NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

Missing Page 14 (probably map of Camp Lewis) and back page (System Map).

TIME

TABLE

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

SUNDAY, JUNE 5, 1921.

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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD,
Assistant General Manager.

A. V. BROWN, General Superintendent. I. B. RICHARDS,
Superintendent of Transportation.

W. C. ALBEE, Superintendent.

J. M. RAPELJE, General Manager.

P. H. McCAULEY,
General Superintendent of Transportation.

1977	}	TACOMA 2.8			1.45AN		L10.10A	انسنا	DV DUCE	T COUN	n nivisi	ION TIME	TARLE	RULES A	ND REGI	JLATION	s. Si	AFF OP	ERATION	BETW	EEN McC	ARVER ST	REET A	ND STA	DIUM.	
BE		the second se							BY PUGE				. IADEL	1			1				L 7.20AM					
CS 3		McCARVER STREET	DN ross Over	2.8 L	1.55AM	AKI	10.20M				L 5.U3rm					_ -	1									
CS 5		RUSTON 4.3	ı								. 6 1 2	1 1 1 4			ZK IAK	¥¥.		11.50P#	9.10		s 7·50		s	11.10		
CS 10	sx	SIXTH AVENUE 6.0 C	DN Cross Over	9.7	2.07		1		m l				<u> </u>		RAL	RAI	- i	12.05AM	9.25	Z	s 8·10		s	11.40		N Z
CS 16	UO	STELL ACOOM	DN	15.7	2.17			MEI	Z	Z Z			5		NN L	ZZ		12.11	9.30	3.5 2	s 8·20			11.50AM		PRAIRIE LINE See page 5
CS 18		KETRON 6.7 C	P Cross Over	17.7	1		1	<	E 20	S e 5			RIE		¥2.	₩ O W		12.35	9.50	page	s 9.00		8	12.20PM		AIRI
CS 24	NU		Tross Over		1	f	i	1	Pag	KAIR se Pa			RAI ee P		ST T	ST.		12.50	10.05	% %	As 9.15AM		5	12.35		PR/ See
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CS 30			Cross Over	29.8				See page 3	7	1	1 1		5		γγ γγ	WAN		1.15	10.35					1.45		
CS 35	MA	CHAMBERS PRAIRIE	cross Over							•		1 .				-		1.25	10.45					2.00		
CS 37		PLUMB 5.4	Cross Over	- 1								1				-		1.45	11.00					2.30		
20 15	NO	TENINO 0.5	DN	43.0	f 3.04	811.05				-	8 6.10	2.20			<u> </u>			1.47	11.01	1 1 1 OP				2.31		L 9.25A
		TENINO JCT.		43.5	3.05	11.06			L 1.02PM	4.26P	6.16	2.21	L10.55A											300		s 9.40
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2027	CN	CENTRALIA 3.7	Cross Over	54.0	3.25 3.30	s 1 1.25 5 1 1.35			s 1:23	s 4.50	s 6.50	s 2.45	s 1 1.45M					563-401				640	600		s 5.30	s11.00
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	NA NA	NAPAVINE	DP	65.1	s 4.03	s12.07	PM		f 1.48	f 5.15	f 7.15	3.15	See page 7	See Page 7							<u> </u>					
		EVALINE		68.2					1.53	5.21	f 7.20	3.21														
	WI	3.1 WINLOCK		71.3	s 4.15	s12.21		_	s 2.00	s 5.28	s 7.27	3.27														
		VADER	DN	77.8	f 4.30	s12.34	:	_	s 2.11	f 5.40	f 7.39	3.40									_					
				80.5	f 4.35	f12.40			f 2.16	5.45	7.44	3.46		1446 1												i
	CA	6.9 CASTLE ROCK	G O D	87.4	s 4.50	s12.53	3		s 2.30	s 6.00	s 7.58	4.01												1		
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CX15	RG	RIDGEFIELD	Cross Over	122.0	s 6.10	s 2.05	5		s 3.37	7.08	f 9.20	5.22	-							<u> </u>	-	-	2.15 407 			
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]	PEL IDA						-	f 3.54	7.25	9.36	5.42	-		-		See page 7	7.15	4.35				2.50		1 1.25	f 4.40
CX23		2.8	Cross Over						_		_	_	_	-	-		L 8.15AM	7.25	4.45				3.00		1.35	4.50
CX25		VANCOUVER JCT.	P Cross Over	133.3	6.38	2.30							_		_[_	-	4 3.10PM		A 1.55	PM A 5.00
	1	VANCOUVER Cros				_1			As 4.05PM			1 -		1	4	.1	. O. 2011	- 1/ 368			1	1 1	- J.IU!"	1	·	
	CS 3 CS 5 CS 10 CS 16 CS 18 CS 24 CS 28 CS 30 CS 35 CS 37 20 15 2020 2025 2027 2031 2032 2038 2040 2044 2050 2053 2066 2071 2077 2081 CX 4 CX 9 CX15 CX21	BETWEEN CS 3 CS 5 CS 10 CS 10 SX CS 16 UO CS 18 CS 24 NU CS 28 SR CS 30 CS 35 MA CS 37 20 15 NO 2020 BU 2025 2027 CN 2031 CH. C.M. &St. 2040 2044 W1 2050 PN 2053 2060 CA 2066 2071 KS	RETWEEN TACOMA AND McC CS 3	Second S	Second S	BETWEEN TACOMA AND McCARVER STREET TRA CS 3	BETWEEN TACOMA AND McCARVER STREET TRAINS WILLIAMS STREET TRAINS WI	BETWEEN TACOMA AND McCARVER STREET TRAINS WILL BE GO	BETWEEN TACOMA AND McCARVER STREET TRAINS WILL BE GOVERNED Cost of the cos	DETWEEN TACOMA AND McCARVER STREET TRAINS WILL BE GOVERNED BY PUGE CS 3	SETWEEN TACOMA AND McCARVER STREET TRAINS WILL BE GOVERNED BY PUGET SOUND S. 1.0.20 S. 1.0.20 S. S. S. S. S. S. S. S	BETWEEN TACOMA AND McCARVER STREET TRAINS WILL BE GOVERNED BY PUGET SOUND DIVIS BY McCARVER STREET COS OVER SS 5	BETWEEN TACOMA AND MCCARVER STREET TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME BS 3	BETWEEN TACOMA AND MICCARVER STREET TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE S	BETWEEN TACOMA AND MCCARVER STREET TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES A 18 3	STATES Control Contr	STATES S	STATES S	STAFF OF STAFF OF	STATE TRANS MICRON STREET TRANS WILL BE COVERNO BY PUGET SOUND DIVISION THE TABLE RULES AND RECULATIONS STATE OF PURTATION STATE STA	Second Part Part	STATE PARTICIPATION AND MICLARIVES STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. STATE OF PERMANDS STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. STATE OF PERMANDS STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. STATE OF PERMANDS STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. TRAINS STATE OF PERMANDS STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. TRAINS STATE OF PERMANDS STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. TRAINS STATE OF PERMANDS STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. TRAINS STATE OF PERMANDS STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. TRAINS STATE OF PERMANDS STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. TRAINS STATE OF PERMANDS STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. TRAINS STATE OF PERMANDS STREET TRAINS WILL BE GOVERNO BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. TRAINS STATE OF PERMANDS STREET TRAINS WILL BE GOVERNOOD BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIATIONS. TRAINS STATE OF PERMANDS STREET TRAINS WILL BE GOVERNOOD BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIRED BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIRED BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIRED BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIRED BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIRED BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIRED BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIRED BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIRED BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIRED BY PUGET SOUND DIVISION TIME TABLE RULES AND REQUIRED BY PUGET SOUND DIVISION TIME TABLE RULES AND REQ	## STAFF OF PRINT ACCORDAND MOCHANIER STREET TRAINS WILL BE GOVERNED BY PUEST SOUND DIVISION TIME TABLE RULES AND RECOULT FROM \$1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	STETIC S	## PAPER PAP	STATE OF CHARLES STATE TRAINS WILL SE OVERHED BY PUCH SOUND DIVISION TIME TABLE RULES AND REQUILATION. STATE OF CHARLES AND REQUILATION. STATE OF CHARLES AND REQUILATION. 1.13.141 6.000 1

BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE RULES AND REGULATIONS. 4.40PM A 8.10PM A 10.30PM A 6.45A 146.4 A 7.20MA 3.10 PORTLAND WCOT | 2121 | VC Ex. Sun Ex. Sun Mon. Wed. Fri. Mon. Wed. Fri. Ex. Sun. Ex. Sun. Ex. Mon. Daily Daily Ex.Sun. Ex. Sun. Ex. Sun. Daily 6.55 7.56 8.25 4.30 7.35 .50 1.55 6.44 .15 .25 .10 ,10 2.58 3.04 4.34 4.52 .47 . 57 4.45 3.52 Time Over Subdivision 9.7 13.2 6.1 19.6 17.8 12.6 13.2 13.2 11.0 29.2 27.4 19.2 30.2 31.3 22.8 28.1 28.5 Average Speed Per Hour

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN McCARVER STREET AND VANCOUVER

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		June 5, 1921. Succeeding No. 46D	oity	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		516 Ex. Sun.	588 Ex. Sun.	680	692	964	966 Tue. Thur. Sat.	970			978
pug		STATIONS	80.82	Nor. Pac.	Nor. Pac.	Nor.Pac.		-	Nor. Pac.	O-W.R.&N	0-W.R.&N		Nor. Pac.							Nor. Pac.			O-W.R.&N	
Portland	Те	elegraph Offices and Calls	Car C	Seattle Express	Seattle Passenger	Grays Harbor Limited	Great Northern	Great Northern	Grays Harbor Passenger	Tacoma- Seattle Express	Seattle Express	Willapa Harbor Passenger	Willapa Harbor Limited	Nor. Pac. Mixed	O-W. R.& N Mixed	Nor. Pac. Mixed	Time Freight	Time Freight	Way Freight	Way Freight	Nor. Pac. Way Freight	Way Freight	Way Freight	Way Freight
	Q	TACOMA DN	-	A 5.25AM	-/-				A12.45PM				Timited					A 4.30AM		A 3.40PM			A11.00AM	
BE	TWEEN	I TACOMA AND McCARVE	R STR	FET TRAI	NS WILL	RF GOV	FRNEN	RV BIIGE		17	¥		DIII ES A	ND BEC	III ATION			PERATIO	N BETW	<u> </u>				
3.6			1	1	m)	DL GOV	LKINED	JI FUGE		1]	(ULES A	ND REG	ULATION				N BEIW					
		McCARVER STREET DN 2.6 Cross Over RUSTON		A 5.15AM	LAKI	LAK			A12.35M	A 9.10PM	A 4.384						A 3.09AM	A 4.00M		A 3.10PM			A10.30AM	7
.0	SX	4.3 SIXTH AVENUE DN	E 73	4.59	VIA ICAN LINE	~~u e			410.00	1 0 5 5	. 400						0.20	-335	-	- 0.45			1000	
7	UO	6.0 Cross Over STEILACOOM DN	W 73	4.45	RIC See I	VI/ ERICAI LIN See Pag	RAIRIE LINE See Page 5	INE	\$12.10	1 8.55	f 4.06	LINE		ACK	N TRACK WABASH		2.38	3.35	四	s 2.45 s 2.10		•	\$10.00	
.7		2.0 Cross Over KETRON P	E 73 W 73	4.40	IME	S	Ze 5	IE LI	f12.05PM		4.00	E 5 5 1		VAB	VAB		2.10	3.00	LINE	f 1.50			s 9.30 f 9.00	492-4
	NU -	6.7 Cross Over NISQUALLY DN			A12.48M	As 7.20PM	AIR e Pa	PRAIRIE See Page	s11.53AM		f 3.45	PRAIRIE See Page 5		NO NO	MAIN TO V		1.45	2.35	IRIE Page	s 1.20			s 8.30	
1	SR	3.8 Cross Over ST. CLAIR DN	50	s 4.13		Ls 7.10PM	P PE		L11.43AM		f 3.34	1		M A I		<u>:</u>	1.35	2.20	PRAII See P	L 1.00PM			s 8.00	- 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1
.6			W 73	4.10		See page 4	Ž	VIA	8	1 8.13		VIA		VIA THIRD MAIN TRACK CENTRALIA TO WABASH	VIA THIRD CENTRALIA		1.28	2.15	A P	See Page 4	-		s 7.50	
. 5	MA	$\begin{array}{c cccc} & 5.1 & \text{Cross Over} \\ \hline \textbf{CHAMBERS PRAIRIE} & \textbf{DN} \\ 2.6 & \text{Cross Over} \end{array}$	E 73 W 73	3.59	s12.25		,			s 8.05				AN LL	FNT		1.08	2.00	5				s 7.30	
.9		PLUMB P 5.4 Cross Over	4	3.54	12.20		e de la companya de l			f 7.58	f 3.10			22	50		1.00	1.30		1			s 6.50	
.4	NO	TENINO DN		f 3.4 3	s12.10					s 7.49	s 2.59						12.31	1.11					₅ 6.30	
9			E 73	3.41	12.08		1 4 4 Q DN	A 1.49M		7.48	0.57	Ā11.10AM					10.30		B 6 40 W					
	BU	TENINO JCT. 3:2 Cross Over BUCODA D	W 74 60	11.	12.03PM		1 4.42	1.42		s 7.42		s11.04	-				12.30 12.05	1.10	8 6.40AM 8 6.30	,			6.15	
.6		5.1 Cross Over WABASH P					- 1.12							A12.15PW	A 1.109W		12.00	12.55					s 6.00	
	CN	2.2 CENTRALIA DN	500	3.20 s 3.15	11.50AM s11.40		4.30	1.30 s 1.25		7.30	2.35	s10.50		L12:10M			11.40%	12.30	L 6.00M		A 4.15PM	4 2.00PM	5.30AM	1 3 3 D BH
	CH C.M.&St.F	3.7 Cross Over CHEHALIS Cross Over D	E 66 W 36		\$11.40 \$11.30		4.30 4.25 4.15			5 7.30 5 7.25 5 7.15	2.35 5 2.25 5 2.15	10.40	s 6.50				11.40PM 11.05 10.50	12.30 12.05AM 11.50PM	- 0.00-			s 1.45		s 2.15
.8	J.M.&St.F	CHEHALIS JCT. P	W 36									L10.20AM	6.40PM						-		L 3.35PM			2.10
.3	NA.	6.5 Cross Over NAPAVINE DP 3.1 Cross Over	E 73 W 73	s 2.50	s11.10		4.00	f12.57		s 7.00	2.00	See page 7	See page 7				10.27	11.25			See page 7	s 1.11 ± 12.25 ₺		s 1.50
.2		EVALINE 3.1	Spur	2.43	f11.02		3.52	12.52		6.52	1.53		-		•		10.17	11.15				12.25% 112.14M		1 1.20
.1	VΙ	WINLOCK D 6.5 Cross Over	74	f 2.35	s10.52		3.42	s12.42	:	s 6.43	1.45						10.07	11.05				s11.59AN		s 1.05
.6	PN	VADER DN 2.7 Cross Over	E 51 W 56	1 2.20	s10.38		3.29	s12.29		s 6.28	1.30			-			9.47	10.45				11.15		*12.35PM 11.59AM
.9		OLEQUA 6.9	Spur	1 2.13	10.30			12.23		6.21	1.23	-		-			9.40	10.35				f11.00		f11.50
.0	CA .	CASTLE ROCK D 6.3 Cross Over	E 69 . W 70	s 1.58	s 1 0. 1 8 974		1 1 1	s12.10™		s 6.08	1.10						9.20	10.18	-			510.41 ₽ 9.20 8		11.30
.7		OSTRANDER 3.6 Cross Over	Spur	f 1.45			1	11.57₩		s 5.55	12.55						9.02	10.00				f 9.00		10.45
	ζS	5.7 Cross Over		s 1.37	<u> </u>		2.51				12.45						8.54	9.52				s 8.45		10.30
4		4.5	Spur	1 1.25			2.39			5.35							8.41	9.40				1 7.45		9.55
9 1	ζA	KALAMA DN 4.3 Cross Over	W 88		s 9.35 978		2.30			s 5.25	12.26						8.32	9.30				7.30 6.30		9.40± 9.20%
6		MARTINS BLUFF 4.8	No Siding	1.04	9.23		2.20	11.20		f 5.13	12.15				`		8.23	9.17				6.15		f 9.05
8	VD	WOODLAND D 5.4 Cross Over	Spur	s12.54	s 9.14	6	2.11	s11.11		s 5.05	12.05AM						8.13	9.05	-	.,		s 6.00		s 8.50
.4	RG.	RIDGEFIELD D	E 114	s12.42	s 9.02		2.00	s11.00		s 4.53	11.53PM						8.01	8.50	•	·		s 5.45		8.20
.2				f12.30	t 8.51			10.50		f 4.43							7.50	8.39						
	·	3.3																				1 5.27		7.50
9		2.8 Cross Over		(12.22						f 4.36						See page 7	7.43	8.31				f 5.20		7.35
1		VANCOUVER JCT. P 3.1 Cross Over		12.16	8.40		1.40	10.40		4.30	11.31					11.10M	7.37	8.25				5.10		7.25
0 1	AX .P.&S.	VANCOUVER Cross Over DN 10.0 Track Conn.	1000	L12.10AM	Ls 8.35M	Į.	s 1.35P	L10.35AM	i	Ls 4.25PM	11.26P					11.004	L 7.30PM	8.15			.	L 5.00AM	i	L 7.15AM
						RTLAND	TRAINS	WILL BE	GOVER	NED BY	SPOKAN	E, PORTL	AND AN	D SEATT	LE RAIL	WAY TI	ME TABI	E RULES	AND R	EGULAT	IONS.		·····	
0	/C	PORTLAND DN		.11.30₩L			1 00PM			4.00PM			Ī			And in contrast of the last of	6.40PM	1						1
-				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily I	ue. Thur. Sat.	Tue. Thur. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
		Time Over Subdivision		5.00	4.03	.10	3.09	3.09	.52	4.40	5.02	.40	.20	.05	.10	.10	7.04	7.20	.40	2.10	.40	5.53	5.00	6.19
		Average Speed Per Hour		26.7	27.6	22.8	29.2	29.2	29.4	28.6	26.5	22.6	13.8	26.4	13.2	18.6	18.8	18.2	13.3	11.7	6.9	14.0	12.4	13.0

DOUBLE TRACK BETWEEN McCARVER STREET AND VANCOUVER MANUAL BLOCK BETWEEN McCARVER STREET AND TENINO AUTOMATIC BLOCK BETWEEN TENINO AND VANCOUVER SPECIAL INSTRUCTIONS PAGES 9, 12, 13 AND 14.

\	WEST) .				ng.	•		(GRAY	SECOND SU S HARBOR LINE	BDIV	ISION.	Branch))									
es,	,)		Time T-11- NT - 47	[_ [FIRST	CLASS				OND CL			THIRD	CLASS							
Scal	Eber	g l	Time Table No. 47 June 5, 1921.	ity of	421	423	571	577	579	581		583	693	697	965	967	983	987			,			
Fuel Fabland	N a	sir	Succeeding No. 46D.	Capacity ngs	Daily	Daily	Daily	Daily	Daily	Daily		Tuesday & Thur.	Ex. Sun.	Ex. Sun.	Mon.Wed. & Fri.	Mon. Wed. & Fri.	Mon.Wed. & Fri.	Ex. Sun.						
Water, Turn Wyes i Limits	ation	Distance St. Clair	STATIONS	Car C Siding							N				1		Nor. Pac. Way Frt							
<u>₩</u>	<u> </u>	- Dix	Telegraph Offices and Calls	000	Passenger See page 1	Nor. Pac. Passenger See page 1	Passenger	Passenger 43	Passenger 117	Passenger		Mixed	Freight	C.M &St.P Freight 161	See page 1		Way Fit	way Frt.						
X	C S 28	0.0	2.9	48	111.17AM s	L 7.15PM s 422							-		\$ 9.15AM									
	C K 18	2.9	1.5	·	s11.27	1.									s 9.40									
	C K 20	4.4	0.0		11.32 466										s 9.55									
W T X	C K 25	9.4	0.6	44	11.429 11.506	7.38 7.45				L 4.55PM					A10.15AM					-				
		10.0	TUMWATER SPUR CROS. 4.7																·			·		
	C K 34	14.7	BELMORE F		f12.05PM	-				f 5.09														
	C K 37	21.3	1.2	l	12.19					s 5.22														
	CK 371/4	22.5	1.9	1	*12.24	i			·	f 5.25										-				
	C K 40	24.4	MIMA 4.2		f12.28					f 5.30			See page 7 3.30AW			See page 7								
W Y X	C K 44	28.6	4.9		\$ 12.35% 12.45%					A 5.50PM 422	` -		3.42	-										
I	C M 5	33.5	OX OAKVILLE DI 6.9 LYTLE I	95 P 34	\$12.55 1 10					-			4.00	-	 	\$ 9.35 10.10 \$10.30				.				
 	C M 12	40.4	1.0		s 1.13				<u> </u>				4.03			\$10.45								
W	C M 13	41.4	1.6		s 1.13 s 1.17	1				-			4.08	-		\$10.50								
		48.0	5.0			1	1. 7.40AM			-			4.30	<u> </u>	ı	1	421		-					
<u>x</u>	C M 19	51.7	3.7	P 29	968-967	\$ 9.19 \$ 9.27	s 7.47			-			4.41	<u> </u>		*11.15AM 1.40PM * 2.00	·	·						
1	C M 25	53.6	1.9 BRADY	Į.		1 9.32	1			-			4.45	-		s 2·15								
₩	C M 29	l	4.1			• 9.43	1						5.10	·		s 3.00								-
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	C M 37		MO MONTESANO DN OW.R.&N. 8.1 Track Conn AJ ABERDEEN JCT. D	n. P 35	1.00	7.25									-				مسسسين	احسسا			1	
X		0.9	JUNCTION CITY		<u> </u>	·				-				-										
1	CR 1	1.5	COSMOPOLIS JCT.	No Siding	<u> </u>	-		-	<u> </u>	-				-	 									
	CG 2		MP COSMOPOLIS	Siding 30	-		<u> </u>					12.30N	-		·									
X_	CR 1	1.5	MP COSMOPOLIS OW.R.&N, 1.4 Track Conf COSMOPOLIS JCT.	No Siding	-					-		12.35									-			-
	CR 8		0.9 O.=W. R. & N. Co. Crossing		-	-		·	 	-				-	<u> </u>		<u> </u>			-				
			SOUTH ABERDEEN	n.	1							12.40			·									1
	CR 13	13.1	MARKHAM	10	·	-	-		 	-		1.15		-			-							
T	CR 16	15.6	2.5 OCOSTA 2.7	P 10		-			·	-		1.30			 					-				
	CR 19	18.3	BAY CITY	Spur	-			 		-	A	1.45PM 584			<u> </u>					-				
- <u>₹</u>	C M 37	65.8	ABERDEEN JCT. D	P 35	f 2.10	f10.01	f 8.15	-		-		001	5.40	1		• 3.30								***************************************
O X	C M 40	68.9	SA ABERDEEN DI OW.R.&N. 3.6 Track Con	N 50	2.20	10.10	s 8.25	L 7.00M	L 6.00P				6.20	L 5.40A	<u> </u>	\$ 4.00		L 7.30M						
WCY	C M 44	72.5		N 200	s 2.40	A10.30P	s 8.45	A 7.15W	A 6.15P	N .			A 6.40M	A 6.00A	M	A 4.15P	L 9.00A	A 7.45P						
OX W	C M 47	76.0	GRAYS HARBOR CITY	No Siding	f 2.58	- 378	f 8.55	300	312	-							f 9.15							
	C M 52	80.4	GRAY GABLES	No Siding	f 3.10		f 9.07			-							1 9.35							
	C M 54	82.0	CHENOIS CREEK	No Siding	f 3.14		f 9.11			-			1			-	1 9:45					-		
	-	84.0	BURROWS 1.2	No Siding	f 3.20		f 9.15										1 9.55							
	C M 56	85.2	TULIPS 0.7	P 40	f 3.23	-	s 9.18										110.05							
	-	85.9	WILDERNESS 2.5	No Siding	1 3.26		f 9.21										f10·10							
	C M 61	88.4	COPALIS 3.2	Spur	s 3.34		s 9.28										s10.40							
	C M 63	91.6		D 24	s 3.45		s 9.40										s11·15							
	C M 64	92.6	ONSLOW 1.9	30	f 3.50		f 9.43										f11.20							
	C M 66	94.5	STEARNSVILLE 1.9	Spur	f 3.58		f 9.49										811.40A							
	C M 68	96.4	ALOHA 1.7	Spur 1	2 4.07		s 9.55										\$12.01P							
W	C M 69	98.1	PACIFIC 1.4	Spur	7 5 4.15		s10.00										*12 ·10			_				
	C M 71	99.5	SUNSET BEACH 1.0	No Siding		1 .	f10.05										*12.20							-
YX	C M 72	100.5	MC MOCLIPS	D 33	A 4.25P		A10.10AN			-		Tuesday			Mon.Wed	Mon.Wed	Mon. Wed		. 4					-
-	-		Time Over Subdivision	-	Daily 4.38	Daily 2.50	Daily 2.30	Daily .15	Daily .15	Daily .55		& Thur. 1.15	Ex. Sun. 3.10	Ex. Sun.	& Fri.	& Fri. 4.00	& Fri. 3.30	Ex. Sun.						
			Average Speed Per Hour		21.0	25.5	21.1	14.4	14.4	20.9		14.5	13,8	10.8	9.4	10.9	8.0	14.4						
	MANIIA	I PIA	EASTWARD TRAIN CK BETWEEN ST. CLA	S ARE	SUPERI	OR TO T	RAINS O	F THE S	SAME CI	ASS IN 1	HE OPPOSITE DI	RECTIO	N, EXC	EPT No.	583 IS S	UPERIO	R TO N	o. 584 C	OSMOPOLIS TO Special inst	BAY CIT	Y. Ns page	S 9, 10.	12, 13 AI	ND 14.
l'	MANUA	L BLU	UN BEIWEEN 31. CLA	ur An	IN ADEN	PEEN /	UU A. ITI.	. I O III	OU F. 171.	POUBL	L INAUN DEIWE	PER AB	ERVEL	ו שוא או	IOQUIAN	VE	IVA 14						أحسك	

		<u> </u>					IRST CL	ASC	(*****	Y'S HARBO		5553	. A PAM		N OLACC						
ime Table No. 47	g	422	ACC	500	566	1	ī .	ī .	E 9 A		I	EOA	204	t	CLASS		1	1	IRD CLAS	S .	
June 5, 1921. Succeeding No. 46D.								ĺ			- I	Tuesday		698		966	968	984	988		·
STATIONS	Distance Moclips	Daily Nor. Pac.	Daily Nor. Pag.	I 	Nor. Pac.		l	Daily O-W R & N	Daily Nor Pag		- [& Thur,					Tu.,Thur.				
egraph Offices and Calls	- AZ	Nor. Pac. Passenger See page 2	Passenger See page 2	Passenger 118	Passenger	Passenger	Passenger	Passenger 44	Passenger			Mixed	Freight	C.M.&St.P Freight 162		Way Frt. See page 2.	Nor. Pac. Wav Frt.	Nor. Pac. Way Frt.	O-W.R.&N Way Frt.		
ST. CLAIR DN	100.5	A 7.1 OP	A11.43AM													As 1.00PM					
1.5		s 703	I													\$12.50				· .	
		s 7.00														s12.10P#		-			
OLYMPIA DP	91.1	6.36	*11:20 11:12						A 1.40PM		_					L11.45AM 421					
MWATER SPUR CROS. 4.7 BELMORE P	90.5	, f 6.24	411.00						f 1·25		_										
6.6		6.10	1					-	s 1.13		_										
1.2 P BORDEAUX JCT. P		5 6.07	.			-			f 1.10		_	<u> </u>						-			
1.9 MIMA P	76.1								f 1.05		_						S				
4.2 GATE DN 4.9	71.9	5.55 ₁₈₈							L12.45PM 421		-		See page 5 A 7.20PM				See page 5 As 2.50PM				
OAKVILLE DP	67.0	s 5.40	\$10.20 \$10.10						421		-		7.05	<u></u>		·	s 2.35			· -	
6.9 LYTLE P	60.1		967 9.55										6.45	 -			s 2.05				
PORTER P		s 5.23	- 1								-		6.40				s 2.00	·			
MALONE DP		5 5.19	1										6.35				s 1.50				
ELMA DN 3.7		5 .05	1				A 7.45M					-	6.20				1.30PH \$10.30AH	421			
1.9		s 4.56	1	_			s 7.35		· ·				6.00				\$10.30AB				
BRADY 4.1		f 4.51					s 7.30						5.50				s 9.55				
MONTESANO DNP R.&N. 8.1 Track Conn. ABERDEEN JCT. DP	42.8	s 4.41	5 9.14 968			aring to the	s 7.20						5.40				8.50 ⁺				
JUNCTION CITY	17.4																		•		
COSMOPOLIS JCT.	16.8										_										
1.4	18.2										-	3050									
COSMOPOLIS JCT.	16.8		<u></u>									3.05PM 3.00						***************************************			
W. R. & N. Co. Crossing	15.9							· .			-										
Track Conn. SOUTH ABERDEEN 10.7			ı		. •	-	a de la companya de l					s 2.55									
MARKHAM 2.5	5.2											s 2·30								4.5	
OCOSTA P	2.7										- ;	s 2·10						,			
BAY CITY	0.0										- i	L 1.5594								7	
ABERDEEN JCT. DP			1				f 6.55				-	1	5.10				8.15 571				
ABERDEEN DN R.&N. 3.6 Track Conn. HOQUIAM DN	31.6	s 4.15 4.10	8.45 8.40	A 1.20PM			s 6.45							A 6.50PM	,	·-	s 7.35		A 7.15AN		
HOQUIAM DN 3.5 RAYS HARBOR CITY	24.5	L 4.00PM	■ 8.30AM I					L10.45PM					4.30PM 967	L 6.35PM 572			L 7.15AM	10.304			
4.4 GRAY GABLES	20.1				f 8.08 f 7.56		· · · · · · · · · · · · · · · · · · ·											f10.10			
CHENOIS CREEK	18.5				f 7.52													f 9.50			
BURROWS	16.5					f 3.26	i				_							f 940			
1.2 TULIPS P	15.3	-			s 7.43		· · ·								<u> </u>			f 930			
WILDERNESS 2.5	14.6				s 7.40						-		<u>. </u>					f 9.18 f 9.10			-
COPALIS 3.2	12.1				s 7.33	s 3.11	s 5.33			<u> </u>		-						9.00			
CARLISLE D	8.9				s 7.25	s 3.01	s 5.25											s 840		·	
ONSLOW 1.9	7.9	-			f 7.21	f 2.56	f 5.21				-							f 8.10			
STEARNSVILLE 1.9	6.0				f 7.16	1.1											·	s 8.00			
ALOHA 1.7	4.1				s 7.11						-							s 7.45			
PACIFIC 1.4 SUNSET BEACH	2.4			1	s 7.07			-			1	-						5 7 30	· · · · · · · · · · · · · · · · · · ·		
MOCLIPS D	1.0	3		•	f 7.03	İ	1											f 720			
MOCLIFS D	00	De''	De"-		7.00AM						-	Tuesday				Tu Thus		7.15AM			
ime Over Subdivision verage Speed Per Hour		2.51	2.50	.15	1.20	1.20	2.45	Daily 15	Daily .55		-		Ex. Sun. 2.50	Ex. Sun.		& Sat.	Tu.,Thur. & Sat. 3.45	& Sat.	Ex. Mon.		
crage opecu Fer Hour		25.5	25.5	14.4	21.0	21.0	18.4	14.4	20.9	-	1	15.6	15.5	14.4		7.5	10.8	8.6	14.4		

TACOMA DIVISION **EASTWARD** THIRD SUBDIVISION.
(AMERICAN LAKE LINE) **WESTWARD** THIRD CLASS FIRST CLASS FIRST CLASS Time Table No. 47 THIRD CLASS 986 408 422 518 520 June 5, 1921 Station Numbers 519 517 423 407 985 Distance from Lakeview Succeeding No. 46D Nor. Pac. Grays Har-bor Limited Passenger O.-W. R. R. & N. Passenger Passenger Nor. Pac. Way Frt. Nor. Pac. Passenger O.-W. R. R. & O.-W. R. R. Gray's Har. Passenger Passenger Nor. Pac. Passenger Nor. Pac Way Frt. Distance Nisqually **STATIONS** Ex. Sun. Ex. Sun. Ex. Sun Daily Daily Ex. Sun. Ex. Sun. Daily Daily Ex. Sun Telegraph Offices and Calls As 3.55PM LAKEVIEW 52 A 1.20M A 7.55M DN 11.6 Ls 6.35PM L10.10AM 1985 0.0 VA 8.00A 3.47 10.14 C K 2 2.5 COUNTRY CLUB 1.15 f 7.47 6.39 8.10 3.45 TILLICUM 7.46 8.6 33 1.146.40 10.15 CK 3 3.0 8.12 3.40 f 7.43 MURRAY 7.1 23 f 1.12 f 6.43 f10.17 CK 5 4.5 8.20 3.30PM AMERICAN LAKE 7.35 A 5.50PM A 8.40PM DN 3.9 31 s 1.05 \$10.25 WX CK 7 7.7 D 8.007 L 5.25PM s 6.55 8.304 8.10PH A 5.35PH As 7.05PH A10.33AH X C8 24 11.6 NU 25 L12.48PM L 7.20PM L 5.40PM L 8.25PM NISQUALLY DN 0.0 See page 1 Ex. Sun. Daily Daily Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Daily Daily Ex. Sun .35 .10 . 15 .25 Time Over Subdivision .32 .23 . 10 .10 .30 .30 20.0 23.4 15.6 Average Speed Per Hour 21.7 23.4 23.4 23.2 30.3 15.4

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

MANUAL BLOCK BETWEEN LAKEVIEW AND NISQUALLY 8:00 A. M. TO 8:45 P. M.

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

WESTWARD.

FOURTH SUBDIVISION. (PRAIRIE LINE)

EASTWARD.

THIRD	CLASS	1		FIRST	CLASS						Ti	Toble No. 47					FIRST	CLASS			THIN	D CLASS	·
997		963	591	459	457	423	407	Scales, Wyes nits.	ber	ď	111	ne Table No. 47 June 5, 1921	n tion		408	422	456	458	592	964	986		
Ex. Sun.	Ex. Sun.	Mon., Wed., Fri.	Daily	Daily	Daily	Daily	Daily	uel, oles, Lin	du D	froi		Succeeding No. 46D	from umeti	acity	Daily	Daily	Daily	Daily	Daily	Tue.,Thur.,Sat.	Ex. Sun.		
Great Northern Way	Nor. Pac. Way Freight	Nor. Pac. Way Freight		Great Northern	Great Northern	Nor. Pac. Grays Harbor Express	Nor. Pac. Portland Passenger	Nater, F Furn Tak ind Yard	Station P	Distance Facoma	Tel	STATIONS . egraph Offices and Calls	Distance Fenino J	Car Cap	Nor. Pac. Seattle Passenger	Nor. Pac. Grays Harbor Limited	Great Northern	Great Northern	Nor. Pac. Willapa Harbor Passenger	Nor. Pac. Way Freight	Nor. Pac. Way Freight		
Freight 7.00AM	L 7.05AM		L 9.35AM	3.05PM	L11.35AM		L 9.45W		1977	0.0	Q	TACOMA DN	39.2		A 1.45PM	A 8.20PM	A 620PM	A 3.10PM	A12.40PM	A11.00AM	A 4.40PM		
		/	BETW	EEN TAC	OMA AN	D SOUT	H TACO	MA.	TRAIN	IS WILL	BE (GOVERNED BY PUGE	T SOUNE	DIV	SION TI	ME TABI	E RULE	S'AND R	EGULATIO	ns.			
L 7.30AM	Ls 7.45AM	Ls 8.45M	Ls 9.50AM	. 3.20PM	L11.50AM	s 6.25PM 456	Ls10.03	W O TX	1981	4.6	SU	SOUTH TACOMA DN 3.6	34.6	70	A 1.30PM	A 8.05PM	A 6.05PM	A 2.55P	A12.25PM	A10.30AM			
f 7.40	As 8.00AM	f 9.00	s 9.57	1 3.27	111.57AM	s 6.35P	A10.104 964		1985	8.2	VA	LAKEVIEW DN 5.0	31.0	52		8		f 2.45	s12·14	9.42	Ls 3.55PM		_
f 7.50	See page 5	1 9.25	f10.05	3.35	1 2.05PM 592	See Page 5	See Page 5		1990	13.2		HILLHURST 6.0	26.0	52	See Page 5	See Page 5	f 5.45	2.38	112.05PM 457	s 9.25	See page 5		
s 8·10		9.55 10.20	s1 0 1 5	3.47	s12.21		-	w	1996	19.2	RY	ROY D 5.5 Lap Siding	20.0	E 62 W 67			5.32	1 2.28	\$11.52AM	s 9.00			
s 8.30		\$10.50	s10·25	1 3.57	f12.32				2002	24.7	YA	YELM D 5.5	14.5	74			f 5.20	1 2.18		s 8.30 997			
s 8.45		*1 1.32AM	s10.35	f 4.07	f12.45				2007	30.2	RA	RAINIER D 4.2 Lap Siding	9.0	E 64 W 73			f 5.08	f 2.08	\$11.32 963	s 8.00			
f 9.00		112.05PM	f10.43	1 4.14	12.52				2011	34.4		McINTOSH P	4.8	74			f 5.00	2.00	f11.22	s 7·30			
s 9.20		*12.25 1.05 457	\$10.53	s 4.24	s 1.00 963			X	2015	39.0	TN	WEST TENINO D	0.2	36	-		• 4 .51	1.51	s11.12	5 7.00			
A 9.25AM		A 1.10PM	A10.55AM	A 4.26M	A 1.02PM			W X		39.2		TENINO JUNCTION	0.0	E 73 W 74			L 4.49M	L 1.49M	L11.10A	L 6.40AM			
See page 1		See page 1	See page 1	See page 1	See page 1									•				See page 2		See page 2			
Ex. Sun.	Ex. Sun.	Mon., Wed., Fri.	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Tue.,Thur.,Sat,	Ex. Sun.		
1.55	. 15	3.20	1.05	1.06	1.12	.10	.07					Time Over Subdivision			.10	.10	1.16 27.3	1.06	27.3	3.22	14.4		
	14.4	10.4	31.9	31.4	28.8	21.6	30.9] [1 .	Average Speed Per Hour	-	4	21.6	21.6	27.3	31.4	21.5 }	• 10.2 T	17.7		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. MANUAL BLOCK BETWEEN SOUTH TACOMA AND LAKEVIEW 8:00 A. M. TO 8:45 P. M.

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

			STWARD.				(BI	UCKLE	EY LIP		CH SUBDIVISION		RANCE	IES)				EAC	STWARD.		
THIRD CLAS	ss	· · · · · · · · · · · · · · · · · · ·	SECOND	CLASS		FIRST CLA	ASS	and	bers	g	Time Table No. 47	7 9	ď	FI	RST CLASS		SE	COND CL	ASS	T T	HIRD CLA
981	971			525	523	597	595	Fuel, Turn Wyes	Numb	Distance from Kanaskat	June 5, 1921 Succeeding No. 46D	Ę	Car Capacity Sidings	596	598	522	526	528		972	1
	Ex. Sun.			Daily	Daily	Daily	Daily	tter, les, bles,	Station	stanc nask	STATIONS	stance	Cal	Daily	Daily	Ex. Sun.	Daily	Sun. Only		Ex. Sun.	
	Way Frt.			Mixed	Mixed		Passenger		Sta	Dis Ka	Telegraph Offices and Calls	Dis	Car	Passenger	Passenger	Mixed	Mixed	Mixed			Way Frt.
	L 6.30AM		-			L 4.00PM	M L 7.40AM	4	A 1	0.0 G	V KANASKAT D	N 44.6	140	A 9.25M	A 7.25PH					A 1.05PM	-
				BETWEEN	PALMER	JCT. AND KAN	ASKAT 7	FRAIN	S WIL	L BE	GOVERNED BY SEAT	TLE D	DIVISI	ON TIME	TABLE RUL	ES AND RE	GULATIC	DNS			
I,	L 6.35AM					L 4.05PM	L 7.45M	1	1932	1.2 J	C PALMER JCT.	D 43.4	70	A 9.18M	A 7.15PM					Af 1.00PM	
	1 6.40					f 4.08	s 7.48	w	1933	2.1	PALMER 1.3	42.5	5 30	f 9.15	\$ 7·10			-		f12.45	
1	1 6.50					s 4.11	s 7.51		1934	3.4	BAYNE 1.3	41.2	Spur	f 9.11	\$ 7.06					112.30	· ·
1	1 6.55					s 4.14	s 7.54		1936	4.7	CUMBERLAND 0.8	39.9	No Siding	1 9.07	\$ 7.02			 		f12.01PM	
f	1 7.00					4.16	7.57		1937	5.5	NACO 2.0		52	9.04	7.00		 	-		f11.50AM	
	7.10					f 4.20	f 8.00		1939	7.5	VEAZIE 3.4	37.1	Spur 10	9.00	f 6.55			-	1	11.25	
s	5 7 20 8 53 595-596					s 4.30	\$ 8.10 971		1942	10.9 CV		D 33.7	52	8.53 971	s 6.47					\$11.00	
5	9-20 972					4 .40	\$ 8.20		1945	14.3 BI	K BUCKLEY I	D 30.3	60	8.43	s 6.35					1 0.00 \$ 9.20 971	
	9.40					4.50	8.30 596	х	1949	18.6	CASCADE JCT.	26.0	No Siding	830 595	6.21					8.50	
				L 9.00AM					CC4	0.0	MORRISTOWN 2.0	يجمدسه أحد	24			2012-12-11-11-12-1	A 8.59 AM	Carte		·	
				\$ 9.08				0	CC 2	2.0 BN	N BURNETT I	D 1.4	63			<u></u> '-	s 8.52			-	
				9.15					1949	3.4	CASCADE JCT.	0.0	No Siding				8.45	i		-	
			AND PARTY OF THE P		1. 2.50₩			T	C B 15	0.0 FX	X FAIRFAX I $_{2.0}$	14.8				A12.05P		A11.00A		-	
					s 3.00				C B 13	2.0	MELMONT 4.1	12.8	Spur 5			\$11.50AM		\$10.50	 	<u> </u>	
										6.1 C	ARBON COAL CO. Crossing	8.7								 -	
					s 3.30				C B 8	7.0 CB		7.8	5			\$11.10		s10·25		-	
L12.30%					s 4.00			T O	C B 5	10.4 W		0 4.4	82			\$10.15		s10.08			A10.20AM
1.00					4.30				1949	14.8	CASCADE JCT.	0.0	No Siding			9.43		9.43			9.50
A 1.05PM	10.10			A 9.20M A	A 4.35PW	• 4.55	5 8.35 972	W C T	1950	19.7 SO	1.1 SOUTH PRAIRIE DP 4.5	24.9		s 8.25	s 6.18	Management of the last of the	L 8.40 AM	9.40AN		8.45 526 \$6.30 595	
f	10.30					f 5.04 f			1955			20.4	73	1 8.11	f 6.03	962	912			1 5.45	
57	11.05					s 5.10 s	8.52	T X	1958	26.9 OC		17.7	51	s 8.06	s 5.58			·		5 5.30	
r,	11.20		-			. 5.17 s	9.00		1961	30.3	· · · · · · · · · · · · · · · · · · ·	14.3	Spur 8	1 7.58	s 5.50					s 4.50	
17	11.30					f 5.20 s			1963	32.4	ALDERTON 2.4	12.2	25	1 7.55	s 5.45					s 4.30	
A	11.45AM					A 5.25M A	9.10AN	Y W X	1966	34.8	MEEKER 9.8	9.8		L 7.504	L 5.40PM					L 4.00M	
				BETWEEN P	MEEKER /	AND TACOMA,	TRAINS	WILL	BE G	OVER	NED BY PUGET SOUN	D DI	VISIO	N TIME	TABLE RULES	S AND REGI	ULATION	is			
	1.00PM					A 5.50PM	l		1976	44.6 Q	TACOMA DN	0.0		L 7.30#	L 5.15PM			-		L 3.00AM	
	Ex. Sun.			Daily	Daily	Daily	Daily							Daily	Daily	Ex. Sun.	Daily	Sun. Only		Ex. Sun.	Ex. Sun.
.35	3.47	i i	1	.20	1.45	1.20	1.25		. I	(I	Time Over Subdivision	1 1		1.28	1.35	2.25	.19	1.20		6.05	.35

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

DOUBLE TRACK BETWEEN CASCADE JUNCTION AND SOUTH PRAIRIE

SPECIAL INSTRUCTIONS PAGES 10, 11, 12, 13 AND 14.

SECOND CLASS	WESTWARD.	SIXTH SUBDIVISION. (GREEN RIVER BRANCH)	EASTWARD.	WESTWARD. SEVENTH SUBDIVISION. EASTWARD (CROCKER BRANCH)
2.30 12.4 KANGLEY JCT. 2.3 15 11.30M SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14 14.0 SELLECK 3.6 11.15 WESTWARD. EIGHTH SUBDIVISION (ORTING BRANCH) EASTWARD EA	531 Ex. Sun. Mixed L 1.10PM 532 s 1.20 1.50	Time 1 able 100. 47 June 5, 1921 Succeeding No. 46D STATIONS STATIONS Telegraph Offices and Calls Supply 1.6 Station S	Ex. Sun. Mixed A 1.00PM 531 \$12.50 12.10	Time Table No. 47 June 5, 1921 Succeeding No. 46D STATIONS Tolegraph Offices and Calls WO CD 5 0.0 WINGATE Tolegraph Offices and Calls WO CD 5 0.0 WINGATE Tolegraph Offices and Calls Tolegraph Offi
13.9 C. M. & St. P. Ry. Crossing 3.8		12.4 KANGLEY JCT. 2.3 15 1.6 CJ 4 14.0 SELLECK 3.9	11.3OAM	SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14 WESTWARD. EIGHTH SUBDIVISION EASTWAR
A 3.00PM WY OX A1 14.7 GV KANASKAT DN 0.0 75 L10.15AM 1.3 C. M. & St. P. Ry. Crossing 1.0 1.50 Time Över Subdivision 2.45 8.0 Average Speed Per Hour 5.3 WT 1958 10.0 GG ORTING D 0.0 51 O.0 LAKE KAPOWSIN 10.0 10.0	■ 2.35	0.9 13.0 YANDELL 0.6 2.9 CJ 2 12.4 KANGLEY JCT. 0.3 12.7 HIAWATHA .06 2.0 Spur	10.40 \$10.35	
1.50	A 3.00PM		L10.15M	1.3 C. M. & St. P. Ry. Crossing 1.0 10.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.
SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14 SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14	8.0	Average Speed Per Hour ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE O	5.3	TOTAL TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECT

HIRD C	LASS	SECON	D CLASS	FIRST CLA	SS	_		s, and		Time Table No. 47				FIRST	CLASS	SECOND CLASS	THIF	RD CLAS
987	967		693	577	505	503	501	Scale Wye	P Pers	June 5, 1921	r of	502	504	506	578	694	968	988
Ex. Sun	Mo., We	ī. .	Ex. Sun.	Daily	Daily	Daily	Daily	Fuel, ables, imits.	Num ce fro	Succeeding No. 46D	pacity	Daily	Daily	Daily	Daily	Ex. Sun.	Tu.,Thur. & Sat.	Ex. Mon.
O-W.R.& Way Fr	Nor. Pac Way Frt		Nor. Pac. Freight	O-W.R.& N Passenger 43	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Water, Furn T Yard L	Station	STATIONS Telegraph Offices and Calls	Gate Car Ca Siding	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger	Nor. Pac. Freight	Nor. Pac. Way Frt.	O-W.R.&N Way Frt. 52
L 8.00	AM L 7.30	w	L 2.30AM	 		L11.55AM						A11.05M	A 6.30M	9.20PM	A 2.00M	A 8.25PM	A 4.00P	A12.01PM
A 8.15	AM 7.40		240	A 3.07M	7.5 6	12.01PM	9.40	X		OW. R. & N. Co. Crossing Interlocked Track Conn. C. M. & St. P. Ry. Crossing	.4	10.55	6.20	9.05	L 1.45M	8.18	3.51	L11.45M
	7.42		2.41		7.57	12.02	9.41	X		() .]	.8 71	10.54	6.19	9.04		8.17	• 3.50	
	\$ 8.05		2.52		s 8.07	s12.12	f 9.50	CI	K 51	GRAND MOUND P 7	.3 60	\$10.4 6	s 6.11	f 8.55		8.07 505	• 3.35	
	• 8.30		3.05		8.17	s12·25	f10.00	C:	K 47 1	1.0 RH ROCHESTER DP 2	.6 65	\$10.37	6.02	s 8.45		7.30	• 3.15	
		_			·				1	1.0 C. M. & St. P. CROSSING 2.6	.6	-						
	A 8.45	AM.	A 3.15AM		A 8.25PM	A12.35PM	A1 0.15AN	WY C	K44 1	3.6 HK GATE D 0	.0 82	L10.30M	. 5.55™	L 8.35™ 505		L 7.20PM	L 3.00P	
Ex. Su	Mo., Wed. &	ri. 3	Ex. Sun. see page 3	Daily	Daily	Dally	Daily					Daily	Daily	Daily	Daily	Ex. Sun. see page 4	Tu.,Thur. & Sat.	Ex. Mon.
		_	.45	 	.35	.40	.40			Time Over Subdivision		.35	.35	.45	.15	1.05	1.00	.16

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT
No. 501 IS SUPERIOR TO No. 502, CENTRALIA TO GATE.
No. 505 IS SUPERIOR TO No. 506, CENTRALIA TO GATE.

DOUBLE TRACK BETWEEN CENTRALIA AND BLAKESLEE JUNCTION MANUAL BLOCK BETWEEN BLAKESLEE JUNCTION AND GATE, 7:00 A. M. TO 11:00 P. M.

SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14

TACOMA DIVISION

EASTWARD. TWELFTH SUBDIVISION. **EASTWARD** WESTWARD. TENTH SUBDIVISION WESTWARD YACOLT BRANCH (MENDOTA BRANCH) 2d Class SECOND - CLASS 2d Class SECOND - CLASS Time Table No. 47 Time Table No. 47 Num June 5, 1921. 514 513 587 Distance fro 588 June 5. 1921 Station Numbers Succeeding No. 46D Car Capacity of Siding Station Succeeding No 46D Ex. Sun 2 8 Ex. Sun Distance fron Mendota Ex. Sun. Ex. Sun STATIONS Sidi Mixed Mixed Telegraph Offices and Calls Mixed Mixed STATIONS YACOLT 2.2 26.9 35 A 2.00PM 6.004 C Y 27 0.0 YC Telegraph Offices and Calls MOULTON 4.4 24.7 Spur 1.50 6.10 C Y 25 2 2 A12.55PM **MENDOTA** P 8.6 24 L 1.15P CO 9 0.0 WALL 1.5 6.25 20.3 No 1.25 CY 20 1.25 CO 6 2.9 PACKWOOD 5.7 Spur 12.45 HEISON 18.8 31 1.15 6.40 CY 19 8.1 L12.15PM A 1.55P 2025 8.6 WABASH P 0.0 17.0 Spur s 1.00 6.45 CY 17 9.9 CRAWFORD Ex. Sun. Ex. Sun 7.10 CY 14 12.8 BA BATTLE GROUND D 14.1 31 s12.45 .40 .40 Time Over Subdivision 12.9 Average Speed Per Hour 12.9 s12.15PM 7.30 BRUSH PRAIRIE 9.9 26 CY 10 17. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14. f11.55AM 7.35 8.2 No CY 8 18.7 LAURIN 1.4 EASTWARD. WESTWARD. ELEVENTH SUBDIVISION HOMAN 1.1 6.8 Spur f11.50 7.45 CY 7 20.1 (WILLAPA HARBOR LINE) FIRST CLASS | THIRD CLASS f11.35 f 7.50 CY 6 21.2 BARBERTON 5.7 Spur THIRD CLASS | FIRST CLASS Time Table No. 47 970 594 592 **593** 969 591 8.00 HIDDEN 3.4 11.25 CY 3 23. June 5, 1921. Succeeding No. 46D Ex. Sun. Daily Daily Ex. Sun Daily Daily L11.10AM As 8.154 C X 25 26.9 VJ VANCOUVER JCT. DP 0.0 No ž S S Distance Chebalis ee page 2 ee page 2 See page 2 See page ee page 1 See page 1 STATIONS Ex. Sun. Ex. Sun Way Freight Way Freight assenger Passenge Telegraph Offices and Calls 2.50 2.15 Time Over Subdivision 3.35PM P 56.5 Y A10.20MA 6.40PM L 6.45AML 8.10PM L12.12P Y 2032 0.0 CHEHALIS JCT. 9.5 11.9 Average Speed Per Hour EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. 1.0 C. M. & St. P. RY. CROSSING 55.£ Interlocked 2.4 SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14 3.10 LITTELL D 53.1 24 s10.13 s 6.33 7.05 8.20 \$12.20 CW 2 3.4 ADNA 2.5 29 10.07 6.27 2.25 D 51.8 CW 5 4.7 X s 7.15 8.24 \$12.25 EASTWARD. WESTWARD. THIRTEENTH SUBDIVISION. 2.05 C W 8 BUNKER 49.3 Spu 10.00 1 6.20 7.25 8.30 f12.32 7.2 **ELMA BRANCH** W2.4 m C W 10 10.1 West CERES 46.4 30 9.53 6.13 1.40 8.38 **\$12.40** s 7.55 SECOND CLASS SECOND CLASS Time Table No. 47 1.20 43.9 Spur 9.46 1 6.06 MESKILL 8.20 8.44 f12.48 C W 12 12.6 Nan June 5, 1921. 552 551 Succeeding No. 46D Car Cap Sidings 16.2 LUEDINGHAUS R. R. Crossing 0.1 Track Conn. Station Ex. Sun Ex. Sun STATIONS Dist Mixed 9.36 s 5.56 Mixed Telegraph Offices and Calls DRYAD 28 1.005 9.36 8.54 s1 2.58 CW 16 16.3 DR D 40.2 CH 10 0.0 10, 1 Spur STIMSON 16.8 C. M. & St. P. RY. CROSSING 39.7 Interlocked 0.8 MILLPORT 9.0 812.15PM D 38.9 Spur 35 s 9.32 s 5.52 8.58 \$ 1.02 C W 17 17.6 DO DOTY s 9.50 HILLGKOAF C H71/2 3.8 7.8 Spur PE ELL WX CW 22 22.3 PL 9.20 | 5.40 s 1 0.10 9.11 s 1.15 D 34.2 61 11.55M McCLEARY JUNCTION CH 7 2.5 McCORMICK R.R. CROSSING 8.4 Spur 15 A 2.20PM 3.15P CH 8 3.3 McCLEARY 0.8 32.9 23.6 McCORMICK 32.3 Spur 15 s 9.13 s 5.33 \$11.10 C W 24 24.2 \$12.01PM s 9.17 s 1.21 McCLEARY JUNCTION 2.15 3.18 CH 7 2.5 WALVILLE 30.4 Spur 15 s 9.07 s 5.27 **\$10.40** s12.20 9.24 s 1.27 C W 26 26.1 5.0 Spur 2.08 s 3.25 CH 5 5.1 **PLUVIUS** f 9.00 f 5.20 10.10 27.6 28 f12.40 9.32 f 1.35 T CW 29 28.9 VHITE LUMBER Co. R. R. C. FRANCES 8.37 4.55 9.30 DP 21.2 56 9.50 s 1.52 C W 35 35.3 FR WHITE s 2.05 4.1 Spur 5 s 3.45 W CH 4 6.0 GLOBE 8.23 f 4.50 9.05 9.55 s 1.55 C W 87 36.7 ELMA 69 1.40P T CM 19 10.1 EF As 4.00P LEBAM 9.00 2.10 8.20 4.46 9.59 s 1.58 C W 38 38.0 BM 18.5 8 Ex. Sun. Ex. Sun. NALLPEE 15.3 Spur 8.43 CW411 41.2 8.10 4.38 2.20 f10.07 s 2.06 Time Over Subdivision Average Speed Per Hour HOLCOMB 8.40 14.2 31 8.07 \$ 4.35 C W 42 42.3 2.25 s10.11 s 2.10 EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. MENLO • 7.53 • 4.25 8.25 10.0 2.40 \$10.23 \$ 2.23 C W 46 46.8 SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14. WILLAPA C W 50 50.5 7.40 \$ 4.15 8.10 3.00 \$10.35 \$ 2.35 6.6 14 C W 53 53.1 ND RAYMOND 7.32 • 4.10 s 3.30 \$10.50 \$ 2.50 3.4 72 8.00 7.20ML 4.00ML 7.30M 3.45PM A11.00PM A 3.00PM WCT CW 57 56.5 SB SOUTH BEND 0.0 66 Daily Ex. Sun. Daily Daily Daily Ex. Sun. Time Over Subdivision 2.40 6.43 2.50 3.00 7.00 18.9 21.2 19.9 21.0 Average Speed Per Hour EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14.

FIRST SUBDIVISION.

(MAIN LINE)

- 1. Pusher District—Between Centralia and Vader.
- 2. Drawbridge Interlocking—Chambers Creek, 1.4 miles east of Steilacoom. Lewis River, 2.5 miles west of Woodland
- 3. 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.
- 4. At Centralia and Chehalis normal position of crossing gates over the several industry spurs which cross the C. M. & St. P. Ry. main track will be set and locked across the spurs, and when train on spur desires to use crossing, gates will be swung across C. M. & St. P. Ry. main track.
- 5. At Nisqually—Train order signal next to depot governs First Subdivision trains, and signal next the Third Subdivision track governs Third Subdivision trains.
- 6. At Ketron and Plumb-Telephones on Dispatchers circuit are located in
- 7. Between Ruston and Sixth Avenue head lights and tail lights will be used while passing through Nelson Bennett Tunnel. Flat cars loaded with logs in the ordinary manner will not be handled through

Nelson Bennett and Ostrander tunnels or across Lewis River. This does not apply to short logs loaded in gondolas and properly secured.

Rock loaded on flat cars must not be handled through Nelson Bennett Tunnel unless secured on cars with side boards.

- Stadium Instead of McCarver Street is Manual Block Office controlling westward trains entering the Block and double track at McCarver Street.
- 9. At Kalama-When doing switching on Salmon track, enough cars must be used so that engine will not go on trestle. Engines must move slowly on Kalama Lumber & Shingle Co. spur.
- 10. At Napavine—Trains using Newaukum Valley Railway tracks will do so under
- 11. At Ridgefield—Cars must not be placed on O.-W. R. & N. Co. Tie Spur between switch and lower road crossing at Shingle Mill, and, on account of heavy grade, cars must be fully secured when left standing. Eastward siding will be used as storage track
- At Hermione Powder Spur—There is a 2.7 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 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 control, at very low speed, and see that movement over road crossing is fully safeguarded.
- 13. At Vancouver—Junction switch at east end of Columbia River Bridge will be set and locked for N. P. main line.

 Trains and switch engines using track leading to wharf will come to a stop before crossing S. P. & S. Ry. crossing, and will not proceed until a man has been sent

ahead to flag the crossing. 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 control before passing station, expecting to find main line occupied.

- 14. At Portland-Trains will be governed by the rules of the Northern Pacific Terminal Company while in Portland yard.
- 15. Logs must not be moved in trains after dark, except between Chehalis and Centralia, in which case a trainman will be stationed on the rear platform of the caboose with lighted lantern or fusee to watch for logs that may be lost from cars and obstruct opposite track.

Trains handling logs must not be permitted to meet passenger trains between stations and must not be permitted to meet any trains between stations after dark. Conductors will notify Dispatcher when there are logs in the train and secure train order that opposing trains are held as provided above. Cars with logs must be inspected to be sure they are safely loaded and secured.

16. Speed Restrictions—Passenger trains must not exceed a speed of one minute or sixty seconds per mile, and freight trains thirty-five (35) miles per hour. Class W, or other freight engines, weighing 201,500 pounds or over on drivers; thirty (30) miles per hour.

Engines with drivers 48 inches in diameter, or less; twenty-five (25) miles per

O.-W. R. & N. engines of Consolidation, or Mikado class; thirty-five (35) miles per hour, except Mikado class with drivers 63 inches diameter, or over, handling passenger trains; fifty (50) miles per hour. Mallet class of 3800 series, fifteen (15) miles per hour, and of 3600 series, twenty (20) miles per hour. Great Northern engines of 500, 700 and 1100 series; twenty-five (25) miles per

City or Village ordinances restrict speed of trains over highway crossings within

corporate limits as follows: Chehalis and Winlock, six (6) miles per hour, Centralia, ten (10) miles per hour. Bucoda and Ridgefield, fifteen (15) miles per hour. Vader, twelve (12) miles per hour.

At Sixth Avenue, over Sixth Avenue and Day Island street crossings, twenty-five

SPECIAL INSTRUCTIONS.

(25) miles per hour. Trains running against current of traffic over these crossings six (6) miles per hour.

At Napavine, over street crossing just east of depot, fifteen (15) miles per hour. At Kelso, over Allen Street leading to bridge over Cowlitz River, fifteen (15) miles per hour.

At Vancouver, 13th Street crossing (500 feet east of passenger station) ten (10) miles per hour. Look out for ship yard employes. In case train is moving on opposite track over the crossing, approaching train will come to stop before reaching crossing.

Between Plumb and Tenino, ten (10) miles per hour on Westward track from a point 200 feet east of crossover at Mile Post 42 to crossover switch at Mile Post

Lewis River and Chambers Creek bridges, ten (10) miles per hour over rail-locks at ends of draw spans. At Carrolls, between 7:00 a. m. and 7:00 p. m., approaching highway crossing

17. Special Stops, Connections, Etc.—

No. 402 will stop at stations east of Centralia to discharge passengers originating

No. 407 will leave Grays Harbor line transfer at Nisqually for No. 421.

No. 407 will stop on flag at St. Clair for passengers for points west and to discharge passengers from South Tacoma, Lakeview, Murray and American Lake. No. 408 will stop at Bucoda to discharge passengers from west of Chehalis and for passengers for American Lake, Murray and Olympia.

No. 408 will stop at Nisqually on flag for passengers for American Lake and

No. 408 on Sundays will slow up at Vancouver Junction to throw off papers. Nos. 458 and 459 will stop on flag at stations between Tacoma and Portland for passengers to or from Spokane or east.

No. 514 will connect with Nos. 407 and 408 at Centralia. No. 561 will connect with No. 504 at Centralia.

prepared to stop account teams hauling logs across track.

No. 563 will stop at stations west of Centralia to discharge passengers originating at points where No. 401 does not stop. No. 564 will dispatch United States mail at St. Clair.

No. 591 will connect with No. 407 at Centralia.

18. Register Stations-

Tacoma Passenger Station. Centralia Passenger Station. Vancouver Passenger Station.

19. Bulletin Stations-

Tacoma							
Centralia	Passenger	Station,	Round	House,	Yard	Offi	ce.
Vancouver	Passenger	Station,	Round	House.			
Portland				,			

20. Standard Time Clocks-

Tacoma Passenger Station. Centralia Passenger Station. Vancouver Passenger Station.

21. Watch Inspectors-

R. Vaeth, 924 Pacific Ave., Tacoma. Ben Salick, Centralia. Coovert & Carter, Vancouver. W. H. Sexton, 245 Washington St., Portland.

22 Derail Switches-

all Onicollos	
West Tacoma	Spur Track.
Olegard	East End Spur.
Nisqually	. Team Track and Set Out Track.
Plumb	Spur Track.
Chain Hill Lumber Co	.Spur Track.
Bucoda	Bucoda Lumber Co. Spur.
Wabash	Interlocking Derail on OW. R. & N. con-
	nection.
Chehalis	On Coal Creek Lumber Co., Track about 250
	feet from passing track switch. East end
	track No. 2, 165 feet from main line switch.
Napavine	On Somerville and Emery Nelson spur tracks.
	On House track 110 feet west of switch con-
	nection with passing track.
Evaline	
Winlock	West End Passing Track.
Menefee	.500 feet from main line switch.
Olequa	. House Track.
Castle Rock	. 150 feet from main track on Silver Lake Log
	R. R.
Carrolls	. House Track.
	.250 feet from main track; 66 feet east of
	Powder Magazine also safety switch same
	track about 900 feet east of magazine.
Ridgefield	OW. R. & N. Tie Spur, 600 feet from passing
	track switch.
Knapp	. House Track.
Vancouver	On Wood Spur and Cannery Spur, both on
	switch leading to wharf freight house.

East end lead No. 1 track on N. P. side.

McNelly	100 feet from main track.	
Kyro	East and west end of Industry Track,	200
	foot from switch	

23.	Commercial Spurs—	Miles from	Car
		Tacoma	Capacity
	Pioneer Sand & Gravel Co	. 13.0	60
	Cascade Paper Co. (West Tacoma)	. 14.4	6
	Olegard	. 26.1	30
	Chain Hill Lumber Co	41.2	4
	Menefee	. 73.2	24
	McNelly		4
	Hermione	. 110.1	$3\overline{0}$

ii)

SECOND SUBDIVISION. (GRAYS HARBOR LINE)

Automatic Signals—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.

Eastward trains or engines finding signals 1 or 2 at stop will protect against westward trains coming out of tunnel. Signal No. 3 will govern eastward movement from passing track. Trains or engines coming from Jefferson Street line must have clear indication from signal No. 4 before opening main track switch.

2. Drawbridge Interlocking-

Wishkah River......Aberdeen.

- 3. At Gate trains will approach expecting to find Ninth Subdivision trains turning on wye. Normal position of switch connecting west leg of wye and passing track is for passing track
- 4. Gravel Bunkers, Mile Post 58.6, bunkers will not clear man on top or side of car.
- 5. At Montesano depot is located one-half mile west of passing siding.
- 6. At Aberdeen Junction—No. 1 siding north of main line will be used as repair track between 6:00 A. M. and 6:00 P. M., during which time it is prohibited to switch or place cars on this track without first obtaining a Repair Track Clearance from Car Repairer.
- 7. At Olympia crossing gate, with light at night, is maintained at Tumwater Spur crossing. Normal position of gate is locked across spur. Trains must be prepared to stop when gate is set against them.
- 8. At Olympia and Cosmopolis—Northern Pacific trains will protect themselves
- 9. At Bordeaux Junction on the Mason County Logging Company tracks a siding is located 1985 feet from the Junction switch where interchange of cars will be made. Northern Pacific trains will look out for the Logging Co. trains and must not block their passenger trains from connecting with Nos. 466, 421, 422 and 423.
- 10. At Aberdeen all trains and engines will move under control within Yard Limits. The normal position of switch at the end of double track, 250 feet east of passenger station, is for eastward trains, and normal position of Junction switch, ten feet east of double track switch, is for the O.-W. R. & N. track.
- 11. At South Aberdeen and Cosmopolis trains and yard engines will stop at grade crossings of the O.-W. R. & N. Co. industry tracks.
- 12. At Hoquiam all trains and engines will move under control within yard limits. This rule must be observed while passing through the limits of Hoquiam River drawbridge interlocking plant.

At the draw bridge, gauntlet extends 496 feet from the double track frog to the double track switch points. The second signal east of draw bridge may indicate clear while a train or engine occupies the gauntlet.

Staff System Hoquiam River Spur—No train or engine will move on the Hoquiam River Spur until they have obtaned a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this spur. After completion of trip staff must be returned to the staff box.

13. Bridge Restrictions—St. Clair to Moclips: Speed will be restricted over Bridge 9, Des Chutes River; Bridge 46, Cloquallum River; Bridge 86, Humptulips River and Bridge 91.1, Chehalis River, as follows:

Engines classes S1, S2, S3, S4 and Q eight (8) miles per hour.

Double header engines class F1, eight (8) miles per hour.

Engine classes T, Q1 and heavier not permitted.

Speed will be restricted over draw spans of Bridge 68, Wishkah River, and Bridge 72, Hoquiam River to twenty (20) miles per hour. Aberdeen Junction to Ocosta: Speed will be restricted over Bridge 1, Chehalis

River, and Bridge 13, Johns River, as follows:
Engines classes S, S1, S2, S3, S4 and Q eight (8) miles per hour.
Engine classes T, Q1 and heavier not permitted.

At Malone: Engines not permitted on Vance Lumber Co. trestle.

SPECIAL INSTRUCTIONS.

Miles from

SECOND SUBDIVISION—Continued. (GRAYS HARBOR LINE-Continued.)

14. Engine Restrictions-

St. Clair to Moclips: Engine classes heavier than S4 not permitted.

Aberdeen Junction to Cosmopolis, Cosmopolis Junction to Bay City: Engines classes heavier than F1 not permitted.

At Markham: Engines not permitted on Red Cedar Shingle Co. spur.

15. Speed Restrictions-

Passenger trains fifty (50) miles per hour between St. Clair and Hoquiam; thirty-five (35) miles per hour between Hoquiam and Copalis; twenty-five (25) miles per hour between Copalis and Moclips.

Freight trains twenty-five (25) miles per hour between Hoquiam and Copalis; fifteen (15) miles per hour between Copalis and Moclips.

All trains twenty (20) miles per hour between Aberdeen Junction and Bay City. Through Subway at Olympia, and around curve at east end of subway, fifteen (15) miles per hour.

Around curve along Chehalis River, and for 600 feet west of curve, between Mile Post 62 and 62½, three miles east of Aberdeen Junction, twenty (20) miles per

Around high bluffs at Grays Harbor City, fifteen (15) miles per hour.

Over Johns River drawbridge, west of Markham, four (4) miles per hour.

Over rail-locks at ends of draw spans Wishkah River at Aberdeen, and Hoquiam River at Hoquiam; ten (10) miles per hour.

Trains handling logs, five (5) miles per hour between west end Hoquiam River drawbridge and street crossing west of passenger station at Hoquiam.

16. Special Stops, Connections, etc.—

No. 422 will stop on flag at Mima Sunday only.

No. 466 will stop at Wynooche Spur to discharge passengers. Nos. 421 and 466 will stop on flag at North Bay Lumber Co. Mill one mile east of

Nos. 421, 422, 423, 466 will stop on flag at Gibson Creek; also, at Golf Links 3 miles east of Aberdeen Junction

17. Register Stations-

St. Clair		
Olympia		
Gate	,	

Elma Aberdeen Hoquiam

Moclips Cosmopolis

18. Register Exceptions-

At St. Clair trains will register by ticket, Form 608, and will be furnished Register

19. Clearance Exceptions-

At St. Clair westward trains will not require clearance if train order signal is in clear position.

20. Bulletin Stations-

Elma

Hoquiam

21. Standard Time Clock-

Hoquiam

22. Watch Inspectors—

S. J. Stietglitz......Aberdeen. Talcott Bros.....Olympia.

23. Derail Switches—

Union Mills	. West end rollway spur.
Belmore	
	. Mason County Log Spur.
	Coal Track and west end passing track.
Smith & Prosser	
Lytles	
	. East end spur track and west end mill track.
	East end of Horn Track.
Satsop	East end of siding.
Brady	. West end of siding and Hayes spur.
	Switch leading to industry spur west end of Te
	Track to be left set for spur to act as derail
•	Team Track.
Weatherwax	. 188 feet from main track.
**** 1	TTT : 1 A

Wynooche......West end of spur. Copalis . Log spur 500 feet west of station.
Carlisle . East end of siding.

Joe Creek . Log spur just west of Aloha.
Gibson Creek . Both ends of siding.

Weatherwax Lmbr. Co. spur......150 feet from main track.

St. Clair.... East end of siding.

24. Commercial Spur-

			MILES HOLL	Ca ₁
		1	St. Clair	Capacity
Black Lake	.,		13.2	3
Smith & Prosser				20
Gibson Creek			38.0	25
Weatherwax			58.6	25
Gravel Bunkers			58.6	12
Standard Oil Co			58.7	3
Stockwell		· · · · · · · · · · · · · · · · · · ·	59.4	4
Wynooche			60.4	20
North Bay Lumber Co			* 79.0	6
Grays Harbor County			80.0	8
Linde				4
Joe Creek			97.4	2

THIRD SUBDIVISION.

(AMERICAN LAKE LINE)

- At Nisqually train order signal next to Third Subdivision track governs Third Subdivision trains, and the signal next to depot governs First Subdivision trains.
- 2. At Lakeview, operators will handle switches for First Class trains to and from
- 3. At American Lake, entrance to Dupont Powder Co. plant protected by gate across the spur near Cap Magazine.

Staff System Dupont Spur: No train or engine will move on the Dupont Powder Co. spur until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this spur. After completion of the trip the staff must be returned to the staff box.

Cantonment Tracks: See diagram page 14.

North and South lines operated under staff system.

Speed of fifteen (15) miles per hour must never be exceeded.

Train must stop and flagman protect movement when backing or pushing cars ahead of engine over street crossings. All movements over Pacific Highway must be protected by flagman.

Toilets must be kept locked and no refuse thrown from trains on Cantonment Tracks, Camp Lewis, Nisqually, or inside yard limits American Lake. At Remount Station, loading platform will not clear man on side of car.

Trains using North and South lines will move under control at all times expecting to find cars spotted at different locations on these tracks.

Staff System North and South Lines: No train or engine will move on the North line until they have obtained a staff from the North Line staff box at the Junction switch, and will not move on the South Line until they have obtained a staff from the South Line staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on that line and after completion of the trip the staff must be returned to the staff box from which it was obtained.

4. Speed Restrictions-

Passenger trains fifty (50) miles per hour.

At Murray, ten (10) miles per hour over road crossing just east of station.

At American Lake, approach road crossings at east and west end Green Park with caution; ring bell and sound whistle.

5. Register Stations-

Nisqually Lakeview American Lake for trains originating and terminating.

6. Register Exceptions-

At Nisqually and Lakeview trains register by ticket, Form 608, and will be furnished check of register by train order or Form 602.

7. Clearance Exceptions—

At Nisqually trains will not require clearance if train order signal is in clear posi-

8. Derail Switches-

for

Lakeview.....Standard Oil Spur. Green Park Spur 177 feet from main track. Camp Lewis Lmbr. Co. spur 400 feet from main

> House Track switch will be set for House Track to act as derail for west end of passing track.

FOURTH SUBDIVISION.

(PRAIRIE LINE)

- 1. Pusher District between West Tenino and Rainier.
- 2. At Tenino Junction, westward trains must stop clear of automatic signal No. 43.5, and if switch indicator shows block on the First Subdivision is clear, will open Junction and Crossover switches leading to the First Subdivision eastward main track: then, if signal 43.5 indicates caution, crossover movement may be made, but if signal 43.5 indicates stop, the movement must be protected by flag.
- 3. At South Tacoma, normal position of double track switch is for eastward track.

4. Speed Restrictions-

Passenger trains: between South Tacoma and Lakeview, fifty (50) miles per hour; between Lakeview and Yelm, sixty (60) miles per hour; between Yelm and West Tenino, fifty (50) miles per hour.

At South Tacoma, fifteen (15) miles per hour entering double track.

At Roy, ten (10) miles per hour within corporate limits.

5. Register Stations-

South Tacoma

Lakeview

West Tenino

6. Register Exceptions-

At Lakeview, trains will register by ticket, Form 608, and will be furnished check of register by train order or Form 602. When operator not on duty leave register ticket in way bill box near freight house door.

At South Tacoma and West Tenino, first class trains will register by ticket, Form 608 and will be furnished check of register by train order or Form 602, except when operator not on duty.

7. Clearance Exceptions—

At West Tenino, eastward trains will not require clearance if train order signal is in clear position.

Derail Switches-

Yelm	East end House Track.
Rainier	Lindstrom-Handforth Lmbr. Co. spur
Mutual	
	Tenino Stone Co. spur.
Mentzer	Track leading to siding

9. Commercial Spurs-

· · · · · · · · · · · · · · · · · · ·	Miles from	Car
4	Tacoma	Capacity
Mentzer	32.9	15
Bordeaux Shingle Co	37.1	6
Mutual	37.6	15

FIFTH SUBDIVISION. (BUCKLEY LINE AND BRANCHES)

1. Pusher District-

Between South Prairie and Buckley.

Between South Prairie and Carbonado.

- 2. At Carbonado, ½ mile east, crossing gates are maintained at crossing with Carbon Hill Coal Company track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing under control expecting to find gates set against them.
- 3. At Hyde, the clearance is restricted at Hyde Coal Co. mine just west of bunkers on the outside track, and engines will not use crossover
- At Cascade Junction and South Prairie normal position of double track switches is for eastward track
- Bridge Restrictions-Speed will be restricted over Bridge 1, South Prairie and

Bridge 4, Gale Creek, as follows:
Engines classes W, W1, W2 and W4, eight (8) miles per hour.
Double header engines classes W, W1, W2 and W4 not permitted.
Engines classes G1, G2, Q5, W3, Z, Z1, Z2 and Z3 not permitted. Speed will be restricted over Bridge 7.1, Carbon River, as follows:

Engines classes S, S1, S2, S3, S4 and Q, eight (8) miles per hour. Double header engine class F1, eight (8) miles per hour. Engines classes T, Q1 and heavier not permitted.

Kanaskat to Meeker no restrictions.

Over Bridge 228, Buckley Loop, double header engines of any class not permitted.

Engine Restrictions-

Kanaskat to Meeker: Engine classes Z Mallet and heavier not permitted. Morristown to Cascade Junction: Engine classes heavier than S4 not permitted. Fairfax to Cascade Junction: Engine classes heavier than F1 not permitted.

FIFTH DIVISION—Continued. (BUCKLEY LINE AND BRANCHES-Continued)

7. Speed Restrictions-

Between Palmer Junction and Meeker: Passenger trains, fifty (50) miles per hour. Between Cascade Junction and Morristown, and between Cascade Junction and Fairfax: Passenger trains, twenty-five (25) miles per hour; freight trains fifteen (15) miles per hour. Backing up between these points passenger trains, twenty (20) miles per hour; freight trains, ten (10) miles per hour.

On Big Six and Hyde Coal Company's spurs, ten (10) miles per hour. At Enumclaw and Burnett, ten (10) miles per hour through corporate limits.

At Buckley, six (6) miles per hour through corporate limits.

At Orting, fifteen (15) miles per hour except between Bridge street and Leiber street, ten (10) miles per hour.

8. Special Stops, Connections, etc.—

No. 598 will connect with Puget Sound Division No. 423 at Puyallup. No. 596 will connect with No. 526 at South Prairie, and with Seattle Division No.

No. 595 will connect with Seattle Division No. 41 at Kanaskat and No. 526 at South Prairie.

No. 597 will connect with Puget Sound Division No. 450 and No. 456 at Puyallup and No. 523 at South Prairie.

Trains Nos. 595, 597 and 598 will stop on flag at Broomfield.

Register Stations—Cascade Junction for Burnett and Wilkeson Branch trains. Palmer Junction Puvallup

10. Register Exceptions-Palmer Junction and Puyallup trains register by ticket Form 608 and will be furnished check of register by train order on Form 602.

11. Bulletin Stations-South Prairie.

12. Derail Switches— 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. Occidental......Coal track 300 feet west of bunkers. Bayne. Coal spur.
Fleet Coal Company's track.
Hyde Coal Company's spur, first derail 190 feet
from main line; second derail 920 feet from main line; derail on siding 609 feet from the west switch.

Coal Co. track. Veazie.....West end spur track. Webstone....Spur track

Oil spur.

West end passing track. West end house track.

track. West end Orting Branch track 300 feet east of station.

station platform. Fairfax....On Montezuma line 200 feet east of depot. International.....West end.

13. Commercial Spurs-

	Miles from Palmer Junction	Car Capacity
Big Six Occidental Fleet Hyde Birch Blackburn Webstone Broomfield Moneko	$\frac{3.2}{3.9}$	10 4 20 20 6 6 4 15
International	Miles from Cascade Junction 0.5	15

SPECIAL INSTRUCTIONS.

SIXTH SUBDIVISION.

(GREEN RIVER BRANCH)

- 1. Between Halmar and Kerriston extra trains must protect against Logging Company trains. All trains will sound whistle approaching curves and must not exceed ten (10) miles per hour.
- 2. At Selleck trains will run under control and look out for engines of the Pacific States Lumber Company between 1000 feet west of siding and the Pacific States
- 3. Bridge Restrictions—Speed will be restricted over Bridge 6.1, Cedar River, as

Engines classes S, S1, S2, S3, S4 and Q, eight (8) miles per hour. Double header engine class F1, eight (8) miles per hour. Engine class Q1 and heavier not permitted.

4. Engine Restrictions-

Engine classes heavier than S4 not permitted.

5. Speed Restrictions-

Passenger trains twenty (20) miles per hour; freight trains fifteen (15) miles per

Trains handling logs, eight (8) miles per hour between Kerriston and Cedar River

6. Register Stations-Kanaskat.

7. Derail Switches—

Durham......East end of coal track 250 feet from main track, and west end coal track. East end. Yandell West end. Selleck (½ mile west) ... On Kangley Line, Hemlock West end siding.

Halmar In main track 60 feet from west wye switch; also,

550 feet from wye switch on Northwest Lmbr.

Co. spur. This spur forms tail end of wye at Halmar and switch must be left in derail posi-

8. Commercial Spurs-

Miles from Car Capacity Kanaskat Buffelin Mfg. Co....

SEVENTH SUBDIVISION. (CROCKER BRANCH)

- Staff System Crocker Branch—No train or engine will move on the Crocker Branch until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this branch. After completion of the trip the staff must be returned to the staff box and Dispatcher wired departing and arriving time and mileage made on the Branch.
- 2. At Wingate, side and overhead clearance is restricted at the Coke and Coal Bunkers.

3. Bridge Restrictions-

Speed will be restricted over Bridge 9, Carbon River, as follows: Engines classes S, S1, S2, S3, S4 and Q, eight (8) miles per hour. Double header engine class F1, eight (8) miles per hour. Engines classes T, Q1 and heavier not permitted.

4. Engine Restrictions-

Engines classes heavier than F1 not permitted.

5. Speed Restrictions—Twenty (20) miles per hour.

6. Derail Switches-

EIGHTH SUBDIVISION. (ORTING BRANCH)

1. At Puyallup River Junction—one mile east—crossing gates are maintained at crossing with C. M. & St. P. Ry. Normal position of gates "clear" for Northern Pacific Company trains, which must approach crossing under control expecting to find gates set against them.

2. Bridge Restrictions—Speed will be restricted over Bridge 5, Puyallup River, as

Engines classes S, S1, S2, S3, S4 and Q, eight (8) miles per hour. Double header engine class F1 eight (8) miles per hour. Engines classes Q1 and heavier not permitted.

3. Engine Restrictions-

Engines classes heavier than F1 not permitted.

- 4. Speed Restrictions—Twenty (20) miles per hour.
- 5. Derail Switches-

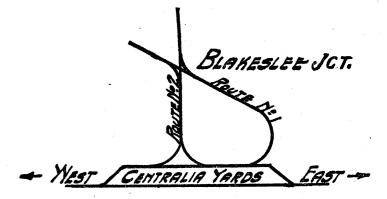
Orting...................600 feet east of Junction switch.

Commercial Spurs— Miles from Car Orting Capacity Dempsey..... Electron Rock Crusher.... 10

H

NINTH SUBDIVISION. (GATE LINE)

1. Movement of Trains Between Centralia and Blakeslee Junction-



Northern Pacific track will be known as Route No. 2. O.-W. R. & N. track will be known as Route No. 1. Both routes are included in the Centralia Yard limits. Trains and engines using either route will do so under control.

Eastward movements will be made over Route No. 2.

Westward movements will be made over Route No. 1.

First Class trains to and from Routes No. 1 and No. 2 will move under control between Centralia passenger station and connection with these Routes.

- 2. At Blakeslee Junction, no telegraph service. Operator at Centralia will handle Manual Block for Blakeslee Junction.
- Blakeslee Junction Interlocking-

Westward trains will indicate to Towerman route wanted as follows: Northern Pacific: One long, one short, one long. Thus: — o — O.-W. R. & N.: One long, two short, one long. Thus: — o o —

4. Engine Restrictions-

Blakeslee Junction to Gate: Engines classes heavier than S4 not permitted.

- Speed Restrictions—Passenger trains forty-five (45) miles per hour. At Blakeslee Junction: Fifteen (15) miles per hour over C. M. & St. P. Ry. crossing.
- Special Stops, Connections, etc.—

Regular passenger trains will stop on flag at State Training School at Grand Mound for passengers or to unload express.

7. Register Stations-

Centralia Passenger Station Gate

8. Bulletin Stations-

Round House Centralia Passenger Station

Yard Office

9. Standard Time Clock-Centralia Passenger Station

10. Watch Inspectors-Ben Salick, Centralia.

11. Derail Switches-

Blakeslee......Williams Mill Spur. Foran.....Coal Spur.

12. Commercial Spur-

Miles from Capacity Centralia

SPECIAL INSTRUCTIONS.

TENTH SUBDIVISION. (MENDOTA BRANCH)

1. Engine Restrictions-

Engines classes heavier than D4 not permitted.

- 2. Speed Restrictions—Fifteen (15) miles per hour.
- 3. Register Stations—Wabash.

4. Bulletin Stations-

Centralia

Roundhouse

Yard Office

Passenger Station

5. Derail Switches—

Mendota......Connection with Martin Log Spur.

ELEVENTH SUBDIVISION.

(WILLAPA HARBOR LINE)

- 1. Pusher District—Between Pe Ell and Frances.
- 2. At Dryad, 300 feet east and

At McCormick, 6-10 mile east, gates are maintained at railroad crossings at grade. Normal position of gates "clear" for Northern Pacific Co. trains, which must approach crossings under control expecting to find gates set against them.

- 3. At Dryad, on Leudinghaus Lumber Co. spur, gates are maintained at crossing with main line of C. M. & St. P. Ry. Co. Normal position of gates "clear" for C. M. & St. P. Ry. Co. trains.
- 4. At Raymond, low platform at the end of Siler-Willapa Lumber Co. spur will not clear foot-board or pilot of engine.
- 5. Bridge Restrictions-

Speed will be restricted over Bridge 0, Newaukum River; Bridge 2.1, Bridge 5 and Bridge 16.1, Chehalis River, and Bridge 38, Willapa River, as follows:

Engines classes T, Q3, Q4, W, W1, W2 and W4, eight (8) miles per hour. Double header engines classes T, Q3, Q4, W, W1, W2 and W4 not permitted. Engines classes G1, G2, Q5, W3, Z, Z1, Z2 and Z3 not permitted.

Speed will be restricted over Bridge 6 and Bridge 23, Chehalis River, Bridge 42 and Bridge 45, Willapa River, as follows:

Engines classes W, W1, W2 and W4, eight (8) miles per hour.

Double header engines classes W, W1, W2 and W4 not permitted. Engines classes G1, G2, Q5, W3, Z, Z1, Z2 and Z3 not permitted. Speed will be restricted over draw spans of Bridge 53, Willapa River, to twenty (20) miles per hour.

6. Engine Restrictions-

Engines classes heavier than S4 not permitted.

7. Speed Restrictions-

Passenger trains forty (40) miles per hour, except between Pe Ell and Frances, thirty (30) miles per hour.

At Raymond, ten (10) miles per hour over Seventh Street crossing.

8. Register Stations-

South Bend

Chehalis

- 9. Bulletin Stations-South Bend.
- 10. Watch Inspectors—S. Holt, South Bend.
- 11. Derail Switches-

Littell. East and west end Chester Snow Mill Spur.

Bunker. East and west end interchange track.

Meskill. East end quarry track and west end mill track.

Doty. 150 feet from main track switch.

McCormick Junction 200 feet from main track switch.

Walville. Mill Spur.

Pluvius East and west end of siding.

Custer. Log Spur.

Lebam. Mill Spur.

Nalpee......Log Spur.

Dryad.....Leudinghaus Lmbr. Co. 500 feet from main track.

12. Commercial Spurs—

 Chehalis Junction
 Car Capacity

 Marcilla
 11.1
 10

 Custer
 34.2
 25

 Star Timber Co
 38.7
 8

 Mayfair
 55.6
 20

Miles from

TWELFTH SUBDIVISION. (YACOLT BRANCH)

1. Bridge Restrictions-

Speed will be restricted over Bridge 23, Lewis River, as follows:

Engine Classes S, S1, S2, S3, S4 and Q, eight (8) miles per hour.

Double header engine class F1, eight (8) miles per hour.

Engines classes Q1 and heavier not permitted.

2. Engine Restrictions—

Engines classes heavier than S4 not permitted.

3. Speed Restrictions—

Passenger trains thirty (30) miles per hour; mixed and freight trains, twenty (20) miles per hour; trains handling logs approaching and passing through tunnel west of Yacolt, ten (10) miles per hour.

- 4. Special Stops, Connections, etc.—
- Nos. 587 and 588 will stop on flag at Crusher and Lucia.
- 5. Register Stations-

Vacolt

Vancouver Junction

- 6. Bulletin Stations—Vancouver.
- 7. Standard Time Clock-Vancouver.
- 8. Watch Inspectors—Coovert & Carter, Vancouver.
- 9. Derail Switches-

10. Commercial Spurs-

	Miles from	Car
•		Capacity
Crusher	. 3.7	29
Bouton Perkins	. 4.8	8
Lucia	. 5.0	6
Premier	. 10.9	4
-		

THIRTEENTH SUBDIVISION.

(ELMA BRANCH)

- 1. At Whites, ¼ mile east, gates are maintained at crossing with Lumber Company's track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing under control expecting to find gates set against them.
- At Hillgrove—Northern Pacific engines will not go east as track between Hillgrove and Stimson is leased to, and operated by, the Stimson Lumber Company.
- 3. Engine Restrictions-

Engines classes heavier than F1 not permitted.

4. Speed Restrictions-

Passenger trains, twenty-five (25) miles per hour; freight trains, fifteen (15) miles per hour.

5. Special Stops, Connections, etc.—

No. 552 will connect with No. 421, and No. 551 will connect with No. 422 at Elma. No. 551 and 552 will stop on flag at Church's Crossing.

6. Register Stations—

Elma McCleary

7. Bulletin Stations—Elma.

8. Derail Switches—

9. Commercial Spurs-

ALL SUBDIVISIONS.

- 1. To insure personal safety operators in double track territory, having train orders or messages for passing trains, must stand on the right side of the train and never between the tracks.
- 2. Lap sidings: Trains taking siding must head in at lap except as otherwise provided.
- 3. Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
- 4. Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train.
- 5. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
- 6. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
- 7. Except as otherwise provided, or when running light without conductor, enginemen will only be required to consult register at initial or starting points.
- 8. Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.
- 9. In the State of Washington rear brakeman or flagman must have at least one year's experience; passenger trains of four (4) or more cars must have two (2); and freight trains of twenty-five (25) or more cars must have three (3) brakemen.
- 10. Speed Restrictions: Passenger trains must not exceed a speed of one minute or sixty seconds per mile, and freight trains thirty-five (35) miles per hour.

Trains must not exceed thirty (30) miles per hour through limits of interlocking plants, and fifteen (15) miles per hour through crossovers, turnouts and gauntlets. Light engines backing up twenty (20) miles per hour on main line, or fifteen (15) miles per hour on branches.

Trains handling steam Wrecking Derrick or Pile Driver No. 22 will not exceed twenty-five (25) miles per hour.

Troop trains handling freight equipment, twenty-five (25) miles per hour.

Trains reduce speed to fifteen (15) miles per hour passing telegraph offices where orders are received.

11. The following signs when placed in columns provided indicate:

W—Water.

C—Fuel.

O-Track Scales.

T—Turntables.

Y-Wye.

D-Day office only.

DN-Day and night office.

P—Telephone.

X-Yard Limits.

SPECIAL INSTRUCTIONS.

AUTHORIZED SURGEONS, N. P. RY. CO.

DR. P. A. REMINGTON, Chief Surgeon, Western District, Tacoma.

Name	Location	Stretchers At				
DR. W. G. CAMERON, Specialist. DR. A. E. HILLIS	Tacoma Tacoma Tacoma South Tacoma South Tacoma Rainier Tenino Centralia Centralia Chehalis Napavine Winlock Vader Castle Rock Kelso Kalama Woodland Ridgefield Vancouver Yacolt Portland Portland Portland Portland Puyallup Selleck Wilkeson	Tacoma, Tool Car Hospital Round House Moon Yard Office Head-of-Bay Yard Head-of-Bay Office Baggage Room Whari South Tacoma Centralia Kalama Vancouver Yacolt Portland Puyallup				
DR. C. E. MARTIN DR. JACOB VISSER DR. J. H. SHEETS DR. F. G. ULLMAN DR. W. D. MERRITT DR. W. W. WICK DR. THOS. RUNNELLS	Wilkeson Fairfax Buckley Enumclaw Bayne Burnett Orting	Buckley Orting				

·	
DR. E. W. STEVENS. Dryad DR. H. B. CRAVENS DR. F. M. PETRIE. DR. A. W. SCHULZ DR. F. W. ANDERSON DR. L. E. STORY DR. J. J. O'LEARY DR. WM. DIETZ DR. J. C. VAN WINKLE DR. C. W. JONES DR. F. L. CARR DR. I. R. WATKINS DR. H. C. WATKINS	South Bend lle lia Olympia lle lle lessano een Aberdeen

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 surgeon 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 SURGEON G. N. RY. CO.

DR. J. A. LaGASSA, Tacoma, Wash.

AUTHORIZED SURGEONS O .- W. R. & N. RY. CO.

Location	District
Portland, Corbett Bldg	OW. R. & N. Co. Sys.
Portland, Selling Bldg	OW. R. & N. Co. Sys.
Portland, Selling Bldg	OW. R. & N. Co. Sys
Portland, 5904 1/2 72nd	
	OW. R. & N. Co. Sys
Ave.	OW.R.&N.Co.Sys
sell Ave.	OW. R. & N. Co., Albina to The Dalles and Vancouver.
Vancouver	Vancouver District. Albina to Vancouver
Seattle, 620 Leary	Portland-Seattle.
Main 90	ortiana-iseastie.
Seattle, Cobb Bldg., Main 2205	Portland-Seattle.
Seattle, (Georgetown)	Argo. Seattle-Tacoma.
Tacoma, Fidelity Bldg	Auburn-Tenino.
l'I'enino	Tacoma-Centralia. (Tenino-Winlock.
Centralia	Centralia-So. Elma Centralia-Tono.
Vader	Winlock-Castle Rock
	Castle Rock-Kalama (Grays Harbor and
Hoquiam	North River Branches.
10.	Olympia Branch.
	Portland, Corbett Bldg Portland, Selling Bldg Portland, Selling Bldg Portland, Selling Bldg Portland, Selling Bldg Portland, 5904½ 72nd St. S. E. Portland, 798 Clinton Ave. Portland, 119½ Russell Ave. Vancouver Albina (Seattle, 620 Leary Bldg., Main 90 Seattle, Cobb Bldg., Main 2205 Seattle, (Georgetown) Auburn Tacoma, Fidelity Bldg Tenino Centralia Vader Kelso Cosmopolis Hoquiam Montesano Olympia

Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street. Telephone, Broadway 78 A

CLEARANCES

	1	LIMIT OF LOAD—MEASUREMENT																	
4.									HE	IGHT AE	OVE TO	OF RAI	L						34
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8ft.6in. Wide	9 ft. Wide	9ft.6in. Wide	10 ft. Wide	10ft.6in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Max. Height	Max. Width
1st Subdivision	Main Line (Tacoma to Tenino)	17′ 2″	17′ 2″	17′ 2	17′ 2	7 17′ 2″	17′ 2″	17′ 0″	16′ 9″	16' 6"	16′ 4″	16′ 2″	16' 0"	15′ 9 ″	15′ 7″	15′ 5″	15′ 2″	17′ 2″	11' 6"
1st Subdivision	Main Line (Tenino to Vancouver)	19' 0"	19' 0"	19' 0	19' (19' 0"	18′ 7″	18' 1"	17′ 10″	17′ 4″	17′ 1″	16′ 9″	16' 4"	15′ 11 ″	15′ 5″	15′ 0″	14' 6"	19′ 0″	_
2nd Subdivision	Grays Harbor Line (St. Clair-Gate)	17′ 7″	17′ 7″	17′ 6	17' 5	17' 5"	17′ 4″	17′ 4″	17′ 3″	17′ 3″	17′ 2″	17′ 2″	17′ 1″	17′ 0″	16′ 11″	16′ 10″	16' 9"	17′ 7″	
2nd Subdivision	Grays Harbor Line (Gate-Aberdeen Jct.)	19' 2"	19′ 2″	19′ 2	19′ 2	19' 2"	19′ 2″	19′ 2″	19' 2"				19' 2"			19′ 2″	19' 2"	19′ 2″	
2nd Subdivision	Grays Harbor Line (Aberdeen JctMoclips)	18′ 9″	18′ 9″	18′ 9	18' 9	18' 9"	18′ 9″		18′ 9″		18′ 9″						18′ 7″	18′ 9″	_
2nd Subdivision	Tumwater Spur	16′ 11″	16′ 9″	16′ 7	16' 6	16' 3"			15′ 9″						14' 10"		14' 4"	16′ 11″	-
2nd Subdivision	Ocosta Branch.	19' 2"	19' 2"	19′ 2	. ,			1	18′ 9″	1					17′ 1″		16′ 5″	19′ 2″	
3rd Subdivision	American Lake Line	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′′	
4th Subdivision	Prairie Line (Tacoma-Tenino)	21' . 4"	21' 4"	21′ 4	21' 4	21' 4"			21' 1"						20' 0"		19' 8"	$\frac{21' 4''}{17' 7''}$	-
5th Subdivision	Crocker Branch	17' 7"	17' 7"	17' 7	17' 8	17' 3"	16' 11"	16' 9"	16' 8"			16' 2"	16' 0"		15′ 8″	10 0	15' 2"		_
6th Subdivision	Gate Line (Gate-Centralia)	49' 1"	19' 1"	19' 1	19'	19' 1"	19' 1"	19' 1"	19' 1"	-!	19' 1"	-	19' 1"	19' 1"	19' 1"		19' 1"	19′ 1′	_
7th Subdivision	Willapa Harbor Line	18' 8"	18' 8"	18′ 8	18' 8	18' 8"		1	18' 8"			· }	18′ 8″		_	18' 8"	18' 8"	18′ 8″	
8th Subdivision	Yacolt Branch	19' 3"	19' 3"	19' 3	3" 19' 3				18' 1"				100	15' 5"		14' 6"	14' 0"	19′ 3⁴	_
9th Subdivision	Elma Branch	20' 3"	20′ 3″	20′ 3	20′ 3	" 20' 3"			20′ 3″					20' 3"		1	20′ 3″	20′ 3′	
10th Subdivision	Buckley Line	21' 8"		21′ 8	3' 21' 8	21' 8"			21' 8"			21' 8"				21' 8"	19' 0"	21' 8"	$\frac{11'}{11'} = \frac{6'}{6'}$
10th Subdivision	Burnett Branch.		19' 0"	19' (19' (19' 0"	19' 0"	.'	19' 0"					19' 0"	19' 0"	19. 0.	19 0	18' 7"	
10th Subdivision	Wilkeson Branch	18' 7"	18' 7"	18′ 7	7" 18' 7	18' 7"	18' 7"	18' 7'	18' 7"	18' 7"	1	18' 7"	18' 7"	18' 7"	22' 9"	22' 9"	22' 9"	1 -0	11' 6'
11th Subdivision	Green River Branch	22' 9"	22' 9"	22′ 9	22'	22' 9" " 18' 3"	22' 9"	22' 9'	22' 9"	22' 9"							16' 3"		11' 6
12th Subdivision 13th Subdivision	Orting Branch. Mendota Branch.	18′ 9″	18' 9"			<u>" 18' 3"</u>	17' 11"	17 7	117 7"	11 3	11 3	111 0	1. 0	1000	-				