

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 48A TABLE

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

SUNDAY, OCTOBER 1, 1922.

For the Government of Employees 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 Station Numbers, Time Table No. 48A (October 1, 1922), STATIONS, and train classes (First Class, Second Class, Third Class) with various service codes and times.

TRAINS BETWEEN RESERVATION AND TACOMA WILL BE GOVERNED BY SEATTLE TERMINAL TIME TABLE.

Main train schedule table with columns for Station Numbers, Station Names, and times for various train services including American Lake, Prairie Line, and Main Track.

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 Numbers, Station Names, and average speeds per hour.

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

EASTWARD.

FIRST SUBDIVISION. MAIN LINE.

Distance from Portland	Time Table No. 48A October 1, 1922. Succeeding No. 48		Car Capacity of Staircase	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	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
148.2	RN	RESERVATION 0.2	DN																					
148.0		O.-W. R. & N. Co. CROSSING Interlocked 0.5	Cross Over																					
147.5		RIVER STREET 1.1	Cross Over	500																				

TRAINS BETWEEN RESERVATION AND TACOMA WILL BE GOVERNED BY SEATTLE TERMINAL TIME TABLE.

146.4	Q	TACOMA 2.3	DN																					
144.0	NX	STADIUM 0.4	DN																					
143.6		McCARVER ST. 0.9	DN																					
138.7	SX	SIXTH AVENUE 6.0	DN	E 73																				
180.7	UO	STEILACOOM 2.0	DN	W 73																				
128.7		KETRON 6.7	Cross Over	E 73																				
122.0	NU	NISQUALLY 3.8	DN	W 73																				
118.2	SR	ST. CLAIR 1.6	DN	W 73																				
116.6		KYRO 5.1	Cross Over	E 73																				
111.5	MA	CHAMBERS PRAIRIE 2.6	DN	W 73																				
108.9		PLUMB 5.4	Cross Over	E 73																				
108.4	NO	TENINO 0.5	DN	W 73																				
102.9		TENINO JCT. 3.2	Cross Over	E 73																				
99.7	BU	BUCODA 5.1	DN	W 74																				
94.6		WABASH 2.2	Cross Over	E 73																				
92.4	CN	CENTRALIA 3.7	DN	W 73																				
88.7	CH	CHEHALIS 0.9	Cross Over	E 66																				
87.8		CHEHALIS JCT. 6.5	Cross Over	W 36																				
81.8	NA	NAPAVINE 3.1	DN	E 73																				
78.2		EVALINE 3.1	Cross Over	W 73																				
75.1	WI	WINLOCK 6.5	DN	Spur																				
68.6	PN	VADER 2.7	DN	E 51																				
65.9		OLEQUA 6.9	Cross Over	W 56																				
59.0	CA	CASTLE ROCK 6.3	DN	E 69																				
52.7		OSTRANDER 3.6	Cross Over	W 70																				
49.1	KS	KELSO 5.7	DN	E 74																				
48.4		CARROLLS 4.5	Cross Over	Spur																				
38.9	KA	KALAMA 4.3	DN	E 66																				
34.6		MARTINS BLUFF 4.8	Cross Over	W 88																				
29.8	WD	WOODLAND 5.4	DN	E 69																				
24.4	RG	RIDGEFIELD 5.2	DN	E 114																				
19.2		KNAPP 3.3	Cross Over	W 93																				
15.9		FELIDA 2.8	Cross Over	Spur																				
13.1		VANCOUVER JCT. 3.1	Cross Over	Spur																				
10.0	MX	VANCOUVER 10.0	Cross Over	E 1000																				

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

Distance from Portland	Station	Direction	Capacity	402	408	422	456	458	466	562	564	592	594	514	516	588	680	692	964	966	970	974	976	978	
0.0	VC	PORTLAND	DN	1000	L 11.30AM	L 8.05AM	L 1.00PM	L 10.00AM	L 4.00PM	L 11.15PM								L 6.40PM							
					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.	
					4.54	3.39	.10	3.03	3.09	1.06	4.50	5.00	.45	.20	.05	.10	.10	7.35	8.05	.40	2.40	.40	5.53	5.40	6.19
					28.6	30.6	22.8	30.4	29.2	29.4	29.1	28.3	20.1	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.
 STAFF SYSTEM BETWEEN STADIUM AND McCARVER STREET. DOUBLE TRACK BETWEEN McCARVER STREET AND VANCOUVER AND RESERVATION AND STADIUM
 MANUAL BLOCK BETWEEN STADIUM 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)

Water, Fuel, Seats, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from St. Clair	Time Table No. 48A October 1, 1922. Succeeding No. 48. STATIONS				FIRST CLASS				SECOND CLASS		THIRD CLASS						
			Telegraph Offices and Calls				421	423	577	579			693	697	965	967	983	987	991
							Daily	Daily	Daily	Daily			Ex. Sun.	Ex. Sun.	Mon, Wed. & Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tuesday & Fri.
X	CB 28	0.0	SR	ST. CLAIR	DN	48	11:20 AM	7:15 PM											
	CK 18	2.9		UNION MILI	P	Spur	11:27	7:22											
	CK 20	4.4		LACEY	P	31	11:32	7:26											
WT X	CK 25	9.4	OY	OLYMPIA	DP	44	11:42	7:38											
		10.0		TUMWATER SPUR CROS.			11:50	7:46											
	CK 34	14.7		BELMORE	P	32	12:05	7:59											
	CK 37	21.3	RK	LITTLE ROCK	DP	43	12:19	8:12											
	CK 37 1/2	22.8		BORDEAUX JCT.	P	Spur 66	12:24	8:15											
	CK 40	24.4		MIMA	P	11	12:28	8:19											
WY X	CK 44	28.6	HK	GATE	DN	82	12:35	8:27											
	CM 5	33.5	OX	OAKVILLE	DP	95	12:55	8:45											
	CM 12	40.4		LYTLE	P	34	1:10	9:00											
W	CM 13	41.4		PORTER	P	16	1:13	9:02											
	CM 15	43.0	MN	MALONE	DP	Spur 16	1:17	9:06											
T X	CM 19	48.0	EP	ELMA	DN	69	1:30	9:19											
	CM 23	51.7	SP	SATSOP	DP	29	1:38	9:27											
	CM 25	53.6		BRADY	Spur		1:43	9:32											
W	CM 29	57.7	MO	MONTESANO	DNP	80	1:50	9:43											
Y X	CM 37	0.0	AJ	ABERDEEN JCT.	DP	35													
		0.9		JUNCTION CITY															
	CR 1	1.5		COSMOPOLIS JCT.															
W X	CG 2	2.9	MP	COSMOPOLIS	D	30												12:30	
	OR 1	1.5		COSMOPOLIS JCT.														12:35	
	CR 3	2.4		O.-W. R. & N. Co. Crossing	Track Conn.	90												12:40	
	CR 13	13.1		MARKHAM		10												1:15	
T	CR 18	15.6		OCOSTA	P	10												1:30	
	CR 19	18.3		BAY CITY	Spur													1:45	
Y X O X	CM 37	65.8		ABERDEEN JCT.	DP	35	2:10	10:01										12:30	
	CM 40	68.9	SA	ABERDEEN	DN	50	2:20	10:10	L 7:00 AM	L 6:00 PM								12:15	
WCY OX	CM 44	72.5	HO	HOQUIAM	DN	200	2:40	10:30	A 7:15 AM	A 6:15 PM								12:30	
W	CM 47	76.0		GRAYS HARBOR CITY			2:58											9:15	
	CM 52	80.4		GRAY GABLES			3:10											9:35	
	CM 54	82.0		CHENOIS CREEK			3:14											9:45	
		84.0		BURROWS			3:20											9:55	
	CM 56	85.2		TULIPS	P	40	3:23											10:10	
		85.9		WILDERNESS			3:26											10:15	
	CM 61	88.4		COPALIS	Spur		3:34											10:40	
	CM 63	91.6	CR	CARLISLE	D	24	3:45											11:15	
	CM 64	92.6		ONSLow		30	3:50											11:20	
	CM 66	94.5		STEARNSVILLE	Spur		3:58											11:40	
	CM 68	96.4		ALOHA	Spur 12		4:07											12:01	
W	CM 69	98.1		PACIFIC BEACH	Spur 7		4:15											12:10	
	CM 71	99.5		SUNSET BEACH			4:20											12:20	
YX	CM 72	100.5	MC	MOCLIPS	D	33	4:25											12:30	
							Daily	Daily	Daily	Daily			Ex. Sun.	Ex. Sun.	Mon, Wed. & Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tuesday & Fri.
							4.27	2.50	.15	.15			3.10	.20	1.00	4.00	3.30	.15	1.15
							22.5	26.5	16.4	14.4			13.8	10.8	9.4	10.9	8.0	14.4	14.8

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 991 IS SUPERIOR TO No. 992 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.

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

EASTWARD.

Time Table No. 48A October 1, 1922. Succeeding No. 48.

STATIONS Telegraph Offices and Calls

Main table with columns for Distance from Mouth, Class (First, Second, Third), Station, and various time and fare details.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 991 IS SUPERIOR TO NO. 992 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 with columns for Third Class (985), First Class (519, 517, 423, 407), Stations (LAKEVIEW, COUNTRY CLUB, TILLICUM, MURRAY, AMERICAN LAKE, NISQUALLY), and Third Class (986). Includes time table No. 48A for October 1, 1922.

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 with columns for Third Class (997, 985, 963), First Class (591, 459, 457, 423, 407), Stations (RESERVATION, SOUTH TACOMA, LAKEVIEW, HILLHURST, ROY, YELM, RAINIER, McINTOSH, WEST TENINO, TENINO JUNCTION), and Third Class (964, 986). Includes time table No. 48A for October 1, 1922.

TRAINS BETWEEN RESERVATION AND TACOMA WILL BE GOVERNED BY SEATTLE TERMINAL TIME TABLE.

Detailed time table for the Fourth Subdivision showing train numbers, times, and distances between Reservation and Tacoma.

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

AUTOMATIC BLOCK BETWEEN TACOMA AND SOUTH TACOMA.

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

DOUBLE TRACK BETWEEN TACOMA AND SOUTH TACOMA.

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

WESTWARD.

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

EASTWARD.

THIRD CLASS			SECOND CLASS				FIRST CLASS			Time Table No. 48A October 1, 1922 Succeeding No. 48. STATIONS Telegraph Offices and Calls				FIRST CLASS			SECOND CLASS				THIRD CLASS			
	971			525	523			597					596			522	526					972		
	Ex. Sun.			Ex. Sun.	Ex. Sun.		Daily		Station Numbers	Distance from Kanaskat			Daily		Ex. Sun.	Ex. Sun.					Ex. Sun.			
	Way Frt.			Mixed	Mixed		Passenger	Water, Fuel, Stables, Wyes and Yard Limits.				Passenger		Mixed	Mixed							Way Frt.		
	L 6:30AM						L 4:15PM		A 1	0.0	GV	KANASKAT 1.2	DN	44.6	140	A 9:05AM						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 4:20PM		1932	1.2	JC	PALMER JCT. 0.9	D	43.4	70	A 8:55AM								A 1:00PM	
f 6:40							f 4:23	W	1933	2.1		PALMER 1.3		42.5	30	f 8:52								f 12:45	
f 6:50							s 4:26		1934	3.4		BAYNE 1.3	Spur	41.2		f 8:48								f 12:30	
f 6:55							s 4:29		1936	4.7		CUMBERLAND 0.8		39.9		f 8:44								f 12:01PM	
f 7:00							4:31		1937	5.5		NACO 2.0		39.1	52	8:42								f 11:50AM	
7:10							f 4:35		1939	7.5		VEAZIE 3.4	Spur 10	37.1		8:37								11:25	
s 7:20 8:40 596							s 4:45		1942	10.9	CW	ENUMCLAW 3.4	D	33.7	52	s 8:30 971								s 11:00	
s 9:20 972							s 4:55		1945	14.3	BK	BUCKLEY 4.3	D	30.3	60	s 8:20								10:00 9:20 971	
9:40							5:05	X	1949	18.6		CASCADE JCT. 1.1		26.0		8:07								8:50	
									CC 4	0.0		MORRISTOWN 2.0		3.4	24										
							L 8:40AM 526		O	CC 2	2.0	BN	BURNETT 1.4	D	1.4	63								A 8:30AM 525	
							8:50			1949	3.4		CASCADE JCT.		0.0									8:20	
							L 2:50PM		T	CB 15	0.0	FX	FAIRFAX 2.0	D	14.8	18								A 11:35AM	
							s 3:00			CB 13	2.0		MELMONT 4.1	Spur 5	12.8									s 11:20	
							s 3:30			6.1	CB 8	7.0	CB	CARBONADO 3.4	D	7.8	5							s 10:45	
							s 4:00			CB 5	10.4	WX	WILKESON 4.4	D	4.4	82								s 10:10	
							4:30			1949	14.8		CASCADE JCT. 1.1		0.0									9:30	
s 10:10							A 8:55AM A 4:35PM		WCT X	1950	19.7	SO	SOUTH PRAIRIE 4.5	DP	24.9	52	s 8:04 972							L 9:25AM L 8:15AM 972	s 8:45 7:00 596
f 10:30										1955	24.2		CROCKER 2.7	P	20.4	73	f 7:50								f 6:30
s 11:05										1958	26.9	OG	ORTING 3.4	D	17.7	51	s 7:45								s 6:15
f 11:20										1961	30.3		McMILLIN 2.1	P	14.3	Spur 8	f 7:38								s 5:30
f 11:30										1963	32.4		ALBERTON 2.4		12.2	25	f 7:35								s 5:10
A 11:45AM							A 5:40PM	Y W X	1966	34.8		MEEKER 9.8		9.8			L 7:30AM								L 5:00AM

BETWEEN MEEKER AND TACOMA, TRAINS WILL BE GOVERNED BY SEATTLE TERMINAL TIME TABLE RULES AND SPECIAL INSTRUCTIONS

A 1:00PM							A 6:10PM		1976	44.6	Q	TACOMA	DN	0.0		L 7:10AM									L 4:00AM
Ex. Sun.							Daily								Daily						Ex. Sun.	Ex. Sun.			Ex. Sun.
3.50							1.20								1.25						2.10	.15			5.35
8.7							25.2								23.7						7.3	10.0			6.0

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		Time Table No. 48A October 1, 1922 Succeeding No. 48				SECOND CLASS	
531		STATIONS				532	
Ex. Sun.		Telegraph Offices and Calls				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	s 12.50	
1.50		W	7.5	HEMLOCK 0.8	7.2	12.10	
s 2.00		CJ 6	8.3	BARNESTON 3.4	6.4	s 12.01PM	
2.30			12.4	KANGLEY JCT. 1.6	2.3	11.30AM	
		CJ 4	14.0	SELLECK 0.1	3.9	s 11.15	
			13.9	C. M. & St. P. Ry. Crossing 0.9	3.8		
			13.0	YANDELL 0.8	2.9	10.45	
2.30		CJ 2	12.4	KANGLEY JCT. 0.3	2.3	10.40	
s 2.35			12.7	HIAWATHA 0.6	2.0	s 10.35	
s 2.45		CJ 1	13.3	DURHAM 1.4	1.4	s 10.30	
A 3.00PM		WY OX	14.7	GV KANASKAT DN 0.0	0.0	L 10.15AM	
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

WESTWARD.		SEVENTH SUBDIVISION. (CROCKER BRANCH)				EASTWARD.	
		Time Table No. 48A October 1, 1922 Succeeding No. 48					
		STATIONS					
		Telegraph Offices and Calls					
		W O	C D 5	0.0	WINGATE 5.1	P	5.1
			1955	5.1	CROCKER	P	0.0

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.	
		Time Table No. 48A October 1, 1922 Succeeding No. 48					
		STATIONS					
		Telegraph Offices and Calls					
			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

WESTWARD.		NINTH SUBDIVISION (GATE LINE)												EASTWARD							
THIRD CLASS		SECOND CLASS		FIRST CLASS				FIRST CLASS				SECOND CLASS		THIRD CLASS							
987 967		693		577 505 503 501				502 504 506 578				694		968 988							
Ex. Sun.		Ex. Sun.		Daily				Daily				Ex. Sun.		Ex. Sun.							
O-W.R.&N Way Frt. 51		Nor. Pac. Way Frt.		O-W.R.&N Passenger 43				Nor. Pac. Passenger				Nor. Pac. Freight		Nor. Pac. 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 X	2027	0.0	CN CENTRALIA 2.2	DN 13.6	500	A 11.05AM	A 6.30PM	A 9.20PM	A 2.00AM	A 8.05PM	A 4.00PM	A 9.45PM	
A 8.10AM	7.40	2.40		A 3.07AM	7.56 694	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	7.51 505	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		7.50	s 3.50		
	s 8.05	2.52			s 8.07	s 12.05PM	f 9.50	CK 51	6.4	GRAND MOUND 4.6	P	7.2	60	s 10.46	s 6.11	f 8.55		7.35	s 3.35		
	s 8.30	3.05			s 8.17	s 12.18	f 10.00	CK 47	11.0	RH ROCHESTER DP	2.6	65		s 10.37	s 6.02	s 8.45		7.20	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 7.10PM		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	55	1.00	.15	
13.2	10.8	18.1		13.3	23.3	20.4	20.4							23.3	23.3	18.1	4.4	14.8	13.0	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

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

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

WESTWARD.

ELEVENTH SUBDIVISION (WILLAPA HARBOR LINE)

EASTWARD.

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

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

WESTWARD.

TWELFTH SUBDIVISION. YACOLT BRANCH

EASTWARD.

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

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

WESTWARD.

THIRTEENTH SUBDIVISION. ELMA BRANCH

EASTWARD.

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

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

SPECIAL INSTRUCTIONS.

**FIRST SUBDIVISION.
(MAIN LINE)**

1. **Pusher District**—Between 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. Single track operation on this track by trains 513, 514, 515 and 516. 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 Ketrone and Plumb**—Telephones on Dispatchers circuit are located in section house.
7. **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. **Between Reservation and Stadium**—Trains will approach crossover switches located at East "D" Street (near roundhouse) at South 21st Street (entering passenger station) and O.-W. R. & N. connection at 15th Street under control, and will not proceed until tracks are known to be clear and signal is received from switch tender with green flag by day and green light by night. Trains will approach crossover switches on double track at cold storage plant opposite Tacoma Wharf, under control and will not proceed until tracks are known to be clear.
Staff system between McCarver Street and Stadium—Trains running with the current of traffic will not pass McCarver Street or Stadium until engineman has received from operator the staff and is given clear signal or clearance. Trains running against the current of traffic, and switch engines, will proceed on receipt of staff and clearance. Staff must be retained and delivered to operator at opposite end of block or in case of switching movements either operator when movement has been completed.
Headlight must be used by all trains passing through tin tunnel between Stadium and 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. Engines will not run on trestle of Port Commission located about 1500 ft. from switch. Look out for locomotive crane also using this track.
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 employees. 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. All trains must not exceed a speed of fifteen miles per hour through Tin Tunnel located between Stadium and McCarver Street.
- 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. Portland Telegraph Office. Stadium and River Street for freight trains only.
- 19. **Register Exceptions**—At Centralia and Vancouver enginemen will not be required to consult register but will be furnished register check, form 602 by conductor. At Stadium all trains register by ticket form 608.
- 20. **Clearance Exceptions**—Clearance will not be issued at Stadium to eastward trains unless stop or caution signal is displayed.
- 21. **Bulletin Stations**—Tacoma..... Passenger Station, Round House, Yard Office. Centralia..... Passenger Station, Round House, Yard Office. Vancouver..... Passenger Station, Round House. Portland..... Telegraph Office.
- 22. **Standard Time Clocks**—Tacoma Passenger Station. Centralia Passenger Station. Vancouver Passenger Station.
- 23. **Watch Inspectors**—R. Vaeth, 924 Pacific Ave., Tacoma. Ben Salick, Centralia. Coovert & Carter, Vancouver. W. H. Sexton, 245 Washington St., Portland.
- 24. **Derail Switches**—West Tacoma..... Spur Track. Pioneer Sand and Gravel Spur..... East and West 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.

25. **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.
- 9½. **At Bay City** look out for cars spotted on main track at freight shed located at Highway crossing.
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.

SPECIAL INSTRUCTIONS.

SECOND SUBDIVISION—Continued.

(GRAYS HARBOR LINE—Continued.)

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.

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.
 Engines Classes Y and heavier twenty-five (25) miles per hour.
 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 high bluff at Porter between Standard Oil Spur east of Aberdeen and Wishkah Street 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.
 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
------	---------

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.

- | | |
|--------------------------------|--|
| 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..... | 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
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 at east and west end Green Park with caution; ring bell and sound whistle.
5. **Register Stations**—

Nisqually	Lakeview
-----------	----------

 American Lake for trains originating and terminating.
6. **Register Exceptions**—
 At Nisqually and Lakeview trains register by ticket, Form 608, and will be furnished check of register by train order or Form 602.
7. **Clearance Exceptions**—
 At Nisqually trains will not require clearance if train order signal is in clear position.

8. 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 Tenino Jct. and Rainier and between Tacoma and South Tacoma.
2. **At Reservation**—No towermen are used to manipulate interlocking plant, O.-W. R. & N. crossing near Reservation. When train or yard crews have occasion to use crossing the conductor or foreman will operate the levers, bearing in mind that after used, signals and derails must be set clear for Northern Pacific route. When signals are against Northern Pacific route, conductor investigate cause and if necessary flag through interlocking district.
3. **Card train order form A. B.**—Will govern the movement of trains between Reservation and the 15th St. Tower via Drawbridge Line. Switch engines going around wye on authority of work order do not require a card train order form A. B.
4. **At Tacoma**—A signal arm semaphore pattern, located near junction of line leading to Union Station and Drawbridge Line at 15th Street, is controlled by operator at 15th Street and will govern single track passenger line between 15th Street and Union Station. No train from the Drawbridge Line or east of main line will enter Union Station when signal is at stop. No train will proceed from Union Station to Drawbridge Line or eastward main line when signal on incline, which is equipped with two red blades by day, and in addition, two red lights by night, is at stop. Lower arm governs train movements from Union Station to Drawbridge Line; upper arm governs movement to eastward main track. Push button operating signal to towerman is located on post under concourse; switch crews will operate for Portland bound trains and conductors will operate for Seattle bound trains.
5. **Mountain Grade**—15th Street, Tacoma, to 2½ miles west.
 At South Tacoma—Test inspection and understanding as required by Rule 703, Book of Transportation Rules, will be had on all eastward freight trains. Conductors will fill out card, Form 3632, and deliver to the operator who will complete and mail to Superintendent, Tacoma, each day. Retainers will be turned up on all cars before descending Tacoma Hill.
 At Tacoma—Enginemen on road engines, on eastward trains, before backing into Union Station after stop has been made will cut out air brake valve and leave air applied to be released by switch engine. Switch engine will control the air until stop is made at the Union Station, leaving brakes applied after making the stop.
 At Union Station, enginemen on road engines of westward trains will, after terminal air test is made, apply air to the train and cut out air brake valve, leaving the air applied to be released by switch engine when ready to depart.
 Switch engine will control the air while backing out of the station and make the stop before starting up the hill, leaving the air applied, to be released by the road engine.
 The leading engine will control the air under all conditions.
 Eastward trains will approach Pacific Avenue under control and be governed by signal No. 4 located at gate tower of Pacific Avenue and controlled from 15th Street Tower.
 Top arm of this signal governs movements on Eastward main track; lower arm governs movements on eastward main track over crossover to Drawbridge Line or from Eastward track through pocket back of eastward track. Any train or engine moving east will not exceed a speed of six miles per hour with any part of train passing over Pacific Avenue.
6. **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.
7. **At South Tacoma**, normal position of double track switch is for eastward track.
8. **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.
 Passenger trains 30 miles per hour and freight trains 20 miles per hour on descending grade between Bailey Street and Pacific Avenue.
 Trains in both directions on Drawbridge Line will run under control between Reservation and freight yard connection one-fourth mile west thereof.
 Westward trains, via Drawbridge Line, will move under control passing over O.-W. R. & N. connection located ¼ mile west of Reservation.
 Trains entering or leaving Union Station will move under control between 15th Street and 21st Street.

SPECIAL INSTRUCTIONS.

FOURTH SUBDIVISION—Continued.

(PRAIRIE LINE—Continued.)

9. **Bridge Restrictions**—Speed will be restricted over bridge 39, Tacoma waterway as follows: Engines Class W, W-1 and W-2 eight (8) miles per hour. W-3 and heavier engines not permitted. Double headers not permitted. Bridge 12.3 on what is known as the Dempsey or Tide Flat Branch (Tacoma Terminal). Heavier than Class Q engines not permitted. Speed of other engines over this bridge eight (8) miles per hour.
10. **Register Stations**—

	15th Street Tower	Tacoma
South Tacoma	Lakeview	West Tenino
11. **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 15th Street Tower 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.
12. **Bulletin Stations**—Tacoma (Union Station).
13. **Clearance Exceptions**—
At West Tenino and South Tacoma, eastward trains will not require clearance if train order signal is in clear position.
14. **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.
15. **Commercial Spurs**—

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

**FIFTH SUBDIVISION.
(BUCKLEY LINE AND BRANCHES)**

1. **Pusher District**—
Between South Prairie and Buckley.
Between South Prairie and Carbonado.
2. **At Carbonado**, ½ mile east, crossing gates are maintained at crossing with Carbon Hill Coal Company track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing under control expecting to find gates set against them.
3. **At Hyde**, the clearance is restricted at Hyde Coal Co. mine just west of bunkers on the outside track, and engines will not use crossover.
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.
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.
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 trains to and from Wilkeson and Burnett Branches and westward first class trains only.
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 or Form 603.
 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 and 369 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.
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
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.
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	Car
	Kanaskat	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.

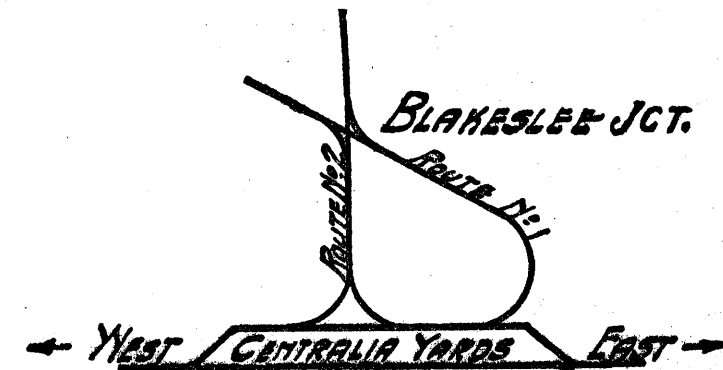
**EIGHTH SUBDIVISION.
(ORTING BRANCH)**

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.
Trains on this branch must not exceed ten miles an hour between points 1000 feet west of Junction switch at Puyallup River Junction and Lake Kapowsin and must protect itself against St. Paul and Tacoma Lumber Company's log trains using tracks within these limits between the hours of 12 noon and 12 midnight.
5. **Derail Switches**—
Orting.....600 feet east of Junction switch.
6. **Commercial Spurs**—

	Miles from	Car
	Orting	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.

SPECIAL INSTRUCTIONS.

NINTH SUBDIVISION—Continued.
(GATE LINE—Continued.)

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—**
Engine classes heavier than W2 not permitted.
5. **Engine Restrictions—**
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. Engines classes Y and heavier twenty-five (25) miles per hour.
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
Blakeslee Junction for Northern Pacific trains only.
Gate
- 8-A **Register Exceptions—**
At Centralia Enginemen will not be required to consult register but will be furnished register check, form 602, by conductor.
9. **Bulletin Stations—**
Centralia Round House Yard Office
Passenger Station
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

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.
Engines Classes Y and heavier twenty-five (25) miles per hour.
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.
Donguire..... 200 feet from main track switch.

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 Yacolt	Car Capacity
Crusher.....	3.7	29
Lucia.....	5.0	6
Premier.....	10.9	4

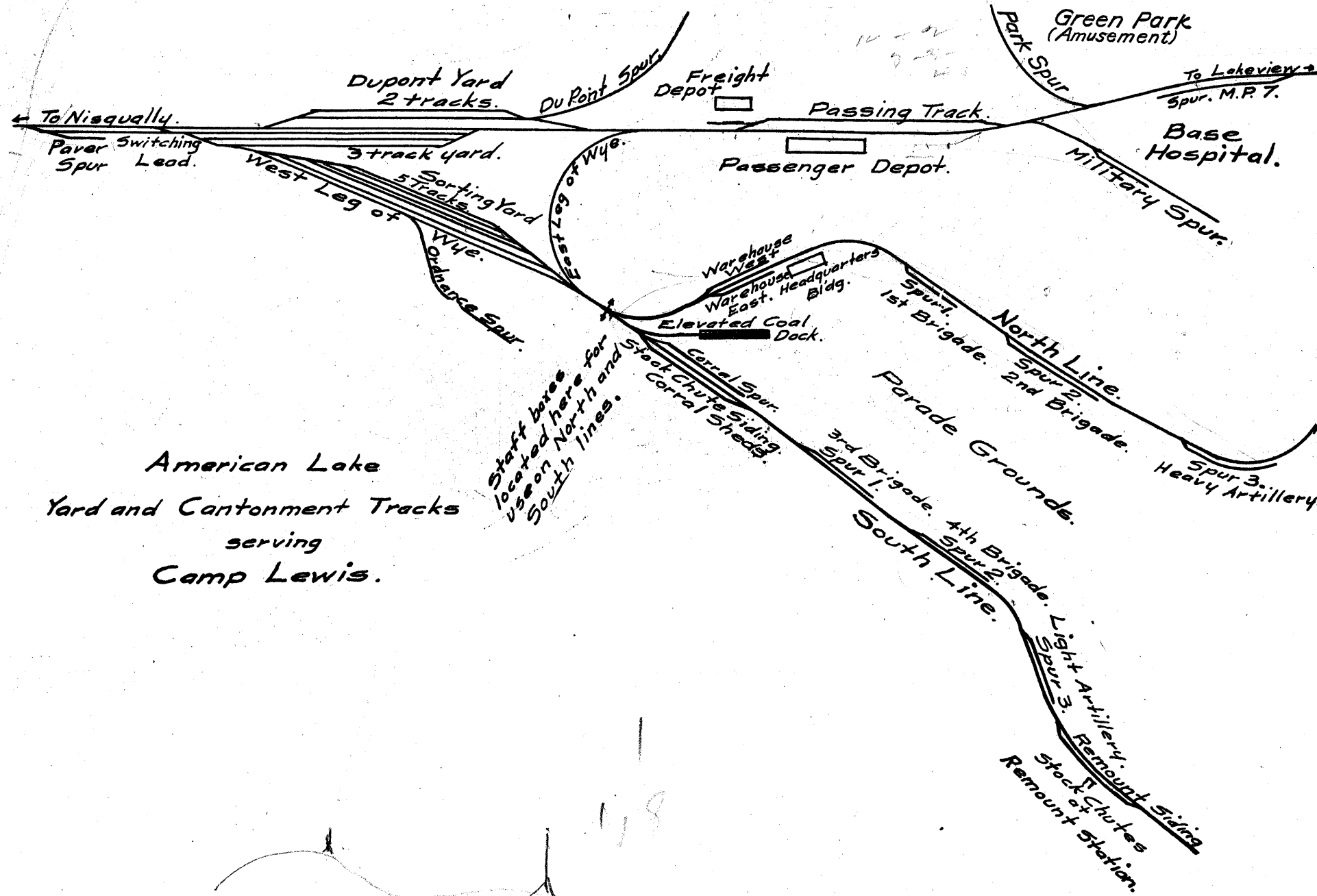
THIRTEENTH SUBDIVISION.
(ELMA BRANCH)

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.

	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.



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.

J. F. ALSIP,
Trainmaster.

C. W. FEE,
Trainmaster.

J. F. COLEMAN,
Chief Dispatcher.

