NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME



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.

TACOMA DIVISION

WESTWARI)									FIR	ST SUB-DIVISION. (MAI	N LIN	E.)		talian disenten di Kalandari di Salahan di S	144000 Printer - 1144000 Printer - 114	alian ayan ken Bandan Alian bakan						
			450		RST CLA						Time Table No. 59				CLASS					IIRD CL			
40	dly d	Daily	459 Dally	423 Daily	597 Dally	56 1 Dally	407	595 Dally	421 Dailty	from	October 26, 1930 Succeeding No. 58	voity	693 Ex. Sun.	671	679	69 1 Dally	973 Ex. Sun.		975 Ex. Sun.		965 Ex. Sun.		
Cor		Consoli-	Consoli-	Nor. Pac. Grays Harbor	Nor. Pac. Willapa. Harbor Motor	Ceasoli- dated	Censoli-	Nor. Pac. Willapa	Nor. Pac.	Distance Portland.	STATIONS	r Caps Siding					Nor. Pac.		OW. R. & N.				
		dated Passenger	dated Passenger	Harbor Express	Motor Car	Passenger	Passenger	Nor. Pac. Willapa Harbor Motor Car	Graya Harbor Passenger	Dis	Telegraph Offices and Calls	Sar	Nor. Pac. Time Freight	Freight	Nor. Pac. Time Freight	Time Freight	Way Freight	OW. R. & N. Way Freight	Way Freight	Freight	Nor. Pac. Way Freight	Way Freight	
A	5.05AM A	4.50AM		A 6.00PM		A 3.15PM	A 1.04PM		3	146.4	0.4 Cross Over	N.	A 1.20AM		A 3.21W						А 2.00РМ		·
	4.55	4.35		5.52		3 07	12.54		ERICA LINE age 5	146.0	Junction OW. R. & N. Co	Ė			3.00	A 4.12AM	r		A 10.45AN		1.40		
11	4.40 f	4.17		f 5.38		3.07 2.56	12.56		2 1 6 2 2 8	ı	NXMcCARVER STDN 6.9 SXSIXTH AVENUED	4	12.30		3.09 2.38	4.00 3.35			10.30 s 10.00		s 1.15		
			Z				965		VIA AMI LAKE See P		6.0 Cross Over	E 69		11 2	2.50					Z	12.30		
	4.28 f	4.03	e 5 F	s 5.26			s 12.35		5	130.7	UO STEILACOOM Cross Over	15	12.10	표 5 년	2.18	3.10			s 9.30	3 C	s 12.05PM		
	4.25 4.13 f	3.58	AIRI Pag	5.22 f 5.09		2.44	12.32		- 11.56	128.7	KETRON P 6.7 Cross Over	W67 E 69	12.01	Fag.	2.10	3.00			f 9.00	VIRIE Page	f 11.45am		
11 1	4.01	3.31	PR See	Ls 5.02PM		f 2.34 2.28	s 12.22 12.16		As 1.56AM		3.8 Cross Over	20	11.35m 11.25	See See	1.45	2.35 2.20			s 8.30 s 8.00	7 %	s 11.15 Ls11.05		
}}	3.59	3.27	¥	See page 4		2.25	12.13		See page 4		1.6 Cross Over	58	11.20	4	1.28	2.15			s 7.50	₹	See page 4		
. .	3.51 f	3.17				s 2.17	12.05				MACHAMBERS PRAIRIED 2.6 Cross Over	W69	11.00	•	1.08	2.00			s 7.30				
	3.47	3.10				2.13	12.01PM			108.9	PLUMBPLUMB	4	10.50		1.00	1.30			s 6.50				
	3.38 s	2.57				s 2.05	s 11.52AM			103.4	NODN		10.31		12.31	1.11			s 6.30				
II I	3.37	2.55	A 7.31PM			2.04	11.51			102.9	TENINO JCT. 3.2 Cross Over	W70 E 70	1.	A 10.43PM	İ	1.10		ļ	6.15	A 6.40A			-
	3.32 f	2.48	7.27			s 1.59	11.46			99.7	BC BUCODA D	120	10.15	10.35	12.05AM	12.55		İ	s 6.00	s 6.30			
	3.20	2.30	7.17		A 6.30PM	1.49	11.36	A 11.05A		94.6	WABASH P	906	£ 9.30pm	10.15	11.30pw	12 30	A 12.45pu	A 1 55p	L 5.30AN	6.004		A 2.55PM	
s :	3.10 s	3 2.10	s 7.12			s 1.44	s 11.29				3.7 Cross Over		2.30Fm	10.15 9.55	11.05	12.05AM				L 0.00A			
5	3.00 s	3 2.00	s 7.02		s 6.20	s 1.36	s 11.20	s 10.55		88.7	C. C. & C.Ry. Track Conns.			9.45	10.50	11.50pm	s 12.30	s 1.40 1.30	e de la composição de l			2.40	
					L 6.15PM		ļ	L 10.50A		87.8	CHEHALIS JCT.							561	•			L 2.30PM	4
	2.40	1.45	6.50		See page 8	s 1.23	a 11.06	See page 8	3	81.3	U. M. St. P. & P. D.D Cross Over	1		9.25	10.27	11.25	12 O I PM	a 1.10	THE STATE OF THE S			See page 8	
ll f	2.33	1.41	6.46			1.18	11.01			78,2	NA NAPAVINE DN 3.1 Cross Over	E 68		9.18	10.17		f 11.35	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
f	2.23	1.34	6.41			s 1.11	s 10.54			75.1	WI WINLOCK D	68		9.08	10.07		s 11.20	·	 				
[f :	2.08	1.22	6.31		-	s 1.00	s10.42			68.6	PN VADER Cross Over	WAG	-	8.54	9.47	10.45	10.50 s10.35	s 12.01m	4				
										67.4	L. P. & N. Ry. 1.2 Track Conn. Cross Over VADER JCT. L. P. & N. Ry. 1.5 Track Conn. DN	20	-				407						
	2.00 L	. 1.18am	L 6.27pm			f 12.54	10.36			65.9	~~	. ~ .		8.47	9.40	10.35	f 10.25	f 11.30a	- 				- -
5	1.47	ż				s 12.44	a 10 24			Į	L. P. & N. Ry. 6.9 Track Conn. Cross Over CA CASTLE ROCK	1		8.32	9.20	10.18	s 10.09	a 11.00					:
II L	1.34	₹% ₽	Z Z			s 12.34		·		52.7	6.3 Cross Over	E 41		8.19	9.02		f 9.45			ļ	<u> </u>		
11 1	1.26AM	≥ 5.5	구 2 약 5		1		s I O.O6M			49,1	3.6 Cross Over			8.11PM	1		s 9,30an			-			
							977				3,7 Cross Over					1		9.55N 407	*				
	. I BANIA	12.38am	A 5.47PM		TWEEN L	ONGVIE			EQUA TR		USING L. P. & N. TRACKS WIL	L BE	GOVERNE							1=			
											JC LONGVIEW JCT. N L. P. & N. Ry. 2.0 Track Cenn. Cross Over			8.05pm									:
11 1	1.14	12.34	5.43 5.38			12.17	9,55			43.4	CARROLLS	89		7.59	8.41	1	f 8.15						
	2.54	12.21	5.33			s 12.11				38.9	4.3 Cross Over			7.50	8.3 2	9.30		s 9.15					
#I I	2.44	12.14	5.27			12.03PM s 11.57AM				34.6	BLUFFD	8 31		7.40 7.30	8.23 8.13	9.17	f 7.17 s 7.02	s 8.40					
	2.33	12.06AM	5.19			s 11.47				24.4	8G RIDGEFIELD Cross Over	W85		7.17	8.01	8.50		s 8.20					*
12	2.22	11.59PM	5.12				f 9.14			19.2	5.2 Cross Over	E109		7.05	7.50	8.39		f 7.50					
12	2.16	11.54	5.08				f 9.09		-	15.9	FELIDAP	8 43		6.57	7.43	8.31	f 6.20	f 7.35					
12	2.10	11.50	5.05	• • • • • • • • •		11.30	9.05	-		13.1	2.8 Cross Over	******		6.50	7.37	8.25	6.10	7.25	- - ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; 	1			
Lsiz	2.05AM	.s II.45pw	Ls 5.00PM			Ls .25AM	Ls 9.00AM	-		10.0	MXVANCOUVERDN S. P. & S. Ry. 8.0 TrackConn.	1000		L 6.40PM	L 7.30PM	L 8.15PM	L 6.00AM	L 7.15A					
				BETWEE	N VANC	OUVER	AND PO	RTI AND	TRAINE	Wii i	BE GOVERNED BY SPOKANE, F		AND AN	SEATT	TE ŠĀĪĪ	WAY TO	ME TAD	FAND	DIII FC		<u></u>		e - no nouge of a
				, , , , ,	TAIL		FUI		1 IrVius		CDN		AND AND	, JEAIL	L 6.53R		L 5.15AM		NULES.				
<u>L 11</u>	1.30pm L	11.15PM	L 4.30PM			L 11.00AM	L 8.35AM			0.0	VCPORTLANDDN	1000			ļ				<u> </u>			- store - S	•
	.50	Dally 4.45	Dally 2.26	Dally .58	Dally .15	Dally 3.45	Dally 3.57	Daily .15		<u> </u>	Time Over Subdivision		Ex. Sun. 3.50	Dally 3.43	Dally 7.26	Dally 7.32	Ex. Sun. 6.29	Ex. Sun.	Ex. Sun. 5.15	Ex. Mon.	Ex. Sun. 2.20	Ex. Sun.	
28		29.0	38.7	29.1	18.4	37.1	34.4	18.4	22.8		Average Speed Fer Hour		14.8	24.4	18.4	18.1	12.6	12.6		13.3	12.0	12.0	<u> </u>
AUTOMATIC BLOC																							

TAC	COMA	DIVISIO	11

48 **										-	FIRST SUB-DIVISION	(MAIN I	LINE)									EAS	TWAI
				RST CLA		1500	400	-64	Vyes tis.	77.1. 1	Time Table No. 59	· <u>.</u>			CLASS.	and the same of the same of					CLASS		
598 Daily	458	424	562 Dally	408 Daily	422	596	402	564	el. Sc les, T	ı mp	October 26, 1930	from	672	692	680	694 Ex. Sat.		974			966 Ex. Sun.		
Nor, Pac. Willapa	Consoli-	Nor. Pac.	Consoli-	Consoli-	Nor. Pac.	Nor. Pac. Willapa	Consoli-	Consoli-	Tab ard	Z	Succeeding No. 58	mee ms.	Grt, Nor.	0× W .		Nor. Pac.	0W.	Nor. Pac.	·	-		Nor. Pac.	
Harbor Motor	dated Passenger	Grays Harbor Express	dated Passenger	dated	Grays Harber Limited	Harbor Motor	dated Passenger	dated	Wate nd n	Static	STATIONS	Distance Facoma.	Ţime Freight	R. & N. Time Freight	Time	Time Freight	R. & N. Way Freight	Way Freight	Nor. Pac. Way Freight	Grt, Nor. Way Freight	Way Freight	Way Freight	OW. R. & N. Way Freight
Car	-		L 12.35M		Limited	Car	L 1.30A	L 12.40	WX		Telegraph Offices and Caffs Q TACOMA DN	0.0		Freight		L 10.15P#	reight			-10-5-1	1 1	8.00AM	Freight
				_ ,,,,,,,,						1710	0.4 Cross Over	0.4		L 8.38m	!	<u> </u>					L 7.05AM	_ 0.00AR	L 11.15AM
		6.02	12.43	9.58	CCAN LINE Sec		1.38	12.50	x		NXMcCARVER STDN	28		8.50	9.55	10.30					7.20	8.15	11.30
		f 6.13	12.53	f 10.08	AMERI LAKE		1.48	f 1.04			SXSIXTH AVENUED	9.7		9.10	10.15	10.50					1	s 8.35	į
	N N	s 6.23	f 1.03	s 10.18	\$ 38			f 1.16			UO STEILACOOMD		L N L	9.25	10.30	11.05			-	¥	1	s 9.10	
		f 6.26	1.06	10.21	<u>-</u>		2.01	f 1.20	-w-	CS18	2.0 Cross Over	17.7	100	9.30	10.34	11.09				LINE		s 9.15	12.20
	RE	s 6.38	£ 1.17		Lsi0.08	-		₹ 1.34		CS24	NU NISQUALLY Cross Over DN	24.4	Page !	9.50	10.54	11.25				PRAIRIE See Page 5	1		s 2.50
	PRAII See Pa	As 6.45			As 10.16		2.23	f 1.42		CS28	SR ST. CLAIR Cross Over		₹ 8	10.05	11.04	11.35				Pg B	As 8.30AM s		s 1.00
	1	See page		10.42	See page 4	.	2.25	f 1.45	w	CS30	1.6 Cross Over	29.6	PR S	10.20	11.08	11.39					See page 4	1	
	A N	Soopage	s 1.35	f 10.50				f 1.55	x	CS35	MACHAMBERS PRAIRIED		₹ .	10.35	11.20	11.51				AIV		s 10.10	
			976						- :		2.7 Cross Over] [10.52		11.51			:	-		10.10	1.40
		,	1.39	10.54			2.37	f 2.01		CS37	PLUMB	37.6	n Heldin Steam	10.45	11.26	11.57PM	ن ە سىيىسىدىئىيدا	<u></u>			i -	s 10.20	s 1.47
			s 1.49	s 11.04			2.46	s 2.13	х	2015	NO TENÍNO DN	43.0	1	11.00	11.37	12.09#						s 10.35	s 2.00
	L 6.46PM		1.50	11.05		:	2.47	2.14	X		TENINO JCT.	43.5	L 9.43™	11.01	11.38	12.10				L 9.25A	1	10.40	2.05
	6.50		s 1.55	s11.10			2.53	f 2.21		2020	BC BUCODA Cross Over 5.1 Cross Over		9.50	11.07	11.45m	12.17				s 9.40			s 2.18
				904						2025		510										11.15 408	:
7 2∩nia	s 7.00	<u> </u>	g 205	s11.21		L11.38M	s 3.05	s 2.35	WCOYX	2025	WABASH P CN CENTRALIA DN	51.8 54.0	10.10	11.30m	12 051	A 12.40₩	3.00*	L 5.30	6.00	s 10.30		No.11 AF	A 2 40-
. 1.ZUP#	7.05		2.10	11.28		408	3.10	8 2.55 2.55	" 0012	2021	3.7 Cross Over		10.10	11.30PM	12.05	A 12.4U账	L 3.UU#	L 3.3UAM	L O.UUAN	B 10.30		AsII.45AM	A 2.4UPM
7.30	s 7.15		s 2.20	s 11.38		s 11.48	s 3.20	s 3.05	wx	2031	CH. CHEHAL'IS D C. M. St. P. & P. Ry. Track Conns. C. C. & C. Ry 0.9 Cross Over	57.7	10.55	12.20	12.50		s 5.15	s 6.00	6.40	s IJ.00			
7.35ph						A 11.53***			YX	2032	CH CHEHALIS D C. M. St. P. & P. Ry. C. C. & C. Ry. 0.9 Cross Over CHEHALIS JCT.	58. 6							45				
אינכ.ז	\\·							3-5-2	1 1	7027	C. M. St. P. & P. Ry. 6.5 Cross Over Interlocked	-25.0				:	***************************************		A 6.45A				
ee page 8	7.28		s 2.35	s11.52		See page 8	s 3.37	3.20		2038	NA NAPAVINE DN 3.1 Cross-Over	65.1	11.15	12.50	1.25	-	s 5.55	s 7.00	See page 8	s 1.40m			
	7.32		f 2.39	f 11.56			f 3:42	3.25		2040	EVALINE	68.2	11.22	1.00	1.32	i	4	# 74A	e and a second second	12.01m 408 f 12.10	1		
	7.36		s 2.45	s 12.02hu	<u> </u>		s 3.48	3.30	X	2040	WI WINLOCK D		11.22	1.10	1.32		f 6.05 s 6.30	f 7.10 s 8.10		s 12.40	-		
	7.45			s 12.02m			s 3.59	3.40	w	2050	8.5 Cross Gver	77.8	11.30	1.10	1.40	i i	7.00	s 8.30		s 12.40 s 1.00			
	1.42			6 12.12				5.40	**	2051	1.2 Cross Over	79.0	''."	(رر.،		3 1.00	a 0.30			1		
	A 7.49#M		i	f 12.17m		i.		A 3.446			L. P. & N. Ry. 1.5 Track Com. OQ OLEQUA DN	ه _ نے ۔ ا	11.52	4.45au	2.05am	÷ .	f 7.10am	f 9.00m		f 1.10m/			
										2000	L. P. & N. Ry. 6.9 Track Coun. Cross Over		11.55	17	2.03.		1 1.10/2	1 9,00		1.10			
						BETWEE			LONGVII		TRAINS USING L. P. & N. TRACKS				L. P. &								
	Z			s 12.29pm			s 4.15am	Z	78/	2060	6.3 Cross Over	87.4	12.10au	2.05an	2.25am	7	s 7.50AM	s 10.15AM		s 1.40mm			
	> 7. % 5. %			s 12.39			f 4.27	> 0.5		2066	OSTRANDER Cross Over	93.7	12.28	2.25	2.40		f 8.20	f 10.35		f 2.00			
	L.			s 12.47			s 4.35	نا	X		KS KELSO DN		12.40	2.35	2.55			s 11.30	:	s 2.30		- , *	
	L 8.29m		3.36	12.53			4.41	L 4.24AM		2074	JC	101.0	12.47	2.42	3.02		9.30	11.37		2.37			
	8.33		3.39	f 12.56			4.44	f 4.29		2077	CARROLLS Cross Over	103.0	12.54	2.50	3.10		f 9.40	f 11.45am		f 2.45			
	8.38		s 3.48	s 1.06			s 4.54	4.36	w	2081	KAKALAMADN	107.5	1.07	3.10.	3.30		f 10.10	12.30		3.10			
<u> </u>	8.43		3.55	f 1.13	ļ 		5:02	4.43		CX4	4:3 Cross Over	111.8	1.18	3.30	3.45		f 10.25			f 3.20			 ,
	8.49			s 1.22			8 5.12	4.52		CX9	WD WOODLAND D		1.29	3.50	4.00		s 10.45			s 3.35			
:	8.57		1	ļ			s 5.24	5.03	w	CX15	574 Cross Over		1.43	4.10	4.15		s 11.00			s 3.50			
			998	974							-5.2 Cross Over			1	""		3 ,,,,,,,	1.40		4.20			
	9.03		4.25	1.41			f 5.35	5.14		CX2I	KNAPP	127.2	1.55	4.25	4.30		f 11.25	f 1.55		f 4.30	-		
	9.07		4.30	1.46			5.42	f 5.21	W	CX23	FELIDA Cross Over	130.5	2.03	4.35	4.40		f 11.35	f 2.10		f 4.40		:]	
			4.35	1.50			5:48	5.26	Y	CX25	VANCOUVER JCT. P	133.3	2.10	4.45	4.50		11.45am	2.20		4.50			·····
 ,	9.10		As 4.40PM	As 1.55mm	·		As 5.55AM	As 5.32A	WTCYX	CX29	MXVANCOUVERDN SP., & S. Ry. 850 Preck Conn.		A 2.20AN	A 5.00AM	A 5.05AM	·	A 12.01™	A 2.30mm		A 5.00m			
· · ·	9.10 As 9.15M		i		1		1		I		Cross Over		1										· · · · · · · · · · · · · · · · · · ·
	l .						001::/	A 212			. will be composed by cooking	E, PORTA	END AN	D SEATT	LE RAIL	.WAY TII	ME TABL	LE AND	RIII FS.				
	l .				BETWE	EN VAN	COUVER	AND PO		IKAIN	WILL BE GOVERNED BY SPOKANI		L	T						T	T	· · · · · · · · · · · · · · · · · · ·	
	As 9.15M		A 5.100	A 2.30pu	-	EN VAN			WTCY		CLAKE YARDDN	144.4			A 6.30AM			A 3.00m			3		
Dally	As 9.15M A 9.45M Daily	Dally	Daily	A 2.30M	Dally	Dally	A 6.30AI	A 6.15M	WTCY	:2121	C LAKE YARD DN	144.4	Dally	Dally	A 6.30AM	Ex. Sat.		A 3.00m	Ex. Sun.		Ex. Sun.		Ex. Sun.
Dally ,15 18.4	As 9.15hm A 9.45hm Daily 2.24		_		-	Daity .T5	A 6.304 Datty :4.20 31.4	Datly 4.32 30.4	WCOT	2121	CLAKE YARDDN	144.4	Datly 4:02 23.3	7.47 17.2	Daily 7,20 18.6	Ex. Sat. 2725 22.3	7.01 11.7	A 3.00m		Ex. Sun. 6.49 13.6	Ex. Sun. 1.25 19.9	Ex. Sun. 3.20 16.2	Ex. Sun. 3:10 17.0

EASTWARD SECOND SUB-DIVISION WESTWARD (GRAYS HARBOR LINE AND OCOSTA BRANCH.) FIRST CLASS SECOND CLASS THIRD CLASS THIRD CLASS SECOND CLASS FIRST CLASS Time Table No. 59 Station Numbers October 26, 1930 696 698 960 968 984 988 462 500 464 578 577 959 967 983 987 695 697 463 579 461 Distance from St. Clair. Succeeding No. 58 Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun Dally Dally Dally Dally Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Dally Dally Dally Dally STATIONS O.-W. R. & N. Way Freight C. M. St. P. & P. Freight 462 C. M. St. P. & P. O.-W. R. & N Way Freight C. M. St P. & P. Freight 463 Nor. Pac. Way Freight Nor. Pac. Way
Freight Freight Nor. Pac. Way Freight Nor. Pac. Way Freight 0.-W. R. & N Nor. Pac. Nor. Pac Passenge Nor. Pac. Freight Nor. Pac Freight Nor. Pac. Passenger Nor. Pac Way Freight Telegraph Offices and Calls Passenger Passenge 415 See page 2 ee page See page 2 See page See page 3 See page 3 ST. CLAIR. D 100.5 44 As 11.46AM As I I.05AM As 5.02PM _s 8.30AM Ls 6.45PM Ls | O. | 6AM **CS28** 0.0|SR 10.55 10.21 CK18 UNION MILL P 97.68 5 f 11.41 4.55 f 6.52 8.40 96.1 30 10.51 LACEY 4.52 10.24 CK20 s 11.38 8.45 6.55 ..OLYMPIA s10.33 10.37 960 DP 91.1 41 11.28 10.35AN WYX CK25 9.00AM 9.4 **OY** Tumwater Spur Crossing 5.3 f 7.23 10.48 CK34 BELMORE 85.8 28 f 11.12 4.24 CK37 21.3 RK LITTLE ROCK ..DP 79.2 29 s11.00 4.11 7.37 s11.00 BORDEAUX JCT. s 11.05 CK 78.0S36 10.55 4.08 7.40 37½ CK40 f 11.09 76.1 10 10.51 4.04 7.44 See page 7 A 6.40m See page 7 See page 7 GATE 3.56 s. 11.18 WYX CK44 28.6 HK .DN 71.9105 10.42 8.00 s 8.35 .OAKVILLE... 1.10 3.40 8.10 s 11.29 .DP 67.0 84 s 10.25 s 3.46 6.25 CM5 33.5 OX... 6.9 s 12.35 s 8.55 3.55 11.45 CM 12 40.4 LYTLE 60.1 33 10.12 3.32 6.05 8.25 1.0 .**PORTER**. 59.1 13 s 10.10 3.30 6.00 s 12.20 s 9.00 f 11.47 CM 13 3.57 8.27 MALONE в 3.27 5.55 s 12.10 s 11.51AM CM 15 43.0 MN DP 57.5 SIO s 10.07 s 9.30 8.30 4.01 12.05PM ELMA DN 52.5 77 8 9.55 9.50AM 4.30 8.41 s 1 2.03m YX CM 19 48.0 EF s 3.17 s I 0.55AM 5.25 461-462-SATSOP. f 3.10 5.15 s 10.45 48.8 27 f f 12.11 9.48 4.45 f 8.49 CM 23 51.7 s 12.15 s 10.35 BRADY 46.98 I f 9.44 f 3.06 5.10 s 12.25 4.50 8.53 f 12.15 CM 25 53.6 MONTESANO.....DNP 42.8 71 10.20 s 2.59 12.40 5.00 9.00 s 12.22 CM 29 57.7 MO... 5.00 9.00 2.00 Track Con O.-W. R. & N. 2.43 464 ABERDEEN JCT. 8.35 34.7 95 f 2.43 4.35 5.30 f 9.18 f 12.40 YX CM 37 65.8 9.20 4.40pk 8.20 4.50PM s OX CM 40 68.9 SA.... .ABERDEEN. ...DN 31.6 71 s 12.40pm A 11.15PM 4.20 5.20p s 3.15 L 3.10m 6.20 5.15A Track Conn O.-W. R. & N 3.6 2.30 8.55AM L 12.30PM L 2.20PM L 11.00PM 8.00AKAS 4.30PML 4.00PM L 5.00PM 3.30PM L 9.00AM A 3.25PM A 6.40AM A 5.45A 9.45ml A 5.00ml A 1.05ml A 6.05ml WCY CM 44 72.5 HO HOQUIAM. ...**DN** 28.0319 L 4.15 GRAYS HARBOR CITY..... 24.5 9.15 CM 47 76.0 3.55 9.30 CM 52 80. GRAY GABLES 3.45 CHENOIS CREEK CM 54 82.0 18.5 9.40 BURROWS 3.35 9.50 TULÍPS f 3.25 f 10.00 CM 56 85.2 15.3 38 2.55 WILDERNESS. 14.6 f 10.05 .COPALIS.. 12.1 17 2.45 s 10.20 CM 61 88. X 2.30 CARLISLE 8.9 90 s 10.45 \mathbf{x} CM 63 91. .onsLow 1.58 7.9 27 f 10.50 \mathbf{x} CM 64 92.6 STEARNSVILLE 1.40 6.0810 s 11.10 X CM 66 94.5 s 11.30 \mathbf{X} CM 68 96. .ALÖHA 4.1 17 1.25 f 1.10 PACIFIC BEACH s 11.40 CM 69 98. 2.48 7 1.05 11.50 SUNSET BEACH 99. 1.00pm A 11.59AN YX MOCLIPS. CM 72 100.5 MC. 0.0 36 Daily .15 Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun Daily Dally .20 Dally Dally Dally Daily Dally .20 .30 3.05 10.8 18.8 15.3 3.05 3.30 2.45 .15 .30 2.40 Time Over Subdivision 2.59 3.15 27.8 28.6 26.3 Average Speed Per Hour

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.

Westy	ward		TE	NTH SUB-DIVISION. (OCOSTA BRANCH.)		Eas	tward
THIRD CLASS 991	r. Fuel, Scales, Tables, Wyes Yard Limits.	Station Numbers.	from Jet.	Time Table No. 59 October 26, 1930 Succeeding No. 58	from	oity ,	THIRD CLASS 992
Tues. and Fri.	Water, Fue Turn Tabl	tion N	Distance from Aberdeen Jct.	STATIONS	Distance from Markham.	Car Capacity of Sidings.	Tues. and Fri.
Nor. Pac. Freight	Wa Tur and	Star	Dis	Telegraph Offices and Calls	Dist	Car of S	Nor. Pac. Freight
∟ 7.15am	YX	CM 37	0.0	ABERDEEN JCT.	13.1	95	a 10.05an
7.20			0.9	JUNCTION CITY	12.2		10.00
	X	CR I	1.5	COSMOPOLIS JCT	11.6		
	X	CG 2	2.9	I.4 COSMOPOLIS OW. R. & N. Crossing Track Conn.	13.0	30	
7.50		CR I	1.5	COSMOPOLIS JCT.	11.6		9.55
s 7.55	X	CR 3	2.4	OW. R. & N. Crossing Track Conn.	10.7	50	s 9.50
A s 8.45 av 992		CR13	13.1	10.7 MARKHAM	0.0	10	L 9.00Ah 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.

West	ward		-			SUB-DIVISION AN LAKE LINE.)			East	ward
THIRD CLASS	FIRST	CLASS	rales, Tyes ts.	É		Time Table No. 59			FIRST CLASS	THIRD CLASS
985	527	421	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	from	October 26, 1930 Succeeding No. 58	from	city.	422	986
Ex. Sun.	Ex. Sun.	Dally	r. Fr Tab Zard	Z g	riew	STATIONS	nce)apa lings	Daily	Ex. Sun.
Nor. Pac Way Freight	Nor. Pac. Passenger	Nor. Pac. Passenger	Wate Turn and	Static	Distance from Lakeview.	Telegraph Offices and Calls	Distance fr Nisqually.	Car Capacity of Sidings.	Nor. Pac. Passenger	Nor. Pac. Way Freight
As 2.55PM		As 2.23pm	·	1985	0.0	VAD	11.6	48	L 9.47am	L 8.00am
f 2.47		12.17		CK 2	2.5	COUNTRY CLUB	9.1		9.50	8.10
f 2.45		12.16		CK 3	3.0	0.5 TILLICUM 1.5	8.6	28	9.51	f 8.12
s 2.40		f 12.13	ļ	CK 5	4.5	CAMP MURRAY	7.1	26	f 9.53	s 8.20
L 2.30PM	A 12.50PM	s I 2.06PM 986	wx	CK 7	7.7	DFORT LEWISD	3.9	55	s10.00 986	8.30AM 12.10PM 421-422
	L 1 2.40PM 986	L 11.56AM	X	CS24	11.6	NUNISQUALLYDN	0.0	20	As I 0.08am See page 2	A I 2.20PM 527
Ex. Sun.	Ex. Sun.	Dally							Dally	Ex. Sun.
.25	.10	.27				Time Over Subdivision			.21	.40
18.4	23.4	26.7				Average Speed Per Hour			33.1	17.4

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

SPECIAL INSTRUCTIONS PAGES 12, 13 AND 14.

W.	ESTWA	ARD							FOU	JRTH SUB-DIVISION (PRAIRIE LINE.)		1					EAS	TWAR	D
THIRD	CLASS	SECOND C	LASS	Fi	RST CLA	SS				Time Table No. 50			FI	RST CLAS	s	SECOND C	LASS	THIRD	CLASS
985	963	6	7 1		459	421	iel, Scales, les, Wyes Limits.	oers.		Time Table No. 59 October 26, 1930	ion.	-	422	458		672		998	986
Ex. Sun.	Ex. Mon.	D	Pally		Daily	Daily	uel, bles,	Numbers	from	Succeeding No. 58	fron	acity 8.	Dally	Dally		Daily		Ex. Sun.	Ex. Sun
Nor. Pac. Way Freight	Nor. Pac. Way Freight	1	t. Nor. Time reight	:	Consoli- dated Seattle Passenger	Nor. Pac. Passenger	Water, F Turn Ta and Yare	Station 1	Distance Tacoma.	STATIONS Telegraph Offices and Calls	Distance from Tenino Junction	Car Capacity of Sidings.	Nor. Pac. Passenger	Consoli- dated Portland Passenger		Grt. Nor. Time Freight		Grt. Nor. Way Freight	Nor. Pac Way Freight
Via Draw- bridge Line	Via Draw- bridge Line	Di br	Via raw- ridge ine		А 8.30рм	A 12.50PM		1977	0.0	QDN 0.2 Cross Over	39.2		L 9.25AM	L 5.45PM		Via Draw- bridge Line		Via Draw- bridge Line	
A 3.30₽₩	A 10.40AM	. A I	12.20ab		8.25	12.45			0.2	AX15TH ST. TOWERDN	39.0		9.27	5.47		L 8.05PM	ļ	L 7.05AM	L 7.15
3.10	s 9.59		12.01AF		8.15	s 12.35	WOT	1981	4.6	4.4 Cross Over	34.6	70	s 9.40	5.59		8.30	ı	7.3 0	s 7.45
Ls 2.55PM			11.50pv		8.10	Ls12.23PM	X	1985	8.2	3.6 VAD	31.0	48 -	As 9.47AM	6.04		459 8.38		f 7.40	As 8.00
	s 9.25		11.40		8.04			1990	13.2	5.0 HILLHURST	26.0	50	963	6.11		8.48		f 7. 50	
.,	s 9.00		11.28		7.56		w	1996	19.2	RYD	20.0	61		6.19		9.00		s 8.10	
	s 8.30		11.15		7.50			2002	24.7	5.5 YD	14.5	68	;	6.26		9.11		s 8.30	
	998 s 8.00		11.04		7.44			2007	30.2	5.5 RAD	ı			6.33		9.22		963 s 8.45	ł
	s 7.30		10.54		7.38			2011	34.4	4.2 Lap Siding		E58		6.39		9.32	I	f 9.00	
	s 7.00		10.44		7.32		X	2015		4.6 TND	0.2	34		6.45		9.42		s 9.20	
	L 6.40am	L I	10.43pk		L 7.31PM		X		39.2	0.2	0.0			A 6.46PM	***	A 9.43PM		4 9.25AM	
	See page 3	See	page 3		See page 3									See page 2		See page 2		See page 2	
Ex. Sun.	Ex. Mon.	D	Daily		Daily	Daily							Dally	Dally		Daily		Ex. Sun.	Ex. Sun
.35	4.00		1.37		.59	.27				Time Over Subdivision			.22	1.01		1.38		2.20	.45
13.7	9.8	2	24.1		39.2	18.2				Average Speed Per Hour			22.3	37.0		24.1		16.9	10.7

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

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

SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14.

Average Speed Per Hour

EASTWARD

WESTWAR	D				TH SUB-DIVISION REEN RIVER BRANCH.)			E	ASTWA	RD	WE	STWARD	D SEVENTH SUB-DIVISION EASTWAR (CROCKER BRANCH.)
HIRD CLASS	FIRST CLASS	les, res	, in		Time Table No. 59			FIRST CLASS	THIRD	CLASS			Time Table No. 59
961		Water, Fuel, Scale Turn Tables, Wye and Yatd Limits.	Numbers.	Distance from Kerriston.	October 26, 1930 Succeeding No. 58	from	Car Capacity of Sidings		994	962			Mater, Fuel, Scales, and Yarter, Fuel, Scales, and Yard Limits. Station Numbers. Station Numbers. Station No. 28 STATIONS STATIONS Car Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Corocker. Capacity Capacity Corocker. Capacity Cor
Ex. Sun.		rer, I rn Ta I Yat	Station	stance	STATIONS	Distance from Kanaskat.	Cap		Ex. Sun.				Water Fand Ard and Yard and Yard and Yard Wingsate. Car Capa of Sidings
Way Freight		Wa Tu	Sta	Ke	Telegraph Offices and Calls		ပို့မှ		Way Freight	Way Freight			Telegraph Offices and Calls
L 3.45 PM 994 s 3.55		Y	CJ 15	1.6	1.6 HALMAR. 5.9	14.7 13.1	40		A 3.40PM 961 s 3.30				WO CD 5 0.0
4.15		W	CJ 7	7.5	HEMLOCK	7.2			3.05		ļ	FACTIVI	
4.35		,	CJ 4	14.0	KANGLEY JCT. 1.6 SELLECK C. M. St. P. & P. Ry. Crossing	2.3			L 2.45PN	A 2.25PM		EASTWA	WARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14.
				13.0	1.0 YANDELL 0.6	2.9	·	-		2.20	WE	STWARD	EIGHTH SUB-DIVISION EASTWAR (ORTING BRANCH.)
4.40			CJ 2	12.4	KANGLEY JCT 0.3 HIAWATHA	2.3 2.0	S 12	-		2.15			Water, Fuel, Scales, and Yard Limits. Station Numbers. Station Succeeding No. 58 STATIONS Distance from Orting. Car Capacity of Sidings.
4.45			CJ I	13.3		1.4	21			2.05			Pacity Competed to the proof of
A 5.00PM		WYO X	A I	14.7	GVD	N 0.0	150			L 2.00PM			Water, Fuel, Scanting Station Number Station Number Station Number Station Number Station Number Station Number Station Number Station Number Station Scanting Car Capacity of Siding. Car Capacity Office and Calls
Ex. Sun.						_	-	-	Ex. Sun.	Ex. Sun.			
1.15					Time Over Subdivision				.50	.25			CE 10 0.0LAKE KAPOWSIN
10.6	<u> </u>	<u> </u>]		Average Speed Per Hour	J _.]	<u> </u>	13.5	9.3		-	1.3 Track Conn. 1.3 8.7
EASTW	ARD TRAINS A	RE SU SP	PERIO PECIAI	OR TO L INST	TRAINS OF THE SAME OF TRUCTIONS PAGES 11, 12,	LASS 13 and	IN TH) 14.	IE OPPOSITE DIE	RECTION.				CROSSING 1.0 UX CE 8 2.3 PUYALLUP RIVER JCT 7.7 43 (St. P. & T. Lbr. Co. Camp No. 6) 7.7 Track Conn. 7.7 Track Conn. ORTING
												EASTWA	ARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14.

WES	TWAR	D				1				NI	NTH SUB-DIVISION (GATE LINE.)								EASTW	ARD
THIRD	CLASS	SECOND CLAS	s		FIRST	CLASS	•	.			Time Table No. 59				FIRST	CLASS		SECOND CLAS	S THIRD	CLASS
987	967	698	5 4	505	503	501	577	Scale, Wyer mits.	bers.	B	October 26, 1930	Ħ	λ.	502	504	506	578	696	968	988
Ex. Sun.	Ex. Sun.	Ex. Sur	, -	Daily	Daily	Daily	Daily	Fuel ables d Li	Numbers	e from	Succeeding No. 58	e fro	sacit gs.	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
OW. R. & N. Way Freight	Nor. Pac. Way Freight	Nor. Pa Freigh	c. N	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	OW. R. & N. Passenger	Water, Turn Ta and Yar	Station	Distance Centralia.	STATIONS Telegraph Offices and Calls	Distance Gate.	Car Capacity of Sidings.	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	OW. R. & N. Passenger	Nor. Pac. Freight	Nor. Pac. Way Freight	OW. R. & N. Way Freight
10.00am		L 2.45	AM L	7.20 _{PM}	L 3.00PM	L 9.50AM		WCY			CNCENTRALIADN	13.6	900	A 11.15AM	A 4.34PM	A 8.40pm		A 7.25PM	A 2.40PM	ļ
10.15AM	7.10	2,55	5	7.25 696	3.05	9 ,5 5	A 3.15an	OX X		2.2	DW. R. & N. Co. Crossing C. M. St. P. & P. Ry. Crossing Interlocked Track Conns.	11.4	68	11.04	4.22	8.30	L 1.30AM	7.15 505	2.30	L 8.08P
	s 7.30	3.05	s	7.34	s 3.14	f 10,04		<u> </u>	CK51	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	RHROCHESTERD C. M. St. P. & P. Ry. Crossing	2.6	49	s 10.47	s 4.06	f 8.10	-	6.50	s 1.55	
-	A 8.00am See page 4	A 3.25 See page		7.55PM 506	A 3.30PM 504	A I 0.25AM 502		WYX	CK 44	13.6	HKDN	0.0	80	L 10.40 AM 501	L 4.00?M 503	L 8.00PM 505		L 6.40PM See page 4	L 1.40P See page 4	
Ex. Sun.	Ex. Sun.	Ex. Su	٠. ا	Dally	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
.15	1.00	,40		.35	.30	.35	.15				Time Over Subdivision			.35	.34	.40	.15	.45	1.00	.12
8.8	13.6	20.4	7	23.8	27.2	23.3	8.8				Average Speed Per Hour			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.

w	E	STW.	AR	SD.				1		ENTH SUB-DIVISION	N			EA	STWAI	RD.
THIRD	С	LASS		FIRST	C	LASS	es,			Time Table No. 59			FIRST	CLASS	THIRD	CLASS
	-	69	_	593		591	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	from Jet.	October 26, 1930 Succeeding No. 58	d G	ity	592	594	970	
	-	x. Sun.	! -	Daily	-	Daily	rabi ard	N Z	ice fr	CTATIONS	Distance from South Bend.	Capacity idings.	Dally	Daily	Ex. Sun.	
	Se	e page 2		e page 2	S	ee page 2	ater urn id Y	atio	Distance Chehalis	STATIONS	stan	Sigi	See page 3		See page 3	
ļ	F	Way reight	Ľ	Motor Car	_	Motor Car	B ⊢ a	<u></u>		Telegraph Offices and Calls	<u> </u>	of Si	Motor Car	Motor Car	Way Freight	
	L	6.45an	L	7.35p	L	11.53am	Y	2032	0.0	CHEHALIS JCTP C. M. St. P. & P. Ry. Crossing Automatic Interlocking 3.4	56.5	Y	A 10.50AM	А 6.15рм	а 2.30рм	
	s	7. 05	f.	7.43	s	12.01PM		C W 2	3.4	LITTELL	53.1	35	s 10.41	f 6.06	s 2.15	
	s	7.15	ន	7.46	s	12.04		C W 5	4.7	XADNAD	51.8	26	s 10.38	s 6.03	s 2.05	
	f	7.25	f	7. 51	f	12.09		C W 8	7.2	2.5 BUNKER 2.9	49.3	S 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	Leudinghaus R. R. Crossing	1	S 26	f 10.22	f 5.47	s 1.25	-
	s	8.55	S	8.10	s	12.28		CW 16	16.3	A.7 Track Conn. DRYADD C. M. St. P. & P. Ry. Crossing Automatic Interlocking 1.3	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	S 35	s 10.10	f 5.36	s 1.00	
		9.25 1.00 92-970	s	8.25	s	12.42 970	wx	CW 22	22.3	PL PE ELL D McCormick R. R. Crossing 1.9 Track Conn.		108	s I O.OO 969	s 5.26	12.42PM s10.25AM 969-591	-
	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	ន	8.36	s	12.52	X	CW 26	26.1	X	30.4	S 15	s 9.50	s 5.16	s 10.05	
	f	11.50an	f	8.44	f	12.59		CW 29	28.9	PLUVIUSP	27.6	21	f 9.44 970	f -5.11	9.24	
	s	12.30px	s	8.59	s	1.14	w	CW 35	35.3	FRDP	21.2	65	s 9.24	s 4.49	s 8.50	
	f	12.35	f	9.02	f	1.17		CW37	36.7	 GLOBE 	19.8	S 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	41.2	3.2 NALLPEE	15.3	S 2	f 9.10	f 4.35	f 8.10	ļ
	f	12.55	f	9.13	s	1.29		4114 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	4.2 MENLOP 4.0	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	WILLAPA2.6	6.0	П	f 8.49	f 4.15	f 7.38	
		1.35 2.05 ⁵⁹¹	s	9.42	s	1.58 969	X	CW 53	53.1	NDRAYMONDD	3.4	70	s 8.44	f 4.09	s 7.30	
-	A	2.20pw	A	9.50 _{PM}	A	2.08pw	WCY X	CW 57	56.5	SBD	0.0	66	L 8.35AM	L 4.00pm	L 7.00AM	
	E	. Sun.		Daily		Dally							Dally	Daily	Ex. Sun.	
<u> </u>	_	5.30		2.15	_	2.15				Time Over Subdivision			2.15	2.15	4.28	
		10.00	'	25.1		25.1				Average Speed Per Hour			25.1	25.1	12.6	

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

WES	STWAR	D)			TWE	LFTH SUB-DIVISION (YACOLT BRANCH.)	T		E	ASTW	ARD
	THIRD	C	LASS	les, yes	, n		Time Table No. 59			THIRD	CLASS	-
		\$	81	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers	from	October 26, 1930 Succeeding No. 58	Distance from Vancouver Jet.	acity 8.	982		
		E	x. Sun.	ter, F rn Tal	tion 1	Distance from Yacolt.	STATIONS	tance	Car Capacity of Sidings.	Ex. Sun.		
·		F	Way relght	Wa Tu	Sta	Dis Yac	Telegraph Offices and Calls	Dis	of Sr.	Way Freight		:
		L	7.00AN	WYX	CY 27	0.0	YCPACOLTD	26.9	35	A 11.30AM		
		s	7.15	х	CY 22	5.0	LUCIA	21.9	80	s 11.15		
		f	7.20		CY 20	6.6	1.6 WALL	20.3		f 11.09		
	,	f	7.25		CY 19	8.1	HEISON	18.8	S 17	f 11.05		
		f	7.30		CY 17	9.9	CRAWFORD	17.0		s 10.55		
		8	7.45	W	CY 14	12.8	BABATTLE GROUNDD	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	S 4	f 10.24		
,		f	8.10		CY 6	21.2	BARBERTON	5.7	S 4	f 10.22		
		f	8.17		CY 3	23.5	HIDDEN	3.4		f 10.15		
		A	8.30an	Y	CX 25	26.9	VJVANCOUVER JCTDP	0.0		Ls10.00AM		
		E	x. Sun.							Ex. Sun.		
			1.30				Time Over Subdivision	٠		1.30		
	<u> </u>		17.9		i		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

					,	(ELMA BRANCH.)					
	THIRD	CLASS	les.	gi.		Time Table No. 59			THIRD	CLASS	
		989	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	from	October 26, 1930 Succeeding No. 58	from	city 3.	990		
		Ex. Sun.	ter, F rn Tal	tion D	Distance from Shelton.	STATIONS	Distance from Elma.	Car Capacity of Sidings.	Ex. Sun.		
		Way Freight	Wa Tun	Sta	Dis	Telegraph Offices and Calls	Dis	Car of S	Way Freight		
		L 10.30am	TX	CH 25	0.0	SHELTON	25.2	103	A 9.05AM		
	=	10.40		CH 24	1.3	1.3 CARMILL9.3	23.9	S 10	8.55		
ı		f 11.20		CH 15	10.6	MARMAC	14.6	22	f 8.15		
		f 11.40	W 1.0 East	CH 10	15.1	STIMSON2.3	10.1	23	f 7.55		
		f 11.50	X	CH 7½	17.4		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	S 15			
	-		Х	CH 7	17.6	McCLEARY JUNCTION White Lumber Co. R. R. Crossing 3.5	7.6	:			
		s 12.15pm	wx	CH 4	21.1	WHITE	4.1	S 28	s 7.20		
1		A 12.40pm	YX	CM 19	25.2	EFD	0.0	33	L 7.00AM		
		Ex. Sun.							Ex. Sun.		
		2.10				Time Over Subdivision			2.05		
		11.6				Average Speed Per Hour			12.8		<u> </u>

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.)

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.

At Pioneer—Restricted clearance at Coal Dock Spur on back track.

At Nisqually—Trains from Third Subdivision entering First Subdivision, must stop clear of automatic signal No. 24.5. Junction switch and west end of cross-over 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.

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 cross-over 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.

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 open 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.

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.
- 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 Castle Rock—Cars must not be left below derailing switch on Silver Lake

Logging Company's connection.

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 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 cross-

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.

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.

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.

- 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.

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 be beautiful be the sign board at bent 51 and engines must not go beyond bent No. 11.

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 op-

posite 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 (1/4) 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 crossper hour.

ings 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. Special Stops, Connections, Etc.-

No. 402 Sundays reduce speed at Bucoda, Tenino, Chambers Prairie to throw 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.

Register Stations—

Tacoma. 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. Nos. 595, 597 and 979 will not require clearance card at Chehalis Junction.

Bulletin Stations— Tacoma......Union Station, Round House, Yard Office. Centralia......Passenger Depot, Round House, Yard Office. Vancouver.....Round House.

24. 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. Wabash.. Interlocking Derail on O.-W. R. & N. con-

nection.
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.

at East and West end of interchange track.

ing track switch. Shell Oil Co. Spur, 167 feet from head block.

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. 26. Commercial Spurs-Miles from Capacity 13.0 15 26.1 15 Menefee.... 24 McNelly. Cascade Timber Co.... 85.0

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.

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
- 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.
- 5. 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.

7. 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.

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.

10. 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 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

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

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. 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 (3/4) 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 INSTRUCTIONS.

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.

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.

13. Register Stations-

St. Clair Olympia Gate Hoquiam Moclips Aberdeen

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

Bulletin Stations—

Hoquiam Passenger Depot and Roundhouse.

17. Standard Time Clock-

Hoquiam Passenger Depot.

18. Watch Inspectors— S. J. StieglitzAberdeen Fred Straub. Hoquiam.
Talcott Bros. Olympia. D. P. Pearson.....Elma.

19. Derall Switches-

Union Mills......West end rollway spur. 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.

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		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.
- 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 Canton-

ment 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.

Register Exceptions-

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

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

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. 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.
- 2. 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 Bailley Street crossing, speed of

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

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

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.

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

8. Bridge and Engine Restrictions-

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 Reiner and MeIntesh Rainer 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.

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 Pa-

cific 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.

Tacoma

10. Register Stations-15th Street Tower

South Tacoma

will not register at West Tenino.

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

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. Builetin Stations-Tacoma.

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 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		10
	Wetico	32.0	20
	Mentzer		15
	Russell Shingle Co		6
	Mutual		15

SPECIAL INSTRUCTIONS.

FIFTH SUBDIVISION.

(BUCKLEY LINE AND BRANCHES.)

1. At Enumciaw—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

Pusher District—

Between South Prairie and Buckley. Between South Prairie and Carbonado.

Between South Prairie and Caroonado.

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 Enumelaw 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 onehalf (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. South Prairie Fairfax

Clearance Exceptions—Eastward trains will obtain clearance at Puyallup instead of Meeker.

Bulletin Station-South Prairie.

10. Derail Switches-

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. 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. east of station. Alderton West end of siding. Wilkeson.....Scale track, and passing track opposite station. main track switch. Brews Mill Spur......160 feet from main track. 367....

Commercial Spurs—	Palmer	Car
Dencla	Junction 0.5	Capacity
Webstone	2.2	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.

3. 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 per-

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.

Register Station—Kanaskat

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. 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.

Miles from Car 8. Commercial Spurs-Kanaskat Capacity

SEVENTH SUBDIVISION.

(CROCKER BRANCH.)

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

Bridge and Engine Restrictions— 2.

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.

3. Speed Restrictions—Twelve (12) miles per hour. Five (5) miles per hour over Slide ¼ mile west of tunnel No. 1.

4. Derail Switches-

McMillan Lumber Co.. Spurs one and two.

Car 5. Commercial Spurs-Miles from Capacity 25 Wingate McMillan Lumber Co....

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 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.

2. 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.

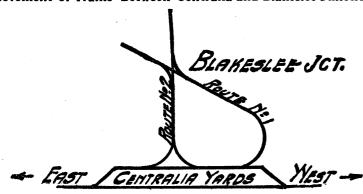
Derail Switches-

Puyallup River Jct... In main track 20 feet west of west switch of interchange track.

•	Commercial Spurs—	Orting	Capacity
	Dempsey Electron Rock Crusher	8.4 8.6	12 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.

Blakeslee Junction Interlocking-

Westward trains will indicate to Towerman route wanted as follows: Northern Pacific: One long, one short, one long. Thus: — o — O.-W. R. & N.: One long, two short, one long. Thus: — o o —

Bridge and Engine Restrictions-

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

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

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.

Register Exceptions—

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

Clearance Exceptions-

Nos. 578 and 988 will not require clearance card at Blakeslee Jct.

Bulletin Stations-Centralia Passenger Station. Round House. Yard Office. Standard Time Clock-Centralia Passenger Station. Round House. Yard Office.

Watch Inspector—Centralia, C. R. Ahern.

12. Derail Switches-

Miles from Car Centralia Capacity

TENTH SUBDIVISION, (OCOSTA BRANCH.)

At Cosmopolis—Northern Pacific trains will protect while on O.-W. R. & N. tracks. At South Aberdeen and Cosmopolis-Trains and yard engines will stop at

grade crossings of the O.-W. R. & N. Co., industry tracks.

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.

Speed Restrictions—
Between Aberdeen Jct. and Markham, twenty (20) miles per hour.

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.

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.

Pusher District—Between Pe Ell and Frances.

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

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.

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.

Clearance Exceptions—
Nos. 591, 593 and 969 will not require clearance card at Chehalis Junction.

Bulletin Stations-South Bend.

Watch Inspectors-S. Holte, South Bend.

Derail Switches— Littell...... East and west end Chester Snow Mill Spur. Bunker..... East and west end interchange track. track. Pluvius......East and west end of siding. Frances House track west end. Lebam..... Mill Spur. Nalpee.....Log Spur. Dryad.....Leudinghaus Lumber Co. 500 feet from main track.
Donguire......146 feet from main track switch.

	Pe EllTrack No. 2—440 feet west	of east head	d block.
14.	Commercial Spurs—	Miles from	
		Chehalis	Car
		Junction	Capacity
	Donguire	20.5	15
	Fern	33.6	30

TWELFTH SUBDIVISION. (YACOLT BRANCH.)

1. Log Train Service

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.

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.

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 caboose 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.

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. Speed Restrictions—

Passenger trains thirty (30) miles per hour; mixed and freight trains, twenty (20) miles per hour; trains handling logs approaching and passing through tunnel west of Yacolt, ten (10) miles per hour.

Special Stops, Connections, etc.-

Register Stations-Yacolt. Vancouver Junction.

Clearance Exceptions—

No. 982 will not require clearance card at Vancouver Jct. 7. Derall Switches-

Vancouver Junction.... East leg of wye 200 feet from First Subdivision end of wye switch.

Brush Prairie..... .East end siding.

8. Commercial Spurs-Yacolt Capacity

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.

At McCleary Junction-Northern Pacific trains using wye or main track between McCleary Junction and McCleary, will protect against McCleary Timber Company's trains.

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.

Bridge and Engine Restrictions—

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.

Twenty (20) 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. Register Stations—Elma.

Bulletin Stations-Elma.

Clearance Exceptions-No. 989 will not require clearance card at Shelton.

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

Reed Shingle Co.....150 feet from main track.

Miles from 10. Commerciai Spurs-Car Capacity Elma Doubling Spur..... 20.3 Reed Shingle Co.....

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

should be done by the helper engine.

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

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

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

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.

N. P. B. A. Hospital Tel. Main 787 DR. A. C. STEWART, Consulting Surgeon, Tacoma.

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

SPECIAL INSTRUCTIONS.

DR. D. H. RUNNING Control Cont	Name	Location	Telephone Residence	e Number Office	Stretchers At	Name	Location	Telephon Residence	e Number Office	Stretchers
R. E. L. CARISEN Tacoma. Madison 330. Main 405.		a 11 m) (. 1' 000		DR. E. W. STEVENS	Dryad.	11 Dryad.		
R. F. W. WICHMAN. Tenino 423. Tenino 423. Tenino 423. Tenino 423. Tenino 424. Tenino 425. Tenino 426. Tenino 427. Tenino 427. Tenino 428. Tenino 428. Tenino 428. Tenino 429. Tenino 429. Tenino 429. Tenino 429. Tenino 429. Tenino 429. Tenino 421. Tenino 421. Tenino 421. Tenino 423. Tenino 423. Tenino 423. Tenino 426. Tenino 427. Tenino 428. Tenino 428. Tenino 428. Tenino 428. Tenino 429. Tenino Tenino Tenino 429. Tenino Ten						DR. H. B. CRAVENS	Pe Ell.	266.		
R. H. Y. BELL R. H. Y. BELL Centralia. Centra					Tooms Tool Con		Raymond.	220.		
R. H. Y. BELL. Centralia. R. F. J. HACKNEY. Centralia.	R. F. W. WICHMAN	Tenino	423.	421.				161-W.	117-W.	
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DR. C. H. BASTRON, Assistant Surgeon	Portland, Ore.
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DR. J. B. BLAIR, District Surgeon	
DR. W. R. SCOTT. District Surgeon	
DR. L. R. LIGHTFOOT, District Surgeon	
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DR. H. C. WATKINS, District Surgeon	Hoquiam, Wash.
DR. W. L. BRIDGFORD, District Surgeon	Olympia, Wash.
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DR. F. R. UNDERWOOD, Division Surgeon	Seattle, Wash.
DR. S. M. SAMUELS, Specialist	

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

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1st Subdivision	Main Line (McCarver StTenino)	20′ 5′	, 20°			-		18' 11"	<u> </u>	—-I-	17′ 10′	_				16' 9"		— —		 	5"	15′ 2″	14'	10"	14′ 2′	<u>" 1:</u>	3′ 6″	20′ /	5" 11'	6"
1st Subdivision	Main Line (Tenino-Portland)	19' 4'			19' 4"	-	0"	19' 0''	19'	0"	18' 11'	" 18 ⁴	8"	18'	5"	18' 2"	17′ 11	<u>"</u> 1	7′ 7″	17'	3"	17′ 1″	16'	9"	16′ 3	″ 1:	5′ 8″	17′ (0" 11'	6"
2nd Subdivision.	Grays Harbor Line (St. Clair-Gate)	17' 7'	17	7"	17' 6"	17'	5"	17' 5''	17′	4"	17′ 4′	17'	3"	17'	3"	17′ 2″	17′ 2	" 1	7′ 1′′	17′	0"	17′ 0′′	16'	11"	16′ 10	" 16	6′ 9′′	17'	7" 11'	6"
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	Olympia to Belmore.		1000		900		600	35	600	35		
Second Westward	Belmore to Gate.		1500		1400		1200	40	1200	40	1	
roscwa. w	Gate to Hoguiam.		3500		3300		2200	99	2200	99		
	Hoquiam to Moclips.		4000		4000		2500	99	2500	99		
	Mochips to Hoquiam.	ــــــــــــــــــــــــــــــــــــــ	4000		4000		2500	99	2500	99		
	Hoquiam to Gate.		3500		3300		2000	99	2000	99		.1
econd	Gate to Olympia.		2700		2500		1500	50	1500	50		
Second Eastward	Olympia to Lacey.		1000		900		550	30	550	30		-
	Tacey, to St. Clair.		1350		1250		1050	40	1050	40		-
hird "	TARREST THE TOTAL CAMBA										1	
astward	Lakeview to Nisqually.	1.00	2500		2300		2000	80	2000	80		<u>. </u>
	Nisqually to American Lake	1.60	1000	50	800	40	550	30	550	30	,	
hird	American Lake to Murray		2000		1800		1500		1500		,	
Vestward	Murray to Lakeview		2500		2300		2000		2000			
ourth	South Tacoma to Rainier.	فسيسنسدن أحد	2000		1800	70	1200	60	1150	60	1050	
Eastward	Rainier to West Tenino		3200	(a) a (a) (a) a (b) (a)	1 1323183390	925000000	2.35000	60	A dit e sei:	60		
ourth	West Tenino to Rainier		1700		1500		1100		1050	35	950	-:
Nestward	Rainier to Tacoma	0.50	3200		3000	,	1800	80	1800	75	1500	
ifth	Palmer Jct. to Tacoma.	كففي بين في المحدد						80		80		
Nes tward	Fairfax to South Prairie			5 *** * *S** *	·*: N5 R1-47		2000	45	2000	45	3,	
	Tacoma to Orting		3000		2800		1800	80	.1800	. 80		
	Orting to South Prairie.		1500	80	1400	60	900	60	800	60		
	South Prairie to Buckley.		800	20	700	17	450	15	400	14		
Flfth	Buckley to Palmer Jct.	1.25	1650	80	1450	60	900	60	.800	60		
riien Eastward	South Prairie to Black Carbon						500	28	500	28		
	South Prairie to Wilkeson						400	25	400	25		
	Wilkeson to Carbonado.	2.20					400	25	400	25		
	Carbonado to Fairfax	1.70					500	30	500	30		.
ixth											·	-
Nestward	Kerriston to Kanaskat.	1.40	1			<u> </u>	600	30	600	30	<u> </u>	<u></u>
lxth astward ,	Kanaskat to Kerriston			9			400	25,	400	25	l	
eventh		_				1						-
astward . Ighth	Crocker to Wingate						500	4 4	500			
astward	Orting to Lake Kapowsin.	1.40					600		600,			<u>. </u>
linth Vestward	Centralia to Cate.	0.50	3500	 	3300	ĺ	2200	70	2200	70	1	.]
	Grand Mound to Centralia		3500		3500		3000	70	3000	70		-
linth	Rochester to Grand Mound	0.40	3500		3500		2400	70	2400	70	1	-
astward	Gate to Rochester	0.50	3500		3300		2000	70	2000	70		-1
t:	Chehalis Jet. to Adna.	0.50	2900		2800		2000	60	2000	60		-
	Adna to Pe Ell.	0.66	2500		2500		1500	50	1400	50	1	_
leventh	Pe Ell to McCormick		1700		1600		800	30	800	30		-
Nestward	McCormick to Pluvius.	1.60	1000	*********	900		550	30	550	30		
	Pluvius to South Bend.	0.53	1000					70		70		-
	South Bend to Frances.		2100		2000		1800	60	1800	60		
leventh	Frances to Pluvius.		900		800		500	25	500	25		-}
astward	Plavius to Chehalis Jct.	0.40						70		70		-
welfth	The state of the s		1			 	1				1	1
Vestward	Yacolt to Van Jet	0.58]	1			1800	45	1800	45	<u></u>	<u>. </u>
welfth	Van Jct. to Homan.		1000				550	35	550	35		
astward	Homan to Yacolt		1500.				800	45	800	45		
Thirteenth	Elma to Hillgrove		1800		1700		1200	70	800	70		
	Hillgrove to Stimson	1.30	1550		1450		1100					
astward	Stimson to Shelton	1.50	1100		1000		700		550			
				1-1-1-1-1-1	The state of the s	The second second						-
\$3 _ x : 1 '-	Shelton to Marmar	1.00	1800	1	1 1700	1	1 1200	1	400	4	5	
hirteenth Vestward	Shelton to Marmac Marmac to Stimson	1.00	1800		1700 500		1200		400			

SPEED TABLE.

E. H. FRIBERG,
Assistant Superintendent.

C. W. FEE, Trainmaster. J. E. HOGAN, Trainmaster. J. F. ALSIP, Chief Dispatcher.

