

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 46A TABLE

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

SUNDAY, JULY 11, 1920.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD,
Assistant General Manager.

J. E. CRAVER,
Acting General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. C. ALBEE,
Superintendent.

WESTWARD.

FIRST SUBDIVISION. MAIN LINE.

Time Table No. 46A July 11, 1920 Succeeding No. 46 STATIONS Telegraph Offices and Calls. Table with columns for Station Numbers, Distance from Tacoma, and train classes (First Class, Second Class, Third Class) with specific service codes.

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

Main train schedule table with columns for Station, Time, and Class. Includes sub-sections for Manual Block and Automatic Block, and various routing notes like 'VIA PRAIRIE LINE' and 'VIA AMERICAN LAKE LINE'.

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

Summary table for Vancouver and Portland trains, including columns for Station, Time, and Class, and a final row for 'Time Over Subdivision' and 'Average Speed Per Hour'.

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

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

945a - 310P

EASTWARD.

FIRST SUBDIVISION. MAIN LINE.

Time Table No. 46A July 11, 1920. Succeeding No. 46. STATIONS. Telegraph Offices and Calls. 146.4 Q.....TACOMA.....DN 2.8

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

Main table with columns for stations (e.g., McCARVER STREET, RUSTON, SIXTH AVENUE, STEILACOOM, KETRON, NISQUALLY, ST. CLAIR, KYRO, CHAMBERS PRAIRIE, PLUMB, TENINO, TENINO JCT, BUCODA, WABASH, CENTRALIA, CHEHALIS, CHEHALIS JCT, NAPAVINE, EVALINE, WINLOCK, VADER, OLEQUA, CASTLE ROCK, OSTRANDER, KELSO, CARROLLS, KALAMA, MARTINS BLUFF, WOODLAND, RIDGEFIELD, KNAP, FELIDA, VANCOUVER JCT, VANCOUVER) and rows for train classes (402, 408, 422, 456, 458, 466, 562, 564, 592, 594, 514, 516, 588, 680, 692, 962, 964, 966, 970, 974, 976, 978).

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

Summary table for Vancouver and Portland trains with columns for stations (0.0 VC.....PORTLAND.....DN 1000) and rows for time over subdivision and average speed per hour.

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

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

WESTWARD.

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

Table with columns for Station Numbers, Distance from St. Clair, Time Table No. 46A (July 11, 1920), STATIONS, Telegraph Offices and Calls, Car Capacity of Sidings, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with various train numbers (421-581, 583-697, 965-987) and schedules.

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

EASTWARD.

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

WESTWARD.

FIFTH SUBDIVISION. (CROCKER BRANCH)

EASTWARD.

Time Table No. 46A July 11, 1920. Succeeding No. 46

Time Table No. 46A July 11, 1920. Succeeding No. 46

STATIONS

STATIONS

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

Main schedule table with columns for First Class (422, 466, 500, 566, 570, 572, 578, 580), Second Class (584, 698), and Third Class (966, 968, 984, 988). Includes train numbers, departure/arrival times, and service types (Daily, Ex. Sun., Sun. Only, Tuesday & Fri., Ex. Sun., Ex. Mon.).

Table of stations and distances from Crocker for the Westward and Eastward routes, including WINGATE and CROCKER.

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

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

WESTWARD

THIRD SUBDIVISION.
(AMERICAN LAKE LINE)

EASTWARD

THIRD CLASS					FIRST CLASS					Time Table No. 46A July 11, 1920 Succeeding No. 46		FIRST CLASS					THIRD CLASS			
985					537	519	517	423	407	Station Numbers	Distance from Lakeview	STATIONS		408	422	518	520	536	986	
Nor. Pac. Way Frt.				Great Nor. Connection	O.-W. R. R. & N. Passenger	O.-W. R. R. & N. Passenger	Nor. Pac. Gray's Har. Passenger	Nor. Pac. Passenger	Distance from Nisqually			Car Capacity of Sidings	Nor. Pac. Passenger	Nor. Pac. Grays Harbor Limited	O.-W. R. R. & N. Passenger	O.-W. R. R. & N. Passenger	Great Nor. Connection			Nor. Pac. Way Frt.
Ex. Sun.				Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	1985	0.0	VA.....LAKEVIEW...DN 2.5	A 1.20PM	A 8.10PM				A 2.20PM	As 3.55PM		
L 8.00AM				f 2.54			f 6.19	10.14	CK 2	2.5	.....COUNTRY CLUB ... 0.5	f 1.15	f 8.02				f 2.16	f 3.47	
8-10				2.55			6.20	10.15	CK 3	3.0	.....TILLCUM..... 1.5	1.14	8.01				2.15	f 3.45	
f 8.12				f 2.58			s 6.23	f 10.17	CK 5	4.5	.....MURRAY..... 3.2	f 1.12	f 7.58				f 2.12	s 3.40	
s 8.20				A 3.05PM	L 8.00PM 422	L 11.55AM	s 6.35	s 10.25	WY CK 7	7.7	D..AMERICAN LAKE..DN 3.9	s 1.05	s 7.50 519	A 12.20PM	A 8.40PM	L 2.05PM	L 3.30PM			
A 8.30AM					A 8.10PM 520	A 12.05PM 518	As 6.45PM	A 10.33AM	CS 24	11.6	NU.....NISQUALLY..DN	L 12.48PM	L 7.28PM	L 12.10PM 517	L 8.25PM 519					
							See page 1	See page 1												
Ex. Sun.				Daily	Ex. Sun.	Ex. Sun.	Daily	Daily				Daily	Daily	Ex. Sun.	Ex. Sun.	Daily		Ex. Sun.		
.30				.15	.10	.10	.30	.23				.32	.42	.10	.15	.15		.25		
15.4				30.8	23.4	23.4	23.2	30.3				21.7	16.5	23.4	15.6	30.8		18.4		
										Time Over Subdivision										
										Average Speed Per Hour										

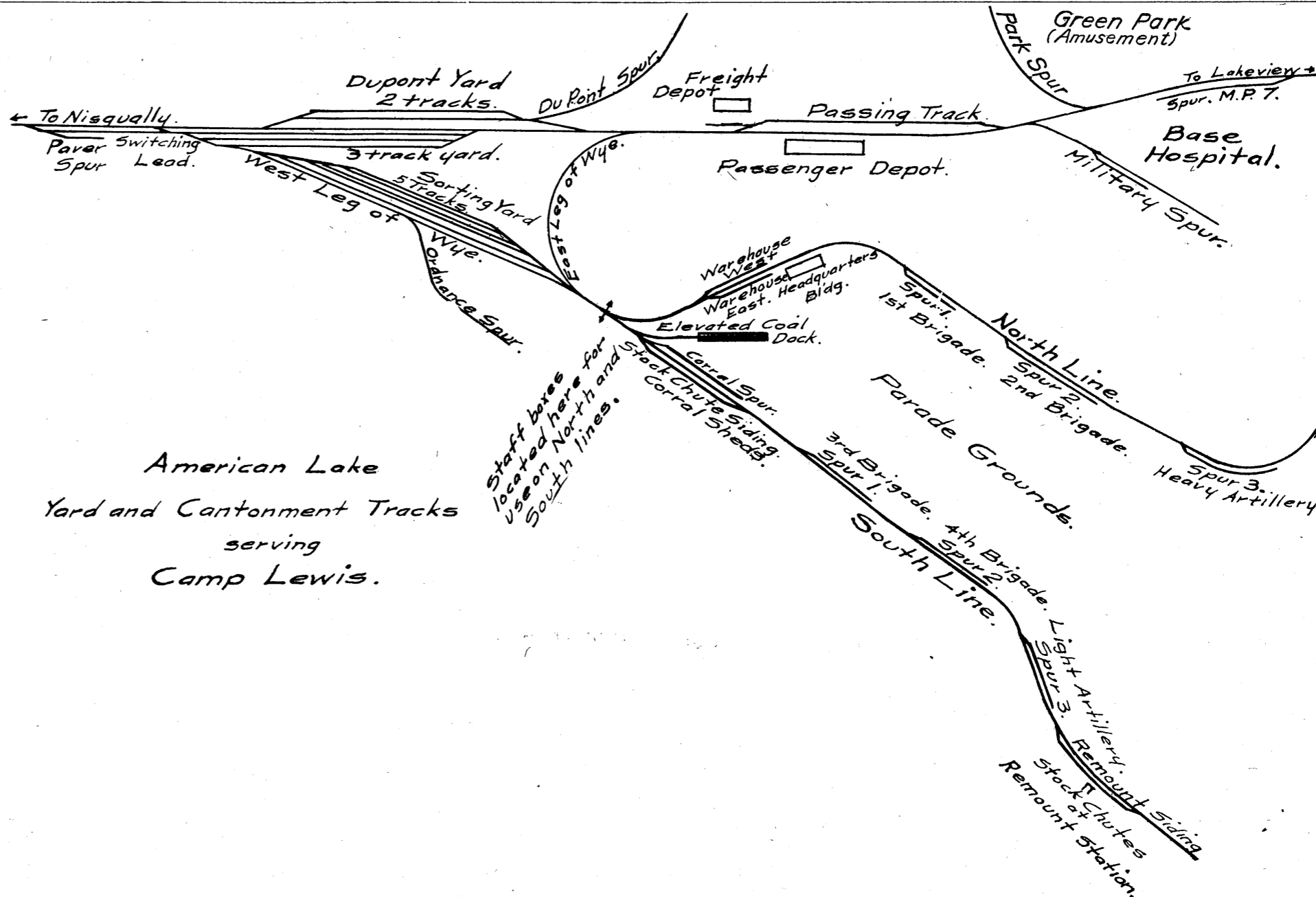
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

1. AT NISQUALLY—Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs trains to and from that Subdivision. Third Subdivision trains must procure block clearance before entering First Subdivision.
- 1a. AT LAKEVIEW AND NISQUALLY—Operators will attend switches for passenger trains to and from Third Subdivision. Conductors will know that operators are in charge of switch before leaving same.
2. Gate has been placed across Dupont Powder Co. spur near Cap Magazine. Same protected by stop board located 200 feet from gate.
- 2a. AT AMERICAN LAKE—Siding at passenger station is time card station.
- 2b. AT MURRAY—Ten miles per hour over road crossing just east of depot.
- 2c. Trains 536 and 537 will connect with trains 457 and 458. Trains 538 and 539 will connect with trains 456 and 459 at Lakeview.
3. AT LAKEVIEW—EASTWARD TRAINS WILL COME TO FULL STOP BEFORE REACHING THE JUNCTION SWITCH OF THE FOURTH SUBDIVISION EXPECTING TO FIND MAIN TRACK OCCUPIED BY TRAIN FROM FOURTH SUBDIVISION.
- 3a. Telegraph office at Lakeview closed between the hours of 12:00 midnight and 8:00 A.M.
- 3b. Manual block operation between Lakeview and Nisqually discontinued between the hours of 12:00 midnight and 8:00 A.M.
- 3c. At American Lake—Housetrack Switch will be set for housetrack and will serve as derail for west end of passing track.
- 3d. Approach road crossings at east and west end Greene Park, American Lake with caution ring bell and sound whistle.

RULES GOVERNING OPERATION CANTONMENT TRACKS AT AMERICAN LAKE

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

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



WESTWARD.

FOURTH SUBDIVISION. (PRAIRIE LINE)

EASTWARD.

Table with columns for Third Class (985, 963, 591, 459, 457, 423, 407) and First Class (408, 422, 456, 458, 592, 964, 986). Includes station names like Tacoma, Tenino Junction, and various train classes.

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

Detailed time table for Tacoma and South Tacoma trains, listing departure and arrival times for various routes and stations.

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

- 1. At Tenino Junction westward trains passing from Fourth Subdivision to First Subdivision must stop clear of signal No. 43.5...
2. Normal position of double track switch at South Tacoma for eastward track. SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13
3. AT LAKEVIEW—EASTWARD TRAINS WILL COME TO FULL STOP BEFORE REACHING JUNCTION SWITCH OF THE THIRD SUBDIVISION...
4. Manual block operation between Lakeview and South Tacoma discontinued between the hours of 12:00 midnight and 8:00 A. M.
5A. Nos. 457 and 458 will connect at Lakeview with No. 536 and 537.
5B. At South Tacoma siding will be used as combination passing track and storage track.

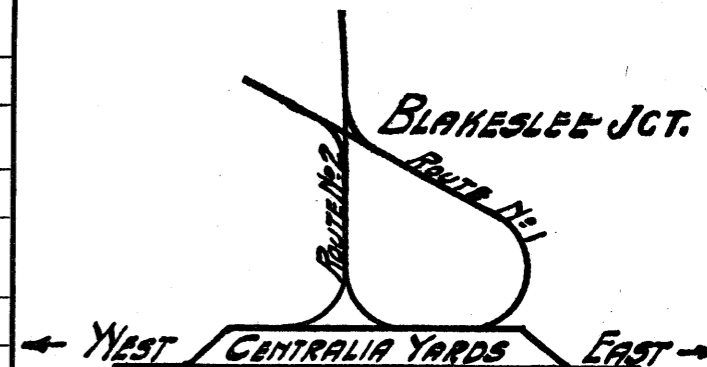
WESTWARD.

SIXTH SUBDIVISION. (GATE LINE)

EASTWARD.

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

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



- 10. Northern Pacific track will be known as "Route No. 2." O.-W. R. R. & N. track will be known as "Route No. 1," as per illustration hereon. Both routes are included in the Centralia Yard Limits.
11. All trains and engines using either of the routes will do so under control. Under control means to be able to stop within the distance track is seen to be clear.
12. All eastward movements will be made over Route No. 2.
13. All westward movements will be made over Route No. 1.
14. Crossing and switches at Blakeslee Junction will be governed by interlocking signals.
15. Westward trains will indicate to towerman route wanted by following whistle signals: Northern Pacific, one long, one short, one long, thus O.-W. R. R. & N., one long, two short, one long, thus
16. Should it be necessary to temporarily abandon the use of track on either route No. 1 or route No. 2 and operate either one of these routes as single track between Centralia and Blakeslee Junction, transportation rules for the movement of trains on single track will govern.

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

- 6. No. 501 has right over No. 502, Centralia to Gate.
7. No. 505 has right over No. 506, Centralia to Gate.
8. Road crossing opposite the State Training School at Grand Mound will be a flag stop for all regular passenger trains; also to unload express.
9. Operators Centralia and Rochester will block between Blakeslee Junction and Rochester. Conductors on eastward trains will report in person at telegraph office Centralia as soon as possible after arrival in order to clear block for following trains. All trains will register by ticket at Blakeslee Junction.
9-A. All first class trains using Sixth Sub-division (Gate Line) to and from routes one and two will move under control between passenger station at Centralia and connection with these routes.

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

WESTWARD.

SEVENTH SUBDIVISION. (WILLAPA HARBOR LINE)

EASTWARD.

Table with columns for Third Class (969, 593, 591), First Class (592, 594, 970), and Station numbers. Includes Time Table No. 46A for July 11, 1920.

- 1. Gates are installed at the crossings of private railroads over Northern Pacific tracks as follows: Dryad, Leudinghaus Lumber Co. crossing; East of McCormick, McCormick Lumber Co. Crossing. Normal position of gates is closed across the logging road.

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

WESTWARD.

EIGHTH SUBDIVISION. YACOLT BRANCH

EASTWARD.

Table with columns for 2d Class (587), Station numbers, and Distance from Yacolt. Includes Time Table No. 46A for July 11, 1920.

- EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. 6. Nos. 587 and 588, will stop on flag at Lucia and Crusher for passengers.

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

WESTWARD.

NINTH SUBDIVISION. ELMA BRANCH

EASTWARD.

Table with columns for Second Class (551, 552), Station numbers, and Distance from Elma. Includes Time Table No. 46A for July 11, 1920.

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

- 8. Gates are installed at the crossings of private railroad over Northern Pacific tracks at White Star Lumber Co. crossing 1/4 mile east of White's. Normal position of gates is closed across the logging road.

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

WESTWARD.

TENTH SUBDIVISION.

EASTWARD.

(BUCKLEY LINE—BURNETT AND WILKESON BRANCHES)

THIRD CLASS		SECOND CLASS				FIRST CLASS		Water, Fuel, Scales, Turbines, Tables and Ways	Station Numbers	Distance from Kanaskat	Time Table No. 46A July 11, 1920 Succeeding No. 46 STATIONS Telegraph Offices and Calls		Distance from Tacoma	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS			THIRD CLASS	
981	971	525		523		597	595				596	598			522	526	528	972	982		
Ex. Sun. Way Frt.	Ex. Sun. Way Frt.	Daily Mixed	Daily Mixed	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Ex. Sun. Mixed	Daily Mixed			Sun. Only Mixed	Ex. Sun. Way Frt.	Ex. Sun. Way Frt.				
	L 6.30AM			L 4.00PM	L 7.40AM			A 1	0.0	GV .....KANASKAT .....DN 1.2	44.6	140	A 9.25AM	A 7.25PM				A 1.05PM			

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

	L 6.35AM			L 4.05PM	L 7.45AM			1932	1.2	JC.....PALMER JCT.....D 0.9	43.4	70	A 9.18AM	A 7.15PM				A 1.00PM			
	f 6.40			f 4.08	s 7.48	W		1933	2.1	.....PALMER..... 1.3	42.5	30	f 9.15	s 7.10				f 12.45		
	f 6.50			s 4.11	s 7.51			1934	3.4	.....BAYNE..... 1.3	41.2	Spur	f 9.11	s 7.05				f 12.30		
	f 6.55			s 4.14	s 7.54			1938	4.7	.....CUMBERLAND..... 0.8	39.9	No Siding	f 9.07	s 7.00				f 12.01PM		
	f 7.00			4.16	7.57			1937	5.5	.....NACO..... 2.0	39.1	52	9.04	6.56				f 11.50AM		
	7.10			f 4.20	f 8.00			1939	7.5	.....VEAZIE..... 3.4	37.1	Spur 10	9.00	f 6.50				11.25		
	s 7.20 8.53 595-596			s 4.30	s 8.10 971			1942	10.9	CW.....ENUMCLAW.....D 3.4	33.7	52	s 8.53 971	s 6.40				s 11.00			
	s 9.20 972			s 4.40	s 8.20			1945	14.3	BK.....BUCKLEY.....D 4.3	30.3	60	s 8.43	s 6.28				f 10.00 9.20 971			
	9.40			4.50	8.30 596			1949	18.6	.....CASCADE JCT..... 1.1	26.0	No Siding	8.30 595	6.13				8.50		
				L 9.00AM 526				CC 4	0.0	.....MORRISTOWN..... 2.0	3.4	24					A 8.59AM 525			
				s 9.08				O CC 2	2.0	BN.....BURNETT.....D 1.4	1.4	63					s 8.52				
				9.15				1949	3.4	.....CASCADE JCT..... 0.0	0.0	No Siding					8.45			
				L 2.50PM				T CB 15	0.0	FX.....FAIRFAX.....D 2.0	14.8	18					A 12.05PM	A 11.00AM			
				s 3.00				CB 13	2.0	.....MELMONT..... 4.1	12.8	Spur 5					s 11.50AM	s 10.50		
				s 3.30				6.1	CARBON COAL CO. Crossing 0.9	8.7											
				s 4.00				CB 8	7.0	CB.....CARBONADO.....D 3.4	7.8	5					s 11.10	s 10.25			
	L 12.30PM			s 4.30				TO W CB 5	10.4	WX.....WILKESON.....D 4.4	4.4	82					s 10.15	s 10.08	A 10.20AM		
	1.00			4.30				1949	14.8	.....CASCADE JCT..... 1.1	0.0	No Siding					9.43	9.43	9.50	
	A 1.05PM	s 10.10		A 9.20AM	A 4.35PM			WCT 1950	19.7	Double Track SO..SOUTH PRAIRIE..D 4.5	24.9	52	s 8.25 972	s 6.10			L 9.40AM 982	L 8.40AM 972	L 9.40AM	s 8.45 6.30 526 595 596	L 9.45AM 522
		f 10.30						1955	24.2CROCKER.....P 2.7	20.4	73	f 8.11	f 5.55					f 5.45		
		s 11.05						1958	26.9	OC.....ORTING.....D 3.4	17.7	51	s 8.06	s 5.48					s 5.30		
		f 11.20						1961	30.3MCMILLIN.....P 2.1	14.3	Spur 8	f 7.58	s 5.40					s 4.50		
		f 11.30						1963	32.4ALDERTON..... 2.4	12.2	25	f 7.55	s 5.35					s 4.30		
	A 11.45AM			A 5.30PM 595	A 9.10AM	Y W		1966	34.8MEEKER..... 9.8	9.8		L 7.50AM	L 5.30PM 597					L 4.00AM		

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

	A 1.00PM			A 6.00PM	A 9.35AM			1976	44.6	Q.....TACOMA.....DN	0.0		L 7.30AM	L 5.00PM					L 3.00AM		
	Ex. Sun. .35	Ex. Sun. 3.47		Daily .20	Daily 1.45								Daily 1.28	Daily 1.45			Ex. Sun. 2.25	Daily .19	Sun. Only 1.20	Ex. Sun. 6.05	Ex. Sun. .35
	9.4	8.8		13.5	9.0								22.6	19.2			6.5	14.2	11.9	5.5	9.4
				23.7	23.7																

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.

- Gates are installed at the crossing of private railroad over Northern Pacific tracks of Carbon Hill Coal Co. just east of Carbonado. Normal position of gates is closed across the logging road. When crossing is being used by private company's trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach this crossing under control prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.
- Engines must not go beyond derral on Fleet Coal spur.
- Trains Nos. 595, 597 and 598 will stop on flag at Broomfield.
- Restricted clearance at Hyde Coal Co.'s mine just west of bunkers and on the outside track and engines will not use crossover west of the bunkers.
- No. 597 will connect with Puget Sound Division Nos. 450 and 456 at Puyallup and No. 523 at So. Prairie.

WESTWARD.		ELEVENTH SUBDIVISION. (GREEN RIVER BRANCH)				EASTWARD.	
SECOND CLASS	FIRST CLASS 595	Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from Kerriston	Time Table No. 46A July 11, 1920 Succeeding No. 46		FIRST CLASS 598
	Daily				Distance from Kanaskat	Car Capacity of Sidings	Daily
	Passenger				STATIONS		
	L 6:10AM		CJ 15	0.0	.....KERRISTON..... 1.6	14.7	A 9:20PM
	f 6:15	Y		1.6	.....HALMAR..... 5.9	13.1	f 9:10
	f 6:40	W	CJ 7	7.5	.....HEMLOCK..... 0.8	7.2	f 8:30
	s 6:43		CJ 6	8.3	.....BARNESTON..... 3.4	6.4	f 8:10
				11.7	Pac. States Lbr. Co. Ry. Cross. 0.7	3.0	
	s 7:00			12.4	.....KANGLEY JCT..... 1.6	2.3	s 7:55
	s 7:10		CJ 4	14.0	.....SELLECK..... 0.1	3.9	s 7:45
				13.9	C. M. & St. P. R. R. Crossing No Track Connection 1.5	3.8	
	s 7:18		CJ 2	12.4	.....KANGLEY JCT..... 0.3	2.3	s 7:38
				12.7	.....HIAWATHA..... .06	2.0	Spur
	s 7:22		CJ 1	13.3	.....DURHAM..... 1.4	1.4	s 7:35
	A 7:30AM	W Y O	A 1	14.7	GV.....KANASKAT.....DN	0.0	L 7:30PM
	Daily						Daily
	1.20				Time Over Subdivision		1.50
	12.2				Average Speed Per Hour		8.1

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

- REGULAR TRAINS LOOK OUT FOR LOGGING TRAINS BETWEEN HALMAR AND KERRISTON. EXTRA TRAINS PROTECT BY FLAG AGAINST LOGGING TRAINS BETWEEN HALMAR AND KERRISTON. WHISTLE MUST BE SOUNDED APPROACHING ALL CURVES BETWEEN HALMAR AND KERRISTON; SPEED OF 10 MILES PER HOUR MUST NOT BE EXCEEDED.
- Trains will run under full control between a point 1000 feet west of siding at Sellock, and the Pacific States Lumber Company's office, looking out for engines of Pacific States Lumber Co., operating within these limits.
- 2-A.** Normal position of switch at Kangley Junction set for Selleck Line.
- 2-B.** When handling logs do not exceed eight (8) miles an hour between Kerriston and Cedar River Bridge.

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

WESTWARD.		TWELFTH SUBDIVISION. (ORTING BRANCH)				EASTWARD.	
SECOND CLASS	FIRST CLASS	Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from End of track	Time Table No. 46A July 11, 1920 Succeeding No. 46		FIRST CLASS
	Daily				Distance from Orting	Car Capacity of Sidings	Daily
	Passenger				STATIONS		
				0.0	.....LAKE KAPOWSIN..... (St. P. & T. Lbr. Co. Camp No. 1) 1.3	10.0	
				1.3	TACOMA & EASTERN Cross'g 1.0	8.7	
			CE 8	2.3	...PUYALLUP RIVER JCT... 7.7	7.7	10
			WT 1958	10.0	OD.....ORTING.....D	0.0	51

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

- Junction switch, one mile east of Orting station will be set for cross-over, and track from cross-over to station will be used as a main line passing track.
- Hayes deraill installed 60 feet west of west passing track switch at Camp 2, Camp 2 is located 4,000 feet east of Puyallup River on the St. Paul and Tacoma Lumber Company's track.
- On the St. Paul and Tacoma Lumber Company's track at first spur located about one-half mile east of Puyallup River Junction, the switch leading to the spur will be left set for spur track to act as deraill.

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

WESTWARD		THIRTEENTH SUBDIVISION (MENDOTA BRANCH)				EASTWARD	
SECOND - CLASS	FIRST CLASS	Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from Mendota	Time Table No. 46A July 11, 1920 Succeeding No. 46		SECOND - CLASS
	Ex. Sun.				Distance from Wabash	Car Capacity of Sidings	Ex. Sun.
	Mixed				STATIONS		
	L 1:15PM		CO 9	0.0	.....MENDOTA.....P 2.9	8.6	24
	f 1:25		CO 6	2.9	.....PACKWOOD..... 5.7	5.7	Spur 9
	A 1:55PM		2025	8.6	.....WABASH.....P	0.0	
	Ex. Sun.						
	.40				Time over Subdivision		.40
	12.9				Average Speed per Hour		12.9

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

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

- | | | | | | | | | | |
|---|------------------------------------|---|---------------------------------|-----------------------------------|------------------------------------|--|--|--|--|
| Dr. P. A. Remington, Chief Surgeon, Western Div., Tacoma. | Dr. W. M. Karshner, Puyallup. | AUTHORIZED SURGEONS, N. P. RY. CO. | | | | Location of Stretchers (S). | | | |
| Dr. J. H. Sheets, Buckley (S). | Puyallup (S). Tacoma Hospital (S). | Tacoma (Toolcar) (S). | Dr. J. J. O'Leary, Olympia (S). | Dr. F. L. Carr, Montesano. | Dr. W. W. Webb, Winlock. | Dr. W. G. Cameron, Specialist, Tacoma. | | | |
| Dr. F. G. Ullman, Enumelaw. | Tacoma Round House (S). | Dr. P. B. Swearingen, So. Tacoma (S). | Dr. J. H. Dumon, Centralia (S). | Dr. H. C. Watkins, Hoquiam. | Dr. R. H. Campbell, Vader. | Dr. J. F. Dickson, Oculist, Portland. | | | |
| Dr. F. J. Shadd Selleck. | Tacoma Moon Yard Office (S). | Dr. E. L. Carlsen, So. Tacoma (S). | Dr. H. Y. Bell, Centralia (S). | Dr. I. R. Watkins, Aberdeen (S). | Dr. O. K. Wolf, Castle Rock. | Dr. A. W. Stevenson, Yacolt (S). | | | |
| Orting (S). | Head-of-Bay Yard Office (S). | Dr. G. P. Poole, Rainier. | Dr. J. C. Van Winkle, Oakville. | Dr. E. W. Stevens, Dryad. | Dr. C. W. Bales, Kelso. | Dr. W. D. Merritt, Bayne. | | | |
| Dr. C. E. Martin, Wilkeson, Wn. | Tacoma Baggage Room (S). | Dr. F. W. Wichman, Tenino. | Dr. W. H. Warner, Ridgefield. | Dr. W. R. Johnson, Pe Ell. | Dr. Chas. McCallum, Vancouver (S). | Dr. W. W. Hall, Napavine. | | | |
| | Tacoma Wharf (S). | Dr. G. W. Kennicott, Chehalis. | Dr. E. P. French, Elma. | Dr. F. W. Anderson, So. Bend (S). | Dr. Luman Roach, Kalama (S). | Dr. C. J. Hoffman, Woodland. | | | |
| | | | | | Dr. C. S. White, Portland (S). | | | | |

Note.

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

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

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

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

COMMERCIAL SPURS.

First Subdivision DISTANCE FROM TACOMA.	Seventh Subdivision DISTANCE FROM CHEHALIS JC.
West Tacoma..... 14.4	Ashlock..... 28.2
Pioneer Sand & Gravel Co..... 20.0	Custer..... 34.2
Olegard..... 26.1	Star Timber Co..... 38.7
Chain Hill Lumber Co..... 41.2	Mayfair..... 55.6
Polehn..... 44.7	
Menefee..... 73.2	
McNelly..... 73.9	
Hermione..... 110.1	
Second Subdivision DISTANCE FROM ST. CLAIR	Eighth Subdivision DISTANCE FROM YACOLT.
Black Lake..... 13.2	Crusher..... 3.7
Smith & Prosser..... 31.1	Bouton Perkins..... 4.8
M. M. C. Logging Co..... 33.0	Lucia..... 5.0
Gibson Creek..... 38.0	Dietrich..... 10.9
Weatherwax..... 58.6	
Grays Harbor County Gravel Bunkers..... 58.6	
Standard Oil Co..... 58.7	
Stockwell..... 59.4	
Wynooche..... 60.4	
Mox Chuck..... 64.1	
North Bay Lumber Co..... 79.0	
Grays Harbor County..... 80.0	
Joe Creek..... 97.4	
Fourth Subdivision DISTANCE FROM TACOMA.	Ninth Subdivision DISTANCE FROM ELMA.
Scholz..... 15.4	Kraft..... 2.3
Bordeaux Shingle Co..... 37.1	
Scheel..... 37.2	
Mutual..... 37.6	
Sixth Subdivision DISTANCE FROM CENTRALIA.	Tenth Subdivision DISTANCE FROM PALMER JCT.
Foran..... 2.9	Big 6..... 1.7
	Occidental..... 2.0
	Fleet..... 3.2
	Hyde..... 3.9
	Birch..... 7.9
	Blackburn..... 11.5
	Webstone..... 12.5
	Broomfield..... 19.6
	Moneko..... 31.8
Eleventh Subdivision DISTANCE FROM KANASKAT	Twelfth Subdivision DISTANCE FROM ORTING.
Yandell..... 2.9	Electron Rock Crusher..... 8.6
	Dempsey..... 8.4

DERAIL SWITCHES

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

FIRST SUBDIVISION	SEVENTH SUBDIVISION
West Tacoma..... Spur track.	Littell..... East and west end Chester-Snow Mill spur.
Olegard..... East end spur.	Bunker..... East and west end interchange track.
Nisqually..... Team track and set out track.	Meskill..... East end quarry track and east and west end mill track.
Plumb..... Spur track.	Doty..... 150 feet from main track switch.
Chain Hill Lumber Co..... Spur track.	McCormick Junction..... 200 feet from main track switch.
Polehn..... 250 feet from main track.	Walville..... Mill spur.
Bucoda..... Bucoda Lumber Co. Spur.	Ashlock..... Log spur.
Wabash..... Interlocking derail on O.-W. R. & N. connection.	Pluvius..... East and west end siding.
Chehalis..... On Coal Creek Lumber Co.'s track about 250 feet from passing track switch. East end track No. 2, 165 ft. from main line switch.	Custer..... Log spur.
Napavine..... On Somervilles' and Emory Nelson spur tracks. House track 110 feet west of switch connection with passing track.	Lebam..... Mill spur.
Evaline..... West end spur.	Nalpee..... Log spur.
Winlock..... West end passing track.	Green Creek..... Log spur.
Menefee..... 500 feet from main line switch.	Dryad..... Leudinghaus Lbr. Co., 500 feet from main track.
Olequa..... House track.	
Castle Rock..... 150 feet from main track on Silver Lake Log R. R.	
Carrolls..... House track.	
Hermione..... 250 feet from main track; 66 feet east of Powder magazine also safety switch same track about 900 feet east of magazine.	
Ridgefield..... O. W. R. & N. tie spur 600 ft. from passing track switch.	
Knapp..... House track.	
Vancouver..... On Wood Spur and Cannery Spur both on switching lead to wharf freight house. East end of lead to No. 1 track on N. P. side.	
Kyro..... East end of industry track, 200 feet from switch.	
McNelly..... 100 feet from main track.	
SECOND SUBDIVISION	EIGHTH SUBDIVISION
Union Mills..... West end of rollway spur.	Vancouver Junction..... East leg wye 135 feet from Yacolt end of wye switch.
Belmore..... White's Log Spur.	Brush Prairie..... East end passing track.
Bordeaux Junction..... Mason County Log Spur.	Crusher..... Spur track.
Gate..... Coal track and west end of passing track.	Smith..... Spur track.
Smith and Prosser..... East end of spur.	Yacolt..... North leg wye switch normal position this switch for north leg wye.
Lytles..... West end siding.	
Malone..... East end spur track, west end mill track.	
Elma..... East end horn track.	
Satsop..... East end siding.	
Brady..... West end siding and Hayes spur.	
Montesano..... Switch leading to industry spur west end of team track to be left set for spur to act as derail for team track.	
Weatherax..... 188 feet from main track.	
Wynooche..... West end of spur.	
Mox Chuck..... Log spur.	
Aberdeen Junction..... Coal bunker track.	
Copalis..... Log spur 500 feet west of station.	
Carlisle..... East end siding.	
Joe Creek..... Log spur just west of Aloha.	
Gibson Creek..... Both ends of siding.	
M. & M. C. Logging Co..... Both ends of siding.	
Carlisle..... East end of siding.	
Weatherwax Lumber Co. Spur..... 150 feet from main track.	
St. Clair..... East end of siding.	
THIRD SUBDIVISION	NINTH SUBDIVISION
Lakeview..... Standard Oil Spur.	Elma..... Standard Oil spur.
Military Spur..... 456 feet from main line switch.	Kraft..... Spur track.
American Lake..... Dupont Powder Company's spur 950 feet from main track and on the track leading to black powder mill.	McCleary..... East end interchange track.
American Lake..... Green Park Spur 177 feet from main track.	Hillgrove..... 800 feet west.
FOURTH SUBDIVISION	TENTH SUBDIVISION
Yelm..... East end house track.	Palmer Junction..... Rose-Marshall Coal Company's spur.
Bainier..... Lindstrom-Handforth Lumber Company's spur.	Big Six..... 300 feet east of main line switch; on same track 300 feet west of coal bunkers and on Clay Company's track 250 feet from connection with Big Six spur.
Johnson Creek..... Spur track leading to mill.	Occidental..... Coal track 300 feet west of bunkers.
Mutual..... Spur track leading to mill.	Bayne..... Coal spur.
West Tenino..... Tenino Stone Company's spur.	Fleet..... Fleet Coal Company's track.
	Hyde..... Hyde Coal Co. spur first derail 190 feet from main line; second derail 920 feet from main line; derail on siding 609 feet from west switch.
FIFTH SUBDIVISION	ELEVENTH SUBDIVISION
Crocker..... In main track east end of yard.	Maco..... West end Naval Coal Company's track, west end Sunset Coal Company's track.
Wingate..... West end siding; and 600 feet east of depot at west end of coal bunkers.	Veazie..... West end spur.
	Webstone..... Spur track.
	Buckley..... McDougall log track, and on west end Standard Oil spur.
	South Prairie..... West end passing track, west end house track, west end coal spur.
	Broomfield..... 165 feet from main line head block.
	Crocker..... West end passing track.
	Orting..... West end house track, west end westward passing track, west end Orting Branch track 300 feet east of station.
	Wilkeson..... One in scale on passing track opposite the station. One in main track just west of crossover switch opposite coal bunker. One in the lead track 200 feet west of coal bunker.
	Burnett..... West end siding; Black Carbon Coal Company's spur.
	Morristown..... West end siding; in main track 100 feet east of station platform on east end N. P. track connecting with Doud Log Company's track.
	Melmont..... West end coal track.
	Fairfax..... On Montesuma line 200 feet east of depot.
	International..... West end.
SIXTH SUBDIVISION	TWELFTH SUBDIVISION
Blakeslee..... William's Mill spur.	Durham..... East end coal track 250 feet from main track, and west end coal track.
Foran..... Coal spur.	Hiawatha..... East end.
	Yandell..... West end.
	Selleck (1/4 mile west)..... On Kangley Line.
	Hamlock..... West end siding.
	Halmar..... In main track, 60 feet from west wye switch; also 550 feet from wye switch on Northwest Lumber Company's spur. This spur forms tail end of wye at Halmer; this switch much be left in derail position.
THIRTEENTH SUBDIVISION	THIRTEENTH SUBDIVISION
	Orting..... 600 feet east junction switch.
	Mendota..... Connect with Martin Log Spur.

LIST OF SURGEONS

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

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

STANDARD CLOCKS.

Tacoma Centralia Vancouver Portland Hoquiam

WATCH INSPECTORS.

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

BULLETIN STATIONS.

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

REGISTERING STATIONS.

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

TRAIN REGISTER EXCEPTIONS.

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

CLEARANCE EXCEPTIONS.

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

INTERLOCKING PLANTS.

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

SPEED RESTRICTIONS.**Maximum Speeds—**

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

Special Restrictions—

32. Through crossovers and entering sidings, 15 miles per hour.
33. Through interlocking plants speed thirty miles per hour.
34. Between the hours of 7 a. m. and 7 p. m. approach Carrolls prepared to stop account teams hauling logs across Highway crossing at that point.
35. Between the hours of 7 a. m. and 6 p. m. approach private crossing about 1,000 feet west of mile post 110, between Kalama and Martins Bluff under control looking out for logs being hauled across track.
36. Eastward trains entering double track at South Tacoma, 15 miles per hour.
37. Troop trains handling freight cars must not exceed speed of 25 miles per hour.
38. On Big Six and Hyde Coal Company spurs, Tenth Subdivision, 10 miles per hour.
39. Through subway at Olympia and around curve at east end of subway, 15 miles per hour.
- 39-A. Around curve along Chehalis River and for 600 feet west of curve, between Mile Post 62 and 62½, three miles east of Aberdeen Jct., 20 miles per hour.
40. Around high bluffs at Grays Harbor City, 15 miles per hour.
41. Trains handling logs will not exceed 5 miles per hour between west end of Hoquiam River drawbridge and street crossing west of passenger station at Hoquiam.
42. Over the P. S. & W. H. R. R. crossing at Blakeslee Junction, 15 miles per hour.
43. Over Johns River drawbridge west of Markham, 4 miles per hour.
44. Trains handling logs approaching and passing through tunnel west of Yacolt, 10 miles per hour.
45. Class W or other freight engines weighing 201,500 pounds or over, on drivers limited to speed of 30 miles per hour.
46. In any class of service O.-W. R. & N. Co. engines of consolidation and Mikado class limited to speed of 35 miles per hour.
47. Engines with drivers of 48-inch diameter or less, 25 miles per hour.
48. Great Northern engines 500-700 and 1100 series must not exceed 25 miles per hour at any time.
49. All trains approach Cascade Junction under full control looking out for branch line trains.
50. Over P. S. & W. H. R. R. crossings, Seventh Subdivision, 30 miles per hour.
51. Over Chambers Creek drawbridge and Lewis River drawbridge, 25 miles per hour.
52. City or village ordinance restrict speed of trains over highway crossings within corporate limits as follows:
Roy, Bucoda, Centralia, Chehalis, Winlock, Orting, Buckley, Enumelaw, Burnett, 10 miles per hour. Ridgefield, 15 miles per hour. Vader, 12 miles per hour.
53. Over road crossings at Sixth Avenue and Day Island which are within corporate limits of Tacoma, 25 miles per hour. Trains running against current of traffic over these crossings must not exceed six miles per hour account of crossing bells not ringing for trains running against the current of traffic.
54. Limit speed to ten miles an hour on westward track from a point 200 feet east of crossover at mile post 42 to crossover switch at mile post 42 located between Plumb and Tenino.
55. At Raymond over Seventh Street crossing, 10 miles per hour.
56. At Napavine over street crossing just east of depot, 15 miles per hour.

57. At Kelso, over Allen street crossing which leads to bridge over Cowlitz River, just east of freight house, 15 miles per hour.
- 57-A. All trains will approach 13th St. crossing about 500 feet east of Vancouver passenger station under control at speed not to exceed 10 miles per hour and look out for ship yard employees passing over this crossing. In case another train is moving on opposite track over this crossing, approaching train will come to a full stop before engine reaches the crossing.

YARD LIMITS.

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

SWITCHING LIMITS.

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

HELPER DISTRICTS.

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

LAP SIDINGS.

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

MAXIMUM GRADES.

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

USE OF STAFF ON SUBDIVISIONS AND SPURS.

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

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

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

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

J. S. DEAN,
Assistant Superintendent, Tacoma

J. F. ALSIP,
Train Master, Tacoma

C. W. FEE,
Train Master, Tacoma

J. F. COLEMAN,
Train Master, Tacoma

J. F. THOMAS,
Chief Dispatcher, Tacoma

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

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

F. R. BRADBURY, Train Dispatcher
 R. T. SALE, Train Dispatcher
 C. B. SIMMONS, Train Dispatcher

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

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

