

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**TACOMA DIVISION**

## **TIME 520 TABLE**

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

**SUNDAY, SEPTEMBER 27, 1925.**

**For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always have for reference a copy of TRANSPORTATION RULES.**

**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. 52C September 27, 1925 Succeeding No. 52B			FIRST CLASS										SECOND CLASS					THIRD CLASS						
Station Numbers	STATIONS	Distance from Tacoma	401 Daily Consolidated Passenger	407 Daily Consolidated Passenger	421 Daily Nor. Pac. Grays Harbor Limited	423 Daily Nor. Pac. Grays Harbor Express	457 Daily Consolidated Passenger	459 Daily Consolidated Passenger	561 Daily Consolidated Passenger	563 Daily Consolidated Passenger	591 Daily Nor. Pac. Willapa Harbor Passenger	593 Daily Nor. Pac. Willapa Harbor Limited	513 Ex. Sun. Nor. Pac. Mixed	515 Ex. Sun. O.-W.R.&N. Mixed	587 Ex. Sun. Nor. Pac. Mixed	671 Ex. Sat. Great Nor. Time Freight	679 Daily Nor. Pac. Time Freight	691 Daily O.-W.R.&N. Time Freight	965 Ex. Sun. Nor. Pac. Way Freight	969 Ex. Sun. Nor. Pac. Way Freight	973 Ex. Sun. Nor. Pac. Way Freight	975 Ex. Sun. O.-W.R.&N. Way Freight	977 Ex. Sun. O.-W.R.&N. Way Freight	997 Ex. Sun. Great Nor. Way Freight
Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Telegraph Offices and Calls																							
W X	1979 Q TACOMA 0.4 DN Cross Over	0.9	L 1.30AM	L 10.30AM		L 5.55PM			L 2.25PM	L 12.40AM							L 11.19PM		L 7.05AM					
	O.-W. R. & N. Co. CONNECTION 2.4	0.4															L 8.38PM					L 6.35AM		
X	CS 2 1/2 NX McCARVER ST. 6.9 DN	2.8	1.38	10.38	VIA LAKE AMERICAN LINE See Page 5	6.02			2.33	12.50							11.31	8.50	7.20			6.50		
	CS 10 SX SIXTH AVENUE 6.0 DN Cross Over	9.7	1.49	10.48		6.13			2.43	1.02							11.50PM	9.10	7.50			7.20		
	CS 16 UO STEILACOOM 2.0 DN Cross Over	15.7	1.59	10.58		6.23			2.52	1.12							12.05AM	9.25	8.10			7.40		
W	CS 18 KETRON 6.7 P Cross Over	17.7	2.01	11.01		6.26			2.55	1.16							12.11	9.30	8.20			7.45		
X	CS 24 NU NISQUALLY 3.8 DN Cross Over	24.4	2.16	11.13		6.38			3.07	1.29							12.35	9.50	9.00			8.00		
X	CS 28 SR ST. CLAIR 1.6 DN Cross Over	28.2	2.23	11.20	VIA PRAIRIE LINE See Page 5	6.45PM			3.14	1.36							12.50	10.05	9.15AM			8.10		
W	CS 30 KYRO 5.1 P Cross Over	29.6	2.26	11.22		See page 3	See page 3		3.17	1.39							12.55	10.20	See page 3			8.15		
	CS 35 MA CHAMBERS PRAIRIE 2.7 DN Cross Over	34.9	2.35	11.30					3.27	1.48							1.15	10.35				8.45		
	CS 37 PLUMB 5.4 DN	37.6	2.39	11.34					3.32	1.52							1.25	10.45				8.55		
X	20 15 NO TENINO 0.6 DN	43.0	2.49	11.44					3.42	2.02							1.40	11.00				9.10		
W X	TENINO JCT. 3.2 DN Cross Over	43.5	2.50	11.45				L 6.46PM	3.43	2.03	L 11.40AM						1.41	11.01				9.11		L 9.25AM
	2020 BU BUCODA 5.1 DN Cross Over	46.7	2.56	11.50AM				6.51	3.49	2.08	11.45						1.48	11.07				9.30		9.40
	2025 WA WABASH 2.2 DP	51.8											L 2.25PM	L 2.25PM			10.50							
WCO YX	2027 CN CENTRALIA 3.7 DN Cross Over	54.0	3.10	12.01PM			L 7.30AM	7.00	4.00	2.28	11.58AM	L 7.20PM	2.35PM	2.35PM			11.10	3.35	11.30PM	L 6.00AM	L 5.30AM	10.00AM	L 5.00AM	10.30
W X	2031 CH CHEHALIS 0.9 DN Cross Over	57.7	3.25	12.18			7.40	7.15	4.15	2.40	12.25	7.30					11.55PM	3.50	12.20		6.40	6.00	5.30	11.00
Y X	2032 CHEHALIS JCT. 6.5 DN Cross Over	58.8									12.30PM	7.35PM								6.45AM				
	2038 NA NAPAVINE 5.1 DN Cross Over	65.1	3.43	12.30			7.55	7.28	4.30	3.00	See page 8	See page 8	Via Third Main Track	Via Third Main Track			12.15AM	4.20	12.50	See page 8	7.00	6.10	11.45	
	2040 EVALINE 3.1 DN	68.2	3.48	12.34			8.00	7.32	4.35	3.06							12.22	4.27	1.00		7.10	6.20	11.55AM	
X	2044 WI WINLOCK 0.5 DN Cross Over	71.3	3.55	12.42			8.07	7.37	4.42	3.12							12.30	4.35	1.10		7.20	6.40	12.08PM	
W	2050 PN VADER 2.7 DN Cross Over	77.8	4.07	12.53			8.19	7.46	4.53	3.25							12.45	4.50	1.35		8.30	7.20	1.00	
	2053 OLEQUA 6.9 DN	80.5	4.12	12.58			8.24	7.50	4.58	3.31							12.52	4.57	1.45		9.00	7.35	1.10	
W	2060 CA CASTLE ROCK 6.3 DN Cross Over	87.4	4.25	1.10			8.38	7.59	5.10	3.46							1.10	5.15	2.05		10.15	8.00	1.40	
	2066 OSTRANDER 3.6 DN Cross Over	93.7	4.37	1.20			8.50	8.08	5.20	3.58							1.28	5.30	2.25		10.35	9.00	2.00	
X	2071 KS KELSO 2.9 DN Cross Over	97.3	4.44	1.28			8.57	8.15	5.28	4.06							1.40	5.40	2.35		11.30	9.20	2.30	
	2074 LONGVIEW JCT. 2.8 DN Cross Over	100.2																						
	2077 L. P. & N. Ry. CARROLLS 4.5 DN	103.0	4.56	1.38			9.07	8.23	5.38	4.18							1.54	5.55	2.50		11.45	9.45	2.45	
W	2081 KA KALAMA 4.3 DN Cross Over	107.5	5.06	1.48			9.17	8.30	5.45	4.28							2.07	6.10	3.10		11.55AM	10.55	3.10	
	CX 4 MARTINS BLUFF 4.8 DN	111.8	5.15	1.55			9.24	8.36	5.52	4.38							2.18	6.22	3.30		1.00	11.10	3.35	
	CX 9 WD WOODLAND 5.4 DN Cross Over	116.6	5.25	2.05			9.32	8.43	6.00	4.48							2.29	6.35	3.50		1.20	11.45AM	3.50	
W	CX 15 RG RIDGEFIELD 5.2 DN Cross Over	122.0	5.38	2.15			9.42	8.53	6.12	5.00							2.43	6.50	4.10		1.45	12.01PM	4.15	
	CX 21 KNAPP 3.3 DN	127.2	5.50	2.25			9.50	9.01	6.22	5.12							2.55	7.05	4.25		2.35	1.15	4.30	
W	CX 23 FELIDA 2.8 DN Cross Over	130.5	5.57	2.30			9.55	9.06	6.28	5.19					See page 8		3.03	7.15	4.35		2.50	1.25	4.40	
Y	CX 25 VJ VANCOUVER JCT. 3.1 DN Cross Over	133.3	6.03	2.35			10.00	9.10	6.33	5.25							3.10	7.25	4.45		3.00	1.35	4.50	
WTC YX	CX 29 MX VANCOUVER 8.2 DN Cross Over	136.4	6.10AM	2.40PM			10.05AM	9.15PM	6.40PM	5.32AM							3.30PM	3.20AM	7.35AM	5.00AM	3.10PM	1.55PM	5.00PM	

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

WTCY	CITY LIMITS (Guilts Lake Yard) 1.8	144.6															A 8.45AM							
WCOT	2121 VC PORTLAND DN	146.4	A 6.45AM	A 3.15PM			A 10.40AM	A 9.45PM	A 7.15PM	A 6.15AM														
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	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	4.03	.10	.50	2.35	2.24	4.10	4.42	.31	.15	.10	.10	.15	4.02	6.51	7.47	2.10	.45	7.25	3.25	7.16	7.02
	Average Speed Per Hour		29.0	34.0	22.8	33.6	31.7	38.7	32.8	39.0	30.0	18.4	13.2	13.2	12.4	23.3	19.5	17.2	13.0	6.1	11.1	15.6	11.0	13.2

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.

## EASTWARD

FIRST SUBDIVISION.  
MAIN LINE.

Distance from Portland	Time Table No. 52C September 27, 1925 Succeeding No. 52B  STATIONS  Telegraph Offices and Calls		Car Capacity of Siding	FIRST CLASS										SECOND CLASS						THIRD CLASS					
				402	408	422	424	456	458	562	564	592	594	514	516	588	672	680	692	964	966	970	974	976	978
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
				Consolidated Passenger	Consolidated Passenger	Nor. Pac. Grays Harbor Passenger	Nor. Pac. Grays Harbor Limited	Consolidated Passenger	Consolidated Passenger	Consolidated Passenger	Consolidated Passenger	Nor. Pac. Willapa Harbor Passenger	Nor. Pac. Willapa Harbor Limited	Nor. Pac. Mixed	O.-W.R.&N. Mixed	Nor. Pac. Mixed	Great Nor. Time Freight	Nor. Pac. Time Freight	O.-W.R.&N. Time Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	O.-W.R.&N. Way Freight	O.-W.R.&N. Way Freight
146.4	Q	TACOMA 0.4 Cross Over	DN	A 5:05AM	A 1:55PM		A 7:15PM			A 5:45PM	A 4:50AM							A 3:21AM			A 3:30PM				
146.0		O.-W. R. & N. Co. CONNECTION 2.4																A 4:12AM						A 10:45AM	
143.6	NX	MCCARVER ST. 6.9	DN	4:55	1:45	VIA AMERICAN LAKE LINE See page 5	7:07			5:35	4:35							3:09	4:00		3:10			10:30	
136.7	SX	SIXTH AVENUE 6.0	DN	4:40	1:32		6:55			5:27	4:17							2:38	3:36		2:45			10:00	
130.7	UO	STEILACOOM 2.0	DN	4:25	1:22		6:45			5:18	4:00							2:18	3:10		2:10			9:30	
128.7		KETRON 6.7	DN	4:20	1:18		6:42			5:14	3:53							2:10	3:00		1:50			9:00	
122.0	NU	NISQUALLY 3.8	DN	4:07	1:08	VIA PRAIRIE LINE See page 5	6:32			5:05	3:35							1:45	2:35		1:20			8:30	
118.2	SR	ST. CLAIR 1.6	DN	3:55	1:02		6:25PM			4:57	3:25							1:35	2:20		1:10PM			8:00	
116.6		KYRO 5.1	DN	3:53	1:00		See page 4	See page 4		4:54	3:22							1:28	2:15		See page 4			7:50	
111.5	MA	CHAMBERS PRAIRIE 2.6	DN	3:45	12:52					4:47	3:10							1:08	2:00					7:30	
108.9		PLUMB 5.4		3:40	12:48					4:41	3:00							1:00	1:30					6:50	
103.4	NO	TENINO 0.5	DN	3:29	12:39					4:34	2:48							12:31	1:11					6:30	
102.9		TENINO JCT. 3.2	DN	3:27	12:37			A 7:31PM		4:33	2:45	A 11:40AM					A 10:43PM	12:30	1:10	A 6:40AM				6:15	
99.7	BU	BUCODA 5.1	DN	3:20	12:32			7:27		4:27	2:35	11:30					10:35	12:05AM	12:55	6:30				6:00	
94.6	WA	WABASH 2.2	DP											A 12:45PM	A 1:10PM										
92.4	CN	CENTRALIA 3.7	DN	3:05	12:20			A 6:55PM	7:17	4:15	2:20	11:15	A 6:35PM	L 12:40PM	L 1:00PM		10:15	11:30PM	12:30	L 6:00AM		A 4:20PM	A 2:00PM	L 5:30AM	A 2:30PM
88.7	CH	CHEHALIS C. M. & St. P. 0.9	DN	2:45	12:05PM			6:45	7:02	4:10	2:00	11:10	6:25				9:55	11:05	12:05AM			4:05 3:45 5:02	1:45		2:15
87.8		CHEHALIS JCT. 6.5	DN									L 10:50AM	L 6:15PM												
81.3	NA	NAPAVINE 3.1	DN	2:30	11:50AM			6:30	6:49	3:45	1:35	See page 8	See page 8				9:25	10:27	11:25			See page 8	1:00		1:50
78.2		EVALINE 3.1		2:24	11:44			6:25	6:44	3:37	1:30						9:18	10:17	11:15				12:14PM		1:20
75.1	WI	WINLOCK 6.5	DN	2:15	11:37			6:17	6:37	3:29	1:22						9:08	10:07	11:05				11:59AM		1:05
68.6	PN	VADER 2.7	DN	2:00	11:24			6:03	6:27	3:14	1:10						8:54	9:47	10:45				11:05		12:30PM
65.9		OLEQUA 6.9		1:52	11:19			5:58	6:23	3:07	1:06						8:47	9:40	10:35				10:50		11:50AM
59.0	CA	CASTLE ROCK 6.3	DN	1:40	11:05			5:46	6:14	2:55	12:55						8:32	9:20	10:18				10:30		11:30
52.7		OSTRANDER 3.6	DN	1:28	10:53			5:36	6:04	2:43	12:47						8:19	9:02	10:00				9:00		11:05
49.1	KS	KELSO 2.9	DN	1:20	10:46			5:29	5:58	2:35	12:42						8:11	8:54	9:52				8:45		10:55
48.2		LONGVIEW JCT. L. P. & N. Ry. 2.8	DN																					10:20	
43.4		CARROLLS 4.5		1:10	10:34			5:18	5:48	2:23	12:34						7:59	8:41	9:40				7:45		9:55
38.9	KA	KALAMA 4.3	DN	1:00	10:25			5:10	5:41	2:17	12:27						7:50	8:32	9:30				7:30		9:35
34.6		MARTINS BLUFF 4.8		12:49	10:17			5:03	5:36	2:08	12:21						7:40	8:23	9:17				6:15		9:05
29.8	WD	WOODLAND 5.4	DN	12:41	10:10			4:55	5:31	2:00	12:14						7:30	8:13	9:05				6:00		8:50
24.4	RQ	RIDGEFIELD 5.2	DN	12:28	10:00			4:45	5:21	1:50	12:06AM						7:17	8:01	8:50				5:45		8:20
19.2		KNAPP 3.3		12:19	9:50			4:35	5:13	1:40	11:59PM						7:05	7:50	8:39				5:27		7:50
15.9		FELIDA 2.8	DN	12:14	9:45			4:30	5:09	1:35	11:54					See page 8	6:57	7:43	8:31				5:20		7:35
13.1	VJ	VANCOUVER JCT. 3.1	DN	12:10	9:40			4:25	5:05	1:30	11:50					A 9:55AM	6:50	7:37	8:25				5:10		7:25
10.0	MX	VANCOUVER S. P. & S. 8.2	DN	12:05AM	9:35AM			4:20PM	5:00PM	1:25PM	11:45PM					L 9:45AM	6:40PM	7:30PM	8:15PM				5:00AM		7:15AM
BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE AND RULES.																									
1.8		CITY LIMITS (Guilfs Lake Yard) 1.8																L 6:53PM							
0.0	VC	PORTLAND DN	1000	L 11:30PM	L 9:00AM			L 3:45PM	L 4:30PM	L 1:00PM	L 11:15PM														
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	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		4.50	4.15	10	.50	2.35	2.26	4.15	4.45	.45	.20	.05	.10	.10	3.43	7.26	7.32	.40	2.20	.25	6.31	5.15	6.10
		Average Speed Per Hour		28.9	32.0	22.8	33.6	31.0	38.1	32.0	28.7	20.1	13.8	26.4	13.2	18.6	24.4	18.4	18.1	13.3	12.0	12.0	12.5	10.3	13.3

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.

DOUBLE TRACK BETWEEN TACOMA AND VANCOUVER.

SPECIAL INSTRUCTIONS PAGES 9, 12, 13 AND 14.

TACOMA DIVISION

## WESTWARD

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

Water, Fuel, Switches, Yards and Yard Limits	Station Numbers	Distance from St. Clair	Time Table No. 52C September 27, 1925 Succeeding No. 52B STATIONS		Car Capacity of Stages	FIRST CLASS						SECOND CLASS		THIRD CLASS					
						421	423	577	579	581	583	693	697	965	967	983	987	991	
						Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tuesday & Fri.	
						Nor. Pac. Passenger	Nor. Pac. Passenger	O.-W.R. & N. Passenger 43	C.M. & St. P. Passenger 117	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Freight	C.M. & St. P. Freight 161	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	O.-W.R. & N. Way Frt.	Nor. Pac. Freight	
X	CS 28	0.0	SR	ST. CLAIR	DN	48	L 11.56AM	L 6.45PM											
	CK 18	2.9		UNION MILL	P	Spur	\$12.02PM	\$ 6.52											
	CK 20	4.4		LACEY		31	\$12.05 <sup>422</sup>	\$ 6.55											
WT X	CK 25	9.4	OY	OLYMPIA	DP	44	\$12.15 <sup>965</sup>	\$ 7.10 <sup>965</sup>		L 10.20AM	L 4.30PM			A 10.15AM					
		10.0		TUMWATER SPUR CROS.															
	CK 34	14.7		BELMORE		32	\$12.32	\$ 7.27		\$10.32	\$ 4.42								
	CK 37	21.3	RK	LITTLE ROCK	DP	43	\$12.44	\$ 7.39		\$10.46	\$ 4.55								
	CK 37½	22.5		BORDEAUX JCT.	P	Spur 50	\$12.47	\$ 7.42		\$10.48	\$ 4.58								
	CK 40	24.4		MIMA		11	\$12.50	\$ 7.45		\$10.52	\$ 5.02								
WY X	CK 44	28.6	HK	GATE	DN	82	\$ 1.00 <sup>582</sup>	\$ 7.55 <sup>582</sup>		A 11.05AM <sup>422</sup>	A 5.15PM <sup>424</sup>	See page 7 L 4.15AM		See page 7 L 9.15AM					
	CM 5	33.5	OX	OAKVILLE	DP	95	\$ 1.19	\$ 8.09				4.26		\$ 9.35 <sup>422</sup>					
	CM 12	40.4		LYTLE		34	1.32	8.22				4.42		\$11.17					
W	CM 13	41.4		PORTER		16	\$ 1.34	\$ 8.24				4.44		\$11.30					
	CM 15	43.0	MN	MALONE	DP	Spur 10	\$ 1.37	\$ 8.27				4.48		\$11.40AM					
	CM 19	48.0	EF	ELMA	DN	69	\$ 1.46 <sup>967-968</sup>	\$ 8.36				5.03		\$12.05PM <sup>421-968</sup>					
T X	CM 23	51.7	SP	SATSOP	DP	29	\$ 1.53	\$ 8.43				5.12		\$ 2.05					
	CM 25	53.6		BRADY		Spur	\$ 1.57	\$ 8.47				5.17		\$ 2.15					
	CM 29	57.7	MO	MONTESANO	DNP	60	\$ 2.06	\$ 8.56				5.28		\$ 3.00					
Y X	CM 37	0.0	AJ	ABERDEEN JCT.		35													
		0.9		JUNCTION CITY															
	CR 1	1.5		COSMOPOLIS JCT.															
W X	CG 2	2.9	MP	COSMOPOLIS	D	30													
				O.-W. R. & N. 1.4 Track Conn.															
	CR 1	1.5		COSMOPOLIS JCT.															
	CR 3	2.4		SOUTH ABERDEEN		90													
	CR 13	13.1		MARKHAM		10													
T	CR 16	15.6		OCOSTA		10													
	CR 19	18.3		BAY CITY		Spur													
	CM 37	65.8		ABERDEEN JCT.		35	\$ 2.20	\$ 9.10				5.53		\$ 3.30					
Y X O X	CM 40	68.9	SA	ABERDEEN	DN	50	\$ 2.30	\$ 9.20	L 7.00AM	L 5.45PM		6.20	L 5.40AM	\$ 3.55 <sup>424</sup>			L 6.45PM		
	CM 44	72.5	HO	HOQUIAM	DN	200	\$ 2.45	\$ 9.35	A 7.15AM	A 6.00PM		A 6.40AM	A 6.00AM	A 4.15PM <sup>694-988</sup>	L 9.30AM <sup>422</sup>		A 7.00PM		
	CM 47	76.0		GRAYS HARBOR CITY			\$ 3.00								\$ 9.45				
	CM 52	80.4		GRAY GABLES			\$ 3.12								\$10.00				
	CM 54	82.0		CHENOIS CREEK			\$ 3.16								\$10.10				
		84.0		BURROWS			\$ 3.22								\$10.20				
W	CM 56	85.2		TULIPS	P	40	\$ 3.25 <sup>984</sup>								\$10.30				
		85.9		WILDERNESS			\$ 3.28								\$10.35				
	CM 61	88.4		COPALIS		Spur	\$ 3.36								\$10.60				
	CM 63	91.6	CR	CARLISLE	D	60	\$ 3.45								\$11.16				
	CM 64	92.6		ON SLOW		30	\$ 3.48								\$11.20				
	CM 66	94.5		STEARNSVILLE		Spur	\$ 3.53								\$11.40AM				
	CM 68	96.4		ALOHA		26	\$ 3.57								\$12.01PM				
W	CM 69	98.1		PACIFIC BEACH		Spur 7	\$ 4.00								\$12.10				
	CM 71	99.5		SUNSET BEACH			\$ 4.06								\$12.20				
	CM 72	100.5	MC	MOCLIPS	D	33	A 4.10PM								A 12.30PM				
							Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tuesday & Fri.	
							3.49	2.35	.15	.15	.45	2.25	.20	1.00	3.51	3.00	.15	1.15	
							26.3	27.9	14.4	14.4	25.6	18.1	10.8	9.4	13.9	9.0	14.4	14.5	

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. 52C

September 27, 1925

Succeeding No. 52B

## STATIONS

Telegraph Offices and Calls

		FIRST CLASS							SECOND CLASS				THIRD CLASS				
		422	424	500	578	582	584		694	698			966	968	984	988	992
		Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tues. & Fri.
		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
		See page 2	See page 2	118	44								See page 2				
ST. CLAIR	DN	100.5	12.14	6.25									1.00				
UNION MILL	P	97.6	12.08	6.18									12.50				
LACEY		96.1	12.05	6.15									12.35				
OLYMPIA	DP	91.1	11.55	6.05		1.55	8.45						12.15				
TUMWATER SPUR CROS.		90.5	11.50	6.00									421				
BELMORE		85.8	11.39	5.49		1.40	8.30										
LITTLE ROCK	DP	79.2	11.28	5.38		1.27	8.17										
BORDEAUX JCT.		78.0	11.25	5.35		1.24	8.14										
MIMA		76.1	11.22	5.32		1.20	8.10										
GATE	DN	71.9	11.15	5.25		1.10	8.00		See page 5				See page 5				
OAKVILLE	DP	67.0	10.59	5.10		421	423		7.10				2.50				
LYTLE		60.1	10.44	4.55					6.55				2.35				
PORTER		59.1	10.42	4.53					6.35				2.05				
MALONE	DP	57.5	10.39	4.50					6.30				2.00				
ELMA	DN	52.5	10.30	4.40					6.25				1.50				
SATSOP	DP	48.8	10.23	4.33					6.10				1.46				
BRADY		46.9	10.20	4.30					5.47				1.30				
MONTESANO	DNP	42.8	10.14	4.24					5.42				1.10				
ABERDEEN JCT.		18.3							5.32				10.30				
JUNCTION CITY		17.4															
COSMOPOLIS JCT.		16.8															
COSMOPOLIS	D	18.2															3.05
COSMOPOLIS JCT.		16.8															3.00
SOUTH ABERDEEN		15.9															2.55
MARKHAM		5.2															2.30
OCOSTA		2.7															2.10
BAY CITY		0.0															1.55
ABERDEEN JCT.		34.7	9.59	4.09					5.05				10.05				
ABERDEEN	DN	31.6	9.50	4.00	1.05	11.00			4.50	5.15		9.35					
HOQUIAM	DN	28.0	9.35	3.45	12.50	10.40			4.30	5.00		9.20	4.30	4.25			
GRAYS HARBOR CITY		24.5	9.19														
GRAY GABLES		20.1	9.07														
CHENOIS CREEK		18.5	9.02														
BURROWS		16.5	8.56														
TULIPS	P	15.3	8.53														
WILDERNESS		14.6	8.51														
COPALIS		12.1	8.44														
CARLISLE	D	8.9	8.36														
ONSLow		7.9	8.33														
STEARNSVILLE		6.0	8.28														
ALOHA		4.1	8.23														
PACIFIC BEACH		2.4	8.18														
SUNSET BEACH		1.0	8.13														
MOCLIPS	D	0.0	8.10														
Time Over Subdivision			Daily	Daily	Daily	Daily	Daily		Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tue & Fri.
Average Speed Per Hour			3.44	2.25	.15	.20	.45	.45	2.40	.15			.45	4.05	3.30	.15	1.10
			26.7	30.0	14.4	10.8	25.6	25.6	16.5	14.4			12.0	10.3	8.0	14.4	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								Time Table No. 52C												FIRST CLASS				THIRD CLASS							
985				527				519				517				421				September 27, 1925												986			
Ex. Sun.				Ex. Sun.				Ex. Sun.				Daily				Succeeding No. 52B												Ex. Sun.							
Nor. Pac. Way Frt.				Nor. Pac. Passenger				O.-W. R. R. & N. Passenger				O.-W. R. R. & N. Passenger				Nor. Pac. Passenger				STATIONS												Nor. Pac. Way Frt.			
L 8:00AM												L 11:22AM				Telegraph Offices and Calls												A 3:55PM							
8:10												11:27				LAKEVIEW 2.5												f 3:47							
f 8:12												11:28				COUNTRY CLUB 0.5												f 3:45							
s 8:20												f 11:30				TILLICUM 1.5												s 3:40							
A 8:30AM				L 10:58AM				L 4:50PM				L 2:55PM				s 11:36				MURRAY 3.2												L 3:30PM			
				A 11:08AM				A 5:00PM 520				A 3:05PM 518				A 11:46AM				CAMP LEWIS 3.9															
												X				CS 24				NISQUALLY DN															
												See page 1																							
Ex. Sun.				Ex. Sun.				Ex. Sun.				Daily																Ex. Sun.							
.30				.10				.10				.10				.24				Time Over Subdivision												.25			
15.0				23.4				23.4				23.4				29.0				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			Water, Fuel, Scales, Turn Tables, Ways and Yard Limits	Station Numbers	Distance from Tacoma	Time Table No. 52C September 27, 1925 Succeeding No. 52B			Distance from Tenino Junction	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS		THIRD CLASS					
997	985		671		591	459	421	422				458	592	672				964	986								
Ex. Sun.	Ex. Sun.		Ex. Sat.		Daily	Daily	Daily	Daily				Daily	Daily	Ex. Sat.				Ex. Sun.	Ex. Sun.								
Great Northern Way Freight	Nor. Pac. Way Freight		Great Northern Time Freight		Nor. Pac. Willapa Harbor Passenger	Consolidated Portland Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger				Nor. Pac. Passenger	Nor. Pac. Passenger	Great Northern Time Freight				Nor. Pac. Way Freight	Nor. Pac. Way Freight								
Via Drawbridge Line			Via Drawbridge Line		L 10:25AM	L 5:45PM	L 11:00AM		1977	0.0	Q TACOMA 0.2 DN Cross Over	39.2	A 1:10PM	A 8:30PM	A 1:05PM		Via Drawbridge Line		Via Drawbridge Line								
L 7:05AM	L 7:15AM		L 9:05PM		10:27	5:47	11:02			0.2	AX 15th ST. TOWER 4.4 DN Cross Over	39.0	1:05	8:27	1:00		A 12:20AM		A 10:30AM		A 4:30PM						
7:30	s 7:45		9:30		s 10:40	5:59	s 11:15	WO TX	1981	4.6	SU SOUTH TACOMA 3.6 D	34.6	s 12:55	8:17	s 12:50		12:01AM		s 9:55		s 4:10						
f 7:40	A 8:00AM		9:38		f 10:46	6:04	A 11:22AM s		1985	8.2	VA LAKEVIEW 5.0 D	31.0	L 12:48PM s	8:12	f 12:42		11:50PM		s 9:42		L 3:55PM						
f 7:50			9:48		f 10:53	6:11			1990	13.2	HILLHURST 6.0	26.0		8:05	f 12:35		11:40		s 9:25								
s 8:10			10:00		s 11:03	6:19		W	1998	19.2	RY ROY 5.5 Lap Siding D	20.0	E 62 W 67	7:57	s 12:25		11:28		s 9:00								
s 8:30 964			10:11		s 11:13	6:26			2002	24.7	YA YELM 5.5 D	14.5	74	7:50	s 12:13		11:15		s 8:30 997								
s 8:45			10:22		s 11:23	6:33			2007	30.2	RA RAINIER 4.2 Lap Siding D	9.0	E 64 W 73	7:44	s 12:02PM		11:04		s 8:00								
f 9:00			10:32		f 11:30	6:39			2011	34.4	McINTOSH 4.6 P	4.8	74	7:38	f 11:52AM		10:54		s 7:30								
s 9:20			10:42		s 11:38	6:45		X	2015	39.0	TN WEST TENINO 0.2 D	0.2	36	7:32	s 11:43		10:44		s 7:00								
A 9:25AM			A 10:43PM 672		A 11:40AM 592	A 6:46PM		W X		39.2	TENINO JUNCTION	0.0	E 73 W 74	L 7:31PM	L 11:40AM 591		L 10:43PM 671		L 6:40AM								
See page 1			See page 1		See page 1	See page 1								See page 2	See page 2		See page 2		See page 2								
Ex. Sun.	Ex. Sun.		Ex. Sat.		Daily	Daily	Daily							Daily	Daily	Daily	Ex. Sat.		Ex. Sun.	Ex. Sun.							
2.20	.45		1.38		1.15	1.01	.22				Time Over Subdivision			.22	.59	1.25	1.37		3.50	.35							
16.9	10.7		24.1		31.4	37.0	22.3				Average Speed Per Hour			22.3	39.2	27.7	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

DOUBLE TRACK BETWEEN TACOMA AND SOUTH TACOMA.

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

## EASTWARD

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

**BETWEEN MEEKER AND TACOMA TRAINS WILL BE GOVERNED BY SEATTLE AND TACOMA TERMINALS TIME TABLE AND SPECIAL INSTRUCTIONS.**

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

## WESTWARD

SIXTH SUBDIVISION.  
(GREEN RIVER BRANCH.)

## EASTWARD

SECOND CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Kerriston	Time Table No. 52C September 27, 1925 Succeeding No. 52B			Distance from Kanaskat	Car Capacity of Sidings	SECOND CLASS			
533		531					STATIONS					532		534	
Ex. Sun.		Ex. Sun.										Ex. Sun.		Ex. Sun.	
Mixed		Mixed										Mixed		Mixed	
			L 1.10PM 532		C J 15	0.0	KERRISTON 1.6	14.7			A 1.00PM 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		12.10PM				
			2.30			12.4	KANGLEY JCT. 1.6	2.3	15		11.45AM 10.15				
		L 1.30AM			C J 4	14.0	SELLECK 0.1	3.9			A 10.40AM				
						13.9	C. M. & St. P. Ry. Crossing 0.9	3.8							
		f 1.40				13.0	YANDELL 0.6	2.9			f 10.25				
		A 1.45AM			C J 2	12.4	KANGLEY JCT. 0.3	2.3			L 10.15AM				
		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 3.00PM		W Y O X	A 1	14.7	GV KANASKAT DN	0.0	75		L 9.45AM				
		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

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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

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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. 52C				FIRST CLASS			SECOND CLASS		THIRD CLASS												
987	967		693					577	505	503	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Centralia	September 27, 1925 Succeeding No. 52B			Distance from Gate	Car Capacity of Sidings	502	504	578				694		968	988				
Ex. Sun.	Ex. Sun.		Ex. Sun.				Daily	Daily	Daily	O-W.R.&N Passenger 43				Nor. Pac. Passenger	Nor. Pac. Passenger						Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger 44				Ex. Sun.		Ex. Sun.	Ex. Sun.		
O-W.R.&N Way Frt. 51	Nor. Pac. Way Frt.		Nor. Pac. Freight																									Nor. Pac. Freight		Nor. Pac. Way Frt.	O-W.R.&N Way Frt. 52	
Telegraph Offices and Calls																																
L 1.00PM	L 7.30AM		L 3.30AM				L 3.00AM	L 7.20PM	L 12.25PM	WCY X	2027	0.0	CN	CENTRALIA 2.2	DN	13.6	500	A 11.50AM	A 6.00PM	A 1.45AM				A 8.05PM		A 4.00PM	A 9.45PM					
A 1.10PM	7.40		3.40				A 3.07AM	7.25	12.30	X			2.2	BLAKESLEE JUNCTION O.-W. R. & N. Co. Crossing C. M. & St. P. Ry. Crossing Interlocked Track Conn.			11.4		11.39	5.49	L 1.30AM			7.51		3.51	L 9.30PM					
	s 8.05		3.50					s 7.34 694	s 12.39		CK51	6.4	6.4	GRAND MOUND 4.2 4.6 P			7.2	60	s 11.30	s 5.40				7.34 505		s 3.35						
	s 8.30		4.00					s 7.44	s 12.49		CK47	11.0	11.0	RH ROCHESTER DP C. M. & St. P. Ry. Crossing 2.6			2.6	65	s 11.22	s 5.32				7.20		s 3.15						
	A 8.45AM		A 4.10AM					A 7.55PM	A 1.00PM	WY X	CK44	13.6	13.6	HK GATE DN			0.0	82	L 11.15AM	L 5.25PM				L 7.10PM		L 3.00PM						
Ex. Sun.	Ex. Sun. See page 3		Ex. Sun. See page 3				Daily	Daily	Daily					Time Over Subdivision					.35	.35	.15			.55		1.00	.15					
13.2	10.8		20.4				18.8	23.3	23.3					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.)

## EASTWARD

SECOND CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Mendota	Time Table No. 52C September 27, 1925 Succeeding No. 52B				Distance from Wabash	Car Capacity of Sidings	SECOND CLASS			
513							STATIONS						514			
Ex. Sun.							Telegraph Offices and Calls						Ex. Sun.			
Mixed													Mixed			
L 1.45 PM	514			CO 9	0.0	MENDOTA	P	8.6	24	A 1.25 PM	513					
f 1.55		X		CO 6	2.9	PACKWOOD		5.7	Spur 9	f 1.15						
A 2.25 PM				2025	8.6	WA WABASH	DP	0.0		L 12.45 PM						
Ex. Sun.												Ex. Sun.				
.40												.40				
12.9												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			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Chehalis Jct.	Time Table No. 52C September 27, 1925 Succeeding No. 52B				Distance from South Bend	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
969	593	591	STATIONS						592	594	970							
Ex. Sun.	Daily	Daily	Telegraph Offices and Calls						Daily	Daily	Ex. Sun.							
See page 1	See page 1	See page 1							See page 2	See page 2	See page 2							
Way Freight	Passenger	Passenger							Passenger	Passenger	Way Freight							
L 6.45AM	L 7.35PM	L 12.30PM	Y	2032	0.0	CHEHALIS JCT.	P	56.5	Y	A 10.50AM	A 6.15PM	A 3.35PM						
					1.0	C. M. & St. P. Ry. CROSSING Interlocked		55.5										
s 7.05	s 7.42	s 12.37		CW 2	3.4	LITTELL	D	53.1	24	s 10.42	s 6.07	s 3.10						
s 7.15	s 7.46	s 12.41		CW 5	4.7	ADNA	D	51.8	29	s 10.37	s 6.03	s 2.25						
f 7.25	f 7.52	f 12.47		CW 8	7.2	BUNKER		49.3	Spur	f 10.30	f 5.54	f 2.05						
s 7.55	f 7.59	f 12.54	W 2.4 m West	CW 10	10.1	CERES		46.4	30	s 10.23	f 5.47	s 1.40						
s 8.20	f 8.05	f 1.00		CW 12	12.6	MESKILL		43.9	Spur	f 10.16	f 5.40	s 1.25						
					16.2	LUEDINGHAUS R.R. CROSS'G		40.3										
s 9.30	s 8.14	s 1.09		CW 16	16.3	DR DRYAD	D	40.2	98	s 10.07	s 5.30	s 1.10						
10.07		970			16.8	C. M. & St. P. Ry. CROSSING Interlocked		39.8				591						
s 10.20	s 8.17	s 1.12		CW 17	17.6	DOTY	D	33.9	Spur 35	s 10.03	s 5.27	s 12.30						
s 10.40	s 8.29	s 1.24	WX	CW 22	22.3	PE ELL	D	34.2	61	s 9.52	s 5.17	12.10 PM						
11.30 AM					23.6	McCORMICK R. R. CROSSING		32.9				969						
s 12.01 PM	s 8.35	s 1.30		CW 24	24.2	McCORMICK		32.3	Spur 15	s 9.46	s 5.11	s 11.00						
s 12.20	s 8.41	s 1.36		CW 26	26.1	WALVILLE		30.4	Spur 15	s 9.41	s 5.06	s 10.30						
					27.6	WALVILLE LBR. CO. R. R. Cr.		28.9										
f 12.40	f 8.47	f 1.42	T	CW 20	28.9	PLUVIUS	P	27.6	28	f 9.35	f 5.00	f 10.00						
s 1.00	s 9.02	s 1.57	W	CW 35	35.3	FRANCES	DP	21.2	56	s 9.15	s 4.40	s 9.20						
2.05		969				1.4				970		592						
f 2.10	f 9.06	f 2.01		CW 37	36.7	GLOBE		19.8	Spur 15	f 9.10	f 4.35	s 8.40						
s 2.23	s 9.10	s 2.05		CW 38	38.0	LEBAM	D	18.5	8	s 9.06	s 4.31	s 8.30						
f 2.33	f 9.18	f 2.13		CW 41	41.2	NALLPEE		15.3	Spur	f 8.58	s 4.23	f 8.15						
f 2.38	s 9.21	s 2.16		CW 42	42.3	HOLCOMB		14.2	31	s 8.55	s 4.20	f 8.10						
f 2.50	s 9.31	s 2.26		CW 46	46.5	MENLO	P	10.0	9	s 8.45	s 4.10	f 7.55						
f 3.05	f 9.41	f 2.36		CW 50	50.5	WILLAPA		6.0	14	f 8.35	f 4.00	f 7.40						
s 3.30	s 9.55	s 2.50	X	CW 53	53.1	ND RAYMOND	D	3.4	72	s 8.30	s 3.55	s 7.30						
A 3.40 PM	A 10.05 PM	A 3.00 PM	WCT X	CW 57	56.5	SB SOUTH BEND	D	0.0	66	L 8.20 AM	L 3.45 PM	L 7.00 AM						
594										969								
Ex. Sun.	Daily	Daily								Daily	Daily	Ex. Sun.						
6.23	2.30	2.30								2.30	2.30	6.25						
8.7	22.6	22.6								22.6	22.5	8.8						
Average Speed Per Hour																		

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			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Yacolt	Time Table No. 52C September 27, 1925 Succeeding No. 52B			Distance from Vancouver Jct.	Car Capacity of Sidings	2d Class	
587						STATIONS					588	
Ex. Sun.						Telegraph Offices and Calls					Ex. Sun.	
Mixed											Mixed	

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				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Stinson	Time Table No. 52C September 27, 1925 Succeeding No. 52B		Distance from Elma	Car Capacity of Sidings	SECOND CLASS			
			551				552							
			Ex. Sun. Mixed				Ex. Sun. Mixed					STATIONS Telegraph Offices and Calls		
					CH 15	0.0	MARMAC 4.9	15.0	20					
					CH 10	4.9	STIMSON 0.9	10.1	Spur 7					
						5.8	MILLPORT 1.4	9.0						
					CH 7 1/2	7.2	HILLGROVE 0.2	7.8	Spur 4					
					CH 7	7.4	McCLEARY JUNCTION 0.8	7.6						
			L 3.16 PM	T	CH 8	8.2	McCLEARY 0.8	8.4	Spur 15	A 2.20 PM				
			3.18		CH 7	7.4	McCLEARY JUNCTION 3.3	7.6		2.15				
						10.7	WHITE LUMBER CO. R. R. Cr. 0.2	4.3						
			s 3.45	WX	CH 4	10.9	WHITE 4.1	4.1	Spur 5	s 2.05				
			A s 4.00 PM	TX	CM 10	15.0	EF ELMA D	0.0	69	L 1.50 PM				
			Ex. Sun.							Ex. Sun.				
			.45				Time Over Subdivision			.30				
			11.2				Average Speed Per Hour			16.8				

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

## SPECIAL INSTRUCTIONS.

- City or Village ordinances restrict speed of trains over highway crossings within corporate limits as follows: Winlock, six (6) miles per hour; Chehalis and Vader, twelve (12) miles per hour; Centralia, ten (10) miles per hour. Bucoda and Ridgefield, fifteen (15) 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.
- 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.
- 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.
- 20. 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. 407 will stop at Olegua, Ostrander, Carrolls, Martin's Bluff, Knapps and Felida to discharge passengers and express from points East of 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.
- No. 514 will connect with Nos. 407 and 408 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.
- 21. Register Stations**—
- Tacoma—Union Station for passenger trains—River Street for freight trains.
- Centralia Passenger Station.
- Vancouver Passenger Station.
- Portland Telegraph Office.
- McCarver Street.
- 22. 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.
- 23. Clearance Exceptions**—Clearance will not be required at McCarver Street by eastward trains if train order signal is in clear position.
- 24. Bulletin Stations**—
- Tacoma..... Union Station, Round House, Yard Office.
- Centralia..... Passenger Station, Round House, Yard Office.
- Vancouver..... Passenger Station, Round House.
- Portland..... Telegraph Office.
- 25. Standard Time Clocks**—
- Tacoma, Union Station, Round House, Yard Office.
- Centralia, Passenger Station, Round House, Yard Office.
- Vancouver Passenger Station.
- 26. Watch Inspectors**—
- Tacoma, R. Vaeth and Son, 924 Pacific Ave.
- Centralia, C. R. Ahern.
- Vancouver, Joseph Carter.
- Portland, W. H. Sexton, 245 Washington St.
- 27. Derrail Switches**—
- West Tacoma..... Spur Track.
- Pioneer..... East and West End, switch at West End to be set for straight track to act as derail.
- Gravel Center..... East and West end.
- Olegard..... East End Spur.
- Nisqually..... Team Track and Set Out Track.
- Chambers Prairie..... East End Industry Track.
- Plumb..... Spur Track.
- Chain Hill Lumber Co..... Spur Track.
- Wabash..... Interlocking Derrail 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 and Union Oil Co. Spur.
- 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.
- Olegua..... House Track.
- Castle Rock..... 150 feet from main track on Silver Lake Log R. R.
- Carrolls..... House Track.
- Longview Jct..... 215 feet rom 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.

Miles from Tacoma	Car Capacity
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
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89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

Pioneer.....	13.0	60
Gravel Center, (State Gravel Co.).....	14.0	15
Cascade Paper Co. (West Tacoma).....	14.4	6
Olegard.....	26.1	15
Chain Hill Lumber Co.....	41.2	4
Menefee.....	73.2	24
McNelly.....	73.9	4
Hermione.....	110.1	30

29. Consolidated passenger trains Nos. 401, 402, 407, 408 operated by Northern Pacific crews.  
Consolidated passenger trains Nos. 456, 457, 458, 459 operated by Great Northern crews.  
Consolidated passenger trains Nos. 561, 562, 563, 564 operated by O.-W. R. & N. crews.

1. **At Olympia**—Tunnel district is protected by automatic electric disc signals located as follows:

- 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. This rule does not supersede Transportation Rules 93 and 93-A, and first class trains must be protected against 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 does not supersede Transportation Rules 93 and 93-A, and first class trains must be protected against 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. Track No. 2 has been assigned for storing of bad order cars. Cars must not be placed on this track by road crews unless authorized personally by Yardmaster.

## 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 rollway.

## 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 logrollway 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	Gate	Hoquiam	Cosmopolis
Olympia	Aberdeen	Moclips	Aberdeen Jet. for No. 422 and No. 968 only.

## 16. Register Exceptions—

At St. Clair trains will register by ticket, Form 608, and will be furnished Register Check, Form 602.

At Aberdeen enginesmen of C. M. & St. R. 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 rollway spur.
Olympia	Rip Track, 565 feet from West Switch.
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.

## 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.
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.
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
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 Jct. and Rainier and between Tacoma and South Tacoma.  
Engines pushing westward passenger trains over Tacoma Hill will not cut off from train until the rear end of the train is over Bailey Street crossing, speed of train to be reduced to ten miles per hour before pusher is cut off.
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  
South Tacoma      Tacoma      West Tenino
10. **Register Exceptions**—  
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.  
South Tacoma.....East end New House Track.  
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           |
| Russell 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 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
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**—  
Denny Clay Co.....East End of Spur.  
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.  
West end Naval Coal Co. track.  
Veazie.....West end spur track.  
Webstone.....Spur track.  
Buckley.....McDougal Log Track, and on west end Standard Oil spur.  
South Prairie.....West end passing track. West end house track.  
West end coal spur.  
Broomfield.....165 feet from main line switch and 369 feet from main line switch.  
Crocker.....West end passing track.  
Orting.....West end house track. West end westward passing track. West end Orting Branch track 300 feet east of station.  
Wilkeson.....Scale track, and passing track opposite station.  
Burnett.....West end of siding. Black Carbon Coal Co.'s spur.  
Fairfax.....On Montezuma line 200 feet east of depot.  
Black Carbon.....Black Carbon Coal Co. track No. 1, 100 feet from main track switch.  
Moneko.....West end of siding.
11. **Commercial Spurs**—
- |                    | Miles from Palmer Junction | Car Capacity |
|--------------------|----------------------------|--------------|
| Denny Clay Co..... | 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.

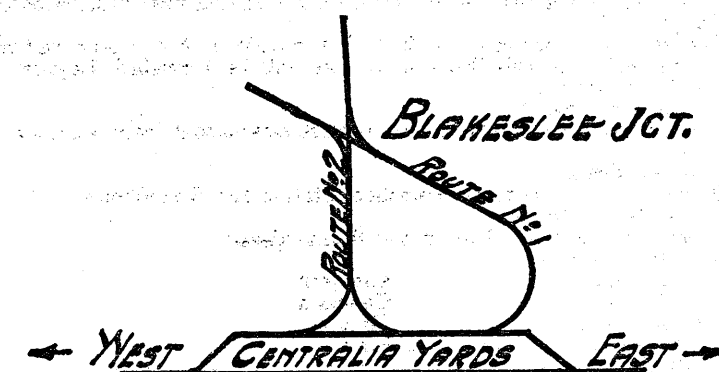
3. **Bridge and Engine Restrictions**—  
Speed will be restricted over Bridge 3, Carbon River, as follows:  
Single header engines classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour.  
Double header engines class F-1 will not exceed eight (8) miles per hour.  
Engines classes 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 S-4 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. This rule does not supersede Transportation Rules 93 and 93-A, and first class trains must be protected against within yard limits.



## SPECIAL INSTRUCTIONS.

## NINTH SUBDIVISION.

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 —
3. **Bridge and Engine Restrictions**—  
Centralia to Gate—Engines classes heavier than W-2 not permitted.
4. **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 Nos. 407-408 and No. 505 will connect with Nos. 458 and 459 at Centralia. No. 505 will connect with Nos. 456, 458 and 459 at Centralia.
6. **Register Station**—  
Centralia Passenger Station.  
Blakeslee Junction for Eastward Northern Pacific trains and O.-W. R. & N. Eastward first class trains.  
Gate.
7. **Register Exceptions**—  
At Centralia Enginemen will not be required to consult register but will be furnished register check, form 602, by conductor.
8. **Bulletin Stations**—  
Centralia. Round House. Yard Office.  
Passenger Station.
9. **Standard Time Clock**—Centralia Passenger Station. Round House. Yard Office.
10. **Watch Inspector**—Centralia, C. R. Ahern.
11. **Derail Switches**—  
Blakeslee ..... Williams Mill Spur.  
Foran ..... Coal Spur.
12. **Commercial Spur**—  
Foran ..... Miles from Centralia 2.9 Car Capacity 6

TENTH SUBDIVISION.  
(MENDOTA BRANCH.)

1. **Engine Restrictions**—  
Engines classes heavier than (S4) not permitted.  
At Mendota Engines must not go beyond derail on Mendota Timber Co. spur.
2. **Speed Restrictions**—  
Twenty-five (25) miles per hour from Wabash to West end of curve  $\frac{1}{2}$  mile East to Mile Post 2. 12 miles per hour from West end of curve East to 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.
3. **At Packwood**—Look out for Union Lumber Co's. engines occupying main track within yard limits.
4. **Register Stations**—Wabash.
5. **Bulletin Stations**—  
Centralia. Roundhouse. Yard Office.  
Passenger Station.
6. **Derail Switches**—  
Mendota ..... Connection with Martin Log Spur.  
Eastern Ry. and Lumber Co.  
Ultran & Rozencranz Spur, 150 feet from main track switch.
7. **Commercial Spur**—  
Ultran & 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.)

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.
3. **At Dryad**, on Leudinghaus Lumber Co. spur, gates are maintained at crossing with main line of C. M. & St. P. Ry. Co. Normal position of gates "clear" for C. M. & St. P. Ry. Co. trains.
4. **At 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.
5. **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 7.00 A. M. to 11.00 P. M., Bridge will be left open when tenders not on duty.

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:  
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.
7. **Speed Restrictions**—  
Passenger trains forty (40) miles per hour, except between Pe Ell and Frances, thirty (30) miles per hour.  
At Raymond, ten (10) miles per hour over Seventh Street crossing.  
Engines classes Y and heavier twenty-five (25) miles per hour.
8. **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.  
Nos. 591, 592, 593 and 594 will stop on flag at Donguire.  
Exchange of U. S. mail is made at Globe and Willapa with No. 591 and at Willapa with Nos. 592 and 594.
9. **Register Stations**—  
South Bend. Chehalis.
10. **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 east 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.
13. **Commercial Spurs**—  
Miles from Chehalis Junction Car Capacity  
Donguire ..... 20.5 15  
Fern ..... 33.6 30  
Custer ..... 34.2 25  
Star Timber Co. .... 38.7 8  
Mayfair ..... 55.6 20

TWELFTH SUBDIVISION.  
(YACOLT BRANCH.)

1. **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.
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.
3. **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.  
Brush Prairie ..... East end siding.  
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
Cedar Creek Lumber Co. ....	13.1	4

THIRTEENTH SUBDIVISION.  
(ELMA BRANCH.)

1. **At Whites**,  $\frac{1}{4}$  mile east, gates are maintained at crossing with Lumber Company's track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing under control expecting to find gates set against them.  
Look out for White Star Lumber Company's engines and cars occupying main track within yard limits.
2. **Engine Restrictions**—  
Engines classes heavier than F1 not permitted.
3. **Speed Restrictions**—  
Passenger trains, twenty-five (25) miles per hour; freight trains, fifteen (15) miles per hour.
4. **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.
5. **Register Stations**—  
Elma.
6. **Bulletin Stations**—Elma.
7. **Derail Switches**—  
Elma ..... Standard Oil Spur.  
McCleary ..... East end interchange track.  
Hillgrove ..... 800 feet west.
8. **Commercial Spurs**—  
Miles from Elma Car Capacity

## ALL SUBDIVISIONS.

1. To insure personal safety operators in double track territory, having train orders or messages for passing trains, must stand on the right side of the train and never between the tracks.
2. Lap sidings: Trains taking siding must head in at lap except as otherwise provided.
3. Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
4. Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train.
5. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
6. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
7. Except as otherwise provided, or when running light without conductor, engine-men will only be required to consult register at initial or starting points.
8. Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.
9. In the State of Washington rear brakeman or flagman must have at least one year's experience; passenger trains of four (4) or more cars must have two (2); and freight trains of twenty-five (25) or more cars must have three (3) brakemen.
10. 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.
11. **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.
12. 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.

N. P. B. A. Hospital  
 Tel. Main 787

## SPECIAL INSTRUCTIONS.

## AUTHORIZED SURGEON G. N. RY. CO.

Dr. R. C. McDANIEL, Portland, 720 Pittock Bldg.  
 DR. J. A. LaGASSA, Tacoma, Wash.

## AUTHORIZED SURGEONS O.-W. R. &amp; N. RY. CO.

Name Location District

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 & GHORMLEY, Asst. Surgeon.....	Portland, 4645 1/2 67th St. S. E.	O.-W. R. & N. Co. Sys.
DR. COURTLAND L. BOOTH, Asst. Surgeon.....	Portland, 129 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...	Auburn	Seattle-Tacoma.
DR. F. D. MERRITT, District Surgeon..	Tacoma, Fidelity Bldg.	Auburn-Tenino.
DR. CHAS. JAMES, District Surgeon...	Tenino	Tacoma-Centralia.
DR. W. A. MILLINGTON, Dist. Surgeon.		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

Name	Location	Telephone Number Residence Office	Stretchers At	Name	Location	Telephone Number Residence Office	Stretchers At
DR. F. W. WICHMAN.....	Tenino	423. 421.	Tacoma, Tool Car Hospital Round House Moon Yard Office Head-of-Bay Yard. Baggage Room. Wharf.	DR. JULIUS BILDSTINE.....	Walville.	Walville Lbr. Co. 980.	Southbend.
DR. G. T. POOLE.....	Rainier.	11.		DR. J. J. O'LEARY.....	Olympia.	979.	
DR. H. Y. BELL.....	Centralia.	560. 787.		DR. H. J. BROWN.....	Olympia.	955-J. 104.	Olympia.
DR. F. J. HACKNEY.....	Centralia.	548. 787.		DR. J. O. VAN WINKLE.....	Oakville.	No Telephone.	
DR. G. W. KENNICOTT.....	Chehalis.	261-M. 261-J.		DR. A. A. FOOT.....	Elma.	78-J. 680.	
DR. J. H. MANNING.....	Chehalis.	52-R. 52-W.		DR. J. F. McDONALD.....	Hoquiam.	209. 160.	
DR. W. W. WEBB.....	Winlock.	19. 19.		DR. J. H. FITZ.....	Montesano.	160-R. 330.	Aberdeen.
DR. R. H. CAMPBELL.....	Vader.	404. 404.		DR. I. R. WATKINS.....	Aberdeen.	820. 149-M.	
DR. H. H. QUALFE.....	Castle Rock.	244. 154.		DR. H. C. WATKINS.....	Hoquiam.	149-J. 1182.	
DR. E. C. HACKETT.....	Kelso.	628. 75.		DR. F. A. PLUM.....	Cosmopolis.		
DR. L. R. LIGHTFOOT.....	Longview.	646. 450-W.					
DR. L. S. ROACH.....	Kalama.	622. 553.					
DR. C. J. HOFFMAN.....	Woodland.	17-J-2. 17-J-1.					
DR. R. S. STRYKER.....	Ridgefield.	253. 251.					
DR. CHAS. McCALLUM.....	Vancouver.	628. 628.					
DR. C. E. RICHARDS.....	Yacolt.	303. 303.					
DR. C. S. WHITE.....	Portland.	Sunset 5075. Main 0711.					
DR. J. F. DICKSON (Oculist)...	Portland.	Bdwy. 2443. Main 5127.					
DR. R. M. DODSON.....	Portland.	Taber 0106. Main 0711.					
DR. W. M. KARSHNER.....	Puyallup.	Garfield 4416. Main 3873.					
DR. J. H. SHEETS.....	Buckley.	93. Main 94.					
DR. F. G. ULLMAN.....	Enumclaw.	1712.					
DR. W. W. WICK.....	Burnett.	House No. 79.					
DR. R. L. SIMPSON.....	Bucoda.	No Telephone. 161.					
DR. E. W. STEVENS.....	Dryad.	11 Dryad. Dryad 64.					
DR. H. B. CRAVENS.....	Pe Ell.	266. Doty 69.					
DR. ORNE R. NEVITT.....	Raymond.	220. 124.					
DR. F. W. ANDERSON.....	South Bend.	161-W. 117-W.					
DR. G. A. TRIPP.....	South Bend.	164-W. 117-W.					

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

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

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

## 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.-Meelips).....	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' 5"	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	3000	99	2800	99	2500	80	2500	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		
	St. Clair to Lacey.....	1.60	1000		900		800	40	800	40						
Second Westward	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						
Second Eastward	Hoquiam to Moclips.....	0.40	4000	99	4000	99	2500	99	2500	99						
	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						
Third Westward	Olympia to Lacey.....	1.61	1000		900		550	30	550	30						
	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						
	Nisqually to American Lake.....	1.60	1000	50	800	40	550	30	550	30						
Third Eastward	American Lake to Murray.....	1.00	2000		1800		1500		1500							
	Murray to Lakeview.....	0.66	2500		2300		2000		2000							
	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 Westward	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		
	Palmer Jet. to Tacoma.....	0.00		99		99		80		80				60		
	Fairfax to South Prairie.....	0.00		99		99	2000	45	2000	45						
Fourth Eastward	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		
	Buckley to Palmer Jet.....	1.25	1650	80	1450	60	900	60	800	60			500	17		
Fifth Westward	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						
Fifth Eastward	Kerriston to Kanaskat.....	1.40					600	30	600	30						
	Kanaskat to Kerriston.....	2.30					400	25	400	25						
	Crocker to Wingate.....	1.70					500		500							
	Orting to Lake Kanowsin.....	1.40					600		600							
Sixth Westward	Centralia to Gate.....	0.50	3000		2900		2200	70	2200	70						
	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						
Sixth Eastward	Wabash to Mendota.....	0.70					1250						750			
	Chehalis Jet. to Adna.....	0.50	2900		2800		2000	60	2000	60				2000	80	
	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	
Seventh Westward	McCormick to Pluvius.....	1.60	1000		900		550	30	550	30				750	40	
	Pluvius to South Bend.....	0.53		99		99		70		70					80	
	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	
Seventh Eastward	Pluvius to Chehalis Jet.....	0.40		99		99		70		70					80	
	Yacolt to Van Jet.....	0.58					1800	45	1800	45						
	Van Jet. to Homan.....	1.60					550	35	550	35						
	Homan to Yacolt.....	1.66					800	45	800	45						
Eighth Westward	Elma to Stimson.....	1.00					1000	70	1000	70						

## SPEED TABLE.

Time per Mile Miles per		
Min.	Sec.	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.



