

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 47C TABLE

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

SUNDAY, MARCH 12, 1922.

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,
General Manager.

A. V. BROWN,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

W. C. ALBEE,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

WESTWARD.

FIRST SUBDIVISION. MAIN LINE.

Table with columns for Time Table No. 47C, March 12, 1922, Succeeding No. 47B, STATIONS, Telegraph Offices and Calls, and train classes: FIRST CLASS (401-593), SECOND CLASS (513-691), and THIRD CLASS (963-997).

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

Main train schedule table with columns for Station, Direction, Distance from Tacoma, and arrival/departure times for various train classes and routes.

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

Summary table for Vancouver and Portland trains, including columns for Station, Direction, Distance, and Average Speed Per Hour.

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

EASTWARD.

FIRST SUBDIVISION.
MAIN LINE.

Distance from Portland	Time Table No. 47C March 12, 1922. Succeeding No. 47B		Capacity of Sidings	FIRST CLASS										SECOND CLASS					THIRD CLASS								
				402	408	422	456	458	466	562	564	592	594	514	516	588	680	692	964	966	970	974	976	978			
				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.			
146.4	Q	TACOMA 2.8	DN	A 5.05AM																							
BETWEEN TACOMA AND McCARVER STREET TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE AND SPECIAL INSTRUCTIONS. STAFF OPERATION BETWEEN McCARVER STREET AND STADIUM.																											
143.6		McCARVER STREET 2.6	DN	A 4.55AM																							
141.0		RUSTON 4.3			VIA AMERICAN LAKE LINE See Page 5	VIA AMERICAN LAKE LINE See Page 5																					
136.7	SX	SIXTH AVENUE 6.0	DN	4.40																							
130.7	UO	STELACOOM 2.0	DN	4.28																							
128.7		KETRON 6.7	P	4.24																							
122.0	NU	NISQUALLY 3.8	DN	4.12	A 12.27PM	A 7.20PM																					
118.2	SR	ST. CLAIR 1.6	DN	4.04	12.20	L 7.10PM																					
116.6		KYRO 5.1	P	4.02	12.18	See page 4																					
111.5	MA	CHAMBERS PRAIRIE 2.6	DN	3.54	12.10																						
108.9		PLUMB 5.4	P	3.50	12.06PM																						
103.4	NO	TENINO 0.5	DN	3.40	11.56AM																						
102.9		TENINO JCT. 3.2	Cross Over	3.39	11.55		A 4.43PM	A 1.49PM																			
99.7	BU	BUCODA 5.1	D	3.34	11.50		f 4.37	1.42																			
94.6		WABASH 2.2	P																								
92.4	CN	CENTRALIA 3.7	DN	3.20	11.38		4.25	1.30																			
88.7	CH	CHEHALIS 0.9	Cross Over	3.15	11.30		4.20	1.25																			
87.8		CHEHALIS JCT. 6.5	P	3.06	11.22		4.10	1.15																			
81.3	NA	NAPAVINE 3.1	DP	2.50	11.05		f 3.55	12.57																			
78.2		Evaline 3.1	Spur	2.43	10.57		f 3.50	12.52																			
75.1	WI	WINLOCK 6.5	D	2.35	10.47		3.40	12.42																			
68.6	PN	VADER 2.7	DN	2.20	10.33		3.27	12.29																			
65.9		OLEQUA 6.9	Spur	2.13	10.28		3.21	12.23																			
59.0	CA	CASTLE ROCK 6.3	D	1.58	10.14		3.08	12.10PM																			
52.7		OSTRANDER 3.6	Spur	1.45	10.02		2.56	11.57AM																			
49.1	KS	KELSO 5.7	D	1.37	9.55		2.49	11.51																			
43.4		CARROLLS 4.5	Spur	1.25	9.43		2.37	11.39																			
38.9	KA	KALAMA 4.3	DN	1.15	9.33		2.28	11.30																			
34.6		MARTINS BLUFF 4.8		1.04	9.23		2.18	11.20																			
29.8	WD	WOODLAND 5.4	Spur	12.54	9.15		2.10	11.11																			
24.4	RG	RIDGEFIELD 5.2	D	12.42	9.05		1.58	11.00																			
19.2		KNAPP 3.3	Spur	12.30	8.55		1.50	10.50																			
15.9		FELIDA 2.8	Spur	12.22	8.50		1.45	10.45																			
13.1		VANCOUVER JCT. 3.1	P	12.16	8.45		1.40	10.40																			
10.0	MX	VANCOUVER 10.0	DN	12.10AM	8.40AM		L 1.35PM	L 10.35AM																			
BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE RULES AND REGULATIONS.																											
0.0	VC	PORTLAND	DN	11.30PM	8.05AM		L 1.00PM	L 10.00AM																			
Time Over Subdivision				4.40	3.39	10	3.03	3.09	.52	4.35	4.43	.40	.20	.05	.10	.10	7.04	7.20	.40	2.10	.40	5.53	5.00	6.19			
Average Speed Per Hour				28.6	30.6	22.8	30.4	29.2	29.4	29.1	28.3	22.6	13.8	26.4	18.2	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)

Table with columns for Station Numbers, Distance from St. Clair, Time Table No. 47C (March 12, 1922), STATIONS, Telegraph Offices and Calls, Car Capacity off Stairs, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with various service codes and times.

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

EASTWARD.

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

Time Table No. 47C March 12, 1922. Succeeding No. 47B.

STATIONS Telegraph Offices and Calls

Table with columns for Distance from Mo clips, Class (First, Second, Third), and Station names. Includes arrival and departure times for various routes.

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

WESTWARD

THIRD SUBDIVISION. (AMERICAN LAKE LINE)

EASTWARD

Table for Third Subdivision (American Lake Line) showing train schedules for Third Class, First Class, and Third Class. Includes columns for train numbers (985, 519, 517, 423, 407, 408, 422, 518, 520, 986), departure times, and station names like LAKEVIEW, COUNTRY CLUB, TILLICUM, MURRAY, AMERICAN LAKE, NISQUALLY.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. MANUAL BLOCK BETWEEN LAKEVIEW AND NISQUALLY 8:00 A. M. TO 8:45 P. M. SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

WESTWARD.

FOURTH SUBDIVISION. (PRAIRIE LINE)

EASTWARD.

Table for Fourth Subdivision (Prairie Line) showing train schedules for Third Class, First Class, and Third Class. Includes columns for train numbers (997, 985, 963, 591, 459, 457, 423, 407, 408, 422, 456, 458, 592, 964, 986), departure times, and station names like TACOMA, LAKEVIEW, HILLHURST, ROY, YELM, RAINIER, McINTOSH, WEST TENINO, TENINO JUNCTION.

BETWEEN TACOMA AND SOUTH TACOMA TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE AND SPECIAL INSTRUCTIONS.

Detailed table for Tacoma and South Tacoma trains, including departure times, station names (SOUTH TACOMA, LAKEVIEW, HILLHURST, ROY, YELM, RAINIER, McINTOSH, WEST TENINO, TENINO JUNCTION), and train numbers (981, 1985, 1990, 1996, 2002, 2007, 2011, 2015).

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. MANUAL BLOCK BETWEEN SOUTH TACOMA AND LAKEVIEW 8:00 A. M. TO 8:45 P. M. SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

WESTWARD.

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

EASTWARD.

THIRD CLASS			SECOND CLASS			FIRST CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Kanaskat	Time Table No. 47C March 12, 1922 Succeeding No. 47B.			Distance from Tacoma	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS			THIRD CLASS			
	971			525	523		597	595						STATIONS				596	598		522	526	528		972	
Ex. Sun.			Ex. Sun.	Daily	Daily	Daily	Daily							Telegraph Offices and Calls				Daily	Daily		Ex. Sun.	Ex. Sun.	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		A1	0.0	GV	KANASKAT 1.2	DN	44.6	140	A 9:25AM	A 7:25PM				A 1:05PM					

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

	L 6:35AM					L 4:05PM	L 7:45AM		1932	1.2	JC	PALMER JCT. 0.9	D	43.4	70	A 9:18AM	A 7:15PM					A 1:00PM	
	f 6:40					f 4:08	f 7:48	W	1933	2.1		PALMER 1.3		42.5	30	f 9:15	f 7:10					f 12:45	
	f 6:50					s 4:11	f 7:51		1934	3.4		BAYNE 1.3		41.2	Spur	f 9:11	f 7:06					f 12:30	
	f 6:55					s 4:14	s 7:54		1936	4.7		CUMBERLAND 0.8		39.9		f 9:07	s 7:02					f 12:01PM	
	f 7:00					4:16	7:57		1937	5.5		NACO 2.0		39.1	52	9:04	7:00					f 11:50AM	
	7:10					f 4:20	f 8:00		1939	7.5		VEAZIE 3.4		37.1	Spur 10	9:00	f 6:55					11:25	
	s 7:20 8:53 595-596					s 4:30	s 8:10 971		1942	10.9	CW	ENUMCLAW 3.4	D	33.7	52	s 8:53 971	s 6:47					s 11:00	
	s 9:20 972					s 4:40	s 8:20		1945	14.3	BK	BUCKLEY 4.3	D	30.3	60	s 8:43	s 6:35					10:00 9:20 971	
	9:40					4:50	8:30 596	X	1949	18.6		CASCADE JCT. 1.1		26.0		8:30 595	6:21					8:50	
									CC 4	0.0		MORRISTOWN 2.0		3.4	24								
									O CC 2	2.0	BN	BURNETT 1.4	D	1.4	63								
							L 8:53AM 526 9:00		1940	3.4		CASCADE JCT.		0.0									
							L 2:50PM		T CB 15	0.0	FX	FAIRFAX 2.0	D	14.8	18								
							s 3:00		CB 13	2.0		MELMONT 4.1		12.8	Spur 5								
							s 3:30			6.1		CARBON COAL CO. CROSS'G 0.9		8.7									
							s 4:00		CB 8	7.0	CB	CARBONADO 3.4	D	7.8	5								
							4:30		TO W CB 5	10.4	WX	WILKESON 4.4	D	4.4	82								
									1949	14.8		CASCADE JCT. 1.1		0.0									
	s 10:10						A 9:05AM A 4:35PM		W C T X 1950	19.7	SO	SOUTH PRAIRIE 4.5	DP	24.9	52	s 8:25 972	s 6:18						
	f 10:30								1955	24.2		CROCKER 2.7	P	20.4	73	f 8:11	f 6:03						
	s 11:05								T X 1958	26.9	OG	ORTING 3.4	D	17.7	51	s 8:06	s 5:58						
	f 11:20								1961	30.3		McMILLAN 2.1	P	14.3	Spur 8	f 7:58	f 5:50						
	f 11:30								1963	32.4		ALDERTON 2.4		12.2	25	f 7:55	f 5:45						
	A 11:45AM						A 5:25PM 598 A 9:10AM		Y W X 1966	34.8		MEEKER 9.3		9.8		L 7:50AM L 5:40PM 597							

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

	A 1:00PM						A 5:50PM A 9:40AM		1976	44.6	Q	TACOMA	DN	0.0		L 7:30AM	L 5:15PM						L 3:00AM
	Ex. Sun.						Ex. Sun.	Daily								Daily	Daily						Ex. Sun.
	3.37						.12	1.45								1.28	1.35						6.05
	9.2						12.5	9.0								22.6	21.2						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.

WESTWARD.

SIXTH SUBDIVISION.
(GREEN RIVER BRANCH)

EASTWARD.

SECOND CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Kerriston	Time Table No. 47C March 12, 1922 Succeeding No. 47B		Distance from Kanaskat	Car Capacity of Sidings	SECOND CLASS				
531		532					STATIONS				STATIONS				
Ex. Sun.	Mixed	L 1:10PM 532	s 1:20	CJ 15	0.0	KERRISTON	1.6	14.7	40	A 1:00PM 531	Mixed	s 12:50	12:10		
			s 2:00	W CJ 7	7.5	HEMLOCK	0.8	7.2	6			s 12:01PM			
		2:30		CJ 6	8.3	BARNESTON	3.4	6.4	Spur 30			s 11:30AM			
					12.4	KANGLEY JCT.	1.6	2.3	15						
				CJ 4	14.0	SELLECK	0.1	3.9				s 11:15			
					13.9	C. M. & St. P. Ry. Crossing	0.9	3.8							
					13.0	YANDELL	0.6	2.9				10:45			
		2:30		CJ 2	12.4	KANGLEY JCT.	0.3	2.3				10:40			
		s 2:35			12.7	HIAWATHA	.06	2.0	Spur			s 10:35			
		s 2:45		CJ 1	13.3	DURHAM	1.4	1.4	30			s 10:30			
		A 3:00PM		W Y OX	A 1	14.7	GV KANASKAT	DN	0.0	75		L 10:15AM			
Ex. Sun.		1:50										Ex. Sun.	2:45		
		8:0											5:3		
				Time Over Subdivision								2.45			
				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

WESTWARD.

SEVENTH SUBDIVISION.
(CROCKER BRANCH)

EASTWARD.

SECOND CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Wingate	Time Table No. 47C March 12, 1922 Succeeding No. 47B		Distance from Crocker	Car Capacity of Sidings	SECOND CLASS			
531		532					STATIONS				STATIONS			
Ex. Sun.	Mixed	L 1:10PM 532	s 1:20	W O	0.0	WINGATE	5.1	5.1	140	P	5.1	140		
			s 2:00	1955	5.1	CROCKER		0.0	73	P	0.0	73		

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

WESTWARD.

EIGHTH SUBDIVISION
(ORTING BRANCH)

EASTWARD.

SECOND CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from End of track	Time Table No. 47C March 12, 1922 Succeeding No. 47B		Distance from Orting	Car Capacity of Sidings	SECOND CLASS			
531		532					STATIONS				STATIONS			
Ex. Sun.	Mixed	L 1:10PM 532	s 1:20	W T	1958	10.0	OG ORTING	D	0.0	51				
			s 2:00											

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

WESTWARD.

NINTH SUBDIVISION
(GATE LINE)

EASTWARD

THIRD CLASS				SECOND CLASS			FIRST CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Centralia	Distance from Gate	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS					
987		967		693		577		505		503						501		502		504		506		578		694	
Ex. Sun.	Ex. Sun.			Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.		Ex. Sun.		Ex. Sun.		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	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. Passenger	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	L 11:50AM	L 9:35AM	WCY OX	2027	0.0	CN CENTRALIA 2.2	DN	13.6	500	A 11:05AM	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		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 8:07 894	s 12:05PM	f 9:50		CK 51	6.4	6.4	GRAND MOUND 4.6	P	7.2	80	s 10:46	s 6:11	f 8:55			8:07 505		s 3:35			
	s 8:30			3:05		s 8:17	s 12:18	f 10:00		CK 47	11.0	11.0	RH ROCHESTER 2.6	DP	2.6	65	s 10:37	s 6:02	s 8:45			7:30		s 3:15			
	A 8:45AM			A 3:15AM		A 8:25PM 506	A 12:30PM	A 10:15AM 502		WY X	CK 44	13.6	HK GATE	D	0.0	82	L 10:30AM 501	L 5:55PM	L 8:35PM 505			L 7:20PM		L 3:00PM			
Ex. Sun.	Ex. Sun. see page 3			Ex. Sun. see page 3		Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily			Ex. Sun. see page 4		Ex. Sun. see page 4	Ex. Mon.	
.10	1.15			.45		.07	.35	.40	.40								.35	.35	.45	.30			1.05		1.00	.15	
13.2	10.8			18.1		18.8	23.3	20.4	20.4								23.3	23.3	18.1	4.4			12.5		13.6	8.8	
				Time Over Subdivision																							
				Average Speed Per Hour																							

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

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

SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14

WESTWARD			TENTH SUBDIVISION (MENDOTA BRANCH)			EASTWARD		
SECOND - CLASS			Time Table No. 47C March 12, 1922 Succeeding No. 47B.			SECOND - CLASS		
513			STATIONS			514		
Ex. Sun.	Mixed		Station Numbers	Distance from Mendota	Distance from Wabash	Car Capacity of Siding	Ex. Sun.	Mixed
L 1.15 PM			CO 9	0.0	MENDOTA 2.9	24	A 12.55 PM	
f 1.25			CO 6	2.9	PACKWOOD 5.7	Spur 9	f 12.45	
A 1.55 PM			2025	8.6	WABASH	P 0.0	L 12.15 PM	
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.

WESTWARD.			ELEVENTH SUBDIVISION (WILLAPA HARBOR LINE)			EASTWARD.						
THIRD CLASS			Time Table No. 47C March 12, 1922. Succeeding No. 47B.			FIRST CLASS			THIRD CLASS			
969			STATIONS			592			970			
Ex. Sun.	Daily	Daily	Station Numbers	Distance from Chehalis Junction	Distance from South Bend	Car Capacity of Siding	Daily	Daily	Ex. Sun.	Passenger	Passenger	Way Freight
L 6.45 AM	L 8.10 PM	L 12.12 PM	Y 2032	0.0	CHEHALIS JCT. 1.0	Y	See page 2	See page 2	See page 2	A 10.20 AM	A 6.40 PM	A 3.35 PM
s 7.05	s 8.20	s 12.20	CW 2	3.4	LITTELL 1.3	24	See page 2	See page 2	See page 2	s 10.10	s 6.33	s 3.10
s 7.15	s 8.24	s 12.25	CW 5	4.7	ADNA 2.5	29	See page 2	See page 2	See page 2	s 10.04	s 6.27	s 2.25
f 7.25	f 8.30	f 12.32	CW 8	7.2	BUNKER 2.9	Spur	See page 2	See page 2	See page 2	f 9.56	f 6.20	f 2.05
s 7.55	f 8.38	s 12.40	CW 10	10.1	CERES 2.5	30	See page 2	See page 2	See page 2	s 9.48	f 6.13	s 1.40
s 8.20	f 8.44	f 12.48	CW 12	12.6	MESKILL 3.6	Spur	See page 2	See page 2	See page 2	f 9.40	f 6.06	s 1.20
s 9.30	s 8.54	s 12.58	CW 16	16.3	LUEDINGHAUS R.R. CROSS'G 0.1 Track Conn.	28	See page 2	See page 2	See page 2	s 9.30	s 5.56	s 1.00
s 9.50	s 8.58	s 1.02	CW 17	17.6	DR DRYAD 0.5	35	See page 2	See page 2	See page 2	s 9.26	s 5.52	s 12.15 PM
s 10.10	s 9.11	s 1.15	WX CW 22	22.3	C. M. & St. P. RY. CROSSING Interlocked 0.8	61	See page 2	See page 2	See page 2	s 9.14	s 5.40	s 11.55 AM
s 12.01 PM	s 9.17	s 1.21	CW 24	24.2	DO DOTY 4.7	Spur 35	See page 2	See page 2	See page 2	s 9.04	s 5.33	s 11.30
s 12.20	s 9.24	s 1.27	CW 26	26.1	PL PE ELL 1.3	15	See page 2	See page 2	See page 2	s 8.58	s 5.27	s 10.40
f 12.40	f 9.32	f 1.35	T CW 29	28.9	McCORMICK R.R. CROSSING 0.6 Track Conn.	28	See page 2	See page 2	See page 2	f 8.50	f 5.20	f 10.10
s 1.00	s 9.50	s 1.52	W CW 35	35.3	McCORMICK 1.9	15	See page 2	See page 2	See page 2	s 8.25	s 4.55	s 9.30
f 2.02	f 9.55	s 1.55	CW 37	36.7	WALVILLE 2.8	Spur 15	See page 2	See page 2	See page 2	f 8.17	f 4.50	s 9.05
s 2.10	s 9.59	s 1.58	CW 38	38.0	PLUVIUS 6.4	8	See page 2	See page 2	See page 2	s 8.14	s 4.46	s 9.00
f 2.20	f 10.07	s 2.06	CW 41	41.2	FR FRANCES 1.4	Spur 15	See page 2	See page 2	See page 2	s 8.06	s 4.38	f 8.43
f 2.25	s 10.11	s 2.10	CW 42	42.3	GLOBE 1.3	31	See page 2	See page 2	See page 2	s 8.03	s 4.36	f 8.40
f 2.40	s 10.23	s 2.23	CW 46	46.5	LEBAM 3.2	9	See page 2	See page 2	See page 2	s 7.51	s 4.25	f 8.25
f 3.00	s 10.35	s 2.35	CW 50	50.5	NALLPEE 1.1	14	See page 2	See page 2	See page 2	s 7.39	s 4.15	f 8.10
s 3.30	s 10.50	s 2.50	X CW 53	53.1	HOLCOMB 4.2	72	See page 2	See page 2	See page 2	s 7.32	s 4.10	s 8.00
A 3.45 PM	A 11.00 PM	A 3.00 PM	WCT CW 57	56.5	MENLO 4.0	66	See page 2	See page 2	See page 2	L 7.20 AM	L 4.00 PM	L 7.30 AM
Ex. Sun.	Daily	Daily	X		WILLAPA 2.6		See page 2	See page 2	See page 2	Daily	Daily	Ex. Sun.
8.43	2.60	2.48			RAYMOND 3.4		See page 2	See page 2	See page 2	3.00	2.40	7.00
8.4	19.9	21.0			SOUTH BEND 3.4		See page 2	See page 2	See page 2	18.9	21.2	8.0
					Time Over Subdivision		See page 2	See page 2	See page 2			
					Average Speed Per Hour		See page 2	See page 2	See page 2			

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

WESTWARD.			TWELFTH SUBDIVISION. YACOLT BRANCH			EASTWARD.		
2d Class			Time Table No. 47C March 12, 1922 Succeeding No. 47B.			2d Class		
587			STATIONS			588		
Ex. Sun.	Mixed		Station Numbers	Distance from Yacolt	Distance from Vancouver Jct.	Car Capacity of Siding	Ex. Sun.	Mixed
L 6.15 AM			Y 27	0.0	YC YACOLT 2.2	35	A 1.00 PM	
s 6.22			CY 25	2.2	MOULTON 4.4	Spur	s 12.50	
f 6.35			CY 20	6.6	WALL 1.5		f 12.35	
s 6.40			CY 19	8.1	HEISON 1.8	31	s 12.30	
s 6.45			CY 17	9.9	CRAWFORD 2.9	Spur 5	s 12.20	
s 7.05	W		CY 14	12.8	BA BATTLE GROUND 4.2	31	s 12.10 PM	
s 7.25			CY 10	17.0	BRUSH PRAIRIE 1.7	26	s 11.50 AM	
f 7.30			CY 8	18.7	LAURIN 1.4		f 11.43	
f 7.35			CY 7	20.1	HOMAN 1.1	Spur 4	f 11.38	
f 7.40			CY 6	21.2	BARBERTON 2.3	Spur 4	f 11.33	
f 7.50			CY 3	23.5	HIDDEN 3.4		f 11.25	
A 8.05 AM	Y		CX 25	26.9	VJ VANCOUVER JCT. DP 0.0		L 11.10 AM	
Ex. Sun.							Ex. Sun.	
1.50					Time Over Subdivision		1.50	
14.6					Average Speed Per Hour		14.6	

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

WESTWARD.			THIRTEENTH SUBDIVISION. ELMA BRANCH			EASTWARD.		
SECOND CLASS			Time Table No. 47C March 12, 1922. Succeeding No. 47B.			SECOND CLASS		
551			STATIONS			552		
Ex. Sun.	Mixed		Station Numbers	Distance from Elma	Distance from Elma	Car Capacity of Siding	Ex. Sun.	Mixed
L 3.15 PM			CH 10	0.0	STIMSON 0.9	Spur 7		
			CH 7 1/2	0.9	MILLPORT 1.4			
			CH 7	2.3	HILLGROVE 0.2	Spur 4		
			CH 7	2.5	McCLEARY JUNCTION 0.8	7.6		
			CH 8	3.3	McCLEARY 0.8	Spur 15	A 2.20 PM	
			CH 7	2.5	McCLEARY JUNCTION 2.6	7.6	2.15	
			CH 5	5.1	RAYVILLE 0.7	Spur 4	2.08	
			CH 4	6.0	WHITE LUMBER Co. R. R. Cr. 0.2			
			CM 19	10.1	ELMA 4.1	Spur 5	2.05	
A 4.00 PM	TX		CM 19	10.1	ELMA 4.1	69	L 1.40 PM	
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 Tenino Jct. 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** is Manual Block Office controlling westward trains entering the Block and double track at McCarver Street.
9. **At Kalama**—When doing switching on Salmon track, enough cars must be used so that engine will not go on trestle. Engines must move slowly on Kalama Lumber & Shingle Co. spur.
10. **At Napavine**—Trains using Newaukum Valley Railway tracks will do so under protection of flag.
11. **At Ridgefield**—Cars must not be placed on O.-W. R. & N. Co. Tie Spur between switch and lower road crossing at Shingle Mill, and, on account of heavy grade, cars must be fully secured when left standing. Eastward siding will be used as storage track.
12. **At Hermione Powder Spur**—There is a 2.7 grade descending eastward from siding between Powder Magazine and Northern Pacific main tracks. Utmost care must be exercised handling cars while switching on this track. Cars should never be left below derail at summit grade. All derailing switches must be left in derailing position and safety switch set for safety track. Trains approach County Road Crossing on this spur under control, at very low speed, and see that movement over road crossing is fully safeguarded.
13. **At Vancouver**—Junction switch at east end of Columbia River Bridge will be set and locked for N. P. main line. Trains and switch engines using track leading to wharf will come to a stop before crossing S. P. & S. Ry. crossing, and will not proceed until a man has been sent ahead to flag the crossing. Westward trains will stop at passenger station before engine reaches point of clearance between N. P. and S. P. & S. tracks and must be under control before passing station, expecting to find main line occupied.
14. **At Portland**—Trains will be governed by the rules of the Northern Pacific Terminal Company while in Portland yard.
15. **Logs** must not be moved in trains after dark, except between Chehalis and Centralia, in which case a trainman will be stationed on the rear platform of the caboose with lighted lantern or fusee to watch for logs that may be lost from cars and obstruct opposite track. Trains handling logs must not be permitted to meet passenger trains between stations and must not be permitted to meet any trains between stations after dark. Conductors will notify Dispatcher when there are logs in the train and secure train order that opposing trains are held as provided above. Cars with logs must be inspected to be sure they are safely loaded and secured.
16. **Speed Restrictions**—Passenger trains must not exceed a speed of one minute or sixty seconds per mile, and freight trains thirty-five (35) miles per hour. Class W, or other freight engines, weighing 201,500 pounds or over on drivers; thirty (30) miles per hour. Engines with drivers 48 inches in diameter, or less; twenty-five (25) miles per hour. O.-W. R. & N. engines of Consolidation, or Mikado class; thirty-five (35) miles per hour, except Mikado class with drivers 63 inches diameter, or over, handling passenger trains; fifty (50) miles per hour. Mallet class of 3800 series, fifteen (15) miles per hour, and of 3600 series, twenty (20) miles per hour. Great Northern engines of 500, 700 and 1100 series; twenty-five (25) miles per hour. City or Village ordinances restrict speed of trains over highway crossings within corporate limits as follows: Chehalis and Winlock, six (6) miles per hour, Centralia, ten (10) miles per hour. Bucoda and Ridgefield, fifteen (15) miles per hour. Vader, twelve (12) miles per hour. At Sixth Avenue, over Sixth Avenue and Day Island street crossings, twenty-five

(25) miles per hour. Trains running against current of traffic over these crossings six (6) miles per hour. At Napavine, over street crossing just east of depot, fifteen (15) miles per hour. At Kelso, over Allen Street leading to bridge over Cowlitz River, fifteen (15) miles per hour. At Vancouver, 13th Street crossing (500 feet east of passenger station) ten (10) miles per hour. Look out for ship yard employes. In case train is moving on opposite track over the crossing, approaching train will come to stop before reaching crossing. Between Plumb and Tenino, ten (10) miles per hour on Westward track from a point 200 feet east of crossover at Mile Post 42 to crossover switch at Mile Post 42. Lewis River and Chambers Creek bridges, ten (10) miles per hour over rail-locks at ends of draw spans. At Carrolls, between 7:00 a. m. and 7:00 p. m., approaching highway crossing prepared to stop account teams hauling logs across track.

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

No. 402 will stop at stations east of Centralia to discharge passengers originating at points where No. 564 does not stop. No. 407 will leave Grays Harbor line transfer at Nisqually for No. 421. No. 407 will stop on flag at St. Clair for passengers 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.

18-A. **Register Exceptions**

At Centralia and Vancouver enginemen will not be required to consult register but will be furnished register check, form 602 by conductor.

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.
Covert & 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		Car Capacity
	Tacoma	Car	
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 obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this spur. After completion of trip staff must be returned to the staff box.
13. **Bridge Restrictions**—St. Clair to Moclips: Speed will be restricted over Bridge 9, Des Chutes River; Bridge 46, Cloquallum River; Bridge 82, Chenois River; Bridge 84, Berg Slough; Bridge 86, Humptulips River; Bridge 91-1, Copalis River and Bridge 97, Joe Creek.
Engine classes W, W1, W2 and W4 ten (10) miles per hour.
Double header engine classes Q, Q1, Q2, Q3, Q4, T, S, S1, S2, S3 and S4 twenty (20) miles per hour.
Engine classes W3 and heavier, and double header engine classes W and heavier not permitted.
Speed will be restricted over draw spans of Bridge 68, Wishkah River and Bridge 72, Hoquiam River to twenty (20) miles per hour.
Aberdeen Junction to Ocosta: Speed will be restricted over Bridge 1, Chehalis River, and Bridge 13, Johns River, as follows:
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 except ten (10) miles per hour between Mile Post 3 and Mile Post 7.
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.
At Aberdeen City ordinance requires reduce speed to ten (10) miles per hour over streets and crossings used by public and twenty (20) miles per hour elsewhere within city limits.

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 and at Linde Spur located one-half mile west of Onslow also one-half mile east of Burrows to pick up and let off school children.
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
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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.
Lytle	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	Hayes spur and switch leading to Schaeffer Bros. Store, switch to be left set for spur to act as derail for track leading to Nor. Pac. main track.
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)

- At Nisqually train order signal next to Third Subdivision track governs Third Subdivision trains, and the signal next to depot governs First Subdivision trains.
- At Lakeview, operators will handle switches for First Class trains to and from Third Subdivision.
- 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 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)

- Pusher District between Tenino Jet. and Rainier.
- 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 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.
- At South Tacoma, normal position of double track switch is for eastward track.
- 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
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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.

- 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.

- At Hyde, the clearance is restricted at Hyde Coal Co. mine just west of bunkers on the outside track, and engines will not use crossover.

- At Cascade Junction and South Prairie normal position of double track switches is for eastward track.

- Bridge Restrictions—Speed will be restricted over Bridge 1, South Prairie and Bridge 4, Gale Creek, as follows:

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

Speed will be restricted over Bridge 7.1, Carbon River, as follows:

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

Kanaskat to Meeker no restrictions.

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

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 SUBDIVISION—Continued.
(BUCKLEY LINE AND BRANCHES—Continued)

- Speed Restrictions—**
Between Palmer Junction and Meeker: Passenger trains, fifty (50) miles per hour. Between Cascade Junction and Morrystown, 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.
- 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.
- Register Stations—**Cascade Junction for westward first class trains only.
Fairfax Palmer Junction Puyallup South Prairie
- 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.
- Bulletin Station—**South Prairie.
- 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.
Morrystown.....West end of siding. Main track 100 feet east of station platform.
Fairfax.....On Montezuma line 200 feet east of depot.
International.....West end.

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	Car Capacity
International.....	0.5	15

SIXTH SUBDIVISION.
(GREEN RIVER BRANCH)

- Between Halmar and Kerriston** extra trains must protect against Logging Company trains. All trains will sound whistle approaching curves.
- 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.
- 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.
- Engine Restrictions—**
Engine classes heavier than S4 not permitted.
- 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.
- Register Station—**Kanaskat.
- 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.
- Commercial Spurs—**
Buffelin Mfg. Co.....Miles from Kanaskat 3.0 Car Capacity 10

SEVENTH SUBDIVISION.
(CROCKER BRANCH)

- Staff System Crocker Branch—**No train or engine will move on the Crocker Branch until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this branch. After completion of the trip the staff must be returned to the staff box and Dispatcher wired departing and arriving time and mileage made on the Branch.
- At Wingate,** side and overhead clearance is restricted at the Coke and Coal Bunkers.
- 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.
- Engine Restrictions—**
Engines classes heavier than F1 not permitted.
- Speed Restrictions—**Twenty (20) miles per hour.
- 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.

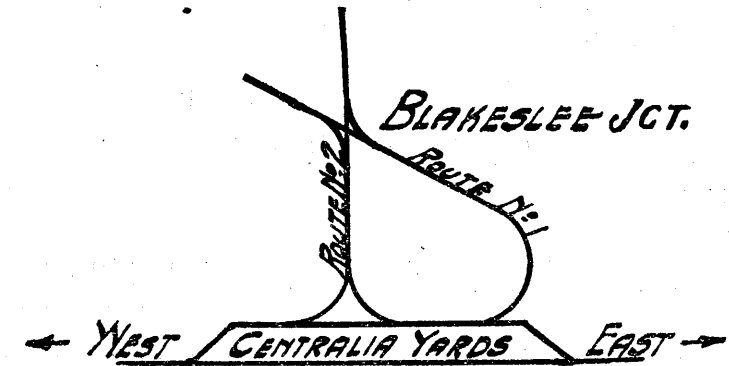
EIGHTH SUBDIVISION.
(ORTING BRANCH)

- 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.
- 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.

- Engine Restrictions—**
Engines classes heavier than F1 not permitted.
- Speed Restrictions—**Twenty (20) miles per hour.
- Derail Switches—**
Orting.....600 feet east of Junction switch.
- 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.
- At Blakeslee Junction,** no telegraph service. Operator at Centralia will handle Manual Block for Blakeslee Junction.
 - Blakeslee Junction Interlocking—**
Westward trains will indicate to Towerman route wanted as follows:
Northern Pacific: One long, one short, one long. Thus: — o —
O.-W. R. & N.: One long, two short, one long. Thus: — o o —
 - Bridge Restrictions—**
Engine classes heavier than W2 not permitted.
 - Engine Restrictions—**
Engine classes heavier than W2 not permitted.
 - Speed Restrictions—**Passenger trains forty-five (45) miles per hour. At Blakeslee Junction: Fifteen (15) miles per hour over C. M. & St. P. Ry. crossing.
 - Special Stops, Connections, etc.—**
Regular passenger trains will stop on flag at State Training School at Grand Mound for passengers or to unload express.
 - Register Station—**
Centralia Passenger Station Gate
 - Register Exceptions—**
At Centralia Enginemen will not be required to consult register but will be furnished register check, form 602, by conductor.
 - Bulletin Stations—**
Centralia Round House Yard Office
Passenger Station
 - Standard Time Clock—**Centralia Passenger Station.
 - Watch Inspector—**Ben Salick, Centralia.
 - Derail Switches—**
Blakeslee.....Williams Mill Spur.
Foran.....Coal Spur.
 - 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, except eight (8) miles per hour between mile post six and mile post eight.
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. Draw bridge tenders on duty 6:30 A. M. to 11:30 P. M.
Draw bridge will be left open when tenders not on duty.
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. **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.
 7. **Commercial Spurs—**
Miles from Car
Yacolt Capacity
- | | | |
|--------------|------|----|
| Crusher..... | 3.7 | 29 |
| Lucia..... | 5.0 | 6 |
| Premier..... | 10.9 | 4 |

THIRTEENTH SUBDIVISION. (ELMA BRANCH)

1. **At Whites,** $\frac{1}{4}$ mile east, gates are maintained at crossing with Lumber Company's track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing under control expecting to find gates set against them.
2. **At Hillgrove—**Northern Pacific engines will not go east as track between Hillgrove and Stimson is leased to, and operated by, the Stimson Lumber Company.
3. **Engine Restrictions—**
Engines classes heavier than F1 not permitted.
4. **Speed Restrictions—**
Passenger trains, twenty-five (25) miles per hour; freight trains, fifteen (15) miles per hour.
5. **Special Stops, Connections, etc.—**
No. 552 will connect with No. 421, and No. 551 will connect with No. 422 at Elma.
No. 551 and 552 will stop on flag at Church's Crossing.

6. Register Stations—

Elma McCleary

7. Bulletin Stations—Elma.

8. Derail Switches—

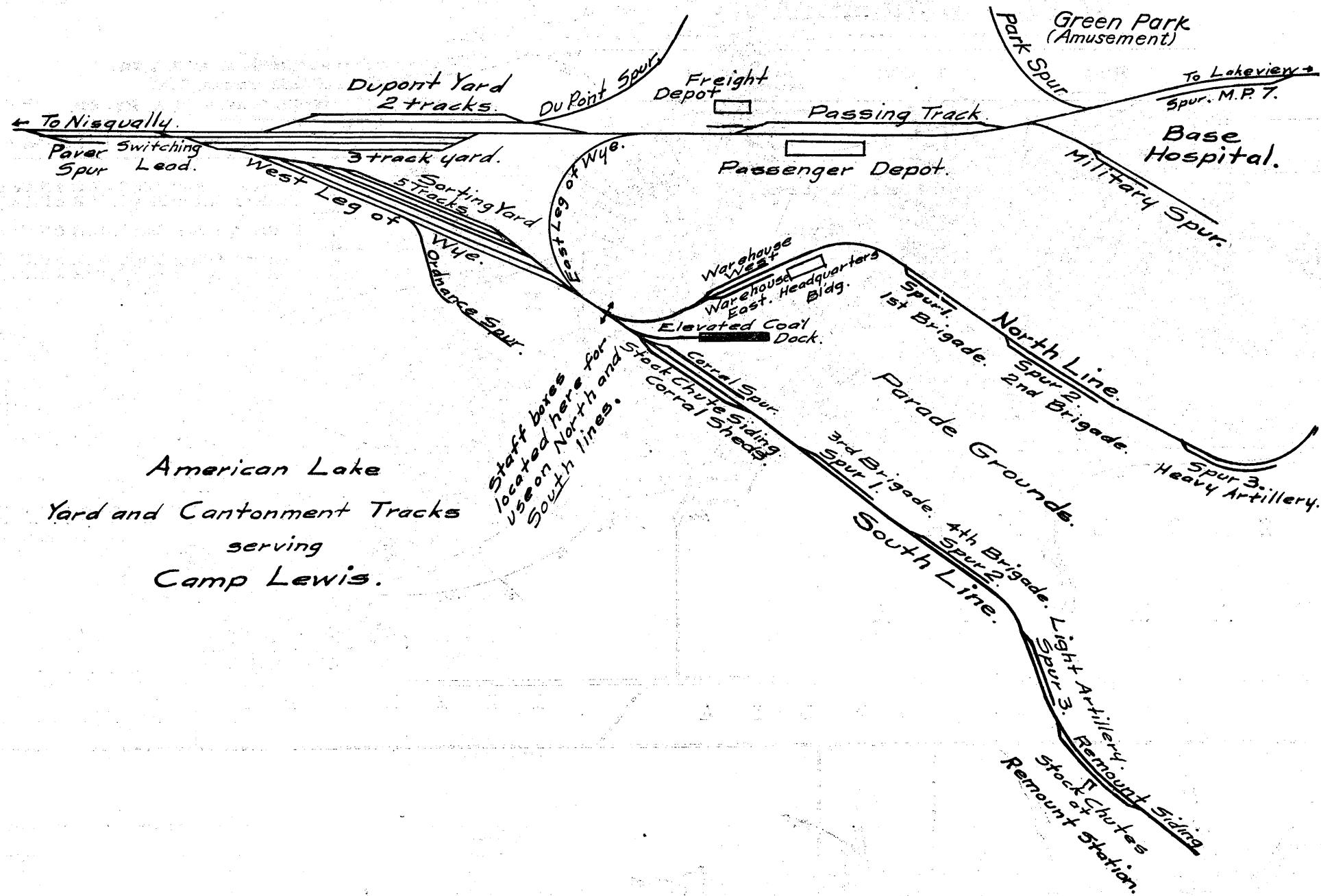
Elma..... Standard Oil Spur.
Kraft..... Spur Track.
McCleary..... East end interchange track.
Hillgrove..... 800 feet west.

9. Commercial Spurs—

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

ALL SUBDIVISIONS.

1. To insure personal safety operators in double track territory, having train orders or messages for passing trains, must stand on the right side of the train and never between the tracks.
2. Lap sidings: Trains taking siding must head in at lap except as otherwise provided.
3. Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
4. Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train.
5. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
6. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
7. Except as otherwise provided, or when running light without conductor, engine-men will only be required to consult register at initial or starting points.
8. Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.
9. In the State of Washington rear brakeman or flagman must have at least one year's experience; passenger trains of four (4) or more cars must have two (2); and freight trains of twenty-five (25) or more cars must have three (3) brakemen.
10. **Speed Restrictions:** Passenger trains must not exceed a speed of one minute or sixty seconds per mile, and freight trains thirty-five (35) miles per hour.
Trains must not exceed thirty (30) miles per hour through limits of interlocking plants, and fifteen (15) miles per hour through crossovers, turnouts and gauntlets. Light engines backing up twenty (20) miles per hour on main line, or fifteen (15) miles per hour on branches.
Trains handling steam Wrecking Derrick or 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.



SPEED TABLE.

Time per Mile		Miles per Hour
Min.	Sec.	
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.

