

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 52E 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.

WESTWARD

FIRST SUBDIVISION. MAIN LINE.

Table with columns for Station Numbers, Time Table No. 52E (April 3, 1927), STATIONS, Distance from Tacoma, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with various train numbers (401-997) and their respective departure/arrival times.

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

Summary table for Lake Yard and Portland stations, including arrival/departure times and average speeds per hour for various train classes.

AUTOMATIC BLOCK BETWEEN TENINO AND VANCOUVER. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN VANCOUVER AND TACOMA. SPECIAL INSTRUCTIONS PAGES 9, 12, 13, AND 14.

WESTWARD

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

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from St. Clair	Time Table No. 52E April 3, 1927 Succeeding No. 52D STATIONS Telegraph Offices and Calls	Car Capacity of Sidings	FIRST CLASS					SECOND CLASS		THIRD CLASS							
					421	423	503	577	579	693	697	965	967	983	987	991			
					Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Mon. Wed. Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tuesday & Fri.			
	CS 28	0.0	SR ST. CLAIR DN 2.9	48	L 10.16AM s	L 6.45PM s						L 9.15AM s							
	CK 18	2.9	UNION MILL P 1.5	Spur 5	f 10.22 s	f 6.52 s						s 9.40 s							
	CK 20	4.4	LACEY 5.0	31	s 10.25 s	6.55 s						s 9.55 s							
WT X	CK 25	9.4	OY OLYMPIA DP 0.6	44	s 10.35 10.40	s 7.10 7.15						A 10.15AM s							
		10.0	TUMWATER SPUR CROS. 4.7																
	CK 34	14.7	BELMORE 6.6	32	10.51 s	f 7.27 s													
	CK 37	21.3	RK LITTLE ROCK DP 1.2	43	s 11.02 s	s 7.39 s													
	CK 37 1/2	22.5	BORDEAUX JCT. P 1.9	Spur 50	s 11.05 s	s 7.42 s													
	CK 40	24.4	MIMA 4.2	11	f 11.08 s	7.45 s													
WY X	CK 44	28.6	HK GATE DN 4.9	82	s 11.15 4.22	s 7.55 8.00	L 1.00PM s			See page 7 L 4.15AM		See page 7 L 8.25AM							
	CM 5	33.5	OX OAKVILLE DP 6.9	95	s 11.25 s	s 8.09 s	s 1.09 s			4.26 s		s 8.45 s							
	CM 12	40.4	LYTLE 1.0	34	11.39 s	8.22 s	1.22 s			4.42 s		s 9.05 s							
W	CM 13	41.4	PORTER 1.6	16	s 11.41 s	8.24 s	f 1.24 s			4.44 s		s 9.10 s							
	CM 15	43.0	MN MALONE DP 5.0	Spur 10	s 11.44 s	s 8.27 s	s 1.26 s			4.48 s		s 10.00 s							
T X	CM 19	48.0	EP ELMA DN 3.7	69	s 11.55AM 967-968	s 8.36 s	s 1.35 968			5.03 s		s 10.20AM 12.01PM 421-422-968							
	CM 23	51.7	SATSOP 1.9	29	f 12.03PM s	f 8.43 s	f 1.42 s			5.12 s		s 12.15 s							
	CM 25	53.6	BRADY 4.1	Spur 1	f 12.07 s	8.47 s	f 1.46 s			5.17 s		s 12.25 s							
W	CM 29	57.7	MO MONTESANO DNP O.-W. R. & N. 8.1 Track Conn.	60	s 12.15 s	s 8.56 s	s 1.55 967			5.28 s		s 12.40 2.00 503							
Y X	CM 37	0.0	AJ ABERDEEN JCT. 0.9	35															
		0.9	JUNCTION CITY 0.6																
	CR 1	1.5	COSMOPOLIS JCT. 1.4																
W X	CG 2	2.9	MP COSMOPOLIS D O.-W. R. & N. 1.4 Track Conn.	30															L 8.00AM
	CR 1	1.5	COSMOPOLIS JCT. 0.9																8.05
	CR 3	2.4	SOUTH ABERDEEN O.-W.R. & N. Crag. 10.7 Track Conn.	90															s 8.10
	CR 13	13.1	MARKHAM	10															A 9.00 AM 992
Y X O X	CM 37	65.8	ABERDEEN JCT. 3.1	35	f 12.30 s	f 9.10 s	2.10 s			5.53 s		s 2.30 s							
	CM 40	68.9	SA ABERDEEN DN O.-W. R. & N. 3.6 Track Conn.	50	s 12.40 12.45	s 9.20 9.25	s 2.20 2.25	L 7.00AM s	L 1.20PM s	6.20 s	L 5.40AM s	s 3.00 s							L 6.45PM
WCY OX	CM 44	72.5	HO HOQUIAM DN 3.5	200	s 12.55 1.00	A 9.35PM s	A 2.35PM s	A 7.15AM s	A 1.30PM s	A 6.40AM s	A 6.00AM s	A 3.15PM s	L 9.30AM 4.22	A 7.00PM s					
W	CM 47	76.0	GRAYS HARBOR CITY 4.4		f 1.10 s								f 9.45 s						
	CM 52	80.4	GRAY GABLES 1.6		f 1.22 s								f 10.00 s						
	CM 54	82.0	CHENOIS CREEK 2.0		f 1.26 s								f 10.10 s						
		84.0	BURROWS 1.2		f 1.32 s								f 10.20 s						
	CM 56	85.2	TULIPS P 0.7	40	f 1.35 s								f 10.30 s						
W		85.9	WILDERNESS 2.5		f 1.38 s								f 10.35 s						
	CM 61	88.4	COPALIS 3.2	Spur 10	s 1.46 s								s 10.50 s						
	CM 63	91.6	CR CARLISLE D 1.0	60	s 1.55 s								s 11.15 s						
	CM 64	92.6	ON SLOW 1.9	30	f 1.58 984								f 11.20 s						
	CM 66	94.5	STEARNSVILLE 1.9	Spur 10	f 2.03 s								s 11.40AM s						
	CM 68	96.4	ALOHA 1.7	26	f 2.07 s								s 12.01PM s						
W	CM 69	98.1	PACIFIC BEACH 1.4	Spur 7	s 2.11 s								s 12.10 s						
	CM 71	99.5	SUNSET BEACH 1.0		f 2.15 s								s 12.20 s						
YX	CM 72	100.5	MC MOCLIPS D 1.0	33	A 2.20PM s								A 12.30PM s						
					Daily	Daily	Daily	Daily	Daily										
			Time Over Subdivision		3.49	2.35	1.35	.15	.10										
			Average Speed Per Hour		26.3	27.9	27.7	14.4	21.6										
										Ex. Sun.	Ex. Sun.	Mon. Wed. Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tuesday & Fri.			
										2.25	.20	1.00	3.49	3.00	.15	1.00			
										18.1	10.8	9.4	11.5	9.0	14.4	13.0			

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.

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

EASTWARD

Time Table No. 52E

April 3, 1927

Succeeding No. 52D

STATIONS
Telegraph Offices and Calls

STATIONS Telegraph Offices and Calls	Distance from Moclips	FIRST CLASS					SECOND CLASS		THIRD CLASS				
		422	424	500	504	578	694	698	966	968	984	988	992
		Daily Nor. Pac. Passenger See page 2	Daily Nor. Pac. Passenger See page 2	Daily C.M.&St.P. Passenger 118	Daily Nor. Pac. Passenger	Daily O.-W.R.&N. Passenger 44	Ex. Sun. Nor. Pac. Freight	Ex. Sun. C.M.&St.P. Freight 162	Tue, Thur., Sat. Nor. Pac. Way Frt. See page 2	Ex. Sun. Nor. Pac. Way Frt.	Ex. Sun. Nor. Pac. Way Frt.	Ex. Sun. O.-W.R.&N. Way Frt.	Tues. & Fri. Nor. Pac. Freight
SR ST. CLAIR DN 100.5	A 12.19PM	A 6.25PM						A 1.00PM					
UNION MILL P 97.6	f 12.13	f 6.18						s 12.60					
LACEY 96.1	s 12.10PM	6.15						s 12.35					
OY OLYMPIA DP 91.1	s 11.59AM	s 6.05						L 12.15PM					
TUMWATER SPUR CROS. 90.5	s 11.54	6.00						422					
BELMORE 88.8	f 11.42	5.49											
RK LITTLE ROCK DP 79.2	s 11.29	5.38											
BORDEAUX JCT. 78.0	s 11.26	s 5.35											
MIMA 76.1	s 11.22	5.31											
HK GATE DN 71.9	s 11.15	s 5.23		A 6.15PM									
OX OAKVILLE DP 67.0	s 10.57	s 5.13		s 6.05									
LYTLE 60.1	s 10.43	4.58		5.50									
PORTER 59.1	s 10.41	4.56		f 5.48									
MN MALONE DP 57.5	s 10.38	s 4.53		s 5.45									
EF ELMA DN 52.5	s 10.29	s 4.43		s 5.35									
SATSOP 48.8	f 10.22	f 4.36		f 5.28									
BRADY 46.9	f 10.19	4.32		f 5.25									
MO MONTESANO DNP 42.8	s 10.13	s 4.25		s 5.19									
AJ ABERDEEN JCT. 18.3												A 10.25AM	
JUNCTION CITY 17.4												10.20	
COSMOPOLIS JCT. 16.8													
MP COSMOPOLIS D 18.2													
COSMOPOLIS JCT. 16.8												11.15	
SOUTH ABERDEEN 15.9												s 10.10	
MARKHAM 5.2												L 9.10AM	
ABERDEEN JCT. 34.7	f 9.58	f 4.09		5.04									
SA ABERDEEN DN 31.6	s 9.50	s 4.00	A 2.25PM	s 4.55	A 11.00PM								
HO HOQUIAM DN 28.0	s 9.35	L 3.45PM	L 2.15PM	L 4.40PM	L 10.40PM								
GRAYS HARBOR CITY 24.5	f 9.19												
GRAY GABLES 20.1	f 9.07												
CHENOIS CREEK 18.5	f 9.02												
BURROWS 16.5	s 8.56												
TULIPS P 15.3	s 8.53												
WILDERNESS 14.6	s 8.51												
COPALIS 12.1	s 8.44												
CR CARLISLE D 8.9	s 8.36												
ONSLow 7.9	f 8.33												
STEARNSVILLE 6.0	f 8.28												
ALOHA 4.1	s 8.23												
PACIFIC BEACH 2.4	s 8.18												
SUNSET BEACH 1.0	f 8.13												
MC MOCLIPS D 0.0	L 8.10AM												
	Daily	Daily	Daily	Daily	Daily								
Time Over Subdivision	3.44	2.30	.10	1.35	.20								
Average Speed Per Hour	26.7	28.0	21.6	27.7	10.8								

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

WESTWARD

THIRD SUBDIVISION.
(AMERICAN LAKE LINE.)

EASTWARD

THIRD CLASS			FIRST CLASS					THIRD CLASS			
985			421					986			
Ex. Sun.			Daily					Ex. Sun.			
Nor. Pac. Way Frt.			Nor. Pac. Passenger					Nor. Pac. Way Frt.			
L 8:00AM			L 9:47AM	1985	0.0	VA LAKEVIEW 2.5	D 11.6	52	A 12:55PM		A 3:55PM
8:10			9:50	CK 2	2.5	COUNTRY CLUB 0.5	9.1		12:49		f 3:47
f 8:12			9:51	CK 3	3.0	TILLICUM 1.5	8.6	38	12:48		f 3:45
s 8:20			f 9:53	CK 5	4.5	CAMP MURRAY 3.2	7.1	23	f 12:45		s 3:40
8:30AM 12:45PM 422			s 10:00	WX CK 7	7.7	D CAMP LEWIS 3.9	D 3.9	31	s 12:39 985	A 1:20PM	L 3:30PM
A 12:55PM 528			A 10:08AM	X CS 24	11.6	NU NISQUALLY	DN 0.0	25	L 12:29PM	L 1:10PM 985	
Ex. Sun.			See page 1						Daily	Ex. Sun.	Ex. Sun.
.40			.21						.26	.10	.25
17.4			33.1						26.7	23.4	18.4
Time Over Subdivision											
Average Speed Per Hour											

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

WESTWARD

FOURTH SUBDIVISION.
(PRAIRIE LINE.)

EASTWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS			FIRST CLASS			SECOND CLASS	THIRD CLASS	
997 985		671	591 459 421	422 458 592			672	964 986			
Ex. Sun.		Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Ex. Sat.	Ex. Sun.	Ex. Sun.	
Great Northern Way Freight		Great Northern Time Freight	Nor. Pac. Willapa Harbor Passenger	Consolidated Portland Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Consolidated Seattle Passenger	Nor. Pac. Willapa Harbor Passenger	Great Northern Time Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight
Via Drawbridge Line L 7:05AM	L 7:15AM	L 9:06PM	L 10:25AM	L 5:45PM	L 9:25AM	A 1:20PM	A 8:30PM	A 1:30PM	Via Drawbridge Line A 12:20AM	Via Drawbridge Line A 10:40AM	Via Drawbridge Line A 4:30PM
7:30	s 7:45	9:30	s 10:40	5:59	s 9:40	s 1:05	8:15	s 1:15	12:01AM	s 10:05	s 4:10
f 7:40	A s 8:00AM	9:38	f 10:46	6:04	A 9:47AM 964	s 12:55PM	8:10	f 1:07	11:50PM	s 9:50 421	L s 3:55PM
f 7:50		9:48	f 10:53	6:11			8:04	f 1:00	11:40	s 9:25	
s 8:10		10:00	s 11:03	6:19			7:56	s 12:50	11:28	s 9:00	
s 8:30 964		10:11	s 11:13	6:26			7:50	s 12:39	11:15	s 8:30 997	
s 8:45		10:22	s 11:23	6:33			7:44	s 12:29	11:04	s 8:00	
f 9:00		10:32	f 11:30	6:39			7:38	f 12:20	10:54	s 7:30	
s 9:20		10:42	s 11:38	6:45			7:32	s 12:12	10:44	s 7:00	
A 9:25AM		A 10:43PM 672	A 11:40AM	A 6:46PM		L 7:31PM	L 12:10PM		L 10:43PM 671	L 6:40AM	
See page 1		See page 1	See page 1	See page 1		See page 2	See page 2		See page 2	See page 2	
Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sat.	Ex. Sun.	Ex. Sun.
2.20	.45	1.38	1.15	1.01	.22	.25	.59	1.20	1.37	4.00	.35
16.9	10.7	24.1	31.4	37.0	22.3	19.6	39.2	29.4	24.1	9.8	13.7
Time Over Subdivision											
Average Speed Per Hour											

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
AUTOMATIC BLOCK BETWEEN TACOMA AND SOUTH TACOMA
DOUBLE TRACK BETWEEN TACOMA AND SOUTH TACOMA.
SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

WESTWARD		TENTH SUBDIVISION. (MENDOTA BRANCH.)				EASTWARD	
3d Class	SECOND CLASS	Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Mendota	Time Table No. 52E April 3, 1927 Succeeding No. 52D		3d Class
979					STATIONS			980
Ex. Sun.					Distance from Wabash	Car Capacity of Sidings	Ex. Sun.
Way Frt.							Way Frt.
L 12:30 PM 980			CO 9	0.0	MENDOTA 2.9	P 8.6	A 12:20 PM 979
12:45		X	CO 6	2.9	PACKWOOD 5.7	Spur 9	12:10 PM
A 1:10 PM			2025	8.6	WABASH	P 0.0	L 11:40 AM
Ex. Sun. .40							Ex. Sun. .40
12.9					Time Over Subdivision		12.9
					Average Speed Per Hour		

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

WESTWARD		ELEVENTH SUBDIVISION. (WILLAPA HARBOR LINE.)				EASTWARD	
THIRD CLASS	FIRST CLASS	Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Chehalis Jct.	Time Table No. 52E April 3, 1927 Succeeding No. 52D		THIRD CLASS
969	593 591				STATIONS			970
Ex. Sun.	Daily				Distance from South Bend	Car Capacity of Sidings	Ex. Sun.
See page 1	See page 1						See page 2
Way Freight	Passenger						Way Freight
L 6:45 AM	L 7:35 PM		Y 2032	0.0	CHEHALIS JCT. 1.0	P 56.5	A 11:30 AM
				1.0	C. M. & St. P. Ry. CROSSING Interlocked	55.5	A 6:15 PM
s 7:05	s 7:42		CW 2	3.4	LITTELL 1.3	D 53.1	s 3:10
s 7:15	s 7:46		CW 5	4.7	ADNA 2.5	29	s 2:25
f 7:25	f 7:52		CW 8	7.2	BUNKER 2.9	Spur 10	f 2:05
s 7:55	f 7:59	W2.4 m West	CW 10	10.1	CERES 2.5	30	f 5:47
s 8:20	f 8:05		CW 12	12.6	MESKILL 3.6	Spur 10	s 1:40
				16.2	LUEDINGHAUS R.R. CROSS'G 0.1 Track Conn.	40.3	f 5:40
s 9:30	s 8:14		CW 16	16.3	DR DRYAD 0.5	D 40.2	s 1:25
				16.8	C. M. & St. P. RY. CROSSING Interlocked	39.8	1:10 12:35 591
s 10:00	s 8:17		CW 17	17.6	DOTY 4.7	D 38.9	s 6:07
s 10:25 11:30 AM 592-970	s 8:29		WX CW 22	22.3	PE ELL 1.3	D 34.2	s 3:10
				23.6	McCORMICK R. R. CROSSING 0.6 Track Conn.	32.9	s 6:03
s 12:01 PM	s 8:35		CW 24	24.2	McCORMICK 1.9	Spur 15	f 5:54
s 12:20	s 8:41		CW 26	26.1	WALVILLE 1.5	Spur 15	f 2:05
				27.6	WALVILLE LBR. CO. R. R. Cr. 1.3	28.9	f 1:40
f 12:40	f 8:47		T CW 29	28.9	PLUVIUS 6.4	P 27.6	f 5:47
s 1:00 2:05 591	s 9:02		W CW 35	35.3	FR FRANCES 1.4	DP 21.2	f 5:40
f 2:10	f 9:06		CW 37	36.7	GLOBE 1.3	Spur 15	s 1:25
s 2:23	s 9:10		CW 38	38.0	LEBAM 3.2	D 18.5	s 6:30
f 2:33	f 9:18		CW 41	41.2	NALLPEE 1.1	Spur 20	s 3:10
f 2:38	s 9:21		CW 42	42.3	HOLCOMB 4.2	31	f 2:05
f 2:50	s 9:31		CW 46	46.5	MENLO 4.0	P 10.0	f 5:47
f 3:05	f 9:41		CW 50	50.5	WILLAPA 2.6	14	f 5:47
s 3:30	s 9:55		X CW 53	53.1	ND RAYMOND 3.4	D 3.4	f 5:47
A 3:40 PM 594	A 10:05 PM		WCT X CW 57	56.5	SB SOUTH BEND	D 0.0	L 9:00 AM
Ex. Sun.	Daily						L 3:45 PM 969
6.45	2.30				Time Over Subdivision		7:00 AM
7.6	22.6				Average Speed Per Hour		7.7

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

WESTWARD		TWELFTH SUBDIVISION. (YACOLT BRANCH.)				EASTWARD	
3d Class	SECOND CLASS	Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Yacolt	Time Table No. 52E April 3, 1927 Succeeding No. 52D		3d Class
981					STATIONS			982
Ex. Sun.					Distance from Vancouver Jct.	Car Capacity of Sidings	Ex. Sun.
Way Frt.							Way Frt.
L 1:00 PM			WYX CY 27	0.0	YACOLT 2.2	D 26.9	A 11:30 AM
f 1:07			CY 25	2.2	MOULTON 4.4	Spur 24.7	f 11:23
f 1:20			CY 20	6.6	WALL 1.5	20.3	f 11:09
f 1:25			CY 19	8.1	HEISON 1.8	18.8	f 11:05
f 1:30			CY 17	9.9	CRAWFORD 2.9	Spur 17.0	s 10:55
s 1:45	W		CY 14	12.8	BA BATTLE GROUND 4.2	D 14.1	s 10:47
f 2:00			CY 10	17.0	BRUSH PRAIRIE 1.7	9.9	f 10:32
f 2:04			CY 8	18.7	LAURIN 1.4	8.2	f 10:28
f 2:07			CY 7	20.1	HOMAN 1.1	Spur 6.8	f 10:24
f 2:10			CY 6	21.2	BARBERTON 2.3	Spur 5.7	f 10:22
f 2:17			CY 3	23.5	HIDDEN 3.4	3.4	f 10:15
A 2:30 PM	Y		CX 25	26.9	VJ VANCOUVER JCT.	DP 0.0	L 10:00 AM
Ex. Sun.							Ex. Sun.
1.30					Time Over Subdivision		1.30
17.9					Average Speed Per Hour		17.9

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

WESTWARD		THIRTEENTH SUBDIVISION. (ELMA BRANCH.)				EASTWARD	
THIRD CLASS	THIRD CLASS	Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Stinson	Time Table No. 52E April 3, 1927 Succeeding No. 52D		THIRD CLASS
995	993 989				STATIONS			990	994 996
Ex. Sun.	Ex. Sun.				Distance from Elma	Car Capacity of Sidings	Ex. Sun.
Way Freight	Way Freight						Way Freight
L 10:30 AM			CH 25	0.0	SHELTON 1.3	25.2	A 10:00 AM
			CH 24	1.3	CARMILL 6.2	Spur 23.9	9:50
			CH 18	7.5	KAMILCHE 3.1	Spur 17.7	9:20
			CH 15	10.6	MARMAC 4.5	25 14.6	f 9:10
			CH 10	15.1	STIMSON 0.9	Spur 10.1	f 8:50
				16.0	MILLPORT 1.4	9.0	8:45
			CH 7 1/2	17.4	HILLGROVE 0.2	Spur 7.8	f 8:40
			CH 7	17.6	McCLEARY JUNCTION 0.8	7.6	8:35 8:10
L 12:25 PM 996	L 8:30 AM 994		CH 8	18.4	McCLEARY 0.8	Spur 8.4	A 8:15 AM 993
A 12:30 PM	A 8:35 AM		CH 7	17.6	McCLEARY JUNCTION 3.3	7.6	A 11:59 AM 995
				20.9	WHITE LUMBER CO. R. R. Cr. 0.2	4.3	L 8:10 AM L 11:55 AM
			WX CH 4	21.1	WHITE 4.1	Spur 4.1	s 7:50
			TX CM 19	25.2	EP ELMA	D 0.0	L 7:30 AM
Ex. Sun.	Ex. Sun.						Ex. Sun.
.05	.05				Time Over Subdivision		.05
10.0	10.0				Average Speed Per Hour		12.8

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

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.
3. **At Centralia and Chehalis** normal position of crossing gates over the several industry spurs which cross the C. M. & St. P. Ry. main track will be set and locked across the spurs, and when train on spur desires to use crossing, gates will be swung across C. M. & St. P. Ry. main track.
4. **At Pioneer**—Restricted clearance at Coal Dock Spur on back track.
5. **At Nisqually**—Train order signal next to depot governs First Subdivision trains, and signal next the Third Subdivision track governs Third Subdivision trains.
6. **At Ketron**—Telephone on Dispatchers circuit is located in section house.
7. **Nelson Bennett Tunnel**—Headlight must be used by all trains passing through Tunnel between McCarver Street and Sixth Avenue.
8. **At Castle Rock**—Cars must not be left below derailing switch on Silver Lake Logging Company's spur.
9. **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.
11. **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.
12. **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.
13. **At Portland**—Trains will be governed by the rules of the Northern Pacific Terminal Company while in Portland yard.
14. **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 Os-trander tunnels or across Lewis River bridge. This does not apply to logs loaded in gondola cars and properly secured, staked and wired.
15. **Rock** loaded on flat cars must not be handled through Nelson Bennett Tunnel unless secured on cars with side boards.
16. **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 hour. Engines with drivers 48 inches in diameter, or less; twenty-five (25) miles per hour. Classes Q-5 and Q-6 engines fifty-five (55) miles per hour. O.-W. R. & N. engines of Consolidation, or Mikado Class; thirty-five (35) miles per hour, except Mikado class with drivers 63 inches diameter, or over, handling passenger trains; fifty (50) miles per hour. Mallet class of 3800 series, fifteen (15) miles per hour, and of 3600 series, twenty (20) miles per hour. Great Northern engines of 500, 700 and 1100 series; twenty-five (25) miles per hour. 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 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 known to be clear. All trains twenty (20) miles per hour between McCarver Street and Tacoma. 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 (¼) 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.
18. **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 Vancouver 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.
 21. **Clearance Exceptions**—Clearance will not be required at McCarver Street by eastward trains if train order signal is in clear position.
 22. **Bulletin Stations**—Tacoma..... Union Station, Round House, Yard Office. Centralia..... Passenger Station, Round House, Yard Office. Vancouver..... Passenger Station, Round House. Portland..... Telegraph Office.
 23. **Standard Time Clocks**—Tacoma, Union Station, Round House, Yard Office. Centralia, Passenger Station, Round House, Yard Office. Vancouver Passenger Station.
 24. **Watch Inspectors**—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. Wabash..... Interlocking Derail on O.-W. R. & N. connection. Chehalis..... On Coal Creek Lumber Co., Track about 250 feet from passing track switch. East end track No. 2, 165 feet from main line switch. Napavine..... On Somerville and Emery Nelson spur tracks. On House track 110 feet west of switch connection with passing track. Evaline..... West End Spur. Winlock..... West End Passing Track and Union Oil Co. Spur. Menefee..... 500 feet from main line switch. L. P. & N. Connection..... Mile post 79 one mile west of Vader derails at East and West end of interchange track. Olequa..... House Track. Castle Rock..... 150 feet from main track on Silver Lake Log R. R. Carrolls..... House Track. Longview Jct..... 215 feet from main track. 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. 100 feet from main track.
McNelly..... 100 feet from main track.
Kyro..... East and west end of Industry Track, 200 feet from switch.

	Miles from	
	Tacoma	Car Capacity
Pioneer.....	13.0	60
Gravel Center, (State Gravel Co.).....	14.0	15
Cascade Paper Co. (West Tacoma).....	14.4	6
Olegard.....	26.1	15
Chain Hill Lumber Co.....	41.2	4
Menefee.....	73.2	24
McNelly.....	73.9	4
Rocky Point.....	95.6	20
Shives.....	85.0	10

27. **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 card.

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 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 300 feet.

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.)

1. **At Olympia**—Tunnel district is protected by automatic electric disc signals located as follows: No. 1 (large disc) just west of passenger station. No. 2 (large disc) just east of passenger station. No. 3 (switch indicator) at east end of passing track. No. 4 (large disc) just east of tunnel. Eastward trains or engines finding signals 1 or 2 at stop will protect against westward trains coming out of tunnel. Signal No. 3 will govern eastward movement from passing track. Trains or engines coming from Jefferson Street line must have clear indication from signal No. 4 before opening main track switch. A crossing gate, with light at night, is maintained at Tumwater Spur crossing. Normal position of gate is locked across spur. Trains must be prepared to stop when gate is set against them. 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. Hoquiam River..... Hoquiam.
3. **At Gate** trains will approach expecting to find Ninth Subdivision trains turning on wye. Normal position of switch connecting west leg of wye and passing track is for passing track. Passing track from crossover West of Depot to the West Switch will be used as storage track.
4. **Gravel Bunkers**, Mile Post 58.6, bunkers will not clear man on top or side of car.
5. **At Montesano** depot is located one-half mile west of passing siding.
6. **At Olympia and Cosmopolis**—Northern Pacific trains will protect themselves while on O.-W. R. & N. tracks.

SPECIAL INSTRUCTIONS.

7. **At Bordeaux Junction** on the Mason County Logging Company tracks a siding is located 1985 feet from the Junction switch where interchange of cars will be made. Northern Pacific trains will look out for the Logging Co. trains and must not block their passenger trains from connecting with Nos. 421, 422, 423 and 424. Normal position of switch leading to spur track at Bordeaux Junction which is used by Mason County Logging Company's trains in making connection with Northern Pacific passenger trains will be left for spur, derailing switch is located between this spur and Northern Pacific main track and must be left in derailing position after using.
8. **At Aberdeen** 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. 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.
9. **At South Aberdeen and Cosmopolis** trains and yard engines will stop at grade crossings of the O.-W. R. & N. Co. industry tracks.
10. **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 interlocking plant. At the draw bridge, gauntlet extends 496 feet from the double track frog to the double track switch points. The second signal east of draw bridge may indicate clear while a train or engine occupies the gauntlet. Staff System Hoquiam River Spur—No train or engine will move on the Hoquiam River Spur until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this spur. After completion of trip staff must be returned to the staff box. Track No. 2 has been assigned for storing of bad order cars. Cars must not be placed on this track by road crews unless authorized personally by Yardmaster.
11. **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, Humpstulips 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 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 per hour.
Double header engines class F1 will not exceed eight (8) miles per hour.
Engines classes T, Q1 and heavier will not be permitted.
At Olympia—Engines heavier than Class F-1, are not permitted on trestle leading to industries on West Side.
Engines not permitted on Panama Lumber & Shingle Co. spur.
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 roadway.
12. **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 (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 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.
Five (5) miles per hour passing through paved street between Wishkah River drawbridge and log roadway one mile east of Aberdeen.
At Grass Creek located three-fourths (¾) 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.
13. **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 Burrows to pick up and let off school children, at Gillies Slough 1½ miles west of Chenois Creek and at Hobi Spur.

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

14. **Register Stations—**
St. Clair Gate Hoquiam Cosmopolis
Olympia Aberdeen Moclips 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.
16. **Clearance Exceptions—**
At St. Clair westward trains will not require clearance if train order signal is in clear position.
17. **Bulletin Stations—**
Hoquiam Passenger Station and Roundhouse.
18. **Standard Time Clock—**
Hoquiam Passenger Station and Round House.
19. **Watch Inspectors—**
S. J. Stieglitz Aberdeen.
Fred Straub Hoquiam.
Talcott Bros. Olympia.
D. P. Pearson Elma.
20. **Derail Switches—**
Union Mills West end roadway 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.
Montesano Switch leading to industry spur west end of Team Track to be left set for spur to act as derail for Team Track.
Wynooche West end of spur.
Paramount Lumber Co. 141 feet from Main Track.
Copalis Log spur 500 feet west of station, house track East end.
Carlisle East end of siding.
Joe Creek Log spur just west of Aloha.
Hobi 150 feet from main track.
Gibson Creek Both ends of siding.
Weatherwax Lumber Co. spur. 150 feet from main track.
St. Clair East end of siding.
Aloha East end of passing siding.
Moclips On Smith Logging Co. track west of depot and interchange track.
Port of Grays Harbor Derails installed on Aberdeen and Hoquiam end of connection with Port tracks.

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

THIRD SUBDIVISION.
(AMERICAN LAKE LINE.)

1. **At Nisqually** train order signal next to Third Subdivision track governs Third Subdivision trains, and the signal next to depot governs First Subdivision trains.
2. **At Camp Lewis**, entrance to Dupont Powder Co. plant protected by gate across the spur near Cap Magazine. No cars will be disturbed inside of gate until foreman consulted and permission obtained.
Staff System Dupont Spur: No train or engine will move on the Dupont Powder Co. spur until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this spur. After completion of the trip the staff must be returned to the staff box.
Cantonment Tracks:
North and South lines operated under staff system.
Speed of fifteen (15) miles per hour must never be exceeded.

Train must stop and flagman protect movement when backing or pushing cars ahead of engine over street crossings. All movements over Pacific Highway must be protected by flagman.
Toilets must be kept locked and no refuse thrown from trains on Cantonment Tracks, Camp Lewis, Nisqually, or inside yard limits Camp Lewis.
At Remount Station, loading platform will not clear man on side of car.
Trains using North and South lines will move under control at all times expecting to find cars spotted at different locations on these tracks.
Staff System North and South Lines: No train or engine will move on the North line until they have obtained a staff from the North Line staff box at the Junction switch, and will not move on the South Line until they have obtained a staff from the South Line staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on that line and after completion of the trip the staff must be returned to the staff box from which it was obtained.

3. **Speed Restrictions—**
Passenger trains fifty (50) miles per hour.
At 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.
5. **Register Exceptions—**
At Nisqually and Lakeview trains register by ticket, Form 608, and will be furnished check of register by train order or Form 602.
6. **Clearance Exceptions—**
At Lakeview and Nisqually trains will not require clearance if train order signal is in clear position.
7. **Derail Switches—**
Lakeview Standard Oil Spur.
Military Spur 456 feet from main line switch.
Camp Lewis Dupont Powder Co. spur 950 feet from main track and on the track leading to Black Powder Mill.
Green Park Spur 177 feet from main track.
Camp Lewis Lumber Co. spur 400 feet from main track.
House Track switch will be set for House Track to act as derail for west end of passing track.

FOURTH SUBDIVISION.
(PRAIRIE LINE.)

1. **Pusher District** between Tenino Jct. and Rainier and between Tacoma and South Tacoma.
Engines pushing westward passenger trains over Tacoma Hill will not cut off from train until the rear end of the train is over Bailey Street crossing, speed of train to be reduced to ten miles per hour before pusher is cut off.
2. **Card train order form AB**—Will govern the movement of trains between Reservation and the 15th St. Tower via Drawbridge Line and trains must not move in this territory unless conductor and engineman each hold a copy properly filled out.
3. **At Tacoma**—A signal arm semaphore pattern, located near junction of line leading to Union Station and Drawbridge Line at 15th Street, is controlled by operator at 15th Street and will govern single track passenger line between 15th Street and Union Station. No train from the Drawbridge Line or east of main line will enter Union Station when signal is at stop. No train will proceed from Union Station to Drawbridge Line or eastward main line when signal on incline, which is equipped with two red blades by day, and in addition, two red lights by night, is at stop. Lower arm governs train movements from Union Station to Drawbridge Line; upper arm governs movement to eastward main track.
Push button operating signal to towerman is located on post under Union Station concourse; switch crews will operate for Portland bound rains and conductors will operate for Seattle bound trains.
4. **Mountain Grade**—15th Street, Tacoma, to 2½ miles west.
At South Tacoma—Test inspection and understanding as required by Rule 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 until stop is made at the Union Station, leaving brakes applied after making the stop.
At Union Station, enginemen on road engines of westward trains will, after terminal air test is made, apply air to the train and cut out air brake valve, leaving the air applied to be released by switch engine when ready to depart.
Switch engine will control the air while backing out of the station and make the stop before starting up the hill, leaving the air applied, to be released by the road engine.
The leading engine will control the air under all conditions.
Eastward trains will approach Pacific Avenue under control and be governed by signal No. 4 located at gate tower of Pacific Avenue and controlled from 15th Street Tower.
Top arm of this signal governs movements on Eastward main track; lower arm governs movements on eastward main track over crossover to Drawbridge Line or from Eastward track through pocket back of eastward track.
Automatic signals T-1-A and T-2-A controlling the short piece of single track between Half Moon yard, Tacoma and double track switch on Fourth subdivision.
Trains or engines using crossover located between these Signals, to enter this single track which are located between these signals must do so expecting to find track occupied by other trains or engines who received a clear indication.

SPECIAL INSTRUCTIONS.

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.
Bridge 12.3 on what is known as the Dempsey or Tide Flat Branch (Tacoma Terminal). Heavier than Class Q engines not permitted. Speed of other engines over this bridge, eight (8) miles per hour.
At McIntosh: Engines will not go beyond a point 250 feet from west end of loading track.
9. **Speed Restrictions**—Passenger trains: between South Tacoma and Lakeview, fifty (50) miles per hour; between Lakeview and Yelm, sixty (60) miles per hour; between Yelm and West Tenino, fifty (50) miles per hour.
Trains and light engines entering or leaving passenger station at Tacoma from the fourth sub-division limit speed to ten (10) miles per hour while any portion of train is passing over switches at Fifteenth Street Tower.
At Tacoma six (6) miles per hour while any portion of train is passing over Pacific Avenue.
At South Tacoma, fifteen (15) miles per hour entering double track.
At Roy, ten (10) miles per hour within corporate limits.
Passenger trains 30 miles per hour and freight trains 20 miles per hour on descending grade between Bailey Street and Pacific Avenue.
Trains entering or leaving Union Station will move 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.
10. **Register Stations**—

	Tacoma	West Tenino
15th Street Tower		
South 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-Handforth Lumber Co. Spur.
Mutual.....	Spur track leading to mill.
West Tenino.....	Tenino Stone Co. Spur.
Mentzer.....	Track leading to siding.
15. **Commercial Spurs**—

	Miles from Tacoma	Car Capacity
McKenna Lumber Co.....	23.2	10
Mentzer.....	32.9	15
Russell Shingle Co.....	37.1	6
Mutual.....	37.6	15

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

1. **Pusher District**—Between South Prairie and Buckley.
Between South Prairie and Carbonado.
2. **At Enumclaw**—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.
3. **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.

4. **At Cascade Junction and South Prairie** normal position of double track switches is for eastward track.
5. **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 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.
6. **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 (1 1/2) 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.
8. **Register Stations**—Cascade Junction for trains to and from Wilkeson and Burnett Branches and westward first class trains only.
Fairfax Palmer Junction South Prairie
9. **Register Exceptions**—Palmer Junction trains register by ticket Form 608 and will be furnished check of register by train order or Form 602.
10. **Clearance Exceptions**—Eastward trains will obtain clearance at Puyallup instead of Meeker.
No. 529 will not require clearance card at Black Carbon.
11. **Bulletin Station**—South Prairie.
12. **Derail Switches**—

Dencla.....	East End Spur.
Big Six.....	300 feet east of main line switch.
Occidental.....	Coal track 300 feet west of bunkers.
Bayne.....	Coal spur.
Fleet.....	Fleet Coal Company's track.
Naco.....	Hyde Coal Company's spur, first derail 190 feet from main line; second derail 920 feet from main line.
	West end Naval Coal Co. track.
Veazie.....	West end spur track.
Webstone.....	Spur track.
Buckley.....	McDougal Log Track, and on west end Standard Oil spur.
South Prairie.....	West end passing track. West end house track. West end coal spur. Turn table track.
Broomfield.....	165 feet from main line switch and 369 feet from main line switch.
Crocker.....	West end passing track.
Orting.....	West end house track. West end westward passing track. West end Orting Branch track 300 feet east of station.
Wilkeson.....	Scale track, and passing track opposite station.
Burnett (250 feet from).....	West end of siding. Black Carbon Coal Co.'s spur.
Fairfax.....	On Montezuma line 200 feet east of depot.
Black Carbon.....	Black Carbon Coal Co. track No. 1, 100 feet from main track switch.
Moneko.....	West end of siding.

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

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

1. **Between Halmar and Kerriston** extra trains must protect against Logging Company trains. All trains will sound whistle approaching curves.
2. **At Selleck** trains will run 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 permitted.
4. **Speed Restrictions**—Passenger trains twenty (20) miles per hour; freight trains fifteen (15) miles per hour.
Between Halmar and Kerriston ten (10) miles per hour.
5. **Register Station**—Kanaskat.
6. **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.
Yandell.....	West end.
Selleck (1 1/2 miles west).....	On Kangley Line.
Hemlock.....	West end siding.
Halmar.....	In main track 60 feet from west wye switch; also, 550 feet from wye switch on Northwest Lmbr. Co. spur. This spur forms tail end of wye at Halmar and switch must be left in derail position.

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

1. **Staff System Crocker Branch**—No train or engine will move on the Crocker Branch until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this branch. After completion of the trip the staff must be returned to the staff box and Dispatcher wired departing and arriving time and mileage made on the Branch.
2. **At Wingate**, side and overhead clearance is restricted at the Coke and Coal Bunkers.
3. **Bridge and Engine Restrictions**—Speed will be restricted over Bridge 3, Carbon River, as follows:
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.
4. **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.)**

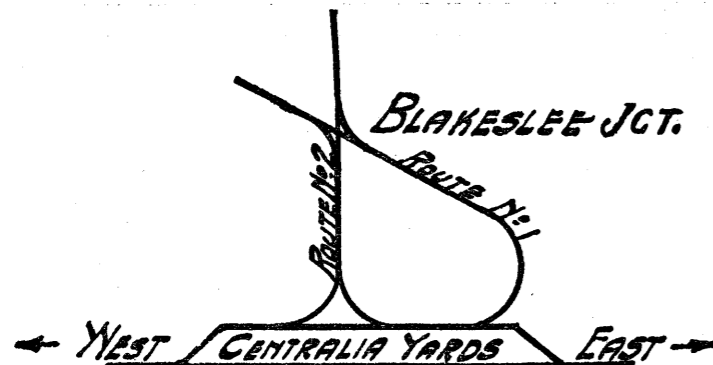
1. **At Puyallup River Junction**—one mile east—crossing gates are maintained at crossing with C. M. & St. P. Ry. Normal position of gates "clear" for Northern Pacific Company trains, which must approach crossing at restricted speed expecting to find gates set against them.
2. **At Lake Kapowsin**—Engine or loaded cars must not be placed on the trestle on interchange track of the St. Paul and Tacoma Lbr. Co.
3. **Bridge and Engine Restrictions**—Speed will be restricted over Bridge 8, Puyallup River, as follows:
Engines classes S, S-1, S-2, S-3, S-4 and Q 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.
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.
6. **Derail Switches**—

Orting.....	600 feet east of Junction switch.
Puyallup River Jct.....	In main track 20 feet west of west switch of interchange track.

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

NINTH SUBDIVISION. (GATE LINE.)

1. Movement of Trains Between Centralia and Blakeslee Junction—



Northern Pacific track will be known as Route No. 2. O.-W. R. & N. track will be known as Route No. 1. Both routes are included in the Centralia Yard limits.

2. Blakeslee Junction Interlocking—

Westward trains will indicate to Towerman route wanted as follows: Northern Pacific: One long, one short, one long. Thus: — o —

3. Bridge and Engine Restrictions—

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

4. Speed Restrictions—

Passenger trains forty-five (45) miles per hour. At Blakeslee Junction: Fifteen (15) miles per hour over C. M. & St. P. Ry. crossing.

5. Special Stops, Connections, etc.—

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

6. Register Station—

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

7. Register Exceptions—

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

8. Bulletin Stations—

Centralia. Round House. Yard Office. Passenger Station.

9. Standard Time Clock—Centralia Passenger Station. Round House. Yard Office.

10. Watch Inspector—Centralia, C. R. Ahern.

11. Derail Switches—

Blakeslee Williams Mill Spur. Foran Coal Spur.

12. Commercial Spur—

Table with 3 columns: Spur Name, Miles from Centralia, Car Capacity. Foran: 2.9, 6

TENTH SUBDIVISION. (MENDOTA BRANCH.)

1. Engine Restrictions—

Engines classes heavier than (S4) not permitted. At Mendota Engines must not go beyond derail on Mendota Timber Co. spur.

2. Speed Restrictions—

Twenty-five (25) miles per hour from Wabash to West end of curve 1/2 mile East to Mile Post 2. 12 miles per hour from West end of curve East to Mile Post 2 to Mile Post 3. 20 miles per hour from Mile Post 3 to Bridge 4-2. 10 miles per hour over Bridge 4-2. 20 miles per hour from Bridge 4-2 to Mendota. Four (4) miles per hour over filled portion of bridge No. 5.

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

4. Register Stations—

Centralia. Roundhouse. Yard Office. Passenger Station.

5. Clearance Exceptions—

No. 979 will not require clearance card at Mendota.

6. Bulletin Stations—

Centralia. Roundhouse. Yard Office. Passenger Station.

7. Derail Switches—

Mendota Connection with Martin Log Spur. Eastern Ry. and Lumber Co. Ultrican & Rozencranz Spur, 150 feet from main track switch.

8. Commercial Spur—

Table with 3 columns: Spur Name, Miles from Wabash, Car Capacity. Ultrican & Rozencranz Logging Co: 6.1, 10; Olympia Coal Co: 6.4, 4; Eastern Ry. & Lumber Co. Spur No. 3: 6.5, 20; Eastern Ry. & Lumber Co.: 7.8, 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 them.

3. At Dryad, on Leudinghaus Lumber Co. spur, gates are maintained at crossing with main line of C. M. & St. P. Ry. Co. Normal position of gates "clear" for C. M. & St. P. Ry. Co. trains.

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

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

Draw bridge tenders on duty 7.00 A. M. to 11.00 P. M., Bridge will be left open when tenders not on duty.

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

All trains while switching over this crossing will protect same with a man on foot before using it.

In switching Quinalt 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.

6. 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 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 twenty (20) miles per hour.

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 Company's Spur.

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

7. Speed Restrictions—

Passenger trains forty (40) miles per hour, except between Pe Ell and Frances, thirty (30) miles per hour.

At Raymond, ten (10) miles per hour over Seventh Street crossing. Engines classes Y and heavier twenty-five (25) miles per hour.

8. Special Stops, Connections, etc.—

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

Exchange of U. S. mail is made at Globe and Willapa with No. 591 and at Willapa with Nos. 592 and 594.

9. Register Stations—

South Bend. Chehalis.

10. Bulletin Stations—South Bend.

11. Watch Inspectors—S. Holte, South Bend.

12. Derail Switches—

Littell East and west end Chester Snow Mill Spur. Bunker East and west end interchange track. Meskill West and east end quarry track and east end mill track.

Doty 150 feet from main track switch. McCormick Junction 200 feet from main track switch.

Walville Mill Spur. Pluvius East and west end of siding.

Fern 150 feet from main line switch. Custer Log Spur.

Lebam Mill Spur. Nalpee Log Spur. Dryad Leudinghaus Lumber Co. 500 feet from main track.

Donguire 146 feet from main track switch.

13. Commercial Spurs—

Table with 3 columns: Spur Name, 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: 55.6, 20

TWELFTH SUBDIVISION. (YACOLT BRANCH.)

1. Bridge and Engine Restrictions—

Speed will be restricted over Bridge 23, Lewis River, as follows: Engines classes S, S-1, S-2, S-3, S-4 and Q 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.

3. Special Stops, Connections, etc.—

Nos. 981 and 982 will stop on flag at Crusher and Lucia.

4. Register Stations—

Yacolt. Vancouver Junction.

5. Clearance Exceptions—

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

6. Derail Switches—

Vancouver Junction East leg of wye 135 feet from Yacolt end of wye switch.

Brush Prairie East end siding.

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

7. Commercial Spurs—

Table with 3 columns: Spur Name, Miles from Yacolt, Car Capacity. Lucia: 5.0, 6; Cedar Creek Lumber Co.: 13.1, 4

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 set against them.

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

2. At Shelton—Northern Pacific crews may operate over the main track of the Peninsular 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.

3. Bridge and Engine Restrictions—

Engines classes heavier than F-1 not permitted.

At Kamilleche—Do not place engines on old trestle.

4. Speed Restrictions—

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

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—

Elma.

6. 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.

8. Commercial Spurs—

Table with 3 columns: Spur Name, Miles from Elma, Car Capacity. No data provided in image.

ALL SUBDIVISIONS.

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

2. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.

3. 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.

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

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

6. 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, fifteen (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.

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

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE													
			Class W		Class Y-2		Class F-1		Class S		Class P		Class D-3 Class E-3 Class E-4		Class X	
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
First Westward	Tacoma to South Tacoma.....	2.20	600	20	500	20	400	15	400	15	300	15	250	9	.....	.....
	Tacoma to Chehalis.....	0.30	3500	99	3300	99	2000	80	1800	80	1500	50	.....	40	.....	.....
	Chehalis to Napavine.....	1.12	1350	70	1250	70	900	60	850	60	750	60	550	18	.....	.....
First Eastward	Napavine to Portland.....	0.00	.....	99	.....	99	3000	75	3000	75	1400	47	1200	40	.....	.....
	Portland to Vader.....	0.50	3000	99	2800	99	2500	80	2500	80	1250	60	1050	35	.....	.....
	Vader to Napavine.....	0.90	1700	.....	1500	.....	1100	.....	1000	32	860	29	660	22	.....	.....
Second Westward	Napavine to Tacoma.....	0.30	3500	99	3300	99	2500	80	2500	80	2300	50	2000	40	.....	.....
	St. Clair to Lacey.....	1.60	1000	.....	900	.....	800	40	800	40	.....	.....	.....	.....	.....	.....
	Lacey to Olympia.....	0.70	2500	.....	2400	.....	70	.....	70	.....	.....	.....	.....	.....	.....	.....
	Olympia to Belmore.....	1.80	1000	.....	900	.....	600	35	600	35	.....	.....	.....	.....	.....	.....
	Belmore to Gate.....	0.88	1500	.....	1400	.....	1200	40	1200	40	.....	.....	.....	.....	.....	.....
	Gate to Hoquiam.....	0.50	3200	99	3000	99	2200	99	2200	99	.....	.....	.....	.....	.....	.....
Second Eastward	Hoquiam to Moclips.....	0.40	4000	99	4000	99	2500	99	2500	99	.....	.....	.....	.....	.....	.....
	Moclips to Hoquiam.....	0.40	4000	99	4000	99	2500	99	2500	99	.....	.....	.....	.....	.....	.....
	Hoquiam to Gate.....	0.50	3200	99	3000	99	2000	99	2000	99	.....	.....	.....	.....	.....	.....
Third Westward	Gate to Olympia.....	0.87	2700	.....	2500	.....	1500	50	1500	50	.....	.....	.....	.....	.....	.....
	Olympia to Lacey.....	1.61	1000	.....	900	.....	550	30	550	30	.....	.....	.....	.....	.....	.....
	Lacey to St. Clair.....	1.20	1350	.....	1250	.....	1050	40	1050	40	.....	.....	.....	.....	.....	.....
Third Eastward	Lakeview to Nisqually.....	1.00	2500	99	2300	99	2000	80	2000	80	.....	.....	.....	.....	.....	.....
	Nisqually to American Lake.....	1.60	1000	50	800	40	550	30	550	30	.....	.....	.....	.....	.....	.....
	American Lake to Murray.....	1.00	2000	.....	1800	.....	1500	.....	1500	.....	.....	.....	.....	.....	.....	.....
Fourth Westward	Murray to Lakeview.....	0.66	2500	.....	2300	.....	2000	.....	2000	.....	.....	.....	.....	.....	.....	.....
	South Tacoma to Rainier.....	0.70	2000	99	1800	70	1200	60	1150	60	1050	60	850	28	.....	.....
	Rainier to West Tenino.....	0.35	3200	99	.....	99	.....	60	.....	60	.....	60	60	60	.....	.....
Fourth Eastward	West Tenino to Rainier.....	0.90	1700	.....	1500	.....	1100	.....	1050	35	950	31	750	25	.....	.....
	Rainier to Tacoma.....	0.50	3200	99	3000	99	1800	80	1800	75	1500	50	1300	43	.....	.....
	Palmer Jct. to Tacoma.....	0.00	.....	99	.....	99	.....	80	.....	80	.....	.....	60	60	.....	.....
Fifth Westward	Fairfax to South Prairie.....	0.00	.....	99	.....	99	2000	45	2000	45	.....	.....	.....	.....	.....	.....
	Tacoma to Orting.....	0.56	3000	99	2800	99	1800	80	1800	80	.....	.....	1200	60	.....	.....
	Orting to South Prairie.....	1.00	1500	80	1400	60	900	60	800	60	.....	.....	500	17	.....	.....
	South Prairie to Buckley.....	1.70	800	20	700	17	450	15	400	14	.....	.....	250	9	.....	.....
	Buckley to Palmer Jct.....	1.25	1650	80	1450	60	900	60	800	60	.....	.....	500	17	.....	.....
	South Prairie to Morristown.....	1.45	.....	.....	.....	.....	500	28	500	28	.....	.....	.....	.....	.....	.....
	South Prairie to Wilkeson.....	2.20	.....	.....	.....	.....	400	25	400	25	.....	.....	.....	.....	.....	.....
Fifth Eastward	Wilkeson to Carbonado.....	2.20	.....	.....	.....	.....	400	25	400	25	.....	.....	.....	.....	.....	.....
	Carbonado to Fairfax.....	1.70	.....	.....	.....	.....	500	30	500	30	.....	.....	.....	.....	.....	.....
	Kerriston to Kanaskat.....	1.40	.....	.....	.....	.....	600	30	600	30	.....	.....	.....	.....	.....	.....
	Kanaskat to Kerriston.....	2.30	.....	.....	.....	.....	400	25	400	25	.....	.....	.....	.....	.....	.....
	Crocker to Wingate.....	1.70	.....	.....	.....	.....	500	.....	500	.....	.....	.....	.....	.....	.....	.....
	Orting to Lake Kapowsin.....	1.40	.....	.....	.....	.....	600	.....	600	.....	.....	.....	.....	.....	.....	.....
	Centralia to Gate.....	0.50	3000	.....	2900	.....	2200	70	2200	70	.....	.....	.....	.....	.....	.....
Ninth Eastward	Grand Mound to Centralia.....	0.00	3500	.....	3500	.....	3000	70	3000	70	.....	.....	.....	.....	.....	.....
	Rochester to Grand Mound.....	0.40	3200	.....	3200	.....	2400	70	2400	70	.....	.....	.....	.....	.....	.....
	Gate to Rochester.....	0.50	3000	.....	3000	.....	2000	70	2000	70	.....	.....	.....	.....	.....	.....
Tenth Eastward	Wabash to Mendota.....	0.70	.....	.....	.....	.....	1250	.....	.....	.....	.....	750	.....	.....	.....	.....
	Chehalis Jct. to Adna.....	0.50	2900	.....	2800	.....	2000	60	2000	60	.....	.....	.....	2000	80	.....
	Adna to Pe Ell.....	0.66	2500	.....	2500	.....	1500	50	1400	50	.....	.....	.....	1600	60	.....
Eleventh Westward	Pe Ell to McCormick.....	0.80	1700	.....	1600	.....	800	30	800	30	.....	.....	.....	1000	40	.....
	McCormick to Pluvius.....	1.60	1000	.....	900	.....	550	30	550	30	.....	.....	.....	750	40	.....
	Pluvius to South Bend.....	0.53	.....	99	.....	99	.....	70	.....	70	.....	.....	.....	.....	80	.....
Eleventh Eastward	South Bend to Frances.....	0.60	2100	.....	2000	.....	1800	60	1800	60	.....	.....	.....	2000	80	.....
	Frances to Pluvius.....	1.90	900	.....	800	.....	500	25	500	25	.....	.....	.....	700	35	.....
	Pluvius to Chehalis Jct.....	0.40	.....	99	.....	99	.....	70	.....	70	.....	.....	.....	.....	80	.....
Twelfth Westward	Yacolt to Van Jct.....	0.58	.....	.....	.....	.....	1800	45	1800	45	.....	.....	.....	.....	.....	.....
	Van Jct. to Homan.....	1.60	.....	.....	.....	.....	550	35	550	35	.....	.....	.....	.....	.....	.....
Twelfth Eastward	Homan to Yacolt.....	1.66	.....	.....	.....	.....	800	45	800	45	.....	.....	.....	.....	.....	.....
	Elma to Stimson.....	1.00	.....	.....	.....	.....	1000	70	1000	70	.....	.....	.....	.....	.....	.....

SPEED TABLE.

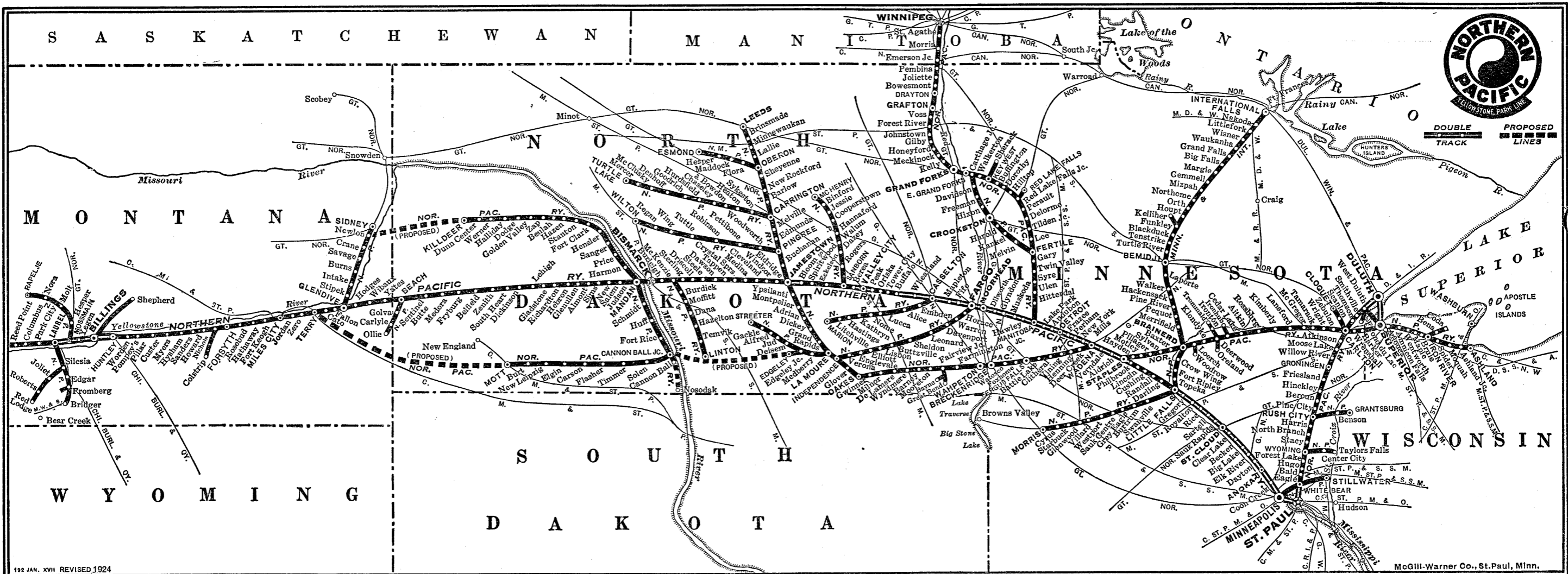
Time per Mile	Miles per Hour
1	60
1 1	59
1 2	58
1 3	57.1
1 4	56.2
1 5	55.3
1 6	54.5
1 7	53.7
1 8	52.9
1 9	52.1
1 10	51.4
1 12	50
1 15	48
1 20	45
1 25	42.3
1 30	40
1 40	36
1 45	34.3
1 50	32.7
2	30
2 10	27.6
2 15	26.6
2 20	25.7
2 30	24
2 40	22.5
2 45	21.8
2 50	21.2
3	20
3 9	19
3 20	18
3 31	17
3 45	16
4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

J. S. DEAN,
Assistant Superintendent.

C. W. FEE,
Trainmaster.

W. W. BERRY,
Trainmaster.

J. F. COLEMAN,
Chief Dispatcher.



192 JAN. XVII REVISED 1924

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

