NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 47B TABLE

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

SUNDAY, OCTOBER 30, 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.

WESTWARD.

FIRST SUBDIVISION.
MAIN LINE.

Time Table No. 47B
October 30, 1921
Succeeding No. 47A

STATIONS
Telegraph Offices and Calls

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers				Distance from Tacoma	FIRST CLASS 401 Daily Nor. Pac. Portland Express	407 Daily Nor. Pac. Portland Passenger	421 Daily Nor. Pac. Grays Harbor Limited	423 Daily Nor. Pac. Grays Harbor Express	457 Daily Great Northern	459 Daily Great Northern	561 Daily O-W.R.&N Portland Express	563 Daily O-W.R.&N Portland Express	591 Daily Nor. Pac. Willapa Harbor Passenger	593 Daily Nor. Pac. Willapa Harbor Limited	SECOND CLASS 513 Ex. Sun. Nor. Pac. Mixed	515 Ex. Sun. O.-W.R.&N Mixed	587 Ex. Sun. Nor. Pac. Mixed	679 Daily Nor. Pac. Time Freight	691 Daily O-W.R.&N Time Freight	THIRD CLASS 963 Mon. Wed. Fri. Nor. Pac. Way Freight	965 Mon. Wed. Fri. Nor. Pac. Way Freight	969 Ex. Sun. Nor. Pac. Way Freight	973 Ex. Sun. Nor. Pac. Way Freight	975 Ex. Mon. O-W.R.&N Way Freight	977 Ex. Sun. O-W.R.&N Way Freight	997 Ex. Sun. Great Nor Way Freight
WCOT X	1977	Q	TACOMA 2.8	DN	0.0	L 1.45AM		L10.10AM				L 4.55PM	L12.45AM						L11.15PM	L 8.30PM		L 7.00AM			L10.15AM	

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.

X	CS 3		McCARVER STREET 2.6	DN Cross Over	2.8	L 1.55AM	VIA AMERICAN LAKE LINE See Page 5	L10.20AM f	VIA AMERICAN LAKE LINE See Page 5	VIA PRAIRIE LINE See Page 5	VIA PRAIRIE LINE See Page 5	L 5.03PM	L12.55AM	VIA PRAIRIE LINE See Page 5		VIA THIRD MAIN TRACK WABASH TO CENTRALIA	VIA THIRD MAIN TRACK WABASH TO CENTRALIA		L11.31PM	L 8.50PM	VIA PRAIRIE LINE See page 5	L 7.20AM			L10.40AM		VIA PRAIRIE LINE See page 5
	CS 5		RUSTON 4.3		5.4																					
	CS 10	SX	SIXTH AVENUE 6.0	DN Cross Over	9.7	2.07		s10.34				f 5.13	f 1.14						11.50PM	9.10		s 7.50			s11.10	
	CS 16	UO	STEILACOOM 2.0	DN Cross Over	15.7	2.17		s10.47				f 5.23	f 1.26						12.05AM	9.25		s 8.10			s11.40	
W	CS 18		KETRON 6.7	P Cross Over	17.7	2.20		f10.52				f 5.26	f 1.31						12.11	9.30		s 8.20			11.50AM	
X	CS 24	NU	NISQUALLY 3.8	DN Cross Over	24.4	2.31	L10.28AM f	s11.07	Ls 7.05PM			s 5.40	f 1.45						12.35	9.50		s 9.00			s12.20PM	
	CS 28	SR	ST. CLAIR 1.6	DN Cross Over	28.2	s 2.38	f10.35	A11.17AM s	As 7.15PM			f 5.47	f 1.50						12.50	10.05		As 9.15AM			s12.35	
W	CS 30		KYRO 5.1	P Cross Over	29.8	2.41	10.38	See page 3	See page 3			f 5.50	f 1.54						12.55	10 20		See page 3			s12.45	
	CS 35	MA	CHAMBERS PRAIRIE 2.7	DN Cross Over	34.9	2.50	s10.46					s 6.00	f 2.04						1.15	10.35					s 1.45	
	CS 37		PLUMB 5.4	P Cross Over	37.6	2.54	f10.50					f 6.05	f 2.09						1.25	10.45					s 2.00	
X	20 15	NO	TENINO 0.5	DN	43.0	f 3.04	s11.00					s 6.15	s 2.20						1.45	11.00					s 2.30	
W X			TENINO JCT. 3.2	Cross Over	43.5	3.05	11.01			L 1.02PM	L 4.26PM	6.16	2.21	L10.55AM					1.47	11.01	L 1.10PM				2.31		L 9.25AM
	2020	BU	BUCODA 5.1	D Cross Over	46.7	3.11	11.07			s 1.08	f 4.32	s 6.23	f 2.28	s11.02					1.57	11.07	s 1.30				s 3.00		s 9.40
	2025		WABASH 2.2	P	51.8											L 1.55PM	L 3.25PM									
WCOY X	2027	CN	CENTRALIA 3.7	DN Cross Over	54.0	s 3.25 3.30 679	11.20 s11.28 591			1.18 s 1.23	4.45 s 4.50	6.40 s 6.50	2.40 s 2.45 679	11.15 s11.45AM 407	L 7.45PM	A 2.05PM	A 3.35PM		2.20 3.35 563–401	11.30PM 12.05AM	A 2.00PM		L 6.00AM	L 5.30AM	A 3.30PM	L 5.00AM	s10.30
W X	2031	CH C.M.&St.P.	CHEHALIS 0.9	Cross Over D Tk Con.	57.7	s 3.45	s11.40			s 1.33	s 5.00	s 7.00	s 2.55	s12.10PM	s 8.05				3.50	12.20			6.40	s 6.00		s 5.30	s11.00
Y X	2032		CHEHALIS JCT. 6.5	P Cross Over	58.6									A12.12PM	A 8.10PM								A 6.45AM				
	2038	NA	NAPAVINE 3.1	DP Cross Over	65.1	s 4.03	s11.57AM			f 1.48	f 5.15	f 7.15	3.15	See page 8	See Page 8				4.20	12.50			See page 8	s 7.00		s 6.10	s11.45
	2040		EVALINE 3.1		68.2	4.08	f12.03PM			1.53	5.21	f 7.20	3.21						4.27	1.00				f 7.10		f 6.20	f11.55AM
X	2044	WI	WINLOCK 6.5	D Cross Over	71.3	s 4.15	s12.13 997			s 2.00	s 5.28	s 7.27	3.27						4.35	1.10				s 8.00		s 6.40	12.08PM s12.30 407
W	2050	PN	VADER 2.7	DN Cross Over	77.8	f 4.30	s12.26			s 2.11	f 5.40	f 7.39	3.40						4.50	1.35				s 8.30		s 7.20	s 1.00
	2053		OLEQUA 6.9		80.5	f 4.35	f12.31			f 2.16	5.45	f 7.44	3.46						4.57	1.45				f 9.00		f 7.35	f 1.10
W	2060	CA	CASTLE ROCK 6.3	D Cross Over	87.4	s 4.50	s12.45			s 2.30	s 6.00	s 7.58	4.01						5.15	2.05				s10.15		s 8.10	s 1.40
	2066		OSTRANDER 3.6	Cross Over	93.7	f 5.00	s12.57			2.40	f 6.12	8.10	4.14						5.30	2.25				f10.35		f 8.30	f 2.00
	2071	KS	KELSO 5.7	D Cross Over	97.3	s 5.10	s 1.05			s 2.47	s 6.20	s 8.18	4.22						5.40	2.35				s11.30		s 9.20	s 2.30
	2077		CARROLLS 4.5		103.0	f 5.20	s 1.15			f 2.57	6.30	8.30	4.35						5.55	2.50				f11.45		f 9.45	f 2.45
W	2081	KA	KALAMA 4.3	DN Cross Over	107.5	s 5.32	s 1.25			s 3.07 997	s 6.40	s 8.40	4.48						6.10	3.10				11.55AM 12.45PM		f10.55	3.00 3.20 457
	CX 4		MARTINS BLUFF 4.8		111.8	5.42	1.33			3.15	6.48	8.47	4.57						6.22	3.30				f 1.00		f11.10	f 3.35
	CX 9	WD	WOODLAND 5.4	D Cross Over	116.6	s 5.55	s 1.43			s 3.25	f 6.58	f 8.57	5.08						6.35	3.50				s 1.20		s11.45AM	s 3.50
W	CX15	RG	RIDGEFIELD 5.2	D Cross Over	122.0	s 6.10	s 1.53 973			s 3.37	f 7.08	f 9.07	5.22						6.50	4.10				s 1.45 2.10 407		s 1.00	s 4.15
	CX21		KNAPP 3.3		127.2	s 6.24	f 2.03			f 3.48	7.18	9.17	5.35						7.05	4.25				f 2.30		f 1.15	f 4.30
W	CX23		FELIDA 2.8	P Cross Over	130.5	s 6.32	s 2.10			f 3.54	7.25	9.22	5.42				See page 8		7.15	4.35				f 2.50		f 1.25	f 4.40
Y	CX25		VANCOUVER JCT. 3.1	P Cross Over	133.3	6.38	2.15			3.59	7.30	9.27	5.50				L 8.05AM		7.25	4.45				3.00		1.35	4.50
WTCY X	CX29	MX S.P.&S.	VANCOUVER 10.0	Cross Over DN Track Conn.	136.4	As 6.45AM	As 2.20PM			As 4.05PM	As 7.35PM	As 9.32PM	As 5.57AM				A 8.20AM	A 7.35AM	A 5.00AM				A 3.10PM		A 1.55PM	A 5.00PM

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

WCOT	2121	VC	PORTLAND	DN	146.4	A 7.20AM	A 2.55PM			A 4.40PM	A 8.10PM	A10.15PM	A 6.45AM						A 9.00AM							
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex.Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.	Ex. Sun.	Ex. Sun.	Ex. Mon.	Ex. Sun	Ex. Sun.
			Time Over Subdivision			4.45	3.44	.57	.10	2.58	3.04	4.24	4.52	.47	.25	.10	.10	.15	6.44	7.35	.50	1.55	.45	8.25	4.30	7.56	6.53
			Average Speed Per Hour			28.1	30.0	26.6	22.8	31.3	30.2	30.2	27.4	19.2	11.0	13.2	13.2	12.4	19.6	17.8	12.6	13.2	6.1	9.7	11.4	10.4	11.0

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** — **AUTOMATIC BLOCK BETWEEN TENINO AND VANCOUVER**

SPECIAL INSTRUCTIONS PAGES 9, 12, 13 AND 14

EASTWARD.

FIRST SUBDIVISION.
MAIN LINE.

Time Table No. 47B
October 30, 1921.
Succeeding No. 47A

STATIONS
Telegraph Offices and Calls

Distance from Portland		Stations		Car Capacity of Sidings	FIRST CLASS 402 Daily Nor. Pac. Seattle Express	408 Daily Nor. Pac. Seattle Passenger	422 Daily Nor. Pac. Grays Harbor Limited	456 Daily Great Northern	458 Daily Great Northern	466 Daily Nor. Pac. Grays Harbor Passenger	562 Daily O-W.R.&N. Tacoma-Seattle Express	564 Daily O-W.R.&N. Seattle Express	592 Daily Nor. Pac. Willapa Harbor Passenger	594 Daily Nor. Pac. Willapa Harbor Limited	SECOND CLASS 514 Ex. Sun. Nor. Pac. Mixed	516 Ex. Sun. O-W.R.&N. Mixed	588 Ex. Sun. Nor. Pac. Mixed	680 Daily Nor. Pac. Time Freight	692 Daily O-W.R.&N. Time Freight	THIRD CLASS 964 Tue. Thur. Sat. Nor. Pac. Way Freight	966 Tue. Thur. Sat. Nor. Pac. Way Freight	970 Ex. Sun. Nor. Pac. Way Freight	974 Ex. Sun. Nor. Pac. Way Freight	976 Ex. Sun. O-W.R.&N. Way Freight	978 Ex. Sun. O-W.R.&N. Way Freight
146.4	Q	TACOMA	DN		A 5.25AM					A12.45PM	A 9.15PM	A 4.50AM						A 3.30AM	A 4.30AM		A 3.40PM			A11.00AM	
		2.8																							

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

143.6		McCARVER STREET	DN		A 5.15AM	VIA AMERICAN LAKE LINE See Page 5	VIA AMERICAN LAKE LINE See Page 5	VIA PRAIRIE LINE See Page 5	VIA PRAIRIE LINE See Page 5	A12.35PM	A 9.05PM	A 4.38AM	VIA PRAIRIE LINE See Page 5		VIA THIRD MAIN TRACK CENTRALIA TO WABASH	VIA THIRD MAIN TRACK CENTRALIA TO WABASH		A 3.09AM	A 4.00AM	VIA PRAIRIE LINE See Page 5	A 3.10PM			A10.30AM	
		2.6	Cross Over																						
141.0		RUSTON																							
		4.3																							
136.7	SX	SIXTH AVENUE	DN	E 73 W 73	4.59					s12.22	f 8.52	f 4.20						2.38	3.35		s 2.45			s10.00	
		6.0	Cross Over																						
130.7	UO	STEILACOOM	DN	15	4.45					s12.10	f 8.41	f 4.06						2.18	3.10		s 2.10			s 9.30	
		2.0	Cross Over																						
128.7		KETRON	P	E 73 W 73	4.40					f12.05PM	f 8.37	4.00						2.10	3.00		f 1.50			f 9.00	
		6.7	Cross Over																						
122.0	NU	NISQUALLY	DN	25	4.25	A12.27PM	As 7.20PM			s11.53AM	s 8.25	f 3.45						1.45	2.35		s 1.20			s 8.30	
		3.8	Cross Over																						
118.2	SR	ST. CLAIR	DN	50	s 4.13	12.20	Ls 7.10PM			L11.43AM s	8.16	f 3.34						1.35	2.20		L s 1.00PM			s 8.00	
		1.6	Cross Over							See page 4															
116.6		KYRO	P	W 73	4.10	12.18	See page 4				f 8.13	f 3.29						1.28	2.15		See Page 4			s 7.50	
		5.1	Cross Over																						
111.5	MA	CHAMBERS PRAIRIE	DN	E 73 W 73	3.59	s12.10					s 8.05	f 3.16						1.08	2.00					s 7.30	
		2.6	Cross Over																						
108.9		PLUMB	P	4	3.54	12.06PM					f 7.58	f 3.10						1.00	1.30					s 6.50	
		5.4	Cross Over																						
103.4	NO	TENINO	DN		f 3.43	s11.56AM					s 7.49	s 2.59						12.31	1.11					s 6.30	
		0.5																							
102.9		TENINO JCT.		E 73 W 74	3.41	11.55		A 4.49PM	A 1.49PM		7.48	2.57	A11.10AM					12.30	1.10	A 6.40AM				6.15	
		3.2	Cross Over																						
99.7	BU	BUCODA	D	60	3.34	11.50		f 4.42	1.42		s 7.42	f 2.50	s11.04					12.05AM	12.55	s 6.30				s 6.00	
		5.1	Cross Over																						
94.6		WABASH	P												A12.15PM	A 1.10PM									
		2.2																							
92.4	CN	CENTRALIA	DN	500	3.20	11.38		4.30	1.30		7.30	2.35	s10.50	A 7.00PM	L12.10PM	L 1.00PM		11.40PM	12.30	L 6.00AM		A 4.15PM	A 2.00PM	L 5.30AM	A 2.30PM
		3.7	Cross Over		s 3.15	s11.30		s 4.25	s 1.25		s 7.25	s 2.25	10.40					11.05	12.05AM						
88.7	CH	CHEHALIS	Cross Over D	E 66 W 36	s 3.05	s11.20		s 4.15	s 1.15		s 7.15	s 2.15	s10.30	s 6.50				10.50	11.50PM			4.00	s 1.45		s 2.15
	C.M.&St.P.	0.9	Tk Con.																						
87.8		CHEHALIS JCT.	P	Y									L10.20AM	L 6.40PM								L 3.35PM See page 8			
		6.5	Cross Over																						
81.3	NA	NAPAVINE	DP	E 73 W 73	s 2.50	s11.00		f 4.00	f12.57 974		s 7.00	2.00	See page 8	See page 8				10.27	11.25				s 1.11 12.25 459		s 1.50
		3.1	Cross Over																						
78.2		EVALINE		Spur	2.43	f10.52		f 3.52	12.52		6.52	1.53						10.17	11.15				f12.14PM		f 1.20
		3.1																							
75.1	WI	WINLOCK	D	74	f 2.35	s10.42		s 3.42	s12.42		s 6.43	1.45						10.07	11.05				s11.59AM		s 1.05
		6.5	Cross Over																						458
68.6	PN	VADER	DN	E 51 W 56	f 2.20	s10.28		s 3.29	s12.29 978		s 6.28	1.30						9.47	10.45				11.15		s12.35PM 11.59AM
		2.7	Cross Over																						
65.9		OLEQUA		Spur	f 2.13	10.23		f 3.23	12.23		6.21	1.23						9.40	10.35				f11.00		f11.50
		6.9																							
59.0	CA	CASTLE ROCK	D	E 69 W 70	s 1.58	s10.10 974		s 3.10	s12.10PM		s 6.08	1.10						9.20	10.18				s10.41 9.20 408		s11.30
		6.3	Cross Over																						
52.7		OSTRANDER		Spur	f 1.45	s 9.58		f 2.58	11.57AM		s 5.55	12.55						9.02	10.00				f 9.00		f10.45
		3.6	Cross Over																						
49.1	KS	KELSO	D	E 74	s 1.37	s 9.51		s 2.51	s11.51		s 5.47	12.45						8.54	9.52				s 8.45		s10.30
		5.7	Cross Over																						
43.4		CARROLLS		Spur	f 1.25	s 9.38		f 2.39	11.39		f 5.35	12.35						8.41	9.40				f 7.45		f 9.55
		4.5																							
38.9	KA	KALAMA	DN	E 66 W 88	s 1.15	s 9.28 978		s 2.30	s11.30		s 5.25	12.26						8.32	9.30				7.30 s 6.30		s 9.40 9.20 408
		4.3	Cross Over																						
34.6		MARTINS BLUFF		No Siding	1.04	9.18		2.20	11.20		f 5.13	12.15						8.23	9.17				f 6.15		f 9.05
		4.8																							
29.8	WD	WOODLAND	D	Spur	s12.54	s 9.10		s 2.11	s11.11		s 5.05	12.05AM						8.13	9.05				s 6.00		s 8.50
		5.4	Cross Over																						
24.4	RG	RIDGEFIELD	D	E 114 W 93	s12.42	s 9.00		f 2.00	s11.00		s 4.53	11.53PM						8.01	8.50				s 5.45		s 8.20
		5.2	Cross Over																						
19.2		KNAPP		Spur	f12.30	f 8.50		1.50	10.50		f 4.43	11.41						7.50	8.39				f 5.27		f 7.50
		3.3																							
15.9		FELIDA	P	Spur	f12.22	s 8.45		1.45	10.45		f 4.36	11.36					See page 8	7.43	8.31				f 5.20		f 7.35
		2.8	Cross Over																						
13.1		VANCOUVER JCT.	P		12.16	8.40		1.40	10.40		4.30	11.31					A11.10AM	7.37	8.25				5.10		7.25
		3.1	Cross Over																						
10.0	MX S.P.&S.	VANCOUVER	Cross Over DN Track Conn.	1000	L12.10AM s	Ls 8.35AM		Ls 1.35PM	L10.35AM s		Ls 4.25PM	L11.26PM s					L11.00AM	L 7.30PM	L 8.15PM				L 5.00AM		L 7.15AM

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

0.0	VC	PORTLAND	DN	1000	L11.30PM	L 8.00AM		L 1.00PM	L10.00AM		L 4.00PM	L11.00PM						L 6.40PM							
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Tue. Thur. Sat.	Tue. Thur. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
		Time Over Subdivision			5.00	3.44	.10	3.09	3.09	.52	4.35	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	30.0	22.8	29.2	29.2	29.4	29.1	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

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

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.

WESTWARD.

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

Time Table No. 47B
October 30, 1921.
Succeeding No. 47A.

STATIONS
Telegraph Offices and Calls

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from St. Clair	Telegraph Offices and Calls	Car Capacity of Sidings	FIRST CLASS 421 Daily Nor. Pac. Passenger See page 1	423 Daily Nor. Pac. Passenger See page 1	577 Daily O.-W.R.&N. Passenger 43	579 Daily C.M.&St.P Passenger 117	581 Daily Nor. Pac. Passenger	SECOND CLASS 583 Mon.Wed.& Fri. Nor. Pac. Mixed	693 Ex. Sun. Nor. Pac. Freight	697 Ex. Sun. C.M.&St.P Freight 161	THIRD CLASS 965 Mon.Wed.& Fri. Nor. Pac. Way Frt. See page 1	967 Mon.Wed.& Fri. Nor. Pac. Way Frt.	983 Ex. Sun. Nor. Pac. Way Frt	987 Ex. Sun. O.W.R.&N. Way Frt.
X	CS 28	0.0	SR ST. CLAIR DN	48	L 11.17AM	L 7.15PM							L 9.15AM			
		2.9			s	s 422							s			
	CK 18		UNION MILL P	Spur	s11.27	s 7.22							s 9.40			
		1.5														
	CK 20	4.4	LACEY P	31	s11.32	s 7.26							s 9.55			
		5.0			466											
W T X	CK 25	9.4	OY OLYMPIA DP	44	s11.42 966	7.38			L 4.55PM				A10.15AM			
		0.6			11.50AM	s 7.45										
		10.0	TUMWATER SPUR CROS.													
		4.7														
	CK 34	14.7	BELMORE P	32	f12.05PM	f 7.59			f 5.09							
		6.6														
	CK 37	21.3	RK LITTLE ROCK DP	43	s12.19	s 8.12			s 5.22							
		1.2														
	CK 37½	22.5	BORDEAUX JCT. P	Spur 50	s12.24	s 8.15			f 5.25							
		1.9														
	CK 40	24.4	MIMA P	11	f12.28	f 8.19			f 5.30							
		4.2														
W Y X	CK 44	28.6	HK GATE DN	82	s12.35 580	s 8.27			A 5.50PM		See page 7		See page 7	See page 7		
		4.9			12.45	8.35			422		L 3.30AM		L 9.15AM	L 9.15AM		
	CM 5	33.5	OX OAKVILLE DP	95	s12.55	s 8.45					3.42			s 9.35 10.10		
		6.9														
	CM 12	40.4	LYTLE P	34	1 10	9.00					4.00			s10.30		
		1.0														
W	CM 13	41.4	PORTER P	16	s 1.13	s 9.02					4.03			s10.45		
		1.6														
	CM 15	43.0	MN MALONE DP	Spur 10	s 1.17	s 9.06					4.08			s10.50		
		5.0														
T X	CM 19	48.0	EF ELMA DN	69	s 1.30 968-967	s 9.19					4.30			s11.15AM 1.40PM	421	
		3.7														
	CM 23	51.7	SP SATSOP DP	29	s 1.38	s 9.27					4.41			s 2.00		
		1.9														
	CM 25	53.6	BRADY	Spur	s 1.43	f 9.32					4.45			s 2.15		
		4.1														
W	CM 29	57.7	MO MONTESANO DNP	60	s 1.50	s 9.43					5.10			s 3.00		
			O.-W.R.&N. 8.1 Track Conn.													
Y X	CM 37	0.0	AJ ABERDEEN JCT. DP	35												
		0.9														
		0.9	JUNCTION CITY													
		0.6														
	CR 1	1.5	COSMOPOLIS JCT.	No Siding												
		1.4														
W X	CG 2	2.9	MP COSMOPOLIS D	30						L12.30PM						
			O.-W.R.&N. 1.4 Track Conn.													
	CR 1	1.5	COSMOPOLIS JCT.	No Siding						12.35						
		0.9														
	CR 3	2.4	O.-W. R. & N. Co. Crossing	90												
			Track Conn.													
			SOUTH ABERDEEN							s12.40						
		10.7														
	CR 13	13.1	MARKHAM	10						s 1.15						
		2.5														
T	CR 16	15.6	OCOSTA P	10						s 1.30						
		2.7														
	CR 19	18.3	BAY CITY	Spur						A 1.45PM 584						
Y X	CM 37	65.8	ABERDEEN JCT. DP	35	f 2.10	f10.01					5.40			s 3.30		
		3.1														
O X	CM 40	68.9	SA ABERDEEN DN	50	2.20	10.10	L 7.00AM	L 6.00PM			6.20	L 5.40AM		s 4.00		L12.15PM
			O.-W.R.&N. 3.6 Track Conn.		2.30	s10.20					A 6.40AM	A 6.00AM		A 4.15PM 694	L 9.00AM	A12.30PM
WCY OX	CM 44	72.5	HO HOQUIAM DN	200	s 2.40 2.50	A10.30PM 578	A 7.15AM 968	A 6.15PM							f 9.15	
		3.5														
W	CM 47	76.0	GRAYS HARBOR CITY	No Siding	f 2.58										f 9.35	
		4.4														
	CM 52	80.4	GRAY GABLES	No Siding	f 3.10										f 9.45	
		1.6														
	CM 54	82.0	CHENOIS CREEK	No Siding	f 3.14										f 9.55	
		2.0														
		84.0	BURROWS	No Siding	f 3.20										f10.05	
		1.2														
	CM 56	85.2	TULIPS P	40	f 3.23 984										f10.10	
		0.7														
		85.9	WILDERNESS	No Siding	f 3.26										s10.40	
		2.5														
	CM 61	88.4	COPALIS	Spur	s 3.34										s11.15	
		3.2														
	CM 63	91.6	CR CARLISLE D	24	s 3.45										f11.20	
		1.0														
	CM 64	92.6	ONSLOW	30	f 3.50										s11.40AM	
		1.9														
	CM 66	94.5	STEARNSVILLE	Spur	f 3.58										s12.01PM	
		1.9														
	CM 68	96.4	ALOHA	Spur 12	f 4.07										s12.10	
		1.7														
W	CM 69	98.1	PACIFIC	Spur 7	s 4.15										s12.20	
		1.4														
	CM 71	99.5	SUNSET BEACH	No Siding	f 4.20										A12.30PM	
		1.0														
YX	CM 72	100.5	MC MOCLIPS D	33	A 4.25PM											
					Daily	Daily	Daily	Daily	Daily	Mon.Wed.& Fri.	Ex. Sun.	Ex. Sun.	Mon.Wed.& Fri.	Mon.Wed.& Fri.	Ex. Sun.	Ex. Sun.
			Time Over Subdivision		4.38	2.50	.15	.15	.55	1.15	3.10	.20	1.00	4.00	3.30	.15
			Average Speed Per Hour		21.0	25.5	14.4	14.4	20.9	14.5	13.8	10.8	9.4	10.9	8.0	14.4

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 AND NO. 983 IS SUPERIOR TO No. 984 HOQUIAM TO MOCLIPS.
MANUAL BLOCK BETWEEN ST. CLAIR AND ABERDEEN 7:00 A. M. TO 11:00 P. M. DOUBLE TRACK BETWEEN ABERDEEN AND HOQUIAM RIVER DRAWBRIDGE. SPECIAINSTRUCTIONSPAGES 9, 10, 12, 13 AND 14.

EASTWARD.

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

Time Table No. 47B
October 30, 1921.
Succeeding No. 47A.

	STATIONS (Telegraph Offices and Calls)		Distance from Moclips
SR	ST. CLAIR	DN	100.5
	2.9		
	UNION MILL	P	97.6
	1.5		
	LACEY	P	96.1
	5.0		
OY	OLYMPIA	DP	91.1
	0.6		
	TUMWATER SPUR CROS.		90.5
	4.7		
	BELMORE	P	85.8
	6.6		
RK	LITTLE ROCK	D P	79.2
	1.2		
	BORDEAUX JCT.	P	78.0
	1.9		
	MIMA	P	76.1
	4.2		
HK	GATE	DN	71.9
	4.9		
OX	OAKVILLE	DP	67.0
	6.9		
	LYTLE	P	60.1
	1.0		
	PORTER	P	59.1
	1.6		
MN	MALONE	DP	57.5
	5.0		
EF	ELMA	DN	52.5
	3.7		
SP	SATSOP	DP	48.8
	1.9		
	BRADY		46.9
	4.1		
MO	MONTESANO	DNP	42.8
O.-W.R.&N.	8.1 Track Conn.		
AJ	ABERDEEN JCT.	DP	18.3
	0.9		
	JUNCTION CITY		17.4
	0.6		
	COSMOPOLIS JCT.		16.8
	1.4		
MP	COSMOPOLIS	D	18.2
O.-W.R.&N.	1.4 Track Conn.		
	COSMOPOLIS JCT.		16.8
	0.9		
	O.-W. R. & N. Co. Crossing		15.9
	Track Conn.		
	SOUTH ABERDEEN		
	10.7		
	MARKHAM		5.2
	2.5		
	OCOSTA	P	2.7
	2.7		
	BAY CITY		0.0
	ABERDEEN JCT.	DP	34.7
	3.1		
SA	ABERDEEN	DN	31.6
O.-W.R.&N.	3.6 Track Conn.		
HO	HOQUIAM	DN	28.0
	3.5		
	GRAYS HARBOR CITY		24.5
	4.4		
	GRAY GABLES		20.1
	1.6		
	CHENOIS CREEK		18.5
	2.0		
	BURROWS		16.5
	1.2		
	TULIPS	P	15.3
	0.7		
	WILDERNESS		14.6
	2.5		
	COPALIS		12.1
	3.2		
CR	CARLISLE	D	8.9
	1.0		
	ONSLOW		7.9
	1.9		
	STEARNSVILLE		6.0
	1.9		
	ALOHA		4.1
	1.7		
	PACIFIC		2.4
	1.4		
	SUNSET BEACH		1.0
	1.0		
MC	MOCLIPS	D	0.0

FIRST CLASS

422	466	500	578	580
Daily	Daily	Daily	Daily	Daily
Nor. Pac. Passenger	Nor. Pac. Passenger	C.M.&St.P Passenger 118	O-W R.&N Passenger 44	Nor. Pac. Passenger
See page 2	See page 2			
A 7.10PM s 423	A 11.43AM s			
s 7.03	s 11.37			
s 7.00	s 11.32 421			
s 6.45 6.36	s 11.20 11.12			A 1.40PM
f 6.24	f 11.00			f 1.25
s 6.10	s 10.46			s 1.13
s 6.07	s 10.42			f 1.10
6.03	f 10.38			f 1.05
5.55 s 5.50	10.30 s 10.20			L 12.45PM 421
s 5.40	s 10.10 967			
5.25	9.55			
s 5.23	s 9.53			
s 5.19	s 9.48			
s 5.05	s 9.34			
s 4.56	s 9.26			
f 4.51	f 9.23			
s 4.41	s 9.14 968			
f 4.24	f 8.55			
s 4.15 4.10	s 8.45 8.40	A 1.20PM	A 11.00PM	
L 4.00PM	s 8.30 s 8.20	L 1.05PM	L 10.45PM 423	
	f 8.08			
	f 7.56			
	f 7.52			
	f 7.47			
	s 7.43			
	s 7.40			
	s 7.33			
	s 7.25			
	f 7.21			
	f 7.16			
	s 7.11			
	s 7.07			
	f 7.03			
	L 7.00AM			
Daily	Daily	Daily	Daily	Daily
2.51	4.13	.15	.15	.55
25.5	23.8	14.4	14.4	20.9

SECOND CLASS

584	694	698
Mon. Wed. & Fri.	Ex. Sun.	Ex. Sun.
Nor. Pac. Mixed	Nor. Pac. Freight	C.M.&St.P Freight 162
	See page 5	
	A 7.20PM	
	7.05	
	6.45	
	6.40	
	6.35	
	6.20	
	6.00	
	5.50	
	5.40	
A 3.05PM		
3.00		
s 2.55		
s 2.30		
s 2.10		
L 1.55PM 583		
	5.10	
	4.50	A 5.15PM
	L 4.30PM 967	L 5.00PM
Mon. Wed. & Fri.	Ex. Sun.	Ex. Sun.
1.10	2.50	.15
15.6	15.5	14.4

THIRD CLASS

966	968	984	988
Tu.,Thur. & Sat.	Tu.,Thur. & Sat.	Ex. Sun.	Ex. Mon.
Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	O-W.R.&N Way Frt.
See page 2.			
As 1.00PM			
s 12.50			
s 12.10PM			
L 11.45AM 421			
	See page 5		
	As 2.50PM		
	s 2.35		
	s 2.05		
	s 2.00		
	s 1.50		
	1.30PM	421	
	s 10.30AM		
	s 10.15		
	s 9.55		
	s 9.40 8.50 466		
	s 8.15		
	s 7.35		A 6.00PM
	L 7.15AM 577	A 4.30PM s	L 5.30PM
		f 4.15	
		f 3.55	
		f 3.45	
		f 3.35	
		f 3.23 421	
		f 2.55	
		s 2.45	
		s 2.30	
		f 2.00	
		s 1.45	
		s 1.30	
		s 1.15	
		f 1.05	
		L 1.00PM	
Tu.,Thur. & Sat.	Tu.,Thur. & Sat.	Ex. Sun.	Ex. Mon.
1.15	3.45	3.30	30
7.5	10.8	8.0	7.2

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, AND NO. 983 IS SUPERIOR TO NO. 984 HOQUIAM TO MOCLIPS. 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.

WESTWARD — THIRD SUBDIVISION. (AMERICAN LAKE LINE) — EASTWARD

Time Table No. 47B
October 30, 1921
Succeeding No. 47A.

THIRD CLASS	FIRST CLASS										FIRST CLASS								THIRD CLASS
985	519	517	423	407	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers	Distance from Lakeview	STATIONS — Telegraph Offices and Calls			Distance from Nisqually	Car Capacity of Sidings	408	422	518	520			986
Nor. Pac. Way Frt.	O.-W. R. R. & N. Passenger	O.-W. R. R. & N. Passenger	Nor. Pac. Gray's Har. Passenger	Nor. Pac. Passenger									Nor. Pac. Passenger	Nor. Pac. Grays Harbor Limited	O.-W. R. R. & N. Passenger	O.-W. R. R. & N. Passenger			Nor. Pac. Way Frt.
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily									Daily	Daily	Ex. Sun.	Ex. Sun.			Ex. Sun.
L 8.00AM			Ls 6.35PM	L10.05AM		1985	0.0	VA	LAKEVIEW 2.5	DN	11.6	52	A12.55PM	As 7.55PM					As 3.55PM
8.10			f 6.39	10.09		CK 2	2.5		COUNTRY CLUB 0.5		9.1		12.51	f 7.47					f 3.47
f 8.12			6.40	10.10		CK 3	3.0		TILLICUM 1.5		8.6	33	12.50	7.46					f 3.45
s 8.20			f 6.43	f10.12		CK 5	4.5		MURRAY 3.2		7.1	23	f12.47	f 7.43					s 3.40
A 8.30AM	L 8.00PM 422	L 5.25PM	s 6.55	s10.20	WX	CK 7	7.7	D	AMERICAN LAKE 3.9	DN	3.9	31	s12.40	s 7.35 519	A 5.50PM	A 8.40PM			L 3.30PM
	A 8.10PM 520	A 5.35PM 518	As 7.05PM	A10.28AM f	X	CS 24	11.6	NU	NISQUALLY	DN	0.0	25	L12.27PM	Ls 7.20PM	L 5.40PM 517	L 8.25PM 519			
			See page 1	See page 1															
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily					Time Over Subdivision				Daily	Daily	Ex. Sun.	Ex. Sun.			Ex. Sun.
.30	.10	.10	.30	.23									.28	.35	.10	.15			.25
15.	23.4	23.4	23.2	30.3					Average Speed Per Hour				24.1	20.0	23.4	15.6			18.4

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.

Time Table No. 47B
October 30, 1921
Succeeding No. 47A.

THIRD CLASS			FIRST CLASS									FIRST CLASS						THIRD CLASS		
997	985	963	591	459	457	423	407	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Number	Distance from Tacoma	STATIONS — Telegraph Offices and Calls			Distance from Tenino Junction	Car Capacity of Sidings	408	422	456	458	592		964	986	
Ex. Sun.	Ex. Sun.	Mon., Wed., Fri.	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily		Tue., Thur., Sat.	Ex. Sun.	
Great Northern Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Willapa Harbor Passenger	Great Northern	Great Northern	Nor. Pac. Grays Harbor Express	Nor. Pac. Portland Passenger									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	
L 7.00AM	L 7.05AM	L 8.00AM	L 9.35AM	L 3.05PM	L11.35AM	L 6.10PM	L 9.40AM		1977	0.0	Q	TACOMA 4.6	DN	39.2		A 1.20PM	A 8.20PM	A 6.20PM	A 3.10PM	A12.40PM		A11.00AM	A 4.40PM	

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

L 7.30AM	Ls 7.45AM	Ls 8.45AM	Ls 9.50AM	L 3.20PM	L11.50AM	Ls 6.25PM 456	Ls9.58AM	WO TX	1981	4.6	SU	SOUTH TACOMA 3.6	DN	34.6	70	A 1.05PM s	A 8.05PM s	A 6.05PM 423	A 2.55PM	A12.25PM s		A10.30AM	As 4.10PM	
f 7.40	As 8.00AM	f 9.00	s 9.57 964	f 3.27	f11.57AM	As 6.35PM	A10.05AM 964		1985	8.2	VA	LAKEVIEW 5.0	DN	31.0	52	L12.55PM	L 7.55PM s	s 5.55	f 2.45	s12.14		10.10 9.42 407–591	Ls 3.55PM	
f 7.50	See page 5	f 9.25	f10.05	3.35	12.05PM 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	f12.05PM 457		s 9.25	See page 5	
s 8.10		s 9.55 10.20 591	s10.15 963	s 3.47	s12.21			W	1996	19.2	RY	ROY 5.5 Lap Siding	D	20.0	E 62 W 67			s 5.32	f 2.28	s11.52AM		s 9.00		
s 8.30 964		s10.50	s10.25	f 3.57	f12.32				2002	24.7	YA	YELM 5.5	D	14.5	74			f 5.20	f 2.18	s11.42		s 8.30 997		
s 8.45		s11.32AM 592	s10.35	f 4.07	f12.45				2007	30.2	RA	RAINIER 4.2 Lap Siding	D	9.0	E 64 W 73			f 5.08	f 2.08	s11.32 963		s 8.00		
f 9.00		f12.05PM	f10.43	f 4.14	12.52				2011	34.4		McINTOSH 4.6	P	4.8	74			f 5.00	2.00	f11.22		s 7.30		
s 9.20		s12.25 1.05 457	s10.53	s 4.24	s 1.00 963			X	2015	39.0	TN	WEST TENINO 0.2	D	0.2	36			s 4.51	s 1.51	s11.12		s 7.00		
A 9.25AM		A 1.10PM	A10.55AM	A 4.26PM	A 1.02PM			W X		39.2		TENINO JUNCTION		0.0	E 73 W 74			L 4.49PM	L 1.49PM	L11.10AM		L 6.40AM		
See page 1		See page 1	See page 1	See page 1	See page 1													See page 2	See page 2	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	1.06	1.15		3.22	.15	
18.0	14.4	10.4	31.9	31.4	28.8	21.6	30.9					Average Speed Per Hour				21.6	21.6	27.3	31.4	27.3		10.2	14.4	

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. EASTWARD.

(BUCKLEY LINE—BURNETT AND WILKESON BRANCHES)

THIRD CLASS	SECOND CLASS	FIRST CLASS							SECOND CLASS					THIRD CLASS
971	525	523	597	595	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Kanaskat	Time Table No. 47B October 30, 1921 Succeeding No. 47A. STATIONS Telegraph Offices and Calls	Distance from Tacoma	Car Capacity of Sidings	596	598	522	526	528	972
Ex. Sun.	Daily	Daily	Daily	Daily							Daily	Daily	Ex. Sun.	Daily	Sun. Only	Ex. Sun.
Way Frt.	Mixed	Mixed	Passenger	Passenger							Passenger	Passenger	Mixed	Mixed	Mixed	Way Frt.
L 6.30AM			L 4.00PM	L 7.40AM		A 1	0.0	GV KANASKAT DN 1.2	44.6	140	A 9.25AM	A 7.25PM				A 1.05PM
BETWEEN PALMER JCT. AND KANASKAT TRAINS WILL BE GOVERNED BY SEATTLE DIVISION TIME TABLE RULES AND REGULATIONS																
L 6.35AM f			L 4.05PM s	L 7.45AM s		1932	1.2	JC PALMER JCT. D 0.9	43.4	70	A 9.18AM s	A 7.15PM s				A f 1.00PM
f 6.40			f 4.08	s 7.48	W	1933	2.1	PALMER 1.3	42.5	30	f 9.15	s 7.10				f12.45
f 6.50			s 4.11	s 7.51		1934	3.4	BAYNE 1.3	41.2	Spur	f 9.11	s 7.06				f12.30
f 6.55			s 4.14	s 7.54		1936	4.7	CUMBERLAND 0.8	39.9	No Siding	f 9.07	s 7.02				f12.01PM
f 7.00			4.16	7.57		1937	5.5	NACO 2.0	39.1	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				11.25
s 7.20 8.53 595-596			s 4.30	s 8.10 971		1942	10.9	CW ENUMCLAW D 3.4	33.7	52	s 8.53 971	s 6.47				s11.00
s 9.20 972			s 4.40	s 8.20		1945	14.3	BK BUCKLEY D 4.3	30.3	60	s 8.43	s 6.35				10.00 s 9.20 971
9.40			4.50	8.30 596	X	1949	18.6	CASCADE JCT. 1.1	26.0	No Siding	8.30 595	6.21				8.50
						CC 4	0.0	MORRISTOWN 2.0	3.4	24						
	L 8.53AM 526				O	CC 2	2.0	BN BURNETT D 1.4	1.4	63				A 8.52AM 525		
	9.00					1949	3.4	CASCADE JCT.	0.0	No Siding				8.45		
		L 2.50PM			T	CB 15	0.0	FX FAIRFAX D 2.0	14.8	18			A11.35AM		A10.35AM	
		s 3.00				CB 13	2.0	MELMONT 4.1	12.8	Spur 5			s11.20		s10.25	
							6.1	CARBON COAL CO. Crossing 0.9	8.7							
		s 3.30				CB 8	7.0	CB CARBONADO D 3.4	7.8	5			s10.45		s10.00	
		s 4.00			T O W	CB 5	10.4	WX WILKESON D 4.4	4.4	82			s10.10		s 9.40	
		4.30				1949	14.8	CASCADE JCT. 1.1	0.0	No Siding			9.30		9.18	
s10.10	A 9.05AM	A 4.35PM	s 4.55	s 8.35 972	W C T X	1950	19.7	SO SOUTH PRAIRIE DP 4.5	24.9	52	s 8.25 972	s 6.18	L 9.25AM	L 8.40AM 972	L 9.15AM	8.45 526 s6.30 595 596
f10.30			f 5.04	f 8.45		1955	24.2	CROCKER P 2.7	20.4	73	f 8.11	f 6.03				f 5.45
s11.05			s 5.10	s 8.52	T X	1958	26.9	OG ORTING D 3.4	17.7	51	s 8.06	s 5.58				s 5.30
f11.20			f 5.17	s 9.00		1961	30.3	McMILLAN P 2.1	14.3	Spur 8	f 7.58	s 5.50				s 4.50
f11.30			f 5.20	s 9.05		1963	32.4	ALDERTON 2.4	12.2	25	f 7.55	s 5.45				s 4.30
A11.45AM			A 5.25PM 598	A 9.10AM	Y W X	1966	34.8	MEEKER 9.8	9.8		L 7.50AM	L 5.40PM 597				L 4.00AM
BETWEEN MEEKER AND TACOMA, TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS																
A 1.00PM			A 5.50PM	A 9.35AM		1976	44.6	Q TACOMA DN	0.0		L 7.30AM	L 5.15PM				L 3.00AM
Ex. Sun.	Daily	Daily	Daily	Daily							Daily	Daily	Ex. Sun.	Daily	Sun. Only	Ex. Sun.
3.47	.12	1.45	1.20	1.25				Time Over Subdivision			1.28	1.35	2.10	.12	1.20	6.05
8.8	12.5	9.0	25.2	23.7				Average Speed Per Hour			22.6	21.2	7.3	12.5	11.9	5.5

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.

SIXTH SUBDIVISION. (GREEN RIVER BRANCH)

WESTWARD. — EASTWARD.

SECOND CLASS											SECOND CLASS
531			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Kerriston	Time Table No. 47B October 30, 1921 Succeeding No. 47A STATIONS Telegraph Offices and Calls	Distance from Kanaskat	Car Capacity of Sidings			532
Ex. Sun.											Ex. Sun.
Mixed											Mixed
L 1.10PM 532				CJ 15	0.0	KERRISTON 1.6	14.7				A 1.00PM 531
s 1.20			Y		1.6	HALMAR 5.9	13.1	40			s12.50
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			s12.01PM
2.30					12.4	KANGLEY JCT. 1.6	2.3	15			11.30AM
				CJ 4	14.0	SELLECK 0.1	3.9				s11.15
					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			s10.35
s 2.45				CJ 1	13.3	DURHAM 1.4	1.4	30			s10.30
A 3.00PM			W Y OX	A 1	14.7	GV KANASKAT DN	0.0	75			L10.15AM
Ex. Sun.											Ex. Sun.
1.50						Time Over Subdivision					2.45
8.0						Average Speed Per Hour					5.3

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

SEVENTH SUBDIVISION. (CROCKER BRANCH)

WESTWARD. — EASTWARD.

Staff Operation—See Page 11	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Wingate	Time Table No. 47B October 30, 1921 Succeeding No. 47A STATIONS Telegraph Offices and Calls	Distance from Crocker	Car Capacity of Sidings	Staff Operation—See Page 11
	W O	C D 5	0.0	WINGATE P 5.1	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

EIGHTH SUBDIVISION (ORTING BRANCH)

WESTWARD. — EASTWARD.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from End of track	Time Table No. 47B October 30, 1921 Succeeding No. 47A STATIONS Telegraph Offices and Calls	Distance from Orting	Car Capacity of Sidings
		0.0	LAKE KAPOWSIN (St. P. & T. Lbr. Co. Camp No. 1) 1.3	10.0	
		1.3	C. M. & St. P. Ry. Crossing 1.0	8.7	
	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

NINTH SUBDIVISION (GATE LINE)

WESTWARD. — EASTWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS																				THIRD CLASS	
987	967	693	577	505	503	501	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Centralia	Time Table No. 47B October 30, 1921 Succeeding No. 47A STATIONS Telegraph Offices and Calls	Distance from Gate	Car Capacity of Sidings	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	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger 44			Nor. Pac. Freight	Nor. Pac. Way Frt.	O-W.R.&N Way Frt. 52
L 8.00AM	L 7.30AM	L 2.30AM	L 3.00AM	L 7.50PM	L11.50AM	L 9.35AM	WCY OX	2027	0.0	CN CENTRALIA DN 2.2	13.6	500	A11.05AM	A 6.30PM	A 9.20PM	A 2.00AM			A 8.25PM	A 4.00PM	A 9.45PM
A 8.10AM	7.40	2.40	A 3.07AM	7.56	11.55	9.40	X		2.2	BLAKESLEE JUNCTION O.-W. R. & N. Co. Crossing Interlocked Track Conn. C. M. & St. P. Ry. Crossing 0.1	11.4		10.55	6.20	9.05	L 1.30AM			8.18	3.51	L 9.30PM
	7.42	2.41		7.57	11.56AM	9.41	X		2.3	BLAKESLEE 4.1	11.3	71	10.54	6.19	9.04				8.17	s 3.50	
	s 8.05	2.52		s 8.07 694	s12.05PM	f 9.50		CK51	6.4	GRAND MOUND P 4.6	7.2	60	s10.46	s 6.11	f 8.55				8.07 505	s 3.35	
	s 8.30	3.05		s 8.17	s12.18	f10.00		CK47	11.0	RH ROCHESTER DP	2.6	65	s10.37	s 6.02	s 8.45				7.30	s 3.15	
									11.0	C. M. & St. P. CROSSING 2.6	2.6										
	A 8.45AM	A 3.15AM		A 8.25PM 506	A12.30PM	A10.15AM 502	WY X	CK44	13.6	HK GATE D	0.0	82	L10.30AM 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.
.10	1.15	.45	.07	.35	.40	.40				Time Over Subdivision			.35	.35	.45	.30			1.05	1.00	.15
13.2	10.8	18.1	18.8	23.3	20.4	20.4				Average Speed Per Hour			23.3	23.3	18.1	4.4			12.5	13.6	8.8

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

TENTH SUBDIVISION (MENDOTA BRANCH)

WESTWARD — EASTWARD

SECOND-CLASS 513 Ex. Sun. Mixed	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Mendota	Time Table No. 47B October 30, 1921. Succeeding No 47A. STATIONS Telegraph Offices and Calls	Distance from Wabash	Car Capacity of Siding	SECOND-CLASS 514 Ex. Sun. Mixed
L 1.15PM		CO 9	0.0	MENDOTA P 2.9	8.6	24	A12.55PM
f 1.25		CO 6	2.9	PACKWOOD 5.7	5.7	Spur 9	f12.45
A 1.55PM		2025	8.6	WABASH P	0.0		L12.15PM
Ex. Sun.							Ex. Sun.
.40				Time Over Subdivision			.40
12.9				Average Speed Per Hour			12.9

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

ELEVENTH SUBDIVISION (WILLAPA HARBOR LINE)

WESTWARD. — EASTWARD.

THIRD CLASS 969 Ex. Sun. See page 1 Way Freight	FIRST CLASS 593 Daily See page 1 Passenger	FIRST CLASS 591 Daily See page 1 Passenger	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Chehalis Junction	Time Table No. 47B October 30, 1921. Succeeding No. 47A. STATIONS Telegraph Offices and Calls	Distance from South Bend	Car Capacity of Sidings	FIRST CLASS 592 Daily See page 2 Passenger	FIRST CLASS 594 Daily See page 2 Passenger	THIRD CLASS 970 Ex. Sun. See page 2 Way Freight
L 6.45AM	L 8.10PM	L12.12PM	Y	2032	0.0	CHEHALIS JCT. P 1.0	56.5	Y	A10.20AM	A 6.40PM	A 3.35PM
					1.0	C. M. & St. P. RY. CROSSING Interlocked 2.4	55.5				
s 7.05	s 8.20	s12.20		CW 2	3.4	A LITTELL D 1.3	53.1	24	s10.13	s 6.33	s 3.10
s 7.15	s 8.24	s12.25		CW 5	4.7	X ADNA D 2.5	51.8	29	s10.07	s 6.27	s 2.25
f 7.25	f 8.30	f12.32		CW 8	7.2	BUNKER 2.9	49.3	Spur	f10.00	f 6.20	f 2.05
s 7.55	f 8.38	s12.40	W2.4m West	CW 10	10.1	CERES 2.5	46.4	30	s 9.53	f 6.13	s 1.40
s 8.20	f 8.44	f12.48		CW 12	12.6	MESKILL 3.6	43.9	Spur	f 9.46	f 6.06	s 1.20
					16.2	LUEDINGHAUS R. R. Crossing 0.1 Track Conn.	40.3				
s 9.36 592	s 8.54	s12.58 970		CW 16	16.3	DR DRYAD D 0.5	40.2	28	s 9.36 969	s 5.56	s 1.00 s 12.20 591
					16.8	C. M. & St. P. RY. CROSSING Interlocked 0.8	39.7				
s 9.50	s 8.58	s 1.02		CW 17	17.6	DO DOTY D 4.7	38.9	Spur 35	s 9.32	s 5.52	s12.15PM
s10.10 s 11.30AM 970	s 9.11	s 1.15	WX	CW 22	22.3	PL PE ELL D 1.3	34.2	61	s 9.20	s 5.40	s 11.55AM s 11.30 969
					23.6	McCORMICK R.R. CROSSING 0.6 Track Conn.	32.9				
s12.01PM	s 9.17	s 1.21		CW 24	24.2	McCORMICK 1.9	32.3	Spur 15	s 9.13	s 5.33	s11.10
s12.20	s 9.24	s 1.27		CW 26	26.1	WALVILLE 2.8	30.4	Spur 15	s 9.07	s 5.27	s10.40
f12.40	f 9.32	f 1.35	T	CW 29	28.9	PLUVIUS P 6.4	27.6	28	f 9.00	f 5.20	f10.10
s 1.00 s 1.57 591	s 9.50	s 1.52 969	W	CW 35	35.3	FR FRANCES DP 1.4	21.2	56	s 8.37	s 4.55	s 9.30
f 2.02	f 9.55	s 1.55		CW 37	36.7	GLOBE 1.3	19.8	Spur 15	f 8.23	f 4.50	s 9.05
s 2.10	s 9.59	s 1.58		CW 38	38.0	BM LEBAM D 3.2	18.5	8	s 8.20	s 4.46	s 9.00
f 2.20	f10.07	s 2.06		CW 41½	41.2	NALLPEE 1.1	15.3	Spur	s 8.10	s 4.38	f 8.43
f 2.25	s10.11	s 2.10		CW 42	42.3	HOLCOMB 4.2	14.2	31	s 8.07	s 4.35	f 8.40
f 2.40	s10.23	s 2.23		CW 46	46.5	MENLO P 4.0	10.0	9	s 7.53	s 4.25	f 8.25
f 3.00	s10.35	s 2.35		CW 50	50.5	WILLAPA 2.6	6.0	14	s 7.40	s 4.15	f 8.10
s 3.30	s10.50	s 2.50	X	CW 53	53.1	ND RAYMOND D 3.4	3.4	72	s 7.32	s 4.10	s 8.00
A 3.45PM 594	A11.00PM	A 3.00PM	WCT X	CW 57	56.5	SB SOUTH BEND D	0.0	66	L 7.20AM	L 4.00PM 969	L 7.30AM
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.
6.43	2.50	2.48				Time Over Subdivision			3.00	2.40	7.00
8.4	19.9	21.0				Average Speed Per Hour			18.9	21.2	8.0

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

TWELFTH SUBDIVISION. YACOLT BRANCH

WESTWARD. — EASTWARD.

2d Class 587 Ex. Sun. Mixed	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Yacolt	Time Table No. 47B October 30, 1921. Succeeding No. 47A. STATIONS Telegraph Offices and Calls	Distance from Vancouver Jct.	Car Capacity of Sidings	2d Class 588 Ex. Sun. Mixed
L 6.00AM	W Y	CY 27	0.0	YC YACOLT D 2.2	26.9	35	A 2.00PM
s 6.10		CY 25	2.2	MOULTON 4.4	24.7	Spur	s 1.50
f 6.25		CY 20	6.6	WALL 1.5	20.3	No Siding	f 1.25
s 6.30		CY 19	8.1	HEISON 1.8	18.8	31	s 1.15
s 6.35		CY 17	9.9	CRAWFORD 2.9	17.0	Spur 5	s 1.00
s 7.00	W	CY 14	12.8	BA BATTLE GROUND D 4.2	14.1	31	s12.45
s 7.20		CY 10	17.0	BRUSH PRAIRIE 1.7	9.9	26	s12.15PM
f 7.25		CY 8	18.7	LAURIN 1.4	8.2	No Siding	f11.55AM
f 7.35		CY 7	20.1	HOMAN 1.1	6.8	Spur 4	f11.50
f 7.40		CY 6	21.2	BARBERTON 2.3	5.7	Spur 4	f11.35
f 7.50		CY 3	23.5	HIDDEN 3.4	3.4		f11.25
As 8.05AM	Y	CX 25	26.9	VJ VANCOUVER JCT. DP	0.0	No Siding	L11.10AM s
Ex. Sun.							Ex. Sun.
2.05				Time Over Subdivision			2.50
13.0				Average Speed Per Hour			9.5

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

THIRTEENTH SUBDIVISION. ELMA BRANCH

WESTWARD. — EASTWARD.

SECOND CLASS 551 Ex. Sun. Mixed	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Stimson	Time Table No. 47B October 30, 1921. Succeeding No. 47A. STATIONS Telegraph Offices and Calls	Distance from Elma	Car Capacity of Sidings	SECOND CLASS 552 Ex. Sun. Mixed
		CH 10	0.0	STIMSON 0.9	10.1	Spur 7	
			0.9	MILLPORT 1.4	9.0		
		CH 7½	2.3	HILLGROVE 0.2	7.8	Spur 4	
		CH 7	2.5	McCLEARY JUNCTION 0.8	7.6		
L 3.15PM	T	CH 8	3.3	McCLEARY 0.8	8.4	Spur 15	A 2.20PM
3.18		CH 7	2.5	McCLEARY JUNCTION 2.6	7.6		2.15
s 3.25		CH 5	5.1	RAYVILLE 0.7	5.0	Spur 4	s 2.08
				WHITE LUMBER Co. R. R. Cr. 0.2			
s 3.45	W	CH 4	6.0	WHITE 4.1	4.1	Spur 5	s 2.05
As 4.00PM	T	CM 19	10.1	EF ELMA D	0.0	69	L 1.40PM
Ex. Sun.							Ex. Sun.
.45				Time Over Subdivision			.40
11.2				Average Speed Per Hour			12.6

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. Operator will handle switches for trains 407, 408, 422 and 423 to and from Third Subdivision.
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.
   Logs loaded on flat cars will not be handled through Nelson Bennett and Ostrander tunnels or across Lewis River bridge. This does not apply to logs loaded in gondola cars and properly secured, staked and wired.
   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 permited 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 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. 459 will stop to discharge passengers from North and East of Everett.
    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.
Pioneer Sand and Gravel Spur	East End.
Olegard	East End Spur.
Nisqually	Team Track and Set Out Track.
Chambers Prairie	East End Industry 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	15
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 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 86, Humptulips River and Bridge 91.1, Copalis River.
    Engine 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 Bridge 46, Cloquallum River. as follows:
    Engine classes W, W1, W2 and W4 fifteen (15) miles per hour.
    Double header engines classes Q, Q1, Q2, Q3, Q4, T. S. S1, S2, S3 and S4 twenty (20) miles per hour.
    Engine classes W3, Q5, Z, Z1, Z2, Z3 and double header engines classes W, W1, W2 and W4 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:
    Engine classes S, 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.
    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 Gate and Hoquiam to Moclips: Engine classes heavier than S4 not permitted.
Gate to Hoquiam: Engine classes heavier than W2 not permitted.
Aberdeen Junction to Cosmopolis, Cosmopolis to Bay City: Engine 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.
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. **Derail 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
Wooster	96.0	10
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 a t 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. **Derail 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. **Derail Switches—**
South Tacoma.....East end South Tacoma Lumber Co.'s Spur.
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.

SPECIAL INSTRUCTIONS.

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 South Prairie

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 Station**—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. **Commercial Spurs**—

	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

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.

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.
Between Halmar and Kerriston ten (10) miles per hour.

6. **Register Station**—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 **Commercial Spurs**—

	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 3, 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 8, 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.

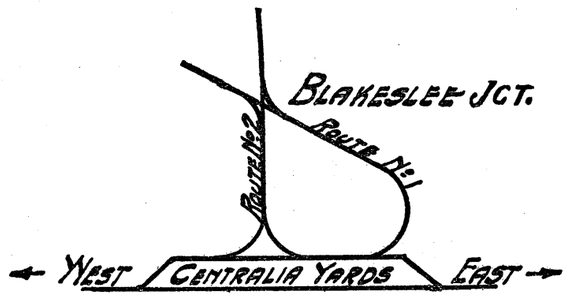
6. **Commercial Spurs**—

	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. **Bridge Restrictions**—
Centralia to Blakeslee Jct., Route No. 1.
Engine classes heavier than Y2 not permitted.

5. **Engine Restrictions**—
Centralia to Blakeslee Jct. Route No. 2. and Blakeslee Jct. to Gate.
Engine classes heavier than W2 not permitted.

6. **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.

7. **Special Stops, Connections, etc.**—
Regular passenger trains will stop on flag at State Training School at Grand Mound for passengers or to unload express.

8. **Register Station**—
Centralia Passenger Station Gate

9. **Bulletin Stations**—
Centralia Passenger Station Round House Yard Office

10. **Standard Time Clock**—Centralia Passenger Station.

11. **Watch Inspector**—Ben Salick, Centralia.

12. **Derail Switches**—

Blakeslee	Williams Mill Spur.
Foran	Coal Spur.

13. **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 Y2 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**—Coovert & 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.
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, 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.	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	South Tacoma
DR. W. W. WEBB.....	Winlock	Centralia
DR. R. H. CAMPBELL.....	Vader	
DR. H. H. QUAIFE.....	Castle Rock	
DR. E. C. HACKETT.....	Kelso	
DR. L. S. ROACH.....	Kalama	Kalama
DR. C. J. HOFFMAN.....	Woodland	
DR. W. H. WARNER.....	Ridgefield	
DR. CHAS. McCALLUM.....	Vancouver	Vancouver
DR. GEO. S. LESHER.....	Yacolt	Yacolt
DR. C. S. WHITE.....	Portland	
DR. J. F. DICKSON, Oculist.....	Portland	Portland
DR. R. M. DODSON.....	Portland	
DR. W. M. KARSHNER.....	Puyallup	Puyallup
DR. F. J. SHADD.....	Selleck	
DR. C. E. MARTIN.....	Wilkeson	
DR. JACOB VISSER.....	Fairfax	
DR. J. H. SHEETS.....	Buckley	Buckley
DR. F. G. ULLMAN.....	Enumclaw	
DR. W. D. MERRITT.....	Bayne	
DR. W. W. WICK.....	Burnett	
DR. THOS. RUNNELLS.....	Orting	Orting
DR. E. W. STEVENS.....	Dryad	
DR. H. B. CRAVENS.....	Pe Ell	
DR. F. M. PETRIE.....	Lebam	
DR. A. W. SCHULZ.....	Raymond	
DR. F. W. ANDERSON.....	South Bend	South Bend
DR. G. A. TRIPP.....	South Bend	
DR. L. E. STORY.....	Walville	
DR. J. J. O'LEARY.....	Olympia	Olympia
DR. W. G. TUCKER.....	Oakville	
DR. J. C. VAN WINKLE.....	Oakville	
DR. C. W. JONES.....	Elma	
DR. F. L. CARR.....	Montesano	
DR. I. R. WATKINS.....	Aberdeen	Aberdeen
DR. H. C. WATKINS.....	Hoquiam	
DR. A. E. ALLEN.....	Rochester	

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.

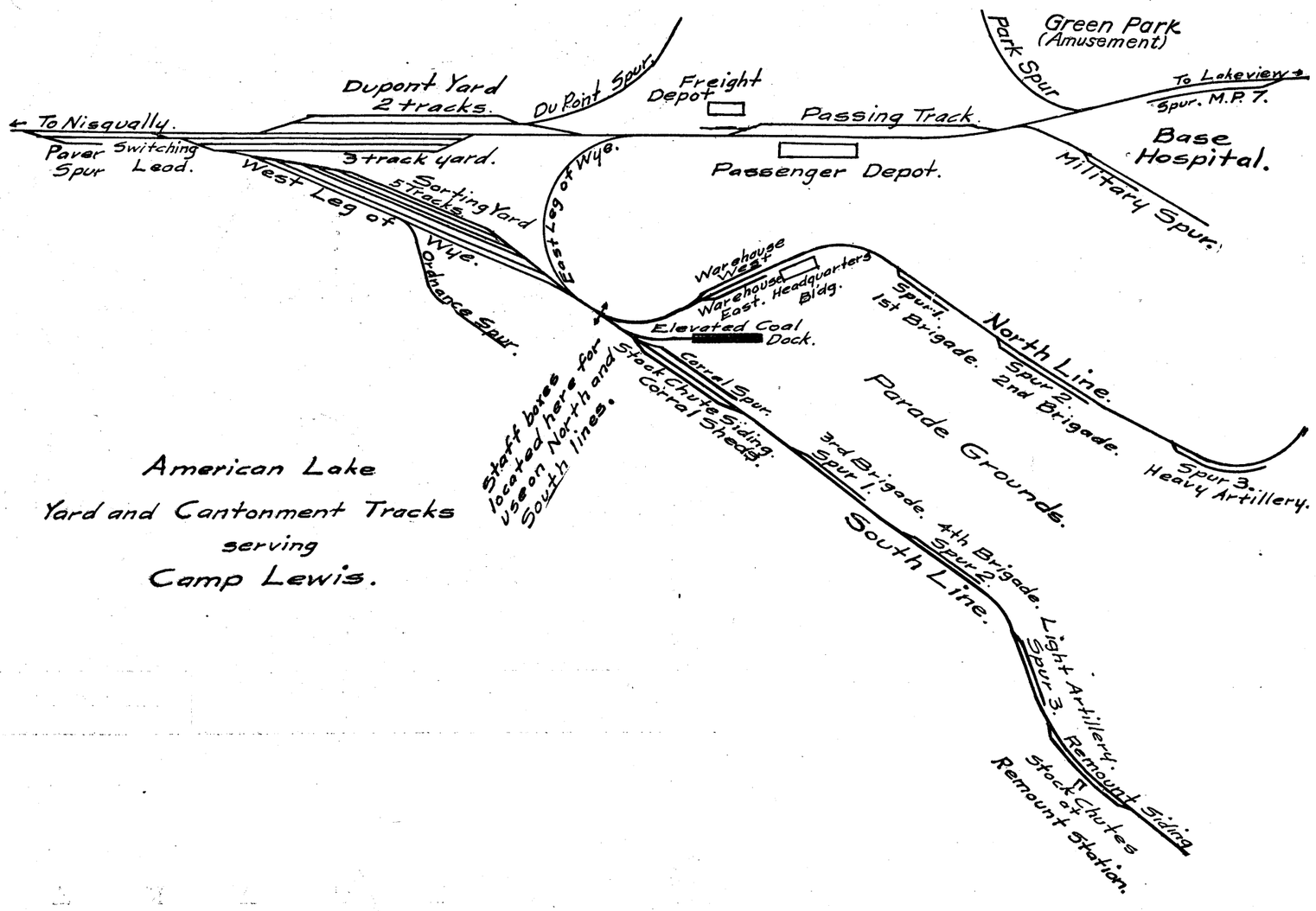
AUTHORIZED SURGEONS O.-W. R. & N. RY. CO.

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, 5904½ 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, 119½ 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 Centralia-So. Elma. Centralia-Tono.
DR. DAVID LIVINGSTON, Dist. Surgeon.	Vader	Winlock-Castle Rock.
DR. R. H. CAMPBELL.....	Kelso	Castle Rock-Kalama.
DR. C. W. BALES, District Surgeon....	Cosmopolis	Grays Harbor and North River Branches.
DR. EDMUND A. SIZER, Dist. Surgeon..	Hoquiam	
DR. R. F. HUNTER, District Surgeon...	Montesano	
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 — 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	Max. Height	Max. Width
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....	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″
5th 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″
5th 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″
6th 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″
7th 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″
8th 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″
9th 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″
10th Subdivision....	Mendota Branch.....	No obstructions on this Branch.																	
11th 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″
12th 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″
13th 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″



SPEED TABLE.

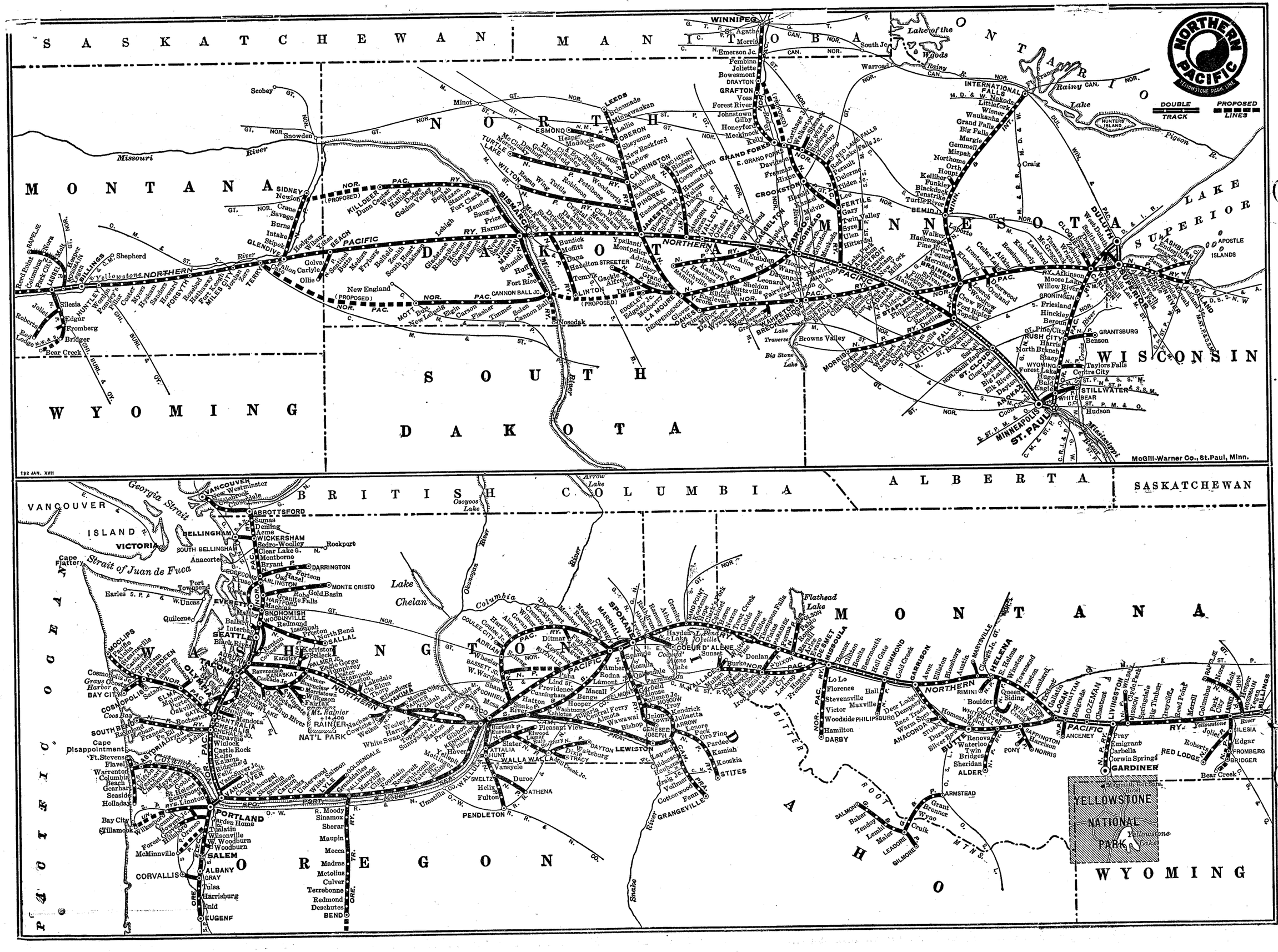
Time per Mile Min.	Sec.	Miles per Hour
1	..	60
1	1	59
1	2	58
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	9	52.1
1	10	51.4
1	12	50
1	15	48
1	20	45
1	25	42.3
1	30	40
1	40	36
1	45	34.3
1	50	32.7
2	..	30
2	10	27.6
2	15	26.6
2	20	25.7
2	30	24
2	40	22.5
2	45	21.8
2	50	21.2
3	..	20
3	9	19
3	20	18
3	31	17
3	45	16
4	..	15
5	..	12
6	..	10
7	30	8
10	..	6

J. S. DEAN,
Assistant Superintendent Tacoma.

J. F. ALSIP,
Trainmaster, Tacoma.

C. W. FEE,
Trainmaster, Tacoma.

J. F. COLEMAN,
Chief Dispatcher, Tacoma.


NORTHERN PACIFIC
YELLOWSTONE PARK LINE
DOUBLE TRACK
PROPOSED LINES
SASKATCHEWAN
MANITOBA
ONTARIO
LAKE SUPERIOR
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
WYOMING
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
WASHINGTON
OREGON
IDAHO
MONTANA
WYOMING
WINNIPEG
MINNEAPOLIS
ST. PAUL
DULUTH
SEATTLE
TACOMA
PORTLAND
SPOKANE
BISMARCK
FARGO
GRAND FORKS
BILLINGS
BUTTE
HELENA
MISSOULA
YELLOWSTONE NATIONAL PARK
McGill-Warner Co., St.Paul, Minn.
192 JAN. XVII