NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME



TABLE

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

SUNDAY, JUNE 15, 1924.

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.

A. V. BROWN, Acting General Manager. J. E. CRAVER, General Superintendent. I. B. RICHARDS,
Assistant General Superintendent of Transportation.

W. C. ALBEE, Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

3		Nime (Dalie Nr. =4						FIRST	CLASS				-			SECOND	CLASS		~~~~	l		THIRD	CLASS		
mits bers	1	Time Table No. 51 June 15, 1924	. · ·	401	407	421	423	457	459	561	563	591	593	513	515	, 		679	691	965	969		975	977	997
d Li	٠.,	Succeeding No. 50	fron	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			-		Daily	Daily		·	Ex. Sun.	· ,		
and Yard Limits Station Numbers	-	STATIONS	tance oma	Nor. Pac. Portland	Nor. Pac.	Nor. Pac. Grays	Nor. Pac. Grays Harbor	Great	Great	0W.R.& N.	OW.R.& N.	Nor. Pac. Willapa	Nor. Pac. Willapa	Nor. Pac.	0W.R.&N.	Nor. Pac.	Great Nor.	Nor. Pac.	0W.R.&N.		Nor. Pac.	Nor. Pac.	0W.R.&N.	OW.R.&N	. Great No
Sta	Т	elegraph Offices and Calls	Dis	Express	Portland Passenger	Harbor Limited	Harbor Express	Northern	Northern	OW.R.& N. Portland Express	Portland Express	Harbor Passenger	Harbor	Mixed	Mixed	Nor. Pac. Mixed	Time Freight	Freight	Time Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight
1976	Q	TACOMA DN 0.4 Cross Over	0.0	L 1.30AM	L 9.45AM		L 6.20PM			L 4.55PM	L12.40AM							L11.19PM		L 7.05₩		t')			1
	0	W. R. & N. Co. CONNECTION	0.4			B	15.4							;				. :	L 8.38M	1			L 6.35AM	<u> </u>	
CS 23/2		McCARVER ST. DN	2.8	1.38	9.55		6.30			5.03	12.50					-		11.31	8.50	7.20			6.50	1	
CS 10	SX	SIXTH AVENUE DN 6.0 Cross Over	9.7	1.49	f10.06	CAN INE Page	f 6.42	-		f 5.13	f 1.02							11.50PM	9.10	s 7.50			s 7.20		
CS 16	UO	STEILACOOM DN 2.0 Cross Over	15.7	1.59	\$10.16	ERI I See	s 6.52	n z	LINE	f 5.23	f 1.12	E Z					LINE	12.05AM	9.25	s 8.10			s 7.40	1	N. S.
V CS 18		6.7 Cross Over			10.19	¥	f 6.55	B.L.	E LI	5.26	f 1.16	E LIN	:				13 6	12.11	9.30	s 8.20			7.45		PRAIRIE LINE See Page 5
CS 24	1	NISQUALLY DN 3.8 Cross Over			s10.33	S	1	Page	PRAIRIE See Page 5		f 1.29	PRAIRIE See Page				,	PRAIRIE See Page 5	12.35	9.50	s 9.00			s 8.00		AIRI
CS 28	SR	ST. CLAIR DN 1.6 Cross Over			10.40	S	1		PRA		f 1.36	PR.A					See	12.50	10.05	As 9.15AM			s 8·10		P.R. See
V CS 30		5.1 Cross Over	29.6	·	10.43	See page 3	See page 3	NI N	VIA.		f 1.39	. KI					\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \	12.55	10.20	See page 3			s 8·15		\ \AI\
CS 35	MA	CHAMBERS PRAIRIE F 2.7 Cross Over		i	f10.51						f 1.48							1.15	10.35			8	s 8.45		
CS 37	NO	PLUMB 5.4 TENINO DN	37.6 43.0		f10.55			-			f 1.52							1.25	10.45				s 8.55	1	
		0.5			s11.05					s 6.15	s 2.02							1.40	11.00				s 9.10		
X X		TENINO JCT. 3.2 Cross Over			11.06				L 4.26M			L11.00A					L10.43M		11.01				9.11		L 9.25
2020		BUCODA D 5.1 Cross Over		2.56	11.12			5 1.08	f 4.32	s 6.23	f 2.08	s11.07			3.		10.50	1.48	11.07				s 9.30		s 9.40
2025		2.2	51.8					-							L 3.25P										
CO 2027	CN	CENTRALIA DN 3.7 Cross Over	54.0	s 3.10 3.15 679	\$ 11.25 11.33			\$ 1.18 1.23	\$ 4.45 4.50	5 6.40 6.50	s 2.20 2.30	\$11.20 11.45A	L 7.20M	A 2.05PM	A 3.35P	M .	11.10 11.45 691	2.10 3.35 563-401	11.30PM 12.05AM 671		L 6.00AM	L 5.30AM	A10.00AM	L 5.00AM	s10.30
W 2031 X	CH C. M. &	CHEHALIS Cross Over D St. P. 0.9 Tk Con.						s 1.33	s 5.00	s 7.00	\$ 2.40						11.55P		12.20		6.40	5 6.00		s 5.30	s11.00
Y 2032			58.6				-					A12.05P	A 7.35M		Via Third			<u> </u>			A 6.45AM				
2038	NA	NAPAVINE DP 3.1 Cross Over	65.1	s 3.43	s12.02PM			f 1.48	s 5.15	f 7.15	3.00	See page 8	See page 8	Third Main Track	Main Track		12·15A	4.20	12.50		See page 8	s 7.00		s 6·10	s11.45
2040		EVALINE 3.1	68.2		f12.07			1.53	5.21	f 7.20	3.06	:					12.22	4.27	1.00			f 7.10		f 6.20	f11.55
X 2044	WI	WINLOCK D 6.5 Cross Over	71.3	s 3.55	s12.15 997			\$ 2.00	s 5.28	s 7.27	3.12						12.30	4.35	1.10			s 8.00		s 6.40	12.08 s12.30
W 2050	PN	VADER DN 2.7 Cross Over	77.8	s 4.07	<u>\$12.26</u>			s 2.11	s 5.40	s 7.39	3.25	-	-				12.45	4.50	1.35			s 8.30		s 7.20	
2053		OLEQUA 6.9		4.12	f12.31			f 2.16	5.45	f 7.44	3.31					~	12.52	4.57	1.45			f 9.00	1 1	f 7.35	1
W 2060	CA		87.4	s 4.25	s12.45			s 2.30	s 6.00	s 7.58	3.46	-		7		-	1.10	5.15	2.05			\$10.15		s 8.10	s 1.40
2066		OSTRANDER 3.6 Cross Over	93.7	1 4.37	s12.57			2.40	f 6.12	8.10	3.58	*					1.28	5.30	2.25			f10.35		f 8.30	f 2.00
X 2071	KS			s 4.44	s 1.05			s 2.47	s 6⋅20	s 8·18	s 4.06		ļ				1.40	5.40	2.35			s11.30		s 9.20	s 2.30
2074	L. P. & 1	LONGVIEW JCT. Cross Over	100.2	7	:							· · · · · · · · · · · · · · · · · · ·					*								
2077		CARROLLS 4.5	103.0	4.56	s 1.15			f 2.57	6.30	8.30	4.18						1.54	5.55	2.50	- 1111	;· .	f11.45		f 9.45	f 2.45
V 2081	KA	KALAMA DN 4.3 Cross Over	107.5	s 5.06	s 1.25			s 3.07	8 6.40	s 8.40	4.28						2.07	6.10	3.10			11.55AM 12.45PM		f10.55	3.00 3.20 457
CX 4		MARTINS BLUFF	111.8	5.15	1.33			3.15	6.48	8.47	4.38	ļ				-	2.18	6.22	3.30	 ;		f 1.00	1	f11.10	
CX 9	WD	WOODLAND D	116.6	s 5.25	s 1.43	 -	ļ	s 3.25	s 6.58	s 8.57	4.48						2.29	6.35	3.50			s 1.20		s11.45AM	
V CX15	RG	5.4 Cross Over		<u> 5.38</u>				s 3.37	f 7.08	f 9.07	5.00			·			2.43	6.50	4.10			s 1.45 2:10	1	12.01PM s 1.00	
CX21		KNAPP Cross Over	127.2		f 2.03		ļ	f 2/0	710	0.17	510											407	[
V CX23		3.3 FELIDA	130.5		f 2.10		<u> </u>	f 3.48	7.18 7.25	9.1,7	5·12 5·19					Soc. 2222	2.55	7.05	4.25			f 2.30 f 2.50	i	f 1.15	
CX25	VJ	2.8 Cross Over	133.3			<u> </u>		3.59	7.30		5.19			· .		See page 8		7.15	4.35			3.00	¹	f 1.25 1.35	
rc CX29	[VANCOUVER Cross Over DNI	136.4		1 1					As 9.32PM		<u> </u>	<u> </u>		 	L 8.05AM	- 4	7.25 A 7.35	4.45		<u> </u>	3.00 A 3.10™	-	1.35 A 1.55PM]
X	S. P. & S						I AND T		1	1]	NE DO	TI 4455	AND CT	ATTLE R				ND P	FÉ	0.10,		. 1.000	A 0.00m
CY	CITY	Y LIMITS (Guilds Lake Yard)	144.6		VER AN	PURI	TVED I	WIND	AILL BE	GUVER	MED BY	SPUKA	ME, POR	LAND	AND SE	ALILER	AILWAY	Ť ·		ND KUL	ES.		· T		
OT 2121		1.8					-						<u> </u>					A 8.45AM							İ
2121		FOR LLAND DN	140.4	A 6.45AM Daily	A 2.55PM Daily	Daily	Daily	A 4.40PM	A 8.10PM	A10.10PM Daily	A 6.15AM	Daily	Daily	Ex. Sun.	Ex. Sun	Ex. Sun.	Ex. Sat	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun
		Time Over Subdivision		4.35	4.27	.10	.55	2.58	3.04	4.27	4.42	.40	.15	.10	.10	.15	4.02	6.51	7.47	2.10	.45	8.25	3.25	7.56	6.53
		Average Speed Per Hour		29.0	30.6	22.8	30.7	31.3	30.2	30.6	29.0	21.5	18.4	13.2	13.2	12.4	23.3	19.5	17.2	13.0	6.1	9.7	1.58	10.4	11.0

TACOMA DIVISION

EAS	TWARD							general e	FIRS		BDIVIS	ION.												
	Time Table No. 51						7	CLASS						S	ECOND	CLASS			1			D CLASS	·	
Z Z	June 15, 1924 Succeeding No. 50	ity of	402	408	422 Daily	424 Daily	456	458	562	564	592	594	1	516 Ex. Sun.	588 Ex. Sun.	·	680	692		·		-	976	_
Distance f Portland	STATIONS	Сврас	Nor. Pac.	Nor. Pac.	Nor. Pac.	Nor. Pac. Grays	Great	Great /	17	OW.R. &N			ļ					ļ	Ex. Sun.		-	-	-	-
Port	Telegraph Offices and Calls	Car	Seattle Express	Seattle Passenger	Grays Harbor Passenger	Harbor	Northern	Northern	Seattle Express	Seattle Express	Harbor Passenger	Harbor	Mixed	Mixed	Nor. Pac. Mixed	Great Nor. Time Freight	Freight	OW.R.& N. Time Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Way Freight	Way Freight	OW.R.&N. Way Freight	Way Freigh
146.4	Q TACOMA DN 0.4 Cross Over		A 5.05₩	A 1.20N		A 8.05PM			A 9.15PM	A 4.50A	A .						A 3.21A		·	A 3.30PM				
146.0	OW. R. & N. Co. CONNECTION						-			-					-			A 4.12M					A10.45AM	<u> </u>
143.6	NX McCARVER ST. DN 6.9		4.55	1.10	ZE	7.55			9.05	4.35							3.09	4.00		3.10			10.30	-
136.7	SX SIXTH AVENUE DN 1 6.0 Cross Over	E 73 W 73		f12.57	IA RICAN LINE	f 7.42			f 8.52	f 4.17	-						2.38	3.35	. :	5 2.45			\$10.00	
130.7	UO STEILACOOM DN 2.0 Cross Over	15		s12.46	VI, AMER LAKE See Pa	s 7.32	ш —	ш	f 8.41	f 4.00	ш					E S	2.18	3.10	ш	s 2·10	·		s 9.30	
128.7	KETRON PI 6.7 Cross Over NU NISOUALLY DN	W 73	4.20	12.42		f 7.28	PRAIRIE LINE See Page 5	LINE	f 8.37	3.53	PRAIRIE LINE See Page 5			174		E LI	2.10	3.00	LINE	f 1.50	-		f 9.00	
122.0	NU NISQUALLY DN 3.8 Cross Over SR ST. CLAIR DN	25 50		1	A11.53AM L11.43AM		RIE	IRIE	s 8.25	f 3.35	RIE			7		PRAIRIE See Page 5	1.45	2.35	PRAIRIE See Page 5	s 1.20	<u> </u>		s 8.30	
116.6	1.6 Cross Over	W 73	3.55 3.53		See page 4		See F	PRAIR ee Page	8.16	f 3.25 f 3.22	See F					PR/ See	1.35	2.20	RAI	L 1.00PW			\$ 8.00	_
111.5	5.1 Cross Over			f12.17			¥ i	IA I	s 8.05	f 3.10	. I Y	-				VIA	1.08	2.15	IA F	See page 4	-	!I	s 7.50 s 7.30	_
108.9	MA CHAMBERS PRAIRIE DN I 2.6 Cross Over PLUMB	W 73	3.40	12.13			-	_	f 7.58				· · · · · · · · ·				1.00	1.30	>				s 6.50	
103.4	NO TENINO DN		i	s12.04		-			s 7.49		-						12.31	1.11	:		-	·	s 6.30	-
102.9	TENINO JCT. 3.2 Cross Over	E 73	3.27	12.03PM			A 4.43PM	A 1.49PM	7.48	2.45	A11.05AN					A10.43PW		1.10	A 6.404				6.15	-
99.7	BU BUCODA D	W 74 60	3.20	11.58AM			f 4.37	1.42	s 7.42	f 2.35	s10.55					10.35	12.05AM		s 6.30				s 6.00	
94.6	S.1 Cross Over WA WABASH DP											-	A12.15™	A 1.10PM	<u> </u>									-
92.4	CN CENTRALIA DN 3.7 Cross Over	500	3.05	11.45 \$11.35	,		4.25 s 4.20	1.30 s 1.25	7.30 s 7.25	2.20 s 2.00	10.40 \$10.35	A 6.50PM	L12-10PM	L 1.00PM		10.15	11:30PM	12:30 12:05	L 6.00AM		A 4.15PM	A 2.00PM	L 5.30AM	A 2.3
88.7	CH CHEHALIS Cross Over DI C. M. & St. P. 0.9 Track Conn.	E 66 W 36	s 2.45					s 1.15			\$10.35 \$10.25	s 6.40						11.50PM			4.00	s 1.45		s 2.1
87.8	CHEHALIS JCT. P 6.5 Cross Over				`						L10.15AM	L 6.30™									L 3.35PM See page 8			-
81.3	NA NAPAVINE DP I 3.1 Cross Over V	E 73 W 73	s 2.30	511.07			f 3.55	f12.57	s 7.00	1.35	See page 8	See page 8		-		9.25	10.27	11.25				1.11 s12.25 458		s 1.5
78.2	EVALINE	Spur	2.24	f10.57			f 3.50	12.52	6.52	1.30			· · · · ·			9.18	10.17	11.15				458 f12.14PM		f 1.2
75.1		74	f 2.15	s10.47			s 3.40	s12.42	s 6.43	1.22						9.08	10.07	11.05				s11.59AM	·	s 1.0
68.6	PN VADER DN F	E 51	f 2.00	\$10.33			5 3.27	s12.29	s 6.28	1.10						8.54	9.47	10.45				11.15		12.3 s11.5
65.9		Spur	1.52	f10.28	<u>.</u>		f 3.21	12.23	6.21	1.06	ļ					8.47	9.40	10.25				f11.00	!	\$11.5 458 f11.5
	CA CASTLE ROCK DN E	E 69	s 1.40					s12.10PM			-					8.32	1	10.35					li	s11.3
	6.3 Cross Over										-				-		1					10.41 s 9.20 408		
52.7 49.1	3.6 Cross Over	Spur	f 1.28					11.57A								8.19	9.02		·			f 9.00		f10.4
46.2	2.9 Cross Over		s 1.20	s 9.55			5 2.49	s11.51	5 5.47	s12.42						8.11	8.54	9.52				s 8.45		s10.3
43.4	L. P. & N. Ry. 2.8 Track Conn. CARROLLS	Spur	1.10	s 9.43			f 0 27	11.39	£ 5 3 5	10.24						7.50	0.41					2 7 4 7		
	4.5 KA KALAMA DN F 4.3 Cross Over V	-	1	s 9.33	·	-		\$11.39					·			7.59 7.50	8.41	9.40 9.30				f 7.45	ì	f 9.5
		W 88								-						7.00	0.52	9.30		i		7.30 s 6.30		s 9.4
34.6	MARTINS BLUFF 4.8		12.49					11.20								7.40	8.23	9.17				f 6.15	1	f 9.0
29.8	5.4 Cross Over		s12.41					s11.11								7.30	8.13	9.05				s 6.00		s 8.5
19.2	5.2 Cross Over V	W 93 Spur	\$12.28 12.19					s11.00	l							7.17	8.01	8.50				s 5.45		s 8.2
15.9	3.3	Spur	12.19					10.50	l							7.05	7.50	8.39				f 5.27		f 7.5
	2.8 Cross Over VJ VANCOUVER JCT. DP	~p	12.10				1.45	10.45	f 4.36 4.30	i					See page 8	6.57 6.50	7.43	8.31				f 5.20		f 7.3
	3.1 Cross Over MX	1000	L12.05AM	. 1				1		ļ						6.30 L 6.40		8.25			<u> </u>	5.10 L 5.00AM		7.2 L 7.1
	· · · · · · · · · · · · · · · · · · ·		s	s I	<u> </u>	AND TE		L10.35AM				NE POP	TLAND /									L 0.00		
1.8	CITY LIMITS (Guilds Lake Yard)	Ī	1								J. JIM	, . on		367	A		6.53PI	APLE A	NOL	-3.				1
0.0	1.8	1000	L11.30PM	L 8.05M			L 1.00PM	L10.00AM	L 4.00PM	L11.15PW							. 0.031				i 			-
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily		D- 6	P- C	D. C.	P. C.	E- C	Ex. S
	Time Over Subdivision		4.45	4.30	.10	.55	3.03	3.09	4.45	4.45	.45	.20	.05	.10	.10	3.43	7.26	7.32	Ex. Sun.	2.30	Ex. Sun.	5.53	5.15	6.1
	Average Speed Per Hour		-28.7	30.8	22.8	30.7	30.4	29.2	28.7	28.7	20.1	13.8	26.4	13.2	18.6	0.10	18.4	18.1	13.3	11.3	.40	14.0	10.3	13.0

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

MANUAL BLOCK BETWEEN McCarver Street and Tenino.

Automatic block between tenino and vancouver.

WES	TWAR	D					-	(SECOND SUBI		RANCH.)			-						
pu sa			\ \(\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			F	FIRST (CLASS	i de la companya de	Ī	SECOND CL	.ASS]	TH	IRD CL	ASS	1				
a. S. S. Market and S. S. S. Market and S. Market and S. S. Market and S. Mark	a	Time Table No. 51	À	421	423				583				965		983		991			1	
Wyes imits.	ce fro	June 15, 1924 Succeeding No. 50	pac	Daily	Daily		Daily	Daily	Daily					ļ	Ex. Sun.		Tuesday				-
Tables, Yard Lii Station	Distance St. Clair	STATIONS	r Ca lings														& Fri.		 	-	_
Tal Yas	St. Di	Telegraph Offices and Calls	Car			OW.R. & N. C.: Passenger P		Passenger	Passenger		Nor. Pac Freight		Way Frt.	Way Frt.	Nor. Pac. Way Frt.	Way Frt.	Freight		 	_	_
X CS 28	0.0	SR ST. CLAIR DN	48		See page 1		117		-			161	See page 1 L 9.1544							_	-
	_	2.9		L11.20AM s s11.27									s 9.40				<u></u>		 	_	-
C K 18		1.5											s 9.55						 	_	_
C K 20				s11.32 422															 		_
WT CK 25	9.4	OY OLYMPIA DI 0.6	44	s 1 1.42 1 1.50M	s 7.38 7.45		ļ	L 9.30M	L 5.00PM				A10.154M								
	10.0		1 1	966					-										 _	_	-
C T 24		4.7	_	f12.05P#	1 750			1 9.42	1 5 10										 	_	-
C K 34		6.6			[l										 	_	_
C K 37		1.2	_	s12.19	1			s 9.55	l										 		_
C K 37	22.5	BORDEAUX JCT. 1	Spur 50	s12.24	s 8.15		1	1 9.58	f 5.28												_
C K 40	24.4	4.2	1	f12.28	1 8.19		1	f10.02	f 5.32		See page 7			See page 7							
WY CK 44	28.6	HK GATE DI	N 82	\$12.35 12.45	s 8.27 8.35 584			A10:15#	A 5.45M		L 4.15AM			L 9.15M							1
A			Ď	582	584				227					. 0.35						_	-
CM 5	33.5	OX OAKVILLE DI 6.9	95	s12.55	s 8.45						4.26			1 0.1 0 422							
C M 12	2 40.4	LYTLE	P 34	1.10	9.00	-					4.42			\$10.30						-	-
W CM13	1	1.0	_	s 1.13	<u> </u>	-	.		-		4.44			s10.45					 		-
		1.6	.]	s 1.13	1	-			-		4.48			s10.50					 	-	-
C M 15		j 0.0	1	f					<u> </u> .												-
T C M 19	48.0	EF ELMA DI 3.7	N 69	s 1.30 968-967	s 9.19						5.03	[51 1.15AM 1.40PM 421-968			. 1				
C M 23	3 51.7		P 29	s 1.38	s 9.27	-			 -		5.12	ļ		\$ 2.00							-
C M 28		1.9	Spur	s 1.43	J	-			-		5.17			s 2·15		.,			 	-	-
W C M 29		4.1	1 -	s 1.43		-	l.		-		5.28	ļ		5 3.00		÷				-	-
	51.1	MO MONTESANO DN OW. R. & N. 8.1 Track Cont	1.	3 1.50	• 9.43						0.28			3.00					 		
Y CM 37		0.9	P 35																 	_	
	0.9	0.6	_																 	_	_
CRI	1 1.4	1.4																			
w cg :	2 2.9		30														12.30PM				
CR	1 1.	COSMOPOLIS JCT.															12.35			• •	-
CR	3 2.4	SOUTH ABERDEEN 0W.R. & N.Crsg. 10.7 Track Cont	-	ļ		-			-								s12.40		 		-
C R 18			90 10		ļ	-			. -								s 1·15		 		-
		2.5		<u> </u>												*	s 1·30			<u>-</u>	-
T CR 16		2.7	10													·	l		 		_
C R 19	9 18.3		Spur									-					A 1.45PM 992		 	_	
Y CM37	7 65.8	ABERDEEN JCT.	P 35	f 2.10	f10.01		-				5.53			s 3.30							
O C M 40	68.9	SA ABERDEEN DO OW. R. & N. 3.6 Track Con	N 50	s 2.20	\$10.10 10.20	L 7.00M L	6.00PM				6.20	L 5.40M		s 4·00		L 6.45PM					
VCY C M 44	4 72.	HO HOQUIAM D	N 200	2.30 s 2.40 2.50	A1 0.30PM	A 7.164 A	6.15PM				A 6.404	A 6.00M		A 4.15M	L 9.00AM	A 7.00PM					
OX W CM47	7 76.0		-	2.50 f 2.58	578	968				_				094	f 9.15				 		
C M 52		4.4	-	f 3.10					-	·		ļ			1 9.35			·	 	-	
C M 54		1.6	_	f 3.14					. -				 		1 9.45		 -		 	-	-
		2.0	_		<u> </u>				. .				ļ		f 9.55				 	-	-
	84.0	1.2	_	f 3.20	<u> </u>														 		-
C M 5	6 85.	0.7	P 40	f 3.23 984											f10.10						
	85.9	WILDERNESS 2.5		f 3.26											f10.15						
C M 6	1 88.		Spur	s 3.34									·		s10.40						
C M 6	3 91.0	CR CARLISLE	Ď 60	s 3.45									l		s11·15						-
C M 64		1.0 6 ONSLOW	30	f 3.50	·	-							<u> </u>		!11.20		 			-	-
C M 60		1.9	Spur	f 3.57	ļ	<u> -</u>		<u> </u>	.				<u> </u>		\$11.40AM				 	-	-
		1.9													s12.01PM	<u> </u>			 	-	-
C M 68		1.7	26	f 4.05															 	_	-
W CM 69	9 98.	PACIFIC BEACH	Spur 7	s 4.15											s12·10						_
C M 7	1 99.			f 4.20	1										s12.20						_
YX CM7	2 100.		D 33	A 4.25M											A12.30M						-
				Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sun.	Ex. Sun.		Ex. Sun.		Ex. Sun.	Tuesday & Fri.			_	_
		Time Over Subdivision	-	4.27	2.50	.15	.15	.45	.45		2.25	.20	1.00	4.00	3.30	.15	1.15		1		_

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 983 IS SUPERIOR TO NO. 984 HOQUIAM TO MOCLIPS, NO. 991 IS SUPERIOR TO NO. 992 COSMOPOLIS TO BAY CITY DOUBLE TRACK BETWEEN ABERDEEN AND HOQUIAM RIVER DRAWBRIDGE. SPECIAL INSTRUCTIONS PAGES 9, 10, 12, 13 AND 14.

ime Table No. 51						FIR	ST CLA	SS	-,	-,				SECOND C	LASS				TH	IRD CL	ASS	
June 15, 1924	from	422	424	500	578	582	584						694	698			966	968	984	988	992	1
Succeeding No. 50	nce fn	Daily	Daily	Daily	Daily	Daily	Daily						Ex. Sun.				Ex. Sun.			Ex. Sun.	Tues. & Fri.	
STATIONS	Distance Moclips	Nor. Pac.	Nor. Pac.	C.M.&St.P	OWR.&N Passenger	Nor. Pac.	Nor. Pac.				 	` 	Nor. Pac.	C.M.&St.P Freight			Nor. Pac. Way Frt.	Nor. Pac.	Nor. Pac.	OWR.&N Way Frt.		
elegraph Offices and Calls	-	See page 2	See page 2	118	Passenger 44	Passenger	Passenger						Freight	Freight			See page 2	way Frt.	way Frt.	way Frt.	Freight	
		A11.43AM															As 1.00PM					
UNION MILL I		s11.37	i i						·								s12.50	-				
LACEY I		s11.32 421															s12.10PM					
OLYMPIA DI 0.6	91.1	11.20 s11.12	6.45 s 6.36			A 1.30PM	A 9.20PM s										L1 1.45AM 421					
UMWATER SPUR CROS. 4.7	90.5														·							
BELMORE I	I	f11.00				f 1.18	1															
1.2 I	9	\$10.46				s 1.04													-			
BORDEAUX JCT. I	1		s 6.07		l 1	f 1.00																
4.2	1	\$10 .3 8	6.03			f12.55							See page 5					See page 5				
GATE DN 4.9	71.9	10.30 s10.20	5.55 s 5.47 583			L12.45PM 421	L 8.35PM						A 7.10PM					As 2.50PM				
OAKVILLE DI		581	s 5.37							-	·	-	6.55			-		s 2.35		-,		
6.9 LYTLE I	60.1	967	5.22									 	6.35			-		s 2.05				
1.0 PORTER			s 5.20					<u> </u>		-			6.30			-		s 2.00				
1.6 MALONE DE			s 5.16							-			6.25			-		s 1.50				
5.0 ELMA DN	1	s 9.34								<u> </u>		 	6.10			-		1				·
3.7	,					· .										_		1.30PM s 1 0.30AM 421-967				
1,9	1	s 9.26								-			5.47			_		s10.15				
BRADY 4.1		s 9.23											5.42			_		s 9.55				
MONTESANO DNI R. & N. 8.1 Track Conn	42.8	s 9.14 968	s 4.41										5.32				ļ	9.40 8.50 422				
ABERDEEN JCT.	18.3															-		444	v - 1			
JUNCTION CITY	17.4																					
COSMOPOLIS JCT.	16.8									- -												
COSMOPOLIS I. R. & N. 1.4 Track Conn	18.2								-	-						-		***			A 3.05™	٨
COSMOPOLIS JCT.	16.8								***************************************							-				-	3.00	
0.9 SOUTH ABERDEEN R. & N. Crsg. 10.7 Track Conn	15.9											 -				-					s 2.55	
MARKHAM	5.2									- 											s 2.30	
OCOSTA	2.7									-						-	<u> </u>				s 2·10	
2.7 BAY CITY	0.0											<u></u>							 -	[i	L 1.55PM	
ABERDEEN JCT.	34.7	f 8.55	f 4.24					-					5.05					s 8.15			991	
3.1 ABERDEEN DN R. & N. 3.6 Track Conn	31.6	8.45 s 8.40	4.15 s 4.10		A11.00PM								4.50	A 5.15PM				s 7.35		R 6 000		
HOQUIAM DN	28.0	8.30	4.00PM	L 1.05™	L1 0.40PM					-			L 4.30PM	L 5.00PM			·	L 7:15AM	As 4.30PM	A 6.00PM L 5.30PM		
GRAYS HARBOR CITY	24.5	f 8.08			120								901					3/1	f 4.15	<u>. 0.30</u> m		
GRAY GABLES	20.1	f 7.56									·								f 3.55			
CHENOIS CREEK	18.5	f 7.51			-											 			f 3.45			
BURROWS	16.5	s 7.45		<u> </u>						-		 							f 3.35			
	15.3	s 7.42							-	1.									f 3.23			
0.7 WILDERNESS	14.6	s 7.40						· 								<u> </u>			f 2.55			
2.5 COPALIS	12.1	s 7.33							-	-									s 2.45			
3.2 CARLISLE I	8.9	s 7.25							-	-									s 2.30			
ONSLOW	7.9	f 7.22														 			f 2.00			
1.9 STEARNSVILLE	6.0	f 7.17																	s 1.45			
1.9 ALOHA	4.1	s 7.12							-		<u> </u>								s 1.30			
1.7 PACIFIC BEACH	2.4	s 7.07							-	 						I			s 1·15			
SUNSET BEACH	1.0	f 7.03					·			·						-			f 1.05			
1.0 MOCLIPS D		L 7.00AM															···	1	1.00PM			
		Daily	Daily	Daily	Daily	Daily	Daily	-			-		Ex. Sun.	Ex. Sun.			Ex. Sun.		Ex. Sun.		Tues. & Fri.	
Time Over Subdivision Average Speed Per Hour		4.10 24.1	2.48	.15	10.8	.45 25.6	.45 25.6						2.40	.15 14.4			1.15 7.5	3.45	3.30 8.0	7.2	1.10	

THIRD SUBDIVISION. EASTWARD WESTWARD (AMERICAN LAKE LINE.) FIRST CLASS THIRD CLASS THIRD CLASS FIRST CLASS Time Table No. 51 Station Numbers 527 519 517 421 422 518 520 528 986 985 June 15, 1924 Succeeding No. 50 Car Capaci of Sidings Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Daily Ex. Sun. STATIONS O.-W. R. R. & N. Passenger Passenger Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Passenger Nor. Pac. Way Frt. Telegraph Offices and Calls LAKEVIEW 2.5 As 3.55PM 1985 0.0 VA D 11.6 52 A12.20PM L 8.00A L10.43A COUNTRY CLUB 3.47 9.1 10.47 CK 2 2.5 12.15 8.10 TILLICUM 1.5 3.45 CK 3 3.0 8.6 12.14 8.12 10.48 CK 5 4.5 MURRAY 7.1 23 f12.11 3.40 f10.50 8.20 CAMP LEWIS s12.05PM A 5.50PM A 8.40PM A12.45PM . 3.30PM A 8.30A L10.15AM L 8.00PM L 5.25PM s11.00 WX CK 7 7.7 D D 3.9 31 L11.53AM L 5.40PM L 8.25PM L12.35PM NISQUALLY A10.25AM A 8.10PM A 5.35PM A11.10AM 518 X CS 24 11.6 NU DN 0.0 25 See page Daily Ex. Sun. Daily .10 .25 .27 Time Over Subdivision .27 .10 .15 .10 .10 .30

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

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

Average Speed Per Hour

WESTWARD

15.0

FOURTH SUBDIVISION. (PRAIRIE LINE.)

EASTWARD

18.4

			*										(I ICAIRCE ESTEE)													
THIRD	CLASS		SECOND CL	ASS		FIRST	CLASS		88 88			Т	ime Table No. 51				FIRST	CLASS		SECOND	CLASS		TH	IRD CLA	\SS	
997	985	963	67	1 8	591	459	457	421	l, Scales, Wye	mbers	æ	*	June 15, 1924	om ction	ty	422	456	458	592	672		964	986			
Ex. Sun.	Ex. Sun.	Mo.We.Fr.	Ex. S	Sat.	Daily	Daily	Daily	Daily	Fue able rd L	N Z	e f		Succeeding No. 50	ye Tun J	paci	Daily	Daily	Daily	Daily	Ex. Sat.		Ex. Sun.	Ex. Sun.			
Great Northern Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Gre Nort Tir Frei	eat N hern N ne S ght P	Nor. Pac. Willapa Harbor Passenger	Great Northern	Great Northern	Nor. Pac. Passenger	Water, Turn T and Ya	Station	Distanc	т	STATIONS Celegraph Offices and Calls	Distance from Tenino Junctio	Car Ca	Nor. Pac. Passenger	Great Northern	Great Northern	Nor. Pac. Willapa Harbor Passenger	Great Northern Time Freight		Nor. Pac. Way Freight	Nor. Pac. Way Freight			
Via Drawbri dge Line	_		Vi Drawb Lir	ridge	9.404	L 3.05™	L11.35AM	L 10.20		1977	0.0	Q	TACOMA DN 0.2 Cross Over	39.2		A12.45PM	A 6.05PM	A 3.10PM	A12.35PM	Via Drawbridge Line		Via Drawbridge Line	Via Drawbridge Line			
L 7.05AM	L 7.15AM	L 8.15AM	. L 9.	0 <i>5</i> PM	9.42	3.07	11.37	10.22			0.2	AX	15th ST. TOWER DN 4.4 Cross Over	39.0		12.40	6.00	3.05	12.30	A 12.20AM		A 10.50AM	A 4.30PM			
7.30	s 7.45	s 8.45	9.	30 s	9.55	3.20	11.50	s10.35	WO TX	1981	4.6	su	SOUTH TACOMA D	34.6	70	s12⋅30	5.50	2.55	s12.20	12.01AM		s10.30	s 4.10	. Topic control		
f 7.40	As 8.00 AM	f 9.00	9.	38 s1	10.02 964	f 3.27	f11.57AM	A10.43AM	·	1985	8.2	VA	LAKEVIEW D 5.0	31.0	52	L12.20PM s	s 5.40	f 2.45	s12.12	11.50PM	•	10.02 s 9.42 591	Ls 3.55PM			
f 7.50		f 9.25	9.	48 f1	10.10	3.35	12.05PM			1990	13.2		HILLHURST 6.0	26.0	52	,	f 5.32	2.38	f 1 2.05PM	11.40		s 9.25				
s 8·10		s 9.55 10.30	10	00 s1	10.20 963	s 3.47	s12.21		w	1996	19.2	RY	ROY D 5.5 Lap Siding	20.0	E 62 W 67		s 5.22	f 2.28	s11.52AM	11.28	:2	s 9.00		:		
s 8.30		s11.00	10.	11 s1	10.30	f 3.57	f12.32			2002	24.7	YA	YELM D 5.5	14.5	74		f 5.10	f 2.18	s11.40	11.15	1/2/	s 8.30				
s 8.45		s11.28AM	10.	22 s1	10.40	f 4.07	f12.45			2007	30.2	RA	RAINIER D 4.2 Lap Siding	9.0	E 64 W 73		f 5.00	f 2.08	s11.28	11.04		s 8.00				
f 9.00		f12.05PM	10.	32 f1	10.48	f 4.14	12.52			2011	34.4		McINTOSH P	4.8	74		f 4.53	2.00	f11.18	10.54		s 7.30				
s 9.20		s12.25 1.05 457	10	42 s1	10.58	s 4.24	s 1.00 963		Х	2015	39.0	TN	WEST TENINO D	0.2	36		s 4.45	s 1.51	s11.08	10.44	1/20	s 7.00				
A 9.25AM		A 1.10PM	A1 0.4	43PM A1	1 1.00AM	A 4.26PM	A 1.02PM		W X		39.2	-	TENINO JUNCTION	0.0	E 73 W 74		L 4.43PM	L 1.49PM	L1 1.05AM	L10.43PM 671		L 6.40AM				
See page 1			See pa	ge 1 Se	e page 1	See page 1	See page 1										See page 2	See page 2	See page 2	See page 2		See page 2				
Ex. Sun.	Ex. Sun.	Mo.We.Fr.	Ex. 9	Sat.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Ex. Sat.		Ex. Sun.	Ex. Sun.			
2.20	.45	3.40	1.	38	1.20	1.21	1.27	.23					Time Over Subdivision			.25	1.22	1.21	1.30	1.37		3.50	.35			
16.9	10.7	10.6	24.	1	29.4	29.1	27.0	21.4					Average Speed Per Hour			19.7	28.7	29.1	26.1	24.1		10.2	13.7			

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

AUTOMATIC BLOCK BETWEEN TACOMA AND SOUTH TACOMA

23.4

23.4

23.4

24.2

DOUBLE TRACK BETWEEN TACOMA AND SOUTH TACOMA.

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

14-)

0 1

23.4

24.2

15.6

23.4

WESTWARD FIFTH SUBDIVISION. **EASTWARD** (BUCKLEY LINE-BURNETT AND WILKESON BRANCHES.) SECOND CLASS THIRD CLASS FIRST CLASS FIRST CLASS SECOND CLASS THIRD CLASS Time Table No. 51 Car Capacity Sidings June 15, 1924 971 525 523 597 N 596 522 526 972 Distance f Kanaskat Succeeding No. 50 Tu. Th. Sa Ex. Sun. Ex. Sun Ex. Sun STATIONS Ex. Sun Ex. Sun. Ex. Sun. Mo.We.Fr. Telegraph Offices and Calls Way Frt. Mixed Mixed Passenger Mixed Mixed Way Frt. KANASKAT L 6.30M L 4.15P A 1 0.0 GV DN 44.6 140 A 9.05AM A 1.05PM BETWEEN PALMER JCT. AND KANASKAT TRAINS WILL BE GOVERNED BY SEATTLE DIVISION TIME TABLE AND SPECIAL INSTRUCTIONS. L 6.35A PALMER JCT. 1932 1.2 JC 4.20% D 43.4 70 8.55AM Af 1.00PM f 6.40 PALMER 1.3 f 4.23 W 1933 2.1 42.5 30 8.52 f12.45 BAYNE 1.3 f 6.50 4.26 1934 3.4 8.48 41.2 Spur f12.30 CUMBERLAND 0.8 f 6.55 s 4.29 1936 4.7 39.9 8.44 f12.01PM f 7.00 4.31 1937 NACO 2.0 5.5 39.1 52 8.42 f11.50AM 7.10 VEAZIE 3.4 4.35 1939 7.5 37.1 Spur 10 8.37 11.25 7.20 8.40 596 4.45 1942 10.9 CW ENUMCLAW D 33.7 52 8.30 s11.00 9.20 4.55 1945 | 14.3 BK BUCKLEY 4.3 D 30.3 60 8.20 10.00 s 9.20 9.40 5.05 X 1949 18.6 CASCADE JCT. 26.0 8.50 8.07 BLACK CARBON CC 4 0.0 3.4 24 8.40AM 526 C C 2 2.0 BN BURNETT 1.4 D 1.4 A 8.30AM 8.50 1949 3.4 CASCADE JCT. 0.0 8.20 L 2.50 T | C B 15 | 0.0 FX FAIRFAX D 14.8 18 A11.35AM s 3.00 MELMONT 4.1 C B 13 2.0 12.8 Spur s11.20 6.1 CARBON COAL CO. CROSS'G 8.7 s 3.30 CARBONADO CB 8 7.0 7.8 s10.45 TO C B 5 10.4 WX s 4.00 WILKESON 4.4 D 4.4 s10.10 4.30 CASCADE JCT. 1949 14.8 9.30 W C T 1950 19.7 SO s10.10 A 8.55M A 4.35P SOUTH PRAIRIE 5.10 DP 24.9 52 9.25AM L 8.15AM 8.04 972 8.45 7.00 26—596 f10.30 f 5.19 CROCKER 1955 24.2 P 20.4 73 7.50 6.30 s11.05 s 5.24 1958 26.9 OG ORTING 3.4 D 17.7 51 7.45 6.15 f11.20 McMILLIN 2.1 f 5.31 1961 30.3 P 14.3 Spur 7.38 5.30 f11.30 f 5.35 1963 32.4 ALDERTON 2.4 12.2 25 7.35 5.10 A11.45AN A 5.40PM Y W 1966 34.8 MEEKER 9.8 L 7.30AM 5.004 BETWEEN MEEKER AND TACOMA TRAINS WILL BE GOVERNED BY SEATTLE AND TACOMA TERMINALS TIME TABLE AND SPECIAL INSTRUCTIONS. A 6.10PM 1976 44.6 Q DN 0.0 TACOMA 7.10AM Tu. Th. S Ex. Sun. Ex. Sun Ex. Sun Ex. Sun. Ex. Sun. Ex. Sun. Mo.We.Fr. 3.50 .15 1.45 1.20 Time Over Subdivision 1.25 2.10 .15 5.35 8.7 10.0 9.0 25.2 Average Speed Per Hour 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.

				IXTH SUBI Green river		•		EASTWARD	WESTWARD	-	SI	CVENTH SUBDIVISION. (CROCKER BRANCH.)	EASTWARD
Mixed L	531 Ex. Sun. Mixed 1.10PM 532 1.20 1.50 2.00 2.30	Water, Scales, Tables, Tables, O	J 15 J 7 J 6	June 1 Succeedi STAT Telegraph Off 0.0 KERR 1 1.6 HAL 7.5 HEM 0 8.3 BARN 3 2.4 KANGL	I O N S ices and Calls ISTON 6 MAR 9 LOCK 8 ESTON 4	Distance from Car Capacity of Capacity	532 Ex. Sun. Mixed A 1.00PM 531 s12.50 12.10 s12.05PM 11.45AM 10.15	Ex. Sun. Mixed	StaffOperation		Distance from Mingate	Time Table No. 51 June 15, 1924 Succeeding No. 50 S T A T I O N S Telegraph Offices and Calls WINGATE P 5.1 140 CROCKER P 0.0 73 UPERIOR TO TRAINS OF THE SAME OF OPPOSITE DIRECTION. TRUCTIONS PAGES 11, 12, 13 AND 14.	LASS IN THE
L11.30AM		C	J 4	4.0 SELI	.6 .ECK .1	3.9		A10.40AM	WESTWARD		EIGHTH SUBDIVISION. EASTW (ORTING BRANCH.)		
f11.40		C		0 3.0 YAN 0 12.4 KANGI	DELL .6 .EY JCT.	2.9		f10·25		Water, Fuel, Scales Turn Tables, Wyes and Yard Limits			
	2.35		J 1	2.7 HIA	VATHA .6 HAM	2.0 Spur 1.4 30	s10.10			Water, F Turn Tak and Yard	Station N	Succeeding No. 50 STATIONS Significant Substitution of Control o	
	3.00PM	WYOX		1	.4	N 0.0 75	L 9.45AM					0.0 LAKE KAPOWSIN (St. P. & T. Lbr. Co. Camp No. 1) 1.3	
Ex. Sun.	Ex. Sun.			Time Over S	ubdivision		Ex. Sun.	Ex. Sun.			CE 8	1.3 C. M. & St. P. Ry. Crossing 8.7 1.0 2.3 PUYALLUP RIVER JCT. 7.7 10	
6.4	8.0	-			eed Per Hour		8.4	3.8		WT	1958	7.7 10.0 OG ORTING D 0.0 51	
EASTWARD T				TRAINS OF T				DIRECTION.	EASTWARD	•		UPERIOR TO TRAINS OF THE SAME (OPPOSITE DIRECTION. STRUCTIONS PAGES 11, 12, 13 AND 14.	LASS IN THE
WESTWARD					-	-	NII	NTH SUBDIVISIO	ON.		-		EASTWARD

HIRD CLA	ASS	SECOND CLAS	ة		FIR	ST CLASS			and			Time Table No. 51				FIRST CLAS	S	SECOND CLAS	S TH	IRD CLA
987	9.67	693				577	505	503	Scales Wyes	bers	a	June 15, 1924	m y of	502	504	578		694		988
Ex. Sun.	Ex. Sun.	Ex. Sun		-		Daily	Daily	Daily	Fuel, ables, mits	Num	e fron	Succeeding No. 50	e fro pacit	Daily	Daily	Daily		Ex. Sun.	Ex. Sun.	Ex. Sun.
O-W.R.&N Way Frt.	Nor. Pac. Way Frt.	Nor. Pac Freight				O-W.R.&N Passenger 43	Nor. Pac. Passenger	Nor. Pac. Passenger	Water, Turn T. Yard L.	Station	Distance Centralia	STATIONS Telegraph Offices and Calls	Distanc Gate Car Ca	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger 44		Nor. Pac. Freight	Nor. Pac. Way Frt.	O-W.R.&N Way Frt. 52
L 1.00PM	L 7.30AM	L 3.30	M			L 3.00A	L 7.50PM	L11.50A	WCY X	2027	0.0	CN CENTRALIA DN 2.2	13.6 50	A11.05AN	A 6.30PM	A 1.45AM		A 8.05PM	A 4.00PM	MA 9.45PM
A 1.10PM	7.40	3.40				A 3.07AN	7.56 694	11.55	Х		2.2	BLAKESLEE JUNCTION OW. R. & N. Co. Crossing C. M. & St. P. Ry. Crossing Interlocked Track Conn.	11.4	10.55	6.20	L 1.30AM		7.51 505	3.51	L 9.30M
	7.42	3.41		-			7.57	11.56A	X		2.3	BLAKESLEE 4.1	11.3 71	10.54	6.19			7.50	s 3.50	
	s 8.05	3.50	1	=			s 8.07	s12.05P		CK51	6.4	GRAND MOUND P 4.6	7.2 60	s10.46	s 6.11			7.35	s 3.35	
	s 8.30	4.00					s 8.17	s12.18		CK47	11.0	RH ROCHESTER DP C. M. & St. P. Ry. Crossing 2.6	2.6 68	s10.37	s 6.02			7.20	s 3.15	
_	A 8.45AM	A 4.10	W				A 8.25PM	A12.30PM	WY X	CK44	13.6	HK GATE DN	0.0 82	L10.30A	L 5.55PM			L 7.10™	L 3.00P	#
Ex. Sun.	Ex. Sun. See page 3	Ex. Sun See page				Daily	Daily	Daily						Daily	Daily	Daily		Ex. Sun. See page 4	Ex. Sun. See page	Ex. Sun.
.10	1.15	.40				.07	.35	.40				Time Over Subdivision		.35	.35	.15		.55	1.00	.15
13.2	10.8	20.4	-			18.8	23.3	20.4	 			Average Speed Per Hour		23.3	23.3	8.8		14.8	13.6	8.8

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN CENTRALIA AND BLAKESLEE JUNCTION. SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14.

WESTWARD TENTH SUBDIVISION (MENDOTA BRANCH.)	•		EAS	STWARD	WESTWARD			T	WEI (LFTH SUBDIVISIO YACOLT BRANCH.)	N.			EASTWARD
SECOND CLASS Sign of model	e from	514	ECOND	CLASS		2d Class 587	Fuel, Turn Wyes and imits	Numbers	ice from	Time Table No. 51 June 15, 1924 Succeeding No. 50	ace from	pacity	2d Class 588 Ex. Sun.	
Ex. Sun. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Distance Wabash Car Caps	Ex. Sun.				Ex. Sun. Mixed	Water, Scales, Fables Yard I	Station	Distance Yacolt	STATIONS Telegraph Offices and Calls	Distar	Car Ca Sidings	Mixed	
SWE'S W INST TENESTATION OF THE SERVICE OF THE SERV	, ,	A12.55PM				L 6.15AM	wyx	C Y 27	t I	YC YACOLT I	26.9	35	A 1.00PM	-
f 1.25 X CO 6 2.9 PACKWOOD	5.7 Spur 9					s 6.22		C Y 25	2.2	MOULTON 4.4	24.7	Spur	s12.50	
5.7	P 0.0	L12.15PM				f 6.35		CY 20	6.6	WALL 1.5	20.3		f12.35	
Ex. Sun.		Ex. Sun.				s 6.40			8.1	1.8	18.8	1	s12.30	
.40 Time Over Subdivision		.40				s 6.45		CY 17	12.8	CRAWFORD 2.9 BA BATTLE GROUND I	17.0	1	\$12.20 \$12.10PM	
12.9 Average Speed Per Hour		12.9				s 7.05		CY 10		4.2	1	.	s11.50AM	
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME			POSITE	DIRECTION.		f 7.30		CY 8		1.7 LAURIN	8.2	1	f11.43	
SPECIAL INSTRUCTIONS PAGES 12, 12	3 AND 14.					1 7.35		CY 7	20.1	1.4 HOMAN	6.8	Spur 4	f11.38	
WESTWARD ELEVENTH SUBDIVISION			EAS	STWARD		f 7.40		CY 6	21.2	BARBERTON 2.3	5.7	1	f11.33	
(WILLAPA HARBOR LINE.)		l =====		TIUDE OLACO		f 7.50		CY 3	1 1	HIDDEN 3.4	3.4		111.25	
THIRD CLASS FIRST CLASS Time Table No. 51	g Jo	FIRST (THIRD CLASS		As 8.05AM	Ŷ	C X 25	26.9	VJ VANCOUVER JCT. D	P 0.0		L11·1OAM s	
969 593 591 June 15, 1924 Succeeding No. 50	fron end acity					Ex. Sun.					_		Ex. Sun.	
	Distance from South Bend Car Capacity Sidings	Daily See page 2 Se	Daily ee page 2	Ex. Sun. See page 2		1.50				Time Over Subdivision	1		1.50	
Way	Dist Bout Car Sidin	Passenger 1		Way Freight		14.6				Average Speed Per Hour			14.6	
	P 56.5 Y	A10.15AM A	6 200		<u> </u>		I		<u> </u>		I ACC	1	HE VDDVC	TE DIDECTION
1.0	1 1	AIU-IOAM A	0.3Urm/	4 3.30rm	EASTWARD TRAI					AINS OF THE SAME C RUCTIONS PAGES 12, 1			HE UFFUS	IE DIRECTION.
1.0 C. M. & St. P. Ry. CROSSING Interlocked 2.4 s 7.05 s 7.43 s12.13 CW 2 3.4A LITTELL D	0 53.1 24	s10.07 s	6.23	s 3·10			SPEU	AL I	13 I K	LOVIIVITO FAGES 14, A	- 111			
1.3			6.18	-	7									
f 7.25 f 7.55 f12.25 CW 8 7.2 BUNKER	49.3 Spur	f 9.54 f	6.11	f 2.05	WESTWARD	•		THI	RTE	EENTH SUBDIVISI	ON	•		EASTWARD
s 7.55 f 8.02 s12.32 W2.4 m C W 10 10.1 CERES 2.5	46.4 30		6.04					•		(ELMA BRANCH.)				
s 8.20 f 8.09 f12.39 C W 12 12.6 MESKILL 3.6	43.9 Spur	f 9.40 f	5.57	s 1.20	SECOND CLA	ACC	Pq	ers	<u> </u>	Time Table No. 51	1	of	l SE	COND CLASS
16.2 LUEDINGHAUS R.R. CROSS'O 0.1 Track Conn	1.		5.40		SECOND CE	551	uel, urn 'yes s nits	Numbe	from	June 15, 1924	from	acity	552	i I
s 9.30 s 8.19 s12.49 C W 16 16.3 DR DRYAD 0.5	D 40.2 98	s 9.30 s	0.40	1.00 s12.20 591		Ex. Sun.	er, F es, T les, W d Lin		stance mson	Succeeding No. 50	stance ma	Cap	Ex. Sun.	
16.8 C. M. & St. P. RY. CROSSING Interlocked 0.8	j 39.8						Wat Scal Tab Yar	Station	Stin	Telegraph Offices and Calls		Sidi	Mixed	
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\$10.10 11.30 970 s 8.36 s 1.06 WX C W 22 22.3 PL PE ELL 1.3	D 34.2 61	s 9.15 s	5.32	11.55AM s11.30 969					0.9	1.4	9.			
970	ā									OH LCDOVE		8 Spur 4		
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S12.01PM S 8.42 S 1.12 C W 24 24.2 McCORMICK Conn McCormick McCormick Conn McC	32.3 Spur 18 30.4 Spur 18 r. 28.9	s 9.02 s	5.21	s10.40		3.18	Т	СН	7 2.5 8 3.3 7 2.5	McCLEARY JUNCTION 0.8 McCLEARY 0.8 McCLEARY 2.6 RAYVILLE	7. 8. 7.	6 4 Spur 18	J	
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S12.01PM S S.42 S 1.12 C W 24 24.2 McCORMICK R. R. CROSSING 0.6 Track Conn McCORMICK 1.9 McCORMICK 1.9 WALVILLE 1.5 WALVI	32.3 Spur 18 30.4 Spur 18 7. 28.9 P 27.6 28 P 21.2 56 19.8 Spur 18 D 18.5 8 15.3 Spur 14.2 31 P 10.0 9 6.0 14 D 3.4 .72	f 8.55 is 8.30 s 8.21 s 8.13 s 8.10 s 7.50 s 7.45 L 7.35AM	f 5.15 s 4.55 f 4.50 s 4.46 s 4.38 s 4.35 s 4.25 s 4.15 s 4.10	\$10.40 f10.10 \$ 9.30 \$ 9.05 \$ 9.00 f 8.43 f 8.40 f 8.25 f 8.10 \$ 8.00 L 7.40AM	EASTWARD TRA	3.18 s 3.25 s 3.45 As 4.00Pl Ex. Sun. .45	W	CH CH CH CH CM1	7 2.5 8 3.3 7 2.5 5 5.1 4 6.0 9 10.1	McCLEARY JUNCTION 0.8 McCLEARY 0.8 McCLEARY 0.8 McCLEARY 0.7 WHITE LUMBER CO. R. R. C 0.2 WHITE 4.1 EF ELMA Time Over Subdivision Average Speed Per Hour	7. 8. 7. 5. r. 4. D 0.	5 Spur 4 Spur 4 69 69 69	2.15 4 s 2.08 5 s 2.05 L 1.40PM Ex. Sun. .40 12.6	SITE DIRECTION
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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.
- 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.
- At Nisqually—Train order signal next to depot governs First Subdivision trains, and signal next the Third Subdivision track governs Third Subdivision trains.
- At Ketron—Telephone on Dispatchers circuit is located in section house.
- Between Tacoma and McCarver Street Trains will approach crossover switches at South 21st Street (entering union 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 yellow flag by day and

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.

- Nelson Bennett Tunnel-Headlight must be used by all trains passing through Tunnel between McCarver Street and Sixth Avenue.
- At Castle Rock-Cars must not be left below derailing switch on Silver Lake Logging Company's connection.
- At Kalama—When doing switching on Salmon track, enough cars must be used so that engine will not go on trestle. Engines will not run on trestle of Port Commission located about 1500 ft. from switch. Look out for locomotive crane also using this track.

 Do not exceed four (4) miles per hour on Port of Kalama spur and five (5) miles per hour on curve of Mountain Timber Company's spur.
- 10. At Winlock—Engines must not go beyond frog on Johnson's spur.
- At Napavine—Trains using Newaukum Valley Railway tracks will do so under protection of flag. Cars must not be left below derailing switch on Napavine Lumber Company's spur.
- At Ridgefield—Cars must not be placed on O.-W. R. & N. Co. Tie Spur between switch and lower road crossing at Shingle Mill, and, on account of heavy grade, cars must be fully secured when left standing. Eastward siding will be used as storage track.
- At Hermione Powder Spur—There is a 2.7 grade descending eastward from siding between Powder Magazine and Northern Pacific main tracks. Utmost care must be exercised handling cars while switching on this track. Cars should never be left below derail at summit grade. All derailing switches must be left in derailing position and safety switch set for safety track. Trains approach Pacific Highway Crossing on this spur under control and see that movement over road crossing is fully safeguarded.

14. At Vancouver-Junction switch at east end of Columbia River Bridge will be set and locked for N. P. main track.

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 track occupied.

At Portland-Trains will be governed by the rules of the Northern Pacific Terminal Company while in Portland yard.

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 are not permitted to meet regular or special 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.

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.

17. 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

Classes Q-5 and Q-6 engines fifty-five (55) 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 cross-

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

SPECIAL INSTRUCTIONS.

At St. Clair five hundred (500) feet west of depot to fifteen hundred (1500) feet west of depot ten (10) miles per hour on both main tracks.

From Mile Post 52 to Centralia Passenger Station, westward trains thirty-five (35) miles per hour.

At Napavine, over street crossing just east of depot, fifteen (15) miles per hour. Reduce speed to twenty (20) miles per hour on eastward track through rock cut four (4) miles east of Castle Rock.

At Kelso, over Allen Street leading to bridge over Cowlitz River, fifteen (15)

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. 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 twenty (20) miles per hour between McCarver Street and Tacoma.

At McCarver Street:—All trains approach First Street Crossing East of Depot under control and sound whistle.

Special Stops, Connections, Etc.-

No. 401 Sundays reduce speed at Bucoda, Tenino, Chambers Prairie to throw

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

No. 408 will stop at Bucoda to unload express and discharge passengers from West of Chehalis and Grays Harbor Line and for passengers for Camp Lewis.

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.

19. Register Stations-

Tacoma-Union Station for passenger trains—River Street for freight trains. Centralia Passenger Station. Vancouver Passenger Station. Portland Telegraph Office. McCarver Street.

20. 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 McCarver Street all trains register by ticket form 608.

21. Clearance Exceptions—Clearance will not be required at McCarver Street by eastward trains if train order signal is in clear position.

22. Bulletin Stations-

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

23. Standard Time Clocks-

Tacoma, Union Station, Round House, Yard Office, Centralia, Passenger Station, Round House, Yard Office. Vancouver Passenger Station.

24. Watch Inspectors— R. Vaeth and Son, 924 Pacific Ave., Tacoma. Ben Salick, Centralia. Joseph Carter, Vancouver. W. H. Sexton, 245 Washington St., Portland.

25. Derail Switches-

West TacomaSpur Track.
Pioneer Sand and Gravel Spur. East and West End, switch at West End to
be set for straight track to act as derail.
Olegard East End Spur.
Nisqually Team Track and Set Out Track.
Chambers Prairie East End Industry Track.
PlumbSpur Track.
Chain Hill Lumber CoSpur Track.
Wabash
nection.
ChehalisOn Coal Creek Lumber Co., Track about 250
feet from passing track switch. East end
track No. 2, 165 feet from main line switch.
NapavineOn Somerville and Emery Nelson spur tracks.
On House track 110 feet west of switch con-
nection with passing track.
EvalineWest End Spur.
WinlockWest End Passing Track.
Menefee
Olequa House Track.
Castle Rock
R. R.

Powder Magazine also safety switch same

track about 900 feet east of magazine.

Ridgefield	OW. R. & N. '	Tie Spur, 60	00 feet fr	rom pass-	
_	ing track swit	ch.		•	
Knapp	House Track.				

feet from switch.

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. Kyro..... East and west end of Industry Track, 200

Commercial Spurs— Miles from Car Tacoma Capacity 60 Olegard. Chain Hill Lumber Co. 26.115 4 15 Veness.... 69.5 Menefee.... $\overline{24}$ 73.2McNelly.... 30

SECOND SUBDIVISION. (GRAYS HARBOR LINE.)

1. At Olympia—Tunnel district 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. A 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.

2. Drawbridge Interlocking-

position after using.

Wishkah River......Aberdeen.

3. At Gate trains will approach expecting to find Ninth Subdivision trains turning on wye. Normal position of switch connecting west leg of wye and passing track is for passing track. Passing track from crossover West of Depot to the West Switch will be used as

Gravel Bunkers, Mile Post 58.6, bunkers will not clear man on top or side of car.

At Montesano depot is located one-half mile west of passing siding.

At Olympia and Cosmopolis-Northern Pacific trains will protect themselves while on O.-W. R. & N. tracks.

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. 421, 422, 423 and 424. Normal position of switch leading to spur track at Bordeaux Junction which is used by Mason County Logging Company's trains in making connection with Northern Pacific passenger trains will be left for spur, derailing switch is located between this spur and Northern Pacific main track and must be left in derailing

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

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.

10. At South Aberdeen and Cosmoplis trains and yard engines will stop at grade rossings of the O.-W. R. & N. Co. industry tracks.

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.

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

12. Bridge and Engine 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, as follows:

Single header engine classes W, W1, W2 and W4 at ten (10) miles per hour. Double header engine classes Q, Q1, Q2, Q3, Q4, T, S, S1, S2, S3 and S4 at twenty (20) miles per hour.

single header engine classes Q5, Q6, W3, W5 and heavier, and double header engine classes W, W1, W2 and W4 will not be 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 Jct. to Bay City—Speed will be restricted over Bridge 1, Chehalis River and Bridge 13, Johns River, as follows:

Single header engine classes S S1 S2 S3 S4 and O will not creed circle (20)

Single header engine classes S, S1, S2, S3, S4 and Q will not exceed eight (8)

miles per hour.

Double header engine class F1 will not exceed eight (8) miles per hour.

Engine classes T, Q1 and heavier will not be permitted.

At Olympia—Engines heavier than class F-1, are not permitted on trestle leading

to industries on West Side. Clair to Moclips: 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. At Aloha: Engines heavier than class F1 not permitted on Mill Spur.

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.

Engine 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.

Trains handling logs reduce speed to five (5) miles per hour passing through paved street between Wishkah River drawbridge and log rollway one mile east of Aberdeen.

street between Wishkah River drawbridge and log rollway one mile east of Aberdeen.

Special Stops, Connections, etc.—

No. 424 will stop on flag at Mima Sunday only.

No. 422 will stop at Wynooche Spur to discharge passengers.

Nos. 421 and 422 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, at Gillies Slough 1½ miles west of Chenois Creek and at Hobi Spur.

Nos. 421, 422, 423, 424 will stop on flag at Gilson Creek; also at Golf Links 3.

Nos. 421, 422, 423, 424 will stop on flag at Gibson Creek; also, at Golf Links 3 miles east of Aberdeen Junction.

Register Stations—

Moclips Elma St. Clair Olympia Aberdeen Cosmopolis Hoquiam Aberdeen Jct. Register Exceptions—

At St. Clair trains will register by ticket, Form 608, and will be furnished Register At Aberdeen enginemen of C. M. & St. P. and O.-W. R. & N. westward trains will not be required to consult the register, but will be furnished Register Check,

Form 602 by conductor. Clearance Exceptions— At St. Clair westward trains will not require clearance if train order signal is in

Bulletin Stations—

Elma Hoquiam Passenger Station and Roundhouse.

19. Standard Time Clock—

Hoquiam Passenger Station and Round House.

Watch Inspectors— S. J. StieglitzAberdeen.

Derail Switches—

Fred Straub. Hoquiam.
Talcott Bros. Olympia. D. P. Pearson.....Elma. 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.
Malone. East end spur track and west end mill track.
Elma. East end of Horn Track. Brady. 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.

SPECIAL INSTRUCTIONS.

Schafer.....Both ends of interchange 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. Wynooche... West end of spur.

Paramount Lumber Co. ... 141 feet from Main Track.

Copalis... Log spur 500 feet west of station, house track

East end.

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

Wooster.

Aloha.

East end of passing siding.

Moclips.

On Smith Logging Co. track west of depot and interchange track.

22. Commercial Spur-Miles from Capacity

 Black Lake...
 13.2

 Gibson Creek.
 38.0

 Schafer...
 54.0

 Gravel Bunkers.
 58.6

 25 10 12 3 Standard Oil Co..... Stockwell.... Wynooche.... 20 15 6 2 Paramount..... Linde Shingle Co.
Linde Logging Co.
Wooster. 96.0 10 Joe Creek.....

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 Camp Lewis, entrance to Dupont Powder Co. plant protected by gate across the spur near Cap Magazine. No cars will be disturbed inside of gate

until foreman consulted and permission obtained.
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:

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 Camp Lewis. 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 ex-

pecting 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.

Speed Restrictions—

Passenger trains fifty (50) miles per hour. At Murray, ten (10) miles per hour over road crossing just east of station. At Camp Lewis, approach road crossings at east and west end Green Park with caution; ring bell and sound whistle.

4. Register Stations—

Nisqually Lakeview Camp Lewis for trains originating and terminating.

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.

Clearance Exceptions—

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

7. Derail Switches—

Lakeview Standard Oil Spur.
Military Spur 456 feet from main line switch. track and on the track leading to Black Powder Mill.

Green Park Spur 177 feet from main track. Camp Lewis Lumber 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.
- Card train order form A-B-Will govern the movement of trains between Reservation and the 15th St. Tower via Drawbridge Line and trains must not move in this territory unless conductor and engineman each hold a copy properly
- 3. 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 Union Sta-

tion concourse; switch crews will operate for Portland bound rains and conductors will operate for Seattle bound trains.

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 ter-

minal 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

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.

Automatic signals T-1-A and T-2-A controling the short piece of single track between Half Moon yard, Tacoma and double track switch on Fourth subdi-

Trains or engines using crossover located between these Signals, to enter this single track which are located between these signals must do so expecting to find track occupied by other trains or engines who received a clear indication.

- 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. Passing siding will be used as storage track.

Bridge and Engine Restrictions-

Reservation to Tenino: via Drawbridge Line—Speed will be restricted over Bridge 39, Tacoma Waterway as follows:

Eight (8) miles per hour until entire train has passed over bridge. Double headers not permitted Engine classes G-1, G-2, Q-5, Q-6, W-3, W-5 and heavier will not be per-

Bridge12.3 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.

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.

Trains and light engines entering or leaving passenger station at Tacoma from the fourth sub-division limit speed to ten (10) miles per hour while any portion of

train is passing over switches at Fifteenth Street Tower.

At Tacoma six (6) miles per hour while any portion of train is passing over Pa-

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 entering or leaving Union Station will move under control between 15th Street and 21st Street.

Class "W" or other freight engines weighing 201,500 lbs. or over on drivers thirty (30) miles per hour, engines with drivers 48 inch diameter or less twenty-five (25) miles per hour, Great Northern engines of 500, 700 and 1100 series twentyfive (25) miles per hour.

SPECIAL INSTRUCTIONS.

FOURTH SUBDIVISION—Continued. (PRAIRIE LINE-Continued.)

9. Register Stations-15th Street Tower Tacoma West Tenino Lakeview South Tacoma 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.

11. Clearance Exceptions—

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

12. Bulletin Stations-Tacoma.

13. Derail Switches-

Rainier.....Lindstrom-Handforth Lumber Co. Spur.

Mutual Spur track leading to mill.

West Tenino Tenino Stone Co. Spur. Mentzer..... Track leading to siding.

14.	Commercial Spurs—		~
	• • • • • • • • • • • • • • • • • • •	Miles from	Car
		Tacoma	Capacity
	McKenna Lumber Co	23.2	10
	Mentzer		15
	Bordeaux Shingle Co	37.1	6
	Mutual	37.6	15

FIFTH SUBDIVISION. (BUCKLEY LINE AND BRANCHES.)

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

Bridge and Engine Restrictions-

Cascade Jct. to Wilkeson and Fairfax—Speed will be restricted over Bridge 1, South Prairie, and Bridge 4, Gale Creek, as follows:
Single header engine classes W, W-1, W-2 and W-4 will not exceed eight (8)

mnes per nour.

Double header engine classes W, W-1, W-2 and W-4 will not be permitted.

Engine classes Q-5, Q-6, W-3, W-5 and heavier will not be permitted.

Speed will be restricted over Bridge 7-1, Carbon River as follows:

Single header engine classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight

(8) miles per hour.

Double header engine class F-1 will not exceed eight (8) miles per hour.

Engine classes T, Q-1 and heavier will not be permitted.

Black Carbon to Cascade Jct.—Engine classes heavier than S-4 not permitted.

5. Speed Restrictions-

Between Palmer Junction and Meeker: Passenger trains, fifty (50) miles per hour. Between Cascade Junction and Black Carbon, 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 spur, 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.. Black Carbon to Cascade Jct., Engines classes heavier than S-4 not permitted.

6. Special Stops, Connections, etc.—

No. 596 will connect with No. 526 at South Prairie, and with Seattle Division No. 338 at Kanaskat. No. 597 will connect with Seattle Division No. 450 and No. 456 at Puyallup and

No. 523 at South Prairie. Train No. 597 will stop on flag at Broomfield.

7. Register Stations-Cascade Junction for trains to and from Wilkeson and Burnett Branches and westward first class trains only. Palmer Junction South Prairie

8. Register Exceptions-Palmer Junction trains register by ticket Form 608 and ll be furnished check of register by train order or Form 602.

Bulletin Station—South Prairie.

Derall Switches—
Big Six300 feet east of main line switch.
OccidentalCoal track 300 feet west of bunkers.
Bayne
Fleet Coal Company's track.
Naco
from main line; second derail 920 feet from main
line.
West end Naval Coal Co. track.
VeazieWest end spur track.
WebstoneSpur track.
Buckley
Oil spur.
South Prairie
West end coal spur.
Broomfield
main line switch.
CrockerWest end passing track.
Orting West end house track. West end westward passing
track. West end Orting Branch track 300 feet
east of station.
WilkesonScale track, and passing track opposite station.
Burnett West end of siding. Black Carbon Coal Co.'s spur.
FairfaxOn Montezuma line 200 feet east of depot.

11. Commercial Spurs-

10.

	Palmer	Car
	Junction	Capacity
Denny	 0.5	2
Big Six	 1.7	10
Occidental	 2.0	4
Fleet		20
Birch		6
Webstone.		4
Broomfield		15
Broomneid		10
Moneko	 91.0	J

Miles from

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.

Bridge and Engine Restrictions-

Speed will be restricted over Bridge 6-1, Cedar River, as follows:
Single header engine classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight

(8) miles per hour. Double header engine class F-1 will not exceed eight (8) miles per hour. Engine classes Q-I and heavier will not be permitted.

Kanaskat to Kerriston and Selleck—Engine classes heavier than S-4 not permit-

4. Speed Restrictions—
Passenger trains twenty (20) miles per hour; freight trains fifteen (15) miles per Between Halmar and Kerriston ten (10) miles per hour.

. East end of coal track 250 feet from main track, and

5. Register Station-Kanaskat.

Durham.....

Derall Switches—

west end of coal track, Elk Coal Co. 700 feet from main track switch. Hiawatha.....East end. 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.

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

3. Bridge and Engine Restrictions—
Speed will be restricted over Bridge 3, Carbon River, as follows:
Single header engine classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour. Double header engine class F-1 will not exceed eight (8) miles per hour. Engine classes T, Q-1 and heavier will not be permitted.

Wingate to Crocker—Engine classes heavier than F-1 not permitted.

4. Speed Restrictions—Twenty (20) miles per hour. Five (5) miles per hour over Slide ½ mile west of tunnel No. 1.

5. 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.

Between the hours of seven (7) AM and one (1) PM only Northern Pacific trains will use the tracks of St. Paul and Tacoma Lumber Co., between Puyallup River Junction and interchange track located three (3) miles of east Puyallup River Junction on the Voight Creek Line of the St. Paul and Tacoma Lumber Co.

Look out for Lumber Company's trains and engines at interchange track.

2. At Lake Kapowsin—Engine or loaded cars must not be placed on the trestle on interchange track of the St. Paul and Tacoma Lbr. Co.

3. Bridge and Engine Restrictions—
Speed will be restricted over Bridge 8, Puyallup River, as follows:
Single header engine classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight

Double header engine class F-1 will not exceed eight (8) miles per hour. Engine classes T, Q-1 and heavier will not be permitted.

Orting to End of Track—Engine classes heavier than F-1 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 one (1) P.M. and 12

5. Derail Switches-

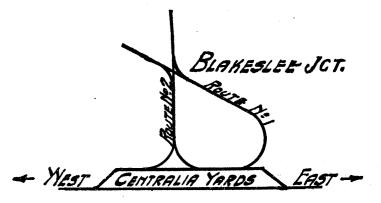
Orting......600 feet east of Junction switch.

6. Commercial Spurs-

Miles from Car Capacity Orting Dempsey..... Electron Rock Crusher.... 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.

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

2. 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 and Engine Restrictions-

Engine classes Q-5, Q-6, W-3, W-5 and heavier will not be permitted over O.-W. R. & N. bridges between Centralia and Blakeslee Jct. Centralia to Ğate—Engine classes heavier than W-2 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. Engines classes Y and heavier twenty-five (25) miles per hour.

5. Special Stops, Connections, etc.—

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

No. 503 will connect with No. 408 and No. 505 will connect with No. 562 at Cen-

Register Station—

Centralia Passenger Station. Blakeslee Junction for Northern Pacific trains only.

7. 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. Passenger Station. Round House.

Yard Office.

Standard Time Clock-Centralia Passenger Station. Round House. Yard

10. Watch Inspector-Ben Salick, Centralia.

11. Derail Switches-

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

Foran....

12. Commercial Spur—

Miles from Car Centralia Capacity

TENTH SUBDIVISION. (MENDOTA BRANCH.)

1. Engine Restrictions-Engines classes heavier than D4 not permitted.

Speed Restrictions—Fifteen (15) miles per hour, except eight (8) miles per hour between mile post six and mile post eight.

At Packwood—Look out for Union Lumber Co's. engines occupying main track within yard limits.

Register Stations-Wabash.

5. Bulletin Stations-

Centralia. Roundhouse. Passenger Station.

Yard Office.

Derail Switches—

.....Connection with Martin Log Spur. Mendota......C Eastern Ry. and Lumber Co.

Car Commercial Spur— Miles from Capacity 4 Wabash 6.4 20 20

ELEVENTH SUBDIVISION. (WILLAPA HARBOR LINE.)

1. Pusher District—Between Pe Ell and Frances.

2. At Dryad, 300 feet east and

At McCormick, 6-10 miles 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.

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.

At Walville Lumber Co. R. R. Crossing: One and one-half miles west, gates are maintained, normal position of gates "clear" for Northern Pacific Co. trains which must approach crossing under control expecting to find gate set

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., Bridge will be left open when tenders not on duty.

SPECIAL INSTRUCTIONS.

6. Bridge and Engine 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:
Single header engine classes T, Q-3, Q-4, W, W-1, W-2, and W-4 will not

exceed eight (8) miles per hour. Double header engine classes T, Q-3, Q-4, W, W-1, W-2 and W-4 will not be

Engine classes Q-5, Q-6, W-3, W-5 and heavier will not be permitted.

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

Single header engine classes W, W-1, W-2 and W-4 will not exceed eight (8)

Double header engine classes W, W-1, W-2 and W-4 will not be permitted. Engine classes Q-5, Q-6, W-3, W-5 and heavier will not be permitted. Speed will be restricted over draw span of Bridge 53, Willapa River, to twenty (20) miles per hour.

Chehalis to South Bend-Engine classes Y and heavier twenty-five (25) miles

per hour.

Engine classes heavier than Y-2 not permitted. At Lebam, Engines Class Y-2 or heavier not permitted on Lebam Timber Com pany's Spur. At Raymond, engines heavier than Class F not permitted on Quinault Lumber

Company's Spur.

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. Engine classes Y and heavier twenty-five (25) miles per hour.

Special Stops, Connections, etc.—

No. 591 and No. 592 will stop on flag at Watson Spur. No. 593 and No. 594 will stop on flag at Watson Spur on Saturday and Sunday.

Register Stations-South Bend.

Chehalis.

Bulletin Stations-South Bend.

11. Watch inspectors-S. Holte, South Bend.

12. 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. Walville Mill Spur.
Pluvius East and west end of siding. Watson...... The two inside switches must be left set and locked for the tail track and track leading to the woods in order to act as derail. Custer. Log Spur.
Lebam. Mill Spur. Nalpee......Log Spur.
Dryad.....Leudinghaus Lumber Co. 500 feet from main track.
Donguire.....146 feet from main track switch.

Commercial Spurs—	Miles from Chehalis Junction	Car Capacity
7	0 4440	Capacity
Donguire		19
Watson	30.1	20
Custer	34.2	25
Star Timber Co	38.7	8
Mayfair		20
Custer. Star Timber Co.	$\frac{34.2}{38.7}$	8

TWELFTH SUBDIVISION. (YACOLT BRANCH.)

1. Bridge and Engine Restrictions-

Speed will be restricted over Bridge 23, Lewis River, as follows:
Single header engine classes S, S1, S2, S3, S4 and Q will not exceed eight (8)

Double header engine classes F1 will not exceed eight (8) miles per hour. Engine classes Q1 and heavier will not be permitted. Vancouver Jct. to Yacolt-Engine classes heavier than S4 not permitted.

2. 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.

Special Stops, Connections, etc.— Nos. 587 and 588 will stop on flag at Crusher and Lucia.

4. Register Stations-Yacolt.

Vancouver Junction.

5. Derail Switches-Vancouver Junction....East leg of wye 135 feet from Yacolt end of wye switch.

East end siding. Brush Prairie..... Crusher.....Spur track.

Yacolt.......North leg wye switch. Normal position this switch for north leg of wye.

Commercial Spurs		
•	Miles from	Car
	Yacolt	Capacity
Cauchon		20
Crusher	•••	40 C
Lucia		0
Premier	10.9	4

THIRTEENTH SUBDIVISION. (ELMA BRANCH.)

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

Engines classes heavier than F1 not permitted.

Speed Restrictions-

Passenger trains, twenty-five (35) miles per hour; freight trains, fifteen (15) miles

Special Stops, Connections, etc.-

No. 552 will connect with No. 421, and No. 551 will connect with No. 424 at Elma. No. 551 and No. 552 will stop on flag at Church's Crossing.

Register Stations-

McCleary. 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 Car Capacity Elma Kraft.... 2.3

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.
- Sidings blocked by occupied outfit cars must not be used to meet or pass trains. Conductors of work trains will issue instructions to their flagman in writing, ex-
- cept when flagman goes back immediately to stop an approaching train. When necessary to take slack of freight trains with helper engine on the rear, it
- should be done by the helper engine. 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.
- Except as otherwise provided, or when running light without conductor, enginemen will only be required to consult register at initial or starting points.
- 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) brake-

10. In the operation of trains within yard limits, on double track, in Manual Block territory, under Transportation Rules 93, 99 and Manual Block Rules 327, 366, the following will govern:

At points where yard limit boards are established in Manual Block Signal territory on double track, a train desiring to make a crossover movement should obtain permission from the signal man as required by Rules 327 and 366; without such permission from the signal man the crossover movement must be protected as per Rule 99 against all trains.

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.

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

W—Water.
C—Fuel.
O—Track Scales.
T—Turntables.

Ŷ-Ŵye.

D—Day office only.
DN—Day and night office.
P—Telephone.

TACOMA DIVISION

AUTHORIZED SURGEONS, N. P. RY. CO.

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

Yacolt

Portland

Portland Portland Puyallup

Wilkeson Buckley

Enumclaw Burnett Orting Bucoda

Carlisle

Yacolt

Portland

Puyallup

Buckley

Orting

DR. A. H. BUIS, Assistant Surgeon, Western District, Tacoma. DR. R. D. WRIGHT, Assistant Surgeon, Western District, Tacoma. DR. V. C. SOUTHWORTH, Interne, Tacoma. DR. W. T. WILLIAMS, Interne, Tacoma.

DR. CHAS. McCALLUM
DR. C. E. RICHARDS.
DR. C. S. WHITE.
DR. J. F. DICKSON, Oculist.
DR. R. M. DODSON
DR. W. M. KARSHNER.
DR. JOHN ELDER
DR. C. E. MARTIN
DR. J. H. SHEETS.
DR. F. G. ULLMAN
DR. W. W. WICK.
DR. THOS. RUNNELLS.
DR. R. L. SIMPSON
DR. J. S. LEISURE
DR. E. W. STEVENS

SPECIAL INSTRUCTIONS

SPECIAL	INSTRUCTIONS.	

Name	Location	Stretchers At	Name	Location	Stretchers At		
DR. W. G. CAMERON, Specialist. DR. A. E. HILLIS	Tacoma Tacoma Tacoma South Tacoma South Tacoma Yelm Tenino Rainier Centralia Centralia Centralia Chehalis Chehalis Winlock Vader Castle Rock Kelso	Moon Yard Office Head-of-Bay Yard Baggage Room Wharf Centralia	DR. H. B. CRAVENS. DR. F. M. PETRIE. DR. ORNE R. NEVITT DR. F. W. ANDERSON DR. G. A. TRIPP DR. DEAN GILKEY. DR. J. J. O'LEARY DR. A. W. SCHULTZ. DR. J. O. VAN WINKLE. DR. A. A. FOOT DR. F. L. CARR DR. J. H. FITZ. DR. I. R. WATKINS. DR. H. C. WATKINS DR. A. E. ALLEN DR. F. A. PLUM DR. J. H. FITZ	Pe Ell Lebam Raymond South Bend South Bend Walville Olympia Oakville Elma Hoquiam Montesano Aberdeen Hoquiam Rochester Cosmopolis Montesano	South Bend Olympia Aberdeen		
DR. L. S. ROACH. DR. C. J. HOFFMAN. DR. R. S. STRYKER. DR. CHAS. McCALLUM.	Kalama Woodland Ridgefield Vancouver	Kalama Vancouver	Surgeons will attend, when called up employes or passengers. In cases of s to the locality or town where a surgeo which distinct official authority must	ickness it is the n resides, unless	intention to limit medical service some urgent necessity exists, for		

employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regula-

Railway Officials are required to call on the nearest authorized surgeon whenever practicable, when surgical or medical services are needed. When such are accessible the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized Company Surgeon be continued at the expense of the Railway Company, or of the Association, after such surgeon is able to assume charge of the

Boarding and nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

AUTHORIZED SURGEON G. N. RY. CO. DR. J. A. LaGASSA, Tacoma, Wash. AUTHORIZED SURGEONS O.-W. R. & N. RY. CO.

DR. DONALD H. JESSOP, Chief Surgeon	Name	Location	District							
DR. M. K. HALL, Asst. Surgeon DR. C. M. Pearce, Chief Oculist, Ear, Nose and Throat DR. JOHN W. McCollom, Eye, Ear, Nose and Throat DR. ARCHIE C. VANCLEVE, Asst. Surgeon DR. MARGABON & GHORMLEY, Asst. Surgeon DR. COURTLAND L. BOOTH, Asst. Surgeon DR. CURTIS HOLCOMB, Asst. Surgeon DR. J. B. Blair, Dist. Surgeon DR. C. Holcomb, Asst. Surgeon DR. Montgomery Russell, Division Surgeon DR. S. M. Samuels, Oculist and Aurist. DR. J. Merrit, District Surgeon DR. J. Merrit, District Surgeon DR. S. M. Samuels, Oculist and Aurist. DR. J. Merrit, District Surgeon DR. J. Merrit, District Surgeon DR. S. M. Samuels, District Surgeon DR. W. A. MILLINGTON, Dist. Surgeon DR. W. A. MILLINGTON, District Surgeon DR. R. H. CAMPBELL DR. A. E. Anderson, District Surgeon DR. W. L. Brilogford, Dr. District Surgeon DR. W. L. Brilogford, Dr. District Surgeon DR. W. A. Mulling and Dr.										
DR. C. M. Pearce, Chief Oculist, Ear, Nose and Throat	Surgeon	Portland, Corbett Bldg	OW. R. & N. Co. Sys.							
Nose and Throat	Dr. M. K. Hall, Asst. Surgeon	Portland, Corbett Bldg	OW. R. & N. Co. Sys.							
DR. JOHN W. McCollom, Eye, Ear, Nose and Throat	DR. C. M. PEARCE, Uniei Oculist, Ear,	Portland Solling Pldg	OWD &N Co Swa							
Nose and Throat	DR JOHN W. McCOLLOW Eve Ear	or mand, benning blug.	0W.R.&N.Co.bys.							
DR. ARCHIE C. VANCLEVE, ASST. Surgeon	Nose and Throat	Portland, Morgan Bldg.	OW. R. & N. Co. Svs.							
DRS. MARGASON & GHORMLEY, Asst. Surgeon	DR. ARCHIE C. VANCLEVE, Asst. Sur-	Portland, 412 Bush &	•							
DR. MARGASON & GHORMLEY, Asst. Surgeon	geon		OW.R.&N.Co.Sys.							
DR. COURTLAND L. BOOTH, Asst. Surgeon	DRS. MARGASON & GHORMLEY, Asst.	Portland, 4645 1/2 67th								
Surgeon	Surgeon I Booms Aget	Dantland 700 Clinton	UW.R.&N.Co.Sys.							
DR. CURTIS HOLCOMB, Asst. Surgeon DR. J. B. Blair, Dist. Surgeon DR. C. Holcomb, Asst. Surgeon DR. Montgomery Russell, Division Surgeon DR. F. R. Underwood, Asst. Surgeon DR. S. M. Samuels, Oculist and Aurist. DR. James C. Snyder, Asst. Surgeon DR. F. D. Merritt, District Surgeon DR. W. A. Millington, Dist. Surgeon DR. W. A. Millington, Dist. Surgeon DR. R. H. Campbell DR. A. E. Anderson, District Surgeon DR. J. H. Fitz, District Surgeon DR. W. L. Bridgford, District Surgeon DR. W. L. Bridgford, District Surgeon DR. W. L. Bridgford, District Surgeon Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street.	Surgeon		O-W R & N Co Svs							
DR. J. B. BLAIR, Dist. Surgeon DR. C. HOLCOMB, Asst. Surgeon DR. MONTGOMERY RUSSELL, Division Surgeon DR. F. R. UNDERWOOD, Asst. Surgeon DR. S. M. SAMUELS, Oculist and Aurist. DR. JAMES C. SNYDER, Asst. Surgeon DR. CHAS. JAMES, District Surgeon DR. W. A. MILLINGTON, Dist. Surgeon DR. R. H. CAMPBELL DR. R. H. CAMPBELL DR. A. E. ANDERSON, District Surgeon DR. J. H. FITZ, District Surgeon DR. W. L. BRIDGFORD, District Surgeon DR. W. L. BRIDGFORD, District Surgeon Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street.	Dr. Curtis Holcomb. Asst. Surgeon									
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DR. MONTGOMERY RUSSELL, Division Surgeon										
Surgeon			Albina to Vancouver.							
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DR. F. D. MERRITT, District Surgeon DR. CHAS. JAMES, District Surgeon DR. W. A. MILLINGTON, Dist. Surgeon DR. W. R. SCOTT, District Surgeon DR. R. H. CAMPBELL DR. E. C. HACKETT, District Surgeon DR. A. E. ANDERSON, District Surgeon DR. J. H. FITZ, District Surgeon DR. W. L. BRIDGFORD, District Surgeon DR. W. L. BRIDGFORD, District Surgeon Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street.	Dr. James C. Snyder, Asst. Surgeon									
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DR. W. R. Scott, District Surgeon DR. R. H. CAMPBELL	DR. CHAS. JAMES, DISTRICT SURGEON									
DR. W. R. Scott, District Surgeon DR. R. H. CAMPBELL	Dit. W. M. Millbington, Dist. Surgeon	Tenino								
DR. R. H. CAMPBELL	Dr. W. R. Scott, District Surgeon	Centralia								
DR. E. C. HACKETT, District Surgeon DR. A. E. Anderson, District Surgeon DR. J. H. Fitz, District Surgeon DR. W. L. Bridgford, District Surgeon DR. I. R. Watkins, District Surgeon Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street.	,									
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DR. J. H. Fitz, District Surgeon Montesano DR. W. L. Bridgford, District Surgeon Olympia DR. I. R. Watkins, District Surgeon Aberdeen Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street.	DR. E. C. HACKETT, District Surgeon	Kelso								
DR. J. H. FITZ, District Surgeon Montesano DR. W. L. Bridgford, District Surgeon Olympia DR. I. R. Watkins, District Surgeon Aberdeen Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street.	DR. A. E. ANDERSON, District Surgeon	Hoquiam								
DR. W. L. BRIDGFORD, District Surgeon. Olympia Olympia Branch. DR. I. R. WATKINS, District Surgeon Aberdeen Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street.	Dr. J. H. Fitz, District Surgeon	Montesano								
Dr. I. R. Watkins, District Surgeon Aberdeen Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street.	Dr. W. L. Bridgeord, District Surgeon	Olympia								
Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street.	Dr. I. R. WATKINS, District Surgeon	Aberdeen								
	Telephone,	Broadway 78 A	•							

CLEARANCES

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		LIMIT OF LOAD MEASUREMENT HEIGHT ABOVE TOP OF RAIL																		
				 					HE.	GHT AB	OVE TO.	OF RAI	<u>.L.</u>	,	1		1	·	Max.	Max.
•		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft.6 in Wide	. 11 ft. Wide	11ft.6in Wide	Wide	Height	Width
1st Subdivision.	Main Line (Tacoma to Tenino)	17′ 7′′	17′ 7′′	17′ 7′′	17' 7"	17′ 7″	17′ 7″	17' 7"	17' 6"	17′ 2′′	16′ 9′′	16′ 4″	15′ 11′′	15′ 5″	14′ 10″	14' 2"	13' 6"		17′ 7″	11' 6"
1st Subdivision.	Main Line (Tenino to Vancouver)	19′ 3″	19′ 3″	19′ 3″	19' 0"	19' 0"	18′ 7″	18′ 1″	17′ 9″	17′ 5″	17′ 1′′	16′ 9′′	16′ 4″	15′ 10″	15′ 5″	14′ 11″	14′ 3″		19′ 3″	11' 6"
2nd Subdivision.	Grays Harbor Line (St. Clair-Gate).	17′ 7′′	17′ 7′′	17' 6"	17′ 5″	17′ 5″	17′ 4″	17′ 4″	17′ 3″	17′ 3″	17′ 2″	17′ 2″	17′ 1″	17' 0"	16′ 11′′	16′ 10″	16′ 9′′		17′ 7″	11' 6''
2nd Subdivision.	Grays Harbor Line (Gate-Aberdeen Jct)	19' 2"	19′ 2″	19′ 2″	19′ 2″	19' 2"	19′ 2″	19′ 2″	19' 2"	19' 2"	19' 2"	18′ 9″	18′ 2″	17' 6"	16′ 10″	16′ 2″	15' 6"		19′ 2″	11' 6"
2nd Subdivision.	Grays Harbor Line (Aberdeen JctMoclips)	18′ 9′′	18′ 9″	18′ 9″	18′ 9″	19' 8"	18′ 9″	18′ 9″	18′ 9′′	18' 2"	17′ 5″	16′ 11″	16′ 9″	16′ 9″	16′ 9″	16′ 9′′	16′ 9′′		18′ 9″	11' 6"
2nd Subdivision.	Tumwater Spur	16′ 11′′	16′ 9″	16′ 7″	16' 6"	16′ 3″	16′ 1″	15′ 10″	15′ 9″	15′ 7″	15′ 5″	15′ 3″	15′ 1″	15′ 0″	14′ 10″	14' 8"	14' 4"		16′ 11″	11' 6"
2nd Subdivision.	Ocosta Branch	19' 2"	19' 2"	19′ 2″	19′ 2″	19' 2"	19' 2"	19′ 1″	18′ 9′′	18' 6"	18' 2"	17′ 11″	17′ 7″	17′ 3″	17′ 1″	16′ 9″	16′ 5′′		19′ 2″	11' 6"
3rd Subdivision.	American Lake Line	21' 7"	21' 7"	21' 7"	21' 7"	21′ 7″	21' 7"	21′ 7″	21' 7"	21′ 7′′	21′ 7″	21' 7"	21' 7"	21' 7"	21' 7"	21′ 7″	21' 7"		21′ 7″	11' 6"
4th Subdivision.	Reservation to Tenino (via Draw Bridge Line)	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 1"	20′ 11″	20" 8"	20′ 6″	20′ 4′′	20′ 2″	20′ 0″	19′ 10′′	19' 8"		21' 4"	11' 6"
5th Subdivision.	Buckley Line	21' 5"	21' 5"	21' 5"	21' 5"	21′ 5″	21' 5"	21' 4"	21' 2"	21' 1"	20′ 11″	21' 10"	20′ 8″	20′ 7″	20′ 5″	20′ 4″	20′ 2″		21' 5"	11' 6"
5th Subdivision.	Burnett Branch	19' 0''	19' 0''	19' 0"	19′ 0″	19' 0"	19′ 0′′	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' . 0''	19' 0"	19' 0"	19′ 00	19' 0"		19′ 0′′	11' 6"
5th Subdivision.	Wilkeson Branch	18′ 7″	18′ 7′′	18′ 7″	18′ 7″	18′ 7″	18′ 7″	18' 7"	18′ 7″	18′ 7″	18′ 7″	18′ 7″	18' 7"	18′ 7″	18′ 7″	18′ 7″	18′ 7″		18′ 7″	11' 6'
6th Subdivision.	Green River Branch	22' 9"	22′ 9″	22′ 9″	22′ 9″	22′ 9″	22′ 9″	22′ 9″	22′ 9″	22' 9"	22′ 9″	22′ 9″	22′ 9″	22′ 9″	22′ 9″	22' 9"	22′ 9′′		22' 9"	11′ 6″
7th Subdivision.	Crocker Branch	17′ 7′′	17′ 7″	17' 6"	17′ 5″	17′ 0″	16' 6"	16′ 1″	15′ 10″	15′ 7′′	15′ 4″	15′ 1″	14' 11"	14′ 7″	14' 4"	14' 2"	14' 0"		17′ 7′′	11' 6''
8th Subdivision.	Orting Branch	18′ 9″	18' 9"	18' 9"	18' 6"	18′ 3″	17′ 11″	17′ 7″	17′ 5″	17′ 3′′	17′ 1′′	17′ 0″	16′ 10′′	16′ 8′′	16' 6"	16′ 5′′	16′ 3″		18′ 9″	11' 6"
9th Subdivision.	Gate Line (Gate-Centralia)	19′ 1′′	19′ 1′′	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1′′	19′ 1″	19' 1"	19′ 1″	19′ 1′′	19′ 1′′	19′ 1″	19′ 1′′	19′ 1′′		19′ 1′′	11' 6"
10th Subdivision.	Mendota Branch	No obstr	uctions o	n this B	anch.															
11th Subdivision.	Willapa Harbor Line.	18' 8"	18' 8"	18′ 8″	18' 8"	18' 8"	18' 8"	18' %"	18' 8"	18' 8"	18' 8"	18′ 8″	18' 8"	18′ 8″	18′ 8″	18′ 8″	18' 8"		18' 8"	11' 6"
12th Subdivision .	Yacolt Branch	19′ 3″	19′ 3″	19′ 3″	19′ 3″	19′ 3″	18' 8"	18′ 1″	17′ 8′′	17' 4"	17' 0"	16′ 9″	16′ 2″	15′ 7″	15′ 1″	14' 6"	14' 0"		19′ 3″	11' 6"
13th Subdivision.	Elma Branch	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"		24' 3"	11' 6'

			CLASS OF ENGINE													
SUB- DIVISION	DISTRICT	Ruling Grade	Clas	s W	Class	Class Y-2		s F-1	Class S		Class P		Class D-3 Class E-3 Class E-4		Class	
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	C
	Tacoma to South Tacoma	2.20	600	20	500	20	400	15	400	15	300	15	250	9		
irst	Tacoma to Chehalis	0.30	3500	99	3300	99	2000	80	1800	80	1500	50	<u> </u>	40		<u>. </u>
Vestward	Chehalis to Napavine	1.12	1350	70	1250	70	900	60	850	60	750	60	550	18	<u> </u>	<u> </u>
	Napavine to Portland	0.00		99		99	3000	75	3000	75	1400	47	1200	40		
	Portland to Vader	0.50	2500	99	2000	99	1800	80	1800	80	1250	60	1050	35	<u> </u>	-
irst astward	Vader to Napavine	0.90	1700		1500	<u></u>	1100		1000	32	860	29	660	22		<u> </u>
.astwaru	Napavine to Tacoma	0.30	3500	99	3300	99	2500	80	2500	80	2300	50	2000	40		
	St. Clair to Lacey	1.60	1000	<u></u>	900	<u> </u>	800	40	800	40	· · · · · · · · · · · · · · · · · · ·	<u> </u>	<u> </u>	<u> </u>		<u> </u>
	Lacey to Olympia	0.70	2500		2400			70		70		<u> </u>		<u></u>	<u> </u>	<u>- </u>
econd	Olympia to Belmore	1.80	900		800	<u></u>	600	35	600	35	<u> </u>	·····			<u> </u>	<u>: </u>
Vestward	Belmore to Gate	0.88	1500	<u></u>	1400	<u> </u>	1200	40	1200	40	·····	·	<u> </u>	<u> </u>	<u> </u>	<u>: </u>
	Gate to Elma	0.50	3200		3000	<u></u>	2200	99	2200	99	· · · · · · · ·	<u> </u>		<u> </u>	<u> </u>	<u>- </u>
	Elma to Moclips	0.40	3200		3000		2500	99	2500	99		<u> </u>	<u></u>			-
	Moclips to Gate	0.50	3200	<u></u>	3000	<u> </u>	2000	99	2000	99					. 5	1
econd	Gate to Olympia	0.87	1900	<u></u>	1700		1500	50	1500	50 30		1	<u> </u>	<u> </u>	<u> </u>	
astward	Olympia to Lacey	1.61	1000		900	<u></u>	550	30	550		<u></u>			· · · · · · · ·	<u> </u>	
·	Lacey to St. Clair	1.20	1350	<u></u>	1250		1050	40	1050	40			<u> </u>	<u> </u>		
hird	Lakeview to Nisqually	1.00	2500	99	2300	99	2000	80	2000	80			- 			
Vestward	Nisqually to American Lake	1.60	1000	50	800	40	550	30	550	30						-
hird	American Lake to Murray	1.00	2000		1800	- 40	1500		1500							1
astward	Murray to Lakeview	0.66	2500		2300	<u> </u>	2000		2000							1
	South Tacoma to Rainier	0.79	2000	99	1800	70	1200	60	1150	60	1050	60	850	28		
ourth Vestward	Rainier to West Tenino	0.35	3200	99		99		60		60		60		60		1
	West Tenino to Rainier	0.90	1700		1500		1100		1050	35	950	31	750	25		
ourth astward	Rainier to Tacoma	0.50	3200	99	3000	99	1800	80	1800	75	1500	50	1300	43		
	Palmer Jct. to Tacoma	0.00		99		99		80		80				60		
ifth /estward	Fairfax to South Prairie	0.00		99		99	2000	45	2000	45						
restwara	Tacoma to Orting	0.56	3000	99	2800	99	1800	80	1800	80			1200	60		
	Orting to South Prairie	1.00	1500	80	1400	60	900	60	800	60			500	17		
	South Prairie to Buckley	1.70	800	20	700	17	450	15	400	14			250	9		
ifth	Buckley to Palmer Jct	1.25	1650	80	1450	60	900	60	800	60			500	17		
astward	South Prairie to Morristown	1.45					500	28	500	28						
	South Prairie to Wilkeson	2.20					400	25	400	25						
	Wilkeson to Carbonado	2.20					400	25	400	25						
	Carbonado to Fairfax	1.70					500	30	500	30						
ixth	TZ	1.40					600	20	600	20						
Vestward ixth	Kerriston to Kanaskat	1.40	<u> </u>	<u></u>			600	30	600	30				<u></u>		
astward eventh	Kanaskat to Kerriston	2.30	<u></u>	<u></u>	<u></u>		400	25	400	25		<u></u>				<u> </u>
astward	Crocker to Wingate	1.70	<u></u>				500		500	<u></u>					<u></u>	<u> </u>
lghth astward	Orting to Lake Kapowsin	1.40		<u></u>	<u></u>	<u></u>	600		600	<u></u>				<u></u>		
inth Yestward	Centralia to Gate	0.50	3000		2900	l	2200	70	2200	70		l		 	-	l
	Grand Mound to Centralia	0.00	3500		3500		3000	70	3000	70						
inth	Rochester to Grand Mound	0.40	3200		3200		2400	70	2400	70						
astward ´	Gate to Rochester	0.50	3000		3000		2000	70	2000	70		<u></u>				
enth		-				1						*				
astward	Wabash to Mendota	0.70				<u></u>	1250					<u></u>	750	<u> </u>		
	Chehalis Jct. to Adna	0.50	2900		2800		2000	60	2000	60					2000	-
leventh	Adna to Pe Ell	0.66	2500		2500		1500	50	1400	50	<u> </u>	<u> </u>	<u> </u>	<u> </u>	1600	-
estward	Pe Ell to McCormick	0.80	1700		1600		800	30	800	30				·····	1000	-
	McCormick to Pluvius	1.60	1000		900		550	30	550	30	<u> </u>	<u> </u>			750	-
	Pluvius to South Bend	0.53	2100	99		99	1000	70	1000	70		<u> </u>	<u></u>		2000	-
eventh	South Bend to Frances Frances to Pluvius	1.90	900		800		1800 500	60 25	1800 500	60 25					700	
astward	Pluvius to Chehalis Jct	0.40		99		99		70		70						
welfth	77 14. 4. 77 T-4	0.50					1000	45	1000	45						
Vestward	Yacolt to Van Jct.	0.58					1800 550	45 35	1800	45 35			·····		-	خند
welfth	Van Jct. to Homan	1.66			· · · · · · · ·	<u> </u>	800	45	550 800	45	<u> </u>	·····				
astward	noman to racoit	1.00	·····				000	40	800	40			· · · · · · · · · · · · · · · · · · ·			
hirteenth	Elma to Stimson	1.00	1	1	1	1	1000	70	1000	70	1	I	1	1 .	1	

SPEED TABLE.

Time pe	er Mile Sec.	Miles per Hour
Min. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Sec. 1 2 3 4 5 6 7 8 9 10 12 15 20 25 30 40 45 50 10 15 20 30 40 45 50 9 20 31 45	Hour 60 59 58 57.1 56.2 55.3 54.5 53.7 52.9 52.1 51.4 45 42.3 46 36.3 32.7 30 27.6 26.6 25.7 24 22.5 21.8 21.2 20 19 18 17 16 15 12 10
10		8 6

J. S. DEAN,
Assistant Superintendent.

J. F. ALSIP, Trainmaster.

C. W. FEE, Trainmaster.

J. F. COLEMAN, Chief Dispatcher.

