# NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME

# 50 TABLE

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

SUNDAY, APRIL 3, 1927.

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

A. V. BROWN, General Manager. J. E. CRAVER,
General Superintendent.

M. G. CRAWFORD,
Assistant General Superintendent of Transportation.

W. C. SHOWALTER, Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

FACOM	A DIV	ISION							·			1													
	WES	TWARD								FIR		BDIVISI	ON.												
<b>5</b> 8				1				FIRST	CLASS				ı		SECONE	CLASS					THIRD	CLASS			
Soal Wy mits	ST 90	Time Table No. 52E	_	401	407	421	423		561	563	591	593	6		679		693	963	965	969	973	975	977	979	997
d Lis	Num	April 3, 1927 Succeeding No. 52D	from	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Sat.	Daily				<del></del>	Ex. Sun.			Ex. Sun.	Ex. Sun.	Ex. Sun.
Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	ation ]	STATIONS	stance coma	Consolidated	Consolidated Passenger	Grays	Nor. Pac. Grays Harbor	Consolidated	Consolidated	Consolidated Passenger	Nor. Pac. Willapa Harbor	Nor. Pac. Willapa Harbor	T	me	Nor. Pac. Time Freight	OW.R.&N. Time Freight	Nor. Pac. Time	Way	Nor. Pac. Way Freight	Nor. Pac. Way	Way	OW.R.&N. Way Freight	0W.R.&N. Way Freight	Nor. Pac. Way Freight	Great Nor. Way Freight
w w	1 20 1	Telegraph Offices and Calls TACOMA DN	ÜĘ,		110.30AM	Limited	Express			L12.40M	Passenger		Fre	ight	Freight 9.15PM		Freight	Freight 8.004M	L 7.05AM	Freight	Freight	Freight	Freight	Freight	Freight
X X	1976	Q 0.4 Cross Over			L10.50		- 0.00												- 1.00						
		OW. R. & N. Co. CONNECTION 2.4	0.4			K	7						×		٠.	L 8.38PM						L 6.35AM		<u> </u>	
X	CS 21/2	6.9		1.38	10.38	202	6.02		2.33	12.50					9.30	8.50	10.30	8.20	7.20			6.50			ľ
<u> </u>	CS 10	6.0 Cross Over		1.49	10.48	CAN LINE Page	f 6.13	ш —		f 1.02	m			,	9.50	9.10		s 8.50				s 7.20			<b>9</b>
	CS 16	2.0 Cross Over	15.7		f10.58	VI LIP See P.	f 6.23	LIN		f 1.12	E LINE		2		10.05	9.25	11.05		s 8.10			s 7.40			PRAIRIE LINE See Page 5
	CS 18	6.7 Cross Over	17.7		1101	¥	6.26	PRAIRIE See Page 5		f 1.16	ZIE			See Page 5	10.10	9.30		s 9.50				7.45			RIE
l	CS 24	3.8 Cross Over		l	1	10.08₩ s	i	SAII 8 Pg		f 1.29	PRAIRII See Page			96	10.30	9.50		\$10.20				s 8.00			See I
	CS 28	1.6 Cross Over		2.23		A10.16A		< 4	3.14	f 1.36				.	10.40	10.05		I	As 9.15AM			s 8.10			<u>                                   </u>
	CS 30	5.1 Cross Over	29.6	2.26		See page 3	See page 3	7		f 1.39	VIA VIA			•	10.45	10.20		s10.40	See page 3			s 8.15			
X	CS 35	2.7 Cross Over	34.9		f11.30				s 3.27	f 1.48					11.00	10.35	12.01AF	\$11.00				s 8.45			
	CS 37	PLUMB 5.4	37.6	2.39	11.34				3.32						11.07	10.45	12.08					s 8.55			i
	20 15	0.5	43.0	2.49	s11.44				·	s 2.02			*5 s		11.22	11.00	12.22					s 9.10			
W X		TENINO JCT. 3.2 Cross Over	43.5	2.50	11.45 963			L 6.46M	343	2.03	L1 1.4 OAM 963		<b>L</b> 10	.43P#	11.23	11.01	12.23	11.35AM 12.05PM 407-591				9.11			L 9.25AM
	2020	BU BUCODA D 5.1 Cross Over	46.7	2.56	11.50	V		6.51	s 3.49	f 2.08	\$11.46		10	-50	11.30	11.07	12.30	\$12.30				s 9.30			s 9.40
	2025	2.2	51.8									***											l	L 1.10PM	
WCO YX	2027	CN CENTRALIA DN 3.7 Cross Over	54.0	s 3.10 3.15	\$12.01PI	K		5 7.00 7.05	s 4.00 4.05	\$ 2.20 2.40	11.56W	L 7.20%	11	.10 .45	11.50PM 12.20AM	11.30PM 12.05AM	A12.50	A 1.00PM		L 6.00AM	L 5.30AM	<b>A10.00</b> AM	L 5.00AM	A 1.20PM	s10.30
WX	2031	CH CHEHALIS Cross Over D C. M. & St. P. 0.9 Track Conn.	57.7	s 3.25	\$12.18			s 7.15	s 4.15	s 2.50	\$12.25	s 7.30	11	·55PM	12.35	12.20				6.40	s 6.00	<del></del>	s 5.30		s11.00
Y	2032	6.5 Cross Over									A12.30PM	A 7.35™								A 6.45AM				Via Third	
	2038	NA NAPAVINE DN 3.1 Cross Over	65.1	s 3.43	\$12.30			7.28	s 4.30	3.07	See page 8	See page 8	12	.15₩	1.10	12.50		,	1,44,15	See page 8	s 7.00		s 6·10	Main Track	s11.45
	2040	EVALINE 3.1	68.2	f 3.48	12.34			7.32	f 4.35	3.13			12	.22	1.20	1.00					f 7.10		f 6.20		f11.55AM
Х	2044	6.5 Cross Over		s 3.55	997			7.37	s 4.42	3.19			12	.30	1.30	1.10					s 8.10		s 6.40		12.08PM s12.45 407
w	2050	1.2 Cross Over		s 4.07	s12.53			7.46	s 4.53	3.32			12	.45	1.55	1.35					s 8.30		s 7.20		s 1.00
		IT D 8. NT 1 7 T L C 1																			4.0.00				
		OQ OLEQUA D L. P. & N. 6.9 Cross Over	80.5	f 4.12	f12.58				f 4.58	İ		-		.52	2.05	1.45					f 9.00		f 7.35		1.10
W	2060	CA CASTLE ROCK DN 6.3 Cross Over	87.4	s 4.25	s 1.10			7.59	s 5.10	3.50			11	.10	2.25	2.05					\$10.15		s 8.20		s 1.40
	2066	OSTRANDER 3.6 Cross Over	93.7	1 4.37	s 1.20			8.08	f 5.20	4.02		-	1	.28	2.40	2.25					f10.35		f 9.00		f 2.00
X	2071			s 4.44	s 1.28			s 8·15	s 5.28	4.10			1	.40	2.55	2.35					s11.30		s 9.20		s 2·30
	2074		100.2																	*					
	2077	CARROLLS 4.5	103.0	4.56	f 1.38			8.23	5.38	f 4.21		-	1	.54	3.10	2.50					f11.45		f 9.45		1 2.45
W	2081		107.5	s 5.06	s 1.48		-	8.30	s 5.45	4.30			2	.07	3.30	3.10					11.55AM 12.45PM		f10.55		3.10
	CX 4		111.8		f 1.55			8.36	5.52	4.38			2	.18	3.45	3.30	30	1. 2			f 1.00		f11.10		1 3.35
	CX 9		116.6	s 5.25	s 2.05			8.43	s 6.00	4.48			2	.29	4.00	3.50					s 1.20		\$11.45AM		s 3.50
W	CX15			s 5.38		-	-	8.53	f 6.12	5.00			2	.43	4.15	4.10					s 1.45 2.20 407		12.01PM s 1.00		s 4.15
	CX21	KNAPP 3.3	127.2	f 5.50	2.25		-	9.01	6.22	5.12			2	.55	4.30	4.25		2			1 2.35	·	f 1.15		f 4.30
W	CX23		130.5	5.57	2.30	1		9.06		f 5.19			3	.03	4.40	4.35	4	· ·;			f 2.50		f 1.25		f 4.40
Y	CX25			6.03	2.35	-		9.10	6.33	5.25		-		.10	4.50	4.45		<b></b>			3.00		1.35		4.50
WTC	CX29	MX VANCOUVER Cross Over DN S. P. & S.	136.4	As 6.10AM	As 2.40PM	i		As 9.15PM	As 6.40PM	As 5.32M			A 3	·20AM	A 5.05AM	A 5.00AM				-	A 3.10PM	<del></del>	A 1.55PM		A 5.00
1 A	<u></u>						I AND T	RAINE W	/III RF	COVER	NED BY	SPOKAN	E, PORTLA	ND 4	AND SE	ATTI F P	AII WAY	TIME	TABLE 4	ND RUL	ES.			J	1
	1			- ~14000	APIL WIL	- FURI	-AITU II	N CRIA	ULL DE	GUVER	NEU DI	SFURAN	L, FURILA	.,,,	-ITP 3E/			111115				-	· · · · · · · · · · · · · · · · · · ·		

WTCY LAKE YARD DN 144.4 A 6.30AM DN 146.4 A 6.45AN A 3.15PM WCOT 2121 VC PORTLAND A 9.45PM A 7.15PM A 6.15AM Daily Ex. Sat. Ex. Sun. Mon., Wed., Fri. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Daily Daily Daily Daily Daily Daily Daily Daily Ex. Sat. Daily 3.25 .45 8.15 7.56 .10 7.02 .08 2.35 4.30 2.10 4.35 4.03 .50 2.24 4.10 4.32 .31 .15 4.02 7.20 7.47 Time Over Subdivision 20.9 12.0 13.0 6.1 9.2 15.6 9.5 13.2 13.2 18.6 Average Speed Per Hour 34.0 28.5 33.6 38.7 32.3 30.8 30.0 18.4 23.3 17.2

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

AUTOMATIC BLOCK BETWEEN TENINO AND VANCOUVER.

SPECIAL INSTRUCTIONS PAGES 9, 12, 13, AND 14.

DOUBLE TRACK BETWEEN VANCOUVER AND TACOMA.

EAS	TWARD								FIRS	ST SUB		ION.												
	Time Table No. 52F	1					FIRST	CLASS						SE	COND C	LASS				TH	IIRD CL	ASS		
я	Time Table No. 52E April 3, 1927	, of	402	408	422	424	458	562	564	592	594		672	680	692	694		964	966	970	974	976	978	986
fro	Succeeding No. 52D	acity	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sat.	Daily	Daily	Ex. Sun.		Ex. Sun.	Tues., Thu., Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Su
Distance Portland	STATIONS	Car Cap Sidings	Consolidated Passenger	Consolidated Passenger	Harbor	Grays Harbor	Consolidated Passenger	Consolidate Passenger	d Consolidate Passenger	Nor. Pac. Willapa Harbor Passenger	Willana		Great Nor. Time Freight	Nor. Pac. Time Freight	OW.R.& N. Time Freight	Nor. Pac. Time Freight		Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way	Nor. Pac. Way	OW.R.&N. Way	OW.R.& N Way Freight	Nor. Pa Way Freigh
 146.4	Telegraph Offices and Calls  O TACOMA DN	ට නි	A 5.05AN	A 1.55PM	Passenger	A 7.15PM		A 5.459	A 4.50A		Limited			A 3.21A	<u> </u>	A 2.20 AM		1	A 3.30PM	l III.	Tioigni	Treight	Treight	Freign
146.0	0.4 Cross Over OW. R. & N. Co. CONNECTION		A 5.05	A 1.00'		H 1.10		A 0.40.	A 4.00%					A 3.21~	A 4.12AM							A10.45AM		-
143.6	NX McCARVER ST. DN		4.55	1.45		7.07		5.35	4.35	-				3.09	4.00	2.00			3.10			10.30		
136.7	SX SIXTHAVENUE DN E	73 73	4.40	1.32	VIA AMERICAN LAKE LINE See Page 5	6.55		f 5.27	f 4.17	-				2.38	3.35	1.30			s 2.45			s10.00		
130.7	UO STEILACOOM DN	73 15	s 4.25		VIA ERI KE 1 9 Pa	f 6.45		f 5.18	f 4.00	-			<u>m</u>	2.18	3.10	1.10			s 2·10			s 9.30		
128.7	2.0   Cross Over	73 73	4.20	1.18	PA Se	6.42	LINE	5.14	3.53	PRAIRIE LINE See Page 5	E'		LINE	2.10	3.00	1.00		LINE	f 1.50			f 9.00		-
122.0		25	s 4.07	s 1.08	A12.29PM	f 6.32	E.	f 5.05	f 3.35	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			PRAIRIE   See Page 5	1.45	2.35	12.35		IE L	s 1.20			s 8.30		
118.2	SR ST. CLAIR DN 1.6 Cross Over	50	3.55	1.02	L12.19P#	Ls 6.25PM		4.57	3.25	AIR			RAI ee P	1.35	2.20	12.25		PRAIRIE See Page 5	L 1.1 OPN s 408			s 8.00		
116.6		73	3.53			See page 4	PR See I	4.54	3.22	1 - 1			VIA P	1.28	2.15	12.20		PR Se	See page 4			s 7.50		
111.5	MA CHAMBERS PRAIRIE DN E 2.6 Cross Over W	73 73	3.45	f12.52			VIA	s 4.47	f 3.10	AIV			5	1.08	2.00	12.01 AM		VIA				s 7.30		
108.9	PLUMB 5.4	4	3.40	12.48				4.41	3.00				The state of the s	1.00	1.30	11.50PM						s 6.50		
103.4	NO TENINO DN		3.29	\$12.39	-			s 4.34	s 2.48					12.31	1.11	11.31						₅ 6.30		
102.9	TENINO JCT. 3.2 Cross Over W	73 74	3.27	12.37			A 7.31PM			A12-10PM			A10.43PM	12.30		11.30		A 6.40AM				6.15	-	
99.7	BU BUCODA D 5.1 Cross Over	60	3.20	12.32			7.27	s 4.27	f 2.35	\$12.03PM			10.35	12.05AM	12.55	11.15		s 6.30				s 6.00		
94.6	WABASH P																							A11.40
92.4	CN CENTRALIA DN 3.7 Cross Over	500		12:20 s12:15			s 7.17 s 7.12	s 4.15 s 4.10	s 2.20 s 2.00	11.50AM s11.45	A 6.35PM		10.15	11.30PM 11.05	12.30 12.05	10.30PM		L 6.00AM		!	1		A 2.30PM	L11.30
88.7	C. M. & St. P. 0.9 Cross Over D. E. Track Conn. W	66 <b>36</b>	s 2.45	s12.05PM			s 7.02	s 4.00 970	s 1.50	s11.38	s 6.25		9.45	10.50	11.50PM					4.05 3.45	s 1.45		s 2.15	1.
87.8	CHEHALIS JCT. P 6.5 Cross Over									L11.30AM	L 6.15™									L 3.35PM				l
81.3	NA NAPAVINE DN E 3.1 Cross Over W	73 73	s 2.30	s11.50AM			6.49	s 3.45	1.35	See page 8	See page 8		9.25	10.27	11.25					See page 8	1.00		s 1.50	
78.2		Spur	2.24	f11.44			6.44	f 3.37	1.30				9.18	10.17	11.15						f12.14PM		f 1.20	1
75.1	WI WINLOCK D 6.5 Cross Over	74	f 2.15	s11.37			6.37	s 3.29	1.22				9.08	10.07	11.05						\$11.59AM 11.30		s 1.05	
68.6	PN VADER DN E	51	f 2.00				6.27	s 3.14	1.10	-			8.54	9.47	10.45						11.05		s12.30PM	ļ
67.4	VADER JCT. Cross Over	56 20						J-11		-														
65.9	L. P. & N.   1.5   Train Conn.   OQ   OLEQUA   D   Cross Over	Spur	1.52	f11.19			6.23	f 3.07	1.06				8.47	9.40	10.35						f10.50		f11.50AM	
59.0	CA CASTLE ROCK DN E 6.3 Cross Over W	3	s 1.40				6.14	s 2.55	12.56				8.32	9.20	10.18						s10.30		s11.30	
52.7	OSTRANDER 3.6 Cross Over	Spur	f 1.28	<b>∗</b> 10.53			6.04	s 2.43	12.47	-			8.19	9.02	10.00						f 9.00		f11.05	
49.1	KS KELSO DN E 2.9 Cross Over	74	s 1.20	s 1 0.46 978		,	s 5.58	s 2.35	12.42				8.11	8.54	9.52						s 8.45		s 1 0.55 1 0.20 408	
46.2	LONGVIEW JCT. Cross Over L. P. & N. Ry. 2.8 Track Conn	100		:							-												*100	
43.4	CARROLLS 4.5	Spur 2	1.10	f10.34			5.48	f 2.23	12.34		-		7.59	8.41	9.40						f 7.45		f 9.55	
38.9	KA KALAMA DN E 4.3 Cross Over W	66 88	s 1.00	\$10.25			5.41	s 2.17	12.27				7.50	8.32	9.30						7.30 s 6.30		s 9.35	
34.6	MARTINS BLUFF 4.8		12.49				5.36	f 2.08	12.21				7.40	8.23	9.17						f 6.15		f 9.05	
29.8	WD WOODLAND D 5.4 Cross Over		s12.41		•			s 2.00	12.14				7.30	8.13	9.05	2	<u> </u>				s 6.00		s 8.50	
24.4	RG RIDGEFIELD D E 5.2 Cross Over W	93	s12.28					s 1.50	12.064				7.17	8.01	8.50						s 5.45		s 8.20	
19.2	3.3	4	12.19						11.598				7.05	7.50	8.39						f 5.27		f 7.50	
15.9	2.8 Cross Over	30	12.14						11.54				6.57	7.43	8.31						f 5.20		f 7.35	
13.1	VJ VANCOUVER JCT. DP 3.1 Cross Over WX VANCOUVER Cross Over DN		12.10	9.40			5.05		11.50				6.50	7.37	8.25						5.10		7.25	
10.0	S. P. & S. 8.0 Track Conn		S  .	S			L 5.00PM	S	\ <b>S</b>						L 8.15PM						L 5.00AM		L 7.15AM	
• •		LEN V	ANCOUV	LK AND	PORTI	LAND TE	CAINS W	ILL BE	GOVER	NED BY	SPOKAN	E, PORT	LAND A			AILWAY	TIME T	ABLE A	ND RUL	ES.				
0.0	C   LAKE YARD   DN	1000	11120	L 0.00#			1 4 308	1.00~						L 6.53PM										
U.U	PORTLAND DN	1000	L11.30PM				L 4.30M			.														
•			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	4	Ex. Sat.	Daily	Daily	Ex. Sun.			Inu., sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.		-
	Time Over Subdivision	I	4.50	4.15	.10	.50	2.26	4.15	4.45	. 35	.20		3.43	7.26	7.32	3.50		.40	2.20	.25	6.31	5.15	6.10	.10
	Average Speed Per Hour		28.9	32.0	22.8	33.6	38.1	32.0	28.7	25.8	13.8	1	24.4	18.4	18.1	14.8	1	13.3	12.0	12.0	12.5	10.3	13.3	13.2

SPECIAL INSTRUCTIONS PAGES 9, 12, 13 AND 14.

3

TACOMA DIVISION SECOND SUBDIVISION. WESTWARD (GRAYS HARBOR LINE AND OCOSTA BRANCH.) THIRD CLASS SECOND CLASS FIRST CLASS 693 | 697 | 965 | 967 | 983 | 987 | 991 Time Table No. 52E 421 423 503 577 579 Num April 3, 1927 Non.Wed. Ex. Sun. Tuesday & Fri. Ex. Sun. Ex. Sun. Ex. Sun Daily Daily Daily Succeeding No. 52D Daily Daily Station Nor. Pac. O.-W. R.&N. Nor. Pac. Way Frt. Way Frt. Freight Nor. Pac. Freight C.M. & St. I Freight Nor. Pac. Nor. Pac. Way Frt. STATIONS O.-W.R. & N. C.M. & St. P. Car Nor. Pac. Nor. Pac. Nor. Pac. Passenger Passenger Dist. Telegraph Offices and Calls assenger 161 ee page 43 See page 1 See page 1 9.15 ST. CLAIR L10.16M L 6.45M DN 0.0 SR C S 28 X 9.40 f10.22 f 6.52 UNION MILL Spur 5 CK 18 2.9 9.55 31 s10.25 6.55 LACEY C K 20 4.4 A10.15AM OLYMPIA  $\frac{7.10}{7.15}$ C K 25 10.35 TUMWATER SPUR CROS. BELMORE 10.51 f 7.27 14.7 CK 34 LITTLE ROCK 43 s11.02 s 7.39 21.3 RK C K 37 s11.05 s 7.42 BORDEAUX JCT. C K 371/2 22.5 Spur 50 7.45 MIMA 11 f11.08 C K 40 24.4 See page L 8.25M L 4.15M 82 L 1.00PM GATE 4.9 s11.15 422 7.55 8.00 28.6 HK C K 44 s 8.45 4.26 OAKVILLE 6.9 95 s11.25 s 8.09 s 1.09 DP CM 5 33.5 OX 4.42 s 9.05 1.22 LYTLE 34 11.39 8.22 C M 12 40.4 s 9.10 4.44 f 1.24 8.24 PORTER 16 11.41 C M 13 41.4 s10.00 4.48 DP Spur 10 s 8.27 s 1.26 MALONE s11.44 C M 15 43.0 MN \$10.20AH 12.01PM 421-422-068 5.03 69 8.36 s 1.35 48.0 EF C M 19 s12.15 5.12 SATSOP 12.03PM 8.43 f 1.42 C M 23 51.7 5.17 s12.25 1 1.46 BRADY f12.07 8.47 53.6 C M 25 5.28 MO MONTESANO DNP O.-W. R. & N. 8.1 Track Conn. 60 s12.15 s 8.56 s 1.55 57.7 W C M 29 Y X JUNCTION CITY COSMOPOLIS JCT. CR 1 8.00 COSMOPOLIS W. R. & N. 1.4 Track Conn. 8.05 COSMOPOLIS JCT. s 8·10 SOUTH ABERDEEN
O.-W.R. & N.Crsg. 10.7 Track Conn. CR 3 As9.00 A C R 13 MARKHAM s 2.30 5.53 ABERDEEN JCT. 12.30 f 9.10 \$12.40 \$12.45 \$12.55 \$12.55 \$1.00 L 6.45PM s 3.00 6.20 L 5.404 68.9 SA ABERDEEN DN O.-W. R. & N. 3.6 Track Conn. HO HOQUIAM DN 200 C M 40 A 3.15PM L 9.30AM A 7.00PM A 6.40M A 6.00M WCY OX 9.45 GRAYS HARBOR CITY 1.10 C M 47 f10.00 GRAY GABLES 1.22 C M 52 80.4 10.10 CHENOIS CREEK 1.26 C M 54 82.0 f10.20 1.32 BURROWS 84.0 f10.30 1.35 TULIPS 40 C M 56 85.2 f10.35 1.38 WILDERNESS 85.9 s10.50 COPALIS 1.46 C M 61 88.4 s11.15 CARLISLE 60 1.55 C M 63 91.6 CR 11.20 ONSLOW 30 1.58 C M 64 92.6 \$11.40W STEARNSVILLE 94.5 2.03 C M 66 s12.01PM 2.07 ALOHA C M 68 96.4 s12.10 C M 69 PACIFIC BEACH Spur 7 2.11 98.1 s12.20 SUNSET BEACH C M 71 99.5 2.15 A12.30PM YX C M 72 MOCLIPS 100.5 MC A 2.20P Fri. Ex. Sun. Tuesday & Fri. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Daily Daily Daily Daily Daily 1.00 3.49 .15 3.00 2.25 .20 1.00 .10 3.49 2.35 1.35 Time Over Subdivision 9.4 11.5 9.0 14.4 13.0 27.9 27.7 14.4 21.6 18.1 10.8 26.3

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 MARKHAM.

DOUBLE TRACK BETWEEN ABERDEEN AND HOQUIAM RIVER DRAWBRIDGE.

SPECIAL INSTRUCTIONS PAGES 9, 10, 12, 13 AND 14.

							FIF	RST CLAS	ASS							SECON	D CLASS	S				TH	IRD CLA	ISS	
ime Table No.	52E	a -	422	424	500	504			1	1		1	1	1		698		1		966	968	984			
April 3, 1927 Succeeding No. 52D		₩ _	Daily	Daily	Daily			· ·	-	-	-	-	1	-		Ex. Sun.			l			Ex. Sun.	-]	Tues. & Fri.	1
STATIONS	,	Distance Moclips							-	-	-	-	-		Nor. Pac.	C.M.&St.P	,	-	1		1	Nor. Pac. Way Frt.	l	1 1 .	احسنسا
Telegraph Offices and C	Zalls		Passenger See page 2	Passenger See page 2	Passenger	Passenger	OWR.&N Passenger	( <del></del>	-	-	-			<del></del>	Freight	Freight 162				Way Frt. See page 2		Way Frt.	Way Frt.	Freight	
ST. CLAIR	DN			A 6.25PM	-			· · · · · · · · · · · · · · · · · · ·	-	-	-	-		4						As 1.00PM	-				
2.9			S	S			_	. '		_	_		_			- '	-	-		s12.50	( <del>'</del>			ı <del></del>	
UNION MILL 1.5			f12.13			_ '	_	. '	_	_	_		_	<b></b>	·	- '	<del> </del>			\$12.35	·			i	
LACEY 5.0			s12.10P#			_	_	. '	_	_						_	.	_  .			ı'	.[]			/
OLYMPIA 0.6	DP	91.1	11.59AM s11.54 966	8.00	1		-	1				,	1	4		1	1		.	12.15PM 422	1				
TUMWATER SPUR CR	ios.	90.5	300	<u> </u>	\!			( · · · · · · · · · · · · · · · · · · ·	1	-	-	-[					1		-		1				
BELMORE	<u></u>	85.8	111.42	5.49	1	-	-	[	-	-	-	<del> </del>	<b> </b>	<u> </u>				-	,		,				
6.6 LITTLE ROCK	<u> </u>	79.2	\$11. <b>2</b> 9	5.38	1	-	-	·	-	-		-	<del> </del>	-	P	-	·		,		,				
1.2 BORDEAUX JCT.	P			s 5.35	-	-		1	-	-	-	-	1			-	<u> </u>	-	,		ı——-!				
1.9 MIMA			s11.22	5.31		-['		[	,-[	-	-		$\cdot   \frac{1}{2} \cdot $	-		-		-							
4.2 GATE	-	- 1		s 5.23		As 6.15PM	<u> </u>	ı	-	-	-	- '	-		See page 5 A 7.25P#		<del></del>	-			See page 5 As 2.50PM				}
, , <b>4.9</b>		l i	421					L1	1			<u> </u>			-							İ	i		!
OAKVILLE 6.9		- 1	s10.57		_	s 6.05	1 .	1	,					-	7.10						\$ 2.35				/
LYTLE 1.0			10.43 967	4.58		5.50		,)							6.50					i_	\$ 2.05				
PORTER 1.6			s10.41	4.56		f 5.48		()	,			'			6.45		1				s 2.00				
MALONE 5,0	DP	57.5	s10·38	s 4.53	[ ]	s 5.45		(				· · · · ·			6.40						s 1.50				
ELMA 3.7	DN	52.5	s 1 0.29	s 4·43	1 20 74 2007 10 10	s 5.35		).	1			1		,	6.25		1				1.35PM s 1 1.3 OAM 421-967-503				
SATSOP	_	48 8	f10.22	f 4.36	-[	f 5.28	-	·	-['	-	-	-		<u></u>	6.00	-	l'	-			421-967-503 s11.10				
1.9	1					f 5.25	_  _	( <del></del> )	1	- International Control			-		5.55			-		_	s10.45			,	
BRADY 4.1 MONTESANO		ı	\$10.19			s 5.19		,		-[	-[	-	-		5.45	-	l'	-  -		_	\$10.30				!
V. R. & N. 8.1 Track	k Conn.		310.13	4.20		8 0.15	-  -		. '		-		<b>  </b>	·	0.10		·			·	,10.			A10.25AM	
ABERDEEN JCT. 0.9	- 1	18.3		,]	[]				- '	-	_		-			-	('	-  -				i			
JUNCTION CITY 0.6		17.4					_		- '			<u> </u>	<u>                                     </u>	,		_	l'	-  -		<u> </u>		ı		10.20	
COSMOPOLIS JCT.		16.8					_	í r	. '			<u> </u>	.[].				·								
COSMOPOLIS V. R. & N. 1.4 Trac	k Conn.	18.2							. '			<u> </u>	<b>.</b>   .				(	-			!			11.15	
COSMOPOLIS JCT.		16.8		,	-[	_			_ '		_ '	_		,			l'								
SOUTH ABERDEEN R.& N. Creg 10.7 Tre	ack Conn	15.9			_[	_		<u> </u>	_['	_	_	<u> </u>					<u> </u>	_	***				1	\$10·10	
MARKHAM	-	5.2			<u> </u>				<u>'</u>													i		991 OAM	!
ABERDEEN JCT. 3.1		34.7	f 9.58 968	4.09	1	5.04		-	1						5.20		1 ,				10.05 5 9.35 422				-
V. R. & N. 3.6 Track	1					s 4.55	A11.00PM	,]	1		-	1	<del></del>	, <del></del>  -	5.05	A 5.15PM	(	-	d retraction is		s 9.20		A 4.40PM		
HOQUIAM	k Conn. DN		9.45 9.35	3.55 L 3.45PH	L 2.15PV	4.50 4.40PV	110.40PM		1	-		1	1	,  <sub>F</sub>	1	L 5.00PM		-		F	L 9.00M	As 4.30PM	L 4.25PM		
3.5					<u> '</u>	L 4.40PM 694-988			'			1			504-988		· '	_			ll.		694-504		
GRAYS HARBOR CIT			f 9.19						1		,											f 4.15			
GRAY GABLES 1.6	· •		f 9.07					( <u> </u>				1					(					f 3.55			
CHENOIS CREEK 2.0	1		1 9.02		1	1						1										1 3.45			
BURROWS 1.2	}	1	s 8.56		1	1		()	1		,	[					1					f 3.35			
TULIPS 0.7	P	15.3	s 8.53	,				(	.1								1					f 3.25			
WILDERNESS 2.5		14.6 s	s 8.51														1					1 2.55			
COPALIS 3.2		12.1 s	s 8.44		1			)						,			1 ,				l	s 2.45			
CARLISLE 1.0	D	8.9	s 8.36		1	[		,		-	1	<u> </u>	1				1					s 2.30		-	
ONSLOW 1.9		7.9	8.33		1	<u> </u>	1	1	.[		1			,			1				,	f 1.58			
STEARNSVILLE		6.0	f 8.28		1	[ I		·				1					1					s 1.40			
1.9 ALOHA		4.1	s 8.23		1	1 2 7 2	1	, <del></del> J·	<u> </u>		1						·					s 1.25			
1.7 PACIFIC BEACH		2.4 5	s 8.18		1	1	-	, ————————————————————————————————————	1					. —  -			1					s 1·10			
1.4 SUNSET BEACH		1.0	f 8.13		1	1	1	, <del></del> J	( )		-	[	<del></del>	,			·				<del></del> 1	f 1.05	[		
1.0 MOCLIPS		L	L 8.10AM		1	<b> </b>	-	,	1		\ <u>'</u>	1	1				į!	-		<u> </u>	,	L 1.00PM	-		
		_ -	Daily	Daily	Daily	Daily	Daily	<u>,                                     </u>	1	-	-	.[]		,	Ex. Sun.	Ex. Sun .	·	-	To	ne., Thur., Sate	Bx Sun.	Ex. Sun.	Ex. Sun.	Tue & Fri.	
Time Over Subdivision	n		3.44	2.30	.10	1.35	.20	,	( :		1			4 . <u></u>	2.40	.15	í			.45	4.05	3.30	.15	1.15	

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 MARKHAM. DOUBLE TRACK BETWEEN ABERDEEN AND HOQUIAM RIVER DRAWBRIDGE.

\$PECIAL INSTRUCTIONS PAGES 9, 10, 12, 13 and 14

1

TACOMA DIVISION

WESTWARD
THIRD SUBDIVISION.
(AMERICAN LAKE LINE.)

**EASTWARD** 

TH	IRD CLA	.ASS	1			FIRST	CLASS		,	yes	1		Time Table No FOI	2		1		FIRST CI	LASS		THIRD CLA	SS
		985							421	l, Sca es, W imits	abers	B	Time Table No. 521 April 3, 1927	5 g		422	528				986	1
		Ex. Sun.							Daily	E SE	Nam	e fro	Succeeding No. 52D	e fro	Capacity	Daily	Ex. Sun.				Ex. Sun.	i .
					-	-		-	Non Boo	Ther,	tion	Distance Lakeview	STATIONS	Distance f Nisqually	Can	No. Poo	Nor Pag			-	Nor. Pac.	( <del></del>
		Nor. Pac. Way Frt.	1			'	1		Nor. Pac. Passenger	S Tue	Sta	ig 4	Telegraph Offices and Calls	, Sign	Car of Si	Passenger	Nor. Pac. Passenger				Nor. Pac. Way Frt.	
		L 8.00AM	1			-			L 9.47AM		1985	0.0	VA LAKEVIEW 2.5	D 11.6	52	A12.55PM					As 3.55PM	1
		8.10							9.50		CK 2	2.5	COUNTRY CLUB	9.1		12.49					f 3.47	1
		f 8.12			-				9.51		C K 3	3.0	TILLICUM 1.5	8.6	33	12.48					f 3.45	<del></del>
		s 8.20	1			-	[		f 9.53		CK 5	4.5	CAMP MURRAY	7.1	23	f12.45					s 3.40	1
		8.30AM 12.45PM 422	1	-		-			s10.00	wx	C K 7	7.7		D 3.9	31	s12.39 985	A 1.20PM				L 3.30M	
		A1 2.55PM							A10.084M	X	C 8 24	11.6	NU <b>NISQUALLY</b> D	N 0.0	25	L12.29P	L 1.1 OPN 985					1
	1	-		-					See page 1	4		-		- <del> </del>								1
		Ex. Sun.				-	·		Daily							Daily	Ex. Sun.				Ex. Sun.	.
		.40				-			.21				Time Over Subdivision			.26	.10				.25	
		17.4			-	_	·		33.1	,		-	Average Speed Per Hour	_		26.7	23.4				18.4	1

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** 

Ħ												(FRAIRIE LINE)										<u> </u>		
	THIRD	CLASS		SECOND CLASS	j Fi	RST CLA	SS	_			Ti	me Table No. 52E				FIRST	CLASS	SECON	D CLASS		TH	IRD CLA	SS	
		997	985	671	5	91 45	9 421	-3.5	abers	g	1	April 3, 1927	from		422	458	592	672		964	986			
	11 2 1	Ex. Sun.	Ex. Sun.	Ex. Sat.	D	aily Dai	y Daily	d Fuel d Lie	N Z	e T		Succeeding No. 52D	Jun	soit	Daily	Daily	Daily	Ex. Sat.		Ex. Sun.	Ex. Sun.			
		Great Northern	Nor. Pac.	Great Northern	Not	. Pac. Consoli Porti	ated Nor. Pag	ter. Yar	tion	tane some		STATIONS	Distance Tenino Ju	Sign	Nor. Pac.	Consolidated	Nor. Pac. Willapa	Great Northern Time Freight		Nor. Pac.	Nor. Pac. Way Freight		ļ	
		Way Freight	Nor. Pac. Way Freight	Time Freight	H. Pas	rbor senger Passe	and Passenge	Wat Tur	Statio	Dista Tacor	Т	elegraph Offices and Calls	Tei	Car	Passenger	Seattle Passenger	Harbor Passenger	Time Freight		Way Freight	Freight			
		Via Drawbridge Line		Via Drawbridge Line	L10	.25M L 5.4	.5™ L 9.25	AM	1977	0.0	Q	TACOMA DN 0.2 Cross Over	39.2		A 1.20PM	A 8.30PM	A 1.30PM	Via Drawbridge Line		Via Drawbridge Line	Via Drawbridge Line			
		L 7.05AM	L 7.15A	L 9.05	10	.27 5.4	9.27			0.2	AX	15th ST. TOWER DN 4.4 Cross Over	39.0		1.15	8.25	1.25	A12.20	М	<b>A</b> 10.40₩	A 4.30PM			
		7.30	s 7.45	9.30	s1(	.40 5.	9 s 9.40	WO TX	1981	4.6	su	SOUTH TACOMA D	84.6	70	s 1.05	8.15	s 1.15	12.01/	M.	\$10.05	s 4·10			
		f 7.40	As 8.00A	9.38	f1(	0.46 6.0	A 9.47	AM	1985	8.2	VA	LAKEVIEW D 5.0	31.0	52	L12.55™ s	8.10	f 1.07	11.50	H	s 9.50 421	Ls 3.55PM			
		f 7.50		9.48	f1(	.53 6.	1	<u> </u>	1990	13.2		HILLHURST 6.0	26.0	52		8.04	f 1.00	11.40		s 9.25				
		s 8.10		10.00	s1]	.03 6.	.9	W	1996	19.2	RY	ROY D 5.5 Lap Siding	20.0	E 62 W 67		7.56	s12.50	11.28		s 9.00				
		s 8.30		10-11	s1]	.13 6.	26	1	2002	24.7	YA	YELM D	14.5	74		7.50	s12.39	11.15		s <b>8.30</b>			-	
		s 8.45		10.22	s11	.23 6.	33		2007	30.2	RA	RAINIER D 4.2 Lap Siding	9.0	E 64 W 73		7.44	s12.29	11.04		s 8.00				
		f 9.00		10.32	f1:	.30 6.	39	<del>                                     </del>	2011	34.4		McINTOSH P	4.8	74		7.38	f12.20	10.54		s 7.30				
		s 9.20		10.42	s1]	.38 6.4	15	X	2015	89.0	TN	WEST TENINO D	0.2	36		7.32	s12.12	10.44		s 7.00				
		A 9.25A		A1 0.43P	A1 1	.40M A 6.	£6₽#	WX		39.2		TENING JUNCTION	0.0	E 73 W 74		L 7.31PM	L12-10PM	L10.43	*	L 6.40₩				*
		See page 1		See page 1	See	page 1 See pa	ge 1	1								See page 2	See page 2	See page	2	See page 2				
		Ex. Sun.	Ex. Sun.	Ex. Sat.	D	aily Da	ly Daily								Daily	Daily	Daily	Ex. Sat.		Ex. Sun.				
		2.20	.45	1.38		1.15 1.	01 .22					Time Over Subdivision		,	.25	. 59	1.20	1.37		4.00	.35			
		16.9	10.7	24.1	3	37.	22.3					Average Speed Per Hour			19.6	39.2	29.4	24.1		9.8	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

TUIDD OLGO	e 1	ere.	MP ^-	ACC	·	FIRST C.		LEY	LINE-		NETT AND WILKESO						2027			
THIRD CLAS			OND CL	1	1	FIRST CI			mber	- E	Time Table No. 52	E g	ty of	FIRST CLASS		T	COND CL	ASS		RD CLA
	71		529	525	523		597	Fue Tur Wye	imits.	Distance from Kanaskat	Time Table No. 52 April 3, 1927 Succeeding No. 52D STATIONS Telegraph Offices and Cal	S fr	Car Capacity Sidings	596	522	526	530		972	
	ı. Th. Sa.	N		Ex. Sun.	Ex. Sun.		Ex. Sun.		Yard Li Station	istan	STATIONS	istan	dings	Ex. Sun.	Ex. Sun.		Mo.We.Fr.		Mo.We.Fr.	
	ay Frt.		Mixed	Mixed	Mixed		Passenger							Passenger	Mixed	Mixed	Mixed		Way Frt.	
	6.30AM						L 4.15P	*	A 1	0.0	GV KANASKAT	DN 44.6	140	A 9.25AM					A 1.05PM	
			<del></del> ,		BETWEE	N PALMER JC	T. AND	KANA	SKA	r TR/	INS WILL BE GOVER	NED E	SY SE	ATTLE DIVISION TI	ME TABLE.					
L	6.35AM			-			L 4.20P	1	1932	1.2	JC PALMER JCT.	D 43.4	70	A 9.15AM					Af 1.00PM	
1	6.40						f 4.23	w	1933	2.1	PALMER 1.3	42.5	30	f 9.13					f12.45	
f	6.50					:	f 4.26		1934	3.4	BAYNE 1.3	41.2	Spur 20	f 9.10					f12.30	
f	6.55						s 4.29		1936	4.7	CUMBERLAND 0.8	39.9		f 9.08					f12.01PM	
f	7.00						4.31		1937	5.5	NACO 2.0	39.1	52	9.06					f11.50AM	
	7.10						1 4.35		1939	7.5	VEAZEY 3.4	37.1	Spur 10	s 9.02					11.25	
S	8.55 596						s 4.45		1942	10.9	CW ENUMCLAW 3.4	D 33.7	52	s <b>8.55</b> 971					s11.00	
. s	9.30				. 1		s 4.55		1945	14.3	BK BUCKLEY	D 30.3	60	s 8.45					s10.00	
	9.50						5.05	x	1949	18.6	CASCADE JCT.	26.0		8.32					8.50	
		L	9.15AM 530						СС	4 0.0	BLACK CARBON 2.0	3.4	24				A 9.10AM			
		A	9·25AK	L 9.30A				0	CC	2 2.0	BN BURNETT 1.4	D 1.4	63			A 8.50A	L 9.00AM			
				9.40					1949	3.4	CASCADE JCT.	0.0				8.40				
					L 2.50™			Т	CB 1	5 0.0	6.1	D 14.8			A12-20P					
										6.1	CARBON COAL CO. CROSS 0.9	'G 8.7							Ŷ	
					s 3.30				СВ	8 7.0	CARBONADO 3.4	7.8	5		\$11.50AN					
					4.00			TO W	СВ	5 10.4	WX WILKESON 4.4	D 4.4	82		s11.30					
					4.30					14.8	1.1	0.0			10.00					
	0.30			A 9.45AN	4.35PM		s 5.10	W C T	1950	19.7	SO SOUTH PRAIRIE	DP 24.9	52	s 8.29 972	L 9.55AN	L 8.35A			8.45 s 7.00 526—596	
f1	0.50						f 5.19		1955	24.2	CROCKER 2.7	P 20.4	73	f 8.15					f 6.30	
s1	1.30						s 5.24	T X	1958	26.9	OG ORTING	D 17.7	51	s 8·10					s 6.15	
f1	1.45AM						f 5.31		1961	30.3	McMILLIN 2.1	P 14.3	Spur 8	f 8.03					s 5.30	
	2.05PM						f 5.35			32.4	ALDERTON 2.4	12.2	25	f 8.00					s 5.10	
A1	2.15PM						A 5.40PM	Y W X	1966	34.8	MEEKER 9.8	9.8		L 7.55AN					L 5.00#	
				BET	WEEN MI	EEKER AND T	ACOMA 1	TRAIN	S W	ILL B	E GOVERNED BY SEA	TTLE	AND	TACOMA TERMINAL	S TIME TA	BLE.		:		
							A 6.10PM		1976	44.6	Q TACOMA D	N 0.0		L 7.35AM						
	.Th. Sa.	M		Ex. Sun.			Ex. Sun.							Ex. Sun.	Ex. Sun.	Ex. Sun.	Mo.We.Fr.		Mo.We.Fr.	
	5.40		.10	.15	1.45		1.20				Time Over Subdivision			1.20	2.25	.15	.10		6.15	
	5.9		12.0	10.0	9.0		25.2	ı			AverageSpeed Per Hour			25.2	6.4	10.0	12.0		5.3	

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.

**♦** 

ACOMA DIVISION										7								الدائد سمعي يعارف		
WESTWARD					TH SUBDIVISION. EN RIVER BRANCH.)				EAS	STWARD	WI	ESTWAF	D		\$	SEVENTH SUBDIVI (CROCKER BRANC)	SION.		EASTW	ARD
SECOND CLASS 533 Ex. Sun. Mixed	531 Ex. Sun. Mixed L 1.1 OPM 532	Water, Fuel, Seales, Turn Seales, Turn Tables, Wyes and Vord I inite		Distance from Kerriston	Cime Table No. 52E April 3, 1927 Succeeding No. 52D STATIONS Telegraph Offices and Calls KERRISTON 1.6 HALMAR	Distance from Kanaskat	Car Capacity of Sidings	532 Ex. Sun. Mixed A 1.00PW 531 s12.50	Ex. Sun.	CLASS			Staff Operation—See Page 11	Stat	<u> </u>		Distance from  C Crocker  Car Capacity of Sidings			
	1.50		CJ 7		HEMLOCK 4.9	7.2		12·10PM			-		StaffO	19	55 5.	.1 CROCKER	0.0 73			
L11.30AM	2.30		C J 4	12.4	KANGLEY JCT. 1.6 SELLECK	3.9	15	11.45AM 10.15	A10.40AM		-	EASTW	ARD TE			SUPERIOR TO TRAINS OPPOSITE DIRECTION STRUCTIONS PAGES 1:	N.		S IN THE	
					C. M. & St. P. Ry. Crossing	3.8			f10.25		WE	STWAR	D	-		EIGHTH SUBDIVIS (ORTING BRANCH.	ION.		EASTW	ARD
f11.40 A11.45AM			C J 2	13.0	YANDELL 0.6 KANGLEY JCT. 0.3	2.9			L10.154		_			Scales Wyes	ers	Time Table No.	<b>4</b>			
	s 2.35 s 2.45		CJ 1	12.7	HIAWATHA 0.6 DURHAM 1.4	1.4	Spur 20 30	\$10.10 \$10.00		z.				er, Fuel, an Tables,	Num	Succeeding No. 52  STATION  Telegraph Offices and	g   g	1		
	A 3.00PM	W Y O X	A 1	14.7		0.0	75	L 9.45AM			_			Wat	CE 1				_	
Ex. Sun.	1.50			-	Time Over Subdivision			Ex. Sun.	Ex. Sun.		-			╂	,	1.3 C. M. & St. P. Ry. Cr.				
6.4	8.0		_		Average Speed Per Hour			8.4	3.8		_			W X	CE	8 2.3 PUYALLUP RIVER (St. P. & T. Lbr. Co. Camp 7.7	JCT. 7.7 60 No. 6)		-	
	TRAINS AF				AINS OF THE SAME ( CTIONS PAGES 11, 12,							EASTW		RAINS	ARE	SUPERIOR TO TRAINS OPPOSITE DIRECTIONS PAGES 1	OF THE SAN	ME CLAS	S IN THE	
WESTWARD			***************************************			-				JBDIVISION LINE.)	[. 						Isrooup or			
THIRD CLASS	SECOND C	LASS			FIRST CLASS			lles, es and	1 1	me Table No			0 50	<u>-</u>		CLASS	SECOND CL		THIRD CL	1

TH	IIRD CL	ASS	SECOND CLASS	FIRST CLA	SS			pus			Time Table No. 52E				FIRST	CLASS		SECOND CLA	SS TH	IRD CLA
	987	967	693	577	505	503	501	Scales, Vyes s	ers		April 3, 1927	ğ	502	504	506	578		694	968	988
<u></u>	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	uel, bles, nits	Numk	fron	Succeeding No. 52D	fron	Daily	Daily	Daily	Daily	-	Ex. Sun.	Ex. Sun.	Ex. Sun.
	O-W.R.&N Way Frt.		Nor. Pac. Freight	O-W.R.&N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	ater, F urn Ta ard Lir	ation ]	Distance Centralia	STATIONS	istance ate	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger		Nor. Pac. Freight	Nor. Pac. Way Frt.	O-W.R.&N Way Frt. 52
	51 L 1.00PM	L 7.00AM	L 3.30A#	43		L12.25PM		<b>KHA</b>	_		Total Starp in China China	13.6 50	0 A11.50AM	A 6.50PM	A 8.40PM	A 1.45AM		A 8.25M	A 4.00M	A 9.45PM
	A 1.10PM	7.10	3.40	A 3.07AM	7.25	12.30	10.25	X		2.2		11.4	11.39	6.39	8.30	L 1.30AM		8.10	3.51	L 9.30™
<del></del>		s 7.35	3.50		s 7.34	s12.39	f10.34		CK51	6.4	4.2	7.2 60	s11.30	s 6.30	s 8.20			7.58	s 3.35	
		s 8.00	4.00		s 7.44 694	s12.49	f10.44		K47	11.0	RH ROCHESTER DP C. M. & St. P. Ry. Crossing	2.6	s11.22	s 6.22	s 8.10	_		<b>7.44</b> 505	s 3.15	
		A 8.10AM	A 4.10AM		A 7.55PM	A 1.00PM	A1 0.55AM	WY X	K44	13.6	HK GATE DN	0.0	L11.15AM	L 6.15™	L 8.00PM			L 7.30M	L 3.00PM	<b>4</b>
	Ex. Sun.	Ex. Sun. See page 3	Ex. Sun. See page 3	 Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily		Ex. Sun. See page 4	Ex. Sun. See page 4	4
	.10	1.10	.40	 .07	.35	.35	.35				Time Over Subdivision		.35	.35	.40	.15		.55	1.00	.15
	13.2	11.6	20.4	18.8	23.3	23.3	23.3				Average Speed Per Hour		23.3	23.3	20.4	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.

AA T	STWA	ARD			,		TH SUBDIVISION ENDOTA BRANCH.)	ſ <b>.</b>			EA	STWA	RD	WESTWA	ARD			TV	VEL.	FTH SUBDIVISI (acolt branch.)	ON.			EA	STWAR	D
Class	SEC	OND CI	ASS	<u> </u>	SI	1	Time Table No. 52I	7	jo	I SEC	OND CL	ASS	3d Class			3d Class	pu	ers	ำ	Time Table No. 5	2F .	j <sub>0</sub>	3d Class		1	
Class	SEC	OND CI	LM33	iel, irn 'yes Limits	Numbe	a   J	April 3, 1927	fron a			[	1	980			981	el, rn vesa	dari	non	April 3, 1927	ari eri	ity	982	-		
79				Fur Twy rd I	Z	ce fr	Succeeding No. 52D	- 69 d	Capacity ngs				Ex. Sun.			Ex. Sun.	Liwi	Ž	90 J	Succeeding No. 52D	nce fi	apac	I			
Sun.	<del></del>	·	-	ater, ales, bles	ation	Distance from Mendota	STATIONS	stance	Car C			-	Way Frt.			Way Frt.	ater sales ables ard	atio	Distance Yacolt	STATIONS	istan	ding:	Ex. Sun. Way Frt.		-	
y Frt.	<u> </u>	ļ		≱ន្ទដូន	z z	1 1	Telegraph Offices and Calls	1		1		-		1	1		1	1	1	Telegraph Offices and Ca	1		1	1	<u>                                     </u>	
.3 OPM	7				CO	0.0	2.9	P 8.6	<u> </u>				A12.20PM 979			L 1.00PM			<u> </u>	2.2	D 26.9		A11.30A	1		
2.45				X	CO	6 2.9	PACKWOOD 5.7	5.7	Spur 9				12-10 <sup>PN</sup>			f 1.07		Y 25		MOULTON 4.4			f11.23			:
·10PM					2025	8.6	WABASH	P 0.0		l			L11.40AN			f 1.20		Y 20		WALL 1.5	20.8		f11.09			
Sun.							·				-		Ex. Sun.			f 1.25		CY 19		HEISON 1.8			f11.05			
.40				_	ļ	-	Time Over Subdivision			-		-	.40			f 1.30		CY 17		CRAWFORD 2.9	17.0	Spur 5	s10.55			
12.9							Average Speed Per Hour			<u> </u>		]	12.9			s 1.45		Y 14		4.2	D 14.1	31	s10.47			
EAST	TWARD	TRAIN	S ARE S	UPER	IOR '	TO TR	AINS OF THE SAME	CLAS	S IN	THE OF	POSITE	DIREC	TION.			f 2.00		Y 10		BRUSH PRAIRIE	9.8	26	f10.32			
							UCTIONS PAGES 12, 1							:		1 2.04	C	Y 8	18.7	LAURIN 1.4	8.2	2	f10.28			
gar Sarah	·	· · ·	The state of the s													f 2.07		Y 7	20.1	HOMAN 1.1	6.8	Spur 4	f10.24	1		
WE	STWA	ARD	gg#		EI	EVE	NTH SUBDIVISION LAPA HARBOR LINE.	N.		-	EA	STWA	RD			f 2.10	C	Y 6	21.2	BARBERTON 2.3	5.7	Spur 4	f10.22			
		0			1	(WIL	LAPA NAKBUK LINE.	)	<u> </u>	FIDET	CI ACC	1 TUIN	CLASS			f 2.17		Y 3	23.5	HIDDEN 3.4	3.4		f10.15			
	CLASS	1	CLASS	and	Sers		Time Table No. 52H		5		<del>,</del>	970	LASS			A 2.30PM	Y	X 25	26.9 V		DP 0.0	0	110.00AM			
-	969	593	591	uel, urn 7 yes:	Numbe	from Jet.	April 3, 1927	fron	acity			1	·			Ex. Sun.							Ex. Sun.			
	Ex. Sun.	Daily	Daily	er, F es, T Lin	g g	Distance Chebalis	Succeeding No. 52D	Distance from South Bend	Caps	Daily	Daily	Ex. Sun.				1.30	-			Time O Sul 11:11		[			-	
s	ee page 1		See page	Wat Scale Fable Yard	Stati	Chet	STATIONS	Dist	Car Cay Sidings			See page	2			1.30				Time Over Subdivision			1.30			
	Way Freight	Passenger	Passenger				Telegraph Offices and Calls			Passenger	Passenger	Way Freight		-		17.9				Average Speed Per Hour			17.9			
L	6.45AM	L 7.35M	L12.30P	Y	2032	0.0	CHEHALIS JCT.	56.5	Y	A11.30AM	A 6.15%	A 3.35P		FACTWADD	TRAINE	ARF CII	PFRIA	RTA	TDA	INS OF THE SAME	CI ASS	LINT	HE VE	OCITE -	IDFATIC	
			-	ļ		1.0 C	1.0 . M. & St. P. Ry. CROSSING	55.5		<del> </del>				EASIWARD	INAINS								HE UPP	OSITE D	IKECIIO	N.
s	7.05	s 7.42	s12.37	1	CW	2 3.4 A	aterlocked 2.4  LITTELL I			s11.22	s 6.07	s 3.10	<u> </u>				Jr EUI/	- IN	JIRL	UCTIONS PAGES 12,	TO AN	<i>y</i> 14.		·		
	7.15	s 7.46	_	<del> </del>	C W	5 4.7	1.3 ADNA 2.5	51.8	29	s11.17	s 6.03	s 2.25	I													
				<u> </u>			2.5			Į.															•	•
f	7.25		1112.47		CW	8 7.2	BUNKER	49.3	Spur	f11.10	f 5.54	f 2.05		WESTW	ARD		4	тип	TTS	ENTH SHEDING	MOIS			TΓΛ	CTTTAD	T
1	7.25 7.55		1	W2.4 m			2.9 CERES		10			f 2.05	,	WESTWA	ARD .		,	THI		ENTH SUBDIVI	SION.	•		EA	STWAR	D
s	7.55	f 7.59	f12.54	W2.4 m West	C W 1		2.9 CERES 2.5 MESKILL	46.4	30	s11.03	f 5.47			WESTWA	ARD .		-	THI		ENTH SUBDIVI	SION.	•		EA	STWAR	D
s		f 7.59	1	W2.4 m	C W 1	0 10.1 2 12.6	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R.CROSS'G	46.4 43.9 1 40.3	30 Spur 10	s11.03	f 5.47	s 1.40		THIRD	CLASS	· 	pus	era	) r	ELMA BRANCH.)  Time Table No. 5	2E	j o	ļ	EA		ED
S	7.55 8.20	f 7.59 f 8.05	f12.54 f 1.00	W2.4 m West	C W 1	0 10.1 2 12.6	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R.CROSS'C 0.1 Track Conn	46.4 43.9 1 40.3	30 Spur 10	\$11.03 f10.56	f 5.47 f 5.40	s 1.40 s 1.25	,	THIRD	CLASS	989	pus	fumbers	I lom	Fime Table No. 5. April 3, 1927			990	THIRD	CLASS	
s	7.55 8.20	f 7.59 f 8.05	f12.54	W2.4 m West	C W 1	0 10.1 2 12.6 16.2 L 6 16.3 D	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'C 0.1 Track Conn R DRYAD 0.5	46.4 43.9 1 40.3 0 40.2	30 Spur 10 98	s11.03	f 5.47 f 5.40	s 1.40 s 1.25	,	THIRD 995 Ex. Sun.	CLASS 993 Ex. Sun.	Ex. Sun.	pus	fumbers	I lom	Cime Table No. 5. April 3, 1927 Succeeding No. 52D	2E	pacity of	Ex. Sun.	THIRD 994 Ex. Sun.	CLASS 996 Ex. Sun.	
S	7.55 8.20 9.30	f 7.59 f 8.05 s 8.14	f12.54 f 1.00 s 1.09 970	W2.4 m West	C W 1	0 10.1 2 12.6 16.2 L 6 16.3 D	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'C 0.1 Track Conn R DRYAD 0.5  . M. & St. P. RY. CROSSING	46.4 43.9 1 40.3 1 40.2 3 39.8	30 Spur 10 98	\$11.03 \$10.56 \$10.47	f 5.47 f 5.40 s 5.30	s 1.40 s 1.25 s 1.10 s 12.35		THIRD	CLASS	Ex. Sun.	pus	fumbers	stance from mson	Fime Table No. 5. April 3, 1927	2E mod from mas	r Capacity of lings		THIRD	CLASS 996 Ex. Sun.	
S	7.55 8.20	f 7.59 f 8.05 s 8.14 s 8.17	f12.54 f 1.00 s 1.09 970 s 1.12	W2.4 m West	C W 1	16.2 L 6 16.3 D 16.8 C 17 17.6 D	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING therlocked 0.8 DOTY 4.7	46.4 43.9 1 40.3 1 40.2 3 39.8 0 38.9	10 30 Spur 10 98 Spur 35	\$11.03 f10.56 \$10.47	f 5.47 f 5.40 s 5.30	s 1.40 s 1.25 s12.35 s12.30		THIRD 995 Ex. Sun.	CLASS  993  Ex. Sun.  Way  Freight	Ex. Sun.	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	fumbers	Distance from Stimson	ELMA BRANCH.)  Time Table No. 5. April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal	2E mode from	Car Capacity of Sidings	Ex. Sun.	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.	
S S S S S S S S S S S S S S S S S S S	7.55 8.20 9.30	f 7.59 f 8.05 s 8.14 s 8.17	f12.54 f 1.00 s 1.09 970	W2.4 m West	C W 1	0 10.1 2 12.6 16.2 L 6 16.3 D	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING therlocked 0.8 DOTY 4.7	46.4 43.9 1 40.3 1 40.2 3 39.8	10 30 Spur 10 98 Spur 35	\$11.03 \$10.56 \$10.47	f 5.47 f 5.40 s 5.30	s 1.40 s 1.25 s12.35 s12.30	,	THIRD 995 Ex. Sun.	CLASS  993  Ex. Sun.  Way  Freight	Way Freight	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Stimson	CELMA BRANCH.)  Time Table No. 5. April 3, 1927 Succeeding No. 52D  STATIONS Telegraph Offices and Call SHELTON 1.3 CARMILL	2E mot enter surface from surfa	Car Capacity of Sidings	Ex. Sun. Way Freight	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.	
S S S S S S S S S S S S S S S S S S S	7.55 8.20 9.30	f 7.59 f 8.05 s 8.14 s 8.17	f12.54 f 1.00 s 1.09 970 s 1.12	W2.4 m West	C W 1	16.8 C 17 17.6 D 22.3 P	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING terlocked 0.8 DOTY 4.7 L PE ELL 1.3	46.4 43.9 1 40.3 2 40.2 3 39.8 0 38.9 0 34.2	10 30 Spur 10 98 Spur 35 61	\$11.03 f10.56 \$10.47	f 5.47 f 5.40 s 5.30	s 1.40 s 1.25 s 1.10 s 12.35		THIRD 995 Ex. Sun.	CLASS  993  Ex. Sun.  Way  Freight	Ex. Sun. Way Freight	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	O.0 Stimson Stimson	CELMA BRANCH.)  Time Table No. 5. April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE	ZE molistrano trom 25.2	Sidings Sidings	Ex. Sun.  Way Freight  A10.00  9.50	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.	
S S S S S S	7.55 8.20 9.30 10.00 10.25 11.30 AN 592-970	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29	f12.54 f 1.00 s 1.09 970 s 1.12	W2.4 m West	C W 10 C W 11 C W 10 C W 10	16.8 C 17 17.6 D 22.3 P	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R.CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING terlocked 0.8 O DOTY 4.7 L PE ELL I	46.4 43.9 3 40.3 5 40.2 5 39.8 5 38.9 5 34.2	10 30 Spur 10 98 Spur 35 61	\$11.03 f10.56 \$10.47 \$10.43 \$10.32	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17	s 1.40 s 1.25 s 1.25 s 12.35 s 12.30 s 12.10 s 11.10 s 169		THIRD 995 Ex. Sun.	CLASS  993  Ex. Sun.  Way  Freight	Ex. Sun. Way Freight L10.30AM 10.40	Water, Fuel, Soales, Turn Tables, Wyes and Yard Limits	Ration Numbers	Distance from 0.0 0.0 1.3 7.5	CELMA BRANCH.)  Time Table No. 5. April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal  SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC	2E supplied the state of the st	Car Capacity of Sidings	Ex. Sun. Way Freight  A10.004  9.50  9.20	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.	
S S S S S S S	7.55 8.20 9.30 10.00 10.25 11.30 AN 592-970	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35	f12.54 f 1.00 s 1.09 g70 s 1.12 s 1.24	W2.4 m West	C W 10 C W 11 C W 10 C W 10	10.1 1 2 12.6 16.2 L 6 16.3 D 16.8 C 17 17.6 D 2 22.3 P 23.6 4 24.2	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING nterlocked 0.8 DOTY 4.7 L PE ELL 1.3 ICCORMICK R.R. CROSSING 0.6 Track Conn McCORMICK 1.9 WALVILLE	46.4 43.9 1 40.3 1 39.8 5 38.9 5 38.9 5 34.2 1 32.9 32.3	10 30 Spur 10 98 Spur 35 61	\$11.03 f10.56 \$10.47	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17	s 1.40 s 1.25 s12.35 s12.30 s12.10 s11.10 s11.10 s11.00	,	THIRD 995 Ex. Sun.	CLASS  993  Ex. Sun.  Way  Freight	Ex. Sun. Way Freight  L10.30AM  10.40  11.10  f11.20	Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits	E H 25 C H 24 C H 18 C H 15	O.0 Stimson 1.3	CELMA BRANCH.)  Time Table No. 5. April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal  SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON	2E solution at the state of the	Jo Spur Sidings Spur 25 25	Ex. Sun. Way Freight  A10.00A  9.50  9.20  f 9.10	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.	
S S S S S S S	7.55 8.20 9.30 10.00 10.25 11.30 AN 592-970	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35	f12.54 f 1.00 s 1.09 g70 s 1.12 s 1.24	W2.4 m West	C W 10 C W 10 C W 10 C W 10 C W 20	10.1 1 2 12.6 16.2 L 16.3 D 16.8 C 17 17.6 D 2 22.3 P 23.6 4 24.2 6 26.1	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R.CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING therlocked 0.8 DOTY 4.7 L PE ELL 1.3 CCORMICK R.R. CROSSING 0.6 Track Conn MCCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. C	46.4 43.9 1 40.3 1 39.8 1 39.8 1 39.8 1 32.9 32.3 30.4	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$10.26	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17	s 1.40 s 1.25 s12.35 s12.30 s12.10 s11.10 s11.10 s11.00		THIRD 995 Ex. Sun.	CLASS  993  Ex. Sun.  Way  Freight	Ex. Sun. Way Freight  L10.30AM  10.40  11.10  f11.20	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	E H 25 C H 25 C H 18 C H 15 C H 10	O.0 Stimson 1.3	CELMA BRANCH.)  Time Table No. 5. April 3, 1927 Succeeding No. 52D  STATIONS Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9	2E solution at the state of the	Jo Anipada V Lago Spur Spur Spur Spur Spur Spur Spur Spur	Ex. Sun. Way Freight  A10.004  9.50  9.20	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun. Way Freight	
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	7.55 8.20 9.30 10.00 10.25 11.30 AN 592-970	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41	f12.54 f 1.00 s 1.09 g70 s 1.12 s 1.24	W2.4 m West	C W 10 C W 10 C W 10 C W 10 C W 20	16.2 L 16.2 L 6 16.3 D 16.8 C 7 17.6 D 2 22.3 P 23.6 4 24.2 6 26.1	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'G 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING nterlocked 0.8 DOTY 4.7 L PE ELL 1.3 CCORMICK R.R. CROSSING 0.6 Track Conn McCORMICK 1.9 WALVILLE 1.3 PLUVIUS	46.4 43.9 1 40.3 1 39.8 1 39.8 1 39.8 1 32.9 32.3 30.4	98 Spur 10 Spur 35 61 Spur 35 61 Spur 15	\$11.03 f10.56 \$10.47 \$10.43 \$10.32 \$10.26 \$10.21	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11	s 1.40 s 1.25 s 1.25 s 12.35 s 12.30 s 12.10 s 11.10 s 11.00 s 10.35		THIRD 995 Ex. Sun.	CLASS  993  Ex. Sun.  Way  Freight	Ex. Sun. Way Freight  L10.30AM  10.40  11.10  f11.20  f11.40	Water Fuel, Soales, Turn Tables, Wyes and Yard Limits	E H 25 C H 25 C H 18 C H 15 C H 10	0.0 1.3 7.5 10.6 15.1 16.0	CELMA BRANCH.)  Time Table No. 5. April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal  SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE	2E so so so so so so so so so so so so so	Jo Anio and a Control of the Control	Ex. Sun. Way Freight  A10.00A  9.50  9.20  f 9.10  f 8.50  8.45	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.	
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	7.55 8.20 9.30 10.00 10.25 11.30 AN 592-970 12.01 PM 12.20	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47	f12.54 f 1.00 s 1.09 g70 s 1.12 s 1.24 s 1.30 s 1.36	W2.4 m West	C W 10 C W 11 C W 11 C W 22 C W 22	10.1 1 2 12.6 16.2 L 6 16.8 C 17 17.6 D 2 22.3 P 23.6 4 24.2	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'O 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING nterlocked 0.8 DOTY 4.7 L PE ELL 1.3 ICCORMICK R. R. CROSSING 0.6 Track Conn McCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. Cr 1.3 PLUVIUS 6.4	46.4 43.9 1 40.3 5 40.2 5 39.8 5 38.9 34.2 32.9 32.3 30.4 • 28.9 • 27.6	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$10.26 \$10.21	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06	\$ 1.40 \$ 1.25 \$ 1.25 \$ 1.10 \$ 12.35 \$ 12.30 \$ 12.10 \$ 11.10 \$ 10.35 \$ 11.00 \$ 10.35		THIRD 995 Ex. Sun.	CLASS  993  Ex. Sun.  Way  Freight	Ex. Sun. Way Freight  L10.30AM  10.40  11.10  f11.20  f11.40  f11.45	Water, Fuel, Scales, Tuel, Scales, Tuel, Tables, Wyes and Yard Limits	Endum N uoite 950 C H 25 C H 25 C H 18 C H 18 C H 10 C H 10	0.0 0 1.3 7.5 10.6 15.1 16.0 17.4	CELMA BRANCH.)  Time Table No. 5 April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal  SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4	2E # 04	Jo Andrews Spur 5 Spur 7 Spur	Ex. Sun. Way Freight  A10.004  9.50  9.20  f 9.10  f 8.50  8.45  f 8.40	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun. Way Freight	
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	7.55 8.20 9.30 10.00 10.25 11.30 AN 592-970 12.01 PM 12.20	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47	f12.54 f 1.00 s 1.09 g70 s 1.12 s 1.24 s 1.30 s 1.36	W2.4 m West	C W 10 C W 11 C W 11 C W 22 C W 22	16.2 L 16.2 L 6 16.3 D 16.8 C 7 17.6 D 2 22.3 P 23.6 4 24.2 6 26.1	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'O 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING nterlocked 0.8 DOTY 4.7 L PE ELL 1.3 ICCORMICK R. R. CROSSING 0.6 Track Conn McCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. Cr 1.3 PLUVIUS 6.4	46.4 43.9 1 40.3 1 40.2 1 39.8 1 39.8 1 32.9 32.3 30.4 28.9	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15	\$11.03 f10.56 \$10.47 \$10.43 \$10.32 \$10.26 \$10.21	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06	\$ 1.40 \$ 1.25 \$ 1.25 \$ 1.10 \$ 12.35 \$ 12.30 \$ 12.10 \$ 11.10 \$ 10.35 \$ 11.00 \$ 10.35		THIRD 995 Ex. Sun. Way Freight	CLASS  993 Ex. Sun. Way Freight	Ex. Sun. Way Freight  10.40  11.10  f11.20  f11.45  f11.50  11.554M  12.30	Water, Fuel, Water, Fuel, Soales, Turn Tables, Wyes and Yard Limits	######################################	0.0 1.3 7.5 10.6 15.1 16.0 17.4 17.6	CELMA BRANCH.)  Time Table No. 5 April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2	2E state sta	30   10   10   10   10   10   10   10	Ex. Sun. Way Freight  A10.00A  9.50  9.20  f 9.10  f 8.50  8.45  f 8.40  8.35 8.10	THIRD 994 Ex. Sun. Way Freight	CLASS  996  Ex. Sun.  Way  Freight	
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	7.55 8.20 9.30 10.00 10.25 11.30 592-970 12.01PM	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47 s 9.02	f12.54 f 1.00 s 1.09 g70 s 1.12 s 1.24 s 1.30 s 1.36	W2.4 m West	C W 10 C W 11 C W 11 C W 22 C W 22 C W 24 C W 3	10.1 1 2 12.6 16.2 L 6 16.8 C 17 17.6 D 2 22.3 P 23.6 4 24.2	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'O 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING nterlocked 0.8 DOTY 4.7 L PE ELL 1.3 ICCORMICK R. R. CROSSING 0.6 Track Conn McCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. Cr 1.3 PLUVIUS 6.4  R FRANCES DI 1.4	46.4 43.9 140.3 140.2 139.8 132.9 32.3 30.4 28.9 27.6 P 21.2	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$10.26 \$10.21 \$10.15 \$70	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06 f 5.00 s 4.40	\$ 1.40 \$ 1.25 \$ 1.25 \$ 1.10 \$ 12.35 \$ 12.30 \$ 12.10 \$ 11.10 \$ 10.35 \$ 10.35 \$ 10.20 \$		THIRD  995 Ex. Sun. Way Freight	CLASS  993 Ex. Sun. Way Freight	Ex. Sun.  Way Freight  10.40  11.10  f11.20  f11.40  f11.45  f11.50  11.55  12.30	water, Free, Water, Free, Tables, Turn Tables, Wyes and Yard Limits	H 25 C H 25 C H 18 C H 10 C H 7	0.0 1.3 7.5 10.6 15.1 16.0 17.4 17.6	CELMA BRANCH.)  Time Table No. 5. April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Call  SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8	2E g g g g g g g g g g g g g g g g g g g	Jo A tice and a spur a	Ex. Sun. Way Freight  A10.00A  9.50  9.20  f 9.10  f 8.50  8.45  f 8.40  8.35 8.10	THIRD 994 Ex. Sun. Way Freight	CLASS  996 Ex. Sun. Way Freight  A11.59AM 995	
S   S   S   S   S   S   S   S   S   S	7.55 8.20 9.30 10.00 10.25 11.30 12.01PM 12.20 12.40 1.005 591	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47 s 9.02 f 9.06	s 1.09 s 1.12 s 1.24 s 1.30 s 1.36 f 1.42 s 1.57	W2.4 m West	C W 10 C W 11 C W 11 C W 22 C W 24 C W 25 C W 36	10.1	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING nterlocked 0.8 DOTY 4.7 L PE ELL 1.3 CCORMICK R.R. CROSSING 0.6 Track Conn McCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. Cr 1.3 PLUVIUS 6.4  R FRANCES 1.4 GLOBE 1.3 M LEBAM	46.4 43.9 1 40.3 5 40.2 5 39.8 5 38.9 5 38.9 6 32.9 32.3 30.4 6 28.9 7 27.6 7 21.2	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15 Spur 15	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$10.26 \$10.21	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06 f 5.00 f 4.35	\$ 1.40 \$ 1.25 \$12.35 \$12.35 \$12.30 \$12.100 \$11.100 \$10.35 \$10.35 \$10.35 \$10.35 \$10.35 \$10.35 \$10.35 \$10.35 \$10.35		THIRD  995 Ex. Sun. Way Freight	CLASS  993 Ex. Sun. Way Freight	Ex. Sun.  Way Freight  10.40  11.10  f11.20  f11.40  f11.45  f11.50  11.55  12.30	water, Free, Water, Free, Tables, Turn Tables, Wyes and Yard Limits	## 15 C H 7 C H 8 C H 7	0.0 1.3 7.5 10.6 15.1 16.0 17.4 17.6	CELMA BRANCH.)  Time Table No. 5 April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3	2E # 04	Jo	Ex. Sun. Way Freight  A10.00A  9.50  9.20  f 9.10  f 8.50  8.45  f 8.40  8.35 8.10	THIRD 994 Ex. Sun. Way Freight	CLASS  996  Ex. Sun.  Way  Freight	
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	7.55 8.20 9.30 10.00 10.25 11.30 AN 592-970 12.01 PM 12.20 12.40 1.00 2.05 591 2.10	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47 s 9.02 f 9.06	f12.54 f 1.00 s 1.09 s 1.12 s 1.24 s 1.30 s 1.36 f 1.42 s 1.57 g69 f 2.01 s 2.05	W2.4 m West	C W 10 C W 11 C W 11 C W 22 C W 24 C W 33 C W 3	10.1	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R.CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING 1 Track Conn Noterlocked 0.8 DOTY 4.7 L PE ELL 1.3 CCORMICK R.R. CROSSING 0.6 Track Conn MCCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. Cr 1.3 PLUVIUS 6.4 R FRANCES 1.4 GLOBE 1.3 GLOBE 1.3 M LEBAM 3.2 NALLPEE	46.4 43.9 40.2 39.8 39.8 39.8 33.9 34.2 32.9 32.3 30.4 28.9 27.6 27.6 21.2 19.8 18.5	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15 Spur 15	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$10.26 \$10.21 \$10.15 \$9.55 \$9.55 \$9.46	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06 f 5.00 f 4.35	\$ 1.40 \$ 1.25 \$ 1.25 \$ 1.10 \$ 12.35 \$ 12.30 \$ 12.10 \$ 11.10 \$ 10.35 \$ 10.35 \$ 9.10 \$ 9.55 \$ 9.10 \$ 8.40 \$ 8.30		THIRD  995 Ex. Sun. Way Freight	CLASS  993 Ex. Sun. Way Freight	Ex. Sun. Way Freight  10.40  11.10  f11.20  f11.45  f11.50  11.55  12.30  M	Water Fuel, Soales, Turn Tables, Wyes and Yard Limits	Endmin N noise 18 CH 25 CH 25 CH 18 CH 15 CH 10 CH 7 CH 7 CH 7 CH 7	0.0 1.3 7.5 10.6 15.1 17.4 17.6 18.4 17.6	CELMA BRANCH.)  Time Table No. 5 April 3, 1927 Succeeding No. 52D  S T A T I O N S  Telegraph Offices and Cal  SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. 0.2	2E g g g g g g g g g g g g g g g g g g g	Jo Anio ada a Spur 5 25 Spur 7 Spur 4 Spur 15 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Ex. Sun. Way Freight  A10.00A  9.50  9.20  f 9.10  f 8.50  8.45  f 8.40  8.35	THIRD 994 Ex. Sun. Way Freight	CLASS  996 Ex. Sun. Way Freight  A11.59AM 995	
S   S   S   S   S   S   S   S   S   S	7.55 8.20 9.30 10.00 11.30 11.30 12.20 12.40 1.00 2.05 591 2.10 2.23	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47 s 9.02 f 9.06 s 9.10 f 9.18	f12.54 f 1.00 s 1.09 s 1.12 s 1.24 s 1.30 s 1.36 f 1.42 s 1.57 g69 f 2.01 s 2.05	W2.4 m West	C W 10 C W 11 C W 11 C W 21 C W 22 C W 22 C W 32 C W 33 C W 31	10.1 1 2 12.6 16.2 L 16.8 C 17 17.6 D 2 22.3 P 2 22.3 P 2 23.6 26.1 27.6 V 28.9 5 35.3 F 7 36.7 8 38.0 B	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING nterlocked 0.8 DOTY 4.7 L PE ELL 1.3 RECORMICK R.R. CROSSING 0.6 Track Conn McCORMICK 1.5 VALVILLE LBR. CO. R. R. Cr 1.3 PLUVIUS 6.4  R FRANCES 1.4 GLOBE 1.3 M. LEBAM 3.2 NALLPEE 1.1	46.4 43.9 40.3 40.2 39.8 38.9 34.2 32.9 32.3 30.4 28.9 27.6 P 21.2 19.8 D 18.5 15.3	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15 Spur 15 Spur 15 Spur 15	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$10.26 \$10.21 \$10.15 \$9.55 \$9.55 \$9.46	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06 f 5.00 f 4.35 s 4.31 s 4.23	\$ 1.40 \$ 1.25 \$ 1.25 \$ 1.10 \$ 12.35 \$ 12.30 \$ 12.10 \$ 11.10 \$ 10.35 \$ 10.35 \$ 592 \$ 9.10 \$ 8.40 \$ 8.30 \$ 8.30		THIRD  995 Ex. Sun. Way Freight	CLASS  993 Ex. Sun. Way Freight	Ex. Sun.  Way Freight  10.40  11.10  f11.20  f11.45  f11.50  11.55  12.30  s12.50	X X X X X X X X X X X X X X X X X X X	Enquin N uoite 160 H 25 C H 25 C H 15 C H 15 C H 7 C H 8 C H 7 C H 8 C H 7 C H 8 C H 7 C H 4	0.0 1.3 7.5 10.6 15.1 16.0 17.4 17.6 20.9 v	CELMA BRANCH.)  Time Table No. 5 April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 0.8 WHITE LUMBER CO. R. R. 0.2 WHITE 4.1	2E g of the state	2 20 Spur 7 Spur 7 Spur 7 Spur 15 Spur	Ex. Sun. Way Freight  A10.00A  9.50  9.20  f 9.10 f 8.50  8.45 f 8.40  8.35 8.10	THIRD  994  Ex. Sun.  Way Freight  A 8.15AM 993 L 8.10AM	CLASS  996 Ex. Sun. Way Freight  A11.59AM 995	
S   S   S   S   S   S   S   S   S   S	7.55 8.20 9.30 10.00 10.25 11.30 12.01 12.20 12.40 12.20 12.40 2.05 591 2.10 2.23 2.33 2.38	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47 s 9.02 f 9.06 s 9.10 f 9.18 s 9.21	f12.54 f 1.00 s 1.09 s 1.12 s 1.24 s 1.30 s 1.36 f 1.42 s 1.57 969 f 2.01 s 2.05 f 2.13	W2.4 m West	C W 10 C W 11 C W 11 C W 22 C W 22 C W 24 C W 3 C W 3 C W 3	10.1	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING therlocked 0.8 DOTY 4.7 L PE ELL 1.3 CCORMICK R.R. CROSSING 0.6 Track Conn MCCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. Cr 1.3 PLUVIUS 6.4  R FRANCES 1.4 GLOBE 1.3 M. LEBAM 3.2 NALLPEE 1.1 HOLCOMB 4.2 MENLO	46.4 43.9 40.3 40.2 39.8 38.9 34.2 32.9 32.3 30.4 28.9 27.6 P 21.2 19.8 D 18.5 15.3	10 30 Spur 10 98 Spur 15 Spur	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$69 \$10.26 \$10.21 \$10.21 \$10.15 \$9.55 \$10.50 \$1	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06 f 5.00 f 4.35 s 4.31 s 4.23	\$ 1.40 \$ 1.25 \$12.35 \$12.35 \$12.30 \$12.100 \$11.100 \$10.35 \$10.35 \$10.35 \$9.10 \$8.40 \$8.30 \$1.50		THIRD  995 Ex. Sun. Way Freight  L12.25 A12.30	CLASS  993  Ex. Sun.  Way  Freight  L 8.30 AM 994  A 8.35 AM	Ex. Sun. Way Freight  10.40  11.10  f11.20  f11.45  f11.50  11.554  12.30  A 1.15	X X X X X X X X X X X X X X X X X X X	Enquin N uoite 160 H 25 C H 25 C H 15 C H 15 C H 7 C H 8 C H 7 C H 8 C H 7 C H 8 C H 7 C H 4	0.0 1.3 7.5 10.6 15.1 16.0 17.4 17.6 20.9 v	CELMA BRANCH.)  Time Table No. 5 April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 0.8 WHITE LUMBER CO. R. R. 0.2 WHITE 4.1	2E g g g g g g g g g g g g g g g g g g g	2 20 Spur 7 Spur 7 Spur 7 Spur 15 Spur	Ex. Sun. Way Freight  A10.00A  9.50  9.20  f 9.10  f 8.50  8.45  f 8.40  8.35  8.7.50  L 7.30A	THIRD  994  Ex. Sun.  Way Freight  A 8.15AM 993 L 8.10AM	CLASS  996 Ex. Sun. Way Freight  A11.59AM 995 L11.55AM	
s s s s s s s s s s s s s s s s s s s	7.55 8.20 9.30 10.00 10.25 11.30 12.30 12.01 12.20 12.40 1.005 591 2.10 2.23 2.33 2.38 2.50	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47 s 9.02 f 9.06 s 9.10 f 9.18 s 9.21 s 9.31	f12.54 f 1.00 s 1.09 s 1.12 s 1.24 s 1.30 s 1.36 f 1.42 s 1.57 geg f 2.01 s 2.05 f 2.13 s 2.16 s 2.26	W2.4 m West	C W 10 C W 11 C W 11 C W 21 C W 22 C W 22 C W 33 C W 33 C W 34 C W 44	10.1	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R.CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING 1 Track Conn Noterlocked 0.8 DOTY 4.7 L PE ELL 1.3 CCORMICK R.R. CROSSING 0.6 Track Conn MCCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. Cr 1.3 PLUVIUS 6.4 R FRANCES 1.4 GLOBE 1.3 M LEBAM 3.2 NALLPEE 1.1 HOLCOMB 4.2 MENLO 4.0 WILLAPA	46.4 43.9 140.3 140.2 139.8 132.9 32.3 30.4 227.6 19.8 19.8 19.8 10.0	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15 8 Spur 15 8 Spur 28	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$10.26 \$10.21 \$10.25 \$9.55 \$9.55 \$9.50 \$9.46 \$9.38 \$9.35	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06 f 5.00 f 4.35 s 4.31 s 4.23 s 4.20 s 4.10	\$ 1.40 \$ 1.25 \$ 1.25 \$ 1.10 \$ 12.35 \$ 12.30 \$ 12.10 \$ 11.10 \$ 10.35 \$ 11.00 \$ 10.35 \$ 9.10 \$ 8.40 \$ 8.30 \$ 18.15 \$ 18.10		THIRD  995  Ex. Sun.  Way Freight  L12.25  A12.30	CLASS  993  Ex. Sun.  Way  Freight  L 8.30 M 994  A 8.35 M	Ex. Sun.  Way Freight  10.40  11.10  f11.20  f11.45  f11.50  11.55AM  12.30PM  s12.50  A 1.15PM  Ex. Sun.	X X X X X X X X X X X X X X X X X X X	Enquin N uoite 160 H 25 C H 25 C H 15 C H 15 C H 7 C H 8 C H 7 C H 8 C H 7 C H 8 C H 7 C H 4	0.0 1.3 7.5 10.6 15.1 16.0 17.4 17.6 20.9 v	CELMA BRANCH.)  Time Table No. 5 April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. 0.2 WHITE 4.1 EF ELMA	2E g of the state	2 20 Spur 7 Spur 7 Spur 7 Spur 15 Spur	Ex. Sun. Way Freight  A10.00Ai 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10  s 7.50 L 7.30Ai Ex. Sun.	THIRD  994  Ex. Sun.  Way Freight  A 8.15AM 993 L 8.10AM  Ex. Sun.	CLASS  996 Ex. Sun. Way Freight  A11.59AM 995 L11.55AM  Ex. Sun.	
s s s s s s s s s s s s s s s s s s s	7.55 8.20 9.30 10.00 10.25 11.30 12.01 12.20 12.40 12.20 12.40 2.05 591 2.10 2.23 2.33 2.38 2.50 3.05	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47 s 9.02 f 9.06 s 9.10 f 9.18 s 9.21 s 9.31 f 9.41	f12.54 f 1.00 s 1.09 g70 s 1.12 s 1.24 s 1.30 s 1.36 f 1.42 s 1.57 g69 f 2.01 s 2.05 f 2.13 s 2.16 s 2.26 f 2.36	W2.4 m West	C W 10 C W 11 C W 11 C W 21 C W 22 C W 22 C W 32 C W 33 C W 31 C W 41 C W 42	0 10.1 2 12.6 16.2 L 6 16.3 D 16.8 C 7 17.6 D 2 22.3 P 23.6 W 24.2 C 5 35.3 F 7 36.7 C 8 38.0 B 4 41.2 C 2 42.3 C	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R. CROSS'O 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING nterlocked 0.8 DOTY 4.7 L PE ELL 1.3  MCCORMICK R.R. CROSSING 0.6 Track Conn MCCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. Cr 1.3 PLUVIUS 6.4  R FRANCES 1.4 GLOBE 1.3 MLEBAM 3.2 NALLPEE 1.1 HOLCOMB 4.2 MENLO 4.0 WILLAPA 2.6	46.4 43.9 140.3 140.2 139.8 132.9 32.3 30.4 227.6 19.8 19.8 19.8 10.0	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15 8 Spur 15 8 Spur 15 9 14	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$69 \$10.26 \$10.21 \$10.21 \$10.55 \$9.55 \$9.55 \$9.50 \$9.46 \$10.38 \$9.35 \$9.25 \$10.15	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06 f 5.00 f 4.35 s 4.31 s 4.23 s 4.20 s 4.10 f 4.00	\$ 1.40 \$ 1.25 \$1.10 \$12.35 \$12.30 \$12.10 \$11.10 \$11.10 \$10.35 \$10.35 \$10.35 \$9.10 \$8.40 \$8.40 \$8.40 \$10.55 \$10.55 \$10.55 \$10.55 \$10.55 \$10.55		THIRD  995  Ex. Sun.  Way Freight  112.25  996  A12.30  Ex. Sun.  .05	CLASS  993  Ex. Sun.  Way Freight  L 8.30 M 994  A 8.35 M  Ex. Sun.  .05	Ex. Sun.  Way Freight  10.40  11.10  f11.20  f11.45  f11.50  11.55  12.30  A 1.15  Ex. Sun.  2.25	X X X X X X X X X X X X X X X X X X X	Enquin N uoite 160 H 25 C H 25 C H 15 C H 15 C H 7 C H 8 C H 7 C H 8 C H 7 C H 8 C H 7 C H 4	0.0 1.3 7.5 10.6 15.1 16.0 17.4 17.6 20.9 v	CELMA BRANCH.)  Time Table No. 5 April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. 0.2 WHITE 4.1 EF ELMA	2E g of the state	2 20 Spur 7 Spur 7 Spur 7 Spur 15 Spur	Ex. Sun. Way Freight  A10.00A  9.50  9.20  f 9.10  f 8.50  8.45  f 8.40  8.35  8.10  s 7.50  L 7.30A  Ex. Sun.  2.05	THIRD  994  Ex. Sun.  Way Freight  A 8.154M  993  L 8.104M  Ex. Sun.  .05	### CLASS    996	
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	7.55 8.20 9.30 10.00 10.25 11.30 12.01 12.20 12.40 12.20 12.40 2.05 591 2.10 2.23 2.33 2.38 2.50 3.05 3.30	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47 s 9.02 f 9.06 s 9.10 f 9.18 s 9.21 s 9.31 f 9.41 s 9.55	f12.54 f 1.00  s 1.09 s 1.12 s 1.24  s 1.30 s 1.36  f 1.42 s 1.57 f 2.01 s 2.05 f 2.13 s 2.16 s 2.26 f 2.36 s 2.50	W2.4 m West	C W 10 C W 11 C W 11 C W 21 C W 22 C W 22 C W 32 C W 33 C W 33 C W 31 C W 41 C W 42 C W 5	10.1	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R.CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING 1 Track Conn Noterlocked 0.8 0 DOTY 1.1 1.3 CCORMICK R.R. CROSSING 0.6 Track Conn MCCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. C1 1.3 PLUVIUS 6.4 R FRANCES 1.4  GLOBE 1.3 M LEBAM 3.2 NALLPEE 1.1 HOLCOMB 4.2 MENLO 4.0 WILLAPA 2.6 ID RAYMOND 3.4	1 46.4 43.9 1 40.3 1 40.2 1 39.8 1 32.9 32.3 30.4 2 27.6 1 19.8 1 19	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15 Spur 15 8 Spur 20 31 9 14 72	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$10.26 \$10.21 \$10.25 \$10.21 \$10.26 \$10.26	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06 f 5.00 f 4.35 s 4.40 f 4.35 s 4.20 s 4.10 f 4.00 s 3.55	\$ 1.40 \$ 1.25 \$12.35 \$12.30 \$12.10 \$11.10 \$11.10 \$10.35 \$1		THIRD  995  Ex. Sun.  Way Freight  L12.25  A12.30	CLASS  993  Ex. Sun.  Way  Freight  L 8.30 M 994  A 8.35 M	Ex. Sun.  Way Freight  10.40  11.10  f11.20  f11.45  f11.50  11.55AM  12.30PM  s12.50  A 1.15PM  Ex. Sun.	X X X X X X X X X X X X X X X X X X X	Enquin N uoite 160 H 25 C H 25 C H 15 C H 15 C H 7 C H 8 C H 7 C H 8 C H 7 C H 8 C H 7 C H 4	0.0 1.3 7.5 10.6 15.1 16.0 17.4 17.6 20.9 v	CELMA BRANCH.)  Time Table No. 5 April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. 0.2 WHITE 4.1 EF ELMA	2E g of the state	2 20 Spur 7 Spur 7 Spur 7 Spur 15 Spur	Ex. Sun. Way Freight  A10.00Ai 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10  s 7.50 L 7.30Ai Ex. Sun.	THIRD  994  Ex. Sun.  Way Freight  A 8.15AM 993 L 8.10AM  Ex. Sun.	CLASS  996 Ex. Sun. Way Freight  A11.59AM 995 L11.55AM  Ex. Sun.	
s s s s s s s s s s s s s s s s s s s	7.55 8.20 9.30 10.00 10.25 11.30 12.01 12.20 12.40 12.20 12.40 2.05 591 2.10 2.23 2.33 2.38 2.50 3.05 3.40 9W	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47 s 9.02 f 9.06 s 9.10 f 9.18 s 9.21 s 9.31 f 9.41 s 9.55 A10.05	f12.54 f 1.00 s 1.09 s 1.12 s 1.24 s 1.30 s 1.36 f 1.42 s 1.57 969 f 2.01 s 2.05 f 2.13 s 2.16 s 2.26 f 2.36 s 2.50 A 3.00P	W2.4 m West	C W 10 C W 11 C W 11 C W 21 C W 22 C W 22 C W 32 C W 33 C W 33 C W 31 C W 41 C W 42 C W 5	0 10.1	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R.CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING 1 Track Conn Noterlocked 0.8 0 DOTY 1.1 1.3 CCORMICK R.R. CROSSING 0.6 Track Conn MCCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. C1 1.3 PLUVIUS 6.4 R FRANCES 1.4  GLOBE 1.3 M LEBAM 3.2 NALLPEE 1.1 HOLCOMB 4.2 MENLO 4.0 WILLAPA 2.6 ID RAYMOND 3.4	46.4 43.9 40.2 39.8 39.8 39.8 32.9 32.3 30.4 28.9 27.6 27.6 21.2 19.8 15.3 14.2 19.8 10.0	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15 Spur 15 8 Spur 20 31 9 14 72	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$69 \$10.26 \$10.21 \$10.21 \$10.25 \$10.21 \$10.25 \$	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06 f 5.00 f 4.35 s 4.31 s 4.23 s 4.20 s 4.10 f 4.00 s 3.55 L 3.45M	\$ 1.40 \$ 1.25 \$ 1.25 \$ 1.10 \$ 12.335 \$ 12.30 \$ 12.10 \$ 11.10 \$ 11.10 \$ 10.35 \$ 10.35 \$ 9.10 \$ 8.40 \$ 8.30 \$ 18.15 \$ 18.15 \$ 7.55 \$ 7.40 \$ 7.30		THIRD  995  Ex. Sun.  Way Freight  112.25  A12.30  Ex. Sun.  05	CLASS  993  Ex. Sun.  Way Freight  L 8.30 AM 994 A 8.35 AM  Ex. Sun.  .05 10.0	Ex. Sun.  Way Freight  10.40  11.10  f11.20  f11.45  f11.50  11.55  12.30  A 1.15  Ex. Sun.  2.25  10.0	Water, Fuel, Scales, Tuel, Scales, Tuel Tables, Wyes and Yard Limits	Eaquin N 10 13 14 15 15 16 17 16 17 16 17 16 17 17 17 17 17 17 18 18 17 17 17 17 17 17 17 17 17 17 17 17 17	0.0 1.3 7.5 10.6 15.1 16.0 17.4 17.6 20.9 V	CELMA BRANCH.)  Time Table No. 5 April 3, 1927 Succeeding No. 52D  STATIONS  Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. 0.2 WHITE 4.1 EF ELMA	2E g of the state	50   51   52   52   53   54   54   55   56   56   56   56   56	Ex. Sun. Way Freight  A10.00Ai 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10  s 7.50 L 7.30Ai Ex. Sun. 2.05 12.8	THIRD  994  Ex. Sun.  Way Freight  A 8.154M  993  L 8.104M  Ex. Sun.  .05  10.0	CLASS  996 Ex. Sun. Way Freight  A11.59AM 995 L11.55AM  Ex. Sun04 12.0	
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s s s s s s s s s s s s s s s s s s s	7.55 8.20 9.30 10.00 10.25 11.30 12.01 12.20 12.40 12.20 12.40 2.05 591 2.10 2.23 2.33 2.38 2.50 3.05 3.40 9W	f 7.59 f 8.05 s 8.14 s 8.17 s 8.29 s 8.35 s 8.41 f 8.47 s 9.02 f 9.06 s 9.10 f 9.18 s 9.21 s 9.31 f 9.41 s 9.55 A10.05	f12.54 f 1.00 s 1.09 s 1.12 s 1.24 s 1.30 s 1.36 f 1.42 s 1.57 969 f 2.01 s 2.05 f 2.13 s 2.16 s 2.26 f 2.36 s 2.50 A 3.00P	W2.4 m West	C W 10 C W 11 C W 11 C W 21 C W 22 C W 22 C W 32 C W 33 C W 33 C W 31 C W 41 C W 42 C W 5	10.1	2.9 CERES 2.5 MESKILL 3.6 UEDINGHAUS R.R.CROSS'C 0.1 Track Conn R DRYAD 0.5  M. & St. P. RY. CROSSING 1 Track Conn Noterlocked 0.8 0 DOTY 1.1 1.3 CCORMICK R.R. CROSSING 0.6 Track Conn MCCORMICK 1.9 WALVILLE 1.5 VALVILLE LBR. CO. R. R. C1 1.3 PLUVIUS 6.4 R FRANCES 1.4  GLOBE 1.3 M LEBAM 3.2 NALLPEE 1.1 HOLCOMB 4.2 MENLO 4.0 WILLAPA 2.6 ID RAYMOND 3.4	46.4 43.9 40.2 39.8 39.8 39.8 32.9 32.3 30.4 28.9 27.6 27.6 21.2 19.8 15.3 14.2 19.8 10.0	10 30 Spur 10 98 Spur 35 61 Spur 15 Spur 15 Spur 15 8 Spur 20 31 9 14 72	\$11.03 \$10.56 \$10.47 \$10.43 \$10.32 \$69 \$10.26 \$10.21 \$10.21 \$10.25 \$10.21 \$10.25 \$	f 5.47 f 5.40 s 5.30 s 5.27 s 5.17 s 5.11 s 5.06 f 5.00 f 4.35 s 4.31 s 4.23 s 4.20 s 4.10 f 4.00 s 3.55 L 3.45M	\$ 1.40 \$ 1.25 \$ 1.25 \$ 1.10 \$ 12.335 \$ 12.30 \$ 12.10 \$ 11.10 \$ 11.10 \$ 10.35 \$ 10.35 \$ 9.10 \$ 8.40 \$ 8.30 \$ 18.15 \$ 18.15 \$ 7.55 \$ 7.40 \$ 7.30		THIRD  995  Ex. Sun.  Way Freight  112.25  A12.30  Ex. Sun.  05	CLASS  993  Ex. Sun.  Way Freight  L 8.30 AM 994 A 8.35 AM  Ex. Sun.  .05 10.0	Ex. Sun. Way Freight  10.40  11.10  f11.20  f11.45  f11.50  12.30  x 12.50  A 1.15  Ex. Sun. 2.25 10.0	Water, Fuel, Autorities and Autoriti	SH 24 CH 24 CH 15 CH 15 CH 7 CH 7 CH 7	0.0 1.3 7.5 10.6 15.1 16.0 17.4 17.6 20.9 V	CELMA BRANCH.)  Cime Table No. 5 April 3, 1927 Succeeding No. 52D  S T A T I O N S  Telegraph Offices and Cal SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 McCLEARY JUNCTION 0.8 McCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. 0.2 WHITE 4.1 EF ELMA  Time Over Subdivision Average Speed Per Hour	2E moderate state of the state	50   10   10   10   10   10   10   10	Ex. Sun. Way Freight  A10.00A  9.50  9.20  f 9.10  f 8.50  8.45  f 8.40  8.35  s 7.50  L 7.30A  Ex. Sun.  2.05  12.8	THIRD  994  Ex. Sun.  Way Freight  A 8.154M  993  L 8.104M  Ex. Sun.  .05  10.0	CLASS  996 Ex. Sun. Way Freight  A11.59AM 995 L11.55AM  Ex. Sun04 12.0	

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### FIRST SUBDIVISION. (MAIN LINE.)

- 1. Pusher District—Between Tenino Jct. and Castle Rock.
- 2. Drawbridge Interlocking—Chambers Creek, 1.4 miles east of Steilacoom. Lewis River, 2.5 miles west of Woodland.
- At Centralia and Chehalis normal position of crossing gates over the several industry spurs which cross the C. M. & St. P. Ry. main track will be set and locked across the spurs, and when train on spur desires to use crossing, gates will be swung across C. M. & St. P. Ry. main track.
- At Pioneer—Restricted clearance at Coal Dock Spur on back track.
- At Nisqually—Train order signal next to depot governs First Subdivision trains, and signal next the Third Subdivision track governs Third Subdivision trains.
- At Ketron—Telephone on Dispatchers circuit is located in section house.
- Nelson Bennett Tunnel-Headlight must be used by all trains passing through Tunnel between McCarver Street and Sixth Avenue.

  At Castle Rock—Cars must not be left below derailing switch on Silver Lake
- Logging Company's connection.
- At Napavine—Trains using Newaukum Valley Railway tracks will do so under protection of flag. Cars must not be left below derailing switch on Napavine Lumber Company's spur.

  10. At Ridgefield—Cars must not be placed on Tie Spur between switch and lower
- road crossing at Shingle Mill, and, on account of heavy grade, cars must be fully secured when left standing.

  Eastward siding will be used as storage track.
- At Lewis River Bridge—The assigned hours of the draw bridge tender are 8:00 At Lewis River Bridge—The assigned hours of the draw bridge tender are 8:00 A. M. to 4:00 P. M., but draw bridge tender is subject to call while off duty to operate bridge for river traffic. Should it become necessary to flag through this interlocking plant, it must first be ascertained if draw bridge tender is not on duty and then flagman must precede train in making this move and be absolutely sure that derails and rail locks are in proper position.

  At Vancouver—Junction switch at east end of Columbia River Bridge will be
- set and locked for N. P. main track.
  - Trains and switch engines using track leading to wharf will come to a stop before crossing S. P. & S. Ry. crossing, and will not proceed until a man has been sent
  - ahead to flag the crossing.

    Westward trains will stop at passenger station before engine reaches point of clearance between N. P. and S. P. & S. tracks and must be under control before passing station, expecting to find main track occupied.
- At Portland—Trains will be governed by the rules of the Northern Pacific Terminal Company while in Portland yard.
- Logs must not be moved in trains after dark, except between Chehalis and Centralia, in which case a trainman will be stationed on the rear platform of the caboose with lighted lantern or fusee to watch for logs that may be lost from cars
  - and obstruct opposite track.

    Trains handling logs are not permitted to meet regular or special passenger trains between stations and must not be permitted to meet any trains between stations after dark. Conductors will notify Dispatcher when there are logs in the train and secure train order that opposing trains are held as provided above. Cars with logs must be inspected to be sure they are safely loaded and secured. Logs Loaded on Flat Cars will not be handled through Nelson Bennett and Ostrander tunnels or across Lewis River bridge. This does not apply to logs loaded in gondola cars and properly secured, staked and wired.
- Rock loaded on flat cars must not be handled through Nelson Bennett Tunnel
- unless secured on cars with side boards.

  Bridge and Engine Restrictions—At Kalama when doing switching on Salmon track, enough cars must be used so that engine will not go on trestle.

  Engines will not run on trestle of Port Commission located about 1,500 ft. from switch. Look out for locomotive crane also using this track. Do not exceed four (4) miles per hour on Port of Kalama spur and five (5) miles per hour on curve of Mountain Timber Company's spur.
- At Winlock, engines must not go beyond frog on Johnson's spur. 17. Speed Restrictions—Passenger trains must not exceed a speed of one minute or sixty seconds per mile, and freight trains forty (40) miles per hour. Class W, or other freight engines, weighing 201,500 pounds or over on drivers; forty (40) miles per hour except Classes W-3 and W-5 thirty-five (35) miles per
  - Engines with drivers 48 inches in diameter, or less; twenty-five (25) miles per
  - hour.

    Classes Q-5 and Q-6 engines fifty-five (55) miles per hour.

    O.-W. R. & N. engines of Consolidation, or Mikado Class; thirty-five (35) miles per hour, except Mikado class with drivers 63 inches diameter, or over, handling passenger trains; fifty (50) miles per hour. Mallet class of 3800 series, fifteen (15) miles per hour, and of 3600 series, twenty (20) miles per hour.

    Great Northern engines of 500, 700 and 1100 series; twenty-five (25) miles per hour. Class J-2 forty (40) miles per hour, class O-5 thirty-five (35) miles per hour. At Tacoma trains will approach crossover switches at South 21st Street (entering
  - At Tacoma trains will approach crossover switches at South 21st Street (entering Union Station) and O.-W. R. & N. connection at 15th Street at restricted speed and will not proceed until tracks are known to be clear and signal is received from switch tender with green flag by day and green light by night.
  - Trains will approach crossover switches on double track at cold storage plant opposite Tacoma Wharf at restricted speed and will not proceed until tracks are

  - At McCarver Street:—All trains approach First Street Crossing East of Depot at restricted speed and sound whistle.
  - At Pioneer—Between the hours of 7:00 a.m. and 11:00 p.m. account workmen crossing tracks, twenty (20) miles per hour. While passing gravel bunkers, sound whistle and ring bell.
  - On Westward track from one fourth (14) mile East of yard limit sign East of Chehalis to first switch at Chehalis, twenty (20) miles per hour.

    Through rock cut east of Martin's Bluff on Eastward track, run at restricted speed keeping sharp lookout for falling rock.

### SPECIAL INSTRUCTIONS.

City or Village ordinances restrict speed of trains over highway crossings within corporate limits as follows: Winlock, twelve (12) 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., approach highway crossing prepared to stop account teams hauling logs across track.

- 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 Knapps and Felida to discharge passengers and express from points East of Centralia.
  - No. 407 will stop at Olequa for U.S. Mail. 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 Yancouver Junction to throw off papers. No. 563 will stop at stations west of Centralia to discharge passengers originating
  - at points where No. 401 does not stop. No. 563 will stop at Kelso and Kalama to let off passengers from Grays Harbor Branch occupying space in the Grays Harbor to Portland Sleeper. No. 564 will dispatch United States mail at St. Clair. No. 591 will connect with No. 407 at Centralia.
- 19. Register Stations-
  - Tacoma-Union Station for passenger trains—River Street for freight trains. Centralia.
  - Vancouver. Portland.
  - McCarver Street.
- 20. Register Exceptions-At Centralia and Vancouver enginemen will not be required to consult register but will be furnished register check, form 602 by conductor. At McCarver Street all trains register by ticket form 608.
- Clearance Exceptions-Clearance will not be required at McCarver Street by eastward trains if train order signal is in clear position.
- **Bulletin Stations—** 
  - Tacoma...... Union Station, Round House, Yard Office. Centralia...... Passenger Station, Round House, Yard Office. Vancouver......Passenger Station, Round House. Portland..... Telegraph Office.
- 23. Standard Time Clocks-
  - Tacoma, Union Station, Round House, Yard Office. Centralia, Passenger Station, Round House, Yard Office. Vancouver Passenger Station.
- 24. Watch Inspectors—
  - Tacoma, S. Grimstead, 11th and Pacific Ave. Centralia, C. R. Ahern. Vancouver, Joseph Carter. Portland, W. H. Sexton, 245 Washington St.
- 25. Derail 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.
  - nection. 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 con-
  - nection with passing track. Evaline..... West End Spur. Winlock. .... West End Passing Track and Union Oil Co.
  - at East and West end of interchange track.

  - R. R. House Track.
  - 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.

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- Miles from 26. Commercial Spurs-Capacity Tacoma Pioneer.
  Gravel Center, (State Gravel Co.).
  Cascade Paper Co. (West Tacoma).
  Olegard.
  Chain Hill Lumber Co. 13.0 15 14.0 6 15 24 Menefee..... McNelly. Rocky Point. 95.6
- Shives.... Consolidated passenger trains—Nos. 401, 402, 407, 408 operated by Northern Pacific crews. Nos. 458, 459 by Great Northern crews. Nos. 561, 562, 563, 564 by O.-W. R. & N. crews.
- 28. Between McCarver Street and Tenino:
- The normal position of the train order signal will be "Stop" at:
- McCarver Street for Westward trains. Sixth Avenue for all trains.
- Steilacoom for all trains. Nisqually for all trains. St. Clair for all trains.
- Chambers Prairie for all trains. Tenino for Eastward trains.
- The position of these signals will not be changed while operator is on duty, except when changed to clear position for a train to pass when the block is clear and no train orders, or to caution position for a train to pass when provided with a clearance
- A train will not be permitted to leave McCarver Street Westward, Tenino Eastward, or Sixth Avenue, Steilacoom, Nisqually, St. Clair and Chambers Prairie in either direction, until the last preceding train has cleared the next open telegraph office in advance or reported clear of the main track at an intermediate siding except office in advance or reported clear of the main track at an intermediate siding, except
- office in advance or reported clear of the main track at an intermediate siding, except upon authority of the Superintendent when the train must be given a clearance card endorsed, "Block is occupied by———" Trains receiving clearance cards so endorsed, must proceed at restricted speed thru territory so occupied.

  Operators at these stations will keep a record showing the time trains pass their station and the next open telegraph station in both directions, reporting the time promptly to each other, and will not report trains clear at their station until they are into clear on the siding or the rear of the train has passed the telegraph office
- When a train enters the siding at Pioneer, Ketron or Kyro to be passed by another train, they will report on the telephone to the next open telegraph office in the rear when into clear and will not proceed until the train which has passed clears the next
- open telegraph office in advance.

  Crossover movements will be made subject to Transportation Rule D152. Before making such movements permission must be obtained from Operator.
- In case communication fails, operator may not less than ten minutes after departure of the last preceding train, issue clearance card endorsed:
- 'Means of communication having failed proceed at restricted speed." Trains must not pass a stop signal without receiving a clearance card or a train order authorizing them to do so except to do station work, take fuel or water, or enter siding in advance of a signal but such train must obtain clearance card before departing from that station.

### SECOND SUBDIVISION. (GRAYS HARBOR LINE.)

- At Olympia—Tunnel district is protected by automatic electric disc signals located as follows:
  - No. 1 (large disc) just west of passenger station.
    No. 2 (large disc) just east of passenger station.
    No. 3 (switch indicator) at east end of passing track.

  - No. 4 (large disc) just east of tunnel.
- Eastward trains or engines finding signals 1 or 2 at stop will protect against westward trains coming out of tunnel. Signal No. 3 will govern eastward movement
- from passing track. Trains or engines coming from Jefferson Street line must have clear indication from signal No. 4 before opening main track switch. A crossing gate, with light at night, is maintained at Tumwater Spur crossing. Normal position of gate is locked across spur. Trains must be prepared to stop when gate is set against them.
- Track next to Bay used exclusively for repair track from West Switch to point 650 feet East of switch
- 2. Drawbridge Interlocking-
  - Wishkah River.....Aberdeen.
- 3. At Gate trains will approach expecting to find Ninth Subdivision trains turning on wye. Normal position of switch connecting west leg of wye and passing track is for passing track.

  Passing track from crossover West of Depot to the West Switch will be used as
- storage track.
- 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.
- At Olympia and Cosmopolis-Northern Pacific trains will protect themselves while on O.-W. R. & N. tracks.

- At Bordeaux Junction on the Mason County Logging Company tracks a siding is located 1985 feet from the Junction switch where interchange of cars will be made. Northern Pacific trains will look out for the Logging Co. trains and must not block their passenger trains from connecting with Nos. 421, 422, 423 and 424. Normal position of switch leading to spur track at Bordeaux Junction which is used by Mason County Logging Company's trains in making connection with Northern Pacific passenger trains will be left for spur, derailing switch is located between this spur and Northern Pacific main track and must be left in derailing position after using.
- At Aberdeen all trains and engines will move at restricted speed within Yard Limits. This rule does not supersede Transportation Rules \$93 and D93, 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.
- At South Aberdeen and Cosmoplis trains and yard engines will stop at grade crossings of the O.-W. R. & N. Co. industry tracks.
- At Hoquiam all trains and engines will move at restricted speed within yard limits. This rule does not supersede Transportation Rules S93 and D93, 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 inter-

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.

Bridge and Engine Restrictions—

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 heavier than W2 not permitted.

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 et twenty (20) miles per hour.

Double header engines Classes Q, Q-1, Q-2, Q-3, Q-4, 1, S, S-1, S-2, S-3 and S-4 at twenty (20) miles per hour.

Engines Classes A, 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 Jct. to Markham—Speed will be restricted over Bridge 1, Chehalis

River, as follows:

Engines Classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles

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.

Aberdeen Junction to Cosmopolis, Cosmopolis to Markham: Engines 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.

Speed Restrictions-

Passenger trains forty-five (45) 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, except Class W thirty (20) miles per hour between Copalis.

thirty (30) miles per hour.

All trains twenty (20) miles per hour between Aberdeen Junction and Markham, 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

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 ten (10) miles per hour over streets and crossings used by public and twenty (20) miles per hour elsewhere within city limits.

twenty (20) miles per hour elsewhere within city limits.

Five (5) miles per hour passing through paved street between Wishkah River drawbridge and log rollway one mile east of Aberdeen. At Grass Creek located three-fourths (3/4) miles West of Mile Post 79, Grays

Harbor Line, gasoline propelled lumber carriers are being used in crossing main track to and from mill located at that point.

Enginemen keep sharp lookout and sound whistle approaching crossing.

Special Stops, Connections, etc.—

Special Stops, Connections, etc.—
No. 424 will stop on flag at Mima Sunday only.
No. 422 will stop at Wynooche Spur to discharge passengers.
No. 423 will stop on flag at Lacy Sunday only.
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 Rurrows to pick up and let off school children at Gillies Slough 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.

### SPECIAL INSTRUCTIONS.

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

No. 502 will connect with Nos. 421 and 422 at Gate.

Mail Cranes installed at Union Mills, Lacey, Little Rock, Porter and Satsop for interchange of U.S. Mail with trains not scheduled to stop.

Register Stations— St. Clair Olympia Aberdeen

Hoquiam Moclips

Cosmopolis Aberdeen Jct. for No. 422 and No. 968 Tuesday and Friday only.

15. Register Exceptions-

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

At Gate Nos. 421, 422, 423 and 424 will register by ticket form 608 and will be furnished register ticket form 602 by operator.

No. 992 will not require clearance card at Markham.

At Aberdeen enginemen of C. M. & St. P. and O.-W. R. & N. westward trains will not be required to consult the register, but will be furnished Register Check, Form 602 by conductor.

Clearance Exceptions—
At St. Clair westward trains will not require clearance if train order signal is in clear position.

Hoquiam Passenger Station and Roundhouse.

Standard Time Clock—
Hoquiam Passenger Station and Round House.

Watch inspectors—
S. J. Stieglitz Aberdeen.
Fred Straub Hoquiam.
Talcott Bros. Olympia.
D. P. Pearson. Elma.

20. 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. Schafer.....Both ends of interchange track. 

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

Aloha ... ... East end of passing siding.

Moclips ... ... On Smith Logging Co. track west of depot

and interchange track.

Port of Grays Harbor..... Derails installed on Aberdeen and Hoquiam end of connection with Port tracks. 21. Commercial Spur—

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

THIRD SUBDIVISION.

(AMERICAN LAKE LINE.)

At Nisqually train order signal next to Third Subdivision track governs Third Subdivision trains, and the signal next to depot governs First Subdivision trains.

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

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.

Highway must be protected by nagman.

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 lien 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 Camp 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 at restricted speed; ring bell and sound whistle.
4. Register Stations—

Nisqually Lakeview Camp Lewis for trains originating and terminating.

Register Exceptions—
At Nisqually and Lakeview trains register by ticket, Form 608, and will be furnished check of register by train order or Form 602.

Clearance Exceptions—

At Lakeview and Nisqually trains will not require clearance if train order signal is in clear position.

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.)

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.

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

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 with it is at a term. I have a region of the processors from Union Station to 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

Mountain Grade—15th Street, Tacoma, to 2½ miles west.

At South Tacoma—Test inspection and understanding as required by Rule 1003, 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

air applied to be released by switch engine. Switch engine will control the air until stop is made at the Union Station, leaving brakes applied after making the stop.
At Union Station, enginemen on road engines of westward trains will, after ter-

minal air test is made, apply air to the train and cut out air brake valve, leaving the air applied to be released by switch engine when ready to depart.

Switch engine will control the air while backing out of the station and make the stop before starting up the hill, leaving the air applied, to be released by the road

The leading engine will control the air under all conditions.

Eastward trains will approach Pacific Avenue under control and be governed by signal No. 4 located at gate tower of Pacific Avenue and controlled from 15th

Street Tower.

Top arm of this signal governs movements on Eastward main track; lower arm governs movements on eastward main track over crossover to Drawbridge Line or from Eastward track through pocket back of eastward track.

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

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

- 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. Logs—may be handled after dark on double track between South Tacoma and Tacoma but will not be permitted to meet any train except switch engines and Switching trains. Conductors will notify Dispatcher when there are logs in the train and secure train order that opposing trains will be held as provided above. Trainmen must be stationed on rear platform of the Caboose with lighted lantern or fusee to watch for logs that may be lost from cars and obstruct opposite track.

8. Bridge and Engine Restrictions—

Reservation to 15th Street Tower via Drawbridge Line—Speed will be restricted over Bridge 39, Tacoma Waterway as follows:

Ten (10) miles per hour until entire train has passed over bridge. Double headers not permitted.

Engines Classes A, G-1, G-2, Q-5, Q-6, W-3, W-5 and heavier will not be permitted. G. N. engines heavier than class O-5 not permitted.

Bridge12.3 on what is known as the Dempsey or Tide Flat Branch (Tacoma

Terminal). Heavier than Class Q engines not permitted. Speed of other engines over this bridge, eight (8) miles per hour.

At McIntosh: Engines will not go beyond a point 250 feet from west end of loading track.

Speed Restrictions—
Passenger trains: between South Tacoma and Lakeview, fifty (50) miles per Passenger trains: between South Tacoma and Lakeview, fifty (50) miles per hour; between Yelm and 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 at restricted speed between 15th Street and 21st Street.

Northern Pacific Engines classes W, W-1, W-2 and W-4 forty (40) miles per hour. Classes W-3 and W-5 thirty-five (35) miles per hour. Great Northern Engines classes J-2 forty (40) miles per hour. Class O-5, thirty-five (35) miles per hour.

West Tenino

five (35) miles per hour.

10. Register Stations-15th Street Tower

South Tacoma Tacoma

11. 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.

12. Clearance Exceptions-At West Tenino and South Tacoma, eastward trains will not require clearance

if train order signal is in clear position. At South Tacoma, Westward trains will not require clearance if train order signal is in clear position.

13. Bulletin Stations-Tacoma.

14. 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-HandforthLumber Co. Spur. 

15.	Commercial Spurs—	Miles from	Car
	McKenna Lumber Co	Tacoma 23.2	Capacity
	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.

- At Enumciaw—While using main track of White River Lumber Co., between Junction Switch with C. M. & St. P. and yard limit sign located 2,000 feet east, all movements will be made in accordance with transportation rule S93.
- At Carbonado, 1/2 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 at restricted speed expecting to find gates set against them.

### SPECIAL INSTRUCTIONS.

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

Bridge and Engine Restrictions-

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 eight (8) miles per hour.

Double header engines classes W, W-1, W-2 and W-4 not permitted.

Engines classes A, Q-5, Q-6, W-3, W-5 and heavier not 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 eight (8) miles per hour.

Double header engines class E-1 eight (8) miles per hour.

Double header engines class F-1 eight (8) miles per hour. Engines classes T, Q-1 and heavier not permitted.

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

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.. Reduce speed to four (4) miles per hour over cribbed track where mine cave in occurred one and one-half (1½) Miles East of Carbonado.

7. 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.

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

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

Clearance Exceptions-Eastward trains will obtain clearance at Puyallup instead of Meeker. No. 529 will not require clearance card at Black Carbon.

Bulletin Station-South Prairie.

Derail Switches-12.

Dencla......East End Spur. West end Naval Coal Co. track. Veazie......West end spur track. Webstone......Spur track Oil spur. South Prairie...........West end passing track. West end house track. 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. 

	main track switch.	*CK 110. 1, 1	oo teer iton
	MonekoWest end of siding.	e - 2	
13.	Commercial Spurs—	Miles from Palmer	Car
		Junction	Capacity
	Dencla	0.5	$^{2}$
	Big Six	1.7	10
	Fleet	3.2	20
	Birch.	7.9	6
	Webstone		4
	Broomfield		15
	Moneko		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.
- At Selleck trains will run at restricted speed 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 eight (8) miles per hour.
Double header engines class F-1 eight (8) miles per hour. Engines classes Q-1 and heavier not permitted.

Kanaskat to Kerriston and Selleck-Engines classes heavier than S-4 not per-

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.

Register Station-Kanaskat.

Clearance Exceptions— No. 531 will not require clearance card at Kerriston. No. 533 will not require clearance card at Selleck. No. 534 will not require clearance card at Kangley Jct.

7. 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. 

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.

At Wingate, side and overhead clearance is restricted at the Coke and Coal

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

Speed Restrictions—Twenty (20) miles per hour. Five (5) miles per hour over Slide 1/4 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 at restricted speed expection to find a trainer than pecting 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.

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 eight (8) miles per hour. Double header engines class F-1 eight (8) miles per hour. Engines classes T, Q-1 and heavier not 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.

5. 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.

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

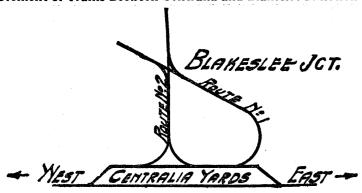
Derail Switches—

change track.

Miles from Car 7. Commercial Spurs-Capacity 12 Orting Dempsey..... 8.6 Electron Rock Crusher....

### 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 eighter route will do so at restricted speed. Eastward movements will be made over Route No. 2.

Westward movements will be made over Route No. 1.

First Class trains to and from Boutes No. 1 and No. 2 will move of route No. 1.

First Class trains to and from Routes No. 1 and No. 2 will move at restricted speed between Centralia passenger station and connection with these Routes. This rule does not supersede Transportation Rules S-93 and D-93, and first class trains must be protected against within yard limits.

Blakeslee Junction Interlocking—

Westward trains will indicate to Towerman route wanted as follows:

Northern Pacific: One long, one short, one long. Thus:—o—
O.-W. R. & N.: One long, two short, one long. Thus:—o o—

Bridge and Engine Restrictions—

Centralia to Gate—Engines classes heavier than W-2 not permitted.

Speed Restrictions—Passenger trains forty-five (45) miles per hour. At Blakes-lee Junction: Fifteen (15) miles per hour over C. M. & St. P. Ry. crossing. Engines classes Y and heavier twenty-five (25) miles per hour.

Special Stops, Connections, etc.—

Regular passenger trains will stop on flag at State Training School at Grand Mound for passengers or to unload express. No. 503 will connect with Nos. 407-408. No. 505 will connect with Nos. 458 and 459 at Centralia.

Register Station-

Centralia Passenger Station. Blakeslee Junction for Eastward Northern Pacific trains and O.-W. R. & N. Eastward first class trains, Northern Pacific second and inferior class trains will register only when instructed by train order to do so.

Register Exceptions-

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

Bulletin Stations—

Centralia.

Round House. Yard Office.

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

Watch Inspector—Centralia, C. R. Ahern.

Derail Switches—

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

12. Commercial Spur—

Car Miles from Miles from Car Centralia Capacity

Yard Office.

Foran.... 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. Speed Restrictions—

Twenty-five (25) miles per hour from Wabash to West end of curve ½ mile East to Mile Post 2. 12 miles per hour from West end of curve East of Mile Post 2 to Mile Post 3. 20 miles per hour from Mile Post 3 to Bridge 4-2. 10 miles per hour over Bridge 4-2. 20 miles per hour from Bridge 4-2 to Mendota. Four (4) miles per hour over filled portion of bridge No. 5.

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

within yard limits.

Register Stations-

Clearance Exceptions-

No. 979 will not require clearance card at Mendota. **Bulletin Stations**— Roundhouse.

Centralia. Passenger Station.

7. Derail Switches-Mendota..... Connection with Martin Log Spur.

Eastern Ry. and Lumber Co.
Ultrican & Rozenganz Spur 150 feet from main track switch

Official & Rozencranz Spui, 100 feet from main wack s		
Commercial Spur—	Miles from	Car
	Wabash	Capacity
Ultrican & Rozencranz Logging Co	6.1	Î0 Î
 Olympia Coal Co	6.4	4
Eastern Ry. & Lumber Co. Spur No. 3	6.5	20
Eastern Ry. & Lumber Co		20
Posts Spur	4.5	5

### SPECIAL INSTRUCTIONS.

### 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 at restricted speed expecting to find gates set against

- 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 at restricted speed expecting to find gate set

At Raymond, low platform at the end of Siler-Willapa Lumber Co. spur will not clear foot-board or pilot of engine.

Draw bridge tenders on duty 7.00 A. M. to 11.00 P. M., Bridge will be left open

when tenders not on duty.

All trains will come to a full stop before passing over Ocean Beach Highway which is located about Two Hundred Fifty (250) feetWest of the depot.

All trains while switching over this crossing will protect same with a man In switching Quinault Lumber Co. tracks engines must not go beyond First Street. Sufficient cars must be handled in doing work, so as to avoid going

beyond this street.

Bridge and Engine Restrictions—
Speed will be restricted over Bridge 2-1 and Bridge 38, Willapa River, as follows:
Engines classes T, Q-3, Q-4, W, W-1, W-2 and W-4 eight (8) miles per hour.
Double header engines classes T, Q-3, Q-4, W, W-1, W-2 and W-4 not per-

Engines classes A, Q-5, Q-6, W-3, W-5 and heavier not permitted. Engines classes A, Q-5, Q-6, W-3, W-5 and heavier not permitted.

Speed will be restricted over Bridge O, Newaukum River; Bridges 5, 6, 16-1

and 23, Chehalis River; Bridges 42 and 45, Willapa River, as follows:

Engines classes W, W-1, W-2 and W-4 eight (8) miles per hour.

Double header engines classes W, W-1, W-2 and W-4 not permitted.

Engines classes A, Q-5, Q-6, W-3, W-5 and heavier not permitted.

Speed will be restricted over draw span of Bridge 53, Willapa River, to

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

per hour.
At Lebam, Engines Class Y-2 or heavier not permitted on Lebam Timber Com pany's Spur.

At Raymond, engines heavier than Class F not permitted on Quinault Lumber Company's Spur.

7. Speed Restrictions—

Passenger trains forty (40) miles per hour, except between Pe Ell and Frances, thirty (30) miles per hour. At Raymond, ten (10) miles per hour over Seventh Street crossing. Engines classes Y and heavier twenty-five (25) miles per hour.

Special Stops, Connections, etc.-

No. 591 and No. 592 will stop on flag at Fern Spur.

No. 593 and No. 594 will stop on flag at Fern Spur on Saturday and Sunday.

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. Walville......Mill Spur. Pluvius..... East and west end of siding. 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
Mavfair	<b>55</b> .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 eight (8) miles per hour. Double header engines classes F-1 eight (8) miles per hour.

Engines classes Q-1 and heavier not 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.

Special Stops, Connections, etc.— Nos. 981 and 982 will stop on flag at Crusher and Lucia.

Register Stations— Yacolt. Vancouver Junction

Clearance Exceptions

No. 982 will not require clearance card at Vancouver Jct.

Derall 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.

7. Commercial Spurs-

	Miles from Yacolt	Car Capacity
Lucia	$\begin{smallmatrix} 5.0\\13.1\end{smallmatrix}$	6

### THIRTEENTH SUBDIVISION. (ELMA BRANCH.)

1. At Whites, 1/4 mile east, gates are maintained at crossing with Lumber Company's track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing at restricted speed expecting to find gates

Look out for White Star Lumber Company's engines and cars occupying main track within yard limits.

At Shelton—Northern Pacific crews may operate over the main track of the Penninsular Railway Company between the junction with Northern Pacific main track (at Olympic Highway) and yard limit board located 786 feet West of West switch of Northern Pacific interchange yard. Northern Pacific crews occupying Peninsular Railway Company tracks within these limits must be protected as per Transportation Rule No. 99.

Bridge and Engine Restrictions-

Engines classes heavier than F-1 not permitted. At Kamilche—Do not place engines on old trestle.

4. Speed Restrictions-

Passenger trains, twenty-five (25) miles per hour; freight trains, fifteen (15) miles

All trains twenty (20) miles per hour between Hillgrove and Stimson; fifteen (15) miles per hour between Stimson and Marmac and twenty (20) miles per hour between Marmac and Shelton, except over Mill Creek fill located between Miles Posts 22 and 23 over which speed of eight miles per hour must not be exceeded.

5. Register Stations-

Clearance Exceptions—

No. 989 will not require clearance card at Shelton. Nos. 993 and 995 will not require clearance card at McCleary. Nos. 994 and 996 will not require clearance card at McCleary Jct.

7. Derail Switches-

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

Commercial Spurs-

Miles from Car Elma Capacity

### ALL SUBDIVISIONS.

Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train.

When necessary to take slack of freight trains with helper engine on the rear, it

when necessary to take stack of freight trains with helper engine on the rear, is should be done by the helper engine.

Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.

Except as otherwise provided, enginemen will only be required to consult register at initial or starting points.

In the State of Washington rear brakeman or flagman must have at least one year's experience; passenger trains of four (4) or more cars must have two (2); and freight trains of twenty-five (25) or more cars must have three (3) brake-

Speed Restrictions: Passenger trains must not exceed a speed of one mile per minute, and freight trains forty (40) miles per hour.

All trains thirty (30) miles per hour through limits of interlocking plants, fif-

teen (15) miles per hour through crossovers, turnouts, gauntlets and passing telegraph offices where orders are received. 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.

DR. D. H. RUNNING.....

DR. H. Y. BELL.... DR. F. J. HACKNEY... DR. G. W. KENNICOTT....

DR. J. H. MANNING.....

DR. W. W. WEBB.......
DR. R. H. CAMPBELL.....

DR. H. H. QUAIFE.....

DR. E. C. HACKETT.....

DR. C. E. RICHARDS.....

DR. C. S. WHITE.....

DR. J. F. DICKSON (Oculist)..

DR. J. N. COGHLAN (Oculist)

DR. R. M. DODSON.....

DR. W. M. KARSHNER.....

DR. J. H. SHEETS.....

DR. W. W. WICK....

DR. R. L. SIMPSON.....

DR. E. W. STEVENS.....

DR. H. B. CRAVENS.....

DR. ORNE R. NEVITT.....

DR. F. W. ANDERSON.....

DR. G. A. TRIPP.....

DR. J. J. O'LEARY Olympia.
DR. F. A. BIRD Olympia, Wash.

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

DR. R. H. BEACH, Chief Surgeon, Western District, Tacoma, Wash.

DR. R. D. WRIGHT, Asst. Surgeon, Tacoma. DR. J. W. GULLICKSON, Asst. Surgeon,

Location

South Tacoma.

Tacoma.

Centralia.

Centralia. Chehalis.

Chehalis.

Winlock.

Kelso.

Kalama

Yacolt.

Portland.

Portland.

Portland.

Portland.

Puyallup.

Dryad.

Pe Ell.

Raymond.

South Bend.

Woodland.

Vancouver, Wash

Castle Rock.

Tenino

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

Telephone Number

Office

Madison 260.

Main 405.

421.

261-J.

52-W.

154.

75. 553.

17-J-1.

628.

303.

Beacon 9380.

Beacon 3111.

Beacon 9380.

Beacon 1028.

No Telephone.

Main 94.

Dryad 64. Doty 69. 124.

117-W.

117-W.

980. 33.

Residence

Madison 345.

Madison 330.

423.

560.

548. 261-M.

52-R.

244.

628. 622.

17-J-2.

Sellwd 1553.

Bdwy. 2243.

Atwtr 4175.

Garfield 4416.

House No. 79.

11 Dryad.

266.

161-W.

164-W.

(DR. A. C. STEWART, Consulting Surgeon, DR. R. C. SHAEFFER, Consulting Surgeon,

DR. F. H. GRANDY, Interne, Tacoma. DR. ROFF McPHAIL, Interne, Tacoma.

Olympia.

# SPECIAL INSTRUCTIONS.

Stretchers At	Name	Location	Telephon Residence	e Number Office	Stretchers At
	DR. J. O. VAN WINKLE	Oakville.	No Telephone.	1	
	DR. J. H. McARTHUR		· -		
lacoma, Tool Car	DR. A. A. FOOT		78-M.	78-J.	
Hospital	DR. J. L. PAUL				
Round House	DR. J. F. McDONALD		209.	680.	
Moon Yard Office	DR. CARL WEISEL			160.	
lead-of-Bay Yard.	DR. I. R. WATKINS		820.	330.	Aberdeen.
Vharf.	DR. H. C. WATKINS		149-M.	149-J.	
	DR. F. A. PLUM		1182.	1182.	•
	DR. H. D. LILLIBRIDGE				1.
	DR. W. G. CAMERON (Oculist)	Tacoma, Wash.	Main 9202.	Main 9205.	
Centralia.	DR. A. E. HILLIS (Oculist)		Proctor 3211.	Main 9205.	
	DR. E. J. CULLAN			1	
	DR. JOHN ELDER	Selleck, Wash.			
7.1	DR. C. E. MARTIN	Wilkeson, Wash.		Ì	
Kalama.	DR. R. S. WEYER	Orting, wasn.			İ
Vancouver.	D. F. M. GAGE	Shelton, wash.	<u> </u>	<u> </u>	
ancouver. Cacolt.	Surgeons will attend, when	n called upon of	ficially to all		J 4 4 -
acort.					
Portland.	employes or passengers. It to the locality or town who	III Cases of Sicking	igos in is the illi	ention to limi	t medical service
or manu.	which distinct official auti	hority must be	had in accord	me urgent ne	cessity exists, for
	tions.	nortey must be	nau in accord	ance with es	abusned regula-
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rting.	physician. In the event	of a sudden eme	arcanev arisin	g from agaid	ont if no consumer
	proper surgical aid should	he produced un	til the arrival	of a remiler	v appointed sur-
	geon, when the case should	he placed in hi	s charge and	in no case sh	ould the services
	of any but an authorized (	Company Surge	on he continue	ed at the exp	ense of the Rail-
	way Company, or of the As	ssociation, after	such surgeon i	sable to assu	me charge of the
	and company, or or one and		North COU	~ ~~IO UO MADAU	THE SHALLES OF THE

# 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. & N. RY. CO.

Name Location District DR. DONALD H. JESSOP, Chief Surgeon.
DR. M. K. HALL, Asst. Surgeon.
DR. C. M. PEARCE, Chief Oculist, Ear, Portland, Corbett Bldg O.-W.R. & N. Co. Sys. Portland, Corbett Bldg O.-W.R. & N. Co. Sys. Nose and Throat.

Dr. John W. McCollom, Eye, Ear, Portland, Selling Bldg. O.-W.R. & N. Co. Sys. Portland, Morgan Bldg. O.-W. R. & N. Co. Sys. Portland, 412 Bush & geon..... Drs. Margason & Ghormley, Asst. Lane Bldg. Portland, 4645½ 67th O.-W. R. & N. Co. Sys. Surgeon.
Dr. Courtland L. Booth, Asst. St. S. E. Portland, 798 Clinton O.-W. R. & N. Co. Sys. DR. CURTIS HOLCOMB, Asst. Surgeon...

DR. CURTIS HOLCOMB, Asst. Surgeon...

Portland, 129½ RusSell Ave.

O.-W.R.& N. Co. Sys.
O.-W. R. & N. Co., Albina to The Dalles and Vancouver. DR. J. B. BLAIR, Dist. Surgeon...
DR. C. HOLCOMB, Asst. Surgeon.....
DR. MONTGOMERY RUSSELL, Division Vancouver Vancouver District. Albina Albina to Vancouver. Seattle, 620 Leary Bldg., Main 90 Surgeon. Portland-Seattle. eattle, Cobb Bldg., Main 2205 Portland-Seattle. DR. JAMES C. SNYDER, Asst. Surgeon. . . Seattle, Ry. Exchange DR. F. D. MERRITT, District Surgeon...

DR. CHAS. JAMES, District Surgeon...

Tacoma, Fidelity Bldg. Auburn-Tenino. DR. W. A. MILLINGTON, Dist. Surgeon., Tenino Tacoma-Centralia. (Tenino-Winlock. Dr. W. R. Scott, District Surgeon. . . . Centralia Centralia-So. Elma. Centralia-Tono. Winlock-Castle Rock. Castle Rock-Kalama. (Grays Harbor and DR. A. E. Anderson, District Surgeon. . | Hoquiam North River Dr. J. H. Fitz, District Surgeon..... Montesano Branches. Dr. W. L. Bridgeord, District Surgeon | Olympia Òlympia 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

1

### CLEARANCES

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

CLEARANCES																					
		LIMIT OF LOAD MEASUREMENT HEIGHT ABOVE TOP OF RAIL											1	<del></del>							
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide		ft.  7	ft. 6 in Wide		8 ft. 6 in   Wide		9 ft. 6 ir Wide	. 10 ft. Wide	10 ft.6 in Wide	n. 11 ft. Wide	11ft.6in Wide	Wide	Max. Height	Max. Width
1st Subdivision	Main Line (Reservation-McCarver St.)	18' 6"	18' 6"	18' 6'	18' 6'		18' 6			18' 6''		18' 6"		18' 6'		18' 6'			- Wide		11' 6"
1st Subdivision	Main Line (McCarver StTenino)	20′ 5″	20′ 2′′	19' 10'	19' 5'	18' 11"	18′ 5	17'	10"	17′ 6′′	17' 2'	16' 9"	16' 4"	15′ 11′	15′ 5′	′ 14′ 10′	14' 2	13' 6"		20′ 5″	11' 6"
1st Subdivision	Main Line (Tenino-Portland)	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.)	21' 4"	21' 4''	21' 4'	21' 4'	21' 4'	21′ 4	21'	3" 2	21′ 1″	20′ 11′	20′ 10′′	20′ 9′′	20′ 7″	20′ 5′	′ 20′ 1′	19' 9	' 19' 6"		21' 4"	11' 6"
2nd Subdivision.	Grays Harbor Line (Aberdeen JctMoclips)	20′ 6″	20′ 6″	20' 6'	20' 6'	20′ 6′′	20′ 6	20′	6" 2	20′ 6″	20′ 6′	20' 6"	20′ 6′′	20' 6"	20′ 5′	20′ 4′	20′ 2	′ 20′ 1′′		20' 6"	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	20' 10"	20′ 10″	20' 10'	20′ 10′	20′ 10′′	20′ 4	" 19'	8" ]	19′ 4′′	19' 1'	18' 9"	18' 6"	18' 2"	17′ 10′	17' 7'	17' 3'	′ 16′ 11′′		20′ 10″	11' 6"
3rd Subdivision.	American Lake Line	21′ 7″	21' 7"	21' 7'	21' 7"	21' 7"	21′ 7	" 21'	7" 2	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—South Tacoma (Via Drawbridge Line)	19' 11"	19′ 11′′	19' 11'	19' 11'	19' 11"	19' 11	" 19'	10"	19′ 9′′	19' 8'	19' 7"	19' 6''	19′ 4′′	19' 2'	18' 10'	′ 17′ 9′	′ 17′ 3′′		19′ 11′′	11' 6"
4th Subdivision.	South Tacoma—Tenino	21' 4"	21' 4"	21' 4'	21' 4'	21' 4"	21′ 4	<u>"</u> 21'	4" 2	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" 2	21′ 2″	21' 1'	20′ 11″	20′ 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" 1	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" 1	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" 2	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" 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" 1	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)	21' 5"	21′ 5″	21' 5"	21' 5"	21' 5"	21′ 5	" 21′	3" 2	21' 2"	21' 1'	20′ 11″	20' 10"	20′ 8′′	20′ 7′′	20′ 5′	20′ 4′	20′ 2″		21' 5"	11' 6''
10th Subdivision.	Mendota Branch	25' 0"	25' 0"	25′ 0′′	25′ 0′′	25′ 0′′	25′ 0	" 25′	0" 2	25' 0''	25' 0'	25′ 0″	25′ 0″	25' 0"	25′ 0′′	25′ 0′	25′ 0′	25' 0''		25' 0''	11' 6"
11th Subdivision.	Willapa Harbor Line	18' 8"	18' 8"	18' 8"	18' 8"	18′ 8′′	18′ 8	" 18'	8" 1	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	18′ 9″	18' 9"	18′ 9′′	18' 9"	18′ 9″	18′ 8	" 18'	1" 1	17' 8"	17′ 4′	17′ 0″	16' 9"	16' 2"	15′ 7″	15′ 1′	14' 6'	14' 0"		18' 9"	11' 6''
13th Subdivision.	Elma Branch	24' 3''	24' 3"	24' 3"	24' 3"	24′ 3″	24' 3	" 24 <b>′</b>	3" 2	24′ 3″	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3'	24' 3'	24' 3"		24' 3"	11' 6"

			CLASS OF ENGINE  Class D-3														
SUB- DIVISION	DISTRICT	Ruling Grade	Clas	s W	Class	Y-2	Clas	s F-1	Clas	s S	Class P				-3 Class X		
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	C	
	Tacoma to South Tacoma	2.20	600	20	500	20	400	15	400	15	300	15	250	9			
First	Tacoma to Chehalis		3500	99	3300	99	2000	80	1800	80	1500	50		40	·····	-	
Westward	Chehalis to Napavine		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	<u></u>		
	Portland to Vader		3000	99	2800	99	2500	80	2500	80	1250	60	1050	35	·····	-	
First Eastward	Vader to Napavine	0.90	1700		1500		1100	<u></u>	1000	32	860	29	660	22	·····	-	
astwaru	Napavine to Tacoma		3500	99	3300	99	2500	80	2500	80	2300	50	2000	40			
	St. Clair to Lacey	1.60	1000		900		800	40	800	40		<u></u>	·····		<u> </u>	<u>. </u>	
	Lacey to Olympia	0.70	2500		2400			70		70	<u></u>	·····	<u> </u>		<u> </u>	<u>: ::</u>	
iecond	Olympia to Belmore	1.80	1000		900		600	35	600	35	<u></u>			<u></u>	<u> </u>	<u>. </u>	
Vestward	Belmore to Gate	0.88	1500		1400		1200	40	1200	40		<u></u>	<u></u>		<u></u>	<u>. </u>	
	Gate to Hoquiam	0.50	3200	99	3000	. 99	2200	99	2200	99							
	Hoquiam to Moclips	0.40	4000	99	4000	99	2500	99	2500	99							
	Moclips to Hoquiam	0.40	4000	99	4000	99	2500	99	2500	99							
	Hoquiam to Gate		3200	99	3000	99	2000	99	2000	99							
econd	Gate to Olympia	0.87	2700		2500		1500	50	1500	50							
astward	Olympia to Lacey		1000		900		550	30	550	30			]			-	
	Lacey to St. Clair		1350		1250		1050	40	1050	40						-	
hird	Laco, to an Olam.								(5-10-10)	er er er er er er er						E STATE	
nira Vestward	Lakeview to Nisqually	1.00	2500	99	2300	99	2000	80	2000	80			<u></u>		<u></u>	<u>. </u>	
	Nisqually to American Lake		1000	50	800	40	550	30	550	30							
Third _	American Lake to Murray		2000		1800		1500		1500							-	
Eastward	Murray to Lakeview		2500		2300		2000		2000							-	
	South Tacoma to Rainier		2000	99	1800	70	1200	60	1150	60	1050	60	850	28			
ourth	Rainier to West Tenino		3200	99		99	1200	60		60		60		60		-	
Vestward	West Tenino to Rainier		1700	-	1500		1100		1050	35	950	31	750	25	***************************************	5	
ourth			3200	99	3000	99	1800	80	1800	75	1500	50	1300	43			
astward	Rainier to Tacoma	0.50	-	99		99		80		80		-		60			
ifth	Palmer Jct. to Tacoma		<u> </u>			99	2000	45	2000	45						-	
Nestward	Fairfax to South Prairie			99	2000	100 00 00 00	2000	The second secon		80			1200	60			
	Tacoma to Orting		3000	99	2800	99	1800	80	1800	60	·····		500	17	·····	-	
	Orting to South Prairie		1500	80	1400	60	900	60	800	14		<u></u>	250	9	·····		
	South Prairie to Buckley		800	20	700	17	450	15	400			<u> </u>	500	17	<del></del>	-1	
ifth	Buckley to Palmer Jct		1650	80	1450	60	900	60	800	60					<u></u>	<u>: ::</u>	
Eastward	South Prairie to Morristown			<u></u>	<u> </u>		500	28	500	28						: ::	
	South Prairie to Wilkeson	_			<u> </u>	<u></u>	400	25	400	25		<u> </u>	·····	<u> </u>	· · · · · · · · ·	<u>: ::</u>	
	Wilkeson to Carbonado				<u> </u>		400	25	400	25	<u> </u>	<u> </u>	· · · · · · · · ·		· · · · · · · ·	<u>: </u>	
	Carbonado to Fairfax	1.70					500	30	500	30						<u>.  </u>	
lxth			***************************************														
Westward	Kerriston to Kanaskat	1.40					600	30	600	30		<u></u>				نناه	
Sixth							400	0.5	400	0.5				-		+	
Eastward	Kanaskat to Kerriston	2.30					400	25	400	25						-	
eventh	C. J. Winnets	1 70					500		500								
Eastward	Crocker to Wingate	. 1.70					500	<u> </u>	300						<u></u>	-	
Eighth	Orting to Lake Kapowsin	1.40		1		l	600		600			l					
Eastward	THING TO DAKE Napowsiii	1.40				·····	- 000									-	
linth Nestward	Centralia to Gate	. 0.50	3000		2900	,	2200	70	2200	70	1	<u> </u>	<u> </u>	<u></u>		.	
r cst wat u	Grand Mound to Centralia	0.00	3500		3500		2000	70	3000	70							
Ninth .	Rochester to Grand Mound	0.40	3200		3200		2400	70	2400	70							
Eastward	Gate to Rochester	0.40	3000		3000		2000	70	2000	70					·	-	
Cont le	Clare to 160 Honor.	0.00	3000		- 3000									2		-	
Fenth Eastward	Wabash to Mendota	0.70					1250				<u> </u>		750			,	
-w3t War U	Chehalis Jct. to Adna	0.50	2900		2800		2000	60	2000	60					2000	G 287	
	Adna to Pe Ell	0.66	2500		2500		1500	50	1400	50		·			1600	-	
leventh	Pe Ell to McCormick	0.80	1700		1600		800	30	800	30				-	1000	-	
Nestward	McCormick to Pluvius	1.60	1000		900		550	30	550	30	-			-	750	-	
	Pluvius to South Bend	0.53	<del> </del>	99	-	99	- 000	70		70			·		100	- -	
	South Bend to Frances	0.60	2100	-	2000		1800	60	1800	60		ننج سسسس			2000	-	
Eleventh	Frances to Pluvius	1.90	900	·····	800	<u> </u>	500	25	500	25	-				700	-	
Eastward				00	-	99		70		$\frac{20}{70}$		-	-	<u></u>	100	- -	
	Pluvius to Chehalis Jct	0.40		99	<u> </u>	99		10		- 10						<u>-</u>	
rweifth	Yacolt to Van Jet.	0.58		1			1800	45	1800	45				.			
Vestward							550	35	550	35				4		-	
Fwelfth	Van Jct. to Homan	-					800	45	800	45		-	-	-	-	- -	
Eastward	Homan to Yacolt	1.66		. <u> </u>			000	- 40	300		-			E		=	
hirteenth	· · · · · · · · · · · · · · · · · · ·															- 1	

### SPEED TABLE.

lim <b>e</b> pe	r Mile	Miles po
Min.	Sec.	Hour
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 3 4 4 5 6 7 8 9 10 12 15 20 25 30 40 45 50 9 20 31 45 30	60 59 58 57 1 56 52 51 53 54 55 53 54 55 52 51 51 50 48 45 42 40 36 32 57 66 67 67 68 67 68 68 68 68 68 68 68 68 68 68 68 68 68

Assistant Superintendent.

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Trainmaster.

Trainmaster.

J. F. COLEMAN, Chief Dispatcher.

