

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME **56** TABLE

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

SUNDAY, SEPTEMBER 29, 1929.

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.

T. H. LANTRY,
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 SUB-DIVISION. (MAIN LINE.)

Table with columns for First Class (401-421), Second Class (693-699), and Third Class (973-969). Includes station names like TACOMA, O.W. R. & N. CO. CONNECTION, and various time and freight rates.

BETWEEN LONGVIEW JCT. AND OLEQUA TRAINS USING L. P. & N. TRACKS WILL BE GOVERNED BY L. P. & N. TIME TABLE AND RULES.

Table listing stations from LONGVIEW JCT. to VANCOUVER with associated times and freight rates.

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

Table listing stations LAKE YARD and PORTLAND with times and freight rates.

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

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

Table with columns for train classes (First Class, Second Class, Third Class), stations, and times. Includes sub-sections for 'VIA PRAIRIE LINE' and 'VIA AMERICAN LAKE LINE'. Title: Time Table No. 56, September 29, 1929, Succeeding No. 55.

BETWEEN OLEQUA AND LONGVIEW JCT. TRAINS USING L. P. & N. TRACKS WILL BE GOVERNED BY L. P. & N. TIME TABLE AND RULES.

Table listing stations from CASTLE ROCK to VANCOUVER with associated times and class designations. Includes sub-sections for 'VIA L.P. & N.' and 'VIA PRAIRIE LINE'.

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

Table listing stations LAKE YARD and PORTLAND with times and class designations. Includes a summary row for 'Time Over Subdivision' and 'Average Speed Per Hour'.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 9, 12, 13 AND 14.

AUTOMATIC BLOCK BETWEEN TENINO AND VANCOUVER.

DOUBLE TRACK BETWEEN VANCOUVER AND TACOMA.

WESTWARD

SECOND SUB-DIVISION
(GRAYS HARBOR LINE AND OCOSTA BRANCH.)

EASTWARD

Table with columns for Train Class (Third, Second, First), Station, Time, and Class. Includes sub-headers for 'THIRD CLASS', 'SECOND CLASS', 'FIRST CLASS' and 'STATIONS'. Contains time table No. 56 for September 29, 1929. Includes station names like ST. CLAIR, UNION MILL, LACEY, OLYMPIA, BELMORE, LITTLE ROCK, BORDEAUX JCT., MIMA, GATE, OAKVILLE, LYTLE, PORTER, MALONE, ELMA, SATSOP, BRADY, MONTESSANO, ABERDEEN JCT., ABERDEEN, HOQUIAM, GRAYS HARBOR CITY, GRAY GABLES, CHENOIS CREEK, BURROWS, TULIPS, WILDERNESS, COPALIS, CARLISLE, ONSLOW, STEARNSVILLE, ALOHA, PACIFIC BEACH, SUNSET BEACH, MOCLIPS.

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. DOUBLE TRACK BETWEEN ABERDEEN AND HOQUIAM RIVER DRAWBRIDGE. SPECIAL INSTRUCTIONS PAGES 9, 10, 12, 13 AND 14.

Westward		TENTH SUB-DIVISION. (OCOSTA BRANCH.)					Eastward			
THIRD CLASS 991	Tues. and Fri. Nor. Pac. Freight	Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Aberdeen Jct.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Markham.	Car Capacity of Sidings.	THIRD CLASS 992	Tues. and Fri. Nor. Pac. Freight
					STATIONS					
Telegraph Offices and Calls										
		YX	CM37	0.0	ABERDEEN JCT.	13.1	100	A	10.05A	
				0.9	JUNCTION CITY	12.2			10.00	
		X	CR 1	1.5	COSMOPOLIS JCT.	11.6				
L 7.45A		WX	CG 2	2.9	COSMOPOLIS O.-W. R. & N. Crossing 1.4 Track Conn.	13.0	30			
7.50			CR 1	1.5	COSMOPOLIS JCT.	11.6			9.55	
s 7.55		X	CR 3	2.4	SOUTH ABERDEEN O.-W. R. & N. Crossing 10.7 Track Conn.	10.7	90	s	9.50	
As 8.45A			CR13	13.1	MARKHAM	0.0	10	L	9.00A	
992									991	
	Tues. and Fri.				Time Over Subdivision				1.05	
					Average Speed Per Hour				12.0	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Except, NO. 991 IS SUPERIOR TO NO. 992 COSMOPOLIS TO MARKHAM.
SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14.

Westward		THIRD SUB-DIVISION (AMERICAN LAKE LINE.)					Eastward					
THIRD CLASS 985	Ex. Sun.	FIRST CLASS		Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Lakeview.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Nisqually.	Car Capacity of Sidings.	FIRST CLASS 422	THIRD CLASS 986
		Ex. Sun.	Daily				Daily	Ex. Sun.				
STATIONS												
Telegraph Offices and Calls												
As 2.55P				As 12.23P	1985	0.0	VA... LAKEVIEW... D	11.6	52	L	9.37A	L 8.00A
f 2.47				12.17	CK 2	2.5	COUNTRY CLUB	9.1			9.40	8.10
f 2.45				12.16	CK 3	3.0	TILLCUM	8.6	33		9.41	f 8.12
s 2.40			f 12.13		CK 5	4.5	CAMP MURRAY	7.1	23	f	9.43	s 8.20
L 2.30PA	12.50P		s 12.06P		WX CK 7	7.7	D... FORT LEWIS... D	3.9	31	s	9.50 986	8.30A 12.10P 421-422
	L 12.40P		L 11.56A		X CS24	11.6	NU... NISQUALLY... DN	0.0	25	As	9.58A	12.20P
	986		527							See page 2		527
	Ex. Sun.	Ex. Sun.	Daily				Time Over Subdivision				.21	.40
.25	.10	.27					Average Speed Per Hour				33.1	17.4
18.4	23.4	26.7										

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

WESTWARD						FOURTH SUB-DIVISION (PRAIRIE LINE.)					EASTWARD								
THIRD CLASS		SECOND CLASS		FIRST CLASS		Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Tacoma.	Time Table No. 56 September 29, 1929 Succeeding No. 55		Distance from Tenino Junction.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS		THIRD CLASS		
963	985		671	459	591				421	STATIONS			STATIONS	422	592	458	672		998	986
Ex. Sun.	Ex. Sun.		Daily	Daily	Daily	Daily	Telegraph Offices and Calls	Telegraph Offices and Calls	Daily	Daily	Daily	Daily		Ex. Sun.	Ex. Sun.				
Nor. Pac. Way Freight	Nor. Pac. Way Freight		Grt. Nor. Time Freight	Consolidated Seattle Passenger	Nor. Pac. Willapa Harbor Motor Car	Nor. Pac. Passenger			Nor. Pac. Passenger	Nor. Pac. Willapa Harbor Motor Car	Consolidated Portland Passenger	Grt. Nor. Time Freight		Grt. Nor. Way Freight	Nor. Pac. Way Freight				
			Via Draw-bridge Line	A 8.30P	A 1.00P	A 12.50P		1977	0.0	Q... TACOMA... DN	39.2	L	9.15A	L 9.45A	L 5.45P	Via Draw-bridge Line			
				8.25	12.55	12.45			0.2	AX... 15TH ST. TOWER... DN	39.0		9.17	9.47	5.47	L 8.05P	L 7.05A	L 7.15A	
A 10.40A	A 3.30P		A 12.20A	8.15	s 12.45	s 12.35	WOT X	1981	4.6	SU... SOUTH TACOMA... D	34.6	70	s 9.30	s 10.00 963	5.59	8.30 459	7.30	s 7.45	
s 9.55 592	s 3.10		12.01A	8.10	f 12.36	Ls 12.23P		1985	8.2	VA... LAKE VIEW... D	31.0	52	As 9.37A 963	f 10.06	6.04	8.38	f 7.40	As 8.00A	
s 9.40 422	Ls 2.55P		11.50P	8.04	f 12.28			1990	13.2	HILLHURST	26.0	52	f 10.13	6.11	8.48		f 7.50		
s 9.25			11.40					1996	19.2	RY... ROY... D	20.0	67	s 10.23	6.19	9.00		s 8.10		
s 9.00			11.28	7.56	s 12.16			2002	24.7	Y... YELM... D	14.5	74	s 10.33	6.26	9.11		s 8.30 963	s 8.45	
s 8.30 998			11.15	7.50	s 12.05P			2007	30.2	RA... RAINIER... D	9.0	E64 W73 74	s 10.43	6.33	9.22		s 8.45		
s 8.00			11.04	7.44	s 11.55A			2011	34.4	McINTOSH	4.8	74	f 10.50	6.39	9.32		f 9.00		
s 7.30			10.54	7.38	f 11.46			2015	39.0	TN... WEST TENINO... D	0.2	36	s 10.58	6.45	9.42		s 9.20		
s 7.00			10.44	7.32	s 11.37				39.2	TENINO JUNCTION	0.0	E73 W74	A 11.00A	A 6.46P	A 9.43P		A 9.25A		
L 6.40A			L 10.43P	L 7.31P	L 11.35A														
			See page 3	See page 3	See page 3	See page 3							See page 2	See page 2	See page 2		See page 2		
	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily		Ex. Sun.	Ex. Sun.
	4.00	.35	1.37	.59	1.25	.27				Time Over Subdivision			.22	1.15	1.01	1.38		2.20	.45
	9.8	13.7	24.1	39.2	27.7	18.2				Average Speed Per Hour			22.3	31.4	37.0	24.1		16.9	10.7

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

WESTWARD

FIFTH SUB-DIVISION (BUCKLEY LINE-BURNETT AND WILKESON BRANCHES.)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Kanaskat.	Time Table No. 56 September 29, 1929 Succeeding No. 55			Distance from Tacoma.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS		THIRD CLASS	
971	999		523		597				596		522				972	998			
Tue., Thu. and Sat.	Tues. and Fri.		Ex. Sun.		Ex. Sun.				Ex. Sun.		Ex. Sun.				Mo., Wed. and Fri.	Tues. and Fri.			
Way Freight	Way Freight		Mixed		Motor Car				Motor Car		Mixed				Way Freight	Way Freight			
L 6.30A					L 7.55A	A 1	0.0	GV.....KANASKAT.....DN	44.6	140	A 7.30A				A 1.05P				

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

Lf 6.35A					Ls 7.58A	1932	1.2	JC.....PALMER JCT.....D	43.4	70	As 7.27A				Af 1.00P	
f 6.40					f 8.00	W 1933	2.1	.....PALMER.....	42.5	30	f 7.25				f 12.45	
f 6.45					f 8.02	.....1934	3.4	.....BAYNE.....	41.2	Spur 20	f 7.23				f 12.30	
f 6.50					s 8.04	.....1936	4.7	.....CUMBERLAND.....	39.9		f 7.21				f 12.01P	
f 7.19 596 7.25					f 8.06	.....1937	5.5	.....NACO.....	39.1	15	f 7.19 971				f 11.50A	
s 7.35 8.20 597 8.50					f 8.09	.....1939	7.5	.....VEAZEY.....	37.1	50	f 7.16				11.25	
					s 8.15 971	X 1942	10.9	CW.....ENUMCLAW.....D	33.7	52	s 7.10				s 11.00	
					s 8.25 972	.....1945	14.3	BK.....BUCKLEY.....D	30.3	60	s 7.00				s 9.00 8.00 597 7.35	
9.05					8.35	X 1949	18.6	.....CASCADE JCT.....	26.0		6.49					
	L 7.25A 998 7.35 7.40					C C 4	0.0	.....BLACK CARBON.....	3.4	24					A 7.20A 999	
						C C 2	2.0	.....BURNETT.....	1.4						7.10	
						.....1949	3.4	.....CASCADE JCT.....	0.0						7.05	
						T C B 15	0.0	FX.....FAIRFAX.....D	14.2	18			A 9.45A			
					L 11.40A s 12.05P	C B 8	5.5	.....CARBONADO.....	8.7	Spur 3			s 9.20			
					s 1.15 1.40	TOW C B 5	9.8	WX.....WILKESON.....D	4.4	82			s 8.55			
						.....1949	14.2	.....CASCADE JCT.....	0.0				7.10			
s 9.30	A 7.45A				s 8.38	WCT X 1950	19.7	SO.....SOUTH PRAIRIE.....DP	24.9	150	s 6.47 972-522-998		L 7.05A 596-998-972		s 7.30 6.35 998-596-522	L 7.00A 596-522-972
f 9.50					f 8.47	.....1955	24.2	.....CROCKER.....P	20.4	73	f 6.37				f 6.15	
s 10.30					s 8.52	TX 1958	26.9	OG.....ORTING.....D	17.7	51	s 6.33				s 6.00	
f 10.45					f 8.58	.....1961	30.3	.....MCMILLIN.....P	14.3	Spur 8	f 6.27				s 5.20	
f 10.55					f 9.01	.....1963	32.4	.....ALDERTON.....	12.2	25	f 6.24				s 5.10	
A 11.05A					A 9.05A	YWX 1966	34.8	.....MEEKER.....	9.8		L 6.20A				L 5.00A	

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

					A 9.25A	1976	44.6	Q.....TACOMA.....DN	0.0		L 6.00A					

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

WESTWARD		SIXTH SUB-DIVISION (GREEN RIVER BRANCH.)										EASTWARD				
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Kerriston.	Time Table No. 56 September 29, 1929 Succeeding No. 55				Distance from Kanasakat.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
961		597					STATIONS						596		960	
Thurs.		Ex. Sun.		Telegraph Offices and Calls				Ex. Sun.		Thurs.						
Way Freight		Motor Car						Motor Car		Way Freight						
L 1.10P					CJ 15	0.0	KERRISTON				14.7		A 1.00P			
960						1.6	1.6 HALMAR				13.1	40	961			
s 1.20					Y	5.9	5.9 HEMLOCK				7.2	6	s 12.50			
1.50					W CJ 7	12.4	12.4 KANGLEY JCT.				2.3	15	12.10P			
A 2.20P						14.0	1.6 SELLECK				3.9	15	L 11.45A			
		L 7.42A			CJ 4	13.9	C. M. St. P. & P. Ry. CROSSING				3.8					
		596				13.0	0.9 YANDELL				2.9	f 7.38				
						12.4	0.6 KANGLEY JCT.				2.3	7.37				
		f 7.45			CJ 2	12.7	0.3 HIAWATHA				2.0	Spur f 7.36				
		7.47				13.3	0.6 DURHAM				1.4	f 7.35				
		f 7.48			CJ 1	14.7	1.4 GV.....KANASKAT.....DN				0.0	150	L 7.31A			
		f 7.49			WYO A 1											
		A 7.54A			X											
Thurs.		Ex. Sun.					Time Over Subdivision						Ex. Sun.	Thurs.		
1.10		.12					Average Speed Per Hour						.10	1.15		
10.6		19.5											23.4	9.9		

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

WESTWARD		SEVENTH SUB-DIVISION (CROCKER BRANCH.)										EASTWARD		
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Wingate.	Time Table No. 56 September 29, 1929 Succeeding No. 55				Distance from Crocker.	Car Capacity of Sidings.	THIRD CLASS	
961		597					STATIONS						960	
Thurs.		Ex. Sun.		Telegraph Offices and Calls				Ex. Sun.		Thurs.				
Way Freight		Motor Car						Motor Car		Way Freight				
					WO CD 5	0.0	WINGATE				5.1	140		
						5.1	5.1 CROCKER				0.0	73		
					1955	5.1								

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

WESTWARD		EIGHTH SUB-DIVISION (ORTING BRANCH.)										EASTWARD		
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from End of Track.	Time Table No. 56 September 29, 1929 Succeeding No. 55				Distance from Orting.	Car Capacity of Sidings.	THIRD CLASS	
961		597					STATIONS						960	
Thurs.		Ex. Sun.		Telegraph Offices and Calls				Ex. Sun.		Thurs.				
Way Freight		Motor Car						Motor Car		Way Freight				
					CE 10	0.0	LAKE KAPOWSIN				10.0	75		
						1.3	(St. P. & T. Lbr. Co. Camp No. 1) 1.3 C. M. St. P. & P. Ry. CROSSING				8.7			
						2.3	1.0 PUYALLUP RIVER JCT.				7.7	60		
					WX CE 8	2.3	(St. P. & T. Lbr. Co. Camp No. 6) 7.7				0.0	51		
					WT 1958	10.0	OG.....ORTING.....D							

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

WESTWARD		NINTH SUB-DIVISION (GATE LINE.)										EASTWARD															
THIRD CLASS		SECOND CLASS		FIRST CLASS				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Centralia.	Time Table No. 56 September 29, 1929 Succeeding No. 55				Distance from Gate.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS		THIRD CLASS						
987		967		695		505					503		501				577		502		504		506		578		696		968		988
Ex. Sun.		Ex. Sun.		Ex. Sun.		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Ex. Sun.		Ex. Sun.		Ex. Sun.	
O-W R. & N. Way Freight		Nor. Pac. Way Freight		Nor. Pac. Freight		Nor. Pac. Passenger		Nor. Pac. Passenger		Nor. Pac. Passenger		O-W R. & N. Passenger		Nor. Pac. Passenger		Nor. Pac. Passenger		Nor. Pac. Passenger		O-W R. & N. Passenger		Nor. Pac. Freight		Nor. Pac. Way Freight		O-W R. & N. Way Freight	
L 10.00A	L 7.00A			L 2.45A	L 7.20P	L 11.50A	L 9.50A	L 3.00A	WCY OX X	2027	0.0	CN.....CENTRALIA.....DN				13.6	500	A 11.15A	A 6.45P	A 8.40P	A 1.45A	A 7.25P		A 2.40P	A 8.30P		
A 10.15A	7.10			2.55	7.25 696	11.55A	9.55	A 3.07A			2.2	BLAKESLEE JUNCTION				11.4		11.04	6.33	8.30 988	L 1.30A	7.15 505		2.30	L 8.20P 506		
											6.4	GRAND MOUND				7.2	60	s 10.56	s 6.25	f 8.20		7.00		s 2.15			
	s 7.30			3.05	s 7.34	s 12.04P	f 10.04				11.0	RH.....ROCHESTER.....D				2.6	65	s 10.47	s 6.17	f 8.10		6.50		s 1.55			
	s 7.50			3.15	s 7.44	s 12.14	f 10.14				13.6	C. M. St. P. & P. Ry. Crossing Interlocked Track Conn. 2.6				0.0	82	L 10.40A 501	L 6.11P See page 4	L 8.00P 505		L 6.40P See page 4		L 1.40P See page 4			
	A 8.00A See page 4			A 3.25A See page 4	A 7.55P 506	A 12.20P See page 4	A 10.25A 502		WYX CK 44			HK.....GATE.....DN						Daily	Daily	Daily	Daily	Ex. Sun.		Ex. Sun.	Ex. Sun.		
.15	1.00			.40	.35	.30	.35	.07				Time Over Subdivision						.35	.34	.40	.15	.45		1.00	.10		
8.8	13.6			20.4	23.8	27.2	23.3	18.8				Average Speed Per Hour						23.3	24.0	20.4	8.8	17.0		13.6	13.2		

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

WESTWARD

ELEVENTH SUB-DIVISION (WILLAPA HARBOR LINE.)

EASTWARD

Table with columns for Time Table No. 56, September 29, 1929, Succeeding No. 55. Includes sub-tables for Third Class (969, 593, 591) and First Class (592, 594, 970) with various station names like CHEHALIS JCT., ADNA, BUNKER, etc.

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

WESTWARD

TWELFTH SUB-DIVISION (YACOLT BRANCH.)

EASTWARD

Table with columns for Time Table No. 56, September 29, 1929, Succeeding No. 55. Includes sub-tables for Third Class (981) and Third Class (982) with various station names like YACOLT, LUCIA, WALL, HEISON, etc.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. Except No. 981 is superior to No. 982, Yacolt to Vancouver Jct. SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14.

WESTWARD

THIRTEENTH SUB-DIVISION (ELMA BRANCH.)

EASTWARD

Table with columns for Time Table No. 56, September 29, 1929, Succeeding No. 55. Includes sub-tables for Third Class (989) and Third Class (990) with various station names like SHELTON, CARMILL, KAMILCHE, etc.

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.)

- Pusher District**—Between Tenino Jct. and Castle Rock.
- Drawbridge Interlocking**—Chambers Creek, 1.4 miles west of Steilacoom. Lewis River, 2.5 miles east of Woodland.
- At Centralia and Chehalis** normal position of crossing gates over the several industry spurs which cross the C. M. St. P. & 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. & 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.
- 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.
- 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. Westward siding will be used as storage track.
- 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 west 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. Eastward 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. At Winlock, engines must not go beyond frog on Johnson's spur. At Tenino, engines or cars must not be placed on the trestle at the end of the Hercules Stone Company's spur. Cars to be moved to and from the quarry will be handled by cable over the trestle by Stone Company. Loaded cars must not be placed on Felida log dump east of sign board at bent 51.
- Speed Restrictions**—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 sixty (60) 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 and O-5 forty (40) 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 West 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 Eastward track from one fourth (¼) mile West of yard limit sign West of Chehalis to first switch at Chehalis, thirty-five (35) miles per hour. Look out for falling rock along bluffs between mile post 103¼ and 104 between Carrolls and Kalama. Through rock cut west of Martin's Bluff on Westward track, thirty (30) miles per hour. City or Village ordinances restrict speed of trains over highway crossings within

SPECIAL INSTRUCTIONS.

- 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, eastward trains thirty-five (35) miles per hour. At Napavine, over street crossing just west of depot, fifteen (15) miles per hour. At Kelso, over Allen Street leading to bridge over Cowlitz River, fifteen (15) miles per hour. Northern Pacific engines, Classes Q-5, Q-6, W-3 and W-5 and Great Northern Class P-2, twenty (20) miles per hour over bridge 78, Olequa Creek between Vader and Vader Junction. 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.
- Special Stops, Connections, Etc.**—No. 402 Sundays reduce speed at Bucoda, Tenino, Chambers Prairie to throw off papers. No. 401 will stop at stations west of Centralia to discharge passengers originating at points where No. 563 does not stop. No. 408 will connect with No. 502 at Centralia. No. 408 will stop at Knapps and Felida to discharge passengers and express from points West of Centralia. No. 408 will stop at Olequa for U. S. Mail. No. 407 will stop at Bucoda to unload express and discharge passengers from East of Chehalis and Grays Harbor Line and for passengers for Fort Lewis. No. 407 will stop at Evaline to receive and discharge parcel post. No. 564 will stop at stations east of Centralia to discharge passengers originating at points where No. 402 does not stop. No. 564 will stop at Kalama to let off passengers from Grays Harbor Branch occupying space in the Grays Harbor to Portland Sleeper. No. 564 will reduce speed at Nisqually to allow exchange of U. S. mail if no stop is made. No. 563 will dispatch United States mail at St. Clair. No. 591 will connect with No. 408 at Centralia.
 - Register Stations**—Tacoma—Union Station for passenger trains—River Street for freight trains. Centralia. Vancouver. Portland. McCarver Street.
 - 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 westward 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..... Round House. Portland..... Telegraph Office.
 - Standard Time Clocks**—Tacoma, Union Station, Round House, Yard Office. Centralia, Passenger Station, Round House, Yard Office. Vancouver Passenger Station.
 - Watch Inspectors**—Tacoma, S. Grimstead, 11th and Pacific Ave. Centralia, C. R. Ahern. Vancouver, Joseph Carter. Portland, W. H. Sexton, 245 Washington St.
 - Derail Switches**—West Tacoma..... Spur Track. Pioneer..... East and West End, switch at East End to be set for straight track to act as derail. Gravel Center..... East and West end. Olegard..... West End Spur. Nisqually..... Team Track and Set Out Track. Chambers Prairie..... West 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. West end track No. 2, 165 feet from main line switch. Napavine..... On Somerville and Emery Nelson spur tracks. On House track 110 feet east of switch connection with passing track. Evaline..... East End Spur. Winlock..... East End Passing Track and Union Oil Co. Spur. Menefee..... 500 feet from main line switch. L. P. & N. Connection..... Mile post 79 one mile east 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. Rocky Point..... 180 feet from east main line switch. Carrolls..... House Track. Longview Jct..... 215 feet from main track. Ely-Murphy Corporation..... Spur 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. West end lead No. 1 track on N. P. side. Coal track 180 feet from main track switch.
McNelly..... 100 feet from main track.
Kyro..... East and west end of Industry Track, 200 feet from switch.

	Miles from	
	Tacoma	Car Capacity
25. Commercial Spurs —		
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
Cascade Timber Co.....	85.0	10
Rocky Point.....	95.6	20
Ely-Murphy Corporation.....	108.5	3

26. **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.

27. **Between McCarver Street and Tenino:**
The normal position of the train order signal will be "Stop" at:
McCarver Street for Eastward trains. St. Clair for all trains.
Sixth Avenue for all trains. Chambers Prairie for all trains.
Steilacoom for all trains. Tenino for Westward trains.
Nisqually for all 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 Eastward, Tenino Westward, 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.

Work extras with orders to work on both tracks must not cross over from one track to the other without a clearance card authorized by the train dispatcher.

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. Look out for traveling crane of the Olympia Harbor Lbr. Co., occupying main track in front of their plant. Gates have been erected 50 feet each side of the drawbridge over DesChutes River and will be turned across the main track when the bridge is raised for the passage of boats. Trains will not proceed until gates have been restored to normal position.
- Drawbridge Interlocking**—Wishkah River..... Aberdeen. Hoquiam River..... Hoquiam.
- At Gate**, normal position of the main track junction switch will be set for the ninth subdivision. Passing track will be used as storage track.
- Gravel Bunkers**, Mile Post 58.6, bunkers will not clear man on top or side of car.
- At Montesano** depot is located one-half mile west of passing siding.
- At Olympia**—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. 461, 462, 463 and 464. 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. Westward trains will stop East of Chehalis Street when Wishkah River draw bridge signals do not indicate clear route. At Aberdeen passenger station, Umbrella Shed restricted clearance.
9. **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.
10. **Bridge and Engine Restrictions—**
Speed will be restricted over 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 ten (10) miles per hour.
Double header engines Classes Q, Q-1, Q-2, Q-3, Q-4, T, 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 9, Des Chutes River, Bridge 68, Wishkah River, and Bridge 72, Hoquiam River to twenty (20) miles per hour.
At Olympia—Class W engines are permitted on the west side main track as far as Buchanan's mill but no power heavier than F-1 will be permitted on the trestle of the west side log rollway or on the trestle leading to Tumwater.
At Aloha: Engines heavier than class F1 not permitted on Mill Spur.
At Aberdeen; Engines must not be placed on trestle at Weatherwax rollway.
At Carlisle: Do not place engine on McCash and Fishnallers Spur.
11. **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 Moclips. Engines Classes Y-2, W and W-2 thirty (30) miles per hour.
Through Subway at Olympia, and around curve at east end of subway, fifteen (15) miles per hour.
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-five (25) 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 rollway one mile east of Aberdeen.
At Grass Creek located three-fourths (¾) mile 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.
Yard limit signs are installed 2,000 feet East of the East Passing Track Switch at Carlisle and 2,000 feet West of the Switch leading to the spur at Stearnsville, making a continuous yard within these limits.
12. **Special Stops, Connections, etc.—**
No. 464 will stop on flag at Mima Sunday only.
No. 463 will stop on flag at Lacy Sunday only.
Nos. 461 and 462 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.
No. 502 will connect with No. 462 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.
13. **Register Stations—**
St. Clair Gate Hoquiam
Olympia Aberdeen Moclips

14. **Register Exceptions—**
At St. Clair trains will register by ticket, Form 608, and will be furnished Register Check, Form 602.
At Gate Nos. 461, 462, 463 and 464 will register by ticket form 608 and will be furnished register ticket form 602 by operator.
At Aberdeen enginemen of C. M. St. P. & 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.
15. **Clearance Exceptions—**
At St. Clair westward trains will not require clearance if train order signal is in clear position.
16. **Bulletin Stations—**
Hoquiam Passenger Station and Roundhouse.
17. **Standard Time Clock—**
Hoquiam Passenger Station and Round House.
18. **Watch Inspectors—**
S. J. Stieglitz Aberdeen
Fred Straub Hoquiam.
Talcott Bros. Olympia.
D. P. Pearson Elma.
19. **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 West end passing track.
Malone East end spur track, west end mill track.
Elma East end of Horn Track, east end of east leg of Wye, and west end passing 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.
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.
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.
20. **Commercial Spur—**
Miles from Car
St. Clair Capacity
Black Lake 13.2 3
Schafer 54.0 10
Gravel Bunkers 58.6 12
Standard Oil Co. 58.7 3
North Bay Lumber Co. 79.0 6
Neff Logging Co. 89.4 15
Linde Shingle Co. 93.5 4
Linde Logging Co. 93.6 6
Wooster 96.0 10
Joe Creek 97.4 2
Hobi 97.8 3

**THIRD SUBDIVISION.
(AMERICAN LAKE LINE.)**

1. **At Nisqually** train order signal next to Third Subdivision track governs Third Subdivision trains, and the signal next to depot governs First Subdivision trains.
2. **At Fort 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, Fort Lewis, Nisqually, or inside yard limits Fort Lewis.
At Remount Station, loading platform will not clear main on side of car.
Trains using North and South lines will move at restricted speed 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 Fort Lewis, approach road crossings at east and west end Green Park at restricted speed; ring bell and sound whistle.
4. **Register Stations—**
Nisqually Lakeview
Fort 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.
Hospital Spur 456 feet from main line switch.
Fort 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.
House Track switch will be set for House Track to act as derail for east end of passing track.

**FOURTH SUBDIVISION.
(PRAIRIE LINE.)**

1. **Pusher District** between Tenino Jct. and Rainier and between Tacoma and South Tacoma.
Engines pushing eastward 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 west of main line will enter Union Station when signal is at stop. No train will proceed from Union Station to Drawbridge Line or westward 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 westward 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 east.
At South Tacoma—Test inspection and understanding as required by Rule 1003. Book of Transportation Rules, will be had on all westward 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 westward 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 eastward 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.
Westward 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 Westward main track; lower arm governs movements on westward main track over crossover to Drawbridge Line or from Westward track through pocket back of westward 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**, eastward trains must stop clear of automatic signal No. 43.5, and will open Junction and Crossover switches leading to the First Sub-division 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 westward 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. Trains handling logs will run via Half Moon yard pulling train in reverse order to River St. Yard.
8. **Bridge and Engine Restrictions**—
 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.
 Northern Pacific engines, classes Q-5, Q-6, W-3 and W-5 and Great Northern class P-2, thirty-five (35) miles per hour over Bridge No. 22-1, Nisqually River between Roy and Yelm, and over Bridge No. 33, Deschutes River, between Rainier and McIntosh.
 At McIntosh: Engines will not go beyond a point 250 feet from east end of loading track.
 At Tacoma Union Depot Great Northern engines, Class P-2 will not clear train sheds except on track No. 1 which is the track next to the depot. Northern Pacific engines class Q-6 will not clear train sheds on track 3.
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.
 At Russell Shingle Mill, one mile west of West Tenino, look out for logging trucks crossing track.
 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 and O-5 forty (40) miles per hour.
10. **Special Stops, Connections, etc.**—
 Nos. 591 and 592 will stop on flag at Weticco.
11. **Register Stations**—
 15th Street Tower
 South Tacoma Tacoma West Tenino
12. **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.
 Except No. 459 will not register at West Tenino and South Tacoma and No. 458 will not register at West Tenino.
13. **Clearance Exceptions**—
 At West Tenino and South Tacoma, westward trains will not require clearance if train order signal is in clear position.
 At South Tacoma, Eastward trains will not require clearance if train order signal is in clear position.
14. **Bulletin Stations**—Tacoma.
15. **Derail Switches**—
 South Tacoma..... West end South Tacoma Lumber Co.'s Spur.
 South Tacoma..... West end New House Track.
 Yelm..... West 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.
16. **Commercial Spurs**—

**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. & P. and yard limit sign located 2,000 feet east, all movements will be made in accordance with transportation rule 893.
3. **At Naco**—Crossing gates have been placed at crossing with C. M. St. P. & P. on the Ozark Mine Spur. Normal position of gates will be set against Northern Pacific trains. After using gates they must be restored to normal position.

4. **At Fairfax**, The Manley Moore Lbr. Company engines and logging trains are authorized to use N. P. track between their interchange track and connection with their logging road west of coal bunkers, protecting against Northern Pacific trains.
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-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.
 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.
 Reduce speed to four (4) miles per hour where fill is slipping 2340 feet east of Mile Post 3 between Carbonado and Fairfax.
7. **Special Stops, Connections, etc.**—
 No. 596 will connect with No. 522 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.
 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.
 At South Prairie Nos. 596 and 597 will register by ticket Form 608 and will be furnished by operator, when on duty, a register check Form 602.
10. **Clearance Exceptions**—Eastward trains will obtain clearance at Puyallup instead of Meeker.
 No. 999 will not require clearance card at Black Carbon.
11. **Bulletin Station**—South Prairie.
12. **Derail Switches**—
 Dencla..... East End Spur.
 Occidental..... Coal track 300 feet west of bunkers.
 Bayne..... Coal spur.
 Fleet..... Fleet Coal Company's track.
 Naco..... West end Naval Coal Co. track.
 Veasey..... 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.
 Alderton..... West end of siding.
 Wilkeson..... Scale track, and passing track opposite station.
 Fairfax..... On Montezuma line 200 feet east of depot.
 Black Carbon..... Black Carbon Coal Co. track No. 1, 100 feet from main track switch.

7. **Derail Switches**—
 Durham..... East end of coal track 250 feet from main track, and west end of coal track.
 Hiawatha..... East end.
 Selleck (½ mile 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.
 Monroe Shingle Co. East end.
8. **Commercial Spurs**—
 Monroe Shingle Co. Miles from Kanaskat 13.8 Car Capacity 3

**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 and cars 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-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. 961 will not require clearance card at Kerriston.
 No. 597 will not require clearance card at Selleck.
 No. 960 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.
 Hiawatha..... East end.
 Selleck (½ mile 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.
 Monroe Shingle Co. East end.
8. **Commercial Spurs**—
 Monroe Shingle Co. Miles from Kanaskat 13.8 Car Capacity 3

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

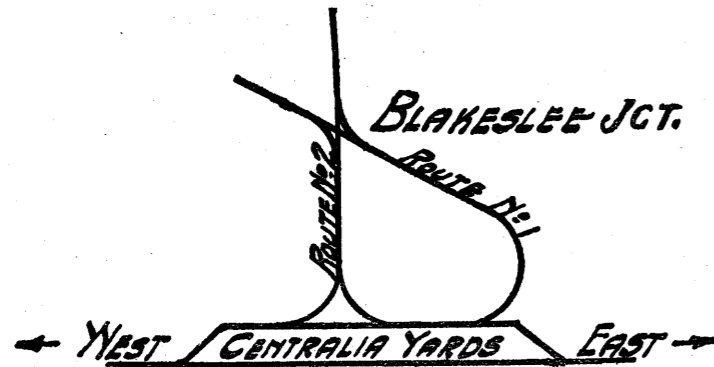
1. **At Wingate**, side and overhead clearance is restricted at the Coke and Coal Bunkers.
2. **Bridge and Engine Restrictions**—
 Speed will be restricted over Bridge 3, Carbon River, as follows:
 Engines classes W, W-1, W-2 and W-4 ten (10) miles per hour.
 Engines classes A, Q-5, Q-6, W-3 and W-5 not permitted.
3. **Speed Restrictions**—Fifteen (15) miles per hour.
 Five (5) miles per hour over Slide ¼ mile west of tunnel No. 1.
4. **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. & 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**—
 Engines classes heavier than S-4 not permitted.
 Speed will be restricted over Bridge 8, Puyallup River, as follows:
 Engines classes 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.
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**—
 Puyallup River Jct. In main track 20 feet west of west switch of interchange track.
7. **Commercial Spurs**—
 Dempsey..... Miles from Orting 8.4 Car Capacity 12
 Electron Rock Crusher..... 8.6 3

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

1. Movement of Trains Between Centralia and Blakeslee Junction



Northern Pacific track will be known as Route No. 2. O.-W. R. & N. track will be known as Route No. 1. Both routes are included in the Centralia Yard limits. Trains and engines using either route will do so 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 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.

2. **Blakeslee Junction Interlocking**—
Westward trains will indicate to Towerman route wanted as follows:
Northern Pacific: One long, one short, one long. Thus: — o —
O.-W. R. & N.: One long, two short, one long. Thus: — o o —
3. **Bridge and Engine Restrictions**—
Centralia to Gate—Engines classes heavier than W-2 not permitted.
4. **Speed Restrictions**—Passenger trains forty-five (45) miles per hour. At Blakeslee Junction: Fifteen (15) miles per hour over C. M. & St. P. Ry. crossing. Engines classes Y-2, W and W-2 thirty (30) miles per hour. At Centralia—Over streets within corporate limits ten (10) miles an hour.
5. **Special Stops, Connections, etc.**—
Regular passenger trains will stop on flag at State Training School at Grand Mound for passengers or to unload express. No. 503 will connect with Nos. 407-408. No. 505 will connect with Nos. 458 and 459 at Centralia.
6. **Register Station**—
Centralia Passenger Station.
Blakeslee Junction for Eastward Northern Pacific and O.-W. R. & N. first class trains, Northern Pacific second class and inferior 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. **Clearance Exceptions**—
Nos. 578 and 988 will not require clearance card at Blakeslee Jct.
9. **Bulletin Stations**—
Centralia. Round House. Yard Office.
Passenger Station.
10. **Standard Time Clock**—Centralia Passenger Station. Round House. Yard Office.
11. **Watch Inspector**—Centralia, C. R. Ahern.
12. **Derail Switches**—
Blakeslee.....Williams Mill Spur.
Foran.....Coal Spur.
13. **Commercial Spur**—
Foran.....

Miles from Centralia	Car Capacity
2.9	6

**TENTH SUBDIVISION.
(COSTA BRANCH.)**

1. **At Cosmopolis**—Northern Pacific trains will protect while on O.-W. R. & N. tracks.
2. **At South Aberdeen and Cosmopolis**—Trains and yard engines will stop at grade crossings of the O.-W. R. & N. Co., industry tracks.
3. **Bridge and Engine Restrictions**—
Aberdeen Jct. to Markham, speed will be restricted over Bridge 1, Chehalis River as follows:
Engines classes S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour. Double header engines class F-1 will not exceed eight (8) miles per hour. Engines classes T, Q-1 and heavier will not be permitted Aberdeen Junction to Cosmopolis, Cosmopolis to Markham. Engines classes heavier than F-1 not permitted.
At Markham engines not permitted on Red Cedar Shingle Co. Spur.
4. **Speed Restrictions**—
Between Aberdeen Jct. and Markham, twenty (20) miles per hour.
5. **Clearance Exceptions**—
No. 991 will not require clearance card at Cosmopolis.
No. 992 will not require clearance card at Markham.

**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

SPECIAL INSTRUCTIONS.

3. **At Dryad**, on Leudinghaus Lumber Co. spur, gates are maintained at crossing with main line of C. M. St. P. & P. Ry. Co. Normal position of gates "clear" for C. M. St. P. & 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. Trains will not pass over drawbridge until proceed signal is received from drawbridge tender using a yellow flag by day and yellow light by night. 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 Bridges 0, Newaukum River, 5, 6, 16-1, Chehalis River, Bridges 38, 42 and 45, Willapa River, as follows:
Engines classes T, Q-3, Q-4, W, W-1, W-2 and W-4, fifteen (15) miles per hour.
Over Bridges 2-1 and 23, Chehalis River, as follows:
Engines classes T, Q-3, Q-4, W, W-1, W-2 and W-4, twenty-five (25) miles per hour.
Double header 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 draw span of Bridge 53, Willapa River, to twenty (20) 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, thirty (30) miles per hour except between Pe Ell and Frances, 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.
Frances.....House track west end.
Fern.....150 feet from main line switch.
Custer.....Log Spur.
Lebam.....Mill Spur.
Nalpee.....Log Spur.
Dryad.....Leudinghaus Lumber Co. 500 feet from main track.
Donguire.....146 feet from main track switch.
13. **Commercial Spurs**—

Miles from Chehalis Junction	Car Capacity	
Donguire.....	20.5	15
Fern.....	33.6	30
Custer.....	34.2	25

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

1. **Bridge and Engine Restrictions**—
Speed will be restricted over Bridge 23, Lewis River, as follows:
Engines classes 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.
At Yacolt, do not place engines on spar spur.
2. **Speed Restrictions**—
Passenger trains thirty (30) miles per hour; mixed and freight trains, twenty (20)

3. miles per hour; trains handling logs approaching and passing through tunnel west of Yacolt, ten (10) miles per hour.
3. **Special Stops, Connections, etc.**—
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 200 feet from First Subdivision 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
Bouton.....	4.9	5
Cedar Creek Lumber Co.....	13.1	4

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

1. **At Whites**, ¼ mile east, gates are maintained at crossing with Lumber Company's track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing 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 engines may operate over Peninsula Railway Company main tracks between junction with N. P. main track at Olympic highway and east switch of N. P. interchange yard, and from west switch N. P. interchange yard to yard limit board, 786 feet west thereof. Northern Pacific crews occupying Peninsular Railway Company tracks within these limits must be protected as per Transportation Rule No. 99.
At McCleary Junction—Northern Pacific trains using wye or main track between **McCleary Junction** and McCleary, will protect against McCleary Timber Company's trains.
3. **Bridge and Engine Restrictions**—
4. **Speed Restrictions**—
Passenger trains, twenty-five (25) miles per hour; freight trains, twenty (20) miles per hour.
Twenty (20) miles per hour between Elma and Stimson.
Fifteen (15) miles per hour between Stimson and Mile Post 14.
Twenty (20) miles per hour between Mile Post Fourteen (14) and Shelton, except over Mill Creek fill between Mile Posts 22 and 23 eight (8) miles per hour, around curve at Kamilche fifteen (15) miles per hour, and over bridge ten (10) just west of Stimson ten (10) miles per hour.
5. **Register Stations**—
Elma.
6. **Bulletin Stations**—
Elma.
7. **Clearance Exceptions**—
No. 989 will not require clearance card at Shelton.
8. **Derail Switches**—
Elma.....Standard Oil Spur.
McCleary.....East end interchange track.
Hillgrove.....800 feet west.
9. **Commercial Spurs**—

	Miles from Elma	Car Capacity
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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. Enginemen of passenger trains approaching overhead logging railroad crossings will keep a close lookout for logging trains and will not pass under the logging trains while they are moving.
7. The following letters when placed after the figures of schedule indicate:
"A"—AM
"P"—PM

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	
			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
	Tacoma to Chehalis	0.30	3500		3300		2000	80	1800	80	1500	50
	Chehalis to Napavine	1.12	1350	70	1250	70	900	60	850	60	750	60
	Napavine to Portland	0.00					3000	75	3000	75	1400	47
First Eastward	Portland to Vader	0.50	3000		2800		2500	80	2500	80	1250	60
	Vader to Napavine	0.90	1700		1500		1100		1000	32	860	29
	Napavine to Tacoma	0.30	3500		3300		2500	80	2500	80	2300	50
Second Westward	St. Clair to Lacey	1.60	1000		900		800	40	800	40		
	Lacey to Olympia	0.70	2500		2400			70		70		
	Olympia to Belmore	1.80	1000		900		600	35	600	35		
	Belmore to Gate	0.88	1500		1400		1200	40	1200	40		
	Gate to Hoquiam	0.50	3500		3300		2200	99	2200	99		
	Hoquiam to Moclips	0.40	4000		4000		2500	99	2500	99		
Second Eastward	Moclips to Hoquiam	0.40	4000		4000		2500	99	2500	99		
	Hoquiam to Gate	0.50	3500		3300		2000	99	2000	99		
	Gate to Olympia	0.87	2700		2500		1500	50	1500	50		
	Olympia to Lacey	1.61	1000		900		550	30	550	30		
Third Westward	Lacey to St. Clair	1.20	1350		1250		1050	40	1050	40		
	Lakeview to Nisqually	1.00	2500		2300		2000	80	2000	80		
Third Eastward	Nisqually to American Lake	1.60	1000	50	800	40	550	30	550	30		
	American Lake to Murray	1.00	2000		1800		1500		1500			
Fourth Westward	Murray to Lakeview	0.66	2500		2300		2000		2000			
	South Tacoma to Rainier	0.70	2000		1800	70	1200	60	1150	60	1050	60
Fourth Eastward	Rainier to West Tenino	0.35	3200				60		60		60	
	West Tenino to Rainier	0.90	1700		1500		1100		1050	35	950	31
Fifth Westward	Rainier to Tacoma	0.50	3200		3000		1800	80	1800	75	1500	50
	Palmer Jct. to Tacoma	0.00					80		80			
Fifth Eastward	Fairfax to South Prairie	0.00					2000	45	2000	45		
	Tacoma to Orting	0.56	3000		2800		1800	80	1800	80		
	Orting to South Prairie	1.00	1500	80	1400	60	900	60	800	60		
	South Prairie to Buckley	1.70	800	20	700	17	450	15	400	14		
	Buckley to Palmer Jct.	1.25	1650	80	1450	60	900	60	800	60		
	South Prairie to Black Carbon	1.45					500	28	500	28		
	South Prairie to Wilkeson	2.20					400	25	400	25		
Sixth Westward	Wilkeson to Carbonado	2.20					400	25	400	25		
	Carbonado to Fairfax	1.70					500	30	500	30		
Sixth Eastward	Kerriston to Kanaskat	1.40					600	30	600	30		
	Kanaskat to Kerriston	2.30					400	25	400	25		
Seventh Eastward	Crocker to Wingate	1.70					500		500			
Eighth Eastward	Orting to Lake Kapowsin	1.40					600		600			
Ninth Westward	Centralia to Gate	0.50	3500		3300		2200	70	2200	70		
	Grand Mound to Centralia	0.00	3500		3500		3000	70	3000	70		
	Rochester to Grand Mound	0.40	3500		3500		2400	70	2400	70		
Eleventh Westward	Gate to Rochester	0.50	3500		3300		2000	70	2000	70		
	Chehalis Jct. to Adna	0.50	2900		2800		2000	60	2000	60		
	Adna to Pe Ell	0.66	2500		2500		1500	50	1400	50		
	Pe Ell to McCormick	0.80	1700		1600		800	30	800	30		
	McCormick to Pluvius	1.60	1000		900		550	30	550	30		
	Pluvius to South Bend	0.53						70		70		
Eleventh Eastward	South Bend to Frances	0.60	2100		2000		1800	60	1800	60		
	Frances to Pluvius	1.90	900		800		500	25	500	25		
	Pluvius to Chehalis Jct.	0.40						70		70		
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 Hillgrove	1.00	1800		1700		1200	70	800	70		
Thirteenth Eastward	Hillgrove to Stimson	1.30	1550		1450		1100					
	Stimson to Shelton	1.50	1100		1000		700		550			
	Shelton to Marmac	1.00	1800		1700		1200		400			
Thirteenth Westward	Marmac to Stimson	2.50	600		500		400					
	Stimson to Elma, Descending	1.00										

SPEED TABLE.

Time per Mile		Miles per Hour
Min.	Sec.	
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. ALSIP,
Chief Dispatcher.

