

# NORTHERN PACIFIC RAILWAY COMPANY.

## TACOMA DIVISION

# TIME **47** TABLE

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

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.

FIRST SUBDIVISION. MAIN LINE.

WESTWARD.

Time Table No. 47 June 5, 1921 Succeeding No. 46D STATIONS Telegraph Offices and Calls. Table with columns for Station Numbers, Class (First, Second, Third), and various train types (Daily, Ex. Sun., Ex. Mon., Ex. Sun.).

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

Main schedule table with columns for Station, Direction, Time, and Class. Includes stations like McCARVER STREET, RUSTON, SIXTH AVENUE, STEILACOOM, KETRON, NISQUALLY, ST. CLAIR, KYRO, CHAMBERS PRAIRIE, PLUMB, TENINO, TENINO JCT., BUCODA, WABASH, CENTRALIA, CHEHALIS, NAPAVINE, EVALINE, WINLOCK, VADER, OLEQUA, CASTLE ROCK, OSTRANDER, KELSO, CARROLLS, KALAMA, MARTINS BLUFF, WOODLAND, RIDGEFIELD, KNAPP, FELIDA, VANCOUVER JCT., VANCOUVER.

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 Station, Direction, Time, and Class. Includes stations PORTLAND and VANCOUVER.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. MANUAL BLOCK BETWEEN McCARVER STREET AND TENINO. DOUBLE TRACK BETWEEN McCARVER STREET AND VANCOUVER. SPECIAL INSTRUCTIONS PAGES 9, 12, 13 AND 14. AUTOMATIC BLOCK BETWEEN TENINO AND VANCOUVER.



WESTWARD.

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

Table with columns for Station Numbers, Distance from St. Clair, Time Table No. 47 (June 5, 1921), STATIONS, Telegraph Offices and Calls, Car Capacity of Sidings, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with various train numbers and times.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 583 IS SUPERIOR TO No. 584 COSMOPOLIS TO BAY CITY. MANUAL BLOCK BETWEEN ST. CLAIR AND ABERDEEN 7:00 A. M. TO 11:00 P. M. DOUBLE TRACK BETWEEN ABERDEEN AND HOQUIAM RIVER DRAWBRIDGE. SPECIAL INSTRUCTIONS PAGES 9, 10, 12, 13 AND 14.



**EASTWARD.**

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

**Time Table No. 47**  
**June 5, 1921.**  
Succeeding No. 46D.

Distance from  
Mcoups

STATIONS Telegraph Offices and Calls	Distance from Mcoups	FIRST CLASS								SECOND CLASS			THIRD CLASS			
		422	466	500	566	570	572	578	580	584	694	698	966	968	984	988
		Daily Nor. Pac. Passenger See page 2	Daily Nor. Pac. Passenger See page 2	Daily C.M.&St.P. Passenger 118	Ex. Sun. Nor. Pac. Passenger	Sun. only Nor. Pac. Passenger	Daily Nor. Pac. Passenger	Daily O-W R.&N Passenger 44	Daily Nor. Pac. Passenger		Tuesday & Thur. Nor. Pac. Mixed	Ex. Sun. Nor. Pac. Freight	Ex. Sun. C.M.&St.P. Freight 162	Tu., Thur. & Sat. Nor. Pac. Way Frt. See page 2.	Tu., Thur. & Sat. Nor. Pac. Way Frt.	Tu., Thur. & Sat. Nor. Pac. Way Frt.
SR <b>ST. CLAIR</b> DN 100.5	A 7.10PM 423	A 11.43AM														
UNION MILL P 97.6	s 7.03	s 11.37														
LACEY P 96.1	s 7.00	s 11.32 421														
OY <b>OLYMPIA</b> DP 91.1	s 6.45 6.36	s 11.20 11.12						A 1.40PM								
TUMWATER SPUR CROS. 4.7 90.5																
BELMORE P 85.8	f 6.24	f 11.00						f 1.25								
RK <b>LITTLE ROCK</b> D 79.2	s 6.10	s 10.46						s 1.13								
BORDEAUX JCT. P 78.0	s 6.07	s 10.42						f 1.10								
MIMA P 76.1	6.03	f 10.38						f 1.05								
HK <b>GATE</b> DN 71.9	s 5.55-5.50 10.30 10.20							L 12.45PM 421								
OX <b>OAKVILLE</b> DP 67.0	s 5.40	s 10.10 9.67								See page 5 A 7.20PM						
LYTLE P 60.1	5.25	9.55								7.05						
PORTER P 59.1	s 5.23	s 9.53								6.45						
MN <b>MALONE</b> DP 57.5	s 5.19	s 9.48								6.40						
EF <b>ELMA</b> DN 52.5	s 5.05	s 9.34						A 7.45PM		6.35						
SP <b>SATSOP</b> DP 48.8	s 4.56	s 9.26						s 7.35		6.20						
BRADY 46.9	f 4.51	f 9.23						s 7.30		6.00						
MO <b>MONTESANO</b> DNP 42.8	s 4.41	s 9.14 9.88						s 7.20		5.50						
AJ <b>ABERDEEN JCT.</b> DP 18.3										5.40						
JUNCTION CITY 17.4																
<b>COSMOPOLIS JCT.</b> 16.8																
MP <b>COSMOPOLIS</b> D 18.2																
<b>COSMOPOLIS JCT.</b> 16.8									A 3.05PM							
O-W. R. & N. Co. Crossing Track Conn. 15.9									3.00							
<b>SOUTH ABERDEEN</b> 10.7										s 2.55						
MARKHAM 5.2										s 2.30						
OCOSTA P 2.7										s 2.10						
BAY CITY 0.0										L 1.55PM 583						
<b>ABERDEEN JCT.</b> DP 34.7	f 4.24	f 8.55						f 6.55		5.10						
SA <b>ABERDEEN</b> DN 31.6	s 4.15 4.10	s 8.45 8.40	A 1.20PM					s 6.45	A 11.00PM	4.50	A 6.50PM					
HO <b>HOQUIAM</b> DN 28.0	L 4.00PM	L 8.30AM	L 1.05PM	A 8.20AM	A 3.50PM	s 6.30 579-698	L 10.45PM 423	f 6.10		L 4.30PM 967	L 6.35PM 572					
GRAYS HARBOR CITY 24.5				f 8.08	f 3.42	f 5.56										
GRAY GABLES 20.1				f 7.56	f 3.33	f 5.56										
CHENOIS CREEK 18.5				f 7.52	f 3.30	f 5.52										
BURROWS 16.5				f 7.47	f 3.26	f 5.47										
TULIPS P 15.3				s 7.43	f 3.23 421	f 5.43										
WILDERNESS 14.6				s 7.40	s 3.20	s 5.40										
COPALIS 12.1				s 7.33	s 3.11	s 5.33										
CR <b>CARLISLE</b> D 8.9				s 7.25	s 3.01	s 5.25										
ONSLow 7.9				f 7.21	f 2.56	f 5.21										
STEARNSVILLE 6.0				f 7.16	s 2.50	s 5.16										
ALOHA 4.1				s 7.11	s 2.44	s 5.11										
PACIFIC 2.4				s 7.07	s 2.38	s 5.07										
SUNSET BEACH 1.0				f 7.03	f 2.33	f 5.03										
MC <b>MOCLIPS</b> D 0.0				L 7.00AM	L 2.30PM	L 5.00PM										

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 583 IS SUPERIOR TO NO. 584 COSMOPOLIS TO BAY CITY.**  
**MANUAL BLOCK BETWEEN ST. CLAIR AND ABERDEEN 7:00 A. M. TO 11:00 P. M. DOUBLE TRACK BETWEEN ABERDEEN AND HOQUIAM RIVER DRAWBRIDGE.**

WESTWARD

THIRD SUBDIVISION. (AMERICAN LAKE LINE)

EASTWARD

Table for Third Subdivision (American Lake Line) showing train schedules for Third Class and First Class in both directions. Includes columns for train numbers (985, 519, 517, 423, 407, 408, 422, 518, 520, 986), departure times, and station names like Lakeview, Country Club, Tillicum, Murray, American Lake, and Nisqually.

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.

Table for Fourth Subdivision (Prairie Line) showing train schedules for Third Class and First Class in both directions. Includes columns for train numbers (997, 985, 963, 591, 459, 457, 423, 407, 408, 422, 456, 458, 592, 964, 986), departure times, and station names like Tacoma, Hillhurst, Roy, Yelm, Rainier, Mcintosh, West Tenino, and Tenino Junction.

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

Detailed schedule table for the Fourth Subdivision (Prairie Line) between Tacoma and South Tacoma, listing specific train numbers, times, and station names for both directions.

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

WESTWARD.

FIFTH SUBDIVISION.  
(BUCKLEY LINE—BURNETT AND WILKESON BRANCHES)

EASTWARD.

THIRD CLASS		SECOND CLASS				FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Kanaskat	Time Table No. 47 June 5, 1921 Succeeding No. 46D			Distance from Tacoma	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS			THIRD CLASS			
981	971		525	523		597	595				STATIONS					596	598		522	526	528		972	982
Ex. Sun.	Ex. Sun.		Daily	Daily		Daily	Daily				Telegraph Offices and Calls					Daily	Daily		Ex. Sun.	Daily	Sun. Only		Ex. Sun.	Ex. Sun.
Way Frt.	Way Frt.		Mixed	Mixed		Passenger	Passenger									Passenger	Passenger		Mixed	Mixed	Mixed		Way Frt.	Way Frt.
	L 6.30AM					L 4.00PM	L 7.40AM		A 1	0.0	GV	KANASKAT	DN	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	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		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		41.2	Spur	f 9.11	s 7.06						f 12.30
	f 6.55					s 4.14	s 7.54		1936	4.7		CUMBERLAND		39.9	No Siding	f 9.07	s 7.02						f 12.01PM
	f 7.00					4.16	7.57		1937	5.5		NACO		39.1	52	9.04	7.00						f 11.50AM
	7.10					f 4.20	f 8.00		1939	7.5		VEAZIE		37.1	Spur 10	9.00	f 6.55						11.25
	s 7.20					s 4.30	s 8.10		1942	10.9	CW	ENUMCLAW	D	33.7	52	s 8.53	s 6.47						s 11.00
	s 8.53					s 4.40	s 8.20		1945	14.3	BK	BUCKLEY	D	30.3	60	s 8.43	s 6.35						10.00
	s 9.20																					s 9.20	
	9.40					4.50	8.30	X	1949	18.6		CASCADE JCT.		26.0	No Siding	8.30	6.21						8.50
									CC 4	0.0		MORRISTOWN		3.4	24								
						L 9.00AM			CC 2	2.0	BN	BURNETT	D	1.4	63								A 8.59AM
						s 9.08			1949	3.4		CASCADE JCT.		0.0	No Siding								s 8.52
						9.15																	8.45
						L 2.50PM			T	CB 15	0.0	FX	FAIRFAX	D	14.8	18							A 12.05PM
						s 3.00				CB 13	2.0		MELMONT		12.8	Spur 5							s 11.50AM
											6.1		CARBON COAL CO. Crossing		3.7								A 11.00AM
						s 3.30				CB 8	7.0	CB	CARBONADO	D	7.8	5							s 11.10
						s 4.00				TO	CB 5	10.4	WX	WILKESON	D	4.4	82						s 10.15
						4.30				1949	14.8		CASCADE JCT.		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	SO	SOUTH PRAIRIE	DP	24.9	52	s 8.25	s 6.18					L 9.40AM
		f 10.30							X	1955	24.2		CROCKER	P	20.4	73	f 8.11	f 6.03					L 8.40AM
		s 11.05								1958	26.0	OG	ORTING	D	17.7	51	s 8.06	s 5.58					L 8.40AM
		f 11.20								1961	30.3		McMILLAN	P	14.3	Spur 8	f 7.58	s 5.50					L 9.40AM
		f 11.30								1963	32.4		ALDERTON		12.2	25	f 7.55	s 5.45					L 8.40AM
	A 11.45AM					A 5.25PM	A 9.10AM		Y W	1966	34.8		MEEKER		9.8		L 7.50AM	L 5.40PM					L 9.40AM
									X														L 4.00AM

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

	A 1.00PM					A 5.50PM	A 9.35AM		1976	44.6	Q	TACOMA	DN	0.0		L 7.30AM	L 5.15PM						L 3.00AM	
Ex. Sun.	Ex. Sun.					Daily	Daily									Daily	Daily			Ex. Sun.	Daily	Sun. Only		Ex. Sun.
.35	3.47					.20	1.45									1.28	1.35			2.25	.19	1.20		6.05
9.4	8.8					13.5	9.0									22.6	21.2			6.5	14.2	11.9		5.5
																								9.4

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.

WESTWARD.

SIXTH SUBDIVISION. (GREEN RIVER BRANCH)

EASTWARD.

SECOND CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Kerriston	Time Table No. 47 June 5, 1921 Succeeding No. 46D				Distance from Kanaskat	Car Capacity of Sidings	SECOND CLASS			
531							STATIONS						532			
Ex. Sun.							Telegraph Offices and Calls						Ex. Sun.			
Mixed													Mixed			
L	1.10PM				CJ 15	0.0	KERRISTON 1.6				14.7		A	1.00PM		
s	1.20			Y		1.6	HALMAR 5.9				13.1	40	s	12.50		
	1.50			W	CJ 7	7.5	HEMLOCK 0.8				7.2	6		12.10		
s	2.00				CJ 6	8.3	BARNESTON 3.4				6.4	Spur 30	s	12.01PM		
	2.30					12.4	KANGLEY JCT. 1.6				2.3	15		11.30AM		
					CJ 4	14.0	SELLECK 0.1				3.9		s	11.15		
						13.9	C. M. & St. P. Ry. Crossing 0.9				3.8					
						13.0	YANDELL 0.6				2.9			10.45		
	2.30				CJ 2	12.4	KANGLEY JCT. 0.3				2.3			10.40		
s	2.35					12.7	HIAWATHA .06				2.0	Spur	s	10.35		
s	2.45				CJ 1	13.3	DURHAM 1.4				1.4	30	s	10.30		
A	3.00PM			WY OX	A 1	14.7	GV	KNASKAT	DN	0.0	75	L	10.15AM			
Ex. Sun.							Time Over Subdivision						Ex. Sun.			
1.50							Average Speed Per Hour						2.45			
8.0													5.3			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14

WESTWARD.

SEVENTH SUBDIVISION. (CROCKER BRANCH)

EASTWARD.

SECOND CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Wingate	Time Table No. 47 June 5, 1921 Succeeding No. 46D				Distance from Crocker	Car Capacity of Sidings	SECOND CLASS			
531							STATIONS						532			
Ex. Sun.							Telegraph Offices and Calls						Ex. Sun.			
Mixed													Mixed			
W	O	C	D	5		0.0	WINGATE 5.1				P	5.1	140			
					1955	5.1	CROCKER				P	0.0	73			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14

WESTWARD.

EIGHTH SUBDIVISION (ORTING BRANCH)

EASTWARD.

THIRD CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from End of track	Time Table No. 47 June 5, 1921 Succeeding No. 46D				Distance from Orting	Car Capacity of Sidings	THIRD CLASS			
987							STATIONS						988			
Ex. Sun.							Telegraph Offices and Calls						Ex. Sun.			
1.50							LAKE KAPOWSIN (St. P. & T. Lbr. Co. Camp No. 1) 1.3				10.0		1.50			
8.0							C. M. & St. P. Ry. Crossing 1.0				8.7		8.0			
					C	E	8	2.3	PUYALLUP RIVER JCT. 7.7				7.7	10		
					W	T	1958	10.0	OG	ORTING				D	0.0	51

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14

WESTWARD.

NINTH SUBDIVISION (GATE LINE)

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Centralia	Time Table No. 47 June 5, 1921 Succeeding No. 46D	Distance from Gate	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS	
987	967		693	577	505	503	501	502							504	506	578	694	968	988		
Ex. Sun.	Mo., Wed. & Fri.		Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Tu., Thur. & Sat.	Ex. Mon.								
O-W.R.&N Way Frt. 51	Nor. Pac. Way Frt.		Nor. Pac. Freight	O-W.R.&N Passenger 43	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger 44	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Freight	Nor. Pac. Way Frt. 52	O-W.R.&N Way Frt. 52								
L 8.00AM	L 7.30AM		L 2.30AM	L 3.00AM	L 7.50PM	L 11.55AM	L 9.35AM	L 10.05AM	L 6.30PM	L 9.20PM	L 2.00AM	A 8.25PM	A 4.00PM	A 12.01PM								
A 8.15AM	7.40		2.40	A 3.07AM	7.56	12.01PM	9.40	10.55	6.20	9.05	L 1.45AM	8.18	3.51	L 11.45AM								
	7.42		2.41		7.57	12.02	9.41	10.54	6.19	9.04		8.17	3.50									
	8.05		2.52		8.07 694	12.12	9.50	10.46	6.11	8.55		8.07 505	3.35									
	8.30		3.05		8.17	12.25	10.00	10.37	6.02	8.45		7.30	3.15									
	A 8.45AM		A 3.15AM		A 8.25PM 506	A 12.35PM	A 10.15AM 502	L 10.30AM 501	L 5.55PM	L 8.35PM 505		L 7.20PM		L 3.00PM								
Ex. Sun.	Mo., Wed. & Fri. see page 3		Ex. Sun. see page 3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun. see page 4	Tu., Thur. & Sat. see page 4	Ex. Mon.								
.15	1.15		.45	.07	.35	.40	.40	.35	.35	.45	.15	1.05	1.00	.16								
8.8	10.8		18.1	18.8	23.3	20.4	20.4	23.3	23.3	18.1	8.8	12.5	13.6	8.7								

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



WESTWARD

TENTH SUBDIVISION (MENDOTA BRANCH)

EASTWARD

Table for Tenth Subdivision (Mendota Branch) showing second-class train schedules (513 and 514) with columns for stations, times, and distances.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14.

WESTWARD.

ELEVENTH SUBDIVISION (WILLAPA HARBOR LINE)

EASTWARD.

Table for Eleventh Subdivision (Willapa Harbor Line) showing third and first class train schedules (969, 593, 591, 592, 594, 970) with columns for stations, times, and distances.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14.

WESTWARD.

TWELFTH SUBDIVISION. YACOLT BRANCH

EASTWARD.

Table for Twelfth Subdivision (Yacolt Branch) showing second-class train schedules (587 and 588) with columns for stations, times, and distances.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14.

WESTWARD.

THIRTEENTH SUBDIVISION. ELMA BRANCH

EASTWARD.

Table for Thirteenth Subdivision (Elma Branch) showing second-class train schedules (551 and 552) with columns for stations, times, and distances.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14.

## SPECIAL INSTRUCTIONS.

## 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 section house.
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.
8. **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 protection of flag.
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.
12. **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 hour. 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 hour. 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

(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 42.

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 prepared to stop account teams hauling logs across track.

17. **Special Stops, Connections, Etc.—**

No. 402 will stop at stations east of Centralia to discharge passengers originating at points where No. 564 does not stop.

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 Murray.

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.

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 . . . . . Passenger Station, Round House, Yard Office.  
Centralia . . . . . Passenger Station, Round House, Yard Office.  
Vancouver . . . . . Passenger Station, Round House.  
Portland . . . . . Telegraph Office.

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—**

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 O.-W. R. & N. connection.  
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 connection with passing track.  
Evaline . . . . . West End Spur.  
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.  
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 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 feet from switch.

23. **Commercial Spurs—**

	Miles from Tacoma	Car 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 . . . . .	73.9	4
Hermione . . . . .	110.1	30

## SECOND SUBDIVISION.

## (GRAYS HARBOR LINE)

1. **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.  
Hoquiam River . . . . . Hoquiam.
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 while on O.-W. R. & N. tracks.
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 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 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.**

**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 hour.  
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 Gray Gables.  
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 | Elma     | Moclips    |
| Olympia   | Aberdeen | Cosmopolis |
| Gate      | Hoquiam  |            |
- 18. Register Exceptions—**  
At St. Clair trains will register by ticket, Form 608, and will be furnished Register Check, Form 602.
- 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. |
| Fred Straub      | Hoquiam.  |
| Talcott Bros.    | Olympia.  |
- 23. Deraill Switches—**
- |                           |   |
|---------------------------|---|
| Union Mills               | West end rollway spur.  |
| Belmore                   | White's Log Spur.   |
| Bordeaux Junction         | Mason County Log Spur.  |
| Gate                      | Coal Track and west end passing track.  |
| Smith & Prosser           | East end of spur.   |
| Lytles                    | West end siding.  |
| Malone                    | East end spur track and west end mill track.  |
| Elma                      | East end of Horn Track.   |
| Satsop                    | East end of siding.   |
| Brady                     | West end of 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. |
| Weatherwax                | 188 feet from main track.   |
| 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 from St. Clair	Car Capacity
Black Lake	13.2	3
Smith & Prosser	31.1	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	93.2	4
Joe Creek	97.4	2

**THIRD SUBDIVISION.**

(AMERICAN LAKE LINE)

- 1. 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 Third Subdivision.
- 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 position.
- 8. Deraill Switches—**
- |               |  |
|---------------|--|
| Lakeview      | Standard Oil Spur.   |
| Military Spur | 456 feet from main line switch.  |
| American Lake | Dupont Powder Co. spur 950 feet from main track and on the track leading to Black Powder Mill. |
|               | Green Park Spur 177 feet from main track.  |
|               | Camp Lewis Lmbr. Co. spur 400 feet from main track.  |
|               | 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.
- 8. Deraill Switches—**
- |             |                                     |
|-------------|-------------------------------------|
| Yelm        | East end House Track.               |
| Rainier     | Lindstrom-Handforth Lmbr. Co. spur. |
| Mutual      | Spur track leading to mill.         |
| West Tenino | Tenino Stone Co. spur.              |
| Mentzer     | Track leading to siding.            |
- 9. Commercial Spurs—**
- |                      | Miles from Tacoma | Car 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.
- 4. At Cascade Junction and South Prairie** normal position of double track switches is for eastward track.
- 5. 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.
- 6. 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. 338 at Kanaskat.  
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.
9. **Register Stations—**Cascade Junction for Burnett and Wilkeson Branch trains.  
Fairfax Palmer Junction Puyallup
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..... Fleet Coal Company's track.  
Hyde..... 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.  
Naco..... West end Naval Coal Co. track. West end Sunset Coal Co. track.  
Veazie..... West end spur track.  
Webstone..... Spur track.  
Buckley..... McDougal 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 switch.  
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..... Scale track, and passing track opposite station.  
Burnett..... West end of siding. Black Carbon Coal Co.'s spur.  
Morristown..... West end of siding. Main track 100 feet east of station platform.  
Fairfax..... On Montezuma line 200 feet east of depot.  
International..... West end.

13. <b>Commercial Spurs—</b>	Miles from Palmer Junction	Car Capacity
Big Six.....	1.7	10
Occidental.....	2.0	4
Fleet.....	3.2	20
Hyde.....	3.9	20
Birch.....	7.9	6
Blackburn.....	11.5	6
Webstone.....	12.5	4
Broomfield.....	19.6	15
Moneko.....	31.8	5
	Miles from Cascade Junction	
International.....	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 Lumber Co. office.
3. **Bridge Restrictions—**Speed will be restricted over Bridge 6.1, Cedar 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.  
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 hour.  
Trains handling logs, eight (8) miles per hour between Kerriston and Cedar River bridge.
6. **Register Stations—**Kanaskat.
7. **Derail Switches—**  
Durham..... East end of coal track 250 feet from main track, and west end coal track.  
Hiawatha..... 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 position.

8. <b>Commercial Spurs—</b>	Miles from Kanaskat	Car Capacity
Buffelin Mfg. Co.....	3.0	10

**SEVENTH SUBDIVISION.**  
**(CROCKER BRANCH)**

1. **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—**  
Crocker..... In main track east end of yard.  
Wingate..... West end of siding, and 600 feet east of depot at west end of Coal Bunkers.

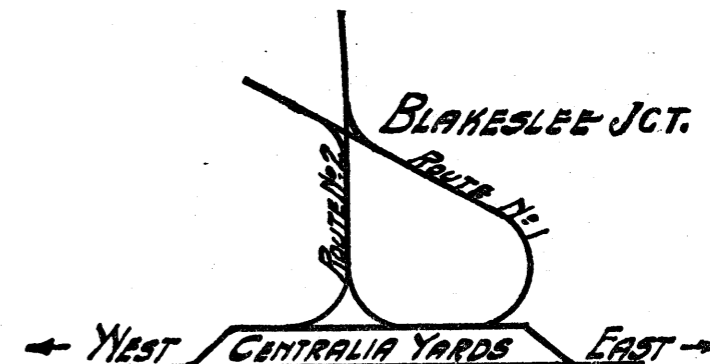
**EIGHTH SUBDIVISION.**  
**(ORTING BRANCH)**

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 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 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.
  6. **Commercial Spurs—**
- |                            |                   |              |
|----------------------------|-------------------|--------------|
|                            | Miles from Orting | Car Capacity |
| Dempsey.....               | 8.4               | 12           |
| Electron Rock Crusher..... | 8.6               | 10           |

**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.
  3. **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.
  5. **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.
  6. **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—**  
Centralia Round House Yard Office  
Passenger Station
  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 Centralia | Car Capacity |
| Foran..... | 2.9                  | 6            |



## 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—

	Miles from Chehalis Junction	Car Capacity
Marcilla.....	11.1	10
Custer.....	34.2	25
Star Timber Co.....	38.7	8
Mayfair.....	55.6	20

### 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—**  
Yacolt                                      Vancouver Junction
6. **Bulletin Stations—**Vancouver.
7. **Standard Time Clock—**Vancouver.
8. **Watch Inspectors—**Covert & Carter, Vancouver.
9. **Derail Switches—**  
Vancouver Junction ..... East leg of wye 135 feet from Yacolt end of wye switch.  
Brush Prairie ..... East end siding.  
Crusher ..... Spur track.  
Smith ..... Spur track.  
Yacolt ..... North leg wye switch. Normal position this switch for north leg of wye.
10. **Commercial Spurs—**

	Miles from Yacolt	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.
2. **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—

Elma ..... Standard Oil Spur.  
Kraft ..... Spur Track.  
McCleary ..... East end interchange track.  
Hillgrove ..... 800 feet west.

### 9. Commercial Spurs—

	Miles from Elma	Car Capacity
Kraft.....	2.3	4

### 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, engine-men 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 File 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.	Tacoma	Tacoma, Tool Car
DR. A. E. HILLIS	Tacoma	Hospital
DR. W. H. LUDWIG	South Tacoma	Round House
DR. E. L. CARLSEN	South Tacoma	Moon Yard Office
DR. G. T. POOLE	Rainier	Head-of-Bay Yard
DR. F. W. WICHMAN	Tenino	Head-of-Bay Office
DR. J. H. DUMON	Centralia	Baggage Room
DR. H. Y. BELL	Centralia	Wharf
DR. G. W. KENNICOTT	Chehalis	
DR. H. W. NEWELL	Napavine	
DR. W. W. WEBB	Winlock	
DR. R. H. CAMPBELL	Vader	
DR. H. H. QUAIPE	Castle Rock	
DR. E. C. HACKETT	Kelso	
DR. L. S. ROACH	Kalama	
DR. C. J. HOFFMAN	Woodland	
DR. W. H. WARNER	Ridgefield	
DR. CHAS. McCALLUM	Vancouver	
DR. M. A. HOLMES	Yacolt	
DR. C. S. WHITE	Portland	
DR. J. F. DICKSON, Oculist	Portland	
DR. R. M. DODSON	Portland	
DR. W. M. KARSHNER	Puyallup	
DR. F. J. SHADD	Selleck	
DR. C. E. MARTIN	Wilkeson	
DR. JACOB VISSER	Fairfax	
DR. J. H. SHEETS	Buckley	
DR. F. G. ULLMAN	Enumelaw	
DR. W. D. MERRITT	Bayne	
DR. W. W. WICK	Burnett	
DR. THOS. RUNNELLS	Orting	

Name	Location	Stretchers At
DR. E. W. STEVENS	Dryad	
DR. H. B. CRAVENS	Pe Ell	
DR. F. M. PETRIE	Lebam	
DR. A. W. SCHULZ	Raymond	South Bend
DR. F. W. ANDERSON	South Bend	
DR. L. E. STORY	Walville	
DR. J. J. O'LEARY	Olympia	Olympia
DR. WM. DIETZ	Oakville	
DR. J. C. VAN WINKLE	Oakville	
DR. C. W. JONES	Elma	
DR. F. L. CARR	Montesano	Aberdeen
DR. I. R. WATKINS	Aberdeen	
DR. H. C. WATKINS	Hoquiam	

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.**

Name	Location	District
DR. DONALD H. JESSOP, Chief Surgeon	Portland, Corbett Bldg	O.-W. R. & N. Co. Sys.
DR. M. K. HALL, Asst. Surgeon	Portland, Corbett Bldg	O.-W. R. & N. Co. Sys.
DR. G. M. PEARCE, Chief Oculist, Ear, Nose and Throat	Portland, Selling Bldg	O.-W. R. & N. Co. Sys.
DR. HENRY C. VIERECK, Eye, Ear, Nose and Throat	Portland, Selling Bldg	O.-W. R. & N. Co. Sys.
DR. EDWARD J. KANE, Asst. Surgeon	Portland, Selling Bldg	O.-W. R. & N. Co. Sys.
DR. E. G. MARGASON, Asst. Surgeon	Portland, 5904 1/2 72nd St. S. E.	O.-W. R. & N. Co. Sys.
DR. COURTLAND L. BOOTH, Asst. Surgeon	Portland, 798 Clinton Ave.	O.-W. R. & N. Co. Sys.
DR. CURTIS HOLCOMB, Asst. Surgeon	Portland, 119 1/2 Russell Ave.	O.-W. R. & N. Co., Albina to The Dalles and Vancouver.
DR. J. A. LOUNDAGIN, Dist. Surgeon	Vancouver	Vancouver District.
DR. C. HOLCOMB, Asst. Surgeon	Albina	Albina to Vancouver.
DR. MONTGOMERY RUSSELL, Division Surgeon	Seattle, 620 Leary Bldg., Main 90	Portland-Seattle.
DR. F. R. UNDERWOOD, Asst. Surgeon	Seattle, Cobb Bldg., Main 2205	Portland-Seattle.
DR. S. M. SAMUELS, Oculist and Aurist.	Seattle, (Georgetown)	Argo.
DR. WM. P. O'ROURKE, Asst. Surgeon	Auburn	Seattle-Tacoma.
DR. F. D. MERRITT, District Surgeon	Tacoma, Fidelity Bldg	Auburn-Tenino.
DR. CHAS. JAMES, District Surgeon	Tenino	Tacoma-Centralia.
DR. W. A. MILLINGTON, Dist. Surgeon	Centralia	Tenino-Winlock.
DR. DAVID LIVINGSTON, Dist. Surgeon	Vader	Centralia-So. Elma.
DR. R. H. CAMPBELL	Kelso	Centralia-Tono.
DR. C. W. BALES, District Surgeon	Cosmopolis	Winlock-Castle Rock.
DR. EDMUND A. SIZER, Dist. Surgeon	Hoquiam	Castle Rock-Kalama.
DR. R. F. HUNTER, District Surgeon	Montesano	Grays Harbor and North River Branches.
DR. J. H. FITZ, District Surgeon	Olympia	Olympia Branch.
DR. W. L. BRIDGFORD, District Surgeon	Aberdeen	
DR. H. C. WATKINS, District Surgeon		

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

**CLEARANCES**

		LIMIT OF LOAD—MEASUREMENT																Max. Height	Max. Width
		HEIGHT ABOVE TOP OF RAIL																	
		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	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide		
1st Subdivision	Main Line (Tacoma to Tenino)	17' 2"	17' 2"	17' 2"	17' 2"	17' 2"	17' 2"	17' 0"	16' 9"	16' 6"	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' 0"	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"	11' 6"
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"	11' 6"
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"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	11' 6"
2nd Subdivision	Grays Harbor Line (Aberdeen Jct.-Moclips)	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 9"	18' 8"	18' 7"	18' 9"	11' 6"
2nd Subdivision	Tumwater Spur	16' 11"	16' 9"	16' 7"	16' 6"	16' 3"	16' 1"	15' 10"	15' 9"	15' 7"	15' 5"	15' 3"	15' 1"	15' 0"	14' 10"	14' 8"	14' 4"	16' 11"	11' 6"
2nd Subdivision	Ocosta Branch	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 2"	19' 1"	18' 9"	18' 6"	18' 2"	17' 11"	17' 7"	17' 3"	17' 1"	16' 9"	16' 5"	19' 2"	11' 6"
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"	20' 4"	20' 4"	20' 4"	20' 4"	11' 6"
4th Subdivision	Prairie Line (Tacoma-Tenino)	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 1"	20' 11"	20' 8"	20' 6"	20' 4"	20' 2"	20' 0"	19' 10"	19' 8"	21' 4"	11' 6"
5th Subdivision	Crocker Branch	17' 7"	17' 7"	17' 7"	17' 5"	17' 3"	16' 11"	16' 9"	16' 8"	16' 6"	16' 4"	16' 2"	16' 0"	15' 11"	15' 8"	15' 5"	15' 2"	17' 7"	11' 6"
6th Subdivision	Gate Line (Gate-Centralia)	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	11' 6"
7th Subdivision	Willapa Harbor Line	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	11' 6"
8th Subdivision	Yacolt Branch	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	18' 8"	18' 1"	18' 1"	17' 4"	17' 4"	16' 9"	16' 9"	15' 5"	15' 5"	14' 6"	14' 0"	19' 3"	11' 6"
9th Subdivision	Elma Branch	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	11' 6"
10th Subdivision	Buckley Line	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	21' 8"	11' 6"
10th Subdivision	Burnett Branch	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	11' 6"
10th Subdivision	Wilkeson Branch	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	11' 6"
11th Subdivision	Green River Branch	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	11' 6"
12th Subdivision	Orting Branch	18' 9"	18' 9"	18' 9"	18' 6"	18' 3"	17' 11"	17' 7"	17' 7"	17' 3"	17' 3"	17' 0"	17' 0"	16' 8"	16' 8"	16' 5"	16' 3"	18' 9"	11' 6"
13th Subdivision	Mendota Branch	No obstructions on this Branch.																	