

NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME 63 TABLE

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

FRIDAY, JANUARY 1, 1932.

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.

W. C. SLOAN,
General Manager.

T. F. LOWRY,
Assistant General Manager.

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

L. F. NEWTON,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

SPECIAL INSTRUCTIONS.

**AUTHORIZED SURGEONS
LOCATION OF STRETCHERS (S).**

	Telephone	
	Office	Residence
DR. R. H. BEACH, Chief Surgeon, Western District, Tacoma.....	Main 787	Main 4349
DR. R. D. WRIGHT, Assistant Surgeon, Tacoma.....	Main 787	Main 9456
DR. J. W. GULLIKSON, Assistant Surgeon, Tacoma.....	Main 787	Proc. 2012
DR. D. C. BOWMAN, Assistant Surgeon, Tacoma Hospital.....	Main 787	Mad. 2287
DR. A. C. STEWARD, Consulting Surgeon, Tacoma.....		
DR. R. C. SHAEFFER, Consulting Surgeon, Tacoma.....		
DR. FREDERICK ADAMS, Oculist, Seattle.....	East 0022	Ken. 0176
DR. R. WIGHTMAN, Oculist, Seattle.....	East 0022	Beacon 1164
DR. H. ODLUND, Specialist, Seattle.....		
DR. D. F. CARSWELL, Specialist, Bellingham.....		
DR. P. W. WILLIS, Seattle.....	Main 1103	East 1172
DR. E. C. GROSS, Seattle.....	Eliot 6272	East 3725
King St. Station, Seattle (S).		
Yard Office, Seattle (S).		
DR. I. J. D. SHULER, Seattle.....	Sunset 0441	Ken. 2638
DR. C. L. DIXON, Renton.....	9J	9M
DR. E. W. TEMPLETON, Snoqualmie Falls.....		
DR. O. G. KESLING, Arlington (S).....	181	182
DR. J. H. DURRANT, Snohomish (S).....	202	202
DR. OTTER A. THOMLE, Everett (S).....	Main 161	261
DR. H. W. BORTNER, Everett.....	Main 492	Main 1138
DR. C. M. HUNTER, Sedro-Woolley (S).....	64	242
DR. S. W. HOLTON, Sedro-Woolley.....	1641	453
DR. W. E. GIBSON, Issaquah (S).....	253	113
DR. E. S. CLARK, Sumas (S).....	X-371	X-372
DR. ERNEST C. McKIBBEN, Kirkland.....	Red 345	Red 343
DR. A. M. SMITH, Bellingham (S).....	1387	308
DR. S. R. BOYNTON, Bellingham.....		
DR. L. H. MEADOWS, Clear Lake.....	2022	2302
DR. R. L. SIMPSON, Clear Lake.....		
Woodinville (S).		
DR. J. P. RICHARDSON, Ellensburg (S).....	51	52
DR. R. R. PINKARD, Ellensburg (S).....	136	29X
Easton (S).		
Lester (S).		
DR. J. P. MOONEY, Cle Elum.....		
DR. C. F. STAFFORD, Cle Elum.....		
DR. A. P. HUGHES, Auburn.....	9J	9M
DR. WM. H. BRANDT, Auburn.....	22J	22M
Auburn Yard Office (S).		
Auburn Station (S).		
DR. A. E. HILLIS, Oculist, Tacoma.....	Main 9205	Proctor 3211
DR. W. G. CAMERON, Specialist, Tacoma.....	Main 9205	Main 9202
N. P. B. A. Hospital, Tacoma (S).		
DR. W. B. MITCHELL, Sumner.....	72	110J
DR. C. E. JUDD, Sumner.....	54J	54M
DR. W. M. KARSHNER, Puyallup.....	None	Main 94
DR. F. L. SCHEYER, Puyallup.....	530	32
DR. J. F. SIGAFOOS, Orting.....		
DR. G. M. Mac GREGOR, Kent.....	6J	6M
First aid boxes located at the following points.		
Bristol, Eagle Gorge, Kanaskat (S), Ravensdale.		
DR. D. H. RUNNING, South Tacoma.....	Madison 345	Madison 260
DR. E. L. CARLSEN, Tacoma.....	Madison 330	Main 405
DR. F. W. WICHMAN, Tenino.....	423	421
Tacoma, Tool Car Hospital (S).		
Tacoma Round House (S).		
Tacoma Moon Yard Office (S).		
Head-of-Bay Yard (S).		
DR. H. Y. BELL, Centralia.....	560	787
Wharf (S).		
DR. F. J. HACKNEY, Centralia.....	548	787
DR. G. W. KENNICOTT, Chehalis.....	261-M	261-J
DR. A. E. MacMILLAN, Chehalis.....	52-R	52-W
DR. W. W. WEBB, Winlock.....	19	19
Centralia (S).		
DR. R. H. CAMPBELL, Vader.....	404	404
DR. C. W. LANE, Castle Rock.....	244	154
DR. E. C. HACKETT, Kelso.....	628	75
DR. ARTHUR SHAW, Longview.....		
DR. L. S. ROACH, Kalama (S).....	622	553
DR. C. J. HOFFMAN, Woodland.....	17-J-2	17-J-1
DR. R. W. ARMSTRONG, Vancouver (S).....	628	628
DR. R. L. LEISER, Vancouver.....		
Yacolt (S).		
DR. E. R. TIFFAN, Enumelaw.....		
Portland (S).		
DR. J. F. DICKSON, Oculist, Portland.....	Bdwy. 2243	Beacon 3111
DR. J. N. COGHLAN, Oculist, Portland.....		Beacon 5511
DR. ANDREW SMITH, Portland.....	Beacon 4434	Beacon 5511
DR. T. THARLDSO, Portland.....		
Puyallup (S).		

DR. J. A. PETTITT, Consulting, Portland.....		
DR. R. M. DODSON, Consulting, Portland.....	(Atwtr 4175	Beacon 9380
Buckley (S).	(Garfield 4416	Beacon 1028
Orting (S).		
DR. W. M. KARSHNER, Puyallup.....		Main 94
DR. F. C. WILLSON, Buckley.....		
DR. W. W. WICK, Carbonado.....	House No. 79	No Telephone
DR. L. A. CAMPBELL, Bucoda.....		161
DR. E. W. STEVENS, Dryad.....	11 Dryad	{ Dryad 64
		{ Doty 69
DR. H. B. CRAVENS, Pe Ell.....	266	124
DR. ORNE R. NEVITT, Raymond.....	220	3
DR. F. W. ANDERSON, South Bend.....	161-W	117-W
DR. G. A. TRIPP, South Bend.....	164-W	117-W
DR. J. J. O'LEARY, Olympia.....	979	980
DR. F. A. BIRD, Olympia (S).....	1010	33
DR. J. O. VAN WINKLE, Oakville.....	No Telephone	
DR. J. H. McARTHUR, Oakville.....		
DR. A. A. FOOT, Elma.....	78-M	78-J
DR. J. F. MacDONALD, Hoquiam.....	209	680
DR. H. C. WATKINS, Hoquiam.....	149-M	149-J
DR. J. H. FITZ, Montesano.....	160-R	160
DR. I. R. WATKINS, Aberdeen (S).....	820	330
DR. L. R. LIGHTFOOT, Cosmopolis.....	1182	1182
DR. G. P. POOLE, Yelm.....		
DR. F. M. GAGE, Shelton.....		
DR. B. N. COLLIER, Shelton.....		

NOTE.

Surgeons will attend when called upon officially to all cases of ACCIDENT occurring to employes 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, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician.

In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

AUTHORIZED SURGEONS G. N. RY. CO.

Dr. R. C. McDANIEL, Portland, 720 Pittock Bldg.

DR. J. A. LaGASSA, Tacoma, Wash.

DR. H. J. KNOTT, Seattle, Wash.

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

Name	Location
DR. D. H. JESSOP, Chief Surgeon.....	Portland, Ore.
DR. M. K. HALL, Assistant Surgeon.....	Portland, Ore.
DR. C. L. BOOTH, Assistant Surgeon.....	Portland, Ore.
DR. ARCHIE VANCLEVE, Assistant Surgeon.....	Portland, Ore.
DRS. MARGASON & GHORMLEY, Assistant Surgeons.....	Portland, Ore.
DR. C. H. BASTRON, Assistant Surgeon.....	Portland, Ore.
DR. RICHARD N. JACOBS, Assistant Surgeon.....	Portland, Ore.
DR. G. W. TAMIESIE, Assistant Surgeon.....	Portland, Ore.
DR. HARRY M. BOUVY, Specialist.....	Portland, Ore.
DR. J. W. McCOLLOM, Specialist.....	Portland, Ore.
DR. J. B. BLAIR, District Surgeon.....	Vancouver, Wash.
DR. W. R. SCOTT, District Surgeon.....	Centralia, Wash.
DR. L. R. LIGHTFOOT, District Surgeon.....	Cosmopolis, Wash.
DR. I. R. WATKINS, District Surgeon.....	Aberdeen, Wash.
DR. H. C. WATKINS, District Surgeon.....	Hoquiam, Wash.
DR. W. L. BRIDGFORD, District Surgeon.....	Olympia, Wash.
DR. C. P. GAMMON, District Surgeon.....	Tacoma, Wash.
DR. MONTGOMERY RUSSELL, Division Surgeon.....	Seattle, Wash.
DR. F. R. UNDERWOOD, Division Surgeon.....	Seattle, Wash.
DR. S. M. SAMUELS, Specialist.....	Seattle, Wash.

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

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE)

EASTWARD

THIRD CLASS			SECOND CLASS			FIRST CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Ellensburg.	Time Table No. 63 January 1, 1932 Succeeding Seattle Division No. 62.			Distance from Auburn.	Car Capacity of Sidings.	FIRST CLASS			SECOND CLASS			THIRD CLASS			
5			3			1						STATIONS					6			4			2			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
L 3.40PM	L 5.48AM	L 4.35AM	WCO	XT	1848	0.0	EB	ELLENSBURG	DN	103.0	Yard	As 12.40PM	As 11.07PM	As 12.20AM												
3.48	5.56	4.43			1851	3.6		SHOSKIN	P	99.4	77	12.30	10.58	12.11												
f 3.54	f 6.02	4.49			1855	7.6	TP	THORP	DN	95.4	E77	f 12.24	10.50	12.05												
3.58	6.06	4.53	W		1858	10.4		DUDLEY	P	92.6	E73	12.19	10.45	12.01AM												
4.07	6.15	5.02			1862	14.6		KOUNTZE	P	88.4	77	12.09	10.35	11.52PM												
4.11	6.19	5.06			1865	17.2		BRISTOL		85.8	103	12.04PM	10.30	11.47												
4.17	6.24	5.11			1869	21.0		TEANAWAY	P	82.0	E86	11.59AM	10.24	11.43												
s 4.25	s 6.30	5.16	WCY	OX	1873	24.8	CL	CLE ELUM	DN	78.2	E52	s 11.54	s 10.18	11.39												
4.35	6.40	5.25			1877	29.0		BAKER	P	74.0	76	11.42	10.07	11.32												
4.38	6.44	5.28			1880	31.4		NELSON	P	71.6	103	11.38	10.03	11.29												
4.43	6.49	5.32			1883	34.4		TALMAGE	P	68.6	77	11.33	9.58	11.25												
s 4.55	s 6.58	5.38	WCT	XY	1886	38.1	ES	EASTON	DN	64.9	71	s 11.28	s 9.52	11.21												
5.07	7.10	5.46	W		1890	42.1		UPHAM	P	60.9	W66	11.18	9.41	11.12												
5.20	7.23	5.58	W		1894	46.5	RT	MARTIN	DN	56.5	E65	11.09	9.31	11.03												
5.30	7.32	6.05	W		1897	49.7	SI	STAMPEDE	DN	53.3	E70 W72	11.01	9.22	10.56												
5.35	7.37	6.09	W		1901	52.0		BORUP	P	51.0	E65	10.55	9.14	10.50												
5.41	7.43	6.15			1904	54.8		KENNEDY	P	48.2	E67	10.48	9.05	10.43												
s 5.52	s 7.55	6.27	WCT	X	1911	59.7	DM	LESTER	DN	43.3	E74	s 10.35	s 8.50	10.30												
5.57	8.00	6.30			1913	61.7		HOT SPRINGS	P	41.3	77	10.26	8.42	10.23												
6.07	8.10	6.38			1917	66.9		MAYWOOD	P	36.1	E82 W78	10.17	8.33	10.15												
6.15	8.19	6.47	W		1921	70.8		HUMPHREY	P	32.2	E79	10.10	8.25	10.08												
f 6.22	f 8.27	6.54	W		1925	74.3	EG	EAGLE GORGE	DN	28.7	E54 W79	f 10.03	f 8.18	10.02												
6.27	8.32	6.58			1928	76.5		LEMOLO	P	26.5	77	9.58	8.13	9.58												
6.39	8.44	7.08	X		1932	81.2		PALMER JCT.	P	21.8	77	9.48	8.03	9.49												
s 6.43	f 8.48	7.11	WYO	X	A1	82.4	GV	KANASKAT	DN	20.6	E71	s 9.46	f 8.00	9.46												
6.50	8.54	7.16			A4	85.7		BYRD	P	17.3	78	9.37	7.51	9.40												
f 6.54	8.58	7.19			A7	87.8	AR	RAVENS DALE	DN	15.2	E76	f 9.33	7.47	9.36												
7.05	9.09	7.28	W		A14	94.6		COVINGTON	P	8.4	E77	9.22	7.35	9.26												
7.10	9.16	7.33			A17	97.6		WYNACO	P	5.4	77	9.16	7.29	9.20												
7.20	9.22	7.40	XY		A22	102.1	GR	EAST AUBURN	DN	0.9	Sid. 35 Ext. 55	9.08	7.20	9.12												
7.30	s 9.36	7.50										s 9.01	s 7.08	9.05												
As 7.35PM	As 9.40AM	A 7.54AM	XY WO TC		CF9	103.0	AU	AUBURN	DN	0.0	Yard	L 8.57AM	L 7.05PM	L 9.02PM												
								AY	AUBURN YARD	DN																
Daily	Daily	Daily										Daily	Daily	Daily												
3.45	3.38	3.09										3.36	3.50	3.11												
27.4	28.3	32.7										28.7	26.9	32.3												

No. 448 Lv. East Auburn 9:37 A. M., Arr. Auburn 9:42 A. M.
 No. 410 Lv. East Auburn 7:52 A. M., Arr. Auburn 7:56 A. M.
 No. 414 Lv. East Auburn 7:32 P. M., Arr. Auburn 7:37 P. M.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 AUTOMATIC BLOCK BETWEEN ELLENSBURG AND MARTIN AND BETWEEN STAMPEDE AND AUBURN.
 STAFF SYSTEM BETWEEN MARTIN AND STAMPEDE.
 DOUBLE TRACK BETWEEN EASTON AND MARTIN.
 DOUBLE TRACK BETWEEN STAMPEDE AND LESTER.
 SEE SPECIAL INSTRUCTIONS, PAGES 14, 15 AND 20.

No. 415 Lv. Auburn 8:50 A. M., Arr. East Auburn 8:55 A. M.
 No. 449 Lv. Auburn 7:00 P. M., Arr. East Auburn 7:05 P. M.
 No. 411 Lv. Auburn 9:00 P. M., Arr. East Auburn 9:04 P. M.

WESTWARD

SECOND SUB-DIVISION (MAIN LINE)

WESTWARD

FIRST CLASS								Distance from Tacoma.	Time Table No. 63 January 1, 1932. Succeeding Seattle Division No. 62.	STATIONS	Telegraph Offices and Calls	FIRST CLASS						SECOND CLASS			
563	401	1	415	3	407	421	561					449	423	5	455	459	411	671	679	675	677
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sat.	Daily
Consolidated Passenger	Consolidated Passenger	North Coast Limited	No. 6's Connection	Alaskan	Consolidated Passenger	Puget Sound Express	Consolidated Passenger	No. 4's Connection Alaskan	Puget Sound Limited		G. N. No. 2	Consolidated Passenger	No. 2's Connection	G. N. Time Freight	N. P. Time Freight	N. P. Time Freight	N. P. Time Freight				
								0.0	Q TACOMA DN	Yard											
								0.2	AX 15th ST. TOWER DN												
								2.0	RN RESERVATION DN	S 5											
L 5.00AM	L 5.25AM		L 8.15AM		L 1.09PM	L 1.15PM	L 3.29PM	0.0	Q TACOMA DN	Yard	L 6.30PM		L 7.50PM	L 8.30PM	L 12.50AM	L 4.00AM		L 6.20PM			
A 5.06AM	5.31		8.20		1.14	1.20	A 3.34PM	1.8	RN RESERVATION DN		6.34	L 6.40PM	7.55	L 8.31PM	8.34	12.55	4.05	6.30			
	s 5.41		s 8.30		s 1.24	s 1.30		8.2	PY PUYALLUP DN	W120 E53	s 6.43	s 6.50	8.05	8.40	8.44	1:15	4.25	6.48			
	s 5.47		s 8.36		s 1.28	s 1.36		11.1	SN SUMNER D		s 6.47	s 6.55	8.10	8.44	8.48	1.25	4.35	6.56			
	5.51		8.40		1.32	f 1.40		13.7	DIERINGER		f 6.50	6.58	8.14	8.47	8.51	1.31	4.41	7.05			
	s 6.02	L 7.54AM	A s 8.50AM	L 9.40AM	s 1.43	s 1.52		18.6	AU AUBURN DN	61	A s 7.00PM	s 7.08	L 7.35PM	8.24	8.56	A 9.00PM	1.40	s 4.50	L 6.05AM	7.20	
	6.07	See page 3	See page 3			f		20.5	CHRISTOPHER	S 4	See page 3					s 1.45	4.55	L 6.05AM	s 9.10		
						f 1.56		21.9	THOMAS	S 13											
	s 6.13	8.03		9.50	1.53	s 2.02		23.8	KN KENT D	63		f 7.18	f 7.47	8.34	9.05		1.55	5.05	6.15	9.25	
						f		25.9	O'BRIEN	S 7											
						f 2.10		27.9	ORILLIA	S 11											
	6.23	8.11		9.59	2.02	f 2.10		29.3	BI BLACK RIVER D	20		7.28	7.57	8.43	9.13	2.05	5.20	A 6.30AM	9.40		
									C. M. St. P. & P. Crossing									See page 10			
	6.34	8.21		10.11	2.12	2.22		36.9	ARGO	Yard		7.40	8.10	8.55	9.22	2.20	5.35		9.55		
									O.-W. R. & N. P. C. R. R. Crossings												
	A 6.45AM	A 8.30AM		A 10.20AM	A 2.20PM	A 2.30PM		39.3	MIDDLE YARD							A 6.00AM		A s 10.10PM			
								40.1	UD SEATTLE DN		A 7.50PM	A 8.20PM	A 9.05PM	A 9.30PM	A 2.35AM						
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		King Street Station												
.06	1.20	.38	.85	.40	1.11	1.15	.05		Cross Over		.30	1.15	.45	1.15	1.05	.30	1.40	1.55	.25	2.00	
18.0	30.1	35.8	31.9	32.2	33.9	32.1	20.4		Time Over Subdivision		37.2	32.1	24.8	32.1	37.3	37.2	24.0	20.9	24.9	20.2	
									Average Speed Per Hour												

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN SEATTLE AND TACOMA VIA HEAD OF BAY.
 AUTOMATIC BLOCK BETWEEN HOLGATE STREET, SEATTLE AND 21ST STREET, TACOMA.
 SPECIAL INSTRUCTIONS, PAGES 15 AND 20.

EASTWARD

SECOND SUBDIVISION (MAIN LINE.)

EASTWARD

FIRST CLASS								Water, Fuel, Stakes, Trip, Tables, Wyes and Yard Limits.	Station Numbers.	Time Table No. 63 January 1, 1932 Succeeding Seattle Division No. 62.	Distance from Seattle.	FIRST CLASS						SECOND CLASS			
564	410	422	454	6	408	448	562					424	458	4	414	2	402	672	680	676	678
Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily					Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Freight Daily	Freight Daily	Freight Ex. Sat.	Freight Daily
Consolidated Passenger	No. 1's Connection	Grays Harbor Limited	G. N. No. 1		Consolidated Passenger	No. 3's Connection Alaskan	Consolidated Passenger					Grays Harbor Express	Consolidated Passenger	Alaskan	No. 5's Connection	North Coast Limited	Consolidated Passenger	G. N. Local	N. P. Time Freight	N. P. Time Freight	N. P. Time Freight
	A 8.30AM	A 9.15AM				A 10.20AM															
	L 8.22AM	L 9.05AM				L 10.11AM		X 1976	Q TACOMA DN	40.5	A 5.35PM										
								X	AX 15th ST. TOWER DN	40.3											
								X 1972	RN RESERVATION DN	38.5	L 5.28PM										
									Interlocked Junction O.-W. R. & N												
A 12.25AM			A 9.30AM		A 9.42AM		A 1.12PM	COT 1976	Q TACOMA DN	40.1	A 5.30PM		A 8.20PM	A 1.15AM	A 7.05PM	A 9.00PM	A 1.25AM				
L 12.19AM	A 8.22AM	A 9.05AM	9.23		9.35	A 10.11AM	L 1.05PM	WX 1972	RN RESERVATION DN	38.3	5.22	A 5.28PM	8.13	1.05	7.00	8.50	1.20				
	8.12	s 8.53	9.11		9.23	s 9.59		XWY 1967	PY PUYALLUP DN	31.9	s 5.10	5.18	s 8.01	s 12.50	6.40	8.30	1.01				
	8.07	s 8.47	9.06		9.18	s 9.54		CF2	SN SUMNER D	29.0	s 5.05	5.14	s 7.51	f 12.41	6.30	8.20	12.50				
		f 8.41						CF4	DIERINGER	26.4	f 4.56			12.35							
	L 7.56AM	s 8.35	8.53	A s 8.57AM	s 9.05	L 9.42AM		WXY CF9	AU AUBURN DN	21.5	s 4.50	5.02	A s 7.05PM	L 7.37PM	A 9.02PM	12.23	6.15				
						See page 3			CHRISTOPHER	19.6			See page 3	680	678	8.05	7.50				
								CF11	THOMAS	18.2				414	10.50PM	12.35AM	11.40PM				
								CF13	KENT	16.3	s 4.40	4.55	6.56	8.53	12.13	6.00	7.35				
								X CF15	O'BRIEN	14.2						10.35	11.15				
								CF17	ORILLIA	12.2											
								CF19	BLACK RIVER D	10.8	4.30	4.47	6.47	8.45	12.03AM	5.40	7.25				
								Y CF21	ARGO	3.2	4.22	4.38	6.38	8.37	11.53PM	5.25	7.08				
								X CF27	MIDDLE YARD P	0.8											
								WCO XY TWY X	SEATTLE DN	0.0	L 4.15PM	L 4.30PM	L 6.30PM	L 8.30PM	L 11.45PM	L 5.05PM	L 10.30PM				
									King Street Station												
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Time Over Subdivision		1.15	1.05	.85	.43	.82	1.30	2.00				
.06	.34	1.15	1.10	.82	1.12	.88	.07		Average Speed Per Hour		32.1	37.3	36.9	25.8	40.3	26.7	20.1				
18.0	29.0	32.3	34.6	40.3	33.4	30.0	15.4														

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN SEATTLE AND TACOMA VIA HEAD OF BAY, AUTOMATIC BLOCK BETWEEN HOLGATE STREET, SEATTLE, AND 21ST STREET, TACOMA.
 SPECIAL INSTRUCTIONS, PAGES 15 AND 20.

WESTWARD

THIRD SUB-DIVISION. (MAIN LINE.)

FIRST CLASS								Time Table No. 63 January 1, 1932 Succeeding No. 60	SECOND CLASS					THIRD CLASS					
401	563	459	423	597	561	407	421		693	671	689	679	691	973	977	975	963	965	979
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tue., Thu., Sat.	Ex. Sun.	Tue., Thu., Sat.
Consolidated Passenger	Consolidated Passenger	Consolidated Passenger	Nor. Pac. Grays Harbor Express	Nor. Pac. Willapa Harbor Motor Car	Consolidated Passenger	Consolidated Passenger	Nor. Pac. Grays Harbor Passenger		Nor. Pac. Time Freight	Grt. Nor. Time Freight	C. M. St. P. & P. Time Freight	Nor. Pac. Time Freight	O-W. R. & N. Time Freight	Nor. Pac. Way Freight	O-W. R. & N. Way Freight	O-W. R. & N. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight
L 11.30PM	L 11.15PM	L 4.30PM			L 11.15AM	L 8.35AM			VC PORTLAND DN					L 5.15AM					

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

Class	Time	Station	Distance from Portland	Class	Time	Station	Distance from Portland	Class	Time	Station	Distance from Portland
Ls	12.05AM		10.0	L	6.40PM		10.0	L	7.30PM		10.0
	12.10		13.1		6.50		13.1		7.37		13.1
	12.16		15.9		6.57		15.9		7.43		15.9
s	12.33		24.4	s	7.17		24.4	s	7.50		24.4
s	12.44		29.8	s	7.30		29.8	s	7.57		29.8
s	1.04		38.9	s	7.50		38.9	s	8.01		38.9
	1.18		45.4		8.05		45.4		8.08		45.4
	12.42		47.4		8.20PM		47.4		8.11		47.4
VIA KELSO	12.47		49.1	VIA KELSO	8.25		49.1	VIA KELSO	8.19		49.1
	12.54		52.7		8.37		52.7		8.32		52.7
	1.06		59.5		9.00		59.5		8.47		59.5
	1.09		61.0		9.07		61.0		8.54		61.0
s	1.26		49.1	s	8.11		49.1	s	9.30		49.1
f	1.34		52.7	f	8.19		52.7	f	9.35		52.7
s	1.47		59.0	s	8.32		59.0	s	9.45		59.0
	2.00		65.9		8.47		65.9		9.52		65.9
			68.0				68.0		10.00		68.0
			67.4				67.4		10.09		67.4
f	2.08		68.6	f	8.54		68.6	f	10.25		68.6
	2.23		75.1		9.08		75.1		10.35		75.1
s	2.40		81.3	s	9.25		81.3	s	10.50		81.3
			87.8		9.45		87.8		11.00		87.8
s	3.00		88.7	s	9.45		88.7	s	11.20		88.7
s	3.10		92.4	s	9.55		92.4	s	11.30		92.4
	3.20		94.6		10.15		94.6		11.30AM		94.6
	3.32		99.7		10.15		99.7		11.35AM		99.7
	3.37		102.9		10.30		102.9		11.40		102.9
	3.38		108.4		10.31		108.4		11.45		108.4
	3.51		111.5		11.00		111.5		11.50		111.5
	3.59		116.6		11.20		116.6		12.05		116.6
	4.01		118.2		11.25		118.2		12.30		118.2
s	4.13		122.0	s	11.35		122.0	s	12.31		122.0
	4.25		128.7		12.01AM		128.7		12.31		128.7
s	4.28		130.7	s	12.10		130.7	s	12.35		130.7
	4.40		136.7		12.30		136.7		12.45		136.7
	4.55		143.6		1.00		143.6		1.00		143.6
A	5.05AM		146.0	A	1.20AM		146.0	A	1.05		146.0
Daily	4.50			Daily	4.45			Daily	4.55		
	28.9				29.0				40.0		

AUTOMATIC BLOCK BETWEEN TACOMA AND VANCOUVER VIA KELSO. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 15, 16 AND 20. DOUBLE TRACK BETWEEN TACOMA AND VANCOUVER VIA KELSO.

WESTWARD					FOURTH SUB-DIVISION, MAIN LINE (PRAIRIE LINE.)										EASTWARD				
THIRD CLASS		SECOND CLASS	FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Tenino Junction.	Time Table No. 63 January 1, 1932 Succeeding No. 60					Distance from Tacoma.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS	THIRD CLASS	
985	963	671	459	423				422	458	672	998	986			422	458	672	998	986
Ex. Sun.	Tu., Th., Sat.	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Ex. Sun.			Ex. Sun.	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		
See page 6 L 6.40AM	See page 6 L 6.40AM	See page 6 L 10.43PM	See page 6 L 7.19PM		X	0.0	TENINO JUNCTION	39.2	W70				See page 7 A 6.39PM	See page 7 A 9.43PM	See page 7 A 9.25AM				
s 7.00		10.44	7.20		X	2015	WEST TENINO	39.0	E70						s 9.20				
s 7.30		10.54	7.27			2011	McINTOSH	34.4							f 9.00				
s 8.00		11.04	7.33			2007	RAINIER	30.2	W68						s 8.45				
s 8.30 998		11.15	7.40			2002	YELM Lap Siding	24.7	E58						s 8.30 983				
s 9.00		11.28	7.48		W	1996	ROY	19.2							s 8.10				
s 9.25		11.40	7.56			1990	HILLHURST	13.2							f 7.50				
Ls 2.55PM	s 9.47 422	11.50PM	8.02	Ls 5.58PM 458		1985	VA LAKE VIEW	8.2					As 9.47AM 963	5.58 423	8.38	f 7.40	As 8.00AM		
s 3.10	s 9.59	12.01AM	8.07 672	6.08	WOTX	1981	SU SOUTH TACOMA	4.6					s 9.40	5.53	8.30 459	7.30	s 7.45		
A 3.30PM	A 10.40AM	A 12.20AM	8.17	6.20			AX 15TH ST. TOWER	0.2						9.27	5.42	L 8.05PM	L 7.05AM		
Via Draw-bridge Line	Via Draw-bridge Line	Via Draw-bridge Line	A 8.20PM	A 6.25PM		1977	Q TACOMA	0.0					L 9.25AM	5.40PM	Via Draw-bridge Line	Via Draw-bridge Line			
Ex. Sun.	Tue., Thu., Sat.	Daily	Daily	Daily									Daily	Daily	Daily	Ex. Sun.	Ex. Sun.		
.35	4.00	1.37	1.01	.27									.22	.69	1.38	2.20	.45		
13.7	9.8	24.1	38.6	18.2									22.3	39.8	24.1	16.9	10.7		
Time Over Subdivision																			
Average Speed Per Hour																			

Westward					SEVENTEENTH SUB-DIVISION (AMERICAN LAKE LINE.)										Eastward				
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Nisqually.	Time Table No. 63 January 1, 1932 Succeeding No. 60					Distance from Lakeview.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS			
985	527	423	422				458	672	998	986	422			986					
Ex. Sun.	Ex. Sun.	Daily	Daily				Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily			Ex. Sun.					
Nor. Pac. Way Freight	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger										Nor. Pac. Passenger	Nor. Pac. Way Freight					
L 12.40PM	See page 6 L 12.50PM	See page 6 L 5.32PM	X	CS24	0.0	NU NISQUALLY	DN	11.6	20	See page 7 As 10.08AM	12.20PM	527							
L 2.30PM		s 5.41	WX	CK 7	3.9	D FORT LEWIS	D	7.7	55	s 10.00 986	12.10PM	422							
s 2.40		f 5.48		CK 5	7.1	CAMP MURRAY		4.5	26	f 9.53	8.20	422							
f 2.45		5.51		CK 3	8.6	TILlicum		3.0	28	f 9.51	8.12	422							
As 2.55PM		As 5.58PM		1985	11.6	VA LAKEVIEW	D	0.0	48	L 9.47AM	8.00AM	422							
Ex. Sun.	Ex. Sun.	Daily								Daily	Ex. Sun.								
.25	.10	.28								.21	.40								
18.4	23.4	26.8								33.1	17.4								

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 19 AND 20.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
AUTOMATIC BLOCK BETWEEN TACOMA AND SOUTH TACOMA. DOUBLE TRACK BETWEEN TACOMA AND SOUTH TACOMA.
SPECIAL INSTRUCTIONS PAGES 16 AND 20.

WESTWARD					EIGHTEENTH SUB-DIVISION (GATE LINE.)										EASTWARD					
THIRD CLASS		SECOND CLASS	FIRST CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Centralia.	Time Table No. 63 JANUARY 1, 1932 Succeeding No. 60					Distance from Gate.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS	THIRD CLASS	
987	967	695	505	503	501				577	578	502	504	506			696	968	988		
Ex. Sun.	Mo., Wed., Fri.	Ex. Sun.	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily			Ex. Sun.	Tue., Thu., Sat.	Ex. Sun.		
O.-W. R. & N. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Freight	Nor. Pac. Motor Car	Nor. Pac. Motor Car	Nor. Pac. Motor Car	O.-W. R. & N. Passenger	WCY OX X	2027	0.0	CN CENTRALIA	DN	13.6	900	A 1.45AM	A 11.15AM	A 4.55PM	A 8.40PM	A 7.25PM	A 2.40PM	A 8.20PM
L 10.00AM	L 7.00AM	L 2.45AM	L 7.20PM	L 3.25PM	L 9.50AM	L 3.00AM	OX		2.2	BLAKESLEE JUNCTION		11.4	68	L 1.30AM	11.04	4.44	8.30	7.15 506	2.30	L 8.08PM
A 10.15AM	7.10	2.55	7.25 696	3.30	9.55	3.15AM														
	s 7.30	3.05	s 7.34	s 3.39	f 10.04			CK51	6.4	GRAND MOUND		7.2	57		s 10.56	s 4.36	f 8.20	7.00	s 2.15	
	s 7.50	3.15	s 7.44	s 3.49	f 10.14			CK 47	11.0	ROCHESTER		2.6	49		s 10.47	s 4.27	f 8.10	6.50	s 1.55	
	A 8.00AM See page 12	A 3.25AM See page 12	A 7.55PM 506	A 3.55PM 504	A 10.25AM 502			WYX CK 44	13.6	HK GATE	DN	0.0	80	L 10.40AM 501	L 4.20PM 503	L 8.00PM 508	L 6.40PM See page 12		L 1.40PM See page 12	
Ex. Sun.	Mo., Wed., Fri.	Ex. Sun.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Ex. Sun.	Tue., Thu., Sat.	Ex. Sun.
.15	1.00	.40	.35	.30	.35	.15								.15	.35	.35	.40	.45	1.00	.12
8.8	13.6	20.4	23.8	27.2	23.3	8.8								8.8	23.3	23.3	20.4	17.0	13.6	11.0
Time Over Subdivision																				
Average Speed Per Hour																				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN CENTRALIA AND BLAKESLEE JUNCTION.
SPECIAL INSTRUCTIONS PAGES 19 AND 20.

WESTWARD

SEVENTH 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. 63 January 1, 1932 Succeeding No. 60		Distance from Tacoma.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
995	971						972	996						
Ex. Sun.	Ex. Sun.					STATIONS				Ex. Sun.	Ex. Sun.			
Way Freight	Way Freight					Telegraph Offices and Calls				Way Freight	Way Freight			
L 6.30AM					A 1	0.0	GV KANASKAT DN	44.3	140			A 1.05PM		
Lf 6.35AM				W 9mi.w	1932	1.2	PALMER JCT.	43.1	70			Af 1.00PM		
f 6.45					1934	3.4	BAYNE	40.9	820			f 12.30		
f 6.50					1936	4.7	CUMBERLAND	39.6				f 12.01PM		
f 7.19					1937	5.5	NACO	38.8	15			f 11.50AM		
7.25					1939	7.5	VEAZEY	36.8	862			11.25		
s 7.35				X	1942	10.9	CW ENUMCLAW D	33.4	46			s 11.00		
8.20					1945	14.3	BK BUCKLEY D	30.0	55			s 9.00		
s 9.00					1949	18.6	CASCADE JCT.	25.7				8.00		
9.05				X								971		
												7.35		
					CC 4	22.0	BLACK CARBON	29.1	22					
					CC 2	20.0	BURNETT	27.1						
					1949	18.6	CASCADE JCT.	25.7						
L 11.40AM				T	CB 15	32.6	FX FAIRFAX D	39.7	15				A 9.45AM	
s 12.05PM					CB 8	22.8	CARBONADO	29.9	S 3				s 9.20	
s 1.15				TOW	CB 5	23.0	WX WILKESON D	30.1	14				s 8.55	
						22.8	CARBONADO	29.9						
1.40					1949	18.6	CASCADE JCT.	25.7					7.10	
A 1.45PM	s 9.30			WCT X	1950	19.7	SO SOUTH PRAIRIE DP	24.6	131			s 7.30	L 7.05AM	
	f 9.50				1955	24.2	CROCKER P	20.1	27			f 6.15		
	s 10.30			TX	1958	26.9	OG ORTING D	17.4	43			s 6.00		
	f 10.45				1961	30.3	McMILLIN P	14.0	S 8			s 5.20		
	f 10.55				1963	32.4	ALDERTON	11.9	25			s 5.10		
	A 11.05AM			YWX	1966	34.8	MEEKER	9.5				L 5.00AM		
					1976	44.3	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	
Time Over Subdivision														
Average Speed Per Hour														

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 17 AND 20.

WESTWARD

EIGHTH SUB-DIVISION (GREEN RIVER BRANCH.)

EASTWARD

THIRD CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Kerriston.	Time Table No. 63 January 1, 1932 Succeeding No. 60		Distance from Kanaskat.	Car Capacity of Sidings.	THIRD CLASS	
961					994	962				
Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.	
Way Freight	Way Freight							Way Freight	Way Freight	
L 3.45PM			CJ 15	0.0	KERRISTON	14.7		A 3.40PM		
s 3.55		Y		1.6	HALMAR	13.1	40	s 3.30		
4.35		W 4.7mi.E		12.4	KANGLEY JCT.	2.3	15	L 2.45PM		
			CJ 4	14.0	SELLECK	3.9	15		A 2.25PM	
					C. M. St. P. & P. Ry. Crossing					
					YANDELL	2.9			2.20	
					KANGLEY JCT.	2.3			2.15	
					HIAWATHA	2.0	S 12		2.10	
4.40					DURHAM	1.4	21		2.05	
4.45			CJ 1	13.3	KANASKAT DN	0.0	150		L 2.00PM	
A 5.00PM		WYO X	A 1	14.7						
Ex. Sun.								Ex. Sun.	Ex. Sun.	
1.15								.50	.25	
10.6								13.5	9.3	
Time Over Subdivision										
Average Speed Per Hour										

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 17 AND 20.

WESTWARD

NINTH SUB-DIVISION (CROCKER BRANCH.)

EASTWARD

THIRD CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Wingate.	Time Table No. 63 January 1, 1932 Succeeding No. 60		Distance from Crocker.	Car Capacity of Sidings.
			WO CD 5	0.0	WINGATE P	5.1	60	
			1955	5.1	CROCKER P	0.0	30	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 17 AND 20.

WESTWARD

TENTH SUB-DIVISION (ORTING BRANCH.)

EASTWARD

THIRD CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Lake Kapowsin.	Time Table No. 63 January 1, 1932 Succeeding No. 60		Distance from Orting.	Car Capacity of Sidings.
			CE 10	0.0	LAKE KAPOWSIN	10.0	75	
				1.3	C. M. St. P. & P. Ry. CROSSING	8.7		
			WX CE 8	2.3	PUYALLUP RIVER JCT.	7.7	43	
			WT 1958	10.0	ORTING D	0.0	87	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 18 AND 20.

Table with multiple columns: WESTWARD, FIFTH SUB-DIVISION (MAIN LINE), EASTWARD, WESTWARD, SIXTH SUB-DIVISION (ROSLYN BRANCH), EASTWARD. Includes Time Table No. 63 for January 1, 1932, with stations like SEATTLE, NORTH PORTAL, INTERBAY, FREMONT, UNIVERSITY, LAKE, BOTHELL, WOODINVILLE, MALBY, BROMART, G. N.-SNOHOMISH, LOWELL, EVERETT, G. N. JUNCTION, ROGER, DELTA WYE, KRUSE, EDGECOMB, ARLINGTON, ARLINGTON JUNCTION, BRYANT, McMURRAY, MONTBORNE, BIG LAKE, CLEAR LAKE, SEDRO-WOOLLEY, THORNWOOD, WICKERSHAM, ACME, STANDARD, DEMING, NOOKSACK, SUMAS. Includes freight and motor car details, station numbers, distances, and average speeds.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT: No. 473 IS SUPERIOR TO No. 474 CLE ELUM TO RONALD.

BETWEEN SNOHOMISH AND LOWELL TRAINS WILL BE GOVERNED BY GREAT NORTHERN RY. TIME TABLE RULES AND REGULATIONS.

BETWEEN DELTA WYE AND KRUSE TRAINS WILL BE GOVERNED BY GREAT NORTHERN RY. TIME TABLE RULES AND REGULATIONS.

WESTWARD ELEVENTH SUB-DIVISION EASTWARD (BELT LINE)

Table for Eleventh Sub-Division (Belt Line) with Time Table No. 63, January 1, 1932. Stations include BLACK RIVER, RENTON, BRIQUETTEVILLE, QUENDALL, WILBURTON, NORTHRUP, KIRKLAND, WOODINVILLE. Includes freight and motor car details, station numbers, distances, and average speeds.

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

WESTWARD

SIXTEENTH SUB-DIVISION (GRAYS HARBOR LINE.)

EASTWARD

Table with 18 columns for train classes (959-988) and 12 columns for stations (SAINT CLAIR to MOCLIPS). Includes time tables, station numbers, and freight/passenger details.

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 18, 19 AND 20.

WESTWARD		TWENTY-FIRST 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. 63 January 1, 1932 Succeeding No. 60		Distance from South Bend.	Car Capacity of Sidings.	FIRST CLASS	THIRD CLASS
969	591				594	970				
Mo., Wed., Fri.	Daily				STATIONS				Daily	Tu., Thur., Sat.
See page 7	See page 7				Telegraph Offices and Calls				See page 6	See page 6
Way Freight	Motor Car								Motor Car	Way Freight
L 6.45AM	L 11.53AM	Y	2032	0.0	CHEHALIS JCT.P	56.5	Y	A 6.05PM	A 2.30PM	
					C. M. St. P. & P. Ry. Crossing Automatic Interlocking					
s 7.05	s 12.01PM		CW 2	3.4	LITTELL	53.1	35	f 5.56	s 2.15	
s 7.15	s 12.04		CW 5	4.7	ADNA	51.8	26	s 5.53	s 2.05	
s 7.55	f 12.15		CW 10	10.1	CERES	46.4	29	f 5.42	s 1.40	
s 8.20	f 12.20		CW 12	12.6	MESKILL	43.9	S 26	f 5.37	s 1.25	
s 8.55	s 12.28		CW 16	16.3	DR. DRYADD	40.2	88	s 5.30	1.10	
					Leudinghaus R. R. Crossing Track Conn.					
s 9.10	s 12.32		CW 17	17.6	DOTY	38.9	S 35	f 5.26	s 1.00	
s 9.25 11.00 970	s 12.42 970	WX	CW 22	22.3	PL. PE ELLD	34.2	108	s 5.16	12.42PM s 10.25AM 969-591	
					McCormick R. R. Crossing Track Conn.					
s 11.15	s 12.46		CW 24	24.2	MCCORMICK	32.3		f 5.10	s 10.15	
s 11.35	s 12.52	X	CW 26	26.1	WALVILLE	30.4	S 15	s 5.06	s 10.05	
					Walville Lumber Co. R. R. Crossing					
f 11.50AM	f 12.59		CW 29	28.9	PLUVIUS	27.6	21	f 5.01	f 9.49 9.24	
			X	33.6	FERN JCT	22.9				
					Junction Willapa Lbr. Co. Ry.					
s 12.30PM	s 1.14	W	CW 35	35.3	FRANCES	21.2	65	s 4.39	s 8.50	
f 12.35	f 1.17		CW 37	36.7	GLOBE	19.8	S 24	f 4.35	s 8.30	
s 12.40	s 1.20		CW 38	38.0	LEBAM	18.5	6	f 4.32	s 8.25	
f 12.50	f 1.27		CW 41 1/4	41.2	NALLPEE	15.3	S 2	f 4.25	f 8.10	
f 12.55	s 1.29		CW 42	42.3	HOLCOMB	14.2	30	f 4.23	f 8.05	
f 1.10	s 1.39		CW 46	46.5	MENLO	10.0	7	f 4.13	f 7.53	
			X	50.3	WILLAPA JCT	6.2				
					C. M. St. P. & P. Track Conn.					
f 1.25	f 1.48		CW 50	50.5	WILLAPA	6.0	11	f 4.05	f 7.38	
s 1.35 2.05 591	s 1.58 969	X	CW 53	53.1	ND. RAYMONDD	3.4	70	f 3.59	s 7.30	
A 2.20PM	A 2.08PM	WCY X	CW 57	56.5	SB. SOUTH BENDD	0.0	66	L 3.50PM	L 7.00AM	
Mo., Wed., Fri.	Daily							Daily	Tu., Thur., Sat.	
5.30	2.15				Time Over Subdivision			2.15	4.28	
10.00	25.1				Average Speed Per Hour			25.1	12.6	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGE 20.

WESTWARD		TWENTY-SECOND SUB-DIVISION (YACOLT BRANCH.)						EASTWARD		
THIRD CLASS	Time Table No. 63 January 1, 1932 Succeeding No. 60		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Yacolt.	STATIONS		Distance from Vancouver Jct.	Car Capacity of Sidings.	THIRD CLASS
981	STATIONS					982				
Sun. Only	Telegraph Offices and Calls					Telegraph Offices and Calls				Sun. Only
Way Freight										Way Freight
L 7.00AM	WYX	CY 27	0.0	YACOLT	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	S 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 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 8.30AM	Y	CX 25	26.9	VJ. VANCOUVER JCT.DP	0.0		Ls 10.00AM			
Sun. Only							Sun. Only			
1.30				Time Over Subdivision			1.30			
17.9				Average Speed Per Hour			17.9			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Except No. 981 is superior to No. 982, Yacolt to Vancouver Jct.
SPECIAL INSTRUCTIONS PAGE 20.

WESTWARD		NINETEENTH SUB-DIVISION (ELMA BRANCH.)						EASTWARD		
THIRD CLASS	Time Table No. 63 January 1, 1932 Succeeding No. 60		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Shelton.	STATIONS		Distance from Elma.	Car Capacity of Sidings.	THIRD CLASS
989	STATIONS					990				
Ex. Sun.	Telegraph Offices and Calls					Telegraph Offices and Calls				Ex. Sun.
Way Freight										Way Freight
L 10.30AM	WTX	CH 25	0.0	SHELTON	25.2	103	A 9.05AM			
10.40		CH 24	1.3	CARMILL	23.9	S 10	8.55			
f 11.20		CH 15	10.6	MARMAC	14.6	22	f 8.15			
f 11.40	W	CH 10	15.1	STIMSON	10.1	23	f 7.55			
f 11.50	X	CH 7 1/2	17.4	HILGROVE	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				
	X	CH 7	17.6	MCCLEARY JUNCTION	7.6					
				White Lumber Co. R. R. Crossing						
s 12.15PM	WX	CH 4	21.1	WHITE	4.1	S 28	s 7.20			
A 12.40PM	YX	CM 19	25.2	EF. ELMAD	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			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 19 AND 20.

Westward TWENTIETH SUBDIVISION. Eastward
(OCOSTA BRANCH.)

THIRD CLASS 991		Time Table No. 63 January 1, 1932 Succeeding No. 60				THIRD CLASS 992	
Sunday		STATIONS				Sunday	
Nor. Pac. Freight	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Aberdeen Jct.	Distance from Markham.	Car Capacity of Sidings.	Nor. Pac. Freight	
L 7.15AM	YX	CM37	0.0	ABERDEEN JCT.	13.1	95	A 10.05AM
7.20			0.9	JUNCTION CITY	12.2		10.00
	X	CR 1	1.5	COSMOPOLIS JCT.	11.6		
	X	CG 2	2.9	COSMOPOLIS O.-W. R. & N. Crossing Track Conn.	13.0	30	
7.50		CR 1	1.5	COSMOPOLIS JCT.	11.6		9.55
s 7.55	X	CR 3	2.4	SOUTH ABERDEEN O.-W. R. & N. Crossing Track Conn.	10.7	50	s 9.50
As 8.45AM 992		CR13	13.1	MARKHAM	0.0	10	L 9.00AM 991
Sunday							Sunday
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 PAGE 20.

FIRST SUBDIVISION
(MAIN LINE.)

- Card train order Form AB** will govern the movement of trains between East Auburn and Auburn and between East Auburn and Auburn Yard, and trains must not move in this territory unless conductor and engineman each hold a copy properly filled out.
- Automatic signals between Lester and Easton**—Attention is particularly directed to signals with two arms, used where traffic is moved in the same direction on parallel tracks. The signals governing eastward track between Lester and Stampede govern eastward trains only. The signals governing the westward track between Stampede and Lester govern trains in either direction. Eastward trains using westward track will be governed by Stop-signal located 1400 feet east of Lester. When train crosses over from westward to eastward track at Kennedy the lower arm of signal located at cross-over governs movement. When both cross-over switches are open this signal will show clear or caution indication if block is not occupied. The signals governing eastward track between Martin and Easton are operative for trains in either direction. Westward trains using eastward track will be governed by Stop-signal 600 feet west of Easton. When train crosses over at cross-over east of Tunnel No. 2 the lower arm on signal at east end of cross-over will govern the movement and when both cross-over switches are open the signal will show clear or caution indication if block is not occupied. The signals governing westward track between Easton and cross-over at Tunnel No. 2 cut govern westward trains only. The signals governing westward track between Tunnel No. 2 cut and Martin govern trains in either direction. Eastward trains using westward track will be governed by Stop-signal at east switch at Martin and if instructed to cross over to eastward track at cross-over east of Tunnel No. 2 will be governed by lower arm on signal at west end of cross-over, when both cross-over switches are open this signal will show clear or caution indication if block is not occupied. Eastward trains using the westward track through to Easton must have train order authority to pass home-signal east of Tunnel No. 2.
- At East Auburn** the transfer track will be known as siding. The Gravel Pit Siding will be known as "Extension," and may be used by trains as per Rule 105, or when directed by train dispatcher. Eastward trains holding main line meeting westward trains, will stop west of overlap sign located opposite Signal 102.5 and remain there until westward train has passed Signal 101.3. Enginemen on passenger trains will keep air applied during period of switching.
- At Palmer Junction**—Westward trains holding main track, meeting eastward trains, will stop east of the overlap sign about 1,000 feet east of Junction switch.
- Between Headworks and Humphrey** all toilets in trains must be kept locked and employees are cautioned against throwing off any refuse or articles which might become insanitary.

SPECIAL INSTRUCTIONS

- At Humphrey**—No. 1 track will be used as westward siding and No. 2 track as eastward siding.
- At Lester**—No. 1 track will be used as westward siding and No. 2 track as eastward siding.
- At Martin**—Westward passenger trains when meeting freight trains must not enter Tunnel No. 3 until the tunnel has been cleared of smoke.
- At Easton**—The normal position of switch leading from east end of west No. 2 track to eastward main track is for No. 2 track.
- At Cle Elum**—Electric coal bunker, on west extension, will not clear man on side of car or engine, and logs will not be handled on this track.
- At Dudley**—No. 1 track will be used as westward siding and No. 2 track as eastward siding.
- At Ellensburg**—All trains must approach Ellensburg passenger depot at restricted speed. Westward trains receiving train orders to wait at or meet eastward trains at Ellensburg will fulfill such orders at Ellensburg Passenger Depot unless otherwise directed by train order.
- Staff system between Stampede and Martin**—No train, engine, or propelled car will run in either direction until engineman receives from operator a staff which must be retained and delivered to the operator at the opposite end of the block. The possession of a staff makes the train superior to all other trains between Stampede and Martin. The eastward train order signal at Stampede, and westward train order signal at Martin, are interlocked with staff machines located in the telegraph office at Stampede and Martin, and except when used must be set normally at stop and cannot be cleared until the operator at opposite end of block returns staff to machine, which must not be done until rear of train has passed 300 feet beyond the signal. After signal has been cleared for a train entering the tunnel it must be restored to stop immediately after the rear of the train has passed the signal. To use the switches in Old Stampede yard, the staff must be used to unlock switch levers, and levers will have to be returned to normal position before staff can be moved. These tracks cannot be used for trains or engines getting into clear as the staff which is used for unlocking the switches must be returned to machine at Stampede or Martin. Pusher staff will not unlock switches. When a helper engine is used behind caboose or on rear of passenger train, operators at Stampede will be prepared to deliver pusher staff to engineman. When engine is cut off at Old Stampede, the pusher staff will be his authority to return to Stampede. The pusher staff cannot be put into the machine at Martin but must be returned to the machine at Stampede. In tunnel section between double track switch at Martin and double track switch at Stampede, flagging is not required. Headlight will be used both day and night.
- Mountain Grade Operation.** Mountain grade between Easton and Lester. Engines pushing freight trains between Lester and Easton may be cut off while moving; speed to be reduced to ten (10) miles per hour before pusher engine is detached.
 - When helper engines are used on rear of freight trains, they must be placed in advance of cars of insufficient strength to safely resist the push of such engines. Under no conditions will more than one helper be placed behind caboose. When a passenger train is furnished two (2) helper engines over Cascade Mountain, the lighter engine must be placed on the rear of train.
 - At Martin when block is not clear for eastward trains operator will head them in on eastward siding.
 - Sidings between Tunnel No. 3 and westward switches of sidings west of Tunnel No. 4 will be considered in Stampede station limits. The sidings between Tunnels Nos. 3 and 4 must not be used for the meeting or passing of train.
 - Normal position of double track switches at Easton and Stampede will be for westward trains and at Martin and Lester for eastward trains.
 - Eastward freight trains will stop at Lester for Terminal Air Test and at Easton for inspection and to cool wheels.
 - Westward freight trains will stop at Easton for Terminal Air Test, and at Lester for inspection and cool wheels.

In order to facilitate the terminal test of air brakes on freight trains at Lester and Easton, as required by Transportation Rule No. 1003, engineman who is handling the air brakes will before the engine is detached to take coal, water, or do station work, make a straight twenty pound reduction from maximum brake pipe pressure with the automatic brake valve. As soon as the brake valve has stopped exhausting engineman will give one blast of the whistle. Train men will not close angle cock to detach engine until this signal is given. Immediately after the brakes have been applied a car to car inspection of the brakes will be made. Defect card, Form 684, properly filled out, must be attached to any car on which the air brake has failed to apply. This inspection must be completed within fifteen (15) minutes after the brake application. The air must not be coupled into the train from the helper or road engine until the enginemen have been informed that the inspection has been completed. If, for any reason, the road engine is not detached, the brakes must be applied and the test made as outlined above.
- Through Tunnel No. 3—On whistling for either Martin or Stampede, the engineman will cut out low pressure governor head, then increase train line pressure to 90 pounds by turning up feed valve. When stop is made at Easton eastbound and Lester westbound restore train line pressure to 70 pounds by cutting in low pressure governor and readjusting feed valve.

Following this he must obtain "Proceed" signal before entering Tunnel No. 3 to be passed from conductor to head engineman by helper engine whistle and head brakeman. Conductor will not give this signal until the train pipe pressure in the caboose has been increased to at least 80 pounds.

On westward trains of all empties one-third of the retaining valves will be turned up commencing at the head end and alternating every third car before entering Tunnel No. 3 and stop will be made at New Stampede to turn up balance of retainers. With other freight trains, before entering Tunnel No. 3 turn up all retaining valves Westward, and all but the rear one-third Eastward turning all up before leaving Martin.

If for any reason the train breaks in two or more parts while in Tunnel No. 3, train and engineman should arrange to get engines out of tunnel promptly as possible. If necessary, take engines and cars out in either or both directions. When portion of train is left in tunnel, same should be made secure by blocking and not moved out until smoke and gas have cleared and it can be done safely. Blocking will be found on walls of tunnel on right hand side going east, about 100 feet apart and six feet above the rail.

Descending trains will carry 90 pounds train pipe pressure to Lester and to Easton. Following any stops during the descent the engineman must fully recharge the brakes before starting and the conductor must not give the "Proceed" signal until at least 80 pounds is shown by the caboose gauge.

If enginemen handling eastward freight trains find that fan at mouth of Tunnel No. 3, Stampede, is in operation when passing vents, train must be stopped at once and engineer in charge of plant notified to stop the fans.

Conductors in charge of freight trains will wire operators at Martin or Stampede, as the case may be, when they have stockmen or messengers or any one legitimately carried on train in excess of regular train crew so that operators can hand up sufficient number of respirators.

Speed of trains through Stampede Tunnel No. 3 must not exceed 30 miles per hour and must be so controlled that they can be stopped on emerging. Passenger trains must not exceed 30 miles per hour and freight trains 20 miles per hour Martin to Hubner eastward or Stampede to Lester westward. Passenger trains must not exceed 25 miles per hour and freight trains 15 miles per hour Hubner to Martin westward and Lester to Stampede eastward, nor while running against the current of traffic between these points.

- Retaining Valves** will be used LESTER TO EAST AUBURN on trains consisting of 60 cars or more on head portion of train as follows:
 - Trains of 60 to 80 cars will use 12 retainers.
 - Trains of 80 cars or more will use 18 retainers.

Same to be turned up on cars from the head end alternating by using the retainer on every other car, or the first, third, fifth, etc. On trains of less than sixty cars, retainers will be used on request of the engineman but not to exceed ten. These retaining valves must be turned down before engine passes over the hump at bridge between East Auburn and east leg of the wye switch.

- Helper District**—Between Easton and Lester.
- Pusher District**—Between Auburn and Lester.
- Bridge and Engine Restrictions**
 - Class A engines twenty (20) miles per hour over Bridge 32 between Nelson and Talmage.
 - Bridge 34-1 between Talmage and Easton.
 - Bridge 101 between Wynaco and East Auburn.
 - Bridges 102 and 102-1 between East Auburn and Auburn.
 - Class Z5 not permitted.
- Speed Restrictions**—Eastward passenger trains twenty (20) miles per hour between extreme west switch Ellensburg yard and Ellensburg depot. Cle Elum twenty-five (25) miles per hour over important street crossings. At locations and territory covered by slow boards instructing a reduction of speed to thirty (30) miles per hour, Class Q-6 engines will reduce speed to twenty-five (25) miles per hour. Trains handling logs twenty-five (25) miles per hour.
- Special Stops, Connections, etc.**
 - Nos. 5 and 6 stop on flag at Martin.
 - No. 5 stops on flag at Old Stampede, Hubner, Nagrom and Baldi.
 - No. 6 stops on flag at Old Stampede.
 - No. 6 stops on flag at Hubner and Nagrom for revenue business only.
 - No. 6 stops on flag at Swauk on Tuesdays.
 - No. 5 stops on flag at Swauk on Fridays.
- Register Stations**—
 - Ellensburg.
 - Easton—For westward trains and trains originating and terminating.
 - Lester—For eastward trains and trains originating and terminating.
 - Auburn Yard—For trains originating and terminating.
- Register Exceptions**—
 - At Lester, eastward first-class trains and at Easton, westward first-class trains will register by ticket, Form 608.
 - At Easton, eastward through trains and at Lester, westward through trains will be furnished check of register, Form 602.
- Bulletin Stations**—
 - Ellensburg, Cle Elum, Easton, Lester, Auburn yard office and round house.
- Standard Time Clocks**—
 - Ellensburg, Cle Elum, Easton, Lester and Auburn yard office.
- Watch Inspectors**—
 - Ellensburg and Cle Elum, M. W. Davies; Auburn, A. A. Schuchard; Easton and Lester, G. Davies; Seattle, Arnt Setter, 521 2nd Ave., C. B. Coffin, 1426 Fourth Ave.

SPECIAL INSTRUCTIONS.

26. **Derail Switches**—Are located as follows, and must be kept set in derailing position when not in use:
- | | |
|------------------|--|
| Ellensburg..... | East End of East Yard. |
| Cle Elum..... | East End of East Extension. |
| Easton..... | East End of Siding. |
| Easton..... | East End of No. 2 Track. |
| Easton..... | East End of Interchange Track. |
| Martin Spur..... | |
| Stampede..... | West End of No. 2 Track. |
| Swauk..... | |
| Taneum..... | East End Siding. |
| Ravensdale..... | East and West End Coal Tracks, West End House Track. |
| Hot Springs..... | West End Spur Track. |
| Lester..... | West End of Roundhouse Track. |
| Lester..... | West End of No. 1 Track. |
| Hubner..... | |
| Nagrom..... | |
| Maywood..... | Howe-McGibbon Track. |
| Eagle Gorge..... | West End of House Track. |
| Kanaskat..... | West End of Wye. |
| Newker..... | |
| East Auburn..... | East End Extension. |

27. Commercial Spurs—	Miles from Ellensburg	How Connected	Car Capacity
Haybow.....	2.5	1 W	11
Taneum.....	10.0	1 W-1 E	Conn.
Swauk.....	13.5		Conn.
Hubner.....	41.0	1 E	Conn.
Nagrom.....	65.2	1 W	20
Baldi.....	73.3	1 E	8
Headworks.....	79.2	1 W	7
Henrys.....	89.6	1 E	Conn.
Newker.....	90.6	1 E	Conn.

SECOND SUBDIVISION

- 1 **Card train order Form AB** will govern the movement of trains between Reservation and the Fifteenth Street Tower via Drawbridge Line; between Argo and Spokane Street Tower on Colorado Avenue line. Trains must not move in this territory unless conductor and engineman each hold a copy properly filled out.
2. **AT SEATTLE**—Trains and light engines entering King Street Station from the East must not pass the stand pipe at East end of yard without proceed signal from the switch tender given with green flag by day or green light by night. **INTERLOCKING PLANT AT SOUTH PORTAL OF KING STREET TUNNEL**—Signals are the dwarf type (low semaphores) to the right of track governed; where two arms are on one post, upper arm governs trains on main track and lower arm trains diverging from main track. Trains or engines must not pass over Atlantic Street crossings, Colorado Avenue line, unless they receive signal from crossing flagman with green flag by day and green light by night. One motion of regular proceed signal is for the Northern Pacific, two motions of regular proceed signal is for Chicago, Milwaukee, Saint Paul and Pacific, three motions of the regular proceed signal is for the P. C. R. R. and four motions of the regular proceed signal is for the O.-W. R. & N. When no crossing flagman is on duty trains must flag themselves across. At Spokane Street Tower following whistle signals to be used for interlocking routes: To or from Argo, two long; from West Seattle, one long, one short; to West Seattle Line, one long, two short.
3. **At Argo**—Following whistle signals to be used for interlocking routes as follows: Colorado Avenue Line: One Long, One Short, One Long. Short Line: Two Short, One Long. Eastward to Westward Main Track through crossover: Four Short. Eastward Main Track to Coal Spur: Four Short.
4. **At Black River**—Telephone is near Westward cross-over switch in box on telephone pole. Communication with Dispatcher's office can be had by calling two short rings and asking for Chief Dispatcher.
5. **At Auburn**—All trains will approach junction switch and cross-overs at east end of depot platform at restricted speed expecting to find them occupied and will not proceed until track is seen and known to be clear.
6. **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.
7. **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.

8. **Bridge and Engine Restrictions**—Over Bascule Bridge 36.8 on West Seattle Line, and bridge 39, Tacoma Waterway, fifteen (15) miles per hour. Bridge 12.3 on Dempsey Tide Flat Branch (Tacoma Terminal), eight (8) miles per hour, Class Q or heavier engines not permitted. Entering Tacoma Union Station—Great Northern Class P-2 engines are restricted to the use of track No. 1, and eight (8) miles per hour. Northern Pacific Class Q-6 engines must not use track 3 on account of restricted clearance.
9. **Speed Restrictions**—All trains restricted speed at Seattle between the switches of the cross-over east of the east wye switch Spokane Street and King Street Station expecting to find main track occupied. Second class and inferior trains, switch engines and light engines may use main tracks running with current of traffic between east wye switch Spokane Street and King Street Station on time of first class trains without orders. In foggy or obscure weather all trains must stop and know before proceeding that there are no trains approaching on intersecting tracks. All trains eight (8) miles per hour over switches King Street Station. Twenty (20) miles per hour over important street crossings at Auburn, twenty-five (25) miles per hour at Kent, Sumner and Puyallup. At Dieringer, No. 401 will reduce to ten (10) miles per hour on Sundays for newspaper delivery. Approach cross-over switches at East "D" Street and South 21st Street at Tacoma 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 and light engines entering or leaving Tacoma Union Station to or from the drawbridge line ten (10) miles per hour while any portion of train is passing over switches at 15th Street Tower. Passenger trains via Head of Bay twenty (20) miles per hour between Tacoma Union Station and Reservation. Trains entering or leaving Tacoma Union Station restricted speed between 15th Street Tower and 21st Street.
10. **Special stops, connections, etc.**—No. 402 stops at Kent and Auburn for revenue passengers for Tacoma and points south. Nos. 1 and 2 stop at Kent to pick up or let off passengers to and from Walla Walla, also Spokane and East. Nos. 411 and 410 will stop at Sumner and Puyallup to pick up or let off passengers to and from Walla Walla, also Spokane and East. No. 424 stops on flag at Orillia and Thomas for receipt and delivery of Parcel Post mail. No. 6 stops on flag at Kent for passengers holding tickets for Cle Elum and east where scheduled to stop. No. 4 stops on flag at Kent for passengers holding tickets for Ellensburg and east. Nos. 5 and 3 stop at Kent to let off passengers from east of Auburn. No. 408 will stop at Kent, Sumner and Puyallup to pick up passengers for south of Tacoma, and at Sumner and Puyallup to let off passengers from Seattle. No. 407 will stop at Sumner and Kent to discharge business from south of St. Clair. Train 455 will stop on flag at Puyallup, Sumner, Auburn and Kent to pick up passengers for Spokane and east. Train 454 will stop on flag at Kent, Auburn, Sumner and Puyallup to discharge passengers from Spokane and east.
11. **Register Stations**—Seattle (King Street Station), Middle Yard, Auburn Yard Office, for trains originating or terminating. Tacoma Union Station for passenger trains; Yard Office for freight trains.
12. **Bulletin Stations**—Seattle (King Street Station), Middle Yard and Roundhouse, Auburn, Roundhouse and Yard Office. Tacoma, Union Station and Roundhouse.
13. **Standard Time Clocks**—Seattle (King Street Station), Roundhouse, Middle Yard Office, Auburn Yard Office; and Tacoma (Union Station).
14. **Watch Inspectors**—Arnt Setter, 521 2nd Ave., Seattle, A. A. Schuchard, Auburn, C. B. Coffin, 1426 4th Ave., Seattle, Mierows, 1105 Broadway, Tacoma.
15. **Derail Switches**—Are located as follows, and must be kept in derailing position when not in use. Sumner, East end of house track.

THIRD 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. **Switch Indicators and Safety Locks**—At junction switch and cross-over switch on westward track, Nisqually. At junction switch and cross-over switch on eastward track, Saint Clair. At junction switch and cross-over switch on westward track, Tenino Junction. At junction switch and cross-over switch on eastward track, Chehalis Junction. To operate, open door and if switch indicator shows proceed raise lever of Safety Lock which will permit switch to be opened, all switches for the movement to be made must be lined in the order of their succession.
4. **At Nisqually**—Trains from Seventeenth Subdivision must not pass Automatic Block Signal 245 to enter the Third Subdivision if signal indicates stop, except under protection of flag. If signal indicates proceed movement may be made without flag protection.
5. **At Saint Clair**—Trains from the Sixteenth Subdivision must not pass Automatic Block Signal 284 to enter the Third Subdivision if signal indicates stop, except under protection of flag. If signal indicates proceed movement may be made without flag protection.

6. **At Tenino Junction**—Trains from the Fourth Subdivision must not pass Automatic Black Signal 435 to enter the Third Subdivision if signal indicates stop, except under protection of flag against first class trains. If signal indicates proceed, movement may be made without flag protection against first class trains.
7. **At Chehalis Junction**—When the Home Signal will not clear for trains from the Twenty-first Subdivision they will be governed by Interlocking Rules, except that before proceeding on Hand Signals they must be sure there is no immediate movement evident on the Milwaukee tracks. The junction and cross-over switches must be operated by hand.
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 Olequa**—Distant signal normal position "Caution" located 1566 feet west of depot on Longview Line between Olequa and Vader Junction. Distant signal normal position "Caution" located 1340 feet east of depot on Longview Line. Automatic signal 80.8 normal position "Stop" located 15 feet east of junction switch on Longview Line governs movement westward trains from Longview Line to double track. Signal 80.8 will indicate "Proceed" when junction switch is set for movement westward trains from Longview Line to double track. Normal position of spring switch at junction on Longview Line is for connection to double track. Train order signal on double track side of depot governs trains moving via Third Subdivision and train order signal on opposite side governs trains between Olequa and Vader Junction on Longview Line. Junction and cross-over switches will be handled by operator for trains to and from Longview Line.
10. **At Castle Rock**—Cars must not be left below derailing switch on Silver Lake Logging Company's connection.
11. **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.
12. **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.
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. 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.
14. **Drawbridge Interlocking**—At Lewis River Bridge—The assigned hours of the drawbridge tender are 8:00 A. M. to 4:00 P. M., but drawbridge 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 drawbridge tender is not on duty and then flagman must precede train and be sure that derails and rail locks are in proper position. Chambers Creek, 1.4 miles west of Steilacoom. Lewis River, 2.5 miles east of Woodland. Cowlitz River, 0.6 miles west of Longview Jet. on Longview Line.
15. **Pusher District**—Between Tenino Jet. and Castle Rock.
16. **Bridge and Engine Restrictions**—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. Cowlitz River Bridge—N. P. engines Classes Q-5, Q-6, W, W-1, W-2, W-4, eight (8) miles per hour. Engines Classes A, W-3 and W-5 and heavier not permitted. G. N. engines, Classes series 2500 to 2527, eight (8) miles per hour. O.-W. R. R. & N. engines, Classes series 2100 to 2165 and 3200 to 3227, eight (8) miles per hour.
17. **Speed Restrictions**—Class W, or other freight engines, weighing 201,500 pounds or over on drivers, forty-five (45) miles per hour. Engines with drivers 48 inches in diameter, or less, twenty-five (25) 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. 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. At Pioneer—While passing gravel bunkers, sound whistle and ring bell. Look out for falling rock along bluffs between mile post 103¼ and 104 between Carrolls and Kalama. City or Village ordinances restrict speed of trains over highway crossings within corporate limits as follows: Winlock, Chehalis, Centralia, Bucoda and Ridgefield, twenty-five (25) miles per hour.

SPECIAL INSTRUCTIONS.

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.
 At Napavine, over street crossing just west of depot, twenty-five (25) miles per hour.
 At Kelso, over Allen Street leading to bridge over Cowlitz River, fifteen (15) miles per hour.
 Between Olequa and Longview Junction on Longview Line—Passenger trains forty-five (45) miles per hour; freight trains thirty (30) miles per hour; log trains twenty-five (25) 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. 402 stops on flag at Evaline and Knapp.
 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. 408 stops on flag at Evaline, Carrolls and Martin's Bluff.
 No. 407 will stop at Bucoda to unload express and discharge passengers from east of Chehalis and Grays Harbor Line and for passengers for Port Lewis.
 No. 562 stops on flag at Evaline.
 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. 564 stops on flag at Plumb and Carrolls.
 No. 563 will dispatch United States mail at St. Clair.
19. **Register Stations—**
 Tacoma.
 Centralia.
 Vancouver.
 East Yard, trains originating and terminating.
 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.
 Vancouver first class trains register by ticket form 608.
 Longview—Nos. 563 and 564 leave register ticket form 608 in box.
21. **Clearance Exceptions—**Clearance will not be required at McCarver Street by westward trains if train order signal is in clear position.
 Nos. 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..... Telegraph Office, Round House, Yard Office.
 Vancouver..... Passenger Depot.
24. **Watch Inspectors—**
 Tacoma..... Mierow's, 1105 Broadway.
 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 foundry spur 180 feet from west siding switch; on west end of cannery track; on No. 2 track east 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.

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.
 Vader Junction..... East and west end house track; east and west end interchange track.
 West Castle Rock..... East and west end house track.
 Longview..... East end house 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 Jct..... West Leg Wye.
 Vancouver..... On Wood Spur and Cannery Spur, both on switch leading to wharf freight house.
 West end lead No. 1 track on N. P. side.
 Coal track 180 feet from main track switch.
 McNelly..... 100 feet from main track.
 Kyro..... Spur track, 110 feet from Head Block.

26. Commercial Spurs—	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
Plumb.....	37.6	4
Chain Hill Lumber Co.....	41.2	4
Evaline.....	68.2	5
Menefee.....	73.2	24
McNelly.....	73.9	4
Cascade Timber Co.....	85.0	10
Rocky Point.....	95.6	20
Milco.....	96.2	20
Carrolls.....	103.0	9
Ely-Murphy Corporation.....	108.5	3
Martin's Bluff.....	111.8	..
Knapp.....	127.2	4

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.

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.
3. **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.
4. **At South Tacoma,** normal position of double track switch is for westward track. Siding will be used as storage track.
5. **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.
6. **Mountain Grade—**15th Street, Tacoma, to 2 1/2 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 trains over Tacoma Hill will not cut off from train until the rear end of the train is over Wickeson 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 Pacific Avenue and controlled from 15th Street Tower. Top arm of this signal governs movements on Westward main track; lower arm governs movements on westward main track over crossover to Drawbridge Line or from Westward track through pocket back of westward track. Automatic Signals T-1-A and T-2-A control 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 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 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—**
 Trains and light engines entering or leaving Union Station at Tacoma from the fourth subdivision 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, twenty-five (25) 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 thirty (30) miles per hour and freight trains twenty (20) miles per hour on descending grade between Wilkeson 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. 500, 700, 1100 Series twenty-five (25) miles per hour.

10. **Register Stations—**15th Street Tower, South Tacoma, Tacoma, 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 will not register at West Tenino.
12. **Clearance Exceptions—**
 South Tacoma, 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 and East End Westward Siding.
 Mutual..... Spur track leading to mill.
 West Tenino..... Tenino Stone Co. Spur.

15. Commercial Spurs—	Miles from Tacoma	Car Capacity
Triangle Lumber Co.....	23.1	2
McKenna Lumber Co.....	23.2	10
Wetico.....	32.0	20
Russell Shingle Co.....	37.1	6
Mutual.....	37.6	15

SPECIAL INSTRUCTIONS.

FIFTH SUBDIVISION.

(MAIN LINE.)

- Card train order Form AB** will govern the movement of trains between Lowell and Everett and between Everett and G. N. Junction and trains must not move in this territory unless conductor and engineer each hold a copy properly filled out. N. P. Eastward trains secure card order at Delta Wye authorizing movement from G. N. Jct. to Everett and Westward trains will turn in card authorizing movement Everett to G. N. Jct. at Delta Wye.
- At North Portal**—Westward N. P. Trains from tunnel are governed by lower arm of semaphore about 150 feet east of tower building. Eastward N. P. Trains to the tunnel or to the waterfront are governed by semaphore signal about 350 feet west of tower. Upper arm governs route to the tunnel; lower arm to the waterfront. Westward trains from the waterfront are governed by semaphore about 300 feet east of tower. Upper arm governs movement, lower arm stationary in stop position. The dwarf signal at the base of this semaphore governs G. N. trains. At night and during foggy weather eastward trains will give one long blast of whistle for tunnel and three shorter blasts for waterfront. Westward trains from waterfront will give three blasts of whistle for N. P. main line.
- At Seattle INTERLOCKING PLANT AT SOUTH PORTAL OF KING STREET TUNNEL**—Signals are of the dwarf type (low semaphores) to the right of track governed; where two arms are on one post, upper arm governs trains on main track and lower arm trains diverging from main track. Westward trains are governed by the semaphore block signal about 50 feet south of the south portal. Eastward trains are governed by the semaphore block signal 250 feet north of the portal.
- LOGS**—Freight trains with logs must not be run via King Street Tunnel.
- At Fremont**—Depot is one-half mile west of siding.
- Delta Wye Interlocking**—Westward trains will call for route by one long, one short, one long blast of whistle. Eastward trains by two long, one short, one long blast of whistle.
- At Sedro-Woolley**—G. N. crossings are protected against eastward N. P. trains by an automatic return derail switch 200 feet west of first crossing, and may be run through by westward trains, but must be manually operated by eastward trains. Derail must be left in derail position when N. P. track is not in use.
- Draw Spans**—Skagit River Bridge between Sedro-Woolley and Clear Lake, Salmon Bay bridge, between Interbay and Fremont. Westward interlocking signal at Salmon Bay Drawbridge, upper arm governs movement to Fremont, lower arm governs movement to Ballard.
- Pusher District**—Between Snohomish and Woodinville.
- Bridge and Engine Restrictions**—Twenty (20) miles per hour over drawbridge, about one mile east of Fremont. Twenty (20) miles per hour over draw span of Bridge 85, Skagit River.
- Speed Restrictions**—Ten (10) miles per hour between Bay and Bell Streets, Seattle. Trains handling logs 20 miles per hour.
- Special Stops, Connections, etc.**—Nos. 443 and 444 will stop on flag at Prairie, Pilehuck, Hoogdale, Delvan, Ehrlich, Days, Cathcart.
- Register Stations**—Seattle (King St. Station), Woodinville, G. N., Snohomish, Everett, Kruse, Wickersham and Sumas.
- Register Exceptions**—Kruse and G. N., Snohomish, trains register by ticket, Form 608. Trains 443 and 444 register by ticket, Form 608, at Woodinville, Everett and Wickersham. Great Northern trains will not register at Everett.
- Bulletin Stations**—Arlington, Everett (Roundhouse and Yard Office), Seattle (King St. Station, Roundhouse and Yard Office).
- Standard Time Clocks**—Sedro-Woolley, Everett, Seattle (King St. Station, Roundhouse, Middle Yard).
- Watch Inspectors**—Everett, Charles M. Smith; Sedro-Woolley, Horace Condy; Seattle, Arnt Setter, 521 2nd Ave., C. B. Coffin, 1426 Fourth Ave.

Commercial Spurs—	Miles from King St. Station	How Connected	Car Capacity
Navalair Jct.	13.6	1 W	Conn.
Lake Forest Park	18.6	1 W	8
Kenmore	19.8	1 E	12
Wayne	21.8	1 E	3
Grace	26.4	1 E	6
Cathcart	33.7	1 W	12
Cobbner	36.1	1 W	Conn.
M. & A. Tfr	59.7	1 E	Conn.
Days	69.2	1 W	2
Tiloh	80.7	1 E	12
Skagit Junction	85.5	1 E	7
Norlum Spur	87.6	1 E	Spur
Neal (on Norlum Spur)	88.1	1 E	..
Hospital Spur (on Norlum Spur)	90.3	1 E	Spur
Delvan	89.9	Siding	41
Hoogdale	92.2	1 W	4
Prairie	95.8	1 W	..
Draydon	96.0	1 E 1 W	25
Saxon	102.1	1 E	Conn.
Clipper	107.3	1 W	4
Coyne	109.2	1 E	9
Van Zandt	109.4	1 W	8
Case	110.6	1 E	13
Lawrence	116.3	1 E	6

- Derail Switches** are located as follows and must be kept set in derailing position when not in use:
 Lake Forest Park—Spur.
 Kenmore—East End Siding.
 Woodinville—East End Track No. 3.
 Maltby—East End of House Track.
 Cathcart, Silers—West End.
 Cobbner—Connection.
 Bromart—Coaling Track.
 Edgecomb—M. & A. Connection.
 Arlington—Bronty Spur
 Arlington—East End of House Track.
 Arlington—West End of House Track.
 Arlington—Gravel Pit
 Arlington—Lead Track West End.
 Bryant—West End Siding.
 Montborne—East End Siding.
 Clear Lake—West End Siding.
 Sedro-Woolley—G. N. Transfer Track.
 Sedro-Woolley—Cinder track.
 Delvan—East End Siding.
 Thornwood—West End Siding.
 Hoogdale—Spur.
 Prairie—Connection to old line.
 Standard—East and West End Siding.
 Case—Spur.
 Van Zandt—Spur.

SIXTH SUBDIVISION

(ROSLYN BRANCH.)

- At Roslyn**, Eastward trains departing must keep at least twenty (20) minutes apart.
- At Cle Elum**, Eastward trains must come to a stop 1200 feet west of wye switch.
- Speed Restrictions**—Cle Elum ten (10) miles per hour through city limits.
- Register Station**—Cle Elum
- Clearance Exceptions**—474 will not require clearance at Ronald.
- Bulletin Station**—Cle Elum.
- Derail Switches**—Roslyn—East End Siding.

SEVENTH 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 2000 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 O, South Prairie, and Bridge 4, Gale Creek, as follows:
 Engines classes W, W-1, W-2 and W-4, ten (10) miles per hour. Single and Double Head.
 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: Thirty (30) miles per hour; between Cascade Junction and Black Carbon and between Cascade Junction and Fairfax: Fifteen (15) miles per hour. Backing up between these points, 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 hour over cribbed track where mine cave-in occurred one and one-half (1½) miles east of Carbonado.
- Register Stations**—Fairfax South Prairie
- Clearance Exceptions**—Eastward trains will obtain clearance at Puyallup instead of Meeker.
- Bulletin Station**—South Prairie.
- Derail Switches**—
 Dencla..... East End Spur.
 Occidental..... West End Milwaukee connection.
 Bayne..... Coal spur and Morris Bros. new spur.
 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 west end on coal bunker track on main track in front of coal bunkers.
 Fairfax..... On Briquette's Spur and Montezuma Line ten (10) feet west of Hill track switch.
 Black Carbon..... Black Carbon Coal Co. track No. 1, 100 feet from main track switch.
 Brews Mill Spur..... 160 feet from main track.

11. Commercial Spurs—

	Miles from Palmer Junction	Car Capacity
Dencla	0.5	2
Occidental, C. M. St. P. & P. Connection	2.0	..
Webstone	12.5	4
Broomfield	19.6	15
Brew Mill Spur	32.5	2

EIGHTH 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, Q and Q-1, eight (8) miles per hour.
 Double header engines class F-1, eight (8) miles per hour.
 Engines classes Q-2 and heavier not permitted.
 Kanaskat to Kerriston and Selleck—Engines classes heavier than S-4 not permitted.
- Speed Restrictions**—Between Kanaskat and Halmar, 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. 994 will not require clearance card at Kangley Jct.
- 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.
 Halmar..... In main track 60 feet from west wye switch; also, 550 feet from wye switch on Northwest Lumber 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

NINTH 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 eight (8) miles per hour. Single and Double Head.
 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..... On spur.
- Commercial Spurs**—
 McMillan Lumber Co.....

	Miles from Crocker	Car Capacity
McMillan Lumber Co	1	25

SPECIAL INSTRUCTIONS.

TENTH 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 W not permitted. Speed will be restricted over Bridge 8, Puyallup River, as follows:
Engines classes S-2, S-3, S-4, Q and Q-1 eight (8) miles per hour.
Double header engines class F-1 eight (8) miles per hour.
Engines classes T 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
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ELEVENTH SUBDIVISION.
(BELT LINE.)

- At Kirkland**, Depot is 2250 feet east of siding.
- Yard Limits**—The tracks between yard limit sign west of Renton and the connections with double track at Black River will be operated as one yard.
- Bridge and Engine Restrictions**—Fifteen (15) miles per hour over Bridge No. 11 east of Wilburton.
- Speed Restrictions**—Trains handling logs, twenty (20) miles per hour between Black River and Woodinville, all other trains thirty (30) miles per hour.
- Register Stations**—Black River and Woodinville.
- Register Exceptions**—Black River, all trains register by ticket, form 608.
- Commercial Spurs**—

	Miles from Black River	How Connected	Car Capacity Conn.
Lakeside	3.8	1 E	2
Speigel	2.4	1 E	3
Kennydale	5.4		
May Creek	6.7	1 E	4
Kardong	12.6	1 E	3
Midlakes	12.7	1 E	5
Redbell	16.3	1 W	4
- Derail Switches**—P. C. R. R. Crossing at Renton is protected by derails seventy-five feet east and seventy-five feet west of the crossing and operated by switch stand between the P. C. R. R. Tracks. Normal position of derails is against N. P. trains.
Speigel Spur.
Maycreek Spur.
Midlakes—Godsey's and Kardong Spurs.

TWELFTH SUBDIVISION.
(SNOQUALMIE BRANCH.)

- At North Bend**, normal position of west wye switch will be for the wye.
- At Preston** depot is one-half mile west of siding. Trains departing must keep at least fifteen (15) minutes apart.
- Bridge and Engine Restrictions**—Twenty (20) miles per hour over high trestles.
Ten (10) miles per hour over Bridge 31.2.
Speed will be restricted over Bridge 6.1, Sammamish River; Bridge 27.1, Raging River and Bridge 35, Snoqualmie River, and spans on spur leading to Snoqualmie Lumber Company's mill as follows:
Engines classes S-2, S-3, S-4, Q and Q-1, eight (8) miles per hour.
Double header engines, class F-1, eight (8) miles per hour.
Engines classes Q-2 and heavier not permitted.
- Speed Restrictions**—Twenty-five (25) miles per hour Woodinville to Fall City and fifteen (15) miles per hour Fall City to North Bend. Trains handling logs—twenty (20) miles per hour, Fall City to Woodinville.

- Register Stations**—Woodinville and North Bend.
- Bulletin Station**—Woodinville.
- Watch Inspector**—North Bend, D. H. Phillips.

	Miles from Woodinville	How Connected	Car Capacity
Commercial Spurs —			
Hollywood	1.9	1 W	19
Earlmont	4.8	1 E 1 W	8
Sammamish	9.8	1 E	6
Niblock	32.5	1 W	100
Tanner	38.1	1 E	9
Weeks	38.3	1 E	Conn.
Derail Switches —			
Issaquah	Coal Mine track.		
Tanner	—915 feet west Milwaukee Crossing.		
Preston	—East end siding.		

THIRTEENTH SUBDIVISION.
(HARTFORD LINE.)

- At Hartford**, Eastward freight trains will stop at public road crossing just east of depot to clear Hartford Eastern Railway switch and ascertain that track is clear before proceeding.
- Draw Span**—Snohomish River bridge just east of Snohomish.
- Bridge Restrictions**—Twenty (20) miles per hour over draw span of Bridge 38, Snohomish River.
- Speed Restrictions**—Trains handling logs twenty (20) miles per hour.
- Special Stops, Connections, etc.**—No. 443 will stop on flag at Lake Cassidy and Sisco.
- Watch Inspector**—Snohomish, H. L. Emmons.
- Commercial Spurs**—

	Miles from Bromart	How Connected	Car Capacity
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- Derail Switches**—

Snohomish	Standard Oil Spur.	Hartford	East end of Passing track.
Snohomish	East end House track.	Hartford	East end of House track.
Snohomish	East end Storage track.	Machias	East end of House siding.
Snohomish	East end scale track.	Getchell	East end of House track.

FOURTEENTH SUBDIVISION.
(DARRINGTON BRANCH.)

- Bridge and Engine Restrictions**—Trains handling logs ten (10) miles per hour over truss bridges Nos. 2, 7, 11 and 22. Engines classes Q-1 and heavier not permitted. Over Bridge 18, Boulder Creek, eight (8) miles per hour.
- Speed Restrictions**—Trains handling logs twenty (20) miles per hour. All other trains, twenty-five (25) miles per hour.
- Special Stops, Connections, etc.**—
- Register Stations**—Arlington and Darrington.
- Register Exceptions**—At Arlington, third class and inferior trains register by ticket, Form 608.
- Bulletin Stations**—Arlington.
- Watch Inspector**—
- Commercial Spurs**—

	Miles from Arlington Jct.	How Connected	Car Capacity
Cicero	7.4	1 W	2
Sepost	16.0	1 E 1 W	14
Vallamont	19.4	1 E 1 W	9
Sheomet	21.7	1 E	3
Alvey	21.9	1 E	12
Markle	22.4	1 E	4
Barco	23.4	1 E	Conn.
Andron	26.7	Wye	Conn.
- Derail Switches**—

Cavano	—East and west ends.	Alvey Spur.
Hazel	—East end Siding.	Barco—Spur.
Tulker	—East end Siding.	Darrington—Main track, 300 feet west of depot.
Fortson	—Spur.	

FIFTEENTH SUBDIVISION.
(BELLINGHAM BRANCH.)

- At Bellingham** flagman must precede all trains between Champion and Laurel Sts.
Trains must stop and be preceded by flagman crossing Holly St. Insufficient clearance under overhead roadway at the E. K. Wood Mill. Normal position of gate at G. N. crossing near E. K. Wood Mill is against N. P. trains.
- Between Park and Larson** all toilets in trains must be kept locked and employees are cautioned against throwing off refuse or articles which may become unsanitary.
- Bridge Restriction**—Ten (10) miles per hour over Bridge 14, east end Silver Beach.

- Speed Restrictions**—Passenger trains will exercise judgment where trouble may be expected and freight trains twenty (20) miles per hour between Wickersham and Bellingham, except fifteen (15) miles per hour between Mile Post 5 and Mile Post 8. Eight (8) miles per hour over street car crossings at Kentucky Street and between that point and Bellingham Depot. Eight (8) miles per hour over street car crossing between Silver Beach and Larson. Trains handling logs 20 miles per hour.
- Special Stops, Connections, etc.**—Nos. 443 and 444 stop on flag at Gale.
- Register Stations**—Wickersham and Bellingham.
- Bulletin Station**—Bellingham.
- Watch Inspector**—Bellingham, Erving H. Easton.
- Commercial Spurs**—

	Miles from Wickersham	How Connected	Car Capacity
Woodnite	4.3	1 W	2
Mogul	14.6	1 E	24
Matson	14.7	1 W	7
Futurity	15.3	1 E	4
Upright Shingle Co.	15.4	1 E	7
- Derail Switches**—

Park	Log Spur.
Woodnite	Spur.
Agate Bay	West End Siding.
Futurity	Spur.
Larson	East End Siding.
Bellingham	Rip Track.
Bellingham	G. N. Transfer Track.
	Between Bellingham and South Bellingham 568 feet east of G. N. crossing.

SIXTEENTH SUBDIVISION.
(GRAYS HARBOR LINE.)

- At Olympia**—Tunnel District is protected by light type automatic signals as follows: Signal 9.3 located 275 feet east of tunnel; signal 9.4 located 275 feet west of tunnel; dwarf signal 9.6 located between main track and siding opposite; signal 9.4 governs eastward movement out of siding. Normal indication is stop. Siding switch must be lined before signal will indicate proceed.
Trains or engines from Jefferson Street Line must have clear indication from signal 9.3 before opening main track switch. Eastward trains or engines from siding must have clear indication from signal 9.4 before opening siding 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 and 462. 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 Eighteenth Subdivision. Sidings 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 does not supersede Transportation Rules S93 and D93. 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 does not supersede Transportation Rules S93 and D93. This rule must be observed while passing through the limits of Hoquiam River draw-bridge 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 draw-bridge may indicate clear while a train or engine occupies the gauntlet.

SPECIAL INSTRUCTIONS.

- 9. **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 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.
- 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 Eighteenth 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.
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.
- 12. **Special Stops, Connections, etc.**—
No. 464 will stop on flag at Mima Sunday only.
No. 463 will stop on flag at Lacey Sunday only.
No. 502 will connect with No. 462 at Gate.
No. 504 will connect with No. 464 at Gate.
No. 505 connects with No. 463 at Gate.
Mail Cranes installed at Lacey, Little Rock, Porter and Satsop for interchange of U. S. Mail with trains not scheduled to stop.
- 13. **Register Stations**—
Saint Clair Gate Hoquiam
Olympia Aberdeen Moclips
- 14. **Register Exceptions**—
At Saint 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 Saint Clair westward trains will not require clearance if train order signal is clear.
- 16. **Bulletin Stations**—Hoquiam Passenger Depot and Roundhouse.
- 17. **Standard Time Clock**—Hoquiam Telegraph office.
- 18. **Watch Inspectors**—
S. J. Stieglitz.....Aberdeen.
Fred Straub.....Hoquiam.
Talcott Bros.....Olympia.
D. P. Pearson.....Elma.
- 19. **Derail Switches**—
Union Mills.....West end rollway spur.
Olympia.....Rip Track, 434 feet from West Switch.
Bordeaux Junction.....Mason County Log Spur.
Gate.....West end passing track.
Malone.....East end spur track, west end mill track.
Elma.....East end of Horn Track, east end of east leg of Wye, and west end passing track.
Satsop.....East end of siding.
Brady.....Hayes spur.
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.
Western Ceramic Mfg. Co.....168 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.

Aloha.....	East end of passing siding.
Moclips.....	On Smith Logging Co. track west of depot and interchange track.
Port of Grays Harbor.....	Derails installed on Aberdeen and Hoquiam end of connection with Port tracks.

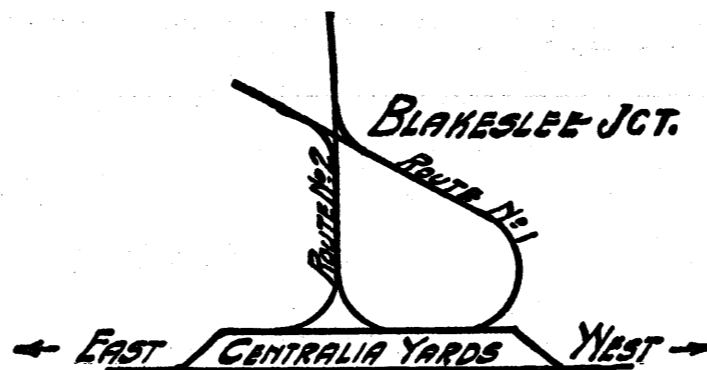
20. Commercial Spur —	Miles from	Car
	St. Clair	Capacity
Black Lake.....	13.2	3
Fisher Flour Mill.....	48.0	3
Schafer.....	54.0	10
Gravel Bunkers.....	58.6	12
Standard Oil Co.....	58.7	3
Consolidated Plywood Mill Co.....	66.5	18
Western Ceramic Mfg. Co.....	67.1	4
North Bay Lumber Co.....	79.0	6
Neff 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

SEVENTEENTH SUBDIVISION. (AMERICAN LAKE LINE.)

- 1. **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 and speed of 15 miles per hour must never be exceeded.
Trains using north and south lines will move at restricted speed at all times expecting to find cars spotted at different location of these tracks.
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:
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.
- 2. **Speed Restrictions**—
Passenger trains fifty (50) miles per hour.
At Camp Murray, ten (10) miles per hour over road crossing just west of station.
At Fort Lewis, approach road crossings at east and west end Green Park at restricted speed; ring bell and sound whistle.
- 3. **Register Stations**— Nisqually Lakeview
Fort Lewis for trains originating and terminating.
- 4. **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.
- 5. **Clearance Exceptions**—
At Lakeview and Nisqually trains will not require clearance if train order signal is in clear position.
- 6. **Derail Switches**—
Lakeview.....Standard Oil Spur.
Hospital Spur.....456 feet from main line switch.
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.

EIGHTEENTH SUBDIVISION. (GATE LINE.)

- 1. **Movement of Trains Between Centralia and Blakeslee Junction.**



Northern Pacific track will be known as Route 2; O.-W.R. & N. track will be known as Route 1. Both routes are included in Centralia yard limits. Eastward movements will be made over Route 2. Westward movements will be made over Route 1. Eastward first class trains will move at restricted speed, Blakeslee Junction to Centralia Passenger Depot, and westward first class trains will move at restricted speed, Centralia Passenger Depot to connection with Route 1. This does not supersede Transportation Rules S-93 and D-93. Second and third class trains and extra trains may run ahead of first class trains, Blakeslee Junction to Centralia Yard without train order authority.

- 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**—
Engines classes heavier than Q-5, Q-6, W-3, W-5 not permitted.
- 4. **Speed Restrictions**—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 twenty-five (25) miles an hour.
At Gate all trains approach 2nd Subdivision junction switch at restricted speed. Passenger trains when handled by steam locomotive forty-five (45) miles per hour; when handled by motor car forty-five (45) miles per hour on curves and fifty-five (55) miles per hour on tangent.
- 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 Depot. 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 Depot. Round House. Yard Office.
- 10. **Standard Time Clock**—Centralia Telegraph Office. Round House. Yard Office.
- 11. **Watch Inspector**—Centralia, C. R. Ahern.
- 12. **Derail Switches**—
Blakeslee.....Williams Mill Spur.
Foran.....Coal Spur.
- 13. **Commercial Spur**—
Foran.....
Miles from Centralia 2.9
Car Capacity 6

NINETEENTH 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, 736 feet west. Northern Pacific crews occupying Peninsular Railway Company tracks within these limits must be protected as per Transportation Rule No. 99.
Northern Pacific trains will look out for Peninsula Railway Company engines and derrick working on main track in Shelton Yard.
- 4. **Bridge and Engine Restrictions**—
- 5. **Speed Restrictions**—Twenty (20) miles per hour. Around curve at Kamilche fifteen (15) 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.
Marmac.....East end of siding.
Reed Shingle Co.....150 feet from main track.
- 10. **Commercial Spurs**—
Doubling Spur.....
Reed Shingle Co.....
Miles from Elma 20.3
Car Capacity 12
Miles from Elma 24.3
Car Capacity 9

SPECIAL INSTRUCTIONS.

**TWENTIETH 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. Single head engines classes S-2, S-3, S-4, Q and Q-1 eight (8) miles per hour. Double header engines class F-1 eight (8) miles per hour. Engines classes T and heavier not permitted Cosmopolis Jct. to Markham. Engines heavier than F-1 not permitted on Michigan Mill and Bishop Tracks.
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.

**TWENTY-FIRST 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.
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 2-1, 23, 5, 6, 16-1, Chehalis River, Bridges 38, 42 and 45, Willapa River, as follows:
Single head engines classes W, W-1, W-2 and W-4 twenty-five (25) miles per hour.
Double header classes 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.
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 will stop on flag at Fern Junction.
No. 594 will stop on flag at Fern Junction on Saturday and Sunday.
Exchange of U. S. mail is made at Globe and Willapa with No. 591 and at Willapa with No. 594.
9. **Register Stations**—South Bend. Chehalis.
10. **Clearance Exceptions**—
Nos. 591 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**—
Meskill. West and east end quarry 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 Jet. 150 feet from main line switch.
Dryad. Leudinghaus Lumber Co. 500 feet from main track.
Pe Ell. Track No. 2—440 feet west of east head block.
14. **Commercial Spurs**—
Custer. Miles from Chehalis Junction 34.2 Car Capacity 25

**TWENTY-SECOND SUBDIVISION.
(YACOLT BRANCH.)**

1. **Log Train Service.**
2. **Bridge and Engine Restrictions**—
Over Bridge 23, Lewis River, as follows:
Engines classes W, W-1, W-2, W-4 eight (8) miles per hour.
Double header engines classes W, W-1, W-2, W-4 eight (8) miles per hour.
Engines classes A, Q-5, Q-6, W-3, W-5 and heavier not permitted.
Vancouver Jct. to Yacolt—Engines classes heavier than W-1 not permitted.
At Yacolt, do not place engines on spar spur.
3. **Speed Restrictions**—
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.**—
5. **Register Stations**—Yacolt. Vancouver Junction.
6. **Clearance Exceptions**—
No. 982 will not require clearance card at Vancouver Jct.
7. **Derail Switches**—
Vancouver Junction. West 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**—
Cedar Creek Lumber Co. Miles from Yacolt 13.1 Car Capacity 4

ALL SUBDIVISIONS.

1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
2. **Speed Restrictions**—
Passenger trains, one mile per minute.
All trains thirty (30) miles per hour over interlocked crossings.
Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour; W, W-1, W-2, W-3, W-4 and W-5, forty-five (45) miles per hour.
Light backing twenty (20) miles per hour.
Switch engines moving between stations under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.
3. When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
4. Except as otherwise provided, enginemen will be required only to consult register at initial or starting point.

5. 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.
6. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
7. When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main track is resumed. When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by trackmen, or other employes, fully competent and equipped to do so.
8. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
9. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. On double track, trains handling logs will not be permitted to meet passenger trains between stations. Conductors will notify Dispatcher when there are logs in their trains and secure train order that passenger trains will be held at next station until they have arrived. On single track, trains handling logs when meeting passenger trains will not proceed unless the passenger train is standing still or has moved by the log cars. Conductors of all trains picking up logs must know personally that cars are not overloaded or improperly loaded and are safe to move without loss of lading.
10. Before occupied outfit cars are switched or handled, air brakes must be cut in.
11. **IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:**
When a train dispatcher desires to advance a train from a station where by rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders addressed to his train. When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end, under an approach signal indication Rule 501-B, and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
12. On all branch line sidings trains may expect to find cars at any time.
13. **Spring Switches**—
Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour.
Trailing movements on the track for which the switch is normally lined may be made at normal speed.
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.
Flying switches over or through spring switches are prohibited.
When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it.
When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.
Sand must not be used over points of spring switches.
14. Derail switches will be set in derail position when not in use.
15. Trains pulling into side tracks, or leaving the main line at junction points, must pull entirely into clear of insulated joints before stopping to pick up the man attending the switch.
16. At terminals where engines are not changed nor train line separated on passenger trains and terminal brake test is not made by carmen after outgoing crew takes charge, a running brake test must be made as soon as train is moving at moderate speed. When running test is made, trainmen should be on car steps to see that brakes apply properly and then give proceed signal to engineman.

MAXIMUM CLEARANCES.

		LIMIT OF LOAD—MEASUREMENT.																		Max. Height	Max. Width
		HEIGHT ABOVE TOP OF RAIL																			
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide			
.....	Main Line (Seattle-Reservation).....	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	11' 6"
.....	West Seattle Line.....	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 1"	20' 9"	20' 7"	20' 3"	20' 2"	20' 0"	19' 9"	19' 7"	19' 7"	21' 3"	11' 6"
.....	Lake Union Line.....	20' 7"	20' 7"	20' 7"	18' 3"	18' 3"	17' 4"	16' 4"	15' 10"	15' 4"	14' 10"	14' 5"	14' 0"	13' 5"	13' 3"	12' 11"	12' 5"	11' 11"	20' 7"	11' 6"	
1st Subdivision...	Main Line (Ellensburg-East Auburn).....	17' 8"	17' 7"	17' 6"	17' 3"	16' 11"	16' 7"	16' 3"	16' 1"	15' 11"	15' 9"	15' 7"	15' 3"	15' 1"	14' 11"	14' 7"	14' 0"	13' 5"	17' 8"	11' 6"	
2nd Subdivision...	Reservation—South Tacoma (Via Drawbridge Line).....	20' 8"	20' 8"	20' 8"	20' 8"	20' 7"	20' 7"	20' 7"	20' 7"	20' 7"	20' 7"	20' 7"	20' 7"	20' 4"	20' 3"	20' 1"	19' 9"	19' 6"	20' 8"	11' 6"	
3rd Subdivision...	Main Line (Reservation-McCarver St.).....	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	18' 6"	11' 6"	
3rd Subdivision...	Main Line (McCarver St.-Tenino).....	20' 5"	20' 2"	19' 10"	19' 5"	18' 11"	18' 5"	17' 10"	17' 6"	17' 2"	16' 9"	16' 4"	15' 11"	15' 5"	15' 2"	14' 10"	14' 2"	13' 6"	20' 5"	11' 6"	
3rd Subdivision...	Main Line (Tenino-Portland).....	19' 4"	19' 4"	19' 4"	19' 0"	19' 0"	19' 0"	18' 11"	18' 8"	18' 5"	18' 2"	17' 11"	17' 7"	17' 3"	17' 1"	16' 9"	16' 3"	15' 8"	17' 0"	11' 6"	
4th Subdivision...	South Tacoma—Tenino.....	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 1"	20' 11"	20' 8"	20' 6"	20' 4"	20' 2"	20' 1"	20' 0"	19' 10"	19' 8"	21' 4"	11' 6"	
5th Subdivision...	Main Line (Seattle "King St. Station" to Sumas).....	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 2"	19' 11"	19' 9"	19' 6"	19' 3"	19' 2"	18' 11"	18' 8"	18' 4"	20' 3"	11' 6"	
6th Subdivision...	Roslyn Branch.....	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	20' 11"	11' 6"	
7th Subdivision...	Buckley Line.....	21' 5"	21' 5"	21' 5"	21' 5"	21' 5"	21' 5"	21' 4"	21' 2"	21' 1"	20' 11"	20' 10"	20' 8"	20' 7"	20' 6"	20' 5"	20' 4"	20' 2"	21' 5"	11' 6"	
7th Subdivision...	Burnett Branch.....	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	11' 6"	
7th Subdivision...	Wilkeson Branch.....	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	11' 6"	
8th Subdivision...	Green River Branch.....	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	22' 9"	11' 6"	
9th Subdivision...	Crocker Branch.....	17' 2"	17' 1"	16' 11"	16' 9"	16' 7"	16' 5"	16' 3"	16' 1"	16' 0"	15' 11"	15' 9"	15' 6"	15' 5"	15' 2"	15' 0"	14' 8"	14' 5"	17' 7"	11' 6"	
10th Subdivision...	Orting Branch.....	18' 9"	18' 9"	18' 9"	18' 6"	18' 3"	17' 11"	17' 7"	17' 5"	17' 3"	17' 1"	17' 0"	16' 10"	16' 8"	16' 7"	16' 6"	16' 5"	16' 3"	18' 9"	11' 6"	
11th Subdivision...	Belt Line (Black River-Woodinville).....	21' 6"	21' 5"	21' 5"	21' 5"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 3"	21' 3"	21' 3"	21' 1"	21' 0"	20' 10"	20' 8"	20' 6"	21' 6"	11' 6"	
12th Subdivision...	Snoqualmie Branch.....	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	20' 10"	20' 6"	20' 3"	20' 2"	20' 0"	19' 8"	19' 4"	21' 0"	11' 6"	
13th Subdivision...	Hartford Line (Bromart-Edgecomb).....	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 2"	21' 1"	20' 11"	20' 9"	20' 7"	20' 4"	20' 2"	20' 1"	19' 11"	19' 9"	19' 7"	21' 3"	11' 6"	
14th Subdivision...	Darrington Branch.....	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	19' 1"	11' 6"	
15th Subdivision...	Bellingham Branch.....	19' 2"	19' 2"	17' 11"	17' 11"	17' 11"	17' 11"	17' 11"	17' 11"	17' 1"	16' 10"	16' 8"	16' 4"	16' 2"	16' 2"	16' 0"	15' 9"	15' 6"	19' 2"	11' 6"	
16th Subdivision...	Grays Harbor Line (St. Clair-Gate).....	17' 7"	17' 7"	17' 6"	17' 5"	17' 5"	17' 4"	17' 4"	17' 3"	17' 3"	17' 2"	17' 2"	17' 1"	17' 0"	17' 0"	16' 11"	16' 10"	16' 9"	17' 7"	11' 6"	
16th Subdivision...	Grays Harbor Line (Gate-Aberdeen Jct.).....	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 3"	21' 1"	20' 11"	20' 10"	20' 9"	20' 7"	20' 5"	20' 4"	20' 1"	19' 9"	19' 6"	21' 4"	11' 6"	
16th Subdivision...	Grays Harbor Line (Aberdeen Jct.-Moclips).....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 5"	20' 5"	20' 4"	20' 2"	20' 1"	20' 6"	11' 6"	
16th Subdivision...	Tumwater Spur.....	16' 11"	16' 9"	16' 7"	16' 6"	16' 3"	16' 1"	15' 10"	15' 9"	15' 7"	15' 5"	15' 3"	15' 1"	15' 0"	14' 11"	14' 10"	14' 8"	14' 4"	16' 11"	11' 6"	
17th Subdivision...	American Lake Line.....	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	21' 7"	11' 6"	
18th Subdivision...	Gate Line (Gate-Centralia).....	21' 5"	21' 5"	21' 5"	21' 5"	21' 5"	21' 5"	21' 3"	21' 2"	21' 1"	20' 11"	20' 10"	20' 8"	20' 7"	20' 6"	20' 5"	20' 4"	20' 2"	21' 5"	11' 6"	
.....	Mendota Branch.....	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	25' 0"	11' 6"	
19th Subdivision...	Willapa Harbor Line.....	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 3"	21' 2"	21' 1"	21' 1"	21' 0"	20' 10"	20' 8"	20' 6"	20' 6"	20' 4"	20' 3"	20' 1"	21' 3"	11' 6"	
20th Subdivision...	Yacolt Branch.....	18' 0"	18' 0"	18' 0"	18' 0"	18' 0"	18' 0"	18' 0"	17' 8"	17' 4"	17' 0"	16' 9"	16' 2"	15' 7"	15' 5"	15' 1"	14' 6"	14' 0"	18' 9"	11' 6"	
21st Subdivision...	Elma Branch.....	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	24' 3"	11' 6"	
22nd Subdivision...	Ocosta Branch.....	20' 10"	20' 10"	20' 10"	20' 10"	20' 10"	20' 4"	19' 8"	19' 4"	19' 1"	18' 9"	18' 6"	18' 2"	17' 10"	17' 9"	17' 7"	17' 3"	16' 11"	20' 10"	11' 6"	

TONNAGE RATINGS—FREIGHT ENGINES

FIRST SUBDIVISION—EASTWARD.

District	Ruling Grade %	Class Z 3	Class W 3	Class W 1	Class W	Class Y 2	Class S 4
		Tons	Tons	Tons	Tons	Tons	Tons
Auburn to Lester.....	1.0	2500	1700	1200	1100	900	800
Lester to Easton.....	2.2	1250	750	600	550	450	400
Easton to Ellensburg.....	Down	Maximum 99 Cars	Maximum 99 Cars				

Between Lester and Easton maximum 80 cars.

FIRST SUBDIVISION—WESTWARD.

Tacoma to Auburn.....				3600			
Ellensburg to Easton.....	0.8	3600	2300	1800	1700	1300	1200
Easton to Lester.....	2.2	1250	750	600	550	450	400
Lester to Auburn.....	Down	Maximum 99 Cars	Maximum 99 Cars				

Between Easton and Lester maximum 80 cars.

DISTRICTS.	Ruling Grade %	Class W 3	Class W 1	Class W	Class Y 2	Class S 4	Class F 1	DISTRICTS.	Ruling Grade %	Class W 3	Class W 1	Class W	Class Y 2	Class S 4	Class F 1
		Tons	Tons	Tons	Tons	Tons	Tons			Tons	Tons	Tons	Tons	Tons	Tons
Fifth Subdivision—Eastward.								Fifth Subdivision—Westward.							
Sumas to Wickersham.....	0.5	3150	2600	2500	2300	2000	1700	Seattle to Interbay.....	0.0	5000	4600	4500	4000	3500	3000
Wickersham to Hoogdale.....	0.9	2900	2500	2400	2100	1800	1600	Interbay to Keith.....	1.2	1750	1325	1250	1100	1000	900
Hoogdale to Clear Lake.....	0.3	5000	4600	4500	4000	3500	3000	Keith to Woodinville.....	0.4	3650	3100	3000	2500	2200	2000
Clear Lake to Edgecomb.....	0.6	2950	2500	2400	2100	1800	1600	Woodinville to Maltby.....	1.9	1100	905	830	780	635	600
Edgecomb to Bromart.....	0.4	5000	4700	4600	4200	3000	2500	Maltby to Bromart.....	0.5	2350	1900	1800	1600	1500	1400
Bromart and Snohomish to Maltby.....	1.8	1200	975	900	800	660	625	Bromart and Snohomish to Arlington.....	0.8	4150	3700	3600	3200	2700	2500
Maltby to Woodinville.....	Down	5000	4100	4000	4000	3170	3000	Arlington to McMurray.....	1.0	2400	2150	2050	1900	1650	1400
Woodinville to Lake.....	0.7	3150	2900	2800	2600	2500	2200	McMurray to Sedro-Woolley.....	0.4	4150	3700	3600	3200	2500	2000
Lake to Keith.....	0.8	2850	2400	2300	2100	1650	1500	Sedro-Woolley to Thornwood.....	1.0	1750	1400	1300	1050	1000	950
Keith to Seattle.....	0.5	3150	2900	2800	2600	2500	2200	Thornwood to Sumas.....	0.5	3150	2600	2500	2300	2000	1700
Eleventh Subdivision—Eastward.								Eleventh Subdivision—Westward.							
Woodinville to Kirkland.....	1.0	2350	1900	1800	1600	1215	1150	Black River to Woodinville.....	0.5	2650	2350	2250	2000	1700	1500
Kirkland to Black River.....	0.3	5000	4600	4500	4000	3500	3000	Twelfth Subdivision—Westward.							
Twelfth Subdivision—Eastward.								Woodinville to Issaquah.....							
North Bend to Falls City.....	0.7				1585	1740	1650		0.6				2500	2100	1700
Falls City to Preston.....	2.0				700	580	550		2.3				700	550	450
Preston to Woodinville.....	0.5				2300	2000	1700		1.6				900	800	700
Thirteenth Subdivision—Eastward.								Falls City to North Bend.....							
Edgecomb to Getchell.....	1.8	1350	1075	1000	800	750	700		0.7				2000	1600	1500
Getchell to Snohomish.....	0.8	5000	4600	4500	4000	3500	3000	Thirteenth Subdivision—Westward.							
Fourteenth Subdivision—Eastward and Westward.								Bromart and Snohomish to Hartford.....							
Arlington and Darrington.....	0.8				5000	4500	3000		0.6	2150	1800	1700	1500	1200	1100
Fifteenth Subdivision—Eastward.								Hartford to Getchell.....							
Bellingham to Larson.....	2.1	1050	800	725	600	555	525		1.5	1650	1300	1200	1100	900	800
Larson to Wickersham.....	0.9	3200	2500	2400	2200	2000	1800		0.0	5000	4600	4500	3500	3500	3000
Fourteenth Subdivision—Westward.								Fifteenth Subdivision—Westward.							
Arlington and Darrington.....								Wickersham to Mirror Lake.....							
Arlington and Darrington.....								Mirror Lake to Silver Beach.....							
Arlington and Darrington.....								Silver Beach to Larson.....							
Arlington and Darrington.....								Larson to Bellingham.....							
Arlington and Darrington.....								Down—Maximum 80 Cars.							

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

DIRECTION	DISTRICT	Ruling Grade %	CLASS OF ENGINE											
			Class W-3		Class W		Class Y-2		Class F-1		Class S		Class P	
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Eastward	Tacoma to South Tacoma	2.20	900	600	20	500	20	400	15	400	15	300	15	
	Tacoma to Chehalis	0.30	4500	3500		3300		2000	80	1800	80	1500	50	
	Chehalis to Napavine	1.12	1975	1350	70	1250	70	900	60	850	60	750	60	
	Napavine to Portland	0.00						3000	75	3000	75	1400	47	
Westward	Portland to Vader	0.50	4000	3000		2800		2500	80	2500	80	1250	60	
	Vader to Napavine	0.90	2350	1700		1500		1100		1000	32	860	29	
	Napavine to Tacoma	0.30	4500	3500		3300		2500	80	2500	80	2300	50	
	St. Clair to Lacey	1.60		1000		900		800	40	800	40			
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			
Eastward	Hoquiam to Moclips	0.40		4000		4000		2500	99	2500	99			
	Moclips to Hoquiam	0.40		4000		4000		2500	99	2500	99			
	Hoquiam to Gate	0.50		3500		3300		2000	99	2000	99			
	Gate to Olympia	0.87		2700		2500		1500	50	1500	50			
Eastward	Olympia to Lacey	1.61		1000		900		550	30	550	30			
	Lacey to St. Clair	1.20		1350		1250		1050	40	1050	40			
	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			
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	
	Rainier to West Tenino	0.35		3200					60		60		60	
Westward	West Tenino to Rainier	0.90		1700		1500		1100		1050	35	950	31	
	Rainier to Tacoma	0.50		3200		3000		1800	80	1800	75	1500	50	
	Palmer Jet. to Tacoma	0.00							80		80			
	Fairfax to South Prairie	0.00						2000	45	2000	45			
Eastward	Tacoma to Orting	0.56		3000		2800		1800	80	1800	80			
	Orting to South Prairie	1.00		1500	80	1400	60	900	60	800	60			
	South Prairie to Buckley	1.70		800	20	700	17	450	15	400	14			
	Buckley to Palmer Jet	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			
	Westward	Kerriston to Kanaskat	1.40						600	30	600	30		
		Kanaskat to Kerriston	2.30						400	25	400	25		
Crocker to Wingate		1.70						500		500				
Orting to Lake Kapowsin		1.40						600		600				
Westward	Centralia to Gate	0.50		3500		3300		2200	70	2200	70			
	Grand Mound to Centralia	0.00		3500		3500		3000	70	3000	70			
	Rochester to Grand Mound	0.40		3500		3500		2400	70	2400	70			
	Gate to Rochester	0.50		3500		3300		2000	70	2000	70			
Westward	Chehalis Jct. to Adna	0.50		2900		2800		2000	60	2000	60			
	Adna to Pe Ell	0.66		2500		2500		1500	50	1400	50			
	Pe Ell to McCormick	0.80		1700		1600		800	30	800	30			
	McCormick to Pluvius	1.60		1000		900		550	30	550	30			
	Pluvius to South Bend	0.53							70		70			
	South Bend to Frances	0.60		2100		2000		1800	60	1800	60			
Eastward	Frances to Pluvius	1.90		900		800		500	25	500	25			
	Pluvius to Chehalis Jct	0.40							70		70			
	Yacolt to Van Jct	0.58						1800	45	1800	45			
	Van Jct. to Homan	1.60		1000				550	35	550	35			
Eastward	Homan to Yacolt	1.00		1500				800	45	800	45			
	Elma to Hillgrove	1.00		1800		1700		1200	70	800	70			
	Hillgrove to Stimson	1.30		1550		1450		1100						
	Stimson to Shelton	1.50		1100		1000		700		550				
Westward	Shelton to Marmac	1.00		1800		1700		1200		400				
	Marmac to Stimson	2.50		600		500		400						
	Stimson to Elma, Descending	1.00												

SPEED TABLE.

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

J. J. McCULLOUGH,
Assistant Superintendent.

J. E. CAMPBELL,
Trainmaster.

J. J. SEXTON,
Trainmaster.

E. H. FRIBERG,
Assistant Superintendent.

THEO. HARRIS,
Trainmaster.

J. E. HOGAN,
Trainmaster.

J. F. ALSIP,
Chief Dispatcher.

