

# **NORTHERN PACIFIC RAILWAY COMPANY.**

## **TACOMA DIVISION**

# **TIME 52 TABLE**

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

**SUNDAY, JANUARY 18, 1925.**

**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,**  
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.

WESTWARD

FIRST SUBDIVISION. MAIN LINE.

Time Table No. 52 January 18, 1925 Succeeding No. 51. Table with columns for Station Numbers, Stations, Distance from Tacoma, and train classes (First Class, Second Class, Third Class) with specific train numbers and times.

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

Table with columns for Station Numbers, Stations, Distance from Tacoma, and train classes (First Class, Second Class, Third Class) with specific train numbers and times.

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. SPECIAL INSTRUCTIONS PAGES 9, 12, 13, AND 14. DOUBLE TRACK BETWEEN VANCOUVER AND TACOMA.



WESTWARD

SECOND SUBDIVISION. (GRAYS HARBOR LINE AND OCOSTA BRANCH.)

Table with columns for Station Numbers, Distance from St. Clair, Time Table No. 52 (January 18, 1925), and train classes (First Class, Second Class, Third Class) with various train numbers (421, 423, 577, 579, 581, 583, 693, 697, 965, 967, 983, 987, 991). Includes sub-headers for 'Daily', 'Ex. Sun.', and 'Nor. Pac. Passenger'.

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.



EASTWARD

SECOND SUBDIVISION. (GRAYS HARBOR LINE AND OCOSTA BRANCH.)

Time Table No. 52 January 18, 1925 Succeeding No. 51			FIRST CLASS							SECOND CLASS				THIRD CLASS				
			422	424	500	578	582	584	694	698	966	968	984	988	992			
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tues. & Fri.				
Telegraph Offices and Calls			Nor. Pac. Passenger	Nor. Pac. Passenger	C.M. & St. P. Passenger	O.-W.R. & N. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Freight	C.M. & St. P. Freight	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	O.-W.R. & N. Way Frt.	Nor. Pac. Freight			
SR	ST. CLAIR	DN	100.5	A 11:38 AM \$ 4.21	A 7:05 PM \$ 4.23						See page 2 A 1:00 PM							
	UNION MILL	P	97.6	\$ 11.31	\$ 6.58						\$ 12.50							
	LACEY	P	96.1	\$ 11.27	\$ 6.55						\$ 12.20 PM							
OY	OLYMPIA	DP	91.1	\$ 11.15 \$ 11.10	\$ 6.43 \$ 6.38		A 1:30 PM \$	A 9:20 PM \$			L 1:55 AM 421							
	TUMWATER SPUR CROS.		90.5															
	BELMORE	P	85.8	\$ 10.58	\$ 6.28		f 1:18	f 9:08										
RK	LITTLE ROCK	D	79.2	\$ 10.45	\$ 6.15		\$ 1:04	\$ 8:54										
	BORDEAUX JCT.	P	78.0	\$ 10.42	\$ 6.12		f 1:00	f 8:50										
	MIMA	P	76.1	\$ 10.38	\$ 6.08		f 12:55	f 8:45										
HK	GATE	DN	71.9	\$ 10.30 \$ 10.20 581	\$ 6.00 \$ 5.50 583		L 12:45 PM 421	L 8:35 PM 423	See page 5 A 7:10 PM		See page 5 A 2:50 PM							
OX	OAKVILLE	DP	67.0	\$ 10.10 967	\$ 5.40				6:55		\$ 2:35							
	LYTLE	P	60.1	\$ 9.65	\$ 5.25				6:35		\$ 2:05							
	PORTER	P	59.1	\$ 9.53	\$ 5.23				6:30		\$ 2:00							
MN	MALONE	DP	57.5	\$ 9.50	\$ 5.20				6:25		\$ 1:50							
EF	ELMA	DN	52.5	\$ 9.40	\$ 5.10				6:10		\$ 1:32 PM \$ 11:30 AM 421-967							
SP	SATSOP	DP	48.8	\$ 9.33	\$ 5.03				5:47		\$ 11:10							
	BRADY		46.9	\$ 9.29	\$ 4.59				5:42		\$ 10.45							
MO	MONTESANO	DNP	42.8	\$ 9.21	\$ 4.51				5:32		\$ 10.30							
	O.-W. R. & N. 8.1	Track Conn.																
AJ	ABERDEEN JCT.	P	18.3															
	JUNCTION CITY		17.4															
	COSMOPOLIS JCT.		16.8															
MP	COSMOPOLIS	D	18.2											A 3:05 PM				
	O.-W. R. & N. 1.4	Track Conn.												3:00				
	COSMOPOLIS JCT.		16.8											\$ 2:55				
	SOUTH ABERDEEN		15.9											\$ 2:30				
	O.-W. R. & N. Crg. 10.7	Track Conn.												\$ 2:10				
	MARKHAM		5.2											L 1:55 PM 991				
	OCOSTA		2.7															
	BAY CITY		0.0															
	ABERDEEN JCT.	P	34.7	f 9:04	f 4:34				5:05		\$ 9:35							
SA	ABERDEEN	DN	31.6	\$ 8.55 \$ 8.50	\$ 4.25 \$ 4.20 967	A 1:20 PM	A 11:00 PM		4:50	A 5:15 PM	\$ 9:20		A 6:00 PM					
	O.-W. R. & N. 3.6	Track Conn.																
HO	HOQUIAM	DN	28.0	\$ 8.40 \$ 8.35	L 4:10 PM	L 1:05 PM	L 10:40 PM 423		L 4:30 PM 967	L 5:00 PM	L 9:00 AM	A 4:30 PM	L 5:30 PM					
	GRAYS HARBOR CITY		24.5	f 8:23										f 4:15				
	GRAY GABLES		20.1	f 8:11										f 3:55				
	CHENOIS CREEK		18.5	f 8:06										f 3:45				
	BURROWS		16.5	\$ 8.00										f 3:35				
	TULIPS	P	15.3	\$ 7.57										f 3:20 421				
	WILDERNESS		14.6	\$ 7.55										f 2:55				
	COPALIS		12.1	\$ 7.48										\$ 2:45				
CR	CARLISLE	D	8.9	\$ 7.40										\$ 2:30				
	ONSLow		7.9	f 7:37										f 2:00				
	STEARNSVILLE		6.0	f 7:32										\$ 1:45				
	ALOHA		4.1	\$ 7:27										\$ 1:30				
	PACIFIC BEACH		2.4	\$ 7:22										\$ 1:15				
	SUNSET BEACH		1.0	f 7:18										f 1:05				
MC	MOCLIPS	D	0.0	L 7:15 AM										L 1:00 PM				
				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tues. & Fri.				
	Time Over Subdivision			3.58	2.35	.15	.20	.45	2.40	.15	1.05	3.48	3.30	.80	1.10			
	Average Speed Per Hour			25.3	28.0	14.4	10.8	25.6	16.5	14.4	8.6	8.8	8.0	7.2	15.6			

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.

WESTWARD

THIRD SUBDIVISION.  
(AMERICAN LAKE LINE.)

EASTWARD

THIRD CLASS				FIRST CLASS				FIRST CLASS				THIRD CLASS	
985				527 519 517 421				422 518 520 528				986	
Ex. Sun.				Ex. Sun.				Daily				Ex. Sun.	
Nor. Pac. Way Frt.				Nor. Pac. Passenger				Nor. Pac. Passenger				Nor. Pac. Way Frt.	
L 8.00AM				L 11.03AM				VA LAKEVIEW 2.5				A 12.20PM	
8.10				11.07				CK 2 2.5 COUNTRY CLUB 0.5				f 3.47	
f 8.12				11.08				CK 3 3.0 TILICUM 1.5				f 3.45	
s 8.20				f 11.10				CK 5 4.5 MURRAY 3.2				s 3.40	
A 8.30AM				L 10.15AM L 8.00PM L 5.25PM s 11.20				WX CK 7 7.7 D CAMP LEWIS 3.9				L 3.30PM	
A 10.25AM				A 8.10PM A 5.35PM s 11.28AM				X CS 24 11.6 NU NISQUALLY DN 0.0				L 11.48AM L 5.40PM L 8.25PM L 12.35PM	
Ex. Sun.				Ex. Sun.				Daily				Ex. Sun.	
.30				.10 .10 .10 .25				Time Over Subdivision				.25	
15.0				23.4 23.4 23.4 27.8				Average Speed Per Hour				18.4	

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

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

WESTWARD

FOURTH SUBDIVISION.  
(PRAIRIE LINE.)

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS				FIRST CLASS				SECOND CLASS		THIRD CLASS	
997 985 963			671 591		459 457 421				422 456 458 592 672				964 986			
Ex. Sun.			Ex. Sat.		Daily				Daily				Ex. Sat.			
Great Northern Way Freight			Great Northern Time Freight		Great Northern				Nor. Pac. Passenger				Nor. Pac. Way Freight			
Via Drawbridge Line			Via Drawbridge Line		L 9.40AM L 3.05PM L 11.35AM L 10.40AM				Q TACOMA 0.2 DN Cross Over				Via Drawbridge Line			
L 7.05AM L 7.15AM L 8.15AM			L 9.05PM 9.42		3.07 11.37 10.42				AX 15th ST. TOWER 4.4 DN Cross Over				A 10.50AM A 4.30PM			
7.30 s 7.45 s 8.45			9.30 s 9.55		3.20 11.50 s 10.55				SU SOUTH TACOMA 3.6 D				s 10.30 s 4.10			
f 7.40 A s 8.00AM f 9.00			9.38 s 10.02 964		f 3.27 f 11.57AM A 11.03AM				VA LAKEVIEW 5.0 D				s 10.02 s 9.42 591 L s 3.55PM			
f 7.50			9.48 f 10.10		3.35 12.05PM 592				HILLHURST 6.0				s 9.25 963			
s 8.10			10.00 s 10.20 963		s 3.47 s 12.21				RY ROY 5.5 Lap Siding D				s 9.00			
s 8.30 964			10.11 s 10.30		f 3.57 f 12.32				YA YELM 5.5 D				s 8.30 997			
s 8.45			10.22 s 10.40		f 4.07 f 12.45				RA RAINIER 4.2 Lap Siding D				s 8.00			
f 9.00			10.32 f 10.48		f 4.14 12.52				McINTOSH 4.6 P				s 7.30			
s 9.20			10.42 s 10.58		s 4.24 s 1.00 963				TN WEST TENINO 0.2 D				s 7.00			
A 9.25AM			A 10.43PM 672		A 4.26PM 456 A 1.02PM				TENINO JUNCTION 0.0				L 6.40AM			
See page 1			See page 1		See page 1				See page 2				See page 2			
Ex. Sun.			Ex. Sat.		Daily				Daily				Ex. Sun.			
2.20			1.38		1.20 1.21 1.27 .23				Time Over Subdivision				3.50			
16.9			24.1		29.4 29.1 27.0 21.4				Average Speed Per Hour				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

DOUBLE TRACK BETWEEN TACOMA AND SOUTH TACOMA.

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

WESTWARD

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

EASTWARD

THIRD CLASS			SECOND CLASS			FIRST CLASS			Time Table No. 52 January 18, 1925 Succeeding No. 51			FIRST CLASS			SECOND CLASS			THIRD CLASS		
	<b>971</b>			<b>525</b>	<b>523</b>		<b>597</b>		Water, Fuel, Scales, Turn Tables, Ways and Yard Limits.	Station Numbers	Distance from Kanaskat	<b>STATIONS</b>	Distance from Tacoma	Car Capacity of Seatings	<b>596</b>		<b>522</b>	<b>526</b>		<b>972</b>
Tu. Th. Sa.			Ex. Sun.	Ex. Sun.		Ex. Sun.					GV	DN			Ex. Sun.	Ex. Sun.		Mo. We. Fr.		
Way Frt.			Mixed	Mixed		Passenger									Passenger	Mixed	Mixed	Way Frt.		
L 6.30AM						L 4.15PM		A 1		0.0	KANASKAT		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 6.35AM						L 4.20PM		1932	1.2	JC	PALMER JCT.	D	43.4	70	A 8.55AM							A 1.00PM
f 6.40						f 4.23	W	1933	2.1		PALMER		42.5	30	f 8.52							f 12.45
f 6.50						f 4.26		1934	3.4		BAYNE	Spur	41.2		f 8.48							f 12.30
f 6.55						s 4.29		1936	4.7		CUMBERLAND		39.9		f 8.44							f 12.01PM
f 7.00						4.31		1937	5.5		NACO		39.1	52	8.42							f 11.50AM
7.10						f 4.35		1939	7.5		VEAZIE	Spur 10	37.1		s 8.37							11.25
s 7.20						s 4.45		1942	10.9	CW	ENUMCLAW	D	33.7	52	s 8.30							s 11.00
s 8.40						s 4.55		1945	14.3	BK	BUCKLEY	D	30.3	60	s 8.20							10.00
s 9.20						5.05	X	1949	18.6		CASCADE JCT.		26.0		8.07							s 9.20
9.40										CC 4	BLACK CARBON		3.4	24								8.50
										O CC 2	BURNETT	D	1.4	63								A 8.30AM
						L 8.40AM				1949	CASCADE JCT.		0.0									8.20
						8.50																
						L 2.50PM				T CB 15	FAIRFAX	D	14.8	18								A 11.35AM
						s 3.00				CB 13	MELMONT	Spur 5	12.8									s 11.20
											CARBON COAL CO. CROSS'G		8.7									
						s 3.30				CB 8	CARBONADO		7.8	5								s 10.45
						s 4.00				TO W CB 5	WILKESON	D	4.4	82								s 10.10
						4.30				1949	CASCADE JCT.		0.0									9.30
s 10.10						A 8.55AM	A 4.35PM			W C T X 1950	SOUTH PRAIRIE	DP	24.9	52	s 8.04							L 9.25AM
f 10.30											CROCKER	P	20.4	73	f 7.50							L 8.15AM
s 11.05										1955	24.2											L 7.00
f 11.20										1958	26.9	OG	ORTING	D	17.7	51	s 7.45					s 8.45
f 11.30										1961	30.3		McMILLIN	Spur 8	f 7.38							s 7.00
A 11.45AM										1963	32.4		ALDERTON		f 7.35							s 6.15
										1966	34.8		MEEKER		L 7.30AM							s 5.30
																						s 5.10
																						L 5.00AM

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	TACOMA	DN	0.0		L 7.10AM								
Tu. Th. Sa.						Ex. Sun.	Ex. Sun.				Ex. Sun.				Ex. Sun.							Mo. We. Fr.	
3.50						.15	1.45				1.20				1.25							5.35	
8.7						10.0	9.0				25.2				23.7							6.0	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
DOUBLE TRACK BETWEEN CASCADE JUNCTION AND SOUTH PRAIRIE.  
SPECIAL INSTRUCTIONS PAGES 10, 11, 12, 13 AND 14.

WESTWARD		SIXTH SUBDIVISION. (GREEN RIVER BRANCH.)										EASTWARD		
SECOND CLASS		Time Table No. 52 January 18, 1925 Succeeding No. 51										SECOND CLASS		
533	531	STATIONS										532	534	
Ex. Sun.	Ex. Sun.	Telegraph Offices and Calls										Mixed	Mixed	
Mixed	Mixed													
	L 1.10 PM 532		C J 15	0.0	KERRISTON 1.6	14.7							A 1.00 PM 531	
	s 1.20	Y		1.6	HALMAR 5.9	13.1	40						s 12.50	
	1.50	W	C J 7	7.5	HEMLOCK 4.9	7.2	6						12.10 PM	
	2.30			12.4	KANGLEY JCT. 1.6	2.3	15						11.45 AM 10.15	
L 11.30 AM			C J 4	14.0	SELLECK 0.1	3.9							A 10.40 AM	
				13.9	C. M. & St. P. Ry. Crossing 0.9	3.8								
	f 11.40			13.0	YANDELL 0.6	2.9							f 10.25	
A 11.45 AM			C J 2	12.4	KANGLEY JCT. 0.3	2.3							L 10.15 AM	
	s 2.35			12.7	HIAWATHA 0.6	2.0	Spur						s 10.10	
	s 2.45		C J 1	13.3	DURHAM 1.4	1.4	30						s 10.00	
	A 3.00 PM	W Y O X	A 1	14.7	GV KANASKAT DN	0.0	75						L 9.45 AM	
Ex. Sun.	Ex. Sun.												Ex. Sun.	Ex. Sun.
.15	1.50				Time Over Subdivision								1.45	.25
6.4	8.0				Average Speed Per Hour								8.4	3.8

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

WESTWARD		SEVENTH SUBDIVISION. (CROCKER BRANCH.)										EASTWARD		
		Time Table No. 52 January 18, 1925 Succeeding No. 51												
		STATIONS												
		Telegraph Offices and Calls												
			W O	CD 5	0.0	WINGATE 5.1	P	5.1	140					
				1955	5.1	CROCKER	P	0.0	73					

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

WESTWARD		EIGHTH SUBDIVISION. (ORTING BRANCH.)										EASTWARD		
		Time Table No. 52 January 18, 1925 Succeeding No. 51												
		STATIONS												
		Telegraph Offices and Calls												
				0.0	LAKE KAPOWSIN (St. P. & T. Lbr. Co. Camp No. 1) 1.3	10.0		75						
				1.3	C. M. & St. P. Ry. Crossing 1.0	8.7								
		X	C E 8	2.3	PUYALLUP RIVER JCT. (St. P. & T. Lbr. Co. Camp No. 6) 7.7	7.7		60						
		W T	1958	10.0	OG ORTING	D	0.0	51						

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

WESTWARD		NINTH SUBDIVISION. (GATE LINE.)										EASTWARD												
THIRD CLASS		SECOND CLASS		FIRST CLASS			Time Table No. 52 January 18, 1925 Succeeding No. 51										FIRST CLASS		SECOND CLASS		THIRD CLASS			
987	967	693		577 505 503			STATIONS										502	504	578	694		968	988	
Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily	Daily	Daily	Telegraph Offices and Calls										Daily	Daily	Daily	Ex. Sun.		Ex. Sun.	Ex. Sun.	
O-W.R.&N Way Frt. 51	Nor. Pac. Way Frt.	Nor. Pac. Freight		O-W.R.&N Passenger 43	Nor. Pac. Passenger	Nor. Pac. Passenger																		
L 1.00 PM	L 7.30 AM	L 3.30 AM		L 3.00 AM	L 7.50 PM	L 11.50 AM	WCY X	2027	0.0	CN	CENTRALIA 2.2	DN	13.6	500	A 11.05 AM	A 6.30 PM	A 1.45 AM				A 8.05 PM	A 4.00 PM	A 9.45 PM	
A 1.10 PM	7.40	3.40		A 3.07 AM	7.56 694	11.55	X		2.2		BLAKESLEE JUNCTION O-W.R. & N. Co. Crossing C. M. & St. P. Ry. Crossing Interlocked Track Conn.	11.4		10.55	6.20	L 1.30 AM				7.51 505	3.51	L 9.30 PM		
	7.42	3.41			7.57	11.56 AM	X		2.3		BLAKESLEE 4.1	11.3	71	10.54	6.19					7.50	s 3.50			
	s 8.05	3.50			s 8.07	s 12.05 PM	CK51	6.4			GRAND MOUND 4.6	7.2	60	s 10.46	s 6.11					7.35	s 3.35			
	s 8.30	4.00			s 8.17	s 12.18	CK47	11.0		RH	ROCHESTER C. M. & St. P. Ry. Crossing 2.6	2.6	65	s 10.37	s 6.02					7.20	s 3.15			
	A 8.45 AM	A 4.10 AM			A 8.25 PM	A 12.30 PM	WY X	CK44	13.6	HK	GATE DN	0.0	82	L 10.30 AM	L 5.55 PM					L 7.10 PM	L 3.00 PM			
Ex. Sun.	Ex. Sun. See page 3	Ex. Sun. See page 3		Daily	Daily	Daily								Daily	Daily	Daily				Ex. Sun. See page 4	Ex. Sun. See page 4	Ex. Sun.		
.10	1.15	.40		.07	.35	.40								.35	.35	.15				.55	1.00	.15		
13.2	10.8	20.4		13.8	23.3	20.4								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.)				EASTWARD	
SECOND CLASS		Time Table No. 52 January 18, 1925 Succeeding No. 51				SECOND CLASS	
513		STATIONS				514	
Ex. Sun.		Telegraph Offices and Calls				Ex. Sun.	
Mixed						Mixed	
L 1.15PM		CO	9	0.0	MENDOTA	P	8.6
f 1.25	X	CO	6	2.9	PACKWOOD		5.7
A 1.55PM		2025		8.6	WABASH	DP	0.0
Ex. Sun.					Time Over Subdivision		.40
					Average Speed Per Hour		12.9

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

WESTWARD		ELEVENTH SUBDIVISION. (WILLAPA HARBOR LINE.)				EASTWARD							
THIRD CLASS		FIRST CLASS		Time Table No. 52 January 18, 1925 Succeeding No. 51				FIRST CLASS		THIRD CLASS			
969		593		STATIONS				592		594			
Ex. Sun.		Daily		Telegraph Offices and Calls				Daily		Daily			
See page 1		See page 1						See page 2		See page 2			
Way Freight		Passenger						Passenger		Way Freight			
L 6.45AM	L 7.35PM	L 12.05PM	Y	2032	0.0	CHEHALIS JCT.	P	56.5	Y	A 10.15AM	A 6.30PM	A 3.35PM	
s 7.05	s 7.43	s 12.13		CW	2	3.4	LITTELL	D	53.1	24	s 10.07	s 6.23	s 3.10
s 7.15	s 7.48	s 12.18		CW	5	4.7	ADNA	D	51.8	29	s 10.02	s 6.18	s 2.25
f 7.25	f 7.55	f 12.25		CW	8	7.2	BUNKER		49.3	Spur	f 9.54	f 6.11	f 2.05
s 7.55	f 8.02	s 12.32	W 2.4 m West	CW	10	10.1	CERES		46.4	30	s 9.47	f 6.04	s 1.40
s 8.20	f 8.09	f 12.39		CW	12	12.6	MESKILL		43.9	Spur	f 9.40	f 5.57	s 1.20
						16.2	LUEDINGHAUS R.R. CROSS'G		40.3				
s 9.30	s 8.19	s 12.49		CW	16	16.3	DR DRYAD	D	40.2	98	s 9.30	s 5.48	s 1.00
592		970				16.8	C. M. & St. P. RY. CROSSING		39.8				s 12.20
						17.6	Interlocked				s 9.26	s 5.44	s 12.15PM
s 9.50	s 8.24	s 12.54		CW	17	17.6	DO DOTY	D	38.9	Spur 35	s 9.16	s 5.32	s 11.55AM
s 10.10	s 8.36	s 1.06	WX	CW	22	22.3	PL PE ELL	D	34.2	61	s 9.16	s 5.32	s 11.30
970						23.6	McCORMICK R. R. CROSSING		32.9				s 11.30
s 12.01PM	s 8.42	s 1.12		CW	24	24.2	McCORMICK		32.3	Spur 15	s 9.08	s 5.26	s 11.10
s 12.20	s 8.49	s 1.19		CW	26	26.1	WALVILLE		30.4	Spur 15	s 9.02	s 5.21	s 10.40
						27.6	WALVILLE LBR. CO. R. R. Cr.		28.9				
f 12.40	f 8.56	f 1.26	T	CW	29	28.9	PLUVIUS	P	27.6	28	f 8.55	f 5.15	f 10.10
s 1.00	s 9.11	s 1.41	W	CW	35	35.3	FR FRANCES	DP	21.2	56	s 8.30	s 4.55	s 9.30
1.57	f 9.15	s 1.45		CW	37	36.7	GLOBE		19.8	Spur 15	f 8.25	f 4.50	s 9.05
591	s 9.19	s 1.49		CW	38	38.0	BM LEBAM	D	18.5	8	s 8.21	s 4.46	s 9.00
f 2.02	f 9.27	s 1.57		CW	41	41.2	NALLPEE		15.3	Spur	s 8.13	s 4.38	f 8.43
s 2.10	s 9.30	s 2.00		CW	42	42.3	HOLCOMB		14.2	31	s 8.10	s 4.35	f 8.40
f 2.25	s 9.40	s 2.10		CW	46	46.5	MENLO	P	10.0	9	s 8.00	s 4.25	f 8.25
f 2.40	s 9.50	s 2.20		CW	50	50.5	WILLAPA		6.0	14	s 7.50	s 4.15	f 8.10
f 3.00	s 10.05	s 2.35	X	CW	53	53.1	ND RAYMOND	D	3.4	72	s 7.45	s 4.10	s 8.00
A 3.45PM	A 10.15PM	A 2.45PM	WCT	CW	57	56.5	SB SOUTH BEND	D	0.0	66	L 7.35AM	L 4.00PM	L 7.40AM
594			X								969		
Ex. Sun.	Daily	Daily					Time Over Subdivision				Daily	Daily	Ex. Sun.
6.43	2.40	2.40					Average Speed Per Hour				2.40	2.30	6.50
8.4	21.2	21.2									21.2	22.6	8.2

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

WESTWARD		TWELFTH SUBDIVISION. (YACOLT BRANCH.)				EASTWARD				
2d Class		Time Table No. 52 January 18, 1925 Succeeding No. 51				2d Class				
587		STATIONS				588				
Ex. Sun.		Telegraph Offices and Calls				Ex. Sun.				
Mixed						Mixed				
L 6.15AM		WYX	CY	27	0.0	YC YACOLT	D	26.9	35	A 1.00PM
s 6.22			CY	25	2.2	MOULTON		24.7	Spur	s 12.50
f 6.35			CY	20	6.6	WALL		20.3		f 12.35
s 6.40			CY	19	8.1	HEISON		18.8	31	s 12.30
s 6.45			CY	17	9.9	CRAWFORD		17.0	Spur 5	s 12.20
s 7.05	W		CY	14	12.8	BA BATTLE GROUND	D	14.1	31	s 12.10PM
s 7.25			CY	10	17.0	BRUSH PRAIRIE		9.9	26	s 11.50AM
f 7.30			CY	8	18.7	LAURIN		8.2		f 11.43
f 7.35			CY	7	20.1	HOMAN		6.8	Spur 4	f 11.38
f 7.40			CY	6	21.2	BARBERTON		5.7	Spur 4	f 11.33
f 7.50			CY	3	23.5	HIDDEN		3.4		f 11.25
A 8.05AM	Y		CX	25	26.9	VJ VANCOUVER JCT.	DP	0.0		L 11.10AM
Ex. Sun.										Ex. Sun.
										1.50
										14.6
										14.6

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

WESTWARD		THIRTEENTH SUBDIVISION. (ELMA BRANCH.)				EASTWARD				
SECOND CLASS		Time Table No. 52 January 18, 1925 Succeeding No. 51				SECOND CLASS				
551		STATIONS				552				
Ex. Sun.		Telegraph Offices and Calls				Ex. Sun.				
Mixed						Mixed				
			CH	10	0.0	STIMSON		10.1	Spur 7	
					0.9	MILLPORT		9.0		
			CH	7 1/2	2.3	HILLGROVE		7.8	Spur 4	
			CH	7	2.5	McCLEARY JUNCTION		7.6		
					3.3	McCLEARY		8.4	Spur 15	A 2.20PM
L 3.15PM		T	CH	8	3.3	McCLEARY JUNCTION		7.6		2.15
3.18			CH	7	2.5	RAYVILLE		5.0	Spur 4	s 2.08
s 3.25			CH	5	5.1	WHITE LUMBER CO. R. R. Cr.		4.1	Spur 5	s 2.05
s 3.45	W		CH	4	6.0	WHITE		4.1	Spur 5	s 2.05
A 4.00PM	TX		CM	19	10.1	EF ELMA	D	0.0	69	L 1.40PM
Ex. Sun.										Ex. Sun.
										.40
										12.6

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

## SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.  
(MAIN LINE.)

1. **Pusher District**—Between Tenino Jct. and Vader.
2. **Drawbridge Interlocking**—Chambers Creek, 1.4 miles east of Steilacoom. Lewis River, 2.5 miles west of Woodland.
3. **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.
4. **At Nisqually**—Train order signal next to depot governs First Subdivision trains, and signal next the Third Subdivision track governs Third Subdivision trains.
5. **At Ketron**—Telephone on Dispatchers circuit is located in section house.
6. **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 yellow light by night. Trains will approach crossover switches on double track at cold storage plant opposite Tacoma Wharf, under control and will not proceed until tracks are known to be clear.
7. **Nelson Bennett Tunnel**—Headlight must be used by all trains passing through Tunnel between McCarver Street and Sixth Avenue.
8. **At Castle Rock**—Cars must not be left below derailing switch on Silver Lake Logging Company's connection.
9. **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.
11. **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.
12. **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.
13. **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.
15. **At Portland**—Trains will be governed by the rules of the Northern Pacific Terminal Company while in Portland yard.
16. **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.
17. **Rock** loaded on flat cars must not be handled through Nelson Bennett Tunnel unless secured on cars with side boards.
18. **Speed Restrictions**—Passenger trains must not exceed a speed of one minute or sixty seconds per mile, and freight trains thirty-five (35) miles per hour. Class W, or other freight engines, weighing 201,500 pounds or over on drivers; thirty (30) miles per hour. Engines with drivers 48 inches in diameter, or less; twenty-five (25) miles per hour. 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 crossings six (6) miles per hour.

- 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) miles per hour. 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.
19. **Special Stops, Connections, Etc.**—No. 401 Sundays reduce speed at Bucoda, Tenino, Chambers Prairie to throw off papers. No. 402 will stop at stations east of Centralia to discharge passengers originating at points where No. 564 does not stop. No. 407 will connect with No. 502 at Centralia. 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. 458 will wait at Kalama not to exceed 10 minutes beyond leaving time for the Ferry boat from Goble, provided the boat has not yet landed at Kalama but whistles signals to train indicating that they have passengers for them. No. 459 will wire Agent Kalama from Chehalis when late, giving the number of passengers for Ferry boat connection at Kalama. 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.
20. **Register Stations**—Tacoma—Union Station for passenger trains—River Street for freight trains. Centralia Passenger Station. Vancouver Passenger Station. Portland Telegraph Office. McCarver Street.
21. **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.
22. **Clearance Exceptions**—Clearance will not be required at McCarver Street by eastward trains if train order signal is in clear position.
23. **Bulletin Stations**—Tacoma..... Union Station, Round House, Yard Office. Centralia..... Passenger Station, Round House, Yard Office. Vancouver..... Passenger Station, Round House. Portland..... Telegraph Office.
24. **Standard Time Clocks**—Tacoma, Union Station, Round House, Yard Office. Centralia, Passenger Station, Round House, Yard Office. Vancouver Passenger Station.
25. **Watch Inspectors**—Tacoma, R. Vaeth and Son, 924 Pacific Ave. Centralia, C. R. Ahern. Vancouver, Joseph Carter. Portland, W. H. Sexton, 245 Washington St.
26. **Derail Switches**—West Tacoma..... Spur 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. Plumb..... Spur Track. Chain Hill Lumber Co..... Spur Track. Wabash..... Interlocking Derail on O.-W. R. & N. connection. Chehalis..... On Coal Creek Lumber Co., Track about 250 feet from passing track switch. East end track No. 2, 165 feet from main line switch. Napavine..... On Somerville and Emery Nelson spur tracks. On House track 110 feet west of switch connection with passing track. Evaline..... West End Spur.

Winlock.....	West End Passing Track.
Menefee.....	500 feet from main line switch.
L. P. & N. Connection.....	Mile post 79 one mile west of Vader. 150 feet from main track switch.
Olequa.....	House Track.
Castle Rock.....	150 feet from main track on Silver Lake Log R. R.
Carrolls.....	House Track.
Longview Jct.....	215 feet from main track.
Hermione.....	250 feet from main track; 66 feet east of Powder Magazine also safety switch same track about 900 feet east of magazine.
Ridgefield.....	O.-W. R. & N. Tie Spur, 600 feet from passing track switch.
Knapp.....	House Track.
Vancouver.....	On Wood Spur and Cannery Spur, both on switch leading to wharf freight house. East end lead No. 1 track on N. P. side. Coal track 180 feet from main track switch.
McNelly.....	100 feet from main track.
Kyro.....	East and west end of Industry Track, 200 feet from switch.

27. **Commercial Spurs**—

	Miles from Tacoma	Car Capacity
Pioneer Sand & Gravel Co.....	13.0	60
Cascade Paper Co. (West Tacoma).....	14.4	6
Olegard.....	26.1	15
Chain Hill Lumber Co.....	41.2	4
Veness.....	69.5	15
Menefee.....	73.2	24
McNelly.....	73.9	4
Hermione.....	110.1	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**—Wishkah River..... Aberdeen. Hoquiam River..... Hoquiam.
3. **At Gate** trains will approach expecting to find Ninth Subdivision trains turning on wye. Normal position of switch connecting west leg of wye and passing track is for passing track. Passing track from crossover West of Depot to the West Switch will be used as storage track.
4. **Gravel Bunkers**, Mile Post 58.6, bunkers will not clear man on top or side of car.
5. **At Montesano** depot is located one-half mile west of passing siding.
6. **At Olympia and Cosmopolis**—Northern Pacific trains will protect themselves while on O.-W. R. & N. tracks.
7. **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 position after using.
8. **At Bay City** look out for cars spotted on main track at freight shed located at Highway crossing.
9. **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 Cosmopolis** trains and yard engines will stop at grade crossings of the O.-W. R. & N. Co. industry tracks.
11. **At Hoquiam** all trains and engines will move under control within yard limits. This rule must be observed while passing through the limits of Hoquiam River drawbridge interlocking plant. At the draw bridge, gauntlet extends 496 feet from the double track frog to the double track switch points. The second signal east of draw bridge may indicate clear while a train or engine occupies the gauntlet. Staff System Hoquiam River Spur—No train or engine will move on the Hoquiam River Spur until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this spur. After completion of trip staff must be returned to the staff box.

## SPECIAL INSTRUCTIONS.

## SECOND SUBDIVISION.

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:  
Engines Classes W, W-1, W-2 and W-4 at ten (10) miles per hour.  
Double header engines Classes Q, Q-1, Q-2, Q-3, Q-4, T, S, S-1, S-2, S-3 and S-4 at twenty (20) miles per hour.  
Engines Classes Q-5, Q-6, W-3, W-5 and heavier, and double header engines Classes W, W-1, W-2 and W-4 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 Jet. to Bay City—Speed will be restricted over Bridge 1, Chehalis River and Bridge 13, Johns River, as follows:  
Engines Classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour.  
Double header engines class F1 will not exceed eight (8) miles per hour.  
Engines 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.  
Engines not permitted on Panama Lumber & Shingle Co. spur.  
St. 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.  
At Aberdeen: Engines must not be placed on trestle at Weatherwax roadway.
13. **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 roadway one mile east of Aberdeen.
14. **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 Gibson Creek; also, at Golf Links 3 miles east of Aberdeen Junction.
15. **Register Stations**—  
St. Clair                      Aberdeen                      Cosmopolis  
Olympia                      Hoquiam  
Gate                              Moclips                      Aberdeen Jct.
16. **Register Exceptions**—  
At St. Clair trains will register by ticket, Form 608, and will be furnished Register Check, Form 602.  
At Aberdeen engines 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.
17. **Clearance Exceptions**—  
At St. Clair westward trains will not require clearance if train order signal is in clear position.
18. **Bulletin Stations**—  
Elma                      Hoquiam Passenger Station and Roundhouse.
19. **Standard Time Clock**—  
Hoquiam Passenger Station and Round House.
20. **Watch Inspectors**—  
S. J. Stieglitz                      Aberdeen.  
Fred Straub                      Hoquiam.  
Talcott Bros.                      Olympia.  
D. P. Pearson                      Elma.
21. **Derail Switches**—  
Union Mills.                      West end roadway 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.  
Satsop.                      East end of siding.  
Brady.                      Hayes spur and switch leading to Schaeffer Bros. Store, switch to be left set for spur to act as derail for track leading to Nor. Pac. main track.

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.
Joe Creek.....	Log spur just west of Aloha.
Hobi.....	150 feet from main track.
Gibson Creek.....	Both ends of siding.
Weatherwax Lumber Co. spur.....	150 feet from main track.
St. Clair.....	East end of siding.
Wooster.....	On spur.
Aloha.....	East end of passing siding.
Moclips.....	On Smith Logging Co. track west of depot and interchange track.

22. **Commercial Spur**—

	Miles from St. Clair	Car Capacity
Black Lake.....	13.2	3
Gibson Creek.....	38.0	25
Schafer.....	54.0	10
Gravel Bunkers.....	58.6	12
Standard Oil Co.....	58.7	3
Wynooche.....	60.4	20
Paramount.....	76.5	2
Demmer.....	77.5	15
North Bay Lumber Co.....	79.0	6
Doll.....	86.6	2
Linde Shingle Co.....	93.5	4
Linde Logging Co.....	93.6	6
Wooster.....	96.0	10
Joe Creek.....	97.4	2
Hobi.....	97.8	3

THIRD SUBDIVISION.  
(AMERICAN LAKE LINE.)

1. **At Nisqually** train order signal next to Third Subdivision track governs Third Subdivision trains, and the signal next to depot governs First Subdivision trains.
2. **At 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 expecting to find cars spotted at different locations on these tracks.  
Staff System North and South Lines: No train or engine will move on the North line until they have obtained a staff from the North Line staff box at the Junction switch, and will not move on the South Line until they have obtained a staff from the South Line staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on that line and after completion of the trip the staff must be returned to the staff box from which it was obtained.
3. **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.
5. **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.
6. **Clearance Exceptions**—  
At Lakeview and Nisqually trains will not require clearance if train order signal is in clear position.
7. **Derail Switches**—  
Lakeview..... Standard Oil Spur.  
Military Spur..... 456 feet from main line switch.  
Camp Lewis..... Dupont Powder Co. spur 950 feet from main track and on the track leading to Black Powder Mill.  
Green Park Spur 177 feet from main track.  
Camp Lewis 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 Jet. and Rainier and between Tacoma and South Tacoma.
2. **Card train order form AB**—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 filled out.
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 Station concourse; switch crews will operate for Portland bound rains and conductors will operate for Seattle bound trains.
4. **Mountain Grade**—15th Street, Tacoma, to 2½ miles west.  
At South Tacoma—Test inspection and understanding as required by Rule 703, Book of Transportation Rules, will be had on all eastward freight trains.  
Conductors will fill out card, Form 3632, and deliver to the operator who will complete and mail to Superintendent, Tacoma, each day. Retainers will be turned up on all cars before descending Tacoma Hill.  
At Tacoma—Enginemen on road engines, on eastward trains, before backing into Union Station after stop has been made will cut out air brake valve and leave air applied to be released by switch engine. Switch engine will control the air until stop is made at the Union Station, leaving brakes applied after making the stop.  
At Union Station, enginemen on road engines of westward trains will, after terminal air test is made, apply air to the train and cut out air brake valve, leaving the air applied to be released by switch engine when ready to depart.  
Switch engine will control the air while backing out of the station and make the stop before starting up the hill, leaving the air applied, to be released by the road engine.  
The leading engine will control the air under all conditions.  
Eastward trains will approach Pacific Avenue under control and be governed by signal No. 4 located at gate tower of Pacific Avenue and controlled from 15th Street Tower.  
Top arm of this signal governs movements on Eastward main track; lower arm governs movements on eastward main track over crossover to Drawbridge Line or from Eastward track through pocket back of eastward track.  
Automatic signals T-1-A and T-2-A controlling the short piece of single track between Half Moon yard, Tacoma and double track switch on Fourth subdivision.  
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.
5. **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.
6. **At South Tacoma**, normal position of double track switch is for eastward track. Passing siding will be used as storage track.
7. **Bridge and Engine Restrictions**—  
Reservation to 15th Street Tower 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.  
Engines Classes G-1, G-2, Q-5, Q-6, W-3, W-5 and heavier will not be permitted.  
Bridge 12.3 on what is known as the Dempsey or Tide Flat Branch (Tacoma Terminal). Heavier than Class Q engines not permitted. Speed of other engines over this bridge, eight (8) miles per hour.  
At McIntosh: Engines will not go beyond a point 250 feet from west end of loading track.
8. **Speed Restrictions**—  
Passenger trains: between South Tacoma and Lakeview, fifty (50) miles per hour; between Lakeview and Yelm, sixty (60) miles per hour; between Yelm and West Tenino, fifty (50) miles per hour.  
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 Pacific Avenue.  
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 twenty-five (25) miles per hour.



**SPECIAL INSTRUCTIONS.**

**FOURTH SUBDIVISION.**

9. **Register Stations—**  

15th Street Tower	Tacoma	
South Tacoma	Lakeview	West Tenino
10. **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—**  

South Tacoma.....	East end South Tacoma Lumber Co.'s Spur.
Yelm.....	East end House Track.
McKenna Lbr. Co.....	On Spur.
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 Tacoma	Car Capacity
McKenna Lumber Co.....	23.2	10
Mentzer.....	32.9	15
Bordeaux Shingle Co.....	37.1	6
Mutual.....	37.6	15

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

1. **Pusher District—**  
 Between South Prairie and Buckley.  
 Between South Prairie and Carbonado.
2. **At Carbonado,** ½ mile east, crossing gates are maintained at crossing with Carbon Hill Coal Company track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing under control expecting to find gates set against them.
3. **At Cascade Junction and South Prairie** normal position of double track switches is for eastward track.
4. **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:  
 Engines classes W, W-1, W-2 and W-4 will not exceed eight (8) miles per hour.  
 Double header engines classes W, W-1, W-2 and W-4 will not be permitted. Engines 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:  
 Engines classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour.  
 Double header engines class F-1 will not exceed eight (8) miles per hour. Engines classes T, Q-1 and heavier will not be permitted.  
 Black Carbon to Cascade Jct.—Engines 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.  

Fairfax	Palmer Junction	South Prairie
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8. **Register Exceptions—**Palmer Junction trains register by ticket Form 608 and will be furnished check of register by train order or Form 602.
9. **Bulletin Station—**South Prairie.

10. **Derail Switches—**  

Big Six.....	300 feet east of main line switch.
Occidental.....	Coal track 300 feet west of bunkers.
Bayne.....	Coal spur.
Fleet.....	Fleet Coal Company's track.
Naco.....	Hyde Coal Company's spur, first derail 190 feet from main line; second derail 920 feet from main line.
Veazie.....	West end Naval Coal Co. track.
Webstone.....	West end spur track.
Buckley.....	Spur track.
	McDougal Log Track, and on west end Standard Oil spur.
South Prairie.....	West end passing track. West end house track.
	West end coal spur.
Broomfield.....	165 feet from main line switch and 369 feet from main line switch.
Crocker.....	West end passing track.
Orting.....	West end house track. West end westward passing track. West end Orting Branch track 300 feet east of station.
Wilkeson.....	Scale track, and passing track opposite station.
Burnett.....	West end of siding. Black Carbon Coal Co.'s spur.
Fairfax.....	On Montezuma line 200 feet east of depot.
Black Carbon.....	Black Carbon Coal Co. track No. 1, 100 feet from main track switch.
11. **Commercial Spurs—**  

	Miles from Palmer Junction	Car Capacity
Denny.....	0.5	2
Big Six.....	1.7	10
Fleet.....	3.2	20
Birch.....	7.9	6
Webstone.....	12.5	4
Broomfield.....	19.6	15
Moneko.....	31.8	5

**SIXTH SUBDIVISION.  
(GREEN RIVER BRANCH.)**

1. **Between Halmar and Kerriston** extra trains must protect against Logging Company trains. All trains will sound whistle approaching curves.
2. **At Selleck** trains will run under control and look out for engines of the Pacific States Lumber Company between 1000 feet west of siding and the Pacific States Lumber Co. office.
3. **Bridge and Engine Restrictions—**  
 Speed will be restricted over Bridge 6-1, Cedar River, as follows:  
 Engines classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour.  
 Double header engines class F-1 will not exceed eight (8) miles per hour. Engines classes Q-1 and heavier will not be permitted.  
 Kanaskat to Kerriston and Selleck—Engines classes heavier than S-4 not permitted.
4. **Speed Restrictions—**  
 Passenger trains twenty (20) miles per hour; freight trains fifteen (15) miles per hour.  
 Between Halmar and Kerriston ten (10) miles per hour.
5. **Register Station—**Kanaskat.
6. **Derail Switches—**  

Durham.....	East end of coal track 250 feet from main track, and west end of coal track, Elk Coal Co. 700 feet from main track switch.
Hiawatha.....	East end.
Yandell.....	West end.
Selleck (1½ miles west).....	On Kangley Line.
Hemlock.....	West end siding.
Halmar.....	In main track 60 feet from west wye switch; also, 550 feet from wye switch on Northwest Lmbr. Co. spur. This spur forms tail end of wye at Halmar and switch must be left in derail position.

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

1. **Staff System Crocker Branch—**No train or engine will move on the Crocker Branch until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this branch. After completion of the trip the staff must be returned to the staff box and Dispatcher wired departing and arriving time and mileage made on the Branch.
2. **At Wingate,** side and overhead clearance is restricted at the Coke and Coal Bunkers.

3. **Bridge and Engine Restrictions—**  
 Speed will be restricted over Bridge 3, Carbon River, as follows:  
 Single header engines classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour.  
 Double header engines class F-1 will not exceed eight (8) miles per hour. Engines classes T, Q-1 and heavier will not be permitted.  
 Wingate to Crocker—Engines classes heavier than F-1 not permitted.  
 At Crocker—Engines can only use 200 feet of East end and 300 feet of West end of Coke Oven track No. 1.
4. **Speed Restrictions—**Twenty (20) miles per hour.  
 Five (5) miles per hour over Slide ¼ 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.)**

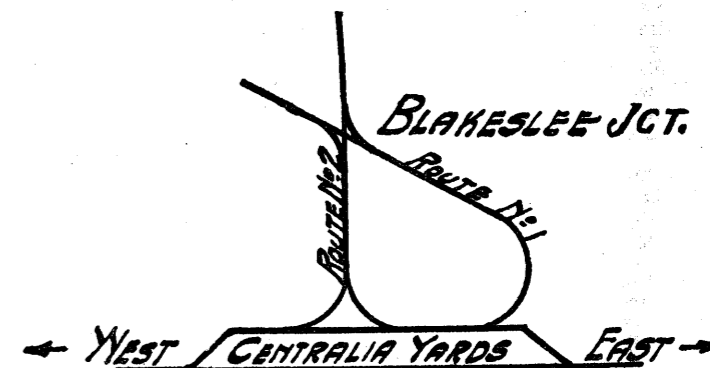
1. **At Puyallup River Junction—**one mile east—crossing gates are maintained at crossing with C. M. & St. P. Ry. Normal position of gates "clear" for Northern Pacific Company trains, which must approach crossing under control expecting to find gates set against them.
2. **At Lake Kapowsin—**Engine or 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:  
 Engines classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour.  
 Double header engines class F-1 will not exceed eight (8) miles per hour. Engines classes T, Q-1 and heavier will not be permitted.  
 Orting to End of Track—Engines classes heavier than F-1 not permitted.
4. **Speed Restrictions—**  
 Twenty (20) miles per hour except between Puyallup River Junction and Lake Kapowsin, ten (10) miles per hour.  
**At Puyallup River Junction—**Northern Pacific trains will look out carefully for St. Paul & Tacoma Lumber Company's engines and logging trains, using main track within yard limits.  
 Between the hours of One (1) P. M. and Twelve (12) midnight Northern Pacific trains will protect against St. Paul & Tacoma Lumber Company's logging engines and trains using main track between Puyallup River Junction and Lake Kapowsin.
5. **Derail Switches—**  

Orting.....	600 feet east of Junction switch.
Puyallup River Jct.....	In main track 20 feet west of west switch of interchange track.
6. **Commercial Spurs—**  

	Miles from Orting	Car Capacity
Dempsey.....	8.4	12
Electron Rock Crusher.....	8.6	10

**NINTH SUBDIVISION.  
(GATE LINE.)**

1. **Movement of Trains Between Centralia and Blakeslee Junction—**



Northern Pacific track will be known as Route No. 2. O.-W. R. & N. track will be known as Route No. 1. Both routes are included in the Centralia Yard limits. Trains and engines using either route will do so under control. Eastward movements will be made over Route No. 2. Westward movements will be made over Route No. 1. First Class trains to and from Routes No. 1 and No. 2 will move under control between Centralia passenger station and connection with these Routes.



**SPECIAL INSTRUCTIONS.**

**NINTH SUBDIVISION.**

- 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**—  
Engines 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 Gate—Engines 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.
- 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 Centralia.
- Register Station**—  
Centralia Passenger Station.  
Blakeslee Junction for Eastward trains.  
Gate.
- Register Exceptions**—  
At Centralia Enginemen will not be required to consult register but will be furnished register check, form 602, by conductor.
- Bulletin Stations**—  
Centralia. Round House. Yard Office.  
Passenger Station.
- Standard Time Clock**—Centralia Passenger Station. Round House. Yard Office.
- Watch Inspector**—Centralia, C. R. Ahern.
- Derail Switches**—  
Blakeslee ..... Williams Mill Spur.  
Foran ..... Coal Spur.
- Commercial Spur**—  
Foran ..... Miles from Centralia 2.9 Car Capacity 6

**TENTH SUBDIVISION.  
(MENDOTA BRANCH.)**

- Engine Restrictions**—  
Engines classes heavier than S not permitted.  
At Mendota Engines must not go beyond derail on Mendota Timber Co. spur.
- Speed Restrictions**—  
Twenty-five (25) miles per hour from Wabash to West end of curve 1/2 mile East to Mile Post 2. 12 miles per hour from West end of curve East of Mile Post 2 to Mile Post 3. 20 miles per hour from Mile Post 3 to Bridge 4-2. 10 miles per hour over Bridge 4-2. 20 miles per hour from Bridge 4-2 to Mendota.
- At Packwood**—Look out for Union Lumber Co.'s engines occupying main track within yard limits.
- Register Stations**—Wabash.
- Bulletin Stations**—  
Centralia. Roundhouse. Yard Office.  
Passenger Station.
- Derail Switches**—  
Mendota ..... Connection with Martin Log Spur.  
Eastern Ry. and Lumber Co.  
Ultrinsic & Rozencranz Spur, 150 feet from main track switch.
- Commercial Spur**—  
Ultrinsic & Rozencranz Logging Co. .... Miles from Wabash 6.1 Car Capacity 10  
Olympia Coal Co. .... 6.4 4  
Eastern Ry. & Lumber Co. Spur No. 3 ..... 6.5 20  
Eastern Ry. & Lumber Co. .... 7.8 20

**ELEVENTH SUBDIVISION.  
(WILLAPA HARBOR LINE.)**

- Pusher District**—Between Pe Ell and Frances.
- 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 against.
- 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.

- 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:  
Engines classes T, Q-3, Q-4, W, W-1, W-2 and W-4 will not exceed eight (8) miles per hour.  
Double header engines classes T, Q-3, Q-4, W, W-1, W-2 and W-4 will not be permitted.  
Engines 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:  
Engines classes W, W-1, W-2 and W-4 will not exceed eight (8) miles per hour.  
Double header engines classes W, W-1, W-2 and W-4 will not be permitted.  
Engines 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—Engines classes Y and heavier twenty-five (25) miles per hour.  
Engines classes heavier than Y-2 not permitted.  
At Lebam, Engines Class Y-2 or heavier not permitted on Lebam Timber Company's Spur.  
At Raymond, engines heavier than Class F not permitted on Quinault Lumber Company's Spur.
- Speed Restrictions**—  
Passenger trains forty (40) miles per hour, except between Pe Ell and Frances, thirty (30) miles per hour.  
At Raymond, ten (10) miles per hour over Seventh Street crossing.  
Engines classes Y and heavier twenty-five (25) miles per hour.
- Special Stops, Connections, etc.**—  
No. 591 and No. 592 will stop on flag at Fern Spur.  
No. 593 and No. 594 will stop on flag at Fern Spur on Saturday and Sunday.
- Register Stations**—  
South Bend. Chehalis.
- Bulletin Stations**—South Bend.
- Watch Inspectors**—S. Holte, South Bend.
- Derail Switches**—  
Littell ..... East and west end Chester Snow Mill Spur.  
Bunker ..... East and west end interchange track.  
Meskill ..... East end quarry track and west end mill track.  
Doty ..... 150 feet from main track switch.  
McCormick Junction ..... 200 feet from main track switch.  
Walville ..... Mill Spur.  
Pluvius ..... East and west end of siding.  
Fern ..... 150 feet from main line switch.  
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
Donguire .....	20.5	15
Fern .....	33.0	30
Custer .....	34.2	25
Star Timber Co. ....	38.7	8
Mayfair .....	55.6	20

**TWELFTH SUBDIVISION.  
(YACOLT BRANCH.)**

- Bridge and Engine Restrictions**—  
Speed will be restricted over Bridge 23, Lewis River, as follows:  
Engines classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour.  
Double header engines classes F1 will not exceed eight (8) miles per hour.  
Engines classes Q1 and heavier will not be permitted.  
Vancouver Jct. to Yacolt—Engines classes heavier than S4 not permitted.
- 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.
- Register Stations**—  
Yacolt. Vancouver Junction.
- Derail Switches**—  
Vancouver Junction ..... East leg of wye 135 feet from Yacolt end of wye switch.  
Brush Prairie ..... East end siding.  
Crusher ..... Spur track.  
Yacolt ..... North leg wye switch. Normal position this switch for north leg of wye.

**6. Commercial Spurs—**

	Miles from Yacolt	Car Capacity
Lucia .....	5.0	6
Premier .....	10.9	4

**THIRTEENTH SUBDIVISION.  
(ELMA BRANCH.)**

- At Whites**, 1/4 mile east, gates are maintained at crossing with Lumber Company's track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing under control expecting to find gates set against them.
- At Hillgrove**—Northern Pacific engines will not go east as track between Hillgrove and Stimson is leased to, and operated by, the Stimson Lumber Company.
- Engine Restrictions**—  
Engines classes heavier than F1 not permitted.
- Speed Restrictions**—  
Passenger trains, twenty-five (35) miles per hour; freight trains, fifteen (15) miles per hour.
- 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**—  
Elma. McCleary.
- Bulletin Stations**—Elma.
- Derail Switches**—  
Elma ..... Standard Oil Spur.  
Kraft ..... Spur Track.  
McCleary ..... East end interchange track.  
Hillgrove ..... 800 feet west.
- Commercial Spurs**—  
Elma. Car Capacity

**ALL SUBDIVISIONS.**

- 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.
- 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, except 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, engine-men 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.
- In the State of Washington rear brakeman or flagman must have at least one year's experience; passenger trains of four (4) or more cars must have two (2); and freight trains of twenty-five (25) or more cars must have three (3) brakemen.
- 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 Drivers No. 22 and 24 and locomotive Crane 88, 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.
- The following signs when placed in columns provided indicate:  
W—Water.  
C—Fuel.  
O—Track Scales.  
T—Turntables.  
Y—Wye.  
D—Day office only.  
DN—Day and night office.  
P—Telephone.  
X—Yard Limits.

**AUTHORIZED SURGEONS, N. P. RY. CO.**

DR. P. A. REMINGTON, Chief Surgeon, Western District, Tacoma.  
 DR. A. H. BUIS, Assistant Surgeon, Western District, Tacoma.  
 DR. R. D. WRIGHT, Assistant Surgeon, Western District, Tacoma.  
 DR. J. N. WATERS, Interne, Tacoma.

**SPECIAL INSTRUCTIONS.**

Name	Location	Stretchers At	Name	Location	Stretchers At
DR. W. G. CAMERON, Specialist.	Tacoma	Tacoma, Tool Car	DR. F. M. PETRIE	Lebam	
DR. A. E. HILLIS	Tacoma	Hospital	DR. ORNE R. NEVITT	Raymond	
DR. W. H. LUDWIG	South Tacoma	Round House	DR. F. W. ANDERSON	South Bend	South Bend
DR. E. L. CARLSEN	South Tacoma	Moon Yard Office	DR. G. A. TRIPP	South Bend	
DR. H. J. FLINN	Yelm		DR. DEAN GILKEY	Walville	Olympia
DR. F. W. WICHMAN	Tenino		DR. J. J. O'LEARY	Olympia	
DR. G. T. POOLE	Rainier	Head-of-Bay Yard	DR. H. J. BROWN	Olympia	
DR. J. H. DUMON	Centralia	Baggage Room	DR. A. W. SCHULTZ	Oakville	
DR. H. Y. BELL	Centralia	Wharf	DR. J. O. VAN WINKLE	Oakville	
DR. F. J. HACKNEY	Centralia		DR. A. A. FOOT	Elma	
DR. G. W. KENNICOTT	Chehalis		DR. J. F. McDONALD	Hoquiam	Aberdeen
DR. J. H. MANNING	Chehalis		DR. J. H. FITZ	Montesano	
DR. W. W. WEBB	Winlock	Centralia	DR. I. R. WATKINS	Aberdeen	
DR. R. H. CAMPBELL	Vader		DR. H. C. WATKINS	Hoquiam	
DR. H. H. QUARFE	Castle Rock		DR. A. E. ALLEN	Rochester	
DR. E. C. HACKETT	Kelso		DR. A. R. BAILEY	Rochester	
DR. L. R. LIGHTFOOT	Longview		DR. F. A. PLUM	Cosmopolis	
DR. L. S. ROACH	Kalama	Kalama	DR. J. H. FITZ	Montesano	
DR. C. J. HOFFMAN	Woodland				
DR. R. S. STRYKER	Ridgefield				
DR. CHAS. McCALLUM	Vancouver	Vancouver			
DR. C. E. RICHARDS	Yacolt	Yacolt			
DR. C. S. WHITE	Portland				
DR. J. F. DICKSON, Oculist	Portland	Portland			
DR. R. M. DODSON	Portland				
DR. W. M. KARSHNER	Puyallup	Puyallup			
DR. JOHN ELDER	Selleck				
DR. C. E. MARTIN	Wilkeson				
DR. J. H. SHEETS	Buckley	Buckley			
DR. F. G. ULLMAN	Enumclaw				
DR. W. W. WICK	Burnett				
DR. THOS. RUNNELLS	Orting	Orting			
DR. R. L. SIMPSON	Bucoda				
DR. J. S. LEISURE	Carlisle				
DR. E. W. STEVENS	Dryad				
DR. H. B. CRAVENS	Pe Ell				

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

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

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

**AUTHORIZED SURGEON G. N. RY. CO.**

DR. J. A. LaGASSA, Tacoma, Wash.

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

Name	Location	District
DR. DONALD H. JESSOP, Chief Surgeon	Portland, Corbett Bldg	O.-W. R. & N. Co. Sys.
DR. M. K. HALL, Asst. Surgeon	Portland, Corbett Bldg	O.-W. R. & N. Co. Sys.
DR. C. M. PEARCE, Chief Oculist, Ear, Nose and Throat	Portland, Selling Bldg.	O.-W. R. & N. Co. Sys.
DR. JOHN W. McCOLLOM, Eye, Ear, Nose and Throat	Portland, Morgan Bldg.	O.-W. R. & N. Co. Sys.
DR. ARCHIE C. VANCELEVE, Asst. Surgeon	Portland, 412 Bush & Lane Bldg.	O.-W. R. & N. Co. Sys.
DRS. MARGASON & GHORMLY, Asst. Surgeon	Portland, 4645 1/2 67th St. S. E.	O.-W. R. & N. Co. Sys.
DR. COURTLAND L. BOOTH, Asst. Surgeon	Portland, 798 Clinton Ave.	O.-W. R. & N. Co. Sys.
DR. CURTIS HOLCOMB, Asst. Surgeon	Portland, 129 1/2 Russell Ave.	O.-W. R. & N. Co., Albina to The Dalles and Vancouver.
DR. J. B. BLAIR, Dist. Surgeon	Vancouver	Vancouver District.
DR. C. HOLCOMB, Asst. Surgeon	Albina	Albina to Vancouver.
DR. MONTGOMERY RUSSELL, Division Surgeon	Seattle, 620 Leary Bldg., Main 90	Portland-Seattle.
DR. F. R. UNDERWOOD, Asst. Surgeon	Seattle, Cobb Bldg., Main 2205	Portland-Seattle.
DR. S. M. SAMUELS, Oculist and Aurist.	Seattle, Ry. Exchange Bldg.	Argo.
DR. JAMES C. SNYDER, Asst. Surgeon	Seattle, Ry. Exchange Bldg.	Seattle-Tacoma.
DR. F. D. MERRITT, District Surgeon	Auburn	Auburn-Tenino.
DR. CHAS. JAMES, District Surgeon	Tacoma, Fidelity Bldg.	Tacoma-Centralia.
DR. W. A. MILLINGTON, Dist. Surgeon	Tenino	Tenino-Winlock.
DR. W. R. SCOTT, District Surgeon	Centralia	Centralia-So. Elma.
DR. R. H. CAMPBELL	Vader	Centralia-Tono.
DR. E. C. HACKETT, District Surgeon	Kelso	Winlock-Castle Rock.
DR. A. E. ANDERSON, District Surgeon	Hoquiam	Castle Rock-Kalama.
DR. J. H. FITZ, District Surgeon	Montesano	Grays Harbor and North River Branches.
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. Telephone, Broadway 78 A

**CLEARANCES**

		LIMIT OF LOAD MEASUREMENT																	Max. Height	Max. Width
		HEIGHT ABOVE TOP OF RAIL																		
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Wide		
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 Jct.-Moclips)	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' 0"	19' 0"		19' 0"	11' 6"
5th Subdivision.	Wilkeson Branch	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"		18' 7"	11' 6"
6th Subdivision.	Green River Branch	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"		22' 9"	11' 6"
7th Subdivision.	Crocker Branch	17' 7"	17' 7"	17' 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 obstructions on this Branch.																		
11th Subdivision.	Willapa Harbor Line	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"		18' 8"	11' 6"
12th Subdivision.	Yacolt Branch	19' 3"	19' 3"	19' 3"	19' 3"	19' 3"	18' 8"	18' 1"	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"

TONNAGE RATINGS—FREIGHT ENGINES—N. P. RY.

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE													
			Class W		Class Y-2		Class F-1		Class S		Class P		Class D-3 Class E-3 Class E-4		Class X	
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
First Westward	Tacoma to South Tacoma.....	2.20	600	20	500	20	400	15	400	15	300	15	250	9		
	Tacoma to Chehalis.....	0.30	3500	99	3300	99	2000	80	1800	80	1500	50	40			
	Chehalis to Napavine.....	1.12	1350	70	1250	70	900	60	850	60	750	60	550	18		
	Napavine to Portland.....	0.00		99		99	3000	75	3000	75	1400	47	1200	40		
First Eastward	Portland to Vader.....	0.50	2500	99	2000	99	1800	80	1800	80	1250	60	1050	35		
	Vader to Napavine.....	0.90	1700		1500		1100		1000	32	860	29	660	22		
	Napavine to Tacoma.....	0.30	3500	99	3300	99	2500	80	2500	80	2300	50	2000	40		
Second Westward	St. Clair to Lacey.....	1.60	1000		900		800	40	800	40						
	Lacey to Olympia.....	0.70	2500		2400		70		70							
	Olympia to Belmore.....	1.80	1000		900		600	35	600	35						
	Belmore to Gate.....	0.88	1500		1400		1200	40	1200	40						
	Gate to Hoquiam.....	0.50	3200	99	3000	99	2200	99	2200	99						
	Hoquiam to Moclips.....	0.40	4000	99	4000	99	2500	99	2500	99						
Second Eastward	Moclips to Hoquiam.....	0.40	4000	99	4000	99	2500	99	2500	99						
	Hoquiam to Gate.....	0.50	3200	99	3000	99	2000	99	2000	99						
	Gate to Olympia.....	0.87	2000		1900		1500	50	1500	50						
	Olympia to Lacey.....	1.61	1000		900		550	30	550	30						
Third Westward	Lacey to St. Clair.....	1.20	1350		1250		1050	40	1050	40						
	Lakeview to Nisqually.....	1.00	2500	99	2300	99	2000	80	2000	80						
Third Eastward	Nisqually to American Lake.....	1.60	1000	50	800	40	550	30	550	30						
	American Lake to Murray.....	1.00	2000		1800		1500		1500							
	Murray to Lakeview.....	0.66	2500		2300		2000		2000							
Fourth Westward	South Tacoma to Rainier.....	0.70	2000	99	1800	70	1200	60	1150	60	1050	60	850	28		
	Rainier to West Tenino.....	0.35	3200	99		99		60		60		60		60		
Fourth Eastward	West Tenino to Rainier.....	0.90	1700		1500		1100		1050	35	950	31	750	25		
	Rainier to Tacoma.....	0.50	3200	99	3000	99	1800	80	1800	75	1500	50	1300	43		
Fifth Westward	Palmer Jct. to Tacoma.....	0.00		99		99		80		80			60			
	Fairfax to South Prairie.....	0.00		99		99	2000	45	2000	45						
	Tacoma to Orting.....	0.56	3000	99	2800	99	1800	80	1800	80			1200	60		
Fifth Eastward	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		
	Buckley to Palmer Jct.....	1.25	1650	80	1450	60	900	60	800	60			500	17		
	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						
	Kerriston to Kanaskat.....	1.40					600	30	600	30						
Sixth Westward	Kanaskat to Kerriston.....	2.30					400	25	400	25						
	Crocker to Wingate.....	1.70					500		500							
Seventh Eastward	Orting to Lake Kapowsin.....	1.40					600		600							
	Centralia to Gate.....	0.50	3000		2900		2200	70	2200	70						
Ninth Westward	Grand Mound to Centralia.....	0.00	3500		3500		3000	70	3000	70						
	Rochester to Grand Mound.....	0.40	3200		3200		2400	70	2400	70						
	Gate to Rochester.....	0.50	3000		3000		2000	70	2000	70						
Tenth Eastward	Wabash to Mendota.....	0.70					1250						750			
	Chehalis Jct. to Adna.....	0.50	2900		2800		2000	60	2000	60				2000	80	
Eleventh Westward	Adna to Pe Ell.....	0.66	2500		2500		1500	50	1400	50				1600	60	
	Pe Ell to McCormick.....	0.80	1700		1600		800	30	800	30				1000	40	
	McCormick to Pluvius.....	1.60	1000		900		550	30	550	30				750	40	
	Pluvius to South Bend.....	0.53		99		99		70		70					80	
Eleventh Eastward	South Bend to Frances.....	0.60	2100		2000		1800	60	1800	60				2000	80	
	Frances to Pluvius.....	1.90	900		800		500	25	500	25				700	35	
	Pluvius to Chehalis Jct.....	0.40		99		99		70		70					80	
Twelfth Westward	Yacolt to Van Jet.....	0.58					1800	45	1800	45						
	Van Jet to Homan.....	1.60					550	35	550	35						
Twelfth Eastward	Homan to Yacolt.....	1.66					800	45	800	45						
	Elma to Stimson.....	1.00					1000	70	1000	70						

SPEED TABLE.

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

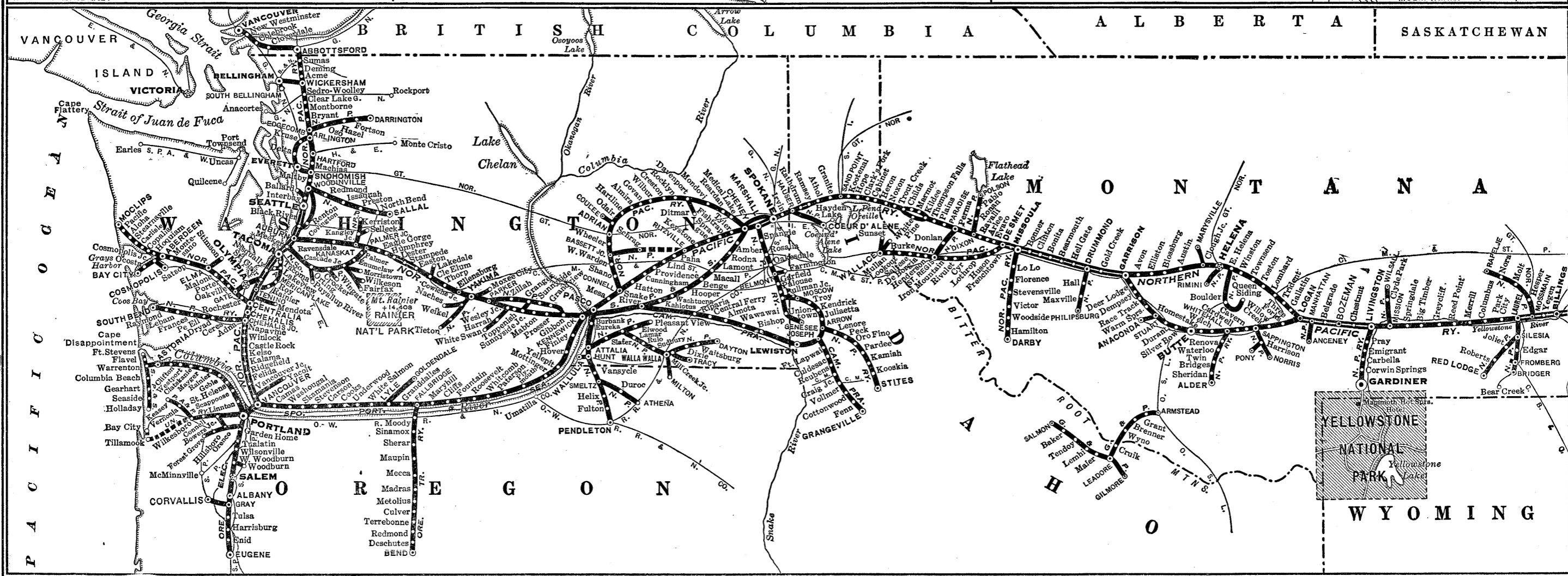
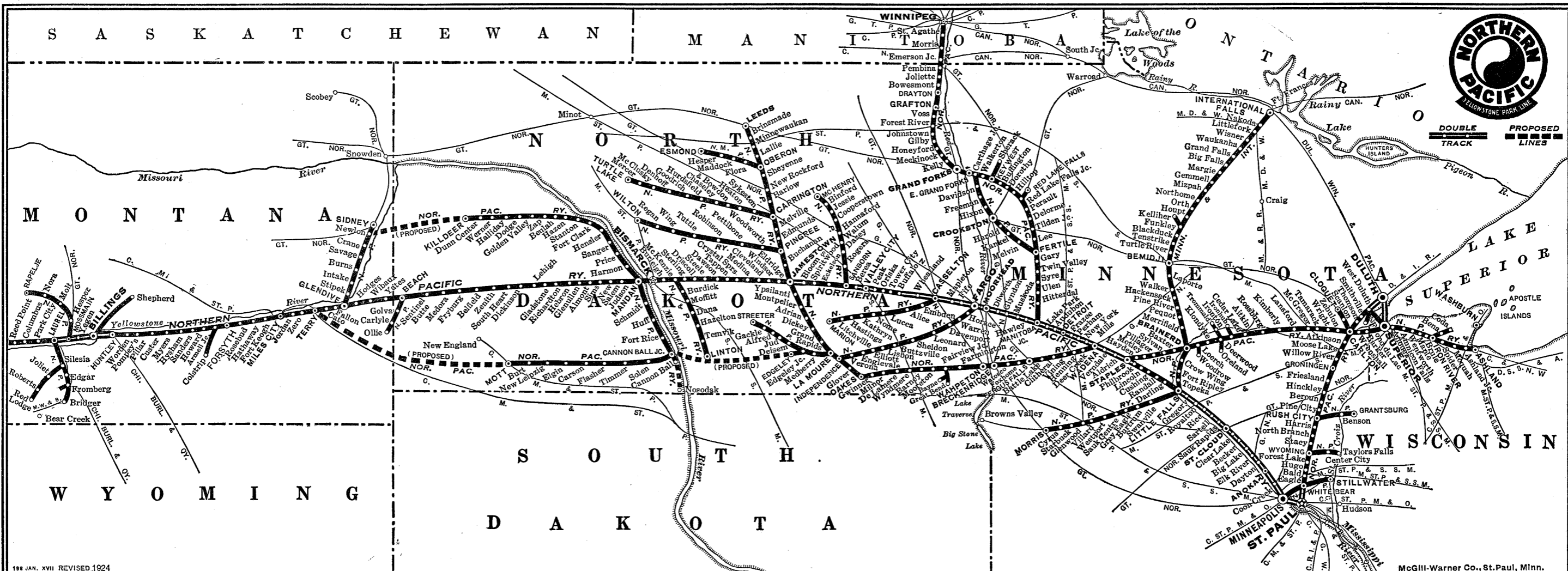
J. S. DEAN,  
Assistant Superintendent.

J. F. ALSIP,  
Trainmaster.

C. W. FEE,  
Trainmaster.

J. F. COLEMAN,  
Chief Dispatcher.





192 JAN. XVII REVISED 1924

McGill-Warner Co., St. Paul, Minn.