM	100 generation (				)			
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Ex. Sun.		Daily				Ex. Sun.			Ex. Sr
			Time Over Subdivision			4.45	3.52	.57	.10	2.58	3.15	4.32	4.52	.47	.25	.10	.10	.15	6.44	7.35	5.10	.55	1.55	.45	8.25 9.7	4.50	10.4
	14 A. 1	1.1	Average Speed Per Hour			28.1	28.5	26.6	22.8	31.3	28.6	29.4	27.4	19.2	11.0	13.2	13.2	12.4	19.6	17.8	9.9	11.4	10.2	0.1	0.1	10.0	10.4

	Time Table No. 46					54 - C - C	FIRS	T CLASS	5					SEC	OND CL	ASS		T
-	JUNE 6, 1920.	o	402	408	422	456	458	466	562	564	592	594	514	516	588	680	692	
	Succeeding No. 45	aoity	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	
Portland	STATIONS	Capa ngs	Nor. Pac. Seattle	Nor. Pac. Seattle	Nor.Pac. Grays	Great	Great	Nor. Pac. Grays	O-W.R.&N Tacoma-	O-W.R.&N Seattle		Nor. Pae. Willapa	Nor. Pac.	0-W.R.&N	Nor. Pac.	Nor. Pac. Time	O-W.R.&N	i
Por	Telegraph Offices and Calls	Car Sidir	Express	Passenger	Harbor Limited	Northern	Northern	Harbor Passenger	Seattle Express	Express	Harbor Passenger	Harbor Limited	Mixed	Mixed	Mixed	Freight	Freight	
6.4	QTACOMA 2.8	DN	A 5.25A	V.				A12.45M	A 9.20M	A 4.50M		•		No. 1.00 1.		A 3.30AM	A 4.30	1
B	ETWEEN TACOMA AND McCAR	VER STR	EET TRA	INS WIL	L BE GO	VERNED	BY PUG	ET SOUN	D DIVISI	ON TIME	TABLE	RULES A	ND REG	ULATIO	NS.	STAFF O	PERATI	DP
13.6	McCARVER_STREETDN		A 5.15A	K EX	LAKE 5			A12.35P	A 9.10P	A 4.38A	1			.].		A 3.09AM	A 4.00A	Į
41.0	2.6			<b>L</b> A	LA 5 5	· · ·												-
6.7	4.3 SXSIXTH AVENUEDN 6.0	E 73 W 73	4.59	LINE See Page	VIA ERICAN LINE See Page		g	f12.22	1 8.55	t 4.20	ц Ц		×=	ΧΞ		2.38	3.35	-
0.7	UODN 2.0	<b>5 1</b> 5	4.45	ERI	ERI L See	LIN C	LIN	\$12.10	1 8.43	f 4.06	FINE		BAS	BAS		2.18	3.10	-
8.7	- 2.0 	<b>H</b> E 73 W 73	4.40	WV	WY	PRAIRIE LINE See Page 6	PRAIRIE LINE See Page 6	f12.05PW	1 8.39	4.00	PRAIRIE I See Page 6		VIA THIRD MAIN TRACK CENTRALIA TO WABASH	VIA THIRD MAIN TRACK CENTRALIA TO WABASH		2.10	3.00	
.0	NU <b>NISQUALLY</b> DN 3.8	A 25	4.25	A12.48	As 7.28P		RAI) ee P	\$11.53A	\$ 8.25	s 3.45	RAI ee P	·	TOP I	TO		1.45	2.35	
1.2	SRBN 1.6	H 50	s 4.13	12 38	Ls 7.20P			L11.43A	8.16	f 3.34			Eg	LIA D		1.35	2.20	Ĩ
.6	<u>Күко</u> Р 5.1	<b>Q</b> W 73	4.10	12.35	See page 4	- 1	VIA	See page 4	1 8.13	f 3.29	VIA		ILA	THU		1.28	2.15	Ì
1.5	MA.CHAMBERS PRAIRIE.DN 2.6	E 73 W 73	3.59	\$12.25		-			\$ 8.05	\$ 3.16			L'NH	IA		1.08	2.00	1
8.9	PLUMBP	4	3.54	12.20					f 7.58	f 3.10		· · ·	>0	>0		1.00	1.30	Ī
3.4	NOTENINODN 0.5		f 3.43	\$12.10	-		• • •		\$ 7.49	\$ 2.59						12.31	1.11	5
		F 72	3.41	10.00	<u> </u>	8 4 4 0 1	A 1.49P	-	7.48	0.57	A11.10AM		<u></u>			12.30	1.10	·
2.9	3.2 BUBUCODAD	$\frac{\mathbf{E}}{\mathbf{W}} \frac{73}{74}}{60}$	3.34	12.08			1.42				s11.04		· · · ·					
.7	BUBUCODAD 5.1 		3.34	12.03P	- <b>.</b>	f 4.42	1.42	-	f 7.42	1 2.50	\$11.04		A10.15N	A 1.10M		12.05	12.55	
	2.2 CNCENTRALIADN	500	2.00	11.504		4 30	1 20	( 	7 20	0.25	10.50	8 7 OOM	· · · · · · · · · · · · · · · · · · ·	L 1.00PM		11400	10.20	
2.4	Bit         CHCENTRALIADR           3.7         CHCHEHALISD		3.20 s 3.15	11.50AM \$11.40 \$11.30	·	4.30 s 4.25 s 4.15	1.30 s 1.25		7.30 s 7.25		\$10.50 10.40		L12.10m			11.40PM 11.05		
3.7 7.8	0.9 CHEHALIS JCTP	$\frac{\mathbf{E}  66}{\mathbf{W}  36}$	s 3.05	\$11.30		\$ 4.10	\$ 1.10		s 7.15	\$ 2.15	\$10.30	s 6.50		· · · · · · · · · ·		10.50	11.50%	
14 A.	$\begin{array}{c} \textbf{H} \\ \textbf{H} \end{array} = \begin{array}{c} \frac{6.5}{\text{NA} \dots \text{NAPAVINE} \dots \text{DP}} \end{array}$		0.50	\$11.10		f 4.00	113 57		s 7.00	2.00	See page 7		· · · · · · · · · ·			10.27	11.25	
.3	MA         MAPAVINE         DP           8.1	E 73 W 73 Spur	and the second	f11.02		f 3.52	f <b>12.57</b> 974 12.52	· · ·	6.52	1.53			*	1.78.00 1.00	· · · · ·	10.27	11.25	
	$\begin{array}{c c} \mathbf{A} \\ \mathbf{B} \\ \mathbf{W} \\ $			\$10.52	1	\$ 3.42	\$12.42		s 6.43	1.45			· · · ·	an a' an aite	n an an An Ar	10.17	11.15	
.1 .6	$\begin{array}{c c} \mathbf{O} \\ \mathbf{A} \\ \hline \\ \mathbf{PN} \\ \hline \\ \mathbf{PN} \\ \mathbf{VADER} \\ \mathbf{DN} \\ \mathbf{DN} \\ \mathbf{VADER} \\ \mathbf{DN} \\ \mathbf$	$\frac{74}{E 51}$		\$10.32	-		\$12.42	-	s 6.28	1.45			· · · ·		•	9.47	10.45	
.9	2.7	$\begin{array}{c} \bullet \\ \bullet $	_	10.30	-	f 3.23	978 12.23	-	6.21	1.30						9.40	10.45	_
.0	$\frac{6.9}{\text{CACASTLE ROCKD}}$	$\frac{H}{E}$ 69	* 1.58				\$12.10PM	· · · . · · · · .	\$ 6.08	1.10				20.1.201		9.20	10.30	-
2.7	$\frac{6.3}{\dots \text{OSTRANDER}}$	W 70 Spur	1.08 1.45	974		1 2.58	11.574		\$ 5.55	12.55					•	9.02	10.18	Ľ
9.1	8.6 KSD	$\frac{\mathbf{E}}{\mathbf{E}}$	\$ 1.37	1			\$11.51	· · ·	\$ 5.47	12.00	·					8.54	9.52	-
3.4	5.7 CARROLLS	Spur		s 9.45	-	1 2.39	11.39	-	5.35	12.35		1 1 m	N., 1.1	10 11 11 11 11 11 11	· · · · · · · · · · · · · · · · · · ·	8.41	9.40	· -
8.9	4.5	$\frac{\mathbf{C}}{\mathbf{E}} = \frac{1}{66}$	\$ 1.15	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	·		\$11.30		\$ 5.25	12.26						8.32	9.30	-
	4.8	₩ 88		<b>s 9.35</b> 978												<u> </u>		-
4.6		No Siding	1.04	9.23	· · · · · · ·	2.20	11.20		f 5.13	12.15						8.23	9.17	
9.8	WDD 5.4	Spur	\$1 <b>2</b> .54	s 9.14	the second	s 2.11	\$11.11		s 5.05	12.05AM						8 13	9.05	
4.4	RGBIDGEFIELDD	E 114 W 93	\$12.42	\$ 9.02		1 2.00	\$11.00	·	s 4.53	11.53PM						8.01	8.50	
9.2		Spur	112.30	1 8.51		1.50	10.50	-	t 4.43	11.41					·	7.50	8.39	·
	- 3.3 	9				1.45										24 - 42 		ŀ
5.9	2.8	Sp <b>u</b> r	f12.22	\$ 8.45		1.45	10.45		f 4.36	11.36				-	See page 7	7:43	8.31	
3.1			12.16	8.40		1.40	10.40		4.30	11.31					A11.10AM	7.37	8.25	
.0	MXDN	1000	12.10AM	L\$ 8.354		Ls 1.35P	L10.35A		Ls 4.25PM	L11.26P					L11.00AM	L 7.30M	L 8.15P	ľ
	BET	VEEN VAN	COUVER	AND PO	RTLAND	TRAINS	WILL B	E GOVER	RNED BY	SPOKAN	E, PORT		D SEAT	TLE RAI	LWAY T	ME TAB	LE RUL	ES
0.0	VCPORTLAND	DN 1000	L11.30M	<b>1</b> 8.00AM	· ; · ·	L 1.00PM	L10.00AM		L 4.00™	L11.00PM		· · · ·				L 6.40M		Í
· · · ·	• • • • • • • • • • • • • • • • • • •		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	S
)	Time over Subdivision		5.00	4.03	.08	3.09	3.09	.52	4.40	5.02	.40	. 20	.05	.10	.10	7.04	7:20	F
	Average Speed Per Hour		26.7	27.6	28.5	29.2	29.2	29.4	28.6	26.5	22.6	13.8	26.4	13.2	18.6	18.8	18.2	Γ

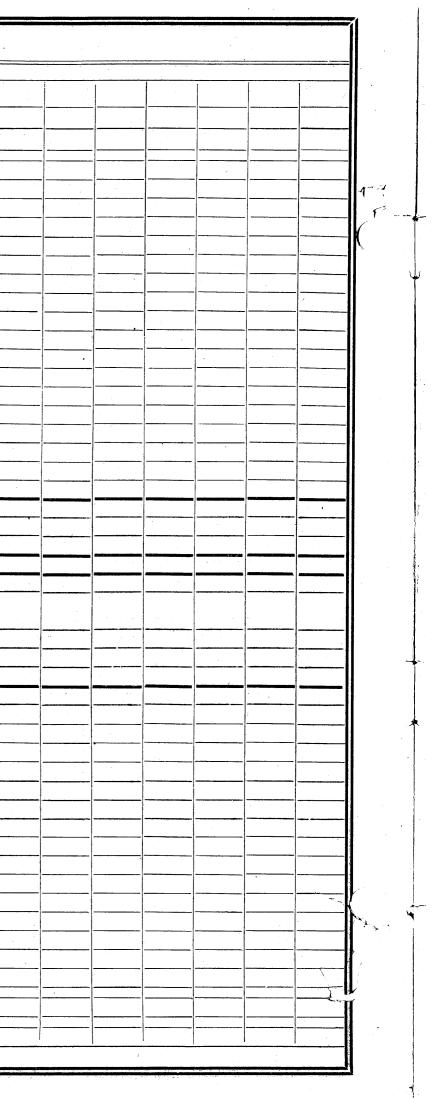
e<sup>8</sup>

-		ТН	IRD CLA	SS		
62	964	966	970	974	976	978
	Tue. Thur. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
÷		Nor. Pac.	Nor. Pac.	Nor. Pac.	0-W.R.&N	
: Pac. Way eight	Nor. Pac. Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	O-W.R.&I Way Freight
1.55AN		A 3.40PM				
P-7-16/						
EIW	EEN McC	فمصدقا والمستغث		AND SI	ADIUM.	
30		A 3.10PM	1.4		A10.30AM	· · ·
		a sa t				
.00		s 2.45			\$10.00	
.30	6 LINE	s 2.10			s 9.30	
.00	IE I ge 6	f 1.50		8	f 9.00	
-20	PRAIRIE See Page 6	s_1.20			s 8.30	
.50	PR	L 1.00PM		1 de 19	s 8.00	
40	VIA	See Page 4			s 7.50	
.10					s 7.30	
.40			· · · · ·		s 6.50	
10		21 - 12 - 12 - 12 - 12 - 12 - 12 - 12 -			s 6.30	
.00	A 6.40AM				6.15	
45	\$ 6.30		<u> </u>		\$ 6.00	
OOAM	L 6.00AN		A 4.15PM	A 2.00PM	L 5.30AM	A 2.30 PM
			4.00	s 1.45		s 2.15
			L 3.35M			
			See page 7	s 1.11 12.25 <sup>5</sup>	·····	s 1.50
				12.25% f12.14M		t 1.20
				\$11.59AM		s 1.05
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	n na serie de la composición d	<u></u>		f11.00		11.59A
·		n an	1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	\$10.41 + 9.20 ®		\$11.30
	<u> </u>			9.20∞ f 9.00		f10.45
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<u>'</u>			n n N ng n	1 5.27	5	1 7.50
- 1	· · · · · · ·					
·				f 5.20		f 7.35
		-		5.10		7.25
	· · · · · ·			L 5.00M		L 7.154
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ed. Fri.	Tue. Thur. Sat. .40	Ex. Sun. 2.10	Ex. Sun. .40	Ex. Sun. 5.53	Ex. Sun. 5.00	Ex. Sun. 6.19
3.8	.40	11.7	6.9	14.0	12.4	13.0

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	WESI	WAR	<b>)</b>							(GRA	SECON Y'S HARBOR	D SUBDI						
and	ere		Time Table No. 46	of		6	· · · · · · · · · · · · · · · · · · ·	FIRST	CLASS		· · · · · · · · · · · · · · · · · · ·	SE	COND CL	ASS		THIRD	CLASS	
les al	Number	from	June 6, 1920.		421	423	571	577	579	581		583	697		965	967	983	987
rn Tables	Z TO	clair	Succeeding No. 45.	Capacity nga	Daily	Daily	Daily	Daily	Daily	Daily		Tuesday & Fri.	Ex. Sun.	E	x. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun
Turn	Station	St. C	Telegraph Offices and Calls	Sidin	Nor. Pao.	Nor. Pac.	Nor. Pac.	O.W.R&N	C.M.&8t.P	Nor. Pac.		Nor. Pac.	C.M &St.P	Ν	lor. Pac.	Nor. Pac.	Nor. Pac.	0. W. R. &
				-		See page 1		Passenger 43	Passenger 117	Passenger	· · · · · · · · · · · · · · · · · · ·	Mixed	Freight 161		Vay Frt. ee page 1	Wav Frt.	Way Frt	Way Fr
/ 1	C S 28		SR ST. CLAIRDN 2.9	48	\$	L 6.55P	1							S	9.15#			
	C K 18		UNION MILLP 1:5	Spur	\$11.27			-					-	8	9.40			
	C K 20		P		\$11.32 466		]								9.55			
W T	C K 25		OYOLYMPIAD 0.6 P	44	1.50	• 7:20				L 5.00PM				Α.	10.154			
			TUMWATER SPUR CROS. 4.7												-			
	C K 34	14.7			f12.05P	1.1.1				1 5.14								
	C K 87		RKLITTLE ROCKD		<b>12.19</b>					\$ 5.27						· · ·		
	CK 3714	22.5	BORDEAUX JCTP		<b>12.24</b>					t 5.30								
	С Қ 40	24.4	P		112.28	1 8.03	<u> </u>			1 5 35						See page 6		
V Y	C K 44		HKGATEDN	•	• 12.35 12.45					A 5.55PM 422		· .				L 9.15AM		
	CM 5		OX OAKVILLED 6.9 P		<b>\$12.55</b>											9.35 10.10		
	CM 12	40.4	LYTLBP	Z	110	8.50										s10.30		
Ŵ	C M 13	41.4	PORTERP	16	s 1.13	<b>8.54</b>									• .	\$10.45		
,	C M 15	43.0	MNMALONED 5.0 P	Spur 10	<b>i</b> .17								-	*		<b>\$10</b> .50		
Т	C M 19		EFDN 3.7	69	\$ 1.30 968-967	s 9.14	L 7.404		-				-			* 1 1.15AN .40PM		421 968
'	C M 23	51.7	SPBATSOPD 1.9 P	29		• 9.24										■ 2.00		
	CM 25		BRADY	Spur	\$ 1.43	1 9.30	\$ 7.51									\$ 2.15		
W	C M 29	57.7	MOMONTESANODN 8 1 P	60	<b>\$ 1.50</b>	<b>9.40</b>	\$ 8,00	\				No. 583				<b>3.00</b>		
Y.	СМ 37	0.0	AJABERDEEN JCT,D	35								has right over						
		0.9	JUNCTION CITY	·								No. 584 Cosmo-						
	CH 1	1.5	COSMOPOLIS JCT	. No Siding			-					Bay City						
Ŵ	CG 3	2.9	MPCOSMOPOLISL									L12.30 <sup>Pl</sup>						
	CR 1	1.5	COSMOPOLIS JCT	No						-		12.35	·					
	CR 3	8.4	QW. R. & N. Co. Crossing	90	- <del>178-01-01-000-000-000</del> -000-000-000-000-000-								·					
			Track Connection SOUTH ABERDEEN 10.7	•								•12.40						
	CR 13	13.1		10								\$ 1.15					Ne. 983 has right	
T	CR 16	15.6	OCOSTAP	10								\$ 1.30				·····	over No. 984	
	CR 19		ВАУ СІТУ	1 1				[				A 1.45P					Hoquiam to	
Y	C M 37	65.8	ABERDEEN JCTD	35	1 2.15	10.05	7 8,15	· · ·								• 3·30	Mocilps	
0	C M 40		SA. ABERDEEN DN					L 7.00M	<b>6</b> .15				L 5.40AM			4.00		L 7.30
CY O	C M 44	72.5	HO. HOULAM DN	200		A10.40P	\$ 8.45	A 7.15M	A, 6.25M				A 6.00M			4.15PM	L 9.00AM	A 7.45
-	C M 47		GRAYS HARBOR CITY		f 3.02	·	1 8.55										1 9.15	
	C M 52	80.4			1 3.12		1 9.07	·									1 9.35	
	C M 54	82.0	CHENOIS CREEK 2.0	No	1 3.15		1 9.11										1 9.45	
		84.0	BURROWS	No Siding	1 3.20		1 9.15						·			·	1 9.55	
	C M 56	85.2	1.2 TULIPSP 0.7		1 3.23 570		\$ 9.18								·	1	f10.05	
		85.9	WILDERNESS	No	570 1 3.26		1 9.21						·				10.10	
	C M 61	88:4	COPALIS	Siding Spur	s 3.34		<b>9.28</b>			·····			-				•10.40	
	C M 63	91.6	8.2 CRD	- 24	s 3.45 984		\$ 9.40										B11.15	
	C M 64	92.6	1.0 ONSLOW	- 30	984 1 3.50		1 9.43									1	111.20	
	C M 66	94.5	1.9 STEARNSVILLE	Spur	f 3.58		1 9.49					·	·		-		\$11.40A	
	C M 68	96.4	<u>1.9</u> АLOHA	Spur 12			\$ 9.55			·			-				12.01PM	
<b>v</b>	C M 69		1.7 PACIFIC				10.00						·				12.01	
	CM 71	1	I.4 SUNSET BEACH	No	1 4.20		10.05						-			.	\$12.10	
	CM 72		1 0 MC MOCLIPSD	Siding	4.25		A10.104											
					Daily	Daily	Daily	Daily	Daily	Daily		Tuesday & Fri.	Ex. Sun.			Ex. Sun.	A12.30M	Er C
			Time Over Subdivision		4.38	3.05	2.30	.15	.10	, 55		1.15	. 20	L <sup>E</sup>	1.00	4.00	3.30	Ex. Sun .15
ł			Average Speed Per Hour		21.0	23.5	21,1	14.4	21.6	20.9		14.5	10.8		9.4	10.9	8.0	14.4

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SPECIAL			

	EASTWARD.					(GRA	SEC Y'S HAR	OND S	UBDIV	ISION. DCOSTA	BRANCH	D)			•			WEST	WARI
	Time Table No. 46	i sina si D					FIRST (		1			COND CI	LASS I		THIPD	CLASS			
	JUNE 6, 1920.	from	422	466	500	566	570	572	578	580				66		1		E I	
	Succeeding No. 45	ance	Daily	Daily	Daily	1	Sun. Onl		Daily	Daily	Tuesday & Fri.			66		984		Page	Water, Fuel, Scales, Turn Tables and Wy
	Telegraph Offices and Calls	Distance Moclips	Nor. Pac.	Nor. Pac.					O-W R.&Passenger	Nor. Pac.	Nor. Pac.	Ex. Sun. C.M.&St.P		Sun.		Ex. Sun.			10.2
	SR ST. CLAIR DN)	-	See page 2 A 7.20PM			Passenger	Passenger	Passenge	Passenger 44	Passenger	Mixed	Freight 162	Way	y Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	O-W.R.&N Way Frt.	S.	H L
in the second	2.9	97.6	8 7.20m 8 7.13	S								-		·OOPM				lon	Line Uurb
44	1.5 P	96.1	1 1 1					-					\$12	-50				perat	WO
· - ·	5.0 OYD	91.1	$\frac{423}{655}$	\$11.32 421		. i							\$12	100				0	
	0.6 P TUMWATER SPUR CROS.	90.5	6.45	\$11.20 11.12			-			A 1.40PM			L11.	<b>45</b> AM				ta	
	4.7 BELMOREP 6.6	85.8	t 6.33	<u>f11.00</u>															
	RK.LITTLE ROCKD		<b>6</b> 20					· · ·		f 1·25								EASTWA	ARD TR
·	BORDEAUX JUNCTION.P		s 6.17						·	\$ 1.13								4. RESTRIC	TED CI
	P	76.1		f10.38		· · · · ·				1 1.10									SEI
· · •	HK GATE DN	71.9		10.30 10.20						f 1.05					See page 6				
	OXOAKVILLED 6.9 P	67.0	s 5.55%	<u>\$10.20</u> \$10.10	<u> </u>					L12.45PM 421					As 2.50P				
		60.1	5.30	967 9.55											\$ 2.35				
	PORTERP	59.1	s 5.28	\$ 9.53		6 - 1 - 1 						· · ·	<u></u>		2.05				د از ایوان زدینه در خان
	MN MALONE D 5 0 P	57.5	\$ 5.25	<b>9.48</b>		<u> </u>				<u> </u>					\$ 2.00				•
	EFDN 3.7	52.5	\$ 5.12	s 9.34				A 7.45PM							1.50		-		
	SPBATSOPD 1.9 P	48.8	\$ 5.05	\$ 9.26				\$ 7.35							1.30PM	967			
	BRADY 4.1		t 5.00					f 7.30							10.15				
	MOMONTESANODN 8.1 P	42.8	4.50	<b>9.14</b>				\$ 7.20							9.55				
	AJABERDEEN JCTD	18.3									No. 583 has right				940% 8.50∛				
	JUNCTION CITY	17.4									over No. 584 Cosmo-	-					·		
	MPCOSMOPOLIS JCT	16.8									poils to Bay City								
	1.4	18.2								,	3.05								
	U.V D.=W. R. & N. Co. Crossing	16.8		. 1		1				ŀ	3.00			=					
	SOUTH ABERDEEN	10.9	_											-  -					
- <b>  </b> -	10.7 MARKHAM	5.2								6	2.55					No. 983 as right			
	2.5 P 2.7	2.7								9	2.30	-	· ·			over - No. 984		•	
-	BAY CITY	0.0								8	2.10					loquiam to Moclips			
	ABERDEEN JCTD	34.7 f	4.30	8.55				6.55			1.55PM 583			- -		mocups			
a la	SAABERDEEN. D		4.20 4.10	1	12.55P			6.45	10458					8	8 1 5 571				
lå		28.0 L	4.10 4.00P	8.40 8.30M	12.45M A	8-20AM	3.50PM	6.30	10.40			6.15PM			7.35	A	7.15		
	4.4	24.5					3.42 f					6.00	-	L	7.15AN A	\$5.15Pm L	7.00AM		
	1.6	20.1			f		3.33 f								f	5.00			
	2.0	18.5				. (	3.30 f	1		ľ-						4.45			
	1.2	16.5			f	7.47 f	1		-					_ _		4.35			
	0.7	15.3 -				7.43 f	3.23 f	4		-	-			_ _		4 25			•
	2.5	14.6			S	7.40 s	3.20 s	5.40		-				_ _		4.15			
	8.2	12.1		,	s	7.33 s	3.11 s	5.33								4.10			
•	CARLISLED 1.0 	8.9			s	7.25 s	3.01 s	5.25								4.00			
/	1.9	7.9			f	7.21 f	2.56 f	5.21						_ _		3.45 421 3.00			
1	1.9	6.0					2.50 s	1				_		_ _		2.50			
	1.7	4.1				1	2.44 s			-						2.40			
	I.4	2.4				1	2.38 s							_ _		2.15			
	1.0	1.0					2.33 f						· · · · ·			2.05		-	
ll.€		0.0	Delle		1		2.30P# L	5.00PM								2.00			
	Time Over Subdivision Average Speed er Hour		2.50	2.45	Daily E:	x. Sun. Su 1.20	n. Only	Daily 2.45	Daily 15	Daily		x. Sun.	Ex. Sur	n. Ex			. Mon.		
-				· • • •		21.0	21.0	18.4	14.4		1.10 15.6	.15 14.4	1.15		3.45 10.8	3.15	.15 14.4		
	a tha an tagain an an tagain an	4 <sup>54</sup> - 1	EASTWA	RD TRA	INS ARE	SUPERI	OR TO T	RAINS	DE THE				OSITE DIREC	1					10 E

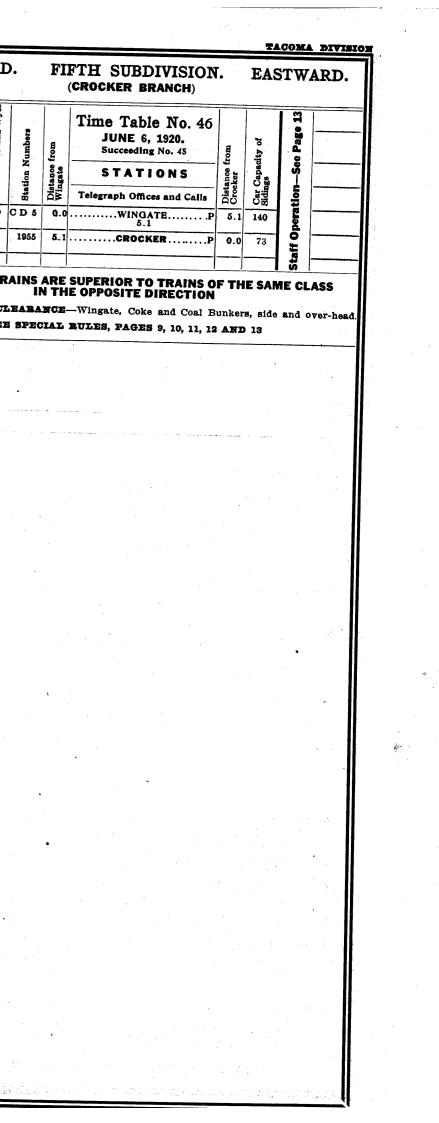
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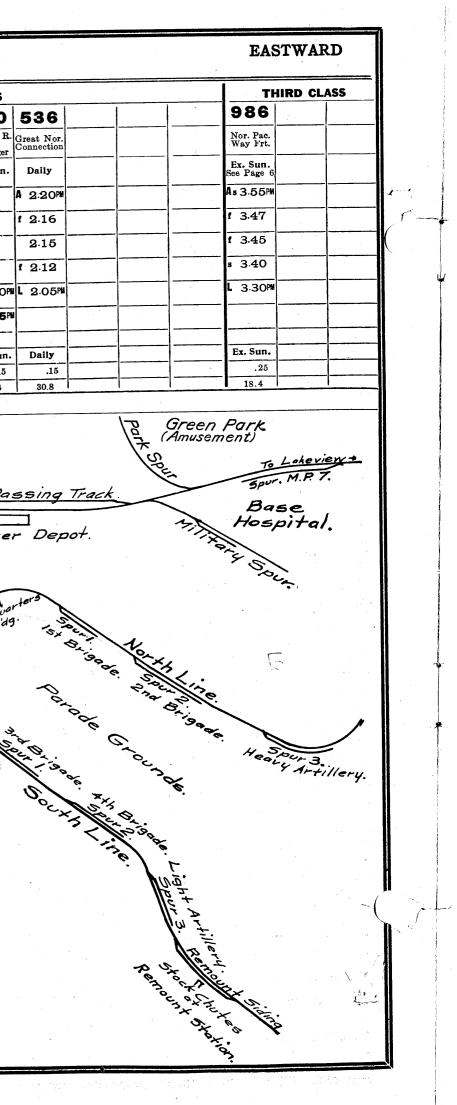
THIED CLASS         Prior CLASS	ESTWA	RD					•				ТН ()	IRD SUBDIVISION	•						
USD         OLD         OLD <thold< th=""> <thold< th=""> <thold< th=""></thold<></thold<></thold<>	IRD CLAS	s			FIRST	CLASS	· · · · · · · · · · · · · · · · · · ·		es, /yes			Time Table No. 46					FIRST		
Wey Pr         Underständ Präcing         Name         Name<		985		1 1		1			el, Scal s and W	umbers	TOT	-	from	city				520 0W.R.R	
Image: Non-		Nor. Pac. Way Frt.		Great Nor. Connection	& N. Passenger	& N. Passenger	Gray's Har. Passenger	Nor. Pac. Passenger	er, Fu	ion N	tance f eview	STATIONS	istance isquali	r Capa Sidings	Passenger	bor Limited	Passenger	Ex. Sun.	-
1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th0< th=""> <th0< th=""> <th0< th=""> <th0< th=""></th0<></th0<></th0<></th0<>		Ex. Sun.		Daily	Ex. Sun.	Ex. Sun.			Tur		1			-	See page 6	See page 6		Ex. Suit.	A
<ul> <li></li></ul>		8.00	· · · · · ·	L 2.50M			Ls 6.15P	L10.10A				2.8				5			1 2
<ul> <li> <ul> <li> <b>1 3 3</b></li></ul></li></ul>	1 	8.10		f 2.54			f 6.19					0.5							
<ul> <li>9.800</li> <li>1.200</li> <li>1.200</li></ul>	1	8.12		2.55			6.20				.	1.5							
<ul> <li></li></ul>		s 8·20										3.2					A12 30W	A 840P	
<ul> <li>Ar Michael and Article and Articl</li></ul>		A 8.30AM			422							8.9	l			-			_
<ul> <li> <ul> <li> <u>In the same interval in the same interval in the same interval interva</u></li></ul></li></ul>	-				A 8.10P	A1 2.15P	As 6.45P	A10.33A	#  -	C 8 24	11.6	NUNISQUALLTDN			L12.40	8	517	519	
<ul> <li>Ar grant and an analysis of the state of the sta</li></ul>				Deily	Ex. Sun.	Ex. Sun.	-					J	-	-	Daily	Daily	Ex. Sun.	Ex. Sun	<u> </u>
I.A.I																	.10	.15	
<ul> <li>47 FINOTALLY Semaphore on First Subdriving of decid government processing bare in the semaphore of the subdriving of the subdrivi</li></ul>		15.4		30.8	23.4				1										
<ul> <li>A merican Lake</li> <li>Yard and Cantonment Tracks and the second second</li></ul>	AT LAKEY: passenge know this Gate has been Same pro: AT AMEBIC AT MURBA Trains 536 a 539 will AT LAKEY BEFORI SUBDIV BY TRA Telegraph o and 8:00 Manual bloc tween th At American serve as	IEW AND ar trains t at operators en placed a tected by s <b>CAN LAKI</b> <b>X</b> —Ten m and 537 will connect will <b>IEW — EAS</b> <b>IE REACHI</b> <b>ISION ED</b> <b>IN FROM</b> office at La <b>A.</b> M. ck operation the hours of n Lake—Hi s derail for	<b>NISQUALLY</b> —Oper to and from Third rs are in charge of a across Dupont Powd stop board located 20 E—Siding at passeng iles per hour over re- ll connect with train ith trains 456 and 45 STWAED TEAINS <sup>•</sup> ING THE JUNCTIO KPECTING TO FIS ING THE JUNCTIO KPECTING TO FIS akeview closed between the between Lakeview 12:00 midnight and ousetrack Switch with west end of passing	rators will attend Subdivision. Con switch before leav. er Co. spur near Ca O feet from gate. ger station is time oad crossing just e ns 457 and 458. Tr 59 at Lakeview. WILL COME TO N SWITCH OF TI ND MAIN TRACE ISION. en the hours of 12 and Nisqually disc 8:00 A.M. Il be set for houset g track.	switches ductors ing same. ap Magaz card stat ast of de ains 538 FULL S7 HE FOUL COCUP: 00 midn continued rack and	for will cine. don. pot. and <b>FOP</b> <b>CTH</b> <b>IED</b> ight be- will	+ To N Par St	isqual er Swi bur L	tchi eod	ing d	42	3+rack yal	rd.	~	to y to only		Pase Nature Warest.	se Headque Headque	
<ul> <li>never be exceeded.</li> <li>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.</li> <li>Inside switches, yard tracks—switch lights green and yellow. Switches on North and South Cantonment lines—switch lights red and green.</li> <li>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.</li> <li>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.</li> <li>Locading 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</li> </ul>	North and will be See dia	VERNING South lin itaff syster located in gram, page	a OPERATION CAN AMERICAN LAI nes, Cantonment tra m. Staff for North n separate boxes s o 7.	NTONMENT TRA KE acks, American La Line and staff fo no marked at Jun	ACKS A ake, oper r South ction Sw	T ated Line itch.	Yai	-d and	A) a	meri Can	ica toi ser	n Lake nment Tracks ving Lewis.	x 0 10		r <sup>te</sup> ( <sup>1</sup> )	. •	E STAT		to be be
<ul> <li>junction switch to North Line Cantonment track while east leg of wye and North Line targets and lights to show clear.</li> <li>7. Inside switches, yard tracksswitch lights green and yellow. Switches on North and South Cantonment linesswitch lights red and green.</li> <li>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.</li> <li>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.</li> <li>10. Loading platform at Remount station, American Lake, will not clear man on side of car. <ul> <li>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</li> </ul> </li> </ul>	never b	e exceeded	l.							<i></i>									÷
<ul> <li>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.</li> <li>9. Toilets must be kept locked and refuse must not be thrown from trains on Canton- ment tracks, Camp Lewis, Nisqually or inside yard limits American Lake.</li> <li>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 Ameri- can Lake will move under control at all times expecting to find cars spotted at different locations on these tracks</li> </ul>	junction leg of t	n switch to wye and N	orth Line targets a	nd lights to show	clear.	Cast													-
<ol> <li>Toilets must be kept locked and refuse must not be thrown from trains on Canton- ment tracks, Camp Lewis, Nisqually or inside yard limits American Lake.</li> <li>Loading platform at Remount station, American Lake, will not clear man on side of car. Trains using both north and south lines cantonment tracks Ameri- can Lake will move under control at all times expecting to find cars spotted at different locations on these tracks</li> </ol>	When back Canton protect	ning or pu ment track crossing.	ashing cars ahead o ks, American Lake, All movements pas	of engine over str	eet cross	sings		•	ŧ					-					
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 Ameri- can Lake will move under control at all times expecting to find cars spotted at different locations on these tracks		1 1	- d and refuse must not	t be thrown from tra e yard limits American	ains on Ca n Lake.	nton-													
Trains using both north and south lines cantonment tracks Ameri- can Lake will move under control at all times expecting to find cars spotted at different locations on these tracks	Loading pla	atform at i	Remount station, An	nerican Lake, will	not clear	1						ана. 1917 - Салан Алан Алан Алан Алан Алан Алан Алан							
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All first class trains using Sixth Sub-division (Gate Line) to and from routes one and two passenger station at Centralia and connection with these routes. SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

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L 6.45	ML 8.25	L12.12	Y	<b>20</b> 32	0.0	0CHEHALIS JCT 1.0	P 56	.5 Y	A10.20N	A 6.40P	A 3.35PM			s 6.10		CY 2	5 2.2	2 MOU
					1.0	P. S. & W. H. R. R. CROSSING 2.4	0 55	.5						f 6.25		CY 2	6.6	4 W
\$ 7.05	\$ 8.35	\$12.20		CW 2	- 3.4	No Track Connection	0 63	1 24	\$10.13	. 6 22				s 6.40	·	CY 1	8.1	
\$ 7.15	<b>8</b> .39	\$12.25		CW 8		1.3 XADNA			· · · · ·	·	\$ 3.10			\$ 6.45				
1 7.25	·				·	2.5		-	\$10.07	\$ 6.27	\$ 2.25					CY 17		CRAW
						2BUNKER 2.9		3 Spur	f10.00	f 6.20	f 2.05		-	\$ 7.10	W			BABATTLE
\$ 7.55	1 8.53	<b>\$12.</b> 40	W2.4 m West	C W 10	10.1	CERES	46.	4 30	<b>9</b> .53	f 6.13	\$ 1.40		-	s 7.30		CY 10	17.0	BRUSH
<b>s</b> 8.20	t 8.59	<b>f12</b> .48		C W 12	12.6		. 43.	9 Spur	1 9.46	<b>6</b> .06	\$ 1.20			1 7.35		CY 8	18.7	LAU
					16.2	LUEDINGHAUS R. R. Crossing Trk Connection 0.1	40.	3		•••• ••				f 7.45	<b> </b>	CY 7	20.1	НОЛ
\$ 9.36 592	s 9.09	\$12.58 970		C W 16		DRDRYADI			· 9.36	\$ 5.56	* 1.00 12:20 2		-	1 7.50	<b> </b>	CY 6	21.2	BARBE
					16.8	P. S. & W. H. R. R. CROSSING	39.	7	969		12.205		-	f 8.00		CY 3	23.5	HID
- 0.50			· · ·			No Track Connection		_	· · · · ·				-	As 8.15AM	Y	C X 25	26.9	VJVANCOUV
\$ 9.50		\$ 1.02				DODOTYD 4.7	1		\$ 9.32	\$ 5.52	\$12.15PM			Ex. Sun.				
\$10.10 11.30AM	<b>9</b> .26	• <b>1</b> .15	w	C W 22	22.3	PLPE ELLD 1.3	34.5	2 61	<b>9</b> .20	\$ 5.40	s11.55M 11.30		-	2.15				Time Over f
	-	· · · · · · · ·	· · · · · · · · · ·			McCORMICK R. R. CROSSING		·	·····		969			11.9				Average Spee
····					23.0	Track Connection	82.9					6. 1	Nos. 587 and 58	ARD TRAINS ARE 8, will stop on fig	ag at L	ucia a	nd Cr	usher for passe
\$12.01PM	\$ 9.32	s 1.21	W	C W 24	24.2		32.3	Spur 15	s 9.13	\$ 5.33	\$11.10	7.	Trains from I Junction.	Eighth Subdivisio	n will	ascerta	in po	sition of First
\$12.20	<b>9.39</b>	s 1.27		C W 26	26.1	WALVILLE	30.4	Spur 15	s 9.07	\$ 5.27	\$10.40		TOTULAD	<b>م</b>	SEE	SPEC		RULES, PAGES
											-10-10	1 W						INTH SUB
f12.40	f 9.47	1.35	T	C W 29	28.9	PLUVIUSP	27.6	28	t 9.00	f 5.20		<u> </u>	ESTWAR	<b>D</b> .	•.		N	ELMA BI
						FRFRANCESDP		- I			10.10	<u> </u>	SECOND		/yes	bers		ELMA BI
* 1.00 1.575		s 1.52 969	W	C W 35	85.3	FRFRANCESDP 1.4	21.2	56	• 8.37	\$ 4.55	f10.10 \$ 9.30	W			Â	Numbers	from	ELMA BI Time Tabl June 6,
* 1.00 1.578 f 2.02	\$10.05 \$10.10	s 1.52 969 s 1.55	<b>w</b>	C W 35 C W 37	35.3 36.7	FRFRANCESDP 1.4 	21.2	56 Spur 15	• 8.37 • 8.23	\$ 4.55 f 4.50	f10.10 \$ 9.30 \$ 9.05	W		CLASS 551	Fuel, Turn and W3	tion Numbers	from	
* 1:00- 578 f 2:02 s 2:10	\$10.05	s 1.52 969 s 1.55 s 1.58	w	C W 35 C W 37 C W 38	35.3 36.7 38.0	FRFRANCESDP 1.4 	21.2 19.8 18.5	56 <b>Spur 15</b> 8	\$ 8.37 f 8.23 \$ 8.20	4.55 4.50 4.46	f10.10 s 9.30 s 9.05 s 9.00	· • • • • • • • • • • • • • • • • • • •		CLASS 551	Water, Fuel, Scales, Turn Tables and W <sub>3</sub>	Station	Distance from Stimson	ELMA BI Time Tabl June 6, Succeedin S T A T I Telegraph Offic
<sup>8</sup> 1.69 1 2.02 5 2.10 f 2.20	\$10.05 (10.10 \$10.14	s 1.52 969 s 1.55 s 1.58 s 2.06	<b>W</b>	C W 35 C W 37 C W 38 C W 38 C W 41	35.3 36.7 38.0 41.2	FRFRANCESDP 1.4 	21.2	56 Spur 15 8 Spur	\$ 8.37 f 8.23 \$ 8.20 \$ 8.10	4.55 4.50 4.46 4.38	f10.10         s       9.30         s       9.05         s       9.00         t       8.43			CLASS 551	Water, Fuel, Scales, Turn Tables and W <sub>3</sub>	0 H Btation Numbers	<ul> <li>Distance from</li> <li>Stimson</li> </ul>	ELMA BI Time Tabl June 6, Succeedin S T A T I Telegraph Offic STIMS 0.1
* 1.99 f 2.02 s 2.10 f 2.20 f 2.25	\$10.05 (10.10 \$10.14 (10.22	<ul> <li>\$ 1.52 969</li> <li>\$ 1.55</li> <li>\$ 1.58</li> <li>\$ 2.06</li> <li>\$ 2.10</li> </ul>	<b>W</b>	C W 35 C W 37 C W 38 C W 41 C W 42	35.3 36.7 38.0 41.2 42.3	FRFRANCESDP 1.4 	21.2 19.8 18.5 15.3 14.2	56 Spur 15 8 Spur 31	\$ 8.37 f 8.23 \$ 8.20	<ul> <li>4.55</li> <li>4.50</li> <li>4.46</li> <li>4.38</li> <li>4.35</li> </ul>	f10.10 s 9.30 s 9.05 s 9.00	· · · · · · · · · · · · · · · · · · ·		CLASS 551	Water, Fuel, Scales, Turn Tables and W <sub>3</sub>	CH 10	6 Bitmson from	ELMA BI Time Tabl June 6, Succeedin S T A T I Telegraph Offic STIMS 0.1 
* 1.99 f 2.02 s 2.10 f 2.20 f 2.25 f 2.40 f 3.00	\$10.05 (10.10 \$10.14 (10.22 \$10.26 \$10.38 \$10.50	s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35	<b>W</b>	C W 35 C W 37 C W 38 CW411 C W 42 C W 46	35.3         36.7         38.0         41.2         42.3         46.5	O.4           FRFRANCESDP           1.4	21.2 19.8 18.5 15.3 14.2	56 <b>Spur 15</b> 8 <b>Spur</b> 31 9	<ul> <li>8.37</li> <li>8.23</li> <li>8.20</li> <li>8.10</li> <li>8.07</li> </ul>	4.55 4.50 4.46 4.38 4.35 4.35 4.25	f10.10 s 9.30 s 9.05 s 9.00 t 8.43 f 8.40			CLASS 551	. Water, Fuel, Scales, Turn Tables and Wy	с H10 С H71	8. 6 Distance from 8. 6 Stimson	ELMA BI Time Tabi June 6, Succeedin S T A T I Telegraph Offic STIMS 0.1 
* 1.99 * 2.02 * 2.10 f 2.20 f 2.25 f 2.40 f 3.00 * 3.30	\$10.05 (10.10 \$10.14 (10.22 \$10.26 \$10.38 \$10.50 \$11.05	s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50	W	C W 35 C W 37 C W 38 C W 41 C W 42 C W 42 C W 46 C W 50 C W 53	35.3         36.7         38.0         41.2         42.3         46.5         50.5         53.1	I.4           FRFRANCESDP           1.4	21.2 19.8 18.5 15.3 14.2 10.0 6.0 3.4	56 <b>Spur 15</b> <b>8</b> <b>Spur</b> 31 <b>9</b> 14	<ul> <li>8.37</li> <li>8.23</li> <li>8.20</li> <li>8.10</li> <li>8.07</li> <li>7.53</li> <li>7.40</li> </ul>	\$ 4.55 \$ 4.50 \$ 4.46 \$ 4.38 \$ 4.35 \$ 4.35 \$ 4.25 \$ 4.15	f10.10         s       9.30         s       9.05         s       9.00         f       8.43         f       8.40         f       8.25			CLASS 551	. Water, Fuel, Scales, Turn Tables and Wy	CH 10	8. 6 Distance from 8. 6 Stimson	ELMA BI Time Tab June 6 Succeedin S T A T I Telegraph Offic STIMS 0.1 MILLP 1.4 
* 1.00 * 2.02 * 2.10 * 2.20 * 2.20 * 2.20 * 2.20 * 2.20 * 2.20 * 3.20 * 3.30 * 3.30 * 3.45P#	<ul> <li>10.05</li> <li>10.10</li> <li>10.14</li> <li>10.22</li> <li>10.26</li> <li>10.38</li> <li>10.50</li> <li>11.05</li> <li>11.15<sup>M</sup></li> </ul>	s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50 A 3.00P	W	C W 35 C W 37 C W 38 C W 41 C W 42 C W 42 C W 46 C W 50 C W 53	35.3         36.7         38.0         41.2         42.3         46.5         50.5         53.1	I.4           FRFRANCESDP           1.4	21.2 19.8 18.5 15.3 14.2 10.0 6.0 3.4	56 <b>Spur 15</b> <b>Spur</b> <b>31</b> <b>9</b> 14 72	<ul> <li>8.37</li> <li>8.23</li> <li>8.20</li> <li>8.10</li> <li>8.07</li> <li>7.53</li> <li>7.40</li> <li>7.32</li> </ul>	\$ 4.55 \$ 4.50 \$ 4.46 \$ 4.38 \$ 4.35 \$ 4.35 \$ 4.25 \$ 4.15 \$ 4.10	f10.10         s       9.30         s       9.05         s       9.00         t       8.43         t       8.40         t       8.25         t       8.10			CLASS 551	<ul> <li>Water, Fuel, Scales, Turn</li> <li>Tables and W3</li> </ul>	с H10 С H71	C. C. Distance from Bitmson 37.2	ELMA BI Time Tabi June 6, Succeedin S T A T I Telegraph Offic STIMS 0.1 MILLPA 1.4 MILLOR 0.2 MCCLEARY J 0.8
* 1.87 f 2.02 s 2.10 f 2.20 f 2.25 f 2.40 f 3.00 s 3.30 A 3.45PM 594 Ex. Sun. 6.43	\$10.05 (10.10 \$10.14 (10.22 \$10.26 \$10.38 \$10.50 \$11.05 A11.15PN Dally 2.50	s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.35 s 2.50 A 3.00PM Daily 2.48	W	C W 35 C W 37 C W 38 C W 41 C W 42 C W 42 C W 46 C W 50 C W 53	35.3         36.7         38.0         41.2         42.3         46.5         50.5         53.1	I.4           FRFRANCESDP           1.4	21.2 19.8 18.5 15.3 14.2 10.0 6.0 3.4	56 <b>Spur 15</b> <b>Spur</b> <b>31</b> <b>9</b> 14 72	<ul> <li>8.37</li> <li>8.23</li> <li>8.20</li> <li>8.10</li> <li>8.07</li> <li>7.53</li> <li>7.40</li> <li>7.32</li> </ul>	\$ 4.55 \$ 4.50 \$ 4.46 \$ 4.38 \$ 4.35 \$ 4.35 \$ 4.25 \$ 4.15 \$ 4.10	f10.10         \$ 9.30         \$ 9.05         \$ 9.00         \$ 8.43         f 8.43         f 8.40         f 8.25         f 8.10         \$ 8.00			CLASS 551 Ex. Sun. Mized	Henry Fuel, Scales, Turn, Tables and W	сн 10 Сн 10 Сн 7	s. s. c. C. Distance from s. c. c. c. C. Stimson s. c.	ELMA BI Time Tabl June 6, Succeedin S T A T I Telegraph Offic STIMS 0.1 MILLPA MILLPA MILLPA MILLPA MILLPA 
* 1.97 * 2.02 * 2.10 * 2.20 * 2.20 * 2.20 * 2.20 * 2.25 * 2.40 * 3.00 * 3.30 A 3.45PM 594 Ex. Sun.	\$10.05 (10.10 \$10.14 (10.22 \$10.26 \$10.38 \$10.50 \$11.05 \$11.05 M11.15PH Daily	s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50 A 3.00PM Daily	W	C W 35 C W 37 C W 38 C W 41 C W 42 C W 42 C W 46 C W 50 C W 53	35.3         36.7         38.0         41.2         42.3         46.5         50.5         53.1	O.4           FRFRANCESDP           1.4	21.2 19.8 18.5 15.3 14.2 10.0 6.0 3.4	56 <b>Spur 15</b> <b>Spur</b> <b>31</b> <b>9</b> 14 72	<ul> <li>8.37</li> <li>8.23</li> <li>8.20</li> <li>8.10</li> <li>8.07</li> <li>7.53</li> <li>7.40</li> <li>7.32</li> <li>7.204</li> <li>Daily</li> </ul>	<ul> <li>4.55</li> <li>4.50</li> <li>4.46</li> <li>4.38</li> <li>4.35</li> <li>4.35</li> <li>4.25</li> <li>4.15</li> <li>4.10</li> <li>4.00Ps</li> <li>969</li> <li>Daily</li> </ul>	f10.10 s 9.30 s 9.05 s 9.00 f 8.43 f 8.40 f 8.25 f 8.10 s 8.00 L 7.30A Ex. Sun.			CLASS 551 Ex. Sun. Mixed	Henry Fuel, Water, Fuel, Scales, Turn, Tur	сн 10 Сн 10 Сн 7 Сн 7 Сн 7	Distance 0.9 0.9 2.5 3.3 2.5 3.3 2.5 3.3 2.5	ELMA B Time Tab June 6 Succeedin S T A T I Telegraph Offic STIMS 0.1 MILLP 1.4 MILLOR 0.3 MCCLEARY J 0.5 MCCLEARY J 2.6 RAYVI 0.7
s 1.99 f 2.02 s 2.10 f 2.20 f 2.25 f 2.40 f 3.00 s 3.30 A 3.45PM 594 Ex. Sun. 6.43 8.4	\$10.05 10.10 \$10.14 10.22 \$10.26 \$10.38 \$10.50 \$11.05 \$11.05 \$11.15P Dally 2.50 19.9	s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50 A 3.00PM Daily 2.48 21.0	W WCT	C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 46 C W 50 C W 53 C W 57	35.3         36.7         38.0         41.2         42.3         46.5         50.5         53.1         56.5	O.e           FRFRANCESDP           1.4	21.2 19.8 18.5 15.3 14.2 10.0 6.0 3.4 0.0	56 <b>Spur 15</b> <b>8</b> <b>50</b> <b>9</b> 14 72 66 	<ul> <li>8.37</li> <li>8.23</li> <li>8.20</li> <li>8.10</li> <li>8.07</li> <li>7.53</li> <li>7.40</li> <li>7.32</li> <li>7.20<sup>M</sup></li> <li>Daily 3.00</li> <li>18.9</li> </ul>	\$ 4.55 \$ 4.50 \$ 4.46 \$ 4.38 \$ 4.35 \$ 4.35 \$ 4.35 \$ 4.25 \$ 4.15 \$ 4.10 <b>4.00PN</b> 969 Daily 2.40 21.2	f10.10         \$ 9.30         \$ 9.05         \$ 9.00         f 8.43         f 8.43         f 8.40         f 8.25         f 8.10         \$ 8.00         L 7.304         Ex. Sun.         7.00         8.0			CLASS 551 Ex. Sun. Mixed L 3.15M 3.18 \$ 3.25	Herri Water, Fuel, Scales, Turn Tables and Wy	СН 10 СН 10 СН 7 СН 7 СН 7 СН 7 СН 5	mo Distance 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	ELMA BI Time Tab June 6 Succeedin S T A T I Telegraph Offic STIMS 0.1 MILLP 1.4 MILLO MECLEARY J 0.5 MECLEARY J 0.5 MECLEARY J 0.5 MECLEARY J 0.7 WHITE LUMBER 0.3
s 1.99 s 2.10 s 2.10 f 2.20 f 2.20 f 2.26 f 2.40 f 3.00 s 3.30 A 3.45PM 594 Ex. Sun. 6.43 8.4 EAST	\$10.05 10.10 \$10.14 10.22 \$10.26 \$10.38 \$10.50 \$11.05 \$11.05 \$11.15 \$ Dally 2.80 19.9 WARD THE	s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50 A 3.00PM Daily 2.48 21.0	WCT	C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 53 C W 57 C W 57 C W 57	35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1 56.5 53.1 56.5	O.4           FRFRANCESDP           1.4	21.2 19.8 18.5 15.3 14.2 10.0 6.0 3.4 0.0	56 <b>Spur 15</b> <b>Spur</b> 31 <b>9</b> 14 72 66 66 	<ul> <li>8.37</li> <li>8.23</li> <li>8.20</li> <li>8.10</li> <li>8.07</li> <li>7.53</li> <li>7.40</li> <li>7.32</li> <li>7.32</li> <li>7.204</li> <li>Daily         <ul> <li>3.00</li> <li>18.9</li> </ul> </li> </ul>	\$ 4.55 \$ 4.50 \$ 4.46 \$ 4.38 \$ 4.35 \$ 4.35 \$ 4.25 \$ 4.15 \$ 4.10 <b>4.10</b> <b>4.10</b> <b>4.10</b> <b>1.2</b> <b>2.40</b> <b>21.2</b> <b>RECTION.</b>	f10.10         \$ 9.30         \$ 9.05         \$ 9.00         f 8.43         f 8.43         f 8.40         f 8.25         f 8.10         \$ 8.00         L 7.304         Ex. Sun.         7.00         8.0			CLASS 551 Ex. Sun. Mixed L 3.15P 3.18 5 3.25 5 3.45	K Water, Fuel, Boales, Turn Tables and W	СH 10 СH 10 СH 7 СH 7 СH 7 СH 7 СH 5 СH 4	mo Diatance 0.9 2.3 2.5 3.3 2.5 5.1 6.0	ELMA BI Time Tabi June 6 Succeedin S T A T I Telegraph Offic STIMS 0.3 MILLP MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 
s 1.99 s 2.10 s 2.10 f 2.20 f 2.20 f 2.26 f 2.40 f 3.00 s 3.30 A 3.45PM 594 Ex. Sun. 6.43 8.4 EAST	\$10.05 10.10 \$10.14 10.22 \$10.26 \$10.38 \$10.50 \$11.05 \$11.05 \$11.15 \$ Dally 2.80 19.9 WARD THE	s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50 A 3.00PM Daily 2.48 21.0	WCT	C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 53 C W 57 C W 57 C W 57	35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1 56.5 53.1 56.5	O.4           FRFRANCESDP           1.4	21.2 19.8 18.5 15.3 14.2 10.0 6.0 3.4 0.0	56 <b>Spur 15</b> <b>Spur</b> 31 <b>9</b> 14 72 66 66 	<ul> <li>8.37</li> <li>8.23</li> <li>8.20</li> <li>8.10</li> <li>8.07</li> <li>7.53</li> <li>7.40</li> <li>7.32</li> <li>7.32</li> <li>7.204</li> <li>Daily         <ul> <li>3.00</li> <li>18.9</li> </ul> </li> </ul>	\$ 4.55 \$ 4.50 \$ 4.46 \$ 4.38 \$ 4.35 \$ 4.35 \$ 4.25 \$ 4.15 \$ 4.10 <b>4.10</b> <b>4.10</b> <b>4.10</b> <b>1.2</b> <b>2.40</b> <b>21.2</b> <b>RECTION.</b>	f10.10         \$ 9.30         \$ 9.05         \$ 9.00         f 8.43         f 8.43         f 8.40         f 8.25         f 8.10         \$ 8.00         L 7.304         Ex. Sun.         7.00         8.0			CLASS 551 Ex. Sun. Mixed L 3.15M 3.18 \$ 3.25	K Water, Fuel, Boales, Turn Tables and W	СH 10 СH 10 СH 7 СH 7 СH 7 СH 7 СH 5 СH 4	mo Diatance 0.9 2.3 2.5 3.3 2.5 5.1 6.0	ELMA BI Time Tabi June 6 Succeedin S T A T I Telegraph Offic STIMS 0.3 MILLP MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 MILLP 0.3 
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					B	ETWEEN	MEEKER	R AND T	ACOMA,	TRAINS	WILL	BE G	OVE	RNED BY PUGET SOUN	D DI	IVISIO	N TIME	TABLE RULES	AND REG	ULATIO	NS				
		A 1.00PM						Al Maria II. Al Maria	A 6.00PM	<b>9</b> .35	· .	1976	44.6	QDN	0.0		L 7.30A	5.00P		a da Ma			L 3.00	W	
T.	x. Sun.	P- C-		· · · · · ·		Dalla	Deily		Daily		·				-	أعتشيت	in the second		64 B. C. B.		1. 1	1			: /

Ex. Sun. Ex. Sun. Daily Daily Daily Daily Daily Daily Ex. Sun. .35 3.47 .20 1.45 1.25 1.25 Time Over Subdivision 1.28 1.45 2.25 9.4 8.8 9.0 13.5 23.7 23.7 Average Speed Per Hour 22.6 19.2 6.5

# 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. 526 at South Prairie and with Seattle Division No. 338 at Kanaskat.
 No. 595 will connect with Seattle Division No. 41 at Kanaskat, No. 526 at South Prairie and No. 410 at Puyallup.
 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.

6.° 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.
7. Engines must not go beyond derail 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.

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

				L 3.00AM		
Daily	Sun. Only			Ex. Sun.	Ex. Sun.	
.19	1.20	ettus i		6.05	.35	
14.2	11.9		- 11	5.5	9.4	

•

	•	:	9		TACOMA DIVISION
WESTWARD.	ELEVENTH SUBDIVISION. (GREEN RIVER BRANCH)	EASTWARD.	WESTWARD.	TWELFTH SUBDIVISION. (ORTING BRANCH)	EASTWARD.
ECOND CLASS FIRST CLASS FIRST CLASS 595	A         IIIIle Table 140.40         IIIIle Table 140.40         IIIIle 140.40           IIII         June 6, 1920         June 6, 1920         June 6, 1920         June 6, 1920           Z         State St	FIRST SECOND CLASS		Water, Fuel, Scales, Water, Fuel, Scales, Water, Fuel, Scales, Water, Tables and Wyse, Station Numbers and Wyse, Station Numbers Constants of track and Wyse, Station Numbers of track and Wyse, Station Succeeding No. 42 Car Capacity of track of t	
L 6.10AM	CJ 15 0.0KERRISTON 14.7	A 9.20PM		E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E     E <td></td>	
f 6.15 Y f 6.40 W	1.6	40 f 9.10 6 f 8.30		1.3 1.3 TACOMA & EASTERN Cross'g 8.7	
<b>s</b> 6.43	0.8	pur 30 f 8.10		1.0           C E         8         2.3         PUYALLUP RIVER JCT         7.7         10	
	3.4 11.7 Pac. States. Lbr. Co. Ry. Cross. 3.0			W T 1958 10.0 OGORTINGD 0.0 51	
s 7.00	0.7 12.4 KANGLEY JCT 2.3	15 \$ 7.55		SUPERIOR TO TRAINS OF THE SAME CLASS IN TH	
\$ 7.10	C J 4         14.0	\$ 7.45	<ol> <li>Junction switch, one mile eas used as a main line passing</li> <li>Hayes derail installed 60 feet</li> </ol>	track. west of west passing track switch at Camp 2, Camp 2 is 1 Tacoma Lumber Company's track. Company's track at first spur located about one-half mile east of Puyall	ocated 4,000 feet east of Puyallup
\$ 7.18	CJ 2 12.4KANGLEY JCT 2.3 0.3 12.7HIAWATHA 2.0	\$ 7.38	WESTWARD	THIRTEENTH SUBDIVISION	EASTWARD
			WESIWARD	(MENDOTA BRANCH)	
A 7.304 W Y	1.4	75 L 7.30P	SECOND - CLASS	Time Table No. 46	SECOND - CLASS
		Daily	513		<b>514</b> Ex. Sun.
Daily           1.20	Time Over Subdivision	1.50	Mixed	acit hr hole	Mixed
12.2	Average Speed Per Hour	8.1		Literation     STATIONS     Utrate       Literation     Utrate     STATIONS       Literation     Utrate     Utrate       Mathematical     Utrat     Utrate       Mathema	
REGULAR TRAINS LOOK	ERIOR TO TRAINS OF THE SAME CLASS I OUT FOB LOGGING T BAINS BETWEEN HA	LMAB AND KEBBISTON. EX-	L 1.15		12.55%
TRA TRAINS PROTE(	T BY FLAG AGAINST LOGGING TRAINS BE MUST BE SOUNDED APPROACHING ALL CURV OF 10 MILES PER HOUR MUST NOT BE EXCE	TWEEN HALMAR AND XER-	t 1.25	C 0 6 2.9PACKWOOD 5.7 Spur	12.45
Trains will run under full control office, looking out for engin	l between a point 1000 feet west of siding at Sellcck, and t nes of Pacific States Lumber Co., operating within these lim	-	A 1.55	2025 8.6WABASHP 0.0	.12.15 <sup>pm</sup>
	n at Kangley Junction set for Selleck Line. meed eight (8) miles an hour botween Kerriston and Cedar F	River Bridge.	Ex. Sur	·	Ex. Sun.
	E SPECIAL RULES, PAGES 9, 10, 11, 12 AND			Time over Subdivision           Average Speed per Hour	.40
				SUPERIOR TO TRAINS OF THE SAME CLASS IN THIS SEE SPECIAL BULES, PAGES 9, 10, 11, 12 AND 13	E OPPOSITE DIRECTION.
Dr. P. A. Remington, Chief Surg Western Div., Tacoma. Dr. J. H. Sheets, Buckley (S). Dr. F. G. Ullman, Enumclaw. Dr. F. J. Shadd Selleck. Orting (S). Dr. C. E. Martin, Wilkeson, Wn.	Head-of-Bay Yard Office (S). Dr Tacoma Baggage Room (S). Dr	Tacoma (Toolcar) (S).	Dr. J. H. Dumon, Centralia (S). Dr. H. Y. Bell, Centralia (S). Dr. I. R. Dr. I. R. Dr. I. C. Var Winkle Oakwille Dr. F. W.	D. Carr, Montesano. Watkins, Hoquiam. Watkins, Aberdeen (S). . Stevens, Dryad. . Johnson, Pe Ell. Y. Anderson, So. Bend (S). Location of Dr. W. W. Webb, Winlock. Dr. R. H. Campbell, Vader. Dr. O. K. Wolf, Castle Rock. Dr. Chas. McCallum, Vancouv. Dr. Luman Roach, Kalama (S	of Stretchers (S). Dr. W. G. Cameron, Specialist, Tacoma. Dr. J. F. Dickson, Oculist, Portland. Dr. A. W. Stevenson, Yacolt (S). Dr. W. D. Merritt, Bayne. er (S). Dr. W. Hall, Napavine. Dr. C. J. Hoffman, Woodland.
kists, for which distinct official au Rallway Officials are require re needed. When such are acces	called upon officially, to all cases of ACCIDENT limit medical service to the locality or town whe ithority must be had in accordance with established ed to call on the nearest authorized surgeons when sible, the Association will not be responsible for bil emergency, arising from accident, if necessary pr	l regulations. ever practicable, when surgical or med ls for medical services rendered by an	dical services assume charge of the ca Boarding and Nu unless specially authori	binted surgeon, when the case should be placed in his charge, a geon be continued at the expense of the Railway Company or se. rsing are furnished ONLY AT OUR OWN HOSPITALS. We ded or approved by the Chief Surgeon, and then only in critica	e are not responsible for bills incurred elsewhere
		AUTHORI	IZED SURGEONS, G. N. RY. C Dr. J. A. La Gasa, Tacoma		

SUB-	DISTRICT	Ruling	Class	w	Class	Y-2	Class	s F-1	Clas	ENGIN		ss P	Clas	s D-3 s E-3 s E-4	Clas	is X
DIVISION	DISIRICI	Grade %	Tiona	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Car
			Tons		500	20	400	15	400	15	300	15	250	9	<u> </u>	<u></u>
	Tacoma to South Tacoma	2.20	<u>600</u> 3500	20	3300	99	2000	80	1800	80	1500	50		40		
	Tacoma to Chehalis				1000	70	900	60	850	60	750	60	550	18		
First Westward	Chehalis to Napavine	1.12	1250	70	1000			75	3000	75	1400	47	1200	40	]	
Westward	Napavine to Portland	0.00		99		99	3000				1250	60	1050	35		
	Portland to Vader	0.50	2500	99	2000	99	1800	80	1800	80				22		
		0.90	1500		1150		1100		960	32	860	29	660			
First Eastward	Vader to Napavine		3500	99	3300	99	2500	80	2500	80	2300	50	2000	40	<u> </u>	
	Napavine to Tacoma	0.30				<u>()</u>	800	40	800	40						
	St. Clair to Lacey.	1.60		• • • • • • • • • •						70		<u> </u>				
	Lacey to Olympia	0.70						. 70					-			
Second		1.80					600	35	600	35			-			
Westward	Olympia to Belmore Belmore to Gate	0.88					1200	40	1200 2200	40		<u> </u>			-	
	Gate to Elma	0.50		· <u>····</u>			2200 2500	70	2200	70		-	-		• • • • • • • •	
	Elma to Moclips	0.40	••••••	· · · · · · · · · ·	••••			70	2000	70	-					<u> </u>
	Moclips to Gate	0.50		<u></u>			2000	- 70 - 50	1500	- 50		-	-	· · · · · · · · · · ·		
Second	Gate to Olympia	. 0.87		<u></u>	<u> </u>		550	30	550	30			-		<u>· · · · · · · · · · · · · · · · · · · </u>	<u>.  </u>
Eastward	Olympia to Lacey	1.61		<u></u>	<u> </u>		1050	40	1050	40					_	
	Lacey to St. Clair						-			00						.
Third	Lakeview to Nisqually	1.00	2500	99	2300	99	2000	80	2000	.80	_	_	_		_	-
Westward		1.60	1000	50	800	40	550	30	550		_	-		-1		<u>-</u>
Third	Nisqually to American Lake American Lake to Murray	·	2000		1800		1500	_ <u> </u>	1500	-	<u></u>					•
Eastward	American Lake to Murray Murray to Lakeview	0.66	2500		. 2300		. 2000			_	1050	60	850	28	-	
		0.70	1800	99	1350	70	1200		1150	$-\frac{60}{60}$				. 60		-
Fourth	South Tacoma to Rainier Rainier to West Tenino		3200	99		. 99		60				_	750	25	-	
Westward			1500		1250				1050	$-\frac{35}{75}$	950		1300		-	
Fourth Eastward	West Tenino to Rainier Rainier to Tacoma		2500	99	2100	99	1800	80		-		-				
Sixth		0.00					2200		2200	20				<u> </u>	<u></u>	-
Westward	Centralia to Gate Grand Mound to Centralia						0400		$-\frac{3000}{2400}$			<u></u>				
Sixth	Rochester to Grand Mound	. 40	<u> </u>						2000							
Eastward	Gate to Rochester	0.00	-	· · · · · · · · · · · · · · · · · · ·	<u> </u>		1800		1800		_	<u> </u>		<u> </u>	1600	
	Chehalis Jct. to Adna		-				1500		1400						1000	
Seventh	Adna to Pe Ell Pe Ell to McCormick	0.00			-					_						
Westward	McCormick to Pluvius	1.00	_			<u></u>				70				· ·   · · · · · · ·		
	Pluvius to South Bend						1000	) 60	1800	60			<u> </u>	<u> </u>	2000	
	South Bend to Frances	0.60		_		· ·   · · · · · · · · · · · ·		) 25	500	25						
Seventh Eastward	Frances to Pluvius	1.90						70		70		<u> </u>	····		_	
Lustrard	Pluvius to Chehalis Jct		-	-	-				1000	45					<u></u>	<u></u>
Eighth	Yacolt to Van Jet	0.58					55(		1800						<u></u>	···  ····
Westward	Van Jct. to Homan	1.00												<u> </u>	<u> </u>	
Elghth Eastward	Homan to Yacolt	1.66		<u></u>	<u></u>	-	_	70		70	•				<u></u>	<u> </u>
Ninth	Stimson to Elma	1.00	<u> </u>	<u></u>	<u> </u>	<u></u>	<u> </u>	···  <u>^</u>								
Westward Ninth		1 1 00	)							- 00		····		<u> </u> 60		
Eastward	Elma to Stimson Palmer Jct. to Tacoma	0.00	)	99		00										
Tenth Westward	Palmer Jct. to Tacoma Fairfax to South Prairie															
WCSLWald	Tecome to Orting		the second se					60	80	0 60			0			
	Orting to South Prairie	··	-		500	0 17	45						50			
Touth	South Prairie to Buckley Buckley to Palmer Jct.	1.2	5 1200													
Eastward	South Prairie to Morristown				· · · ·	····		$\frac{10}{10}$ $\frac{20}{25}$	40	0 2	5					
創	South Prairie to Wilkeson	4.2					40	00 28	5 40							
4	Wilkeson to Carbonado							00 30	) 50	0 30	<u>)  </u>	·····	<u>····</u>	<u> </u>		
Eleventh	Carbonado to Fairfax						4	00 2	5 40	00 2	5	<u> </u>	<u> </u>	<u></u>	····   · · · · ·	<u></u>
Eastward	Kanaskat to Kerriston	4.0	•													

"y d

# 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.

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

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

Fourth Subdivision.-All classes.

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

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

Seventh Subdivision.—No engine heavier than Class S-4. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

**Eighth Subdivision.**—No engine heavier than S-4. Engines heavier than E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

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

Tenth Subdivision, Kanaskat to Meeker.—All classes except Class Z Mallet Engines.

Engines of any class must not double head over bridge 228, Buckley Loop, between Cascade Junction and Buckley.

Morristown to Cascade Junction.—No engine heavier than Class S-4.

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

**Eleventh Subdivision.**—No engine heavier than S-4. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Tweifth 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.

COMMERCI	IAL SPURS.						
First Subdivision	Seventh Subdivision			DERAIL			and the second
	DISTANCE FROM CHEHALIS JC.			AUST BE LEFT SET IN DERAIL PO	SITION WHE	THER THERE ARE CARS ON TH	E TRACE OR NOT.
	Ashlock	West Tacon	naSpur track		Littell	SEVENTH SU	BDIVISION
Pioneer Sand & Gravel Co 20.0	Asmock         28.2           Custer         34.2				Meskill	Bast and west end inter	rchange track.
Olegard		Polehn			Doty McCormick	Junction 200 feet from main track	east and west end mill track. ok switch.
Chain Hill Lumber Co 41.2		Wabash	Bucoda Lumber Co. Spur. Interlocking derail on OW. R. On Coal Creek Lumber Co.'s trac switch. East end track No 2	& N. connection.	Ashlock	Log spur.	5
Olium IIII Damber Co	May1an	Napavine .	On Coal Creek Lumber Co.'s trac switch. East end track No. 2, On Somervilles' and Emory Nelso west of switch conection with	k about 250 feet from passing track 165 ft. from main line switch.	Custer	East and west end sidi	lng.
Potenni         44.7           Menefee         73.2	Eighth Subdivision		west of switch conection with		Malpee Green Creel		
		Menefee			Dryad	Log spur. Leudinghaus Lbr. Co., 5	00 feet froim main track.
McNelly	Crusher	Castle Book	150 foot frack.	Take Top D D		EIGHTH SUB	BDIVISION
		Hermione		leet east of Powder magazine also	Vancouver Brnsh Prair	Junction East leg wye 135 feet f	• • • • • • • • • • • • • • • • • • •
	Bouton Perkins 4.8	Ridgefield .		t 900 feet east of magazine. rom passing track switch.	Crusher	Shin the shine track.	
· · · · · · · · · · · · · · · · · · ·	Lucia	vancouver .	On Wood Snur and Conners Sau		Yacolt	North leg wye switch n	formal position this switch for north leg wye.
	Dietrich 10.9	Kyro. McNelly	freight house. East end of le East end of Industry track, 200 i 100 feet from main track.	id to No. 1 track on N. P. side. feet from switch.		NINTE SUBI	
Black Lake 13.2	Ninth Subdivision		SECOND SUBDIVISION		APAIL	Standard Oil spur.	
Smith & Prosser	DISTANCE FROM ELMA.	Union Mills	West and of sellens	•			rack.
M. M. C. Logging Co 33.0	Kraft	Bordeaux Ju	inctionMason County Log Spur.			TENTH SUB	DIUTRIAN
CIDSON CICCR	Anali		Coal track and west end of pass rosserEast end of spur. 	ing track.	Palmer Jun	Rea Marshall Goal Gen	
Weatherwax	Tenth Subdivision	Malone Elms	East end spur track, west end m	illi track.		coal bunkers and on	line switch; on same track 300 feet west of Clay Company's track 250 feet from con-
Grays Harbor County Gravel	DISTANCE FROM PALMER JCT.	Satsop Brady	East end spur track, west end m East end horn track. 	• The second se second second sec	Occidental . Bayne	Coal track 300 feet we	st of bunkers.
00.01	Big 6 1.7	Montesano .	Switch leading to industry spur set for spur to act as derail for	west end of team track to be left	Fleet Hyde		rack.
	Dig 0         1.7           Occidental	Weatherax Wynooche	set for spur to act as derail for 	team theor.	_	derail 920 feet from m switch.	rack. rst derail 190 feet from main line; second nain line; derail on siding 609 feet from west
	Street         2.0           Fleet         3.2	Aberdeen Ju	ictionCoal bunker track.		Maco	West end Naval Coal Co	ompany's track, west end Sunset Coal Com-
Wyhooche	Hyde 3.9	Carlisle		•	Veazie	West end spur.	
Mox Chuck	Birch	M. & M. C. L.	orging Co. Both and of siding.		South Prairie Broomfield		l on west end Standard Oil spur. , west end house track, west end coal spur.
North Bay Lumber Co 79.0	Blackburn 11.5	Weatherwax	Lumber Co.		Charlen	The second in that it the	HEAU LIUCK.
	Webstone 12.5	Spur St. Clair	East end of siding.		ormus	west end house track, t	west end westward passing track, west end
Joe Creek	Broomfield 19.6		THIRD SUBDIVISION			One in main track just w	est of crossover switch opposite cost hunker
	Moneko 31.8	Lakeview	Standard Oil Sour	· · · · · · · · · · · · · · · · · · ·	Morristown		0 feet west of coal bunker. Carbon Coal Company's spur. n track 100 feet east of station platform'on connecting with Doud Log Company's track.
Fourth Subdivision	DISTANCE FROM CASCADE JCT.	American La		950 feet from main track and on			onnecting with Doud Log Company's track.
DISTANCE FROM TACOMA.	Internationa	American Lal	the track leading to black powd keGreen Park Spur 177 feet from ma	er mill. ain track.			feet east of depot.
Scholz 15.4			FOURTH SUBDIVISION			ELEVENTH SUE	BDIVISION
Bordeaux Shingle Co 37.1	Eleventh Subdivision	Bainier	East end house track. Lindstrom-Handforth Lumber Con	nnanv's snur.	Durham	East end coal track 250 track.	feet from main track, and west end coal
	DISTANCE FROM KANASKAT	I JOHTRON CLEE	Spur track leading to mill.     Spur track leading to mill.     Trenino Stone Company's spur.	aplang to aplant	Selleck (1/4 mi		
Mutual 37.6	Yandell2.9	West Tours.			Selleck (% mi	Le west)On Kangley Line.	
		Grocker	<b>FIFTH SUBDIVISION</b> <u>In</u> main track east end of yard.		Baimar	WVe switch on Northma	from west wye switch; also 550 feet from est Lumber Company's spur. This spur forms almer: this switch much be left in draw
Sixth Subdivision	Twelfth Subdivision	Wingate		st of depot at west end of coal	· •	position.	the second much be left in derall
DISTANCE FROM CENTRALIA	DISTANCE FROM ORTING.		SIXTE SUBDIVISION		Autina	TWELPTH SUB	DIVISION
E	Electron Rock Crusher 8.6	Blakeslee		ne ne se se se se A <sup>n</sup> l se a transmission	Orting		
Foran 2.9 D	Dempsey 8.4	Foran	Coal spur.		Mendota		Spir.
		· · · ·	LIST OF SU	RGEONS			
NAME	LOCATION	ant falleas e s	DISTRICT	NAME		LOCATION	
DR. K. A. J. MACKENZIE, Chief Su		<u> </u>			·		DISTRICT
DR. F. M. TAYLOR Asst Surgoon	PORTLAND, Corbett Bldg PORTLAND, Corbett Bldg	Telephones	O-W. R. & N. Co., System.	DR. F. D. MERRITT, District Surgeon	.  ,	Auburn.	Seattle-Tacoma.
DR. DONALD H. JESSOP, Asst. Surgeon DR. W. H. NORTON Asst. Surgeon	n. PORTLAND, Corbett Bldg PORTLAND, Corbett Bldg PORTLAND, Corbett Bldg	.]Pa. M 267	O-W. R. & N. Co., System. O-W. R. & N. Co., System. O-W. R. & N. Co., System.	DR. CHAS. JAMES, District Surgeon. DR. W. A. MILLINGTON, District Surg		TACOMA, 304 Berlin Bldg.	Auburn-Tenino.
Dr. GEO. AINSLIE, Chief Oculist. Dr. J. F. DICKSON	PORTLAND, Corbett Bldg. PORTLAND, Oregonian Bld		O-W. R. & N. Co., System. O-W. R. & N. Co., System.	DR. WALLACE A. SMITH, District Surg		TENINO.	Tacoma-Centralia. (Tenino-Winlock.
DR. J. N. COGHLAN   Nose and Thro	PORTLAND, Selling Bldg.	-	0-W. R. & N. Co., System.		eon. (	CENTRALIA.	Centralia-So. Elma.
Dr. F. R. DAVIS Dr. C. STUART MENZIES.		J. D. L. J		DR. R. H. CAMPBELL. DR. C. W. BALES, District Surgeon.		Vader. Kelso.	(Centralia-Tono. Winlock-Castle Rock.
DR. C. HOLCOMB, Assistant Surgeon.	Wash Sts.	ig., Park and	E. Portland, South of Sullivan's Gulch.	DR. HANNIBAL BLAID District Surgeo	on. I	ELMA.	Castle Rock-Kalama.
DR. C. HOLCOMB, Assistant Surgeon. DR. MONTGOMERY RUSSELL, Division DR. F. R. UNDERWOOD, Assistant Surg	Surgeon. SEATTLE, 620 Leary Bldg	) I	Albina to Vancouver.	DR. EDMUND A. SIZER, District Surger DR. I. R. WATKINS, District Surgeon.		Cosmopolis. Aberdeen.	Grays Harbor and North River
DR. D. W. DAMUELS Doublet and Auric		}Main 90	Portland-Seattle.	DR. H. C. WATKINS, District Surgeon, DR. J. H. FITZ, District Surgeon	· I	Hoquiam.	Branches.
DR. WM. P. O'ROURKE, Assistant Surg	geon. SEATTLE, CODD Bldg. Ma SEATTLE, (Georgetown).	in 2205	Portland-Seattle. Argo.	Dr. W. L. Bridgford, District Surgeo		Montesano. Olympia.	) Olympia Branch.
A	MELLANCE AN DODDE ANT			· · · · · · · · · · · · · · · · · · ·			
A	IMBULANCE AT PORTLAND	IS LOCAT	ED AT RED CROSS AMBULANCE	CO., 391 DAVIS ST., TELEP	HONES, BF	ROADWAY 78 A	

Main Line (Tenino to Vancouver)       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0'       19' 0' <th></th> <th colspan="9"></th>																					
HUNCLE         UNIT		CLEARANCES																			
Image: bar		LIMIT OF LOAD-MEASUREMENT											,								
Ift $3ft$ $4ft$ $5ft$ $6ft$ $7ft$ $7ft$ $6ft$ $7ft$ $6ft$ $9ft$										HE	GHT AB	BOVE TO	OF RAI	L							
Hain Line (Recome of Yeamo)       Hain Line (Recome of Yeamo)       Hain Line (Treation to Yeamo)			1 ft. Wide				5 ft. Wide	6 ft. Wide													
Main line (Lemino V andordy)	1st Subdivision	Main Line (Tacoma to Tenino)	17' 2"	17' 2"	17' 2	17' 2"	17' 2"	17' 2"	17' 0"	16' 9"	16′ 6 <b>″</b>	16' 4"	16′2 <b>″</b>	16′0″	15' 9"	15' 7"	15′5″	15' 2"	17'		
Grays Harbor Line (Gate-Aberdeen Jet.)       If       If <t< td=""><td>1st Subdivision</td><td>Main Line (Tenino to Vancouver)</td><td>19′<b>0″</b></td><td>19' 0<b>"</b></td><td>19′0</td><td>19' 0'</td><td>19' 0"</td><td>18′ 7″</td><td>18' 1"</td><td>17' 10"</td><td>17′ 4″</td><td>17′ 1″</td><td>16' 9<b>'</b></td><td>16' 4"</td><td>15' 11"</td><td>15' 5"</td><td>15' 0"</td><td></td><td></td><td></td><td></td></t<>	1st Subdivision	Main Line (Tenino to Vancouver)	19′ <b>0″</b>	19' 0 <b>"</b>	19′0	19' 0'	19' 0"	18′ 7″	18' 1"	17' 10"	17′ 4″	17′ 1″	16' 9 <b>'</b>	16' 4"	15' 11"	15' 5"	15' 0"				
Grays Harbor Line (AsterActive Order) $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13'$ $13''$ $13'''$ $13'''''$ $13''''''''''''''''''''''''''''''''''''$	2nd Subdivision	Grays Harbor Line (St. Clair-Gate)	17′7 <b>″</b>	17′7″	17′6	17′5″	17′ 5″	17' 4'	17' 4"	17′ 3″	17′ 3″	17' 2"	17' 2"	17' 1"	17' 0"						
Subdivision.       Grays fixeor fine (zebraced set. works).       18       8       18       9       18       6       16       15       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       16       7       15       7       15       7       15'       7       15'       7       15'       7       15'       7       15'       7       15'       7       15'       7       15'       7       15'       7       15'       7       15'       7       15'       15'       7'       15'       15'       15'       17'       17'       17'       16'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'       17'	2nd Subdivision	Grays Harbor Line (Gate-Aberdeen Jct.)	19′2 <b>″</b>	19′ 2″	19′2	19′2	19' 2"	19' 2"	19' 2"	19' 2"	19′2″	19' 2"									
Subdivision       O osta Branch $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$ $19' 2'$	2nd Subdivision	Grays Harbor Line (Aberdeen JctMoclips)	18′9 <b>″</b>	18′ 9″	18′9				18' 9"	18' 9"								-			
Subdivision       Ocoset a Branch	2nd Subdivision	Tumwater Spur	16′11 <b>″</b>	16′ 9″	16′7	16′ 6″	16' 3"	16' 1"													
Subdivision       American Lake Line       Like View $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20^{-4}$ $20$	2nd Subdivision	Ocosta Branch	19′2 <b>″</b>	19′2 <b>″</b>	19′2	19′2								17' 7"	.			·			
Subdivision       Prarie Line (Racina rights)       Prarie Li	ord load and and and and and and and and and a											<u> </u>		20' 4"				·			
Subdivision       Crocker Branch																					
Subdivision       Gate Line (Gate-Centrality)														10' 1							
Subdivision       Winapa Harbor Life.       13' 3'       18' 3'       18' 3'       18' 0'       18' 0'       18' 0'       18' 0'       19' 3''       18' 0'       19' 3''       18' 0'       18' 0'       18' 0'       16' 9''       16' 9''       16' 9''       15' 5''       14' 6''       14' 0''       19' 3''       19' 3''       19' 3''       19' 3''       18' 0''       18' 0''       17' 4''       16' 9''       16' 9''       15' 5''       14' 6''       14' 0''       19' 3''       19' 3''       19' 3''       18' 3''       18' 1''       18' 1''       17' 4''       16' 9''       16' 9''       15' 5''       14' 6''       14' 0''       19' 3''       11' 6''         Subdivision       Elma Branch.       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       20' 3''       <										-				19' 1'		-					
Subdivision       Theory Branch $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3''$ $20'$ $3'''$ $20'$ $3''$																		·]			
Subdivision       Eima Branch       Eima Branch $20''''''''''''''''''''''''''''''''''''$										•1											
Subdivision       Buckley Line $21 \ \circ$ </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td>										-											
Subdivision Burnett Branch							1.							21' 8'							
Subdivision Wilkeson Branch				19' 0"	19' 0								19. 0.	19. 0.	19. 0.	-					
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	and the second se						18' 3''	17 11"	10 0		11 3	11 3	11 0		10 0	10 0	10 0				
Subdivision Mendota Branch	3th Subdivision	Mendota Branch	No obst	ructions	ion this	Branch.	1	<u> </u>	L	<u> </u>		<u> </u>			<u></u>		·	<u> </u>		·····	

# 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.
- 3. Eastward siding at Ridgefield will be used as storage track. Trains using this track be governed accordingly.
- At Hermoine Powder Spur there is 2.7 per cent grade descending eastward from siding between powder magazine and Northern Pacific main tracks. Utmost care must be exercised handling cars while switching on this track. Cars should never be left below derail at summit of grade. All derailing switches must be left in derailing position and safety switch set for safety track. Trains approach County Road Crossing on this spur under full control, at very low speed, and movement over road crossing fully safeguarded.
- 5. Junction switch at the east end of Columbia River bridge, Vancouver, will be set and locked for N. P. main line.
- Trains and switch engines using track leading to the wharf at Vancouver, will come to a full stop before crossing S. P. & S. Ry. crossing and will not proceed until a flagman has been sent ahead to flag the crossing.
- 7. At Vancouver, westward trains will stop at passenger station before engine reaches point of clearance between N. P. and S. P. & S. tracks and must be under full control before passing station, expecting to find main line occupied.
  7a. At Ridgefield cars must not be placed on O.-W. R. & N. Co. Tie Spur between switch and lower road crossing at Shing'e Mill and on account of heavy grade cars must be fully secured when left standing.
- Kalama when doing switching on Salmon track, enough cars must be used so that engine will not need to go on trestle. Also on Kalama Lumber & Shingle Co. spur engines must move slowly. 8. At
- 8a. At Nisqually all eastward trains will come to full stop before passing cross over switch.
- 9. Train 421 will stop on flag at Nisqually Gun Club which is located one mile east of Nisqually.
- 9a. No. 407 will leave Grays Harbor line transfer at Nisqually for No. 421.
- 10. No. 408 will stop at Bucoda to let off passengers from points west of Chehalis and to pick up passengers for American Lake, Murray and Olympia.
- 10a. No. 408 will stop at Nisqually on flag to pick up passengers for American Lake and Murray.
- 10b. No. 562 will stop at Bucoda to pick up passengers only.
- No. 563 will stop at stations west of Centralia to discharge passengers originating at points where No. 401 does not stop. No. 402 will stop at stations east of Centralia to discharge passengers originating at points where No. 564 does not stop.
- 11a. No. 408 on Sundays will slow up at Vancouver Junction to allow messenger to throw off papers. 12. Nos. 458 and 459 will stop on flag at any station between Tacoma and Portland to receive or discharge passengers holding tickets reading "Spokane or points east thereof."
- 12a. No. 591 will connect with No. 407 at Centralia.
- 12b. Passengers from No. 502 Gate Line for points on Prairie Line will take No. 458 at Centralia.
- 12c. No. 514 will connect with No. 407 and 408 at Centralia.
- 12d. No. 459 will connect with No. 504 from Gate Line at Centralia.
- 13. Trains using Newaukum Valley Railway tracks at Napavine will do so under protection of flag.
- 14. Mail cranes, serving West Tacoma, erected on westward track 2412 feet west of mile post 14 and on eastward track 2542 feet west of mile post 14. 15. Normal position of crossing gates over the several industry spurs at Centralia and Chehalis which cross the P. S. & W. H. R. R. main track will be set and locked across the spurs, and when train on spur desires to use crossing, gates will be swung across P. S. & W. H. R. R. main line.
  16. Telephones are located at Chehalis and Chehalis Junction. Trains from seventh subdivision, before leaving Chehalis Junction will ascertain by telephone position of all main line trains.
  17. Dispatchers' telephones are located in section house Ketron and Plumb and block telephones are located on depots Ketron, Kuro and Plumb
- Plumb

- Dispatchers' telephones are located in section noise Keron and Fluinb and block telephones are located on depots Kerlon, Kyro and Plumb.
   At NISQUALLY-Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs trains to and from that Subdivision.
   At ST. CLAIE Semaphore on main line side of station governs First Subdivision trains; semaphore on Second Subdivision side of station governs Second Subdivision trains.
   At ST. CLAIE Semaphore on main line side of station governs First Subdivision trains; semaphore on Second Subdivision side of station governs Second Subdivision trains.
   Head lights and tail lights will be used by all trains while passing through Tin Tunnel between McCarver Street and Sta-dium and Nelson Bennett Tunnel between Ruston and Sixth Avenue.
   Staff operation McCarver Street authorizing use of track between McCarver Street and Stadium; westward trains will procure staff at Stadium 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 Stadium; westward trains well procure staff at Stadium authorizing use of track between Stadium and McCarver Street and Stadium; westward trains well procure staff at Stadium authorizing use of track between Stadium and McCarver Street and Stadium; westward trains received from Operator the staff and is given clear sized or clearance. Trains running against the current of traffic will not pass McCarver Street or Stadium until Engineer has received from Operator the staff and is given clear sized or clearance. Trains running against the current of traffic and switch engines will proceed on receipt of staff and clearance. Staff must be retained and delivered to Operator at opposite end of block or in the case of switching movements, to either Operator when movement has been completed.
  - A clear signal at either office is an indication for train running with the current of traffic only.

# SPECIAL RULES Second Subdivision (Grays Harbor Line)

- by flag.
- 7. Engines will not go on trestle of Red Cedar Shingle Co. spur at Markham.

Second Subdivision (Grays Harbor Line)
Second Subdivision trains will approach Gate looking out for trains to and from Sixth Subdivision turning on wye.
Normal position of crossing gates at Olympia, where Second Subdivision track crosses that of the Tumwater Spur, will be set and locked across the spur, and when train on spur desires to use crossing, gates will be swung across Second Subdivision track. Switch light will be maintained on this gate at night. All Second Subdivision trains will approach this crossing prepared to stop, but full stop will not be required if it is found crossing is clear and gates are in normal position.
No train either heading or backing over Fourth Street crossing, Olympia, will do so without first having trainman proceed on foot over the crossing and before giving signal to engine crew must know that crossing is clear.
At Gray's Harbor County Gravel Bunkers, Mile Post 58.6, bunkers will not clear man on top or side of cars.
At Gray's Harbor county Gravel Bunkers, Mile Post 58.6, bunkers will not clear man on top or side of cars.
At Gray's Harbor on fag at Mima Sunday only.
No. 422 will stop on fag at Mima Sunday only.
No. 571 and 572 will stop on flag at Highway Crossing just east of Stockwell Spur and Aberdeen Golf Club 3 miles east of Aberdeen Junction and at Grass Creek about 'one mile eas: of Gray Gables.
Nos. 421, 422, 423 and 466 will stop on flag at North Bay Lumber Con Tracks at Malone. In doing work a sufficient number of cars should be used so that it will not be necessary for engines to run on trestle.
Mot first portaining a Heepiar Track Clearance from car fared about one mile cars to be placed on this track witho the necessary for engines to run on trestle.
Mo ta do and to fras thort Aberdeen Junction is flag at top for Nos. 421, 422, 423 and 466.
Mo trains ent not run on trestles Vance Lumber Co. tracks at Malone. In doing work a sufficient number of ca

Junction with trains Nos. 466, 421, 422 and 423. Northern Facific trains must keep clear of Logging Co.'s trains during that time.
39. Side track, length 2,000 feet, located on the Mason County Logging Co.'s road, 1,985 feet from main line switch at Bordeaux Junction. Mason County Logging Company will deliver loads to Northern Pacific Ry. Co. at this siding, and N. P. crews will leave empties for Logging Company at same location. N. P. train crews will not operate on Mason County Co.'s line, beyond siding.
40. AUTOMATIC SIGNALS—The tunnel district at Olympia is protected by automatic electric disc signals located as follows: No. 1 (large disc) just west of passenger station; No. 2 (large disc) just east of passenger station; No. 3 (switch indicator) at east end of passing track: No. 4 (large disc) just east of tunnel. INDICATIONS—"Clear" a clear disc by day and a green light by night. "Stop" a red banner by day and a red light by night. Train and enginemen will be governed as follows: Eastward—Finding either signal 1 or 2 at Stop will protect against westward trains coming out of tunnel. Clear indication on signal No. 1 is authority to run only to signal No. 2, which must not be passed unless clear. Crews switching at east end of passing track must get clear indication on No. 3 signal before throwing switch, which will set signals 1, 2, 3 and 4 at "Stop" and may continue to switch with switch indicator at "Stop," but when main line has been cleared and switch closed, switch indicator must show clear before switch is again thrown or main line obstructed. Trains or engines coming from Jefferson Street Line must get clear No. 4 signal before throwing main line switch. Train and enginemen must observe position of signals before engine reaches them and finding any signal at "Stop" will not pass it, and will be governed by Rule No. 99. If apparatus fails, signal will indicate "Stop," and train will proceed through block under protection of fiagman in advance, as per Rule No. 99.
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Double track switch, Aberdeen, is located 250 feet east of passenger station. Switch will be set and locked for eastward trains. Junction switch leading to O.-W. R. R. & N. is located 10 feet east of double track switch, Aberdeen, normal position for O.-W. R. R. & N.

Double track switch, is Moduled to O.-W. R. R. & N. is located 10 feet east of double track switch, Aberdeen, normal position for O.-W. R. R. & N.
 All trains, light engines and yard engines will move under control within the yard limits of Aberdeen and Hoquiam. Trains passing through limits of Hoquiam River draw bridge interlocking plant on clear signals are not relieved from protecting against each other as prescribed by this rule. Interlocking signals indicate position only of draw span and doubletrack switch. Second signal east of draw bridge indicates position of double track switch and may be cleared as soon as train has passed over switch and is still occupying gauntlet, westward train receiving clear indication on this signal must move expecting to find gauntlet occupied.
 DBAWBEIDGES—All trains will stop 400 feet from and will not proceed until following drawbridges are known to be closed: Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns River '4' mile west of Markham: Hoquiam River drawbridge on Hoquiam River spur at Hoquiam.
 Trains and yard engines will stop before passing over grade crossing of O.-W. R. R. & N. Co. at industry track in South Aberdeen and Cosmopolis Northern Pacific crews entering main line of the O.-W. R. R. & N. Co. will protect themselves by fing.
 At Olympia and Cosmopolis Northern Pacific crews entering main line of the O.-W. R. R. & N. Co. will protect themselves by fing.

<ul> <li>A. Stietglitz, Aberdeen.</li> <li>S. J. Stietglitz, Aberdeen.</li> <li>Field &amp; Son, 254 Alder St., Portland.</li> <li>Field Attable And Discover St.</li> <li>Field Attable And St.</li> <li>Field</li></ul>	
<ul> <li>A. Stietglitz, Aberdeen.</li> <li>S. J. Stietglitz, Aberdeen.</li> <li>Field &amp; Son, 254 Alder St., Portland.</li> <li>Field Attable And Discover St.</li> <li>Field Attable And St.</li> <li>Field</li></ul>	SPEED RESTRICTIONS.
<ul> <li>A Stateglits, Abordeen.</li> <li>Yanch 1924 Paafic Ave., Tacoma.</li> <li>Field &amp; Son, 254 Alder St., Portland.</li> <li>Yanch 1924 Paafic Ave., Tacoma.</li> <li>Fred Straub, Hoquiam.</li> <li>Talcott Bros, Oympia.</li> <li>H. Holts, South Bend.</li> <li>Third Brown TATIONS.</li> <li>BULLETIN STATIONS.</li> <li>Registrenia South Paral.</li> <li>Nancourse:</li> <li>Nancourse:<td><b>um Speeds</b>— rst Subdivision, maximum speed of passenger trains one minute per mile or</td></li></ul>	<b>um Speeds</b> — rst Subdivision, maximum speed of passenger trains one minute per mile or
<ul> <li>Yaeth 624 Pacific Ave., Taeoma. Tred Straub, Hoquiam. Taelott Bros, Olympia.</li> <li>Balick, Centralia.</li> <li>Matter Carter, Vancouver. H. Höle, South Bend.</li> <li>BULLETIN STATIONS.</li> <li>BOULETIN STATIONS.</li> <li>Comma Mocipe Portland: Telegraph Office South Frairie Hoquiam Round House Yard Office</li> <li>REGISTERING STATIONS.</li> <li>Butta Comma Statistic Telegraph Office South Frairie Hoquiam South Bend Yard Office</li> <li>REGISTERING STATIONS.</li> <li>Comma Mocipe Puyalup Lakeview Yard Office REGISTERING STATIONS.</li> <li>Comma Mocipe Puyalup Lakeview Yard Office REGISTERING STATIONS.</li> <li>Comma Mocipe Puyalup Lakeview Yard Office REGISTERING Statistics South Taeoma St. Clair Anaskat McCleary Portland Aberdeen Seade Jet. Vancouver Wabash Chchalis Uth Bend Elma Palmer Jet. Fairfax Palmer Jet. Trains Composite American Lake Nisqually Bakesle Jet. AT NASAIT-Trains using third main track between Centralia and Wabash On Will register.</li> <li>AT CHEHALIS-Seventh Subdivision trains will not register. Third Subdivision trains will register by ticket, Form 608.</li> <li>AT CASCADE JUNCTION-Fint Subdivision trains will register by ticket, Form 608.</li> <li>AT CASCADE JUNCTION-Tanks from Burnett and Wilkeson branches only will negister by ticket, Form 608.</li> <li>AT CASCADE JUNCTION-Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT SUCHAEN Will not require clearance unless train order signal is at caution or stop.</li> <li>AT CASCADE JUNCTION-Tanks from Burnett and Wilkeson branches only will register by ticket, Form 608.</li> <li>AT BLAKESLEJ UNCTION-Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEJ UNCTION-Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT MEMA TACOMA ACASSA.</li> <li>CLEARANCE EXCEPTIONS.</li> <li>AT CASCADE JUNCTION-Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT MEMA MAR</li></ul>	miles per hour. This limit must not be exceeded.
<ul> <li>In Salick, Centralia. Taleott Bros, Olympia.</li> <li>BULLETIN STATIONS.</li> <li>BULLETIN STATIONS.</li> <li>BULLETIN STATIONS.</li> <li>BULLETIN STATIONS.</li> <li>BULLETIN STATIONS.</li> <li>BULLETIN STATIONS.</li> <li>Cond House</li> <li>Cond Ho</li></ul>	cond Subdivision, maximum speed, between St. Clair and Hoquiam, passer trains 50 miles per hour. Between Hoquiam and Copalis, passenger train
BULLETIN STATIONS.       21. This         heoma: Tel. Office, Passenger Station. Yourd House Yard Office       Vancouver: Telegraph Office South Printe       22. Four House South Printe       22. Four House South Printe         httmalia: Telegraph Office Yard Office       REGISTERING STATIONS.       22. Four House South Printe       24. Sixti Encome         htmalia: Telegraph Office Yard Office       REGISTERING STATIONS.       26. Eight Anaskat         htmalia: Cosmopolis       Partland Molies       Partland Palmer Jat.       Nate This Palmer Jat.         htmalia: Cosmopolis       American Lake       Nisqually         htt       Blakedes Jat.       Treation Palmer Jat.       This Palmer Jat.         AT CHERINGS.       TAI.       This Palmer Jat.       27. Nint         AT WABASH.       Trains using third main track between Centralia and Wabash oonly will register.       31. Thir AT VANCOUVER JUNCTION—First Subdivision trains will not register.       32. Elev Treation trains will register by ticket, form 608.         AT VANCOUTER JUNCTION—First Subdivision trains will not register by ticket, form 608.       31. Thir AT ALKEVIEW—Third and Fourth Subdivision trains will register by ticket, Form 608.       33. Thir AT ALKEVIEW—Third and Fourth Subdivision trains will register by ticket, Form 608.       33. Thir AT ALKEVIEW—Third and Fourth Subdivision trains will register by ticket, Form 608.       33. Thir AT ALKEVIEW—Third and Fourth Subdivision trains will register by ticket, Form 608.       34. Betw.	miles per hour, freight trains 25 miles per hour. Between Copalis and Mocl
BULLTIN STATIONS.       Vancouver: Telegraph Office       This         Round House       Fortland: Telegraph Office       Yard Office         Yard Office       South Prairie       Hoquian         Round House       Elma       South Prairie       Hoquian         Roma       Moelips       Purylup       Lakeview       Yard Office         coma       Moelips       Purylup       Lakeview       Yard Office         coma       Moelips       Purylup       Lakeview       Yard Office         coma       Moelips       Purylup       Lakeview       Yardoffice         coma       Moelips       Aueroa take       Nint       Yardoffice       Z         coma       The Charles       South Prairie       Yardoffice       Z       Teif         coma       Comopolis       America Lake       Nint       Yardoffice       Z       Teif         coma       The Charles       South Prairie       Yardoffice       Z       Teiffica	passenger trains 25 miles per hour, freight trains 15 miles per hour. Betw Aberdeen Junction and Bay City, 20 miles per hour.
Round House       Yard Office       Yard Network       Yard Stresson	hird Subdivision, maximum speed 50 miles per hour.
Yard Office     Portland: Telegraph Office     South Prinie     Hoquian     23. First       Intralia: Telegraph Office     South Praine     South Praine     South Bend     23. First       Intralia: Telegraph Office     REGISTERING STATIONS.     26. Eigh       comma     Moclips     Puyalup     Lakeview       ympia     South Praine     South Acomes     St. Clair       naskat     McCleary     Portland     Aberdeen       ascade Jet.     Vancouver     Wabash     Chehalis       uth Bend     Elma     Palmer Jet.     Fairfax       ntralia:     Cosmopolis     American Lake     Niegualy       AT CHEHALIS-Seventh Subdivision trains only will register.     The       AT CHEMALIS-Seventh Subdivision trains will not register.     The       AT CHARASH-Trains us and third main track between Centralia and Wabash     for       only will register.     Third     Subdivision trains will not register.     Subdivision       AT CHARASH-Trains on duty leav register tiket in way bliotivist     The       AT MARASH-Trains on duty leav register tiket in way bliotivi     Subdivision       South Pacoma     Subdivision trains will not register.     Subdivision       AT MARASH-Trains on duty leav register tiket, Form 608.     Subdivision trains will register by tiket, Form 608.       AT CARACDE JUNCTION-Tenis from 60	ourth Subdivision, maximum speed of passenger trains between Lakeview Yelm, 60 miles per hour; between Yelm and West Tenino, 50 miles per h
intralia:       Telegraph Office       South Fraine       Hoquian         Yard Office       Elma       South Bend       25. Second         woms       Moclips       Puryalup       Lakeview       oc         ympis       South Prainie       Yancouver Jet.       West Tenino       27. Nim         opuisam       Yacolt       South Tacoma       St. Clair       28. Ten         naskat       McCleary       Portland       Aberdeen       26.       Eight         uth Bend       Elma       Palmer Jet.       Fairlax       pe         entralia       Cosmopolis       American Lake       Nisqually       pa         tet       Blakesles Jet.       Tackersenth Subdivision trains will not register.       30. Twei         AT WABASH—Trains using third main track between Centralia and Wabash       50. Tree       30. Twei         only will register.       AT VANCOUVER JUNCTION—First Subdivision trains will not register.       30. Twei       30. Twei         AT ALKEVIEW—Third and Fourth Subdivision trains will register by ticket       70. Tree       30. The         AT SUCHT HACOMA       WEST TENINO—First Class trains will not register by ticket, Form 608.       30. The         AT SUCHT HACOMA       CLEARANCE EXCEPTIONS.       30. The         AT BLAKESLEJ UNC	fth Subdivision, maximum speed 20 miles per hour.
Yard Office       Puyaling       Lakeview       26. Eigh and the second state of the sec	xth Subdivision, maximum speed of passenger trains 45 miles per hour. venth Subdivision, maximum speed of passenger trains 45 miles per hour,
REGISTERING STATIONS.       26. Eigh an average of the second statistic statistis statistis statistis statistic statististic statistic statistic s	cept between Pe Ell and Frances 30 miles per hour.
acoma oquian Yangia South Prairie Vancouver Jet.       Lakeview West Tenino Takata South Tacoma St. Clair       27. Nini tr West Tenino St. Clair         ansakat McCleary Pather South Bend Edaced Jet.       Yancouver Wabash Palmer Jet.       South Tacoma St. Clair       28. Tenino Tr Pather Pather St. Clair         assade Method Bakeslee Jet.       Yancouver Wabash Compolis Bakeslee Jet.       Pather Jet.       Fairfax Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pather Pathe	ghth Subdivision, maximum speed of passenger trains 30 miles per hour, m and freight trains 20 miles per hour.
ympla         South Prairie         Vancouver det.         West Tenno         the           anaskat         McCleary         Portland         Aberdeen         patholis           ant Macouver         Wabash         Chehalis         patholis           att         Blakeslee Jot.         The         patholis           AT CHEHALIS—Seventh Subdivision trains only will register.         Third         Subdivision trains will not register.         Third           AT CHEMASIT—Trist subdivision trains will not register.         Third         Subdivision trains will not register.         Third           AT CHEMASIT—Trist Subdivision trains will not register.         Stoth         Stoth         Stoth           AT ALKEVIEW—Third and Fourth Subdivision trains will register by ticket, Form 608.         Stoth         Stoth         Stoth           AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register, Dicket, Form 608.         Stoth         Stoth         Stoth           AT CASCADE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.	nth Subdivision, maximum speed of passenger trains 25 miles per hour, fre
maskat seade Jct.       Wacouver Wabash Elma       Aberdeen Chehalis Meritalia       Aberdeen Chehalis Seade Jct.       The Seade Jct.         mitralia       Cosmopolis       American Lake Blakeslee Jct.       Faifax Meritalia       Department Seade Jct.         TRAIN REGISTER EXCEPTIONS.       7         AT CHEHALIS—Seventh Subdivision trains only will register.       7       Totake Meritalia and Wabash only will register.       7         AT WABQUALLY—First Subdivision trains will not register.       5       7         AT VANCOUVER JUNCTION—First Subdivision trains will register by ticket, Form 608.       5       8         AT SUULLY—First Subdivision trains will register by ticket, Form 608.       5       8         AT SOUTH TACOMA       6       6       6         AT BLAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.       7       7         AT MARCADE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.       7       7         MAR BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.       7       7         MAR BUNCTION—Tenth Subdivision trains will register by ticket, Form 608.       7       7         MAR BUNCTION—Tenth Subdivision trains will register by ticket, Form 608.       7       7         AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.	trains 15 miles per hour.
<ul> <li>bende Jut. Valleouver Waldesin Chenalis Palmer Jot. Fairfax</li> <li>composition Marcine Lake Nisqually</li> <li>martalia Cosmopolis American Lake Nisqually</li> <li>art CHEHALIS—Seventh Subdivision trains only will register.</li> <li>art WABASH—Trains using third main track between Centralia and Wabash only will register by toket, Form 608.</li> <li>art VANCOUVER: JUNCTION—First Subdivision trains will not register.</li> <li>art VANCOUVER: JUNCTION—First Subdivision trains will register by ticket, Form 608.</li> <li>art CLAIR—Frist Subdivision trains will not register. Second Subdivision trains will register by ticket, Form 608.</li> <li>art RAMERE JUNCTION—Trains from Burnett and Wilkeson branches only, will register by ticket, Form 608.</li> <li>art CASCADE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>art RAMERE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>art RAMERE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>art RAT TALMER JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>art REMEN will not be require clearance unless train order signal is at caution or stop.</li> <li>art WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>art MERUCAN LAKE—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>art MERUCAN LAKE—Trains often than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>art REMA</li> <li>art AT SOUTH TACOMA</li> <li>art CLEARANCE EXCEPTIONS.</li> <li>art Westward extra trains will hot require clearance unless train order signal is at caution or stop.</li> <li>art acaution or stop.</li></ul>	onth Subdivision, maximum speed between Palmer Junction and Mee passenger trains 50 miles per hour. Between Cascade Junction and Mo
<ul> <li>entralia Cosmopolis American Lake Nisqually ate Blakeslee Jct.</li> <li>TRAIN REGISTER EXCEPTIONS.</li> <li>AT CHEHALIS—Seventh Subdivision trains only will register.</li> <li>AT CHEHALIS—Seventh Subdivision trains only will register.</li> <li>AT WARSH—Trains using thrift main track between Centralia and Wabash only will register.</li> <li>AT VAROUVER JUNCTION—First Subdivision trains will not register.</li> <li>AT LAKEVIEW—Third and Fourth Subdivision trains will register by ticket, Form 608.</li> <li>AT LAKEVIEW—Third and Fourth Subdivision trains will register by ticket, Form 608.</li> <li>AT LAKEVIEW—Third and Fourth Subdivision trains will register by ticket, Form 608.</li> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only will register by ticket, Form 608.</li> <li>AT CASCADE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT ALAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT SOUTH TACOMA LAKEENEE SUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT SOUTH TACOMA LAKEENEE EXCEPTIONS.</li> <li>AT SOUTH TACOMA LAKEENE Excleptions.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT MISQUALIX—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT ST. CLAIR—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not req</li></ul>	town and between Cascade Junction and Fairfax, passenger trains 25 n
ate       biakesiee jot.       ho         TAIN REGISTER EXCEPTIONS.       ho         AT CHEHALIS—Seventh Subdivision trains only will register.       fre         AT WABDAH—Trains using third main track between Centralia and Wabash       fre         AT VANCOUVER JUNCTION—First Subdivision trains will not register.       fre         AT VAROUVER JUNCTION—First Subdivision trains will register.       fre         AT NEVIEW—Third and Pourth Subdivision trains will register by ticket, Form 608.       fre         AT SOUTH TACOMA       fre         WEST TENINO—First Subdivision trains will register by ticket, Form 608.       fre         AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.       fre         AT RAKESLEF JUNCTION—Trains from Burnett and Wilkeson branches only, will register.       fre         AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register by ticket, Form 608.       fre         AT CAKESLEF JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.       fre         AT BLAKESLEF JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.       fre         AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.       fre         AT MEREMEN will not be required to consult register except at initial or starting order signal is at caution or stop.       fre         AT T FIN MAREN Trains enter	per hour, freight trains 15 miles per hour. Backing up between these po passenger trains must not exceed 20 miles per hour, freight trains 10 miles
<ul> <li>AT CHEHALIS—Seventh Subdivision trains only will register.</li> <li>AT WABASH—Trains using third main track between Centralia and Wabash only will register.</li> <li>AT VANCOUVER JUNCTION—First Subdivision trains will not register.</li> <li>AT NISQUALLY—First Subdivision trains will not register.</li> <li>AT AT KEVIEW—Third and Fourth Subdivision trains will register by ticket Form 608.</li> <li>AT SOUTH TACOMA WEST TENINO—First Class trains will register by ticket, Form 608, except when office is closed.</li> <li>AT SOUTH TACOMA WEST TENINO—First Subdivision trains will register by ticket, Form 608, and TALKESLEE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT SOUTH TACOMA WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT RELMA GATHE OLYMPIA</li> <li>AT ELMA GATHE OLYMPIA</li> <li>AT MERICAN LAKE—Trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT ALMER JUNCTION—Tenth Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ALMER JUNCTION—Tenth Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERLOCKING PLANTS.</li> <li>Chambers Creek drawbridge, Aberdeen.</li> <li>Medikah River drawbridge, Aberdeen.</li> <li>Medikah River drawbridge, Aberdeen.</li> <li>Medikah River drawbridge, Aberdeen.</li> <li>Medikah River drawbridge, Aberdeen.</li> <li>Medikah R</li></ul>	hour.
<ul> <li>AT WARASH—Trains using third main track between Centralia and Wabash only will register.</li> <li>AT WAROUVER JUNCTION—First Subdivision trains will not register. Third Subdivision trains will register by ticket, Form 608.</li> <li>AT LAKEVLEW—Third and Fourth Subdivision trains will register by ticket, Form 608.</li> <li>AT CASCADE JUNCTION—First Subdivision trains will net register. Second Subdivision trains will register by ticket, Form 608.</li> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT ALAKEYLEW JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT ALAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT ALAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT SOUTH TACOMA</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT MER JUNCTION—Tenth Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MER JUNCTION—Tenth Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MER JUNCTION—Tenth Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MER JUNCTION—Tenth Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ELMA</li> <li>Gram order signal is at caution or stop.</li> <li>AT MERIOAN LAKE—Trains other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MER</li></ul>	eventh Subdivision, maximum speed of passenger trains 20 miles per h freight trains 15 miles per hour.
<ul> <li>An only will register.</li> <li>AT VANCOUVER JUNCTION—First Subdivision trains will not register.</li> <li>AT NISQUALLY—First Subdivision trains will not register.</li> <li>AT LAKEVIEW—Third and Fourth Subdivision trains will register by ticket, form 608.</li> <li>AT SOUTH TACOMA</li> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register by ticket, form 608.</li> <li>AT SCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT BLAKEJLEE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT BLAKEJLEE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT BLAKEJLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>ENGINEMEIN will not be required to consult register except at initial or starting point. See Transportation Rule No. 83a.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT TELMA</li> <li>AT TELMA</li> <li>AT AT ELMA</li> <li>AT AMER JUNCTION—Tenth Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT BLAKEJT TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AT ELMA</li> <li>AT ALMER JUNCTION—Tenth Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERLOAKING PLANTS.</li> <li>Chambers Creek drawbridge, 14 miles east of Scellacoom. Lewis River drawbridge, 14 moles east of Woodland.</li> <li>Winter A. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junc</li></ul>	velfth Subdivision, maximum speed 20 miles per hour.
<ul> <li>AT NISQUALLY—First Subdivision trains will not register. Third Subdivision is on trains will register by ticket, Form 608.</li> <li>AT LAKEVIEW—Third and Fourth Subdivision trains will register by ticket in way bill box located near freight house door.</li> <li>AT ST. CLAIR—First Subdivision trains will not register. Second Subdivision trains will register by ticket, Form 608.</li> <li>AT SOUTH TACOMA</li> <li>WEST TENINO—First Class trains will register by ticket, Form 608, except when office is closed.</li> <li>AT ALAKESTLEF JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT ALAKESTLEF JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESTLEF JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT SOUTH TACOMA</li> <li>CLEARANCE EXCEPTIONS.</li> <li>AT SOUTH TACOMA</li> <li>CLEARANCE EXCEPTIONS.</li> <li>AT VEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not</li></ul>	irteenth Subdivision, maximum speed 15 miles per hour.
<ul> <li>sion trains will register by ticket, Form 608.</li> <li>AT LAKEVIEW—Third and Fourth Subdivision trains will register by ticket, Form 608.</li> <li>AT ST. CLAIR—First Subdivision trains will not register. Second Subdivision trains will register by ticket, Form 608.</li> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT ALAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT AT ALAKEB JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT AT ALAKEB JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT SOUTH TACOMA</li> <li>CLEARANCE EXCEPTIONS.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, the than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE - Trains, the than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE - Trains, the than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE - Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE - Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE - Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>A</li></ul>	Restrictions-
<ul> <li>AT LAKEVIEW—Third and Fourth Subdivision trains will register by ticket Form 608. When operator is not on duty leave register licket in way bill box located near freight house door.</li> <li>AT SUCLAIR—Trist Subdivision trains will not register. Second Subdivision trains will register by ticket, Form 608, except when office is closed.</li> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT CASCADE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>ENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule No. 82a.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERT ALMER JUNCTION—Tenth Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than orig</li></ul>	rough crossovers and entering sidings, 15 miles per hour. rough interlocking plants speed thirty miles per hour.
<ul> <li>located near freight house door.</li> <li>AT ST. CLAIR—Trains will register by ticket, Form 608.</li> <li>AT CACOMA</li> <li>WEST TENINO—First Class trains will register by ticket, Form 608, except when office is closed.</li> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT SOUTH TACOMA</li> <li>LAKEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT ELMA GATE</li> <li>AT MLERLOALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other t</li></ul>	tween the hours of 7 a. m. and 7 p. m. approach Carrolls prepared to
<ul> <li>AT S.I. CLARK—PIPE Subdivision trains will not register. Second Subdivision trains will register by ticket, Form 608.</li> <li>AT SOUTH TACOMA</li> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT CASCADE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT SOUTH TACOMA</li> <li>LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Tra</li></ul>	account teams hauling logs across Highway crossing at that point. tween the hours of 7 a. m. and 6 p. m. approach private crossing about
<ul> <li>AT SOUTH TACOMA WEST TENINO—First Class trains will register by ticket, Form 608, except when office is closed.</li> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>CLEARANCE EXCEPTIONS.</li> <li>AT SOUTH TACOMA LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT ELMA GATE OLYMPIA Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICOKING PLANTS.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom. Lewis River drawbridge, 2.5 miles west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1/2 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1/2 mile west of Chehalis Junction.</li> </ul>	eet west of mile post 110, between Kalama and Martins Bluff under co
<ul> <li>WEST TENINO—First Class trains will register by ticket, Form 608, except when office is closed.</li> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>ENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule No. 83a.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NESUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT NAGUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution o</li></ul>	ooking out for logs being hauled across track. stward trains entering double track at South Tacoma, 15 miles per hour.
<ul> <li>AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches only, will register.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>ENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule No. 83a.</li> <li>CLEARANCE EXCEPTIONS.</li> <li>AT SOUTH TACOMA LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT ELMA GATE OLYMPIA Second Subdivision vill not require clearance unless train order signal is at caution or stop.</li> <li>AT MAKEJCAN LAKE—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICOK NIG PLANTS.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom. Lewis River drawbridge, Aberdeen. Hoquiam River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1/6 mile west of Chehalis Junction.</li> <li>Ph S. &amp; W. H. R. R. crossing, 1/6 mile west of Dryad.</li> </ul>	oop trains handling freight cars must not exceed speed of 25 miles per ho
<ul> <li>only, will register.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>AT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>ENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule No. 83a.</li> <li>CLEARANCE EXCEPTIONS.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT ELMA GATE OLYMPIA Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless trai</li></ul>	Big Six and Hyde Coal Company spurs, Tenth Subdivision, 10 miles per l rough subway at Olympia and around curve at east end of subway, 15 n
Form 608.MAT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.MAT BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.MENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule No. 83a.MCLEARANCE EXCEPTIONS.HAT SOUTH TACOMA LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.HAT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.HAT WEST TENINOEastward trains will not require clearance unless train order signal is at caution or stop.HAT ELMA GATE OLYMPIA Second Subdivision trains will not require clearance unless train order signal is at caution or stop.HAT NSUQALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.HAT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.HAT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.HAT MERICOKING PLANTS. Cover unless River drawbridge, Aberdeen. Hoquiam River drawbridge, Aberdeen. Hoquiam River drawbridge, Aberdeen. Hoquiam River drawbridge, Aberdeen.HPN S. & W. H. R. R. crossing, 1/2 mile west of Dryad.FSt. At RK. S. At R	per hour.
<ul> <li>A.T. BLARESLEE JUNCTION—Sixth Subdivision trains will register by ticket, Form 608.</li> <li>ENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule No. 83a.</li> <li>CLEARANCE EXCEPTIONS.</li> <li>AT SOUTH TACOMA LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>Westward extra trains will obtain clearance Form A as authority to enter double track at Tenino Junction.</li> <li>AT ELMA GATE OLYMPIA Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ANSQUALLY—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, there drawbridge, 1.4 miles east of Steilacoom. Lewis River drawbridge, 2.5 miles west of Woodland.</li> <li>Wishkah River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1/ mile west of Dryad.</li> <li>54. Limit crossing, 1/2 mile west of Dryad.</li> </ul>	ound curve along Chehalis River and for 600 feet west of curve, betw Mile Post 62 and $62\frac{1}{2}$ , three miles east of Aberdeen Jct., 20 miles per h
<ul> <li>41. Train gui point. See Transportation Rule No. 83a.</li> <li>CLEARANCE EXCEPTIONS.</li> <li>AT SOUTH TACOMA <ul> <li>LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT ELMA <ul> <li>GATE</li> <li>OLYMPIA</li> <li>Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> </ul> </li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require the hold that and the set of Steilacoom.</li> <li>Lewis River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Dryad.</li> </ul> </li> </ul>	ound high bluffs at Grays Harbor City, 15 miles per hour.
<ul> <li>point. See Transportation Rule No. 83a.</li> <li>CLEARANCE EXCEPTIONS.</li> <li>AT SOUTH TACOMA LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT ELMA GATE OLYMPIA Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>MITERLOCKING PLANTS.</li> <li>Chambers Creek drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Dryad.</li> </ul>	ains handling logs will not exceed 5 miles per hour between west end of
<b>CLEARANCE EXCEPTIONS.</b> 42. Over 3. Over 42. Over 43. Over 44. Train 45. Class 45. Class 46. In ar 47. ELMA 47. ELMA 47. ELMA 47. ELMA 47. ELMA 47. ELMA 47. TELMA 47. AT ELMA 47. AT ELMA 47. EAR 47. AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.42. Over 43. Over 44. Train 1045. Class 47. Engin 48. Great 49. All the second Subdivision trains will not require clearance unless train order signal is at caution or stop.43. Over 44. Train 1047. ELMA 6ATE 0LYMPIA 3. Second Subdivision trains will not require clearance unless train order signal is at caution or stop.44. Train 1047. Engin 48. Great hot45. Class 47. Engin 48. Great hot47. AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.50. Over 51. Over47. AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.53. Over 1053. Over 10Immess train order signal is at caution or stop.54. Limit 1064. In ar 111065. Chambers Creek drawbridge, 1.4 miles east of Steilacoom. Lewis River drawbridge, Aberdeen. Hoquiam River drawbridge, Aberdeen. Hoquiam 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, 1 mile west of Dryad.55. At R	quiam River drawbridge and street crossing west of passenger statio Hoquiam.
<ul> <li>AT SOUTH TACOMA LAKEVIEW—Trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>Westward extra trains will obtain clearance Form A as authority to enter double track at Tenino Junction.</li> <li>AT ELMA GATE OLYMPIA Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>MTERLOCKING PLANTS.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacom. Lewis River drawbridge, 2.5 miles west of Woodland.</li> <li>Wishkah River drawbridge, Aberdeen. Hoquiam River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, 4 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Dryad.</li> </ul>	er the P. S. & W. H. R. R. crossing at Blakeslee Junction, 15 miles per h
<ul> <li>LAREVIEW — Trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT ELMA GATE OLYMPIA Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>S &amp; W. H. R. R. crossin</li></ul>	er Johns River drawbridge west of Markham, 4 miles per hour. ains handling logs approaching and passing through tunnel west of Ya
<ul> <li>AT WEST TENINO—Eastward trains will not require clearance unless train order signal is at caution or stop.</li> <li>Westward extra trains will obtain clearance Form A as authority to enter double track at Tenino Junction.</li> <li>AT ELMA GATE OLYMPIA Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom.</li> <li>Lewis River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1/4 mile west of Dryad.</li> </ul>	10 miles per hour.
<ul> <li>6. In ar classical is at caution or stop.</li> <li>Westward extra trains will obtain clearance Form A as authority to enter double track at Tenino Junction.</li> <li>AT ELMA</li> <li>GATE</li> <li>OLYMPIA</li> <li>Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom.</li> <li>Lewis River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Dryad.</li> </ul>	ass W or other freight engines weighing 201,500 pounds or over, on dri imited to speed of 30 miles per hour.
<ul> <li>double track at Tenino Junction.</li> <li>AT ELMA</li> <li>GATE</li> <li>OLYMPIA</li> <li>Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require the order drawbridge, 1.4 miles east of Steilacoom.</li> <li>Lewis River drawbridge, Aberdeen.</li> <li>Houtan River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>S. At R</li> </ul>	any class of service OW. R. & N. Co. engines of consolidation and Mil
<ul> <li>AT ELMA GATE OLYMPIA Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>INTERLOCKING PLANTS.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom. Lewis River drawbridge, Aberdeen. Hoquiam River drawbridge, Aberdeen. Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>F. S. &amp; W. H. R. R. crossing, 1/2 mile west of Dryad.</li> </ul>	elass limited to speed of 35 miles per hour. gines with drivers of 48-inch diameter or less, 25 miles per hour.
<ul> <li>OLYMPIA Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li><b>INTERLOCKING PLANTS.</b></li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom. Lewis River drawbridge, Aberdeen. Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Dryad.</li> <li>49. All the limit of the state of the</li></ul>	eat Northern engines 500-700 and 1100 series must not exceed 25 miles
<ul> <li>Second Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>INTERLOCKING PLANTS.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom. Lewis River drawbridge, Aberdeen. Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1/2 mile west of Dryad.</li> </ul>	nour at any time. trains approach Cascade Junction under full control looking out for br.
<ul> <li>AT NISQUALLY—Trains entering Third Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT ST. CLAIR—Trains entering Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICOKING PLANTS.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom.</li> <li>Lewis River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Aberdeen.</li> <li>Ho. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1/2 mile west of Dryad.</li> </ul>	ine trains.
<ul> <li>unless train order signal is at caution or stop.</li> <li>AT ST. CLAIR—Trains entering. Second Subdivision will not require clearance unless train order signal is at caution or stop.</li> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>AT MERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>INTERLOCKING PLANTS.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom.</li> <li>Lewis River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1/2 mile west of Dryad.</li> </ul>	er P. S. & W. H. R. R. crossings, Seventh Subdivision, 30 miles per hou
unless train order signal is at caution or stop. AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop. AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop. <b>INTERLOCKING PLANTS.</b> 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 Dryad. <b>55.</b> At R	er Chambers Creek drawbridge and Lewis River drawbridge, 25 miles per l
<ul> <li>AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance unless train order signal is at caution or stop.</li> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>INTERLOCKING PLANTS.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom.</li> <li>Lewis River drawbridge, 2.5 miles west of Woodland.</li> <li>Wishkah River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1/2 mile west of Dryad.</li> </ul>	y or village ordinance restrict speed of trains over highway crossings we corporate limits as follows:
<ul> <li>AT AMERICAN LAKE—Trains, other than originating trains, will not require clearance unless train order signal is at caution or stop.</li> <li>INTERLOCKING PLANTS.</li> <li>Chambers Creek drawbridge, 1.4 miles east of Steilacoom.</li> <li>Lewis River drawbridge, 2.5 miles west of Woodland.</li> <li>Wishkah River drawbridge, Aberdeen.</li> <li>Hoquiam River drawbridge, Hoquiam.</li> <li>P. S. &amp; W. H. R. R. crossing, 1 mile west of Chehalis Junction.</li> <li>P. S. &amp; W. H. R. R. crossing, 1/2 mile west of Dryad.</li> </ul>	y, Bucoda, Centralia, Chehalis, Winlock, Orting, Buckley, Enumclaw, hett, 10 miles per hour. Ridgefield, 15 miles per hour. Vader, 12 mile
clearance unless train order signal is at caution or stop.53. OverINTERLOCKING 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, Aberdeen.Colspan="2">Colspan="2">S & W. H. R. R. crossing, 1 mile west of Chehalis Junction.PluP. S. & W. H. R. R. crossing, 1 mile west of Dryad.55. At R	nett, 10 miles per hour. Ridgefield, 15 miles per hour. Vader, 12 miles nour.
INTERLOCKING PLANTS.lim ove ove belChambers Creek drawbridge, 1.4 miles east of Steilacoom. Lewis River drawbridge, 2.5 miles west of Woodland.belWishkah 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.55. At R	er road crossings at Sixth Avenue and Day Island which are within corp
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. 55. At R	imits of Tacoma, 25 miles per hour. Trains running against current of the
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, 1/2 mile west of Dryad. 55. At R	over these crossings must not exceed six miles per hour account of cross bells not ringing for trains running against the current of traffic.
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. 55. At R	nit speed to ten miles an hour on westward track from a point 200 feet ea
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. 55. At R	crossover at mile post 42 to crossover switch at mile post 42 located between the post
	Raymond over Seventh Street crossing, 10 miles per hour.
	Napavine over street crossing just east of depot, 15 miles per hour.
THE STATE OF WASHINGTON, CONDUCTORS OF PASSENGER TRAINS CONS	ISISTING OF FOUR OR MORE CARS, AND FREIGHT TRAINS
HAD ONE YEAR'S EXPERIENCE IN TRAIN SERVICE BEFORE ASSIGNING THEM	M TO FLAGGING DUTIES.

57. 57-A.	just ea All trains passen and lo case a	, over Allen street st of freight house s will approach 15 ger station under ook out for ship nother train is m ing train will com	, 15 miles 3th St. cro control at yard emp oving on
		Ŷ	ARD LIN
South	arver St. n Tacoma Tenino calia alis	Tenino Jct. Vancouver Meeker South Prairie Pe Ell Raymond South Bend	St. Clai Olympi Gate Elma Aberdee America Orting.
			TCHING
Territ	tory indicat	ed by signs within	which swi
· .	·		PER DI
59. 60. 61.	Between Ra Between Fr Between So	entralia and Vader ainier and West Te ances and Pe Ell. uth Prairie and Bu uth Prairie and Ca	enino. uckley.

- rs and entering sidings, 15 miles per hour.

- king plants speed thirty miles per hour. rs of 7 a. m. and 7 p. m. approach Carrolls prepared to stop hauling logs across Highway crossing at that point. rs of 7 a. m. and 6 p. m. approach private crossing about 1,000 le post 110, between Kalama and Martins Bluff under control 69. logs being hauled across track.
- ntering double track at South Tacoma, 15 miles per hour.
- lling freight cars must not exceed speed of 25 miles per hour. yde Coal Company spurs, Tenth Subdivision, 10 miles per hour.
- at Olympia and around curve at east end of subway, 15 miles
- ong Chehalis River and for 600 feet west of curve, between
- nd  $62\frac{1}{2}$ , three miles east of Aberdeen Jct., 20 miles per hour. s at Grays Harbor City, 15 miles per hour.
- ogs will not exceed 5 miles per hour between west end of Horawbridge and street crossing west of passenger station at
- W. H. R. R. crossing at Blakeslee Junction, 15 miles per hour.
- drawbridge west of Markham, 4 miles per hour. ogs approaching and passing through tunnel west of Yacolt,
- freight engines weighing 201,500 pounds or over, on drivers of 30 miles per hour.
- rvice O.-W. R. & N. Co. engines of consolidation and Mikado speed of 35 miles per hour.
- ers of 48-inch diameter or less, 25 miles per hour.
- ngines 500-700 and 1100 series must not exceed 25 miles per
- h Cascade Junction under full control looking out for branch
- H. R. R. crossings, Seventh Subdivision, 30 miles per hour.
- eek drawbridge and Lewis River drawbridge, 25 miles per hour.
- linance restrict speed of trains over highway crossings within as follows:
- ntralia, Chehalis, Winlock, Orting, Buckley, Enumclaw, Burer hour. Ridgefield, 15 miles per hour. Vader, 12 miles per
- is at Sixth Avenue and Day Island which are within corporate a, 25 miles per hour. Trains running against current of traffic ings must not exceed six miles per hour account of crossing for trains running against the current of traffic.
- miles an hour on westward track from a point 200 feet east of e post 42 to crossover switch at mile post 42 located between
- Seventh Street crossing, 10 miles per hour.
- street crossing just east of depot, 15 miles per hour.

FOUR OR MORE CARS, AND FREIGHT TRAINS CONSISTING OF 25 OR MORE CARS, MUST KNOW THAT BRAKEMEN HAVE GING DUTIES.

J. S. DEAN,	J. F. ALSIP,	C. W. FEE, J. F	. COLEMAN,
Assistant Superintendent, Tacoma	Train Master, Tacoma	Train Master, Tacoma	Train Master, 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

76. 77. protection as per Rule 99.

64.

65. 66.

67. 68.

70.

71.

72.

- furnished by conductor.
- first open telegraph station.

# SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

- between the tracks.

Lake Kapowsin.

80.

- 81.
  - - secured on cars with side boards.

en street crossing which leads to bridge over Cowlitz River, ht house, 15 miles per hour.

broach 13th St. crossing about 500 feet east of Vancouver n under control at speed not to exceed 10 miles per hour for ship yard employees passing over this crossing In ain is moving on opposite track over this crossing, apwill come to a full stop before engine reaches the crossing.

### YARD LIMITS.

St. Clair (On 2d Sub. Div.) Olympia Gate Elma Aberdeen Junction American Lake Orting.

Cosmopolis South Aberdeen Aberdeen Hoquiam Moclips Nisqually (1st and 3rd Sub. Div).

SWITCHING LIMITS.

s within which switching will be performed by Yard Crews.

### **HELPER DISTRICTS.**

LAP SIDINGS.

Rainier

**63.** Trains taking sidings must head in at lap.

### MAXIMUM GRADES.

St. Clair to 1½ miles west on Second Subdivision. Nisqually to 2½ miles east on Third Subdivision. Olympia, 3 miles east to 2 miles west on Second Subdivision. Between Frances and Pe Ell.

Between Cascade Junction and Buckley.

Between Kanaskat and Kerriston.

Cascade Junction to 1 mile east of Carbonado.

Crocker to Wingate. On St. Paul and Tacoma Lumber Co.'s track east of Puyallup River and east of

## USE OF STAFF ON SUBDIVISIONS AND SPURS.

73. At American Lake-On Dupont Powder Co. spur and on Cantonment tracks. See sketch, page 7.

Hoquiam River spur on Second Subdivision at Hoquiam Crocker Branc, Fifth Subdivision

Before using these tracks trains will obtain staff, which is located in staff box, at each Junction. All other trains using these tracks, must be operated under

For completion of Dispatcher's record of service, operator at Main Line Junction will telegraph copy of register, including mileage made, information to be

If there is no operator at junction point, information will be telegraphed from

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

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. Thisdoes 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. 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

# J. F. THOMAS, Chief Dispatcher, Tacoma

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

