

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 59 TABLE

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

SUNDAY, OCTOBER 26, 1930.

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.

J. E. CRAVER,
General Manager.

T. F. LOWRY,
Assistant General Manager.

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 train numbers (401, 563, 459, 423, 597, 561, 407, 595, 421) and class types (Daily, Consolidated Passenger, etc.).

Time Table No. 59, October 26, 1930, Succeeding No. 58. STATIONS: TACOMA, Junction O.-W. R. & N. Co., McCARVER ST., SIXTH AVENUE, STEILACOOM, KETRON, NISQUALLY, ST. CLAIR, KYRO, CHAMBERS PRAIRIE, PLUMB, TENINO, TENINO JCT., BUCODA, WABASH, CENTRALIA, CHEHALIS, CHEHALIS JCT., NAPAVINE, EVALINE, WINLOCK, VADER, VADER JCT., OLEQUA, CASTLE ROCK, OSTRANDER, KELSO.

Table with columns for train numbers (693, 671, 679, 691, 973, 977, 975, 963, 965, 979) and class types (Ex. Sun., Daily, Ex. Sun., Ex. Sun., Ex. Sun., Ex. Sun.).

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

Table with columns for train numbers (JC, KA, WD, RG, KNAPP, FELIDA, VANCOUVER JCT., MX) and class types (L.P. & N. Ry., Track Conn., Cross Over).

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

Table with columns for stations (LAKE YARD, PORTLAND) and class types (Daily, Ex. Sun., Ex. Sun., Ex. Sun., Ex. Mon., Ex. Sun., Ex. Sun.).

AUTOMATIC BLOCK BETWEEN TACOMA AND VANCOUVER. EASTWARD TRAINS SEE 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 First Class (598-564), Second Class (672-694), and Third Class (978-976). Includes station names like Tacoma, Junction O.W.R. & N. Co., and various time points for different train services.

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

Table detailing train schedules between Olequa and Longview Jct. Includes stations like Castle Rock, Kelso, Longview Jct., and Vancouver Jct. with associated times and track information.

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

Table showing train schedules between Vancouver and Portland, including stations like Lake Yard and Portland, with times and service details.

AUTOMATIC BLOCK BETWEEN TACOMA 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 VANCOUVER AND TACOMA.

WESTWARD

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

EASTWARD

Table with columns for Third Class, Second Class, and First Class in both directions. Includes station names, times, and class designations. Title: Time Table No. 59, October 26, 1930, Succeeding No. 58.

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		Station Numbers	Distance from Aberdeen Jct.	Time Table No. 59 October 26, 1930 Succeeding No. 58	Distance from Markham.	Car Capacity of Sidings.	THIRD CLASS
991				STATIONS			992
Tues. and Fri.	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.			Telegraph Offices and Calls			Tues. and Fri.
Nor. Pac. Freight							Nor. Pac. Freight
L 7.15AM	YX	CM37	0.0	ABERDEEN JCT. 0.9	13.1	95	A 10.05AM
7.20			0.9	JUNCTION CITY 0.6	12.2		10.00
	X	CR 1	1.5	COSMOPOLIS JCT. 1.4	11.6		
	X	CG 2	2.9	COSMOPOLIS 1.4 O.-W. R. & N. Crossing Track Conn.	13.0	30	
7.50		CR 1	1.5	COSMOPOLIS JCT. 0.9	11.6		9.55
s 7.55	X	CR 3	2.4	SOUTH ABERDEEN 10.7 O.-W. R. & N. Crossing Track Conn.	10.7	50	s 9.50
As 8.45AM		CR13	13.1	MARKHAM 10.7	0.0	10	L 9.00AM
992							991
Tues. and Fri.							Tues. and Fri.
1.30				Time Over Subdivision			1.05
8.6				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 ABERDEEN JCT. TO MARKHAM.
SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14.

Westward		THIRD SUB-DIVISION (AMERICAN LAKE LINE.)				Eastward		
THIRD CLASS	FIRST CLASS	Station Numbers	Distance from Lakeview.	Time Table No. 59 October 26, 1930 Succeeding No. 58	Distance from Nisqually.	Car Capacity of Sidings.	FIRST CLASS	THIRD CLASS
985	527 421			STATIONS			422	986
Ex. Sun.	Ex. Sun.	Daily		Telegraph Offices and Calls			Daily	Ex. Sun.
Nor. Pac. Way Freight	Nor. Pac. Passenger	Nor. Pac. Passenger	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.				Nor. Pac. Passenger	Nor. Pac. Way Freight
As 2.55PM		As 12.23PM	1985	0.0	VA LAKEVIEW D 11.6	48	L 9.47AM	L 8.00AM
f 2.47		12.17	CK 2	2.5	COUNTRY CLUB 2.5	9.1	9.50	8.10
f 2.45		12.16	CK 3	3.0	TILlicUM 0.5	8.6	9.51	f 8.12
s 2.40		f 12.13	CK 5	4.5	CAMP MURRAY 1.5	7.1	f 9.53	s 8.20
L 2.30PM	A 12.50PM	s 12.06PM	WX CK 7	7.7	D FORT LEWIS D 3.2	3.9	s 10.00	8.30AM
		986				55	986	12.10PM
	L 12.40PM	L 11.56AM	X CS24	11.6	NU NISQUALLY DN 3.9	0.0	As 10.08AM	A 12.20PM
	986	527				20	See page 2	527
Ex. Sun.	Ex. Sun.	Daily					Daily	Ex. Sun.
.25	.10	.27					.21	.40
18.4	23.4	26.7					33.1	17.4
				Time Over Subdivision				
				Average Speed Per Hour				

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

WESTWARD			FOURTH SUB-DIVISION (PRAIRIE LINE.)				EASTWARD		
THIRD CLASS	SECOND CLASS	FIRST CLASS	Time Table No. 59 October 26, 1930 Succeeding No. 58		FIRST CLASS	SECOND CLASS	THIRD CLASS		
985 963		671	459	421	422 458	672	998 986		
Ex. Sun.	Ex. Mon.	Daily	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. Passenger	Nor. Pac. Passenger	Consolidated Portland Passenger	Grt. Nor. Time Freight	Grt. Nor. Way Freight	Nor. Pac. Way Freight
Via Draw-bridge Line	Via Draw-bridge Line	Via Draw-bridge Line					Via Draw-bridge Line	Via Draw-bridge Line	Via Draw-bridge Line
A 3.30PM	A 10.40AM	A 12.20AM	A 8.30PM	A 12.50PM	L 9.25AM	L 5.45PM	L 7.05AM	L 7.15AM	
s 3.10	s 9.59	12.01AM	8.25	12.45	9.27	5.47	7.30	s 7.45	
Ls 2.55PM	s 9.47	11.50PM	8.10	Ls 12.23PM	As 9.47AM	6.04	f 7.40	As 8.00AM	
	s 9.25	11.40	8.04		983	6.11	f 7.50		
	s 9.00	11.28	7.56			6.19	s 8.10		
	s 8.30	11.15	7.50			6.26	s 8.30		
	s 8.00	11.04	7.44			6.33	s 8.45		
	s 7.30	10.54	7.38			6.39	f 9.00		
	s 7.00	10.44	7.32			6.45	s 9.20		
	L 6.40AM	L 10.43PM	L 7.31PM		A 6.46PM	A 9.43PM	A 9.25AM		
	See page 3	See page 3	See page 3		See page 2	See page 2	See page 2		
Ex. Sun.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	
.35	4.00	1.37	.59	.27	.22	1.01	2.20	.45	
13.7	9.8	24.1	39.2	18.2	22.3	37.0	16.9	10.7	
				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. **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		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Kanaskat.	Time Table No. 59 October 26, 1930 Succeeding No. 58			Distance from Tacoma.	Car Capacity of Stings.	FIRST CLASS		THIRD CLASS	
995	971						STATIONS					972	996		
Ex. Sun.	Ex. Sun.						Telegraph Offices and Calls					Ex. Sun.	Ex. Sun.		
	L 6.30AM				A I	0.0	GV.....KANASKAT.....DN	44.6	140			A 1.05PM			

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

	L f 6.35AM			W 9mi. w	1932	1.2	PALMER JCT.....	43.4	70			A f 1.00PM	
	f 6.45				1934	3.4	BAYNE.....	41.2	S20			f 12.30	
	f 6.50				1936	4.7	CUMBERLAND.....	39.9				f 12.01PM	
	f 7.19				1937	5.5	NACO.....	39.1	15			f 11.50AM	
	7.25				1939	7.5	VEAZEY.....	37.1	S62			11.25	
	s 7.35			X	1942	10.9	CW.....ENUMCLAW.....D	33.7	46			s 11.00	
	8.20												
	s 9.00				1945	14.3	BK.....BUCKLEY.....D	30.3	55			s 9.00	
	972											8.00	
	9.05			X	1949	18.6	CASCADE JCT.....	26.0				971	
												7.35	
					CC 4	0.0	BLACK CARBON.....	3.4	22				
					CC 2	2.0	BURNETT.....	1.4					
					1949	3.4	CASCADE JCT.....	0.0					
	L 11.40AM			T	CB15	0.0	FX.....FAIRFAX.....D	14.2	15			A 9.45AM	
	s 12.05PM				CB 8	5.5	CARBONADO.....	8.7	S 3			s 9.20	
	s 1.15			TOW	CB 5	9.8	WX.....WILKESON.....D	4.4	14			s 8.55	
	1.40				1949	14.2	CASCADE JCT.....	0.0				7.10	
	A 1.45PM			WCT	1950	19.7	SO.....SOUTH PRAIRIE.....DP	24.9	131			s 7.30	L 7.05AM
	s 9.30			X								6.35	972
					1955	24.2	CROCKER.....P	20.4	27			f 6.15	
	f 9.50				1958	26.9	OG.....ORTING.....D	17.7	43			s 6.00	
	s 10.30			TX									
	f 10.45				1961	30.3	McMILLIN.....P	14.3	S 8			s 5.20	
	f 10.55				1963	32.4	ALDERTON.....	12.2	25			s 5.10	
	A 11.05AM			YWX	1966	34.8	MEEKER.....	9.8				L 5.00AM	

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

					1976	44.6	Q.....TACOMA.....DN	0.0					
	Ex. Sun.	Ex. Sun.										Ex. Sun.	Ex. Sun.
	2.05	3.45										6.05	2.40
	7.6	8.9										5.5	6.0

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. 59 October 26, 1930 Succeeding No. 58		Distance from Kanaskat.	Car Capacity of Sidings.	FIRST CLASS	THIRD CLASS
961					994	962				
Ex. Sun.					STATIONS			Ex. Sun.	Ex. Sun.	
Way Freight					Telegraph Offices and Calls			Way Freight	Way Freight	
L 3.45PM 994			CJ 15	0.0	KERRISTON	14.7		A 3.40PM 961		
s 3.55		Y		1.6	1.6 HALMAR	13.1	40	s 3.30		
4.15		W CJ 7		7.5	5.9 HEMLOCK	7.2		3.05		
4.35				12.4	4.9 KANGLEY JCT.	2.3	15	L 2.45PM		
			CJ 4	14.0	1.6 SELLECK	3.9	15		A 2.25PM	
					C. M. St. P. & P. Ry. Crossing					
				13.0	1.0 YANDELL	2.9			2.20	
			CJ 2	12.4	0.6 KANGLEY JCT.	2.3			2.15	
4.40				12.7	0.3 HIAWATHA	2.0	S 12		2.10	
4.45			CJ 1	13.3	0.6 DURHAM	1.4	21		2.05	
A 5.00PM		WYO X	A 1	14.7	1.4 GV KANASKAT DN	0.0	150	L 2.00PM		
Ex. Sun.								Ex. Sun.	Ex. Sun.	
1.15					Time Over Subdivision			.50	.25	
10.6					Average Speed Per Hour			13.5	9.3	

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		
		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Wingate.	Time Table No. 59 October 26, 1930 Succeeding No. 58		Distance from Crocker.	Car Capacity of Sidings.		
					STATIONS					
					Telegraph Offices and Calls					
			WO CD 5	0.0	WINGATE	5.1	60			
			1955	5.1	5.1 CROCKER	0.0	30			

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		
		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from End of Trunk.	Time Table No. 59 October 26, 1930 Succeeding No. 58		Distance from Orting.	Car Capacity of Sidings.		
					STATIONS					
					Telegraph Offices and Calls					
			CE 10	0.0	LAKE KAPOWSIN	10.0	75			
				1.3	(St. P. & T. Lbr. Co. Camp No. 1) 1.3 Track Conn.	8.7				
					C. M. St. P. & P. Ry. CROSSING					
			WX CE 8	2.3	1.0 PUYALLUP RIVER JCT.	7.7	43			
					(St. P. & T. Lbr. Co. Camp No. 6) 7.7 Track Conn.					
			WT 1958	10.0	OG ORTING	0.0	87			

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				Time Table No. 59 October 26, 1930 Succeeding No. 58	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	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	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Centralia.	STATIONS	Distance from Gate.	Car Capacity of Sidings.	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 10.00AM	L 7.00AM	L 2.45AM	L 7.20PM	L 3.00PM	L 9.50AM	L 3.00AM	WCY OX X	2027	0.0	CN CENTRALIA DN	13.6	900	A 11.15AM	A 4.34PM	A 8.40PM	A 1.45AM	A 7.25PM	A 2.40PM	A 8.20PM
A 10.15AM	7.10	2.55	7.25 696	3.05	9.55	A 3.15AM			2.2	BLAKESLEE JUNCTION	11.4	68	11.04	4.22	8.30	L 1.30AM	7.15 605	2.30	L 8.08PM
	s 7.30	3.05	s 7.34	s 3.14	f 10.04			CK 51	6.4	GRAND MOUND	7.2	57	s 10.56	s 4.14	f 8.20		7.00	s 2.15	
	s 7.50	3.15	s 7.44	s 3.24	f 10.14			CK 47	11.0	RH ROCHESTER D	2.6	49	s 10.47	s 4.06	f 8.10		6.50	s 1.55	
	A 8.00AM See page 4	A 3.25AM See page 4	A 7.55PM 506	A 3.30PM 504	A 10.25AM 502		WYX	CK 44	13.6	HK GATE DN	0.0	80	L 10.40AM 501	L 4.00PM 503	L 8.00PM 505		L 6.40PM See page 4	L 1.40PM See page 4	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily				Time Over Subdivision			Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
.15	1.00	.40	.35	.30	.35	.15				Average Speed Per Hour			.35	.34	.40	.15	.45	1.00	.12
8.8	13.6	20.4	23.8	27.2	23.3	8.8							23.3	24.0	20.4	8.8	17.0	13.6	11.0

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			
THIRD CLASS			FIRST CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Chehalis Jct.	Time Table No. 59 October 26, 1930 Succeeding No. 58			Distance from South Bend.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS
969			593	591	STATIONS				592	594	970					
Ex. Sun.			Daily	Daily	Telegraph Offices and Calls				Daily	Daily	Ex. Sun.					
Way Freight			Motor Car	Motor Car					Motor Car	Motor Car	Way Freight					
L 6.45AM	L 7.35PM	L 11.53AM	Y	2032	0.0	CHEHALIS JCT. P	56.5	Y	A 10.50AM	A 6.15PM	A 2.30PM					
s 7.05	f 7.43	s 12.01PM		CW 2	3.4	LITTELL	53.1	35	s 10.41	f 6.06	s 2.15					
s 7.15	s 7.46	s 12.04		CW 5	4.7	ADNA D	51.8	26	s 10.38	s 6.03	s 2.05					
f 7.25	f 7.51	f 12.09		CW 8	7.2	BUNKER	49.3	6	f 10.33	f 5.58	f 1.50					
s 7.55	f 7.57	f 12.15		CW 10	10.1	CERES	46.4	29	s 10.27	f 5.52	s 1.40					
s 8.20	f 8.02	f 12.20		CW 12	12.6	MESKILL	43.9	26	f 10.22	f 5.47	s 1.25					
s 8.55	s 8.10	s 12.28		CW 16	16.3	DR. DRYAD D	40.2	88	s 10.14	s 5.40	1.10					
s 9.10	f 8.14	s 12.32		CW 17	17.6	DOTY	38.9	35	s 10.10	f 5.36	s 1.00					
s 9.25 11.00 592-970	s 8.25	s 12.42 970	WX	CW 22	22.3	PL. PE ELL D	34.2	108	s 10.00 989	s 5.26	12.42PM 10.25AM 989-991					
s 11.15	f 8.30	s 12.46		CW 24	24.2	McCORMICK	32.3		s 9.54	f 5.20	s 10.15					
s 11.35	s 8.36	s 12.52	X	CW 26	26.1	WALVILLE	30.4	15	s 9.50	s 5.16	s 10.05					
f 11.50AM	f 8.44	f 12.59		CW 29	28.9	PLUVIUS P	27.6	21	f 9.44 970	f 5.11	f 9.49 9.24 592					
s 12.30PM	s 8.59	s 1.14	W	CW 35	35.3	FR. FRANCES DP	21.2	65	s 9.24	s 4.49	s 8.50					
f 12.35	f 9.02	f 1.17		CW 37	36.7	GLOBE	19.8	24	f 9.20	f 4.45	s 8.30					
s 12.40	f 9.05	s 1.20		CW 38	38.0	LEBAM	18.5	6	s 9.17	f 4.42	s 8.25					
f 12.50	f 9.11	f 1.27		CW 41 1/2	41.2	NALLPEE	15.3	2	f 9.10	f 4.35	f 8.10					
f 12.55	f 9.13	s 1.29		CW 42	42.3	HOLCOMB	14.2	30	s 9.08	f 4.33	f 8.05					
f 1.10	f 9.23	s 1.39		CW 46	46.5	MENLO P	10.0	7	s 8.58	f 4.23	f 7.53					
f 1.25	f 9.32	f 1.48		CW 50	50.5	WILLAPA	6.0	11	f 8.49	f 4.15	f 7.38					
s 1.35 2.05 591	s 9.42	s 1.58 989	X	CW 53	53.1	ND. RAYMOND D	3.4	70	s 8.44	f 4.09	s 7.30					
A 2.20PM	A 9.50PM	A 2.08PM	WCY X	CW 57	56.5	SB. SOUTH BEND D	0.0	66	L 8.35AM	L 4.00PM	L 7.00AM					
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.					
5.30	2.15	2.15							2.15	2.15	4.28					
10.00	25.1	25.1							25.1	25.1	12.6					
Time Over Subdivision																
Average Speed Per Hour													12.6			

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		
THIRD CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Yacolt.	Time Table No. 59 October 26, 1930 Succeeding No. 58			Distance from Vancouver Jct.	Car Capacity of Sidings.	THIRD CLASS				
981						STATIONS					982				
Ex. Sun.						Telegraph Offices and Calls					Ex. Sun.				
Way Freight											Way Freight				
L 7.00AM	WYX	CY 27	0.0	YC. YACOLT D	26.9	35	A 11.30AM								
s 7.15	X	CY 22	5.0	LUCIA	21.9	80	s 11.15								
f 7.20		CY 20	6.6	WALL	20.3		f 11.09								
f 7.25		CY 19	8.1	HEISON	18.8	17	f 11.05								
f 7.30		CY 17	9.9	CRAWFORD	17.0		s 10.55								
s 7.45	W	CY 14	12.8	BA. BATTLE GROUND D	14.1	32	s 10.47								
f 8.00		CY 10	17.0	BRUSH PRAIRIE	9.9	26	f 10.32								
f 8.04		CY 8	18.7	LAURIN	8.2		f 10.28								
f 8.07		CY 7	20.1	HOMAN	6.8	4	f 10.24								
f 8.10		CY 6	21.2	BARBERTON	5.7	4	f 10.22								
f 8.17		CY 3	23.5	HIDDEN	3.4		f 10.15								
A 8.30AM	Y	CX 25	26.9	VJ. VANCOUVER JCT. DP	0.0		Ls 10.00AM								
Ex. Sun.							Ex. Sun.								
1.30							1.30								
Time Over Subdivision													1.30		
Average Speed Per Hour													17.9		

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		
THIRD CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Shelton.	Time Table No. 59 October 26, 1930 Succeeding No. 58			Distance from Elma.	Car Capacity of Sidings.	THIRD CLASS				
989						STATIONS					990				
Ex. Sun.						Telegraph Offices and Calls					Ex. Sun.				
Way Freight											Way Freight				
L 10.30AM	TX	CH 25	0.0	SHELTON	25.2	103	A 9.05AM								
10.40		CH 24	1.3	CARMILL	23.9	10	8.55								
f 11.20		CH 15	10.6	MARMAC	14.6	22	f 8.15								
f 11.40	W 1.0	CH 10	15.1	STIMSON	10.1	23	f 7.55								
f 11.50	East X	CH 7 1/2	17.4	HILLGROVE	7.8	10	f 7.45								
11.55AM	X	CH 7	17.6	McCLEARY JUNCTION	7.6		7.40								
		CH 8	18.4	McCLEARY	8.4	15									
	X	CH 7	17.6	McCLEARY JUNCTION	7.6										
s 12.15PM	WX	CH 4	21.1	White Lumber Co. R. R. Crossing	3.5	28	s 7.20								
A 12.40PM	YX	CM 19	25.2	ELMA D	0.0	33	L 7.00AM								
Ex. Sun.							Ex. Sun.								
2.10							2.05								
Time Over Subdivision													2.05		
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. **Nelson Bennett Tunnel**—Headlight must be used by all trains passing through Tunnel between McCarver Street and Sixth Avenue. Rock loaded on flat cars must not be handled through Nelson Bennett Tunnel unless secured on cars with side boards.
2. **At Pioneer**—Restricted clearance at Coal Dock Spur on back track.
3. **At Nisqually**—Trains from Third Subdivision entering First Subdivision, must stop clear of automatic signal No. 24.5. Junction switch and west end of crossover switch are equipped with mechanical switch locks and indicators and must be operated in accordance with rule for operation of mechanically locked switches. All switches to be used in crossover movement must be opened before such movement is started; then if signal No. 24.5 indicates caution or clear, movement may be made under signal protection but if signal No. 24.5 indicates stop, the movement must be protected as per rules D-152 and 99. Train order signal next to the First Subdivision governs First Subdivision trains and signal next to the Third Subdivision track governs Third Subdivision trains.
4. **At St. Clair**—Trains from Second Subdivision entering First Subdivision must stop clear of automatic signal No. 28.4. Junction switch and east end of crossover switch are equipped with mechanical switch locks and indicators and must be operated in accordance with rule for operation of mechanically locked switches. All switches to be used in crossover movement must be opened before such movement is started; then if signal No. 28.4 indicates caution or clear, movement may be made under signal protection, but if signal No. 28.4 indicates stop, the movement must be protected as per rules D-152 and 99.
5. **At Tenino Junction**—Trains from Fourth Subdivision entering First Subdivision must stop clear of automatic signal No. 43.5. Junction switch and west end of crossover switch are equipped with mechanical switch locks and indicators and must be operated in accordance with rule for operation of mechanically locked switches. All switches to be used in crossover movement must be opened before such movement is started; then if signal 43.5 indicates caution or clear, movement may be made under signal protection, but if signal No. 43.5 indicates stop the movement must be protected as per rules D-152 and 99.
6. **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.
7. **At Chehalis Junction**—Train from the Eleventh Subdivision entering First Subdivision must stop clear of home signal. Junction switch and east end of crossover switch are equipped with indicators and electric mechanical switch locks which must be opened as follows: If train rights permit crossover movement to be made, unlock indicator case door and observe position of miniature signal. If this signal indicates clear, immediately raise handle in the case which will set signals at stop on that track to which switch leads and unlock switch points so that they may be operated. Crossover movement may then be made under signal protection in accordance with home signal indication. If miniature signal indicates stop and train rights permit crossover movement to be made, it will be necessary to operate emergency release located in box locked with standard switch lock which will set signals at stop on both eastward and westward main tracks and after a required time interval, permit handle in indicator box to be raised unlocking switch points so that they may be operated. Crossover movement may then be made under signal protection in accordance with home signal indication. If home signal does not indicate caution or clear it may be passed upon hand signal from trainman who has lined up the route as per rule 663. After movement over switch has been made, switch must be closed and locked and handle in indicator case returned to normal position. In all cases all switches to be used in crossover movement must be lined for such movement before movement is started.
8. **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.
9. **At Castle Rock**—Cars must not be left below derailing switch on Silver Lake Logging Company's connection.
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. Westward siding will be used as storage track.
11. **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 stop at 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 depot 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.
12. **Operation of Mechanically Locked Switches**—Unlock indicator case door and observe position of miniature signal. If this signal indicates clear, immediately raise handle in the case which will set signals at stop on that track to which switch leads and unlock switch points so that they may be operated. If miniature signal indicates stop, switch may be operated only after first protecting, as per rules D-152 and 99 on that track to which switch leads. After movement over switch has been made, switch must be closed and locked and handle in indicator case returned to normal position and case door locked.
13. **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.

SPECIAL INSTRUCTIONS.

- 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 and be sure that derails and rail locks are in proper position.
14. **Drawbridge Interlocking**—Chambers Creek, 1.4 miles west of Steilacoom. Lewis River, 2.5 miles east of Woodland.
 15. **Pusher District**—Between Tenino Jct. and Castle Rock.
 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 about 1,500 ft. from switch. 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 west of sign board at bent 51 and engines must not go beyond bent No. 11.
 17. **Speed Restrictions**—Class W, or other freight engines, weighing 201,500 pounds or over on drivers; forty (40) 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; forty (40) 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 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 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 depot, 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. Four (4) miles per hour on Port of Kalama spur and five (5) miles per hour on curve of Mountain Timber Company's spur.
 18. **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 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. 564 will stop at stations east of Centralia to discharge passengers originating at points where No. 402 does not stop. 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.
 19. **Register Stations**—Tacoma. 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 westward trains if train order signal is in clear position. Nos. 595, 597 and 979 will not require clearance card at Chehalis Junction.
22. **Bulletin Stations**—Tacoma..... Union Station, Round House, Yard Office. Centralia..... Passenger Depot, Round House, Yard Office. Vancouver..... Round House. Portland..... Telegraph Office.
23. **Standard Time Clocks**—Tacoma, Union Station, Round House, Yard Office. Centralia, Passenger Depot, Round House, Yard Office. Vancouver Passenger Depot.
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 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. Cannery Spur, West End. 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. Shell Oil Co. Spur, 167 feet from head block. 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. 100 feet from main track. McNelly..... East and west end of Industry Track, 200 feet from switch. Kyro.....

	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
Cascade Timber Co.....	85.0	10
Rocky Point.....	95.6	20
Ely-Murphy Corporation.....	108.5	3

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.

SECOND SUBDIVISION.

(GRAYS HARBOR LINE.)

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

SPECIAL INSTRUCTIONS.

- 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.
Northern Pacific trains will protect themselves while on O.-W. R. & N. tracks.
- At Bordeaux Junction** on the Mason County Logging Company tracks a siding is located 1985 feet from the Junction switch where interchange of cars will be made. Northern Pacific trains will look out for the Logging Co. trains and must not block their passenger trains from connecting with Nos. 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.
 - At Gate**, normal position of the main track junction switch is for the ninth subdivision. Siding will be used as storage track.
 - At Montesano** depot is one-half mile west of siding.
 - Gravel Bunkers**, Mile Post 58.6, bunkers will not clear man on top or side of car.
 - 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 passenger depot, umbrella shed, restricted clearance.
 - 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.
 - Drawbridge Interlocking—**
Wishkah River.....Aberdeen.
Hoquiam River.....Hoquiam.
At Hoquiam River drawbridge, gauntlet extends 496 feet from the double track frog to the double track switch points. The second signal east of drawbridge may indicate clear while a train or engine occupies the gauntlet.
 - Yard Limits** The tracks between the yard limit signs east of Carlisle and west of Stearnsville will be operated as one yard.
 - Bridge and Engine Restrictions—**
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 not permitted.
Over draw spans of Bridge 9, Des Chutes River, Bridge 68, Wishkah River, and Bridge 72, Hoquiam River 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 beyond bent 14 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.
At Elma: Restricted Clearance on Mumby Lbr. & Shingle Co. Spur.
At Plywood Co.'s plant just west of Aberdeen Junction restricted clearance on spur.
 - 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.
At Gate all trains approach 9th Subdivision junction switch at restricted speed.
Between Standard Oil Spur east of Aberdeen and Wishkah Street fifteen (15) miles per hour. Looking out for falling rock.
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 depot 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 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. Enginemen keep sharp lookout and sound whistle approaching crossing.

- Special Stops, Connections, etc.—**
No. 464 will stop on flag at Mima Sunday only.
No. 463 will stop on flag at Lacy Sunday only.
No. 502 will connect with No. 462 at Gate.
No. 504 will connect with No. 464 at Gate.
Mail Cranes installed at Union Mills, Lacey, Little Rock, Porter and Satsop for interchange of U. S. Mail with trains not scheduled to stop.
- Register Stations—**
St. Clair Gate Hoquiam
Olympia Aberdeen Moclips
- 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.
- Clearance Exceptions—**
At St. Clair westward trains will not require clearance if train order signal is clear.
- Bulletin Stations—**
Hoquiam Passenger Depot and Roundhouse.
- Standard Time Clock—**
Hoquiam Passenger Depot.
- Watch Inspectors—**
S. J. Stieglitz.....Aberdeen
Fred Straub.....Hoquiam.
Talcott Bros.....Olympia.
D. P. Pearson.....Elma.
- Derail Switches—**
Union Mills.....West end rollway spur.
Olympia.....Rip Track, 434 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.
Fisher Flour Mill spur, 130 feet from main 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.
Consolidated Plywood Mill Co. 145 feet from main track 2 spurs.
Western Ceramic Mfg. Co.168 feet from head block.
Neff Logging Co.195 feet from head block.
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.
- Commercial Spur—**
Miles from Car
St. Clair Capacity
Black Lake.....13.2 3
Fisher Flour Mill.....48.0 3
Schafer.....54.0 10
Gravel Bunkers.....58.6 12
Standard Oil Co.....58.7 3
Consolidated Plywood Mill Co.....66.5 18
Western Ceramic Mfg. Co.....67.1 4
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
Joe Creek.....97.4 2
Hobi.....97.8 3

THIRD SUBDIVISION.
(AMERICAN LAKE LINE.)

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

- Card train order form AB**—Will govern the movement of trains between Reservation and 15th St. Tower via Drawbridge Line and trains must not move in this territory unless conductor and engineman hold a copy properly filled out.
- At 15th St. Tower**—A signal arm semaphore near junction of Line Leading to Tacoma Union Station and Drawbridge Line is controlled by Tower man and governs single track passenger line between 15th St. and Union Station. No train from the Drawbridge Line or westward main track will enter Union Station when signal is at stop.
- At Tacoma**—No train will proceed from Union Station to Drawbridge Line or westward main track when signal on incline is at stop. This signal is operated by Tower man at 15th St. and is equipped with two semaphore arms. The lower arm governs movement from Union Station to Drawbridge Line. The upper arm governs movement, Union Station to westward main track. Trains will call for signal by using push button when ready to leave Union Station.
- At South Tacoma**, normal position of double track switch is for westward track. Siding will be used as storage track.
- 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.
- 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.
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.
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. 7 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 signal T-1-A and T-2-A controls the short piece of single track between Half Moon yard, Tacoma and double track switch on Fourth subdivision. Trains or engines using crossover to enter this single track between these signals must do so expecting to find track occupied.

7. **Pusher District** between Tenino Jct. and Rainier and between Tacoma and South Tacoma.

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 Union Station at Tacoma from the fourth sub-division 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 (1) 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. **Register Stations**—

Station	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. Except No. 459 will not register at West Tenino and South Tacoma and No. 458 will not register at West Tenino.

12. **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.

13. **Bulletin Stations**—Tacoma.

14. **Derail Switches**—

South Tacoma	West end South Tacoma Lumber Co.'s Spur.
South Tacoma	West end New House Track.
South Tacoma	West end Morris Furniture Co. Spur.
South Tacoma	West end Saxton Lumber Co. Spur.
Yelm	West end House Track, East end stock track, east end log spur.
Triangle Lumber Co.	Mile Post 23.1.
McKenna Lbr. Co.	On Spur.
Wetico	On Spur.
Rainier	Lindstrom-Handforth Lumber Co. Spur and East end back track.
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
Triangle Lumber Co.	23.1	2
McKenna Lumber Co.	23.2	10
Wetico	32.0	20
Mentzer	32.9	15
Russell Shingle Co.	37.1	6
Mutual	37.6	15

SPECIAL INSTRUCTIONS.

FIFTH SUBDIVISION.

(BUCKLEY LINE AND BRANCHES.)

- 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 S93.
- At Naco**—Crossing gates have been placed at crossing with C. M. St. P. & P. on the Ozark Mine Spur normal position against Northern Pacific trains.
- 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.
- Pusher District**—Between South Prairie and Buckley. Between South Prairie and Carbonado.
- 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.
 Black Carbon to Cascade Jct.—Engines classes heavier than S-4 not permitted.
- Speed Restrictions**—Between Palmer Junction and Meeker: Passenger trains, thirty (30) 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. Trains handling logs between Fairfax and South Prairie twelve (12) 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. Four (4) miles per over cribbed track where mine cave-in occurred one and one-half (1½) miles East of Carbonado. Four (4) miles per hour where fill is slipping 2340 feet east of Mile Post 3 between Carbonado and Fairfax.
- Register Stations**—Cascade Junction for trains to and from Wilkeson and Burnett Branches.

Station	Fairfax	South Prairie
Dencla		East End Spur.
Occidental		Coal track 300 feet west of bunkers.
Bayne		Coal spur and Morris Bros. new spur.
Naco		West end Naval Coal Co. track.
Veazey		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.
Brews Mill Spur		160 feet from main track.
- Commercial Spurs**—

	Miles from Palmer Junction	Car Capacity
Dencla	0.5	2
Webstone	12.5	4
Broomfield	19.6	15

SIXTH SUBDIVISION.

(GREEN RIVER BRANCH.)

- Between Halmar and Kerriston** extra trains must protect against Logging Company trains. All trains will sound whistle approaching curves.
- At Selleck** trains will run at restricted speed and look out for engines and cars of the Pacific States Lumber Company between 1000 feet west of siding and the Pacific States Lumber Co. office.
- Bridge and Engine Restrictions**—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. Trains handling logs twelve (12) 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. Derails installed on tracks one, two and three, 115 feet from main track.
 Yandell..... 155 feet from main track.

8. **Commercial Spurs**—

	Miles from Kanaskat	Car Capacity
Monroe Shingle Co.	13.8	3

SEVENTH SUBDIVISION.

(CROCKER BRANCH.)

- At Wingate**, side and overhead clearance is restricted at the Coke and Coal Bunkers.
- Bridge and Engine Restrictions**—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.
 At Wingate—Do not put engines classes W or Y-2 on 20 degree curve at the east end of coal bunkers.
- Speed Restrictions**—Twelve (12) miles per hour. Five (5) miles per hour over Slide ¼ mile west of tunnel No. 1.
- 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.
 McMillan Lumber Co. Spurs one and two.
- Commercial Spurs**—

	Miles from Wingate	Car Capacity
McMillan Lumber Co.	1	25

EIGHTH SUBDIVISION.

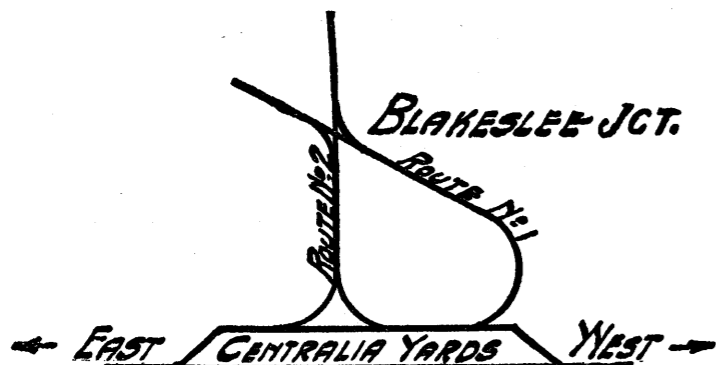
(ORTING BRANCH.)

- 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 and trains must approach at restricted speed expecting to find gates set against them. 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 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.
- 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.
 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.
- Speed Restrictions**—Twenty (20) miles per hour except between Puyallup River Junction and Lake Kapowsin, ten (10) miles per hour. Trains handling logs twelve (12) miles per hour between Puyallup River Junction and Orting.
- Derail Switches**—Puyallup River Jct. In main track 20 feet west of west switch of interchange track.
- Commercial Spurs**—

	Miles from Orting	Car Capacity
Dempsey	8.4	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 depot 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. At Gate all trains approach 2nd Subdivision junction switch at restricted speed.
 - 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.
Gate.
 - 7. Register Exceptions—**
At Centralia Enginemen will not be required to consult register but will be furnished register check, form 602, by conductor.
 - 8. Clearance Exceptions—**
Nos. 578 and 988 will not require clearance card at Blakeslee Jct.
 - 9. Bulletin Stations—**Centralia Passenger Station. Round House. Yard Office.
 - 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—**
- | | Miles from Centralia | Car Capacity |
|------------|----------------------|--------------|
| Foran..... | 2.9 | 6 |

TENTH SUBDIVISION. (OCOSTA 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—**
Over Bridge 1, Chehalis River between Aberdeen Jct and Cosmopolis Jct. 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 Cosmopolis Jct. to Markham. Engines 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. At Dryad,** gates are maintained at railroad crossings normal position "clear" for Northern Pacific trains and must approach crossing at restricted speed. On Leudinghaus Lumber Company spur gates are maintained at crossing with main line of C. M. St. P. & P. Normal position "clear" for C. M. St. P. & P. Ry.
- 2. At McCormick,** gates are maintained at railroad crossings .6 mile east. Normal position "clear" for Northern Pacific trains and must approach crossings at restricted speed.

SPECIAL INSTRUCTIONS.

- 3. At Walville Lumber Co. R. R. Crossing:** One and one-half (1½) miles west, gates are maintained, normal position "clear" for Northern Pacific trains must approach crossing at restricted speed.
 - 4. 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 stop before passing over Ocean Beach Highway 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.
 - 5. Pusher District—**Between Pe Ell and Frances.
 - 6. Bridge and Engine Restrictions—**
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.
Over draw span of Bridge 53, Willapa River, twenty (20) miles per hour.
At Lebam, Engines not permitted on Lebam Timber Company's Spur.
At Raymond, engines heavier than Class F not permitted on Quinault Lumber Company's Spur and must not go on trestle.
 - 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. Clearance Exceptions—**
Nos. 591, 593 and 969 will not require clearance card at Chehalis Junction.
 - 11. Bulletin Stations—**South Bend.
 - 12. Watch Inspectors—**S. Holte, South Bend.
 - 13. 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.
Lebam Mill Spur.
Nalpee Log Spur.
Dryad Leudinghaus Lumber Co. 500 feet from main track.
Donguire 146 feet from main track switch.
Pe Ell Track No. 2—440 feet west of east head block.
 - 14. Commercial Spurs—**
- | | Miles from Chehalis Junction | Car Capacity |
|---------------|------------------------------|--------------|
| Donguire..... | 20.5 | 15 |
| Fern..... | 33.6 | 30 |

TWELFTH SUBDIVISION. (YACOLT BRANCH.)

- 1. Log Train Service**
 - a. Following restrictions must be observed in the handling of logs loaded on disconnected trucks:
Loads must not exceed eleven (11) feet six (6) inches in width, and must not exceed eighty (80) feet in length, except when special permits are issued authorizing conductors to move loads exceeding eighty (80) feet in length. The load limit for 80,000 capacity trucks will be 14,000 feet; load limit for 100,000 capacity trucks will be 16,000 feet. There must be a clearance of not less than twelve (12) inches from the top of rail to the bottom of logs. Conductors will decline to handle in trains loads of logs which do not conform to the above restrictions.
 - b. Speed of twelve (12) miles per hour must not be exceeded with loaded trucks. In the event of stalling on grade, Enginemen must not take slack in attempting to start, as to do so may result in pulling trucks from under loads.
 - c. Trainmen handling logs on disconnected trucks will be required to Ride Out on loaded trains for the purpose of controlling train between Lucia and Battle Ground, Laurin and Homan, Mile Post 4 and Vancouver Junction. Trainmen, handling empty trucks, when provided with cabooses on rear end, will not be required to Ride Out, but there must not be less than two trainmen in caboose over districts mentioned above.
 - d. When engines and cabooses equipped with adjustable couplers are being moved, the Federal Law prohibits the handling in one train, of equipment including engines and cabooses unless couplers are all in either the high or the low position.

This includes couplers on engines and on cabooses on the opposite ends from those in service. When it is necessary to change position of adjustable couplers, there must be no failure to again connect chain between cutting lever and pin lifter so that cutting lever will be operative.

- 2. Bridge and Engine Restrictions—**
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.
 - 3. 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.
 - 4. Special Stops, Connections, etc.—**
Register Stations—Yacolt. Vancouver Junction.
 - 6. Clearance Exceptions—**
No. 982 will not require clearance card at Vancouver Jct.
 - 7. 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.
 - 8. 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 "clear" for Northern Pacific and trains, must approach crossing at restricted speed. Look out for White Star Lumber Company's engines and cars occupying main track within yard limits.
 - 2. 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. 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. Northern Pacific crews occupying Peninsular Railway Company tracks within these limits must be protected as per Transportation Rule No. 99.
 - 4. Bridge and Engine Restrictions—**
 - 5. 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 Kamille fifteen (15) miles per hour, and over bridge ten (10) just west of Stimson ten (10) miles per hour.
 - 6. Register Stations—**Elma.
 - 7. Bulletin Stations—**Elma.
 - 8. Clearance Exceptions—**No. 989 will not require clearance card at Shelton.
 - 9. Derail Switches—**
Elma Standard Oil Spur.
McCleary East end interchange track.
Hillgrove 800 feet west.
Reed Shingle Co. 150 feet from main track.
 - 10. Commercial Spurs—**
- | | Miles from Elma | Car Capacity |
|----------------------|-----------------|--------------|
| Doubling Spur..... | 20.3 | 12 |
| Reed Shingle Co..... | 24.3 | 9 |

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.**

AUTHORIZED SURGEONS, N. P. RY. CO.

DR. R. H. BEACH, Chief Surgeon, Western District, Tacoma, Wash.
DR. R. D. WRIGHT, Asst. Surgeon, Tacoma.
DR. J. W. GULLIKSON, Asst. Surgeon.
DR. D. BOWMAN, Asst. Surgeon.

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

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

SPECIAL INSTRUCTIONS.

Table with columns: Name, Location, Telephone Number Residence, Telephone Number Office, Stretches At, Name, Location, Telephone Number Residence, Telephone Number Office, Stretches At. Includes names of surgeons and their contact information.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists...

AUTHORIZED SURGEON G. N. RY. CO.

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

AUTHORIZED SURGEONS O.-W. R. & N. COMPANY.

Table with columns: Name, Location. Lists various surgeons and their locations, including Portland, Ore., Tacoma, Wash., and Vancouver, Wash.

Red Cross Ambulance Service Company, 72 Sixth Street, Portland. Telephone, Broadway 0606

CLEARANCES

Table with columns: Subdivision, Line, and various height and width measurements (1 ft. Wide to 11 ft. 6 in. Wide, Max. Height, Max. Width).

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 Eastward	Tacoma to South Tacoma	2.20	600	20	500	20	400	15	400	15	300	15
	Tacoma to Chehalis	0.30	3500		3800		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 Westward	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		3800		2500	80	2500	80	2300	50
	St. Clair to Lacey	1.60	1000		900		800	40	800	40		
Second Westward	Lacey to Olympia	0.70	2500		2400		70		70			
	Olympia to Belmore	1.80	1000		900		600	35	600	35		
	Belmore to Gate	0.88	1500		1400		1200	40	1200	40		
	Gate to Hoquiam	0.50	3500		3300		2200	99	2200	99		
	Hoquiam to Moclips	0.40	4000		4000		2500	99	2500	99		
	Moclips to Hoquiam	0.40	4000		4000		2500	99	2500	99		
Second Eastward	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		
	Lacey to St. Clair	1.20	1350		1250		1050	40	1050	40		
Third Eastward	Lakeview to Nisqually	1.00	2500		2300		2000	80	2000	80		
	Nisqually to American Lake	1.60	1000	50	800	40	550	30	550	30		
Third Westward	American Lake to Murray	1.00	2000		1800		1500		1500			
	Murray to Lakeview	0.66	2500		2300		2000		2000			
	South Tacoma to Rainier	0.70	2000		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
Fourth Westward	Rainier to Tacoma	0.50	3200		3000		1800	80	1800	75	1500	50
	Palmer Jct. to Tacoma	0.00					80		80			
Fifth Westward	Fairfax to South Prairie	0.60					2000	45	2000	45		
	Tacoma to Orting	0.56	3000		2800		1800	80	1800	80		
Fifth Eastward	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		
	Wilkeson to Carbonado	2.20					400	25	400	25		
	Carbonado to Fairfax	1.70					500	30	500	30		
	Kerriston to Kanaskat	1.40					600	30	600	30		
Sixth Westward	Kanaskat to Kerriston	2.30					400	25	400	25		
	Crocker to Wingate	1.70					500		500			
Eighth Eastward	Orting to Lake Kapowsin	1.40					600		600			
	Centralia to Gate	0.50	3500		3300		2200	70	2200	70		
Ninth Westward	Grand Mound to Centralia	0.00	3500		3500		3000	70	3000	70		
	Rochester to Grand Mound	0.40	3500		3500		2400	70	2400	70		
	Gate to Rochester	0.50	3500		3300		2000	70	2000	70		
	Chehalis Jct. to Adna	0.50	2900		2800		2000	60	2000	60		
Eleventh Westward	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			
	South Bend to Frances	0.60	2100		2000		1800	60	1800	60		
Eleventh Eastward	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	1000				550	35	550	35		
Twelfth Eastward	Homan to Yacolt	1.00	1500				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

E. H. FRIBERG, Assistant Superintendent.

C. W. FEE, Trainmaster.

J. E. HOGAN, Trainmaster.

J. F. ALSIP, Chief Dispatcher.

