NORTHERN PACIFIC RAILWAY COMPANY. **TACOMA DIVISION** TIME

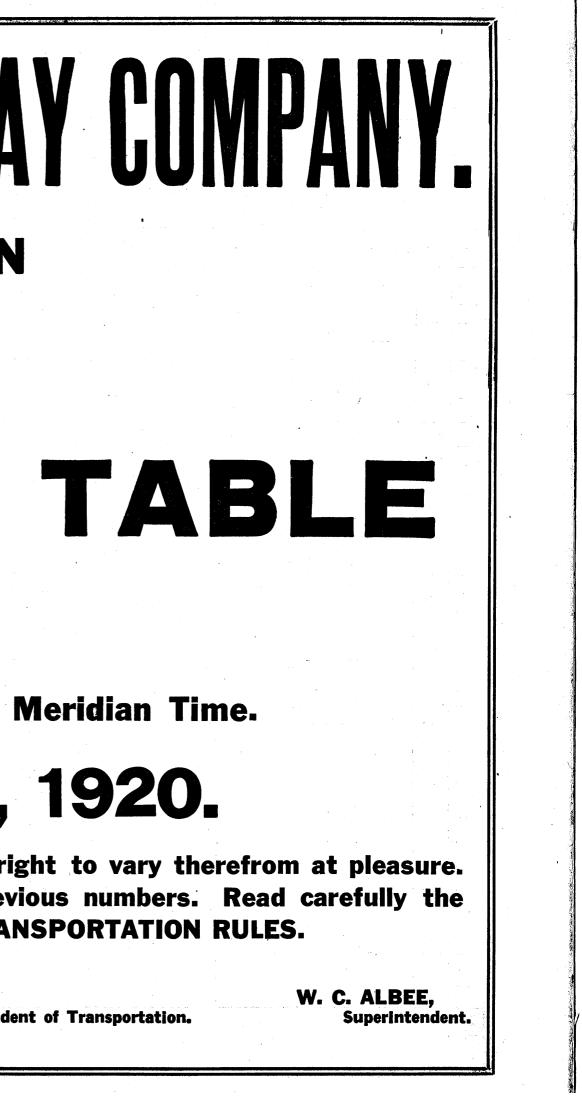
In Effect at 12:01 A. M. Pacific or 120th Meridian Time.

SUNDAY, JULY 11, 1920.

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 Rules and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD, Assistant General Manager.

J. E. CRAVER, Acting General Superintendent. P. H. McCAULEY, Superintendent of Transportation.



TACOMA DIVISION

W	EST	WARD.								FIR	ST SUI MAIN		ION.												
			1					FIRS	T CLASS					I	SEC	OND CL	ASS					IIRD CL			
Wyes	EL O	Time Table No. 46A July 11, 1920	a .	401	407	421	423	457	459	561	563	591	593	513	515	587	679	691	961	1			1	975	
	lum	Succeeding No. 46	fron	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daity	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily		t. Mon. Wed. Fri				Ex. Mon.	Ex. Su
a l	noi N	STATIONS	ance	Nor. Pac. Portland	Nor. Pac. Portland	Nor. Pac. Grays	Nor. Pac. Grays Harbor	Great Northern	Great Northern	O-W.R.&N Portland	O-W.R.&N Portland Express	Nor. Pac. Willapa Harbor	Nor. Pac. Willapa Harbor	Nor. Pac.	OW.R.&N Mized	Nor. Pac.	Nor. Pac. Time	O-W.R.&N Time Freight	Nor. Pac. Way	Nor. Pac. Way	Nor. Pac. Way	Nor. Pac. Way	Nor. Pac. Way Freight	O-W.R.&N Way Freight	O-W.R.d Way Freigh
W	Stat	Telegraph Offices and Calls	Dist	Express	Passenger	Grays Harbor Limited	Harbor Express	Northern			Inpices	Passenger	Limited	Milled	INITZECI	1							Freight		·
)T	977 Q.		0.0	L 1.45M		L10.10AM				L11.25M	L 12.45₩	-					L11.15PM	L 8.30PM	L 8.00A	M	L 7.00AM			L10.15AM	
	BET	WEEN TACOMA AND McCARVE	R STR	EET TRA	AINS WIL	LL BE GO	VERNED	BY PUG	ET SOUN	ID DIVIS	ION TIM	E TABLE	RULES	AND REC	ULATIO	NS.	STAFF O	PERATIO	N BETW	EEN McC	ARVER	STREET	AND ST	ADIUM.	
c	S 3	McCARVER STREET.DN		L 1.55AM	1 07	L10.20AM	(1)				L 12.55M						L 11.31PM	L 8.50PM	L 8.20M		L 7.20M			L 10.40AM	
	8 5	2.6 RUSTON	5.4		LA	<u>t</u>	LA 55																		
	8 10	4.3 SXDN	9.7	2.07	ERICAN LINE See Page	f10.34	VIA VIA LINE Bee Page			11.43	1 1.14			VIA THIRD MAIN TRACK WABASH TO CENTRALIA	VIA THIRD MAIN TRACK WABASH TO CENTRALIA		11.50PM	9.10	s 9.30	1	s 7.50			\$11.10	
- - -	S 16	6.0 UOSTEILACOOMDN	15.7	2.17	ERI	\$10.47	ERI	NB	E Z	f11.53	f 1.26	TINE	<u></u>	TRAT	TRA	a sub	12.05AM	9.25	\$10.00	INE	s 8.10			\$11.40	
- -	S 18	2.0 E	17.7	2.20	WW	f10.52	AM		PRAIRIE LIV See Page 6	f11.56AM	f 1.31	199 199					12.11	9.30	10.10 f11.07	NIRIE I page 6	s 8.20			11.50AM 8	
-7	S 24	6.7 NUDN	24.4	2.31	L10.33M	\$11.07	Ls 6.45P	AIRII Page (Page	\$12.10PM	s 1.45	PRAIRLE I See Page 6		No.	¥0 0 ¹		12.35		f11.45	pa	s 9.00			\$12.40	
-7	S 28	SRDN	28.2	\$ 2.38	f10.40	A11.17AM	As 6.55P	PRA see P	PRA See	f12.17	f 1.50	PR		SH	SH SH		12.50	10.05	f11.59AM	PRA See	As 9.15m			\$12.55	
- -	8 30	Р	29.8	2.41	10.43	See page 3	See page 3	AIN S	VI/	112.20 961	f 1.54	VIA		ABATI	ABA		12.55	10.20	12.10PM 12.30561		See page 3			s 1.05	
- -	8 35	MA.CHAMBERS PRAIRIE. DN	34.9	2.50	\$10.51		-	-		s12.30				53	78		1.15		f 1.15					s 1.45	
- 7	8 37	PLUMBP	37.6	2.54	10.55			-	3 .	112.35							1.25	10.45	f 1.30					s 2.00	
- -	0 15	NODN	43.0	f 3.04	\$11.05			-		\$12.45	s 2.20						1.45	11.00	s 2.00					s 2.30	
			43.5	3.05	11.06	-	·	L 3.32PM	L 8.45M	12.46	2.21	L10.55M					1.47	11.01	f 2.05	L 1.05PM				2.31	
	9090	3.2 BUD	46.7		11.00	-		1	1 6.53			\$11.03	[·		1.57	11.07	s 2.30	\$ 1.30				s 3.00	
	2020 2025	5.1 WARACH D	51.8											L 1.55M	L 3.25M					-		· · · · · · · · · · · · · · · · · · ·			
		2.2		· · · · · ·	-			-										1120						A 3,30PM	
Y	2027	CNCENTRALIADN 3.7	54.0	s 3.25 3.30 679	11.25 \$11.35			3.48 \$ 3.53	s 7.10 s 7.20	s 1:19	s 2.40 s 2.45 679	s11.15 s11.45AM	L 8.00PM	A 2.05P	A 3.35M		2.20 3.35 563-401	11.30PM 12.05AM	A 3.00M	A 2.00PM	-		L 0.3UAM	A 3,3Urm	L 5.00
	2031	CHD		679 s 3.45		N		s 4.03	\$ 7.35	\$ 1.25	\$ 2.55						3.50	12.20	· · · .			6.40	\$ 6.00		\$ 5.30
	2032	0.9 CHEHALIS JCTP	58.6			-	-	-				A12.12PM	A 8.25M							-		A 6.45A		and the second	·
	2038	6.5 NADP	65.1	\$ 4.03	\$12.07P	M .		f 4.18	1 7.50	f 1.40	3.15	See page 7	See Page 7		· · · · · · · · · · · · · · · · · · ·		4.20	12.50		-		See page 7	s 7.00		\$ 6.10
	2040	3.1 EVALINE	68.2	4.08	f12.13	4		4.23	7.56	1.45	3.21		· · ·		·		4.27	1.00					f 7.10		f 6.20
	2044		71.3	s 4.15	\$12.21		-	s 4.30	\$ 8.02	\$ 1.52	3.27		· · ·				4.35	1.10		-			s 8.00		\$ 6.40
	2050	6.5 PNDN	77.8	f 4.30	\$12.34		-	f 4.41	\$ 8.15	\$ 2.04	3.40			- -			4.50	1.35					\$ 8.30		\$ 7.20
-	2053		80.5	f 4.35	12.40	-	· · ·	4.46	8.20	f 2.09	3.46				· · · ·		4.57	1.45					1 9.00	5.9	1 7.38
	2060	CACASTLE ROCKD	87.4	s 4.50	\$12.53	-	1	s 5.00	\$ 8.34	s 2.22	4.01	•					5.15	2.05					\$10.15		\$ 8.10
	2066		93.7	f 5.00	s 1.05	-	-	f 5.10	8.46	2.33	4.14						5.30	2.2 5					f10.35		f 8.30
	2071	KSD	97.3	\$ 5.10	\$ 1.13	-		s 5.17	\$ 8.53	s 2.40	4.22						5.40	2.35					\$11.30		\$ 9.20
-	2077	CARROLLS	103.0	f 5.20	\$ 1.23			5.27	9.05	f 2.50	4.35		. · ·			-	5.55	2.50					f11.45		1 9.4
	2081	KADN 4.3	107.5	\$ 5.32	\$ 1.33			s 5.37	\$ 9.15	s 3.00	4.48						6.10	3.10					11.55AN 12.45PM		f10.58
-,	X 4	MARTINS BLUFF	111.8	5.42	1.41			5.45	9.23	f 3.08	4.57						6.22	3.30		-			1.00		f11.10
	X 9	WDD	116.6	\$ 5.55	\$ 1.53	-	-	\$ 5.55	1 9.33	\$ 3.18	5.08			-			6.35	3.50					s 1.20		\$11.48
		5.4						s 6.07		s 3.30	5.22						6.50	4.10					s 1.50		12.0
	X 15	RGD 5.2	l	s 6.10			2.5.0	<u></u>				·											s 1.50 2.15 407		12.0 s 1.00
1	CX21	KNAPP 3.3	127.2	\$ 6.24	f 2.15			6.18	9.53	f 3.40	5.35						7.05	4.25					1 2.30		1 1.1
	X23		130.5	\$ 6.32	s 2.25			6.24	10.00	f 3.46	5.42					See page 7	7.15	4.35					f 2.50		1 1.2
	X25	VANCOUVER JCTP	133.3	6.38	2.30			6.29	10.05	3.51	5.50					L 8.15AM	7.25	4.45				· · · · · · · · · · · ·	3.00		1.3
	X29	3.1 MXDN	136 4	As 6.45A	As 2.35P		-	As 6.35P	A10.10P	As 3.57	As5.57A		·			A 8.304	A 7.35AM	A 5.00AM		-			A 3.10P		A 1.5
		10.0		1	1 2 2 2 2 2			• •	5	1		1	il an		I		1			FOULAT	IONS]	1	1
300 1	0101 117	BETWEE					D TRAIN				A 6.45M				_	in the second seco	A 9.00A		S AND R		10145.	1.	1	1	
л —	2121 V			· ·	_			·									·			t. Mon. Wed. Fri	De C	Br 6	Dr. S	Er M	Ex. Su
· [Time Over Subdivision	-	Daily	Daily	Daily 57	Daily	Daily	Daily	Daily 4.19	Daily 4.52	Daily .47	Daily .25	Ex.Sun. .10	Ex. Sun. .10	Ex. Sun. .15	Daily 6.44	Daily 7.35	Tue.,Thur.,Sa 5.23	t. Mon. Wed. Fri . 55	Ex. Sun.	Ex. Sun. .45	Ex. Sun. 8.25	Ex. Mon. 4.50	Ex. Su 7.5
		Time Uver Subdivision	1	4.45	3.52	. 57	.10	2.58	3.15	4.19	1.02		20		.10		19.6	17.8	9.5	11.4	13.2	6.1	9.7	10.6	10.4

1

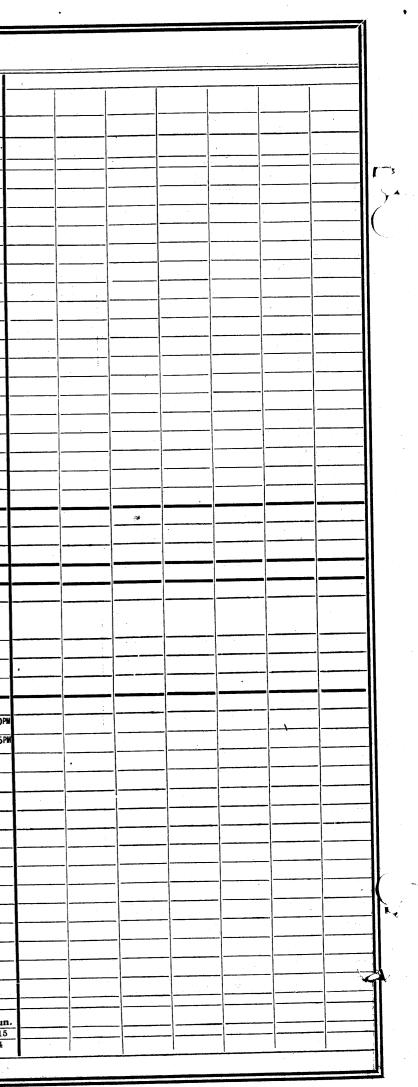
SEE SPECIAL BULES, PAGES 9, 10, 11, 12 AND 13

EASTW	VARD.				•					T SUB	DIVISI	ON.	•	· -									<u></u>	
	Time Table No. 46A	jo	402	408	422	456	1	T CLASS 466	562	564	592	594	514	SEC	OND CL		692	962	964	966	IRD CLA 970		976	978
Lon	July 11, 1920. Succeeding No. 46	oity	Daily	Daily	Dally	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sun.		Daily	Daily		Tue. Thur. Sat.				Ex. Sun.	
and	STATIONS	Capa	Nor. Pac.	Nor. Pac.	Nor.Pac.	Greet	Great	Nor. Pac.	O-W.R.&N	0-W.R.&N	Nor. Pae. Willapa Harbor	Nor. Pac. Willana	Nor Pac	0-W.R&N	Not. Pac.	Nor. Pac.	O-W.R.&N Time	Nor. Pac.	Nor. Pac.	Nor. Pac.	Nor. Pac.	Nor. Pac.	O-W.R.&N Way	0-W.R.
Portland	Telegraph Offices and Calls	Car Sidir	Seattle Express	Seattle Passenger	Grays Harbor Limited	Great Northern	Great Northern	Grays Harbor Passenger	Tacoma- Seattle Express	Seattle Express	Harbor Passenger	Nor. Pac. Willapa Harbor Limited	Mixed	O-W.R.&N Mixed	Mixed	Time Freight	Freight	Freight	Freight	Way Freight	Freight	Freight	Freight	Way Freigh
146.4 Q.		N	A 5.254	1 1		1		A12.45P	A 9.200	A 4.504	1					A 3.30A	A 4.30AM	A11.55A		A 3.40M	r ·	•	A11.00AM	
	WEEN TACOMA AND McCARV		EET TRA	INS WILL	BE GOV	ERNED	BY PUGE	T SOUN	D DIVISI	ON TIME	TABLE	RULES A	ND REG	ULATION	NS. S	TAFF O	PERATIO	N BETW	EEN McC	ARVER	STREET	AND ST	ADIUM.	
143.6	McCARVER_STREETDN		A 5.154	E E	E E E E			A12.35P	A 9.10P	A 4.384	i					A 3.094	A 4.00M	A11.30A		А З.10РМ			A10.30AM	ł
141.0	2.6 RUSTON			6 2 F	5 L V		· · · ·		-		-			··· .										
136.7	SXDN 6.0	E 73 W 73	4.59	ERICAN LINE See Page	VIA CAN LINE Page	E	E E	f12.22	1 8 55	1 4.20			XE	CK		2.38	3.35	\$11.00		\$ 2.45			\$10.00	
130.7	UODN 2.0		4.45	Se	IERI See	° LIN	P I I I	\$12.10	1 8.43	i 4.06	- П 9°		VIA THIRD MAIN TRACK CENTRALIA TO WABASH	BAR	·	2.18	3.10	\$10·30	INE	s 2.10			s 9.30	
128.7		E 73 W 73	4.40	× ×	N N	IRIE Page	IR IE Page	Į	1 8.39	4.00	PRAIRIE See Page		zě	L N N		2.10	3.00	f10.00	IE LI ge ⁶	f 1.50			f 9.00	
122.0	NUDN 3.8				As 7.28M	ີ້ໝັ	PRAIRH See Page		\$ 8.25		PRA		A M A	TO		1.45	2.35	\$ 9.20	AIRI e Pag	s 1.20			\$ 8.30	
118.2	SRDN 1.6	50	\$ 4.13		Ls 7.20PM	VIA	VIA	L11.434		f 3.34	I I		ALL	VIA THIRD -		1.35	2.20	\$ 8.50	PRA See	L 1.00PM			s 8,00	
116.6	5.1		4.10	12.35	See page 4		-	See page 4	f 8.13				NTR	NTR		1.28	2.15 2.00	f 8.40 s 8.10	VIA	See Page 4			s 7.50	
111.5	MA.CHAMBERS PRAIRIE.DN 2.6	E 73 W 73	3.59 3.54	\$12.25 12.20					\$ 8.05	\$ 3.16 f 3.10			CEI	VIA	· · · · · · · · · · · · · · · · · · ·	1.08	1.30	f 7.40					s 6.50	
108.9	PLUMBP 5.5 NO TENINO DN			\$12.20					\$ 7.49		•					12.31	1.50	\$ 7.10					\$ 6.30	
103.4	NODN 0.5		f 3.43	-12.10						[
102.9		E 73 W 74	3.41	12.08		4 .49M	A 1.49M		7.48		A11.10AM					12.30	1.10	7.00					6.15	
99.7	BUBUCODAD 5.1	60	3.34	12.03PM		f 4.42	1.42		f 7.42	f 2.50	\$11.04		1			12.05	12.55	\$ 6.45	s 6 .30				\$ 6.00	
94.6	P						1.00				10.50		A12.15M			11405	10.20				A 150		6 201	
92.4	CNCENTRALIADN 8.7	500	3.20 \$ 3.15	11.50AM \$11.40		4.30 4.25			\$ 7.30 \$ 7.25		10.40		L12.10m	L 1.009		11.40P		L 6.00A	L 6.00AM			8 1.45	L 5.304	<u> </u>
88.7 H	CHEHALISD	$\frac{\mathbf{E} 66}{\mathbf{W} 36}$	\$ 3.05	\$11.30	·	\$ 4.15	\$ 1.10		\$ 7.10	\$ 2.10	\$10.30	• 6.50 L 6.40	:				11.50PM	:				1		\$ 2.1
87.8 81.3	$ \int \frac{\dots \text{CHEHALIS JCT.} P}{NA. \dots NAPAVINE. \dots DP} $	· · · · ·	. 9.50	\$11.10	·	1 4 00	(1257		\$ 7.00	2.00	See page 7					10.27	11.25				L 3.35PH Bee page 7			s 1.5
78.2	8.1 EVALINE	E 73 W 73 Spur		f11.02			f12.57 974 12.52		6.52	1.53						10.17		L				s 1.11 12.25% 12.14M		1 1.20
75.1	3.1 WID		f 2.35				\$12.42		\$ 6.43	1.45	· · · · · · · · · · · · · · · · · · ·						11.05	۰. 		·		\$11.59A	1 1	s 1.0
Å	6.5		1 2.20			\$ 3.29			\$ 6.28	1.30							10.45	·		· · ·	·····	11.15		\$12.3 11.5
65.9	2.7	Spur	1 2.13	i			978 12.23		6.21	1.23						9.40	10.35		:			f11.00		f11.5
59.0	6.9 CACASTLE ROCKD 6.3	E 69	s 1.58	\$10.18		\$ 3.10	\$12.10P		\$ 6.08	1.10	· · · · ·	-	· · · · · · · · · · · · · · · · · · ·			9.20	10.18	·				\$10.41 9.20®		\$11.3
52.7	•	Spur	f 1.45	\$10.05	·	1 2.58	11.57#		\$ 5.55	12.55						9.02	10.00	·				1 9.00		10.4
49.1	KSD	E 74	\$ 1.37	\$ 9.57		\$ 2.51	\$11.51	•	s 5.47	12.45						8.54	9.52					s 8.45		\$10.30
43.4	CARROLLS	Spur	f 1.25	\$ 9.45		f 2.39	11.39		5.35	12.35						8.41	9.40					f 7.45		1 9.5
38.9	4.F KABN 4.8	E 66 W 88	\$ 1.15	s 9.35 978		\$ 2.30	\$11.30		\$ 5.25.	12.26						8.32	9.30					7.30 \$ 6.30	:	s 9.4 9.2
34.6	MARTINS BLUFF	No	1.04	9.23		2.20	11.20		f 5.13	12.15						8.23	9.17					1 6.15		1 9.0
29.8	4.1 WDD		\$12.54	\$ 9.14	· · · · ·	s 2.11	\$11.11		\$ 5.05	12.05					· · ·	8.13	9.05				[]	• 6.00	· · ·	\$ 8.5
	5.4 RGD		\$12.42				\$11.00			11.53						8.01	8.50					\$ 5.45	[]	\$ 8.2
24.4	5.2	W 93																						· · · ·
19.2	KNAI P	Spur	f12.30	f 8.51		1.50	10.50		1 4.43	11.41						7.50	8.39					f 5.27		f 7.5
15.9		Spur	112.22	s 8.45	x	1.45	10.45		f 4.36	11.36			:		See page 7	7.43	8.31					f 5.20		1 7.3
13.1	P	••••	12.16	8.40		1.40	10.40		4.30	11.31			· · · · · · ·	2 - 196 A - 1	A11.10	7.37	8.25					5.10		7.2
10.0	MXVANCOUVERDN	1000	L12.10A	Ls 8.35M		Ls 1.35P	L10.35AM		Ls 4.25P	L11.26					L11.00AM	L 7.30PM	L 8.15M	<u> </u>				L 5.00A		L 7.1
· · · · ·		EN VAN					WILL B		RNED BY	SPOKAN	E. PORT		D SEAT	TLE RAI	LWAY TI	ME TAB	LE RULE	S AND F	EGULAT	IONS.		······································		
0.0 VC	PORTLANDDI						L10.00A		L 4.00PM							L 6.40P		1						
		-	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Sun. Wed. Fri.	Tue. Thur. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Su
	Time over Sub livision		5.00	4.03	.08	3.09	3.09	.52	4.40	5.02	.40	. 20	.05	.10	.10	7.04	7.20	5.30	.40	2.10	.40	5.53	5.00	6.1
	Average Speed)'rr Hour	1	26.7	27.6	28.5	29.2	29.2	29.4	28.6	26.5	22.6	13.8	26.4	13.2	18.6	18.8	18.2	8.8	13.3	11.7	6.9	14.0	12.4	13.
	•• · · · · · · · · · · · · · · · · · ·			F.	ASTWAR	TRAIN	S ARE S		P TO TO		THE SA				-	FOTION			- • ·					

TACOMA DIVISION

3

		WAR								(GRAY	5 HARB	UK LIN	E AND O	OND CL		/	THIRD	CLASS	- 1
	E		Time Table No. 46A	7				FIRST	CLASS	1	· · · · · ·		1		A33				987
and a	Number	from	July 11, 1920.	oity c	421	423	571	577	579	581			583	697		965	967	983	
Turn Tables Wyes	n Na	bir fi	Succeeding No. 46.	Capacity ngs	Daily	Daily	Daily	Daily	Daily	Daily			Tuesday & Fri.	Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun. Nor. Pac.	Ex. Sun. O. W. R. & N.
urn Ver	Station	Distance St. Clair	Telegraph Offices and Calls	Sidin	Nor. Pac.	Nor. Pac.	Nor. Pac. Passenger	O-W.R &N Passenger	C.M.&St.P Passenger	Nor, Pac. Passenger			Nor. Pac. Mixed	C.M&St.P Freight 161		Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Way Frt	Way Frt.
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					See page 1	See page 1		43	117					101		See page 1 L 9.15AM			
	C S 28		SRBT. CLAIRDN 2.9	48	11.17# \$ \$11.27	8						×.				\$ 9.40			
	C K 18		P	-												\$ 9.55			· · · ·
	CK 20		P 5.0	44	11.32 466		-			L 5.00PM			·			A10.154	:		
WT	C K 25		OYOLYMPIAD 0.6 P TUMWATER SPUR CROS.		11.4290 11.50 M	<u>• 7:30</u>	.			-									
			4.7 BELMOREP	32	f12.05PM	1 7.44	-			t 5.14					· .	-			
	CK 84		6.6 RKLITTLE ROCKD		12.19					\$ 5.27						1			
	C K 87		1.2: P BORDEAUX JCTP	1	0 12.24	1	-			1 5.30						1			
	CK 371		10 1	2	12.28		-	-		1 5.35			· ·				See page 6		
	CK 40		4.2 HKDN	-				-		A 5.55PH					-		L 9.15A		
WY	CK 44		4.9 OXD	95	12.45°	\$ 8.10 8.25 \$ 8.35	-		-	422							\$ 9.35 10.10\$		
	CM 5 CM 12		6.9 P 		-	8.50		-	-								\$10.30		
W	C M 12	1	1.0 PORTERP		\$ 1.13	s 8.54	-	-	-								\$10.45		
**	C M 15	1	1.6 MND		10 . 1.17			-	-	-			1				\$10 .50		-
T	C M 19	í .	5.0 P EPDN	69			L 7.40	ū ū	-	-							*11.15A 1.40P	i	421 · 968
	C M 23		3.7 SPD	- 29	968-967		s 7.47	-									\$ 2.00		
	C M 25		1.9 P BRADY	Spur		1	f 7.51		-	-							\$ 2.15	-	_
W	C M 29	1	4.1 MODN	- 60		1	\$ 8.00						No. 583				\$ 3.00		
- <u></u>	C M 87	ļ	AJABERDEEN JCTD	35	_	-		-	-				has right over No. 584						
	-	1	0.9 P	<u>'</u>			-						Cosmo- polis to						
	CR 1		0.6 5COSMOPOLIS JCT	No	-		-		-	-			Bay City						
W	CG 2		1.4 9 MPCOSMOPOLIS	Dium		-	-	-	-	-			L12.30						
	$-\frac{\overline{\mathbf{CR}}}{\overline{\mathbf{CR}}}$	1 .	1.4 5COSMOPOLIS JCT	No		-	-	-		-			12.35					-	
	CR 8		0.9 4 0W. R. & N. Co. Cross	U.u.u	The second se	-	-	-	_			-							
			Track Connection SOUTH ABERDEEN								1		\$12.40					- No. 983	-
	CR 13	13.	10.7 1MARKHAM	10			-	-					\$ 1.15					has right over No. 984	t
T	- CR 16	15.	6	P 10			_	-					\$ 1.30					No. 984 Hoquian to	n
	CR 19	18.	3BAY CITY	Spu			-,	-					A 1.45P		_			Meclips	<u>-</u>
CY	C M 37	65.	8 ABERDEEN JCT D	n Z 32			1 8.15										\$ 3.30	_	L 7.30
0	- C M 40	68.	$\begin{array}{c} 3.1 \\ P \\ SA.ABERDEENDN \\ 3.6 \\ 3.6 \end{array}$	NUAL 50	2:25	10.15	\$ 8.25	L 7.00	L 6.15	5PN				L 5.40	_	_	• 4.00	1	AN A 7.45
WCY	C M 44	72.	5 HO. HOQUIAM	DN 20	'Is <u>3</u> ∙45	A10.40)PM s 8.45	A 7.15	A 6.25	5PM				6 .00	AK 		A 4.10	1 9.15	
0 W	C M 47	76.	0 GRAYS HARBOR CITY	No Sidir	1 3.02		f 8.55		_								_	1 9.35	
	C M 52		4				1 9.07	-						-				- <u>1 9.45</u>	
	C M 54	82.	0 CHENOIS CREEK 2.0	No Sidir	r 3.15		1 9.11	·						_				- <u>1 9.55</u>	
		84.	0BURROWS	No Sidir	f 3.20		f 9.15	5	_					-	_			- 110.05	
	- C M 56		2		570		\$ 9.18	3						-	_			- 10.00	·
		85.	9 WILDERNESS	No Sidir	t 3.26		1 9.21	•				_		_	_			•10.40	
	C M 61	88	.4COPALIS 3.2	Spu	\$ 3.34		\$ 9.28	3				<u></u>		-				•11.15	
	C M 63	91	.6 CRCARLISLE	D 2	4 s 3.45	5	\$ 9.40)				_						111.20	
	C M 64		.6ONSLOW		0 f 3.50		1 9.43				-	_		·				•11.40	
F-	C M 66	1	.5STEARNSVILLE	1			1 9.49	1				_						\$12.01	
	- C M 68		.4ALOHA	. 1 .		1	\$ 9.58	5										•12.01 •12.10	
W	C M 69		.1PACIFIC			5	\$10.00	D				-		_					
	C M 71	99	.5SUNSET BEACH	No Sidi	f 4.20		110.00				_	· · · · ·							a (1997) a se
Y	<u>CM 72</u>	100	.5 MC MOCLIPS	D 3	3 A 4.25		A10.10	171					Tuesda	y Ex. Su		Ex. Su	n. Ex. Su	n. Ex. Su	
			Time Over Subdivision		Daily 4.38				Daily 15 .10		-		& Fri. 1.15	.20	0	1.0	0 4.00	0 3.30	0 .14
			Average Speed Per Hour		21.0	23.5					_		14.5	10.8		9.4	10.9	0.0	11.1



SEE	SPECIAL	RULES.	PAGES	9,	10,	11,	12	AND	13	

EASTWARD.				·.	(GRA)	SECC	ND SI	UBDIVI E AND O	SION. costa e	RANCH)						WEST	WARD.
		1				FIRST C	LASS	-		SEC	COND CLASS		THIRD	CLASS		Ě	3 8
Time Table No. 46A July 11, 1920.	from	422	466	500	566	570	572	578	580	584	698	966	968	984	988		Scales, and Wyee
Succeeding No. 46	ice fr	Daily	Daily	Daily	Ex. Sun.	Sun. Only	Daily	Daily	Daily	Tuesday & Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.		
STATIONS	Distance Moclips		Nor. Pac. Passenger		Nor. Pac.		Nor. Pac. Passenger		Nor. Pac.	Nor. Pac.	C.M.&St.P	Nor. Pac. Way Frt.	Nor. Pac.	Nor. Pac. Way Frt.	O-W.R.&N Way Frt.	S	Water, Fuel, f Turn Tables
Telegraph Offices and Calls		See page 2	See page 2	118	Passenger	Passenger	Passenger	Passenger 44	Passenger	Mixed	Freight 162	See page 2.		way Frt.	way Fit.		urn 7
R ST. CLAIR DN 2.9	100.5	A 7.20P	A11.43AM									As 1.00PM				ratio	
UNION MILL P	97.6	s 7.13	\$11.37									\$12.50				0	w 0 0
P	96.1	s 7.10 423	\$11.32 421					·				\$12.10PM		(
0.6 P	91.1	s 6.55 6.45	\$11.20 11.12						A 1.40PM			L11.45AM				Staff	, -
UMWATER SPUR CROS.	90.5										· · · ·				·	EASTW	ARD TRA
BELMOREP 6.6		f 6.33				• ;			f 1 [.] 25								1
RKLITTLE ROCKD 1.2 P	79.2	\$ 6.20	\$10.46						s 1.13		~				· · ·	4. RESTRI	
BORDEAUX JUNCTION.P	78.0	s 6.17	\$10.42						f 1.10								SEE
P 4.2		6.13	f10.38						f 1.05				See page 6				
1K GATE DN	71.9	6.05- 5.55	10.30 \$10.20						L12.45PM 421				As 2.50PM				
DXOAKVILLED 6.9 P	67.0	s 5.45	\$10.10 967										\$ 2.35				
P	60.1	5.30	9.55										s 2.05				
PORTERP	59.1	s 5.28	s 9.53										\$ 2.00				
MND 5.0 P	57.5	s 5.25	\$ 9.48										s 1.50				
3.7	52.5	\$ 5.12	\$ 9.34				A 7.45M						1.30PM \$10.30AM	421 967			
SPBATSOPD 1.9 P	48.8	\$ 5.05	\$ 9.26			-	s 7.35						\$10.15				
BRADY	46.9	f 5.00	t 9.23		-	-	f 7.30						\$ 9.55				
MOMONTESANO DN 8.1 P	42.8	s 4.50	s 9.14				\$ 7.20			No. 583			s 9.40 ⁹⁹ 8.50 ⁴				
AJABERDEEN JCTD	18.3		968	7			-			has right over							
	17.4	-	·			-				No. 584 Cosmo-							
COSMOPOLIS JCT 1.4	16.8	-								polis to Bay City			·				
MPCOSMOPOLISD 1.4	18.2		•							A 3.05P							
COSMOPOLIS JCT	16.8	·]	-	•						3.00							
0.9 DW. R. & N. Co. Crossing	15.9	-	-	-			·			·							
Frack Connection SOUTH ABERDEEN 10.7			-							\$ 2.55				No. 983 has right			
	5.2		-	· · · · · · · · · · · · · · · · · · ·	-					s 2.30				over No. 984			
OCOSTAF 2.7	2.7	-	-	-						s 2.10				Hoquiam to Moclips			
ВАУ СІТУ	0.0	-						-		L 1.55PM				mocnps	1		
	34.7	f 4.30	8.55		•		f 6.55						8 8.15 571			•	
SAABERDEEN . D		\$ 4.20	s 8.45 8.40	A12.55P			s 6.45	A10.45PM		•	A 6.15PM		\$ 7.35	-	A 7.15AM		
E) HO HOQUIAM	28.0	4.10 L 4.00P	8.40 L 8.30	L12.45P	A 8.20AN	A 3.50M	s 6.30	-10.30PM			L 6.00PM		L 7.154	As5.15Pm	L 7.00AM		
GRAYS HARBOR CITY	· ·		-	-	f 8.08	f 3.42	f 6.10							f 5.00	- 1.00		
4.4 GRAY GABLES	20.1		-		f 7.56	f 3.33	f 5.56	-	-	 			-	f 4.45			/
1.6 CHENOIS CREEK	18.5	5	-	-[f 7.52	f 3.30	f 5.52						-	f 4.35			
2.0 BURROWS	16.5	5	-		f 7.47	f 3.26	f 5.47		-				-	f 4.25	-		
1.2 TULIPSI	15.3		-		s 7.43	f 3.23	f 5.43	-		·			·	f 4.15			
0.7 WILDERNESS	14.6	5	_	-		\$ 3.20			-	· · · · · · · · · · · · · · · · · · ·			-	f 4.10			
2.5 COPALIS	. 12.1		_	-	\$ 7.33	\$ 3.11	s 5.33						-	s 4.00	-	-	
8.2 CRCARLISLE	8.9		-	-	\$ 7.25	\$ 3.01	s 5.25		-		· · · · · · · · · · · · · · · · · · ·		-	s 3.45 421		1	
1.0 ONSLOW	7.9		_	-	f 7.21	f 2.56	f 5.21		.				-	f 3.00		•	
1.9 STEARNSVILLE				-		\$ 2.50							-	\$ 2.50			
1.9 ALOHA	4.1					\$ 2.44		-	-				-	\$ 2.40)	
1.7 PACIFIC			_	-		\$ 2.38					·		-	\$ 2.15			•
1.4 SUNSET BEACH			_	·		f 2.33								f 2.05			
1.0 MCIOCLIPSI			_			L 2.30			-				_	L 2.00	*		
	-	Daily	- Daily	Daily		Sun. Only		Daily	Daily	Tuesday & Fri.	Ex. Sun.	Ex. Sun	Ex. Sun		Ex. Mon.		
Time Over Subdivision	-	2.50	2.45	.10	1.20	1 20	2.45	.15	. 55	1.10	.15	1.15	$\frac{3.45}{10.8}$	3.15	.15 14.4		
Average Speed er Hour		25.5	26.3	21.6	21.0	21.0	18.4	14.4	20.9	15.6	14.4	7.5	10.8	0.0	**.*		

FIFTH SUBDIVISION. EASTWARD. (CROCKER BRANCH) Staff Operation—See Page 13 Time Table No. 46A July 11, 1920. Succeeding No. 46 Car Capacity of Sidings Numbers from from Station N Distance Wingate Distance Crocker STATIONS Telegraph Offices and Calls D 5 0.0WINGATE......P 5.1 140 1955 5.1P 0.0 73

TACOMA DIVISION

INS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

ARANCE-Wingate, Coke and Coal Bunkers, side and over-head. SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

TACOMA DIVISION

WESTWARD

THIRD SUBDIVISION. (AMERICAN LAKE LINE)

5

THIR	RD CLASS			FIRST	CLASS			8, yes			Time Table No. 46A				-	FIRST	CLASS	
	985		537	519	517	423	407	Scale nd W	bera	в	July 11, 1920	from		408	422	518	520	1
-	Nor. Pac. Way Frt.		Great Nor. Connection	0W. R. R. & N.	OW. R. R. & N. Passenger	Nor. Pac. Gray's Har. Passenger	Nor. Pac. Passenger	Fuel,	Num	ce from ew	Succeeding No. 46	Dee fro	rr Capacity Sidings	Nor. Pac. Passenger	Nor. Pac. Grays Har- bor Limited	OW. R. R. & N. Passenger	OW. R. R. & N. Passenger	GC
	Ex. Sun.	<u> </u>	Daily	Ex. Sun.		Daily	Daily	Water, Fuel Turntables	Station	Distance 1 Lakeview	STATIONS Telegraph Offices and Calls	Distance	Car Ca	Daily See page 6	Daily	Ex. Sun.	Ex. Sun.	-
	L 8.00AM		L 2.50PM			Ls 6.15P	L10.10AM		1985	0.0	VALAKEVIEWDN	11.6	. 52	A 1.20M	A 8.10PM			A
	8.10		f 2.54			1 6.19	10.14		CK 2	2.5	COUNTRY CLUB	9.1		1.15	f 8.02			f
-	f 8.12		2.55			6.20	10.15		CK 3	3.0	TILLICUM 1.5	8.6	33	1.14	8.01			
	\$ 8.20		f 2.58			\$ 6.23	f10.17		CK 5	4.5	MURRAY	7.1	23	f 1.12	1 7.58			f
	A 8.30AM		A 3.05PM	L 8.00PW	L11.55AM	\$ 6.35	\$10 .25	WY	CK 7	7.7	DAMERICAN LAKEDN 3.9	3.9	31	\$ 1.05	s 7.50	A12.20M	A 8.40M	Ē
·				A 8.10PM	A12.05M	As 6.45PM	A10.33A		C 8 24	11.6	NUNISQUALLYDN	0.0	25	L12.48	L 7.28M	L12.10PM	L 8.25P	ľ
						See page 1	See page 1											-
	Ex. Sun.		Daily	Ex. Sun.	Ex. Sun.	Daily	Daily				J		-	Daily	Daily	Ex. Sun.	Ex. Sun.	-
	.30		.15	.10	. 10	.30	.23				Time Over Subdivision	_		.32	.42	.10	.15	1
	15.4		30.8	23.4	23.4	23.2	30.3				Average Speed Per Hour	_		21.7	16.5	23.4	15.6	1

- 1. AT HISQUALLY—Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs trains to and from that Subdivision. Third Subdivision trains must procure block clearance before entering First Subdivision.
- 1a. AT LAKEVIEW AND NISQUALLY—Operators will attend switches for passenger trains to and from Third Subdivision. Conductors will know that operators are in charge of switch before leaving same.
- Gate has been placed across Dupont Powder Co. spur near Cap Magazine. Same protected by stop board located 200 feet from gate.
- 2a. AT AMERICAN LAKE-Siding at passenger station is time card station.
- 2b. AT MURRAY-Ten miles per hour over road crossing just east of depot.
- Sc. Trains 536 and 537 will connect with trains 457 and 458. Trains 538 and 539 will connect with trains 456 and 459 at Lakeview.
- 8. AT LAREVIEW-EASTWARD TRAINS WILL COME TO FULL STOP BEFORE BEACHING THE JUNCTION SWITCH OF THE FOURTH SUBDIVISION EXPECTING TO FIND MAIN TRACK OCCUPIED BY TRAIN FROM FOURTH SUBDIVISION.
- 3a. Telegraph office at Lakeview closed between the hours of 12:00 midnight and 8:00 A.M.
- 3b. Manual block operation between Lakeview and Nisqually discontinued between the hours of 12:00 midnight and 8:00 A.M.
- 30. At American Lake—Housetrack Switch will be set for housetrack and will serve as derail for west end of passing track.
- 3d. Approach road crossings at east and west end Greene Park, American Lake with caution ring bell and sound whistle.

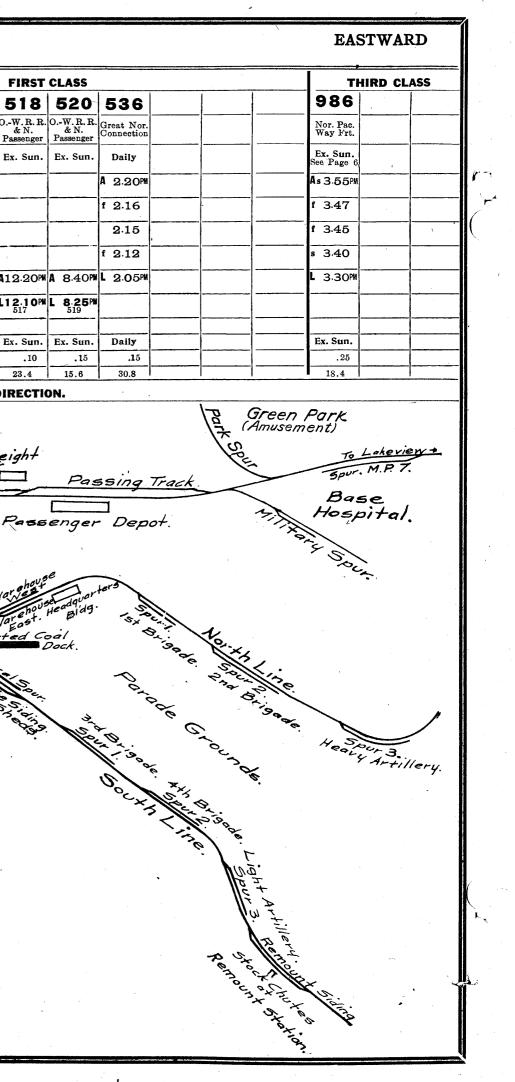
RULES GOVERNING OPERATION CANTONMENT TRACKS AT AMERICAN LAKE

- 4. North and South lines, Cantonment tracks, American Lake, operated under staff system. Staff for North Line and staff for South Line will be located in separate boxes so marked at Junction Switch. See diagram, page 7.
- Speed 15 miles per hour using Cantonment tracks, American Lake, must never be exceeded.
- Switches west end yard will be set for west leg of wye. Wye switch and junction switch to North Line Cantonment track will be set for east leg of wye and North Line targets and lights to show clear.
- Inside switches, yard tracks—switch lights green and yellow. Switches on North and South Cantonment lines—switch lights red and green.
- S. When backing or pushing cars ahead of engine over street crossings Cantonment tracks, American Lake, train must stop and flagman protect crossing. All movements passing over Pacific Highway must be protected by flagman.
- 9. Toilets must be kept locked and 'refuse must' not be thrown from trains on Cantonment tracks, Camp Lewis, Nisqually or inside yard limits American Lake.
- 10. Loading platform at Remount station, American Lake, will not clear man on side of car.

Trains using both north and south lines cantonment tracks American Lake will move under control at all times expecting to find cars spotted at different locations on these tracks

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

Freight Depot____ Dupont Yard 2 tracks To Nisqually Switchin Paver 3 track yard. Lead Spur 35, Elevated Coal Dock American Lake Yard and Cantonment Tracks serving Camp Lewis.



T	HIRD CLASS		1	· .	FIRST	CLASS				2				NT 16	.		1	1	FIRST	CLASS		l	TH	IRD CLA	SS	······································
	985	96	3	591	459	457	42	3 40	7			Tim	e Table July 11,		A g		408	422	456	458	592	964	986			·
		. Mon.,Wed		Daily	Daily	Daily	Daily			dmb	from		Succeeding		from	sity	Daily	Daily	Daily	Daily	Daily	Tue.,Thur.,Sat.	Ex. Sun.			
	Nor. Pa			Nor. Pac.	·		Nor. Pa	80. N		U N			STATIO	ONS	ance Ju Do Ju	Capa dings	Nor. Pac	Nor. Pac.	Great	Great	Nor. Pac. Willapa	Nor. Pac.	Nor. Pac.			
	Way Freigh	Way Freig		Willapa Harbor Passenger	Great Northern	Great Northern	Grays Harbo Expres			Stati	Dist	Tele	graph Office	es and Calls	Diste	Car of Si	Seattle Passenge	Harbor	Northern		Harbor Passenger	Way Freight	Way Freight	τ.		
	L 7.05	ML 8.0	Ow	L 9.35M	L 5.05P	L 2.05P	L 5.50	OPH L 9.4	5	1977	0.0	Q	TACOM 4.6	ADI	N 39.2		A 1.45	A 8.35P	A 6.20	₩ A 3.10 ^p	A12.40PM	A11.00AM	A 4.40PM			
				BETV	VEEN TA	COMA A	ND SO	UTH TA	COMA	TRA	NS WIL	L BE G	OVERNED	BY PUG	ET SOUN	DIV	ISION T	IME TAB	LE RUL	ES AND I	REGULATION	<u>з.</u>				
	Ls 7.45	L 8.4	БАМ	Ls 9.50A	Lf 5.20P	Lf 2.20P	Ls 6.04 456	5PM L \$10.	03 W (M T	1981	4.6	SU SO	UTH TACO 3.6	MAD) E	34.6	70	A 1.30	A 8.20P	Af 6.05	Af 2.55	A12.25M	A10.30AM	As 4.10PM			
	As 8.00	M f 9.0	0	s 9.57	1 5.30	1 2.30	As 6.18	5PM A10.1 964	0.48	1985	8.2	VA	AKEVIEW.	D ∫ used a log a l	31.0	52	L 1.20	L 8.10 ^p	s 5.55	t 2.45	\$12.12	10.10 9.42 407-591	Ls 3.55PM			
	See page	5 1 9.2	5	f10.05	5.45 456	2.38	See Page	e 5 See Pa	ge 5	1990	13.2	-	HILLHUI	RST	. 26.0	52	See Page	See Page 5	1 5.45	2.38 457	f12.03PM		See page 5			
		• 9.5 10.2	5	s10.15		\$ 2.52			w	1996	19.2	-	ROY.	1	D 20.0	E 62		-	\$ 5.32	1 2.28	\$11.52AM	s 9.00				
		•10.4		9 <u>63</u> \$10.25	1 6.11	f 3.03	-			2002	24.7	- YA	5.5	I	D 14.5	$-\frac{44}{74}$		-	f 5.20	f 2.18	\$11.42	\$ 8.30				
·		s11.3		\$10.35	f 6.23	f 3.15	-			2007	30.2	_	5.5					-	f 5.08	1 2.08	\$11.32	\$ 8.00				
		592			.					2011			4.2 McINTO			$-\frac{\frac{E}{W}}{\frac{64}{73}}$		-	f 5.00		⁹⁶³ f11.22	\$ 7.30				·
		f12.0		10.43	f 6.33	3.22				_			4.6					-								
		\$ 1.0	0	\$10.53	\$ 6.43	\$ 3.30				2015	39.0	TN	WEST TEN	NINO1	D 0.2	36			\$ 4.51	s 1.51	\$11.12	s 7.00				
		A 1.0	5PM	A10.55	A 6.45P	A 3.32P			w		39.2	- T	ENINO JUN	ICTION	. 0.0	E 73			L 4.49	L 1.49	L11.10AW	L 6.40				
		See pag	e 1	See page 1	See page 1	See page 1						-			-			-	See page 2	2 See page 2	See page 2	See page 2				
•	Ex. Sur	• Mon.,Wed	.,Fri.	Daily	Daily	Daily	Daily	y Dail	у			_			-		Daily	Daily	Daily	Daily	Daily	Tue.,Thur.,Sat,	Ex. Sun.			
	.15	3.5		1.05	$\left \frac{1.25}{24.4}\right $	1.12	.10)7	_			ime over Sub erage Speed I				.10	10	27.3	1.06	1.15	<u>3.22</u> 10.2	.15			· · · · · ·
2. Nor	TWARD.	made un	e opened and der flag prote track swite	i if block	is clear si Tacoma i	pushed an ignal No. 4 for eastwa	id swite 13.5 will rd track	h leading go to cau k. 12 AND	to east ition po 13 TH S	ward i sition,	otherwis	e crossov	th cross-	4. Ma 5. Tel 5 A . N	THIRD anual bloc egraph offi os. 457 and	SUBDIV k operat ice at La d 458 wil	tion betwo akeview a ll connect	en Lakevi nd South T at Lakevi ed as combin	G TO FI ew and So acoma clo ew with N	ND MAIN both Tacon bosed betwe lo. 536 and hg track and	TRACK OCCU a discontinued on the hours of	PIED BY TRAI	INS PROM	THIRD S midnight a M.	UBDIVISI and 8:00 A.	017
2. Nor	ment must be rmal position (made un	e opened and der flag prote track swite	d if block ection. h at South	is clear si Tacoma i	pushed an ignal No. 4 for eastwa	id swite 13.5 will rd track	h leading go to cau k. 12 AND	to east ition po 13 TH S	ward i sition,	otherwis	k and bo	th cross-	4. Ma 5. Tel 5 A . N	THIRD anual bloc egraph offi os. 457 and	SUBDIV k operat ice at La d 458 wil	tion betwo akeview a ll connect	EA	G TO FI ew and So Vacoma clo ew with N ation passir	ND MAIN Duth Tacon Desed betwe No. 536 and ng track and RD.	TRACK OCCUI ha discontinued en the hours of 537. storage track.	PIED BY TRAI between the hou 12:00 midnight	INS FROM Irs of 12.00 and 8:00 A.	midnight s M. ENTS OF	TRAINS	ом. М. ВЕ-
2 Nor	TWARD.	made un	opened and der flag proto track switci SEE	d if block ection. h at South	is clear si Tacoma i	pushed an ignal No. 4 for eastwa	id swite 13.5 will rd track	h leading go to car k. 12 AND : SIX	to east ation po 13 TH S (GA1	UBD	otherwis	be crossov	th cross-	 4. Ma 5. Tel 5A. N 5B. At 	THIRD anual bloc egraph offi os. 457 and	SUBDIV k operat ice at La d 458 wil oma siding	tion betwo akeview a ll connect	EA	G TO FI ew and So acoma clo ew with N ation passir	ND MAIN Duth Tacon Desed betwe No. 536 and ng track and RD.	TRACK OCCU ha discontinued in the hours of 537. storage track.	PIED BY TRAN between the hou 12:00 midnight	MOVEME IA AND B	midnight g M. ENTS OF BLAKESLE	TRAINS	ом. М. ВЕ-
L Nor WES	TWARD.	made un f double	opened and der flag proto track switci SEE	d if block ection. h at South SPECIAL	is clear si Tacoma i RULEȘ, 1	pushed an ignal No. 4 for eastwa PAGES 9 ,	id swite 13.5 will rd track	h leading go to car k. 12 AND : SIX	to east ition po 13 TH S (GAT me Ta July	UBD FE LI	otherwis DIVISIONE) No. 46 920	be crossov	th cross-	4. Ma 5. Tel 5A. N 5B. At	THIBD anual bloc egraph offi os. 457 and t South Tace	SUBDIV k operat ice at Lz d 458 wil oma siding	ISTON, U.	EACTION CONTRACTOR OF CONTRACTOR	G TO FI ew and So accoma clo ew with N action passin ASTWA	ND MAIN Duth Tacon Seed betwe To. 536 and ng track and RD.	TRACK OCCU ha discontinued in the hours of 537. storage track.	RULES FOR	MOVEME IA AND B	midnight g M. ENTS OF BLAKESLE	TRAINS	ом. М. ВЕ-
L Nor WES' HIRD CL/)87 9	TWARD.	57	e opèned and der flag prota track switci SEE FIRST	cLASS	is clear si Tacoma i RULEȘ, 1	pushed an ignal No. 4 for eastwa PAGES 9 ,	ad swite 13.5 will rd trach 10, 11,	size and siz	to east ition po 13 TH S (GA1 me Ta July Succe	UBD FE LI ble 11, 1 eding N	No. 46	be crossov	er move-	4. Ma 5. Tel 5A. N 5B. At	THIED anual bloc egraph offi os. 457 anu t South Tacc RST CLAS 506	SUBDIV k operat ice at Lz d 458 wil oma siding	tion betwind here was a line connect of will be us will be us 578	EACTION CONTRACTOR OF CONTRACTOR	G TO PI ew and Sc "acoma clu ew with N ation passir STWA HIRD CI 988	ND MAIN Duth Tacon posed betwe fo. 536 and ng track and RD.	TRACK OCCU ha discontinued in the hours of 537. storage track.	RULES FOR	MOVEME IA AND B DIAGRAM	midnight a M. ENTS OF BLAKESLE I FOLLOV	TRAINS I E JUNC- VING	ом. М.
Nor WES' HIRD CL/ 87 9 . Sun. Ex.	ASS ASS Sun. Daily	57 Ex. St	FIRST 5 573	CLASS	503 Daily	pushed an ignal No. 4 for eastwa PAGES 9, 501 Daily	A switce source and switce source and switce source and	size and siz	to east ition po i3 TH S (GA1 Me Ta July Succe STA	UBD FE LI 11, 1 eding N	No. 46 920 No. 5	k and bo e crossov	502 Daily	4. Ma 5. Tel 5A. N 5B. Ad FIF 504 Daily	THIED anual bloc egraph offi os. 457 anu t South Tacc RST CLAS 506 Dally	subbity k operative at Le d 458 will poma siding SS 574 Ex. Sun.	578 Daily	EA EA EA EA EA EA EA EA EA EA	G TO PI ew and So acoma clu ew with N ation passir STWA HIRD_CI 988 Ex. Mor	ND MAIN Duth Tacon posed betwe fo. 536 and ng track and RD.	TRACK OCCU ha discontinued in the hours of 537. storage track.	RULES FOR	MOVEME IA AND B DIAGRAM	midnight g M. ENTS OF BLAKESLE	TRAINS I E JUNC- VING	ом. М.
L Nor WES' HIRD CL/ 987 9 Sun. Ex. V.R.&N Nor ay Frt. 51	ASS Sun. Daily Pr. Pac. ASS 067 577 0-W.R.& Passenge 43	57 Ex. Su N O-W.R. Passen 53	FIRST 5 573 In. Ex. Sun. &N O-W.R.&N Passenger 55	t if block ection. b at South SPECIAL CLASS 505 Daily Nor. Pac. Passenger	503 Daily Nor. Pac. Passenger	501 Daily Nor. Pac. Passenger	Water, Fuel, Boales, Turn Tables and Wyee, Station Numbers	SIX	to east ition po 13 TH S (GAT me Ta July Succe S T A legraph	UBD FE LI 11, 1 eding N A T I C Offices	No. 46 920 No. 46 No. 46 No. 46	Cart Capacity of Carts	502 Daily Nor. Pao. Passenger	4. Ma 5. Tel 54. N 58. Ad 58. Ad FIF 504 Daily Nor. Pao. Passenger	THIED anual bloc egraph offi os. 457 anu t South Taed RST CLAS 506 Daily Nor. Pao. Passenger	subbiv k operat d 458 wil orma siding SS 574 Ex. Sun. 0-W.R.&1 Passenger . 56	1 STATUSE IN THE INPUT OF THE INTENTION OF THE INTENTION. THE INTENTION OF THE INTENT OF THE INTENT OF T	EA B B C C C C C C C C C C C C C	G TO PII ew and Sc lacoma clo ew with N ation passir STWA HIRD Cl 988 Ex. Mor 52	ND MAIN Doubt Tacon osed betwe io. 536 and g track and RD.	TRACK OCCU ha discontinued in the hours of 537. storage track.	RULES FOR	MOVEME IA AND B DIAGRAM	midnight a M. ENTS OF BLAKESLE I FOLLOV	TRAINS I E JUNC- VING	ом. М.
L Nor WES' HIRD CL/ 987 9 (. Sun. Ex. W.R.&N Nor ay Frt. 51 8.00AM L 7	ASS ASS 67 577 Sun. Daily or. Pac. 0-W.R.& Passenger 43 7.30AH L 3.00	57 Ex. St NO-W.R. Passen 53	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 55 OPM L 9.004	CLASS CLASS 505 Daily Nor. Pao. Passenger ML 7.40PM	503 Daily Nor. Pase. Passenger	501 Daily Nor. Pac. Passenger L 9.35M	Water, Fuel, Boales, Turn Tables and Wyee, Station Numbers	SIX	to east ition po is TH S (GA1 me Ta July Succe S T A legraph CEI	UBD FE LI ble 11, 1 eding N A T I C Offices NTRAL 2.2	No. 46 920 No. 46 No. 46 No. 46 No. 46 No. 46	A gate crossov	502 Daily Nor. Pac. Passenger A11.05AW	4. Ma 5. Tel 5A. N 5B. Ad FIF 504 Daily Nor. Pao. Passenger A 6.40PM	THIED anual bloc egraph offi os. 457 anu t South Tacc RST CLAS 506 Daily Nor. Pac. Passenger A 9.10P	SUBDIV k operative at Le d 458 willowa siding SS 574 Ex. Sun O-W.R.&1 Passenger 56 A10.40A	578 Daily NO-W.R.4 MA 2.00	EA B B B B B B B B B B B B B B B B B B B	G TO PI ew and Sc lacoma clo ew with N ation passir STWA HIRD Cl 988 Ex. Mor 52 Way Fr 52 MA12.01	ND MAIN Duth Tacon used betwe io. 536 and g track and RD.	TRACK OCCU ha discontinued in the hours of 537. storage track.	RULES FOR	MOVEME IA AND B DIAGRAM	midnight a M. ENTS OF BLAKESLE I FOLLOV	TRAINS I E JUNC- VING	ом. М.
L Nor WES' HIRD CL/ 987 9 Sun. Ex. V.R.&N Nor ay Frt. 51 8.004M L 7	ASS Sun. Daily Pr. Pac. ASS 067 577 0-W.R.& Passenge 43	57 Ex. St NO-W.R. Passen 53	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 55 OPM L 9.004	CLASS CLASS 505 Daily Nor. Pao. Passenger ML 7.40PM	503 Daily Nor. Pac. Passenger	501 Daily Nor. Pac. Passenger L 9.35M	Water, Fuel, Boales, Turn Tables and Wyee, Station Numbers	SIX	to east ition po is (GAT me Ta July Succe ST A degraph CEI	UBD FE LI able 1 11, 1 eding P A T I C Offices NTRAL 2.2 E JUN V. Co.	No. 46 No. 46 No	A gate crossov	502 Daily Nor. Pao. Passenger	4. Ma 5. Tel 54. N 58. Ad 58. Ad FIF 504 Daily Nor. Pao. Passenger	THIED anual bloc egraph offi os. 457 anu t South Tacc RST CLAS 506 Daily Nor. Pac. Passenger A 9.10P	SUBDIV k operative at Le d 458 willowa siding SS 574 Ex. Sun O-W.R.&1 Passenger 56 A10.40A	1 STATUSE IN THE INPUT OF THE INTENTION OF THE INTENTION. THE INTENTION OF THE INTENT OF THE INTENT OF T	EA B B B B B B B B B B B B B B B B B B B	G TO PII ew and Sc lacoma clo ew with N ation passir STWA HIRD Cl 988 Ex. Mor 52	ND MAIN Duth Tacon used betwe io. 536 and g track and RD.	TRACK OCCU ha discontinued in the hours of 537. storage track.	RULES FOR	MOVEME IA AND B DIAGRAM	midnight a M. ENTS OF BLAKESLE I FOLLOV	TRAINS I E JUNC- VING	ом. М.
L Nor WES' HIRD CL/ 987 9 Sun. Ex. V.R.&N Nor ay Frt. 51 8.00AM L 7 8.15AM 7	ment must be rmal position of TWARD. ASS 967 577 577 577 577 577 577 577 577 577 57	57 Ex. St NO-W.R. Passen 53	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 55 OPM L 9.004	CLASS CLASS 505 Daily Nor. Pac. Passenger ML 7.40PM 7.46	503 Daily Nor. Pac. Passenger L11.55AM 12.01PM	501 Daily Nor. Pac. Passenger L 9.35M 9.40	Water, Fuel, Boales, Turn Tables and Wyee, Station Numbers	SIX	TH S (GA1 (GA1 me Ta July Succe S T A legraph CEI AKESLE V. R. & W. F	UBD FE LI Ible Ible Itl, 1 eding N TI C Offices NTRAL 2.2 E JUN N. Co. 1 0 n R. R. R	No. 46 920 No. 46 920 No. 46 N S and Callu IAI Crossing . CRSG.	A goistand bo e crossov	502 Daily Nor. Pac. Passenger A11.054W 10.55	4. Ma 5. Tel 5A. N 5B. Ad 5B. Ad FIF 504 Daily Nor. Pao. Passenger A 6.40PM 6.30	THIED anual bloc egraph offi os. 457 anu t South Tacc RST CLAS 506 Daily Nor. Pac. Passenger A 9.10Ps 8.55	SUBDIV k operative at Le d 458 willowa siding SS 574 Ex. Sun O-W.R.&1 Passenger 56 A10.40A	578 Daily NO-W.R.4 MA 2.00	EA BACKET STATES STATE	G TO PIL ew and Sc lacoma clo ew with N ation passir STWA HIRD Cl 988 Ex. Mor 52 Way Fr 52 A12.01 L11.45	ND MAIN Duth Tacon used betwe io. 536 and g track and RD.	TRACK OCCU ha discontinued in the hours of 537. storage track.	RULES FOR	MOVEME IA AND B DIAGRAM	midnight a M. ENTS OF BLAKESLE I FOLLOV	TRAINS I E JUNC- VING	ом. М.
L Nor WES' HIRD CL/ 987 9 (. Sun. Ex. W.R.&N Nor ay Frt. 51 8.00AM L 7 8.15AM 7 7	ment must be rmal position of TWARD. ASS 67 577 	57 Ex. St NO-W.R. Passen 53	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 55 OPM L 9.004	A if block ection. A at South SPECIAL CLASS 505 Daily Nor. Pac. Passenger ML 7.40PM 7.46 7.47	503 Daily Nor. Pac. Passenger L11.5544 12.01PM	501 Daily Nor. Pac. Passenger L 9.35M 9.40 9.41	d switce 3.5 will rd track 10, 11, series of the series to track to tr	SIX so to can k. SIX SIX Til sub sub sub sub sub sub sub sub	to east ition po is TH S (GAT me Ta July Succe S T A legraph CEI AKESLE V. R. & N Connecti S. & W. I	UBD FE LII (11, 1 eding N A T I C Offices NTRAL 2.2 E JUN N. Co. 1. R. R 0.1 - CSLEE 4.1	No. 46 920 No. 46 920 No. 46 N S and Call IAE Crossing . CRSG.	A go	502 Daily Nor. Pac. Passenger A11.054	4. Ma 5. Tel 5A. N 5B. Ad 5B. Ad FIF 504 Daily Nor. Pao. Passenger A 6.40PM 6.30 6.29	THIED anual bloc egraph offi os. 457 anu t South Taco RST CLAS 506 Dally Nor. Pao. Passenger A 9.10PH 8.55 8.54	SUBDIV k operative at Le d 458 willowa siding SS 574 Ex. Sun O-W.R.&1 Passenger 56 A10.40A	578 Daily NO-W.R.4 MA 2.00	EA BACKET STATES STATE	G TO PI ew and Sc Pacoma cld ew with N ation passir STWA HIRD Cl 988 Ex. Mor 52 Way St A12.01 L11.45	ND MAIN Duth Tacon used betwe io. 536 and g track and RD.	TBACK OCCU TBACK OCCU and is continued on the hours of 537. storage track. SPECIAL TWE T	RULES FOR EN CENTRAL	MOVEME IA AND B DIAGRAM	midnight a M. ENTS OF SLAKESLE I FOLLOV	TRAINS I E JUNC- VING	оя. М.
L Nor WES? HIRD CL/ 987 9 c. Sun. Ex. W.R.&N Nor ay Frt. 51 8.00AM L 7 8.15AM 7 5 8.15AM 7 6 8	ment must be rmal position of TWARD. ASS 67 577 . Sun. Daily r. Pac. 7.30AM L 3.00 7.40 A 3.07 7.42 8.05	57 Ex. St NO-W.R. Passen 53	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 55 OPM L 9.004	A if block ection. SPECIAL CLASS 505 Daily Nor. Pac. Passenger ML 7.40PM 7.46 7.47 \$ 7.63	503 Daily Nor. Pac. Passenger L11.55AM 12.01PM 12.02 s12.12	501 Daily Nor. Pace Passenger L 9.354 9.40 9.41 f 9.50	d switce 3.5 will rd track 10, 11, sea M gue seiger sea M gue seiger M	A leading go to can k. SIX SIX Til SIX Co Co Co Co Co Co Co Co Co Co Co Co Co	to east ition po is TH S (GA1 me Ta July Succe S T A legraph CEI AKESLE V. R. & N Connecti S. & W. I M. BLAM	UBD FE LI (11, 1 eding N A T I C Offices NTRAL 22 E JUN N. Co. 1. R. R 0.1 ESLE 4.1 D MOU 4.6	No. 46 920 No. 46 920 No. 46 N S and Calla IAE CTION. Crossing . CRSG.	A go or o so o crossov DN. A go o crossov A go o crossov DN. A go o crossov 11.4 11.3 71 11.3 71 7.2 60	502 Daily Nor. Pac. Passenger A11.054 10.55 10.54 \$10.46	4. Ma 5. Tel 54. N 5B. At 5B. At FIF 504 Daily Nor. Pao. Passenger 4. 6.40PM 6.30 6.29 5. 6.21	THIED anual bloc egraph offi os. 457 and t South Tacc RST CLAS 506 Dally Nor. Pac. Passenger 8.55 8.54 f 8.45	SUBDIV k operative at Le d 458 willowa siding SS 574 Ex. Sun O-W.R.&1 Passenger 56 A10.40A	578 Daily NO-W.R.4 MA 2.00	EA T 968 EX. Sun. Nor. Pao Way Frt. 3.51 5.3.50 5.3.35	G TO PIL ew and Sc 'acoma clic ew with N Ation passir STWA HIRD Cl 988 Ex. Mor 52 A12.01 L11.45	ND MAIN Duth Tacon used betwe io. 536 and g track and RD.	TRACE OCCU: a discontinued en the hours of 537. storage track. SPECIAI TWE T	RULES FOR EN CENTRAL '10N AS PER	MOVEME IA AND B DIAGRAM	midnight a M. ENTS OF GLAKESLE I FOLLOW	TRAINS I TRAINS I TRAINS I TRAINS I TRAINS I TRAINS I TRAINS I	оя. M. BE-
L Nor WES' HIRD CL/ 987 9 Sun. Ex. 7. 8.154M 7 8.154M 7 51 8.154M 7 8.154M 7 8.154M 7 8.154M 7	ment must be rmal position of TWARD. ASS 67 577 	57 Ex. St NO-W.R. Passen 53	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 55 OPM L 9.004	A if block ection. SPECIAL CLASS 505 Daily Nor. Pac. Passenger ML 7.40PM 7.46 7.47 \$ 7.63	503 Daily Nor. Pac. Passenger L11.5544 12.01PM	501 Daily Nor. Pace Passenger L 9.354 9.40 9.41 f 9.50	d switce 3.5 will rd track 10, 11, sea M gue seiger sea M gue seiger M	A leading go to can k. 12 AND SIX SIX Til s. s. Til s. s. Til a. s. c. Te 0.0 CN. 2.2 . BL 0 CN. Trk P. 12.	to east ition po is (GAT me Ta July Succe ST A legraph CEI AKESLE V. R. & H Connecti S. & W. H BLAM . GRANI	UBD FE LI (11, 1 eding N (11, 1) (11, 1) (No. 46 920 No. 46 920 No. 46 9 N S and Callin IAE CTION. Crossing . CRSG.	A 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	502 Daily Nor. Pac. Passenger A11.054	4. Ma 5. Tel 54. N 5B. At 5B. At FIF 504 Daily Nor. Pao. Passenger 4. 6.40PM 6.30 6.29 5. 6.21	THIED anual bloc egraph offi os. 457 anu t South Taco RST CLAS 506 Dally Nor. Pao. Passenger A 9.10PH 8.55 8.54	SUBDIV k operative at Le d 458 willowa siding SS 574 Ex. Sun O-W.R.&1 Passenger 56 A10.40A	578 Daily NO-W.R.4 MA 2.00	EA BACKET STATES STATE	G TO PIL ew and Sc 'acoma clic ew with N Ation passir STWA HIRD Cl 988 Ex. Mor 52 A12.01 L11.45	ND MAIN Duth Tacon used betwe io. 536 and g track and RD.	TRACE OCCU Ta discontinued en the hours of 537. storage track. SPECIAL TWE T T 10. North OV	RULES FOR EN CENTRAL 'ION AS PER	MOVEME IA AND B DIAGRAM	midnight a M. ENTS OF BLAKESLE FOLLOV ARESL AROS known as be known	TRAINS I TRAINS I TRAINS I TRAINS I TRAINS I TRAINS I TRAINS I TRAINS I TRAINS I TRAINS I	оя. M. BE- С 7.
L Nor WES' HIRD CL/ 087 9 c. Sun. Ex. W.R.&N Nor ay Frt. 51 8.00AM L 7 8.15AM 7 5 8.15AM 7 8.25	ment must be rmal position of TWARD. ASS 67 577 . Sun. Daily r. Pac. 7.30AM L 3.00 7.40 A 3.07 7.42 8.05	57 Ex. St NO-W.R. Passen 53	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 55 OPM L 9.004	A if block ection. SPECIAL CLASS 505 Daily Nor. Pac. Passenger ML 7.40PM 7.46 7.47 \$ 7.63	503 Daily Nor. Pac. Passenger L11.55AM 12.01PM 12.02 s12.12	501 Daily Nor. Pace Passenger L 9.354 9.40 9.41 f 9.50	d switce 3.5 will rd track 10, 11, sea M gue seiger sea M gue seiger M	A leading go to can k. 12 AND SIX SIX Til s. s. Til s. s. Til a. s. c. Te 0.0 CN. 2.2 . BL 0 CN. Trk P. 12.	to east ition po is (GAT me Ta July Succe ST A legraph CEI AKESLE V. R. & H Connecti S. & W. H BLAM . GRANI	UBD FE LI (11, 1 eding N (11, 1) (11, 1) (No. 46 920 No. 46 920 No. 46 N S and Calla IAE CTION. Crossing . CRSG.	A 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	502 Daily Nor. Pac. Passenger A11.054 10.55 10.54 \$10.46	4. Ma 5. Tel 54. N 5B. At 5B. At FIF 504 Daily Nor. Pao. Passenger 4. 6.40PM 6.30 6.29 5. 6.21	THIED anual bloc egraph offi os. 457 and t South Tacc RST CLAS 506 Dally Nor. Pac. Passenger 8.55 8.54 f 8.45	SUBDIV k operative at Le d 458 willowa siding SS 574 Ex. Sun O-W.R.&1 Passenger 56 A10.40A	578 Daily NO-W.R.4 MA 2.00	EA T 968 EX. Sun. Nor. Pao Way Frt. 3.51 5.3.50 5.3.35	G TO PIL ew and Sc 'acoma clic ew with N Ation passir STWA HIRD Cl 988 Ex. Mor 52 A12.01 L11.45	ND MAIN Duth Tacon used betwe io. 536 and g track and RD.	TRACE OCCU Ta discontinued en the hours of 537. storage track. SPECIAL TWE T 10. North 0V 1," in t	RULES FOR EN CENTRAL TON AS PER	MOVEME IA AND B DIAGRAM	midnight a M. ENTS OF SLAKESLE FOLLOV AKESLE FOLLOV	TRAINS I E JUNC- VING	BE- C7.
L Nor WES' HIRD CL/ 987 9 	ment must be rmal position of TWARD. ASS 67 577 . Sun. Daily r. Pac. 7.30AM L 3.00 7.40 A 3.07 7.42 8.05	57 Ex. St NO-W.R. Passen 53	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 55 OPM L 9.004	A if block ection. A at South SPECIAL	503 Daily Nor. Pac. Passenger L11.55AM 12.01PM 12.02 s12.12	pushed an ignal No. 4 for eastwa PAGES 9, Daily Nor. Pac. Passenger L 9.3544 9.40 9.41 f 9.50 f10.00	d switce 3.5 will rd track 10, 11, "selve will sev M c 2027 C K 51 C K 47	A leading go to can k. SIX SIX Til SIX Column Colum	to east ition po is TH S (GA1 me Ta July Succe ST A legraph CEI AKESLE V. R. & P Connecti S. & W. I M. BLAM ROCH I. & St. I Frack Con	UBD FE LI Able (11, 1 eding N ATIC Offices NTRAL 2 E JUN N. Co. 0 n 1. R. R 0.1 E SIE 4.1 D MOU 4.6 HESTEI P. CRO 3.6	No. 46 920 No. 46 920 No. 46 920 No. 46 N S and Calla IAE CTION. Crossing . CRSG.	A Hore of the second se	502 Daily Nor. Pac. Passenger A11.054 10.55 10.54 \$10.46	4. Ma 5. Tel 54. N 58. At 58. At FIF 504 Daily Nor. Pao. Passenger 4. 6.40PM 6.30 6.29 5. 6.12 5. 6.12	THIED anual bloc egraph offi os. 457 and t South Taed RST CLAS 506 Dally Nor. Pac. Passenger A 9.10PH 8.55 8.54 f 8.45 s 8.35	SUBDIV k operative at Le d 458 willow a siding SS 574 Ex. Sun. 0-W.R.&1 Passenger 56 A10.40A L10.30A	578 Daily NO-W.R.4 MA 2.00	EA T 968 EX. Sun. Nor. Pao Way Frt. 3.51 5.3.50 5.3.35	G TO PIL ew and Sc 'acoma cld ew with N Ation passir STWA HIRD Cl 988 Ex. Mor 52 A12.01 L11.45	ND MAIN Duth Tacon used betwe io. 536 and g track and RD.	TRACE OCCU Ta discontinued en the hours of 537. storage track. SPECIAL TWE T 10. North 0V 11. All tr stor	RULES FOR EN CENTRAL TON AS PER CENTRAL TON AS PER CENTRAL CON AS PER CENTRAL TON AS PER CENTRAL TON AS PER CENTRAL TON AS PER TON AS PER CENTRAL TON AS PER TON AS PER TON AS PER TON AS PER TON AS PER	MOVEME IA AND B DIAGRAM	midnight a M. ENTS OF SLAKESLE FOLLOV AHESL AND AHESL AND AHESL AND AND AND AND AND AND AND AND AND AND	TRAINS I E JUNC- VING CEC JO CEC JO "Route No as "Route tes are incl s to be ab b be cleas	M. BE- C.T.
L Nor WES' HIRD CL/ 987 9 Sun. Ex. 7. R.&N Nor ay Frt. Way 51 8.00AM L 7 8.15AM 7 7 8.15AM 7 8.15AM 7 8.15AM 7 8.15AM 7	ment must be rmal position of TWARD. ASS 967 577 5. Sun. Daily br. Pac. 3. Sun. Daily 7.30All 3.00 7.40 A 3.07 7.42 8.05 / 8.30 8.45All 5. Sun. Daily	57 Ex. St NO-W.R. Passen 53	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 55 OPM L 9.004	A if block ection. h at South SPECIAL CLASS 505 Daily Nor. Pac. Passenger ML 7.40PM 7.46 7.47 \$ 7.53 \$ 8.00 A 8.10PM 506	is clear si Tacoma 1 RULES, 1 503 Daily Nor. Pac. Passenger L11.5544 12.01PM 12.02 s12.12 s12.25 A12.35PM	pushed an ignal No. 4 for eastwa PAGES 9, Jaily Nor. Pac. Passenger L 9.3544 9.40 9.41 f 9.50 f10.00 A1 0.1544	d switce 3.5 will rd track 10, 11, "selve will sev M c 2027 C K 51 C K 47	A leading go to can k. SIX SIX Til SIX Column Colum	to east ition po is TH S (GA1 me Ta July Succe ST A legraph CEI AKESLE V. R. & P Connecti S. & W. I M. BLAM ROCH I. & St. I Frack Con	UBD FE LI Able (11, 1 eding N ATIC Offices NTRAL 2 E JUN N. Co. 0 n 1. R. R 0.1 E SIE 4.1 D MOU 4.6 HESTEI P. CRO 3.6	No. 46 920 No. 46 920 No. 46 920 No. 46 N S and Calla IAE CTION. Crossing . CRSG.	A Hore of the second se	502 Daily Nor. Pac. Passenger A11.054 10.55 10.54 \$10.46 \$10.37	4. Ma 5. Tel 54. N 58. At 58. At FIF 504 Daily Nor. Pao. Passenger 4. 6.40PM 6.30 6.29 5. 6.21 5. 6.12 4. 6.05PM	THIED anual bloc egraph office os. 457 and t South Tacc SST CLAS 506 Dally Nor. Pao. Passenger 8.55 8.54 f s s s s s s s s s s s s s s s s s	SUBDIV k operative at Le d 458 willow a siding SS 574 Ex. Sun. 0-W.R.&1 Passenger 56 A10.40A L10.30A	578 578 Daily NO-W.R.4 Passenge 44 MA 2.000 WL 1.45	EA EA EA EA EA EA EA EA EA EA	G TO PIL ew and Sc 'acoma cld ew with N ation passir ASTWA HIRD Cl 988 Ex. Mor 52 A12.01 L11.45	ND MAIN Not Facon osed betwe io. 536 and g track and RD.	TRACE OCCUI a discontinued en the hours of 537. storage track. SPECIAL TWE T 10. North 0V 11. All tr stor 12. All es 13. All w	RULES FOR EN CENTRAL ION AS PER CENTRAL ION AS PER CENTRAL CON	MOVEME IA AND B DIAGRAM BLACK WILL CALLA Y CALLA Y CAL	midnight a M. ENTS OF BLAKESLE FOLLOW ARESLE FOLLOW ARESLE FOLLOW ARESLE AROS Known as bo known Both rout ther of the ther of the ther of the c is seen to e made over	TRAINS I TRAINS I TRA	OM . M. BE- C7. C7. No. 1 1 1 1 1 1 1 1 1 1
L Nor WES' HIRD CLA 987 9 6. Sun. Ex. W.R.&N Nor ay Frt. 51 8.00AM L 7 8.15AM 7 8.15AM 7 8.15AM 7 8.15AM 7 8.15AM 7 8.15AM 7	ment must be rmal position of TWARD. ASS 967 577 577 577 577 577 577 577 577 577 57	made un f double	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 55 OPM L 9.004	A if block ection. A at South SPECIAL	is clear si is clear si EULES , i Daily Nor. Pac. Passenger L11.55MI 12.01PM 12.02 s12.12 s12.25	pushed an ignal No. 4 for eastwa PAGES 9, Daily Nor. Pac. Passenger L 9.3544 9.40 9.41 f 9.50 f10.00	d switce 3.5 will rd track 10, 11, "selve will sev M c 2027 C K 51 C K 47	A leading go to can k. SIX SIX Til SIX Column Colum	to east ition po is TH S (GA1 me Ta July Succe ST A legraph CEI AKESLE V. R. & P Connecti S. & W. I M. BLAM ROCH I. & St. I Frack Con	UBD FE LI 11, 1 eding N A T I C Offices NTRAL 2.2 E JUN Coffices NTRAL 2.2 E JUN Coffices NTRAL 2.2 E JUN Coffices NTRAL 2.2 E JUN Coffices NTRAL 2.2 E JUN Coffices NTRAL 2.2 E JUN Coffices NTRAL 2.2 E JUN Coffices Coff	No. 46 920 No. 46 920 No. 46 920 No. 46 DNS and Calle IAI Crossing . CRSG.	A Hore of the second se	502 Daily Nor. Pac. Passenger A11.054 10.55 10.54 \$10.46 \$10.37	4. Ma 5. Tel 54. N 58. At 58. At FIF 504 Daily Nor. Pao. Passenger 4. 6.40PM 6.30 6.29 5. 6.12 5. 6.12	THIED anual bloc egraph offi os. 457 and t South Taed RST CLAS 506 Dally Nor. Pac. Passenger A 9.10PH 8.55 8.54 f 8.45 s 8.35	SUBDIV k operative at Le d 458 willow a siding SS 574 Ex. Sun. 0-W.R.&1 Passenger 56 A10.40A L10.30A	Daily	EA EA EA EA EA EA EA EA EA EA	G TO PIL ew and Sc lacoma clo ew with N ation passir STWA HIRD Cl 988 Ex. Mor 6 - W.R. & Way Fri 52 M A12.01 L11.45	ND MAIN Noth Tacon back betwe io. 536 and g track and RD.	TRACE OCCU Ta discontinued en the hours of 537. storage track. SPECIAL TWE T 10. North 0V 11. All tr stor 12. All ez 13. All w 14. Cross: erns:	RULES FOR EN CENTRAL TON AS PER CENTRAL TON AS PER CENTRAL TON AS PER CENTRAL CON AS PER CENTRAL TON AS PER CENTRAL TON AS PER CENTRAL TON AS PER CENTRAL TON AS PER TON AS PER	MOVEME IA AND B DIAGRAM BLACK	midnight a M. ENTS OF SLAKESLE FOLLOV AHESL FOLLOV AHESL FOLLOV AHESL AND AHESL AND AHESL AND AHESL AND AHESL AND AHESL AND AND AND AND AND AND AND AND AND AND	TRAINS I E JUNC- VING CEC JUNC VING CEC JUNC VING VING VING VING VING VING VING VING	OM. M. BE- C. T. S. 2." No. luded lil do le to Vo. 2. No. 1. gov-
L Nor WES' HIRD CL/ 987 9 K. Sun. Ex. W.R.&N Nor ay Frt. 8 51 8.00AM L 7 8.15AM 7 7 8.15AM 7 8.2 8.15AM 7 8.2 8.15AM 7 8.2 8.2 8.2 8.2 8.2 8.2 8.2 8.2 8.2 8.2	ment must be rmal position of TWARD. ASS 967 577 5. Sun. Daily pr. Pac. 3. Sun. 0-W.R.& Passenge 43 7.30AM L 3.00 7.40 A 3.07 7.42 8.05 8.30 8.45AM 5. Sun. Daily Daily	made un f double	FIRST 5 573 III. Ex. Sun. &N O-W.R.&N Passenger 5PN A 9.05AM	A if block ection. A at South SPECIAL CLASS 505 Daily Nor. Pao. Passenger M 7.46 7.47 5 7.53 5 8.00 A 8.10 ^{PH} 506 Daily .30 27.2	is clear si is clear si EULES , i 503 Daily Nor. Pac. Passenger L11.55AM 12.01PM 12.02 s12.12 s12.25 A12.35PM Daily .40 20.4	pushed an ignal No. 4 for eastwa PAGES 9, Jaily Nor. Pac. Passenger L 9.40 9.41 f 10.00 A1 0.15M 502 Daily .40 20.4	d swite 3.5 will rd track 10, 11, solve	A leading go to can k. 12 AND SIX SIX Til s. s. c. Til s. s. c. Til s. c. c. Tri D. c. C. N. c. Tri D. c. N. Til s. c. Til s. c. c. Til s. c. c. Til s. c. c. c. til s. c. c. til s. c. til s. c. til s. c. til s. c. til s. c. til s. c. til s. c. til s. c. til s. c. til s. c. til s. til til s. til til s. til s. til til til til til til til til til til	to east ition po is (GAT me Ta July Succe ST A legraph CEI AKESLE V. R. & T Connecti S. & W. H BLAM ROCH I. & St. I Fraok Con Time O Average	UBD FE LI (UBD FE LI (11, 1 eding N (11, 1) eding N (1	No. 46 No. 46 920 No. 46 NS and Calla IAE CTION. Crossing . CRSG.	A 4 10 bo e crossov DN. A 10 10 10 10 10 10 10 10 10 10 10 10 10	502 Daily Nor. Pac. Passenger A11.054 10.55 10.54 \$10.46 \$10.37 \$10.30 \$10.30 \$10.30 \$10.31 \$10.35	4. Ma 5. Tel 5A. N 5B. Ad 5B. Ad FIF 504 Daily Nor. Pao. Passenger 4. 6.40PM 6.30 6.29 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.23 5. 6.21 5. 6.23 5. 6.21 5. 6.23 5. 6.21 5. 6.23 5. 6.21 5. 6.23 5. 6.30 5. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7.	THIED anual bloc egraph office os. 457 and t South Tace RST CLAS 506 Dally Nor. Pao. Passenger A 9.10PH 8.55 8.54 t 8.45 s 8.35 L 8.25PH 505 Daily .45	SUBDIV k operat ice at La d 458 w11 orma siding SS 574 Ex. Sun. 0-W.R.&1 Passenger 56 A10.40A L10.30A	Daily Daily 1538	EA EA EA EA EA EA EA EA EA EA	G TO PIL ew and Sc lacoma clo ew with N ation passir STWA HIRD Cl 988 Ex. Mor 52 WA12.01 L11.45	ND MAIN Not Facon back and g track and RD.	TRACE OCCUI a discontinued en the hours of 537. storage track. SPECIAL TWE T 10. North 0V 1." 11. All tr stor 12. All ee 13. All we 14. Cross erm 15. West	RULES FOR EN CENTRAL TON AS PER CENTRAL TON AS PER CENTRAL TON AS PER CENTRAL CON AS PER CENTRAL TON AS PER CENTRAL CON AS PER CENTRAL CON AS PER CENTRAL CON AS PER CENTRAL CON AS PER CENTRAL CENTRAL CENTRAL CON AS PER CENTRAL CON AS PER CENTRAL	MOVEME IA AND B DIAGRAM BLACK	midnight a M. ENTS OF SLAKESLE FOLLOV AHESLOV AHESLOV AHESL FOLLOV AHESL FOLLOV AHESLOV AHESLOV AHESLOV AHESLOV AHESLOV AHESL FOLLOV AHESLOV AHESLOV AHESLOV AHESLOV AHESLOV A	TRAINS I E JUNC- VING CEC JUNC VING VING CEC JUNC- VING CEC JUNC- VING CEC JUNC- VING CEC JUNC- VING CEC JUNC- VING CEC JUNC- VING CEC JUNC- VING VING VING VING VING VING VING VING	C. T. BE- C. T. No. Luded III do le to No. 1. gov- anted
L Nor WES' HIRD CL/ 987 9 K. Sun. Ex. W.R.&N Nor ay Frt. 8 51 8.00AM L 7 8.15AM 7 7 8.15AM 7 8.2 8.15AM 7 8.2 8.15AM 7 8.2 8.2 8.2 8.2 8.2 8.2 8.2 8.2 8.2 8.2	ment must be rmal position of TWARD. ASS 967 577 	made un f double	FIRST 5 573 In. Ex. Sun. &N O-W.R.&N Passenger 50PN L 9.00AM 5PM A 9.05AM	A if block ection. A at South SPECIAL CLASS 505 Daily Nor. Pac. Passenger M 7.46 7.47 5 7.63 5 8.00 A 8.10 ^{PM} 506 Daily .30 27.2 EASTW/	is clear si is clear si Tacoma i RULES, i Daily Nor. Pac. Passenger L11.55AM 12.01PM 12.02 s12.12 s12.25 A12.35PM Daily .40 20.4 ARD TRA	pushed an ignal No. 4 for eastwa PAGES 9, Jaily Nor. Pac. Passenger L 9.40 9.41 f 10.00 A1 0.1544 502 Daily .40 20.4	dd switce 3.5 will rd track 10, 11, sold switce switce switce sold switce swit	RIOR TO	to east ition po is (GAT me Ta July Succe ST A legraph CEI AKESLE V. R. & T Connecti S. & W. H BLAN ROCH I. & St. I Fraok Con Time O Average D TRAI	UBD FE LI (UBD FE LI (11, 1 eding N (11, 1) eding N (1	No. 46 No. 46 920 No. 46 NS and Calla IAE CTION. Crossing . CRSG.	A 4 10 bo e crossov DN. A 10 10 10 10 10 10 10 10 10 10 10 10 10	502 Daily Nor. Pac. Passenger A11.054 10.55 10.54 \$10.46 \$10.37 \$10.30M 501 Daily .35	4. Ma 5. Tel 5A. N 5B. Ad 5B. Ad FIF 504 Daily Nor. Pao. Passenger 4. 6.40PM 6.30 6.29 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.21 5. 6.23 5. 6.21 5. 6.23 5. 6.21 5. 6.23 5. 6.21 5. 6.23 5. 6.21 5. 6.23 5. 6.30 5. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7.	THIED anual bloc egraph office os. 457 and t South Tace RST CLAS 506 Dally Nor. Pao. Passenger A 9.10PH 8.55 8.54 t 8.45 s 8.35 L 8.25PH 505 Daily .45	SUBDIV k operat ice at La d 458 w11 orma siding SS 574 Ex. Sun. 0-W.R.&1 Passenger 56 A10.40A L10.30A	Daily Daily 1538	EA EA EA EA EA EA EA EA EA EA	G TO PII ew and Sc 'acoma clo ew with N ation passir STWA STWA HIRD Cl 988 Ex. Mor 52 Al2.01 L11.45	ND MAIN Not Facon back and g track and RD.	TRACE OCCUI a discontinued en the hours of 537. storage track. SPECIAL TWE T 10. North 0V 1.7 11. All tr storage 12. All ee 13. All we 14. Cross ern. 15. West by North 07	RULES FOR EN CENTRAL ION AS PER CENTRAL ION AS PER CENTRAL CON AS PER CENTRAL CENTRAL CENTRAL CON AS PER CENTRAL CON AS PER CEN	MOVEME In Sof 12.00 and 8:00 A. MOVEME IA AND B DIAGRAM BLACK BLA	midnight a M. ENTS OF BLAKESLE FOLLOW ARDS ARDS Known as be known Both rout ther of the throl means t is seen to e made ove slee Junctio so towerma me short,	TRAINS I TRAINS I TRA	OM. M. BE- C.7. C.7. C.7. C.7. C.7. C.7. C.7. C.7
L Nor WES' HIRD CL/ 987 9 Sun. Ex. W.R.&N Nor ay Frt. 8 51 8.00AM L 7 8.15AM 7 7 8.15AM 7 8.2 8.15AM 7 8.2 8.2 8.2 8.2 8.2 8.2 8.2 8.2 8.2 8.2	ment must be rmal position of TWARD. ASS 967 577 	made un f double	opened and der flag prot. track switcl SEE FIRST 5 5 7 3 m. Ex. Sun. &N O-W.R.&N Passenger 50PM L 9.00AM 5PM A 9.05AM 5 .05 26.4 8. No. 5 7. No. 5 8. Road	A 11 block ection. h at South SPECIAL SECIAL CLASS 505 Daily Nor. Pac. Passenger ML 7.40PM 7.46 7.47 5 7.53 5 8.00 A 8.10PM 506 Daily .30 27.2 EASTW/ 501 has rig crossing	Is clear si is clear si Tacoma i RULES, i Daily Nor. Pac. Passenger L11.55AM 12.01PM 12.02 s12.12 s12.25 A12.35PM Daily .40 20.4 ARD TRA ght over M ght over M ght over M	pushed an ignal No. 4 for eastwa 501 Daily Nor. Pac. Passenger L 9.40 9.40 9.40 9.40 9.40 9.40 9.40 9.41 f 10.00 A1 0.15M 502 Daily .40 20.4	dd switte 3.5 will rd track 10, 11, solwer	RIOR TC to Gate RIOR TC to Gate Heading go to can SIX Tin SIX Tin SIX Con- CN. 2.2 BL 0.0 CN. 11.0 RH 11.0 C. M	to east ition po is TH S (GA1 me Ta July Succe S T A lograph CEI AKESLE V. R. & P Connection S. & W. H BLAM ROCH I. & St. I Frack Con Time O Average D TRAI	UBD FE LII able y 11, 1 eding N A T I C Offices NTRAL 2.2 E JUN N. Co. Offices NTRAL 2.2 E JUN N. Co. Soft A. T I C Offices NTRAL 2.2 E JUN N. Co. Soft A. T I C Offices NTRAL 2.2 I I I I Offices NTRAL 2.2 I I I I I Offices N. Co. Soft A. T I C Offices NTRAL I I I I I I Offices NTRAL I I I I I I I I I I I I I I I I I I I	No. 46 920 No. 46 920 No. 46 920 No. 46 9320 No. 46 920 No. 47 920 No.	A georgeneration of the second	502 Daily Nor. Pac. Passenger A11.054 10.55 10.54 \$10.46 \$10.37 \$10.30 \$10.30 \$10.30 \$10.31 \$10.35	4. Ma 5. Tel 5A. N 5B. Ad FIF 504 Daily Nor. Pao. Passenger A 6.40PM 6.30 6.29 5 6.21 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	THIED anual bloc egraph office egraph office os. 457 and t South Tace RST CLAS 506 Dally Nor. Pao. Passenger A 9.10PH 8.55 8.54 f 8.45 s 8.35 L 8.25PH 505 Daily .45 18.1 OSITE DI	SUBDIV k operat ice at Lz d 458 w1 poma siding SS 574 Ex. Sun. 0-W.R.&1 Passenger 56 A10.40A L10.30A	Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily	EA EA EA EA EA EA EA EA EA EA	G TO PIL ew and Sc 'acoma clo ew with N ation passir STWA STWA HIRD Cl 988 Ex. Mor 52 Al2.01 L11.45	ND MAIN Not Facon back and g track and RD.	TRACE OCCUI a discontinued en the hours of 537. storage track. SPECIAL TWE T 10. North 0 11. All tr stor 12. All ex 13. All w 14. Cross: ern 15. West by North 0 15. West by North 0 16. Shoul	RULES FOR EN CENTRAL ION AS PER CENTRAL ION AS PER CENTRAL ION AS PER CENTRAL CONTRAL CENTRAL CONTRAL CONTRAL CONTRAL CENTRAL CONTRAL CENTRAL	MOVEME In Sof 12.00 and 8:00 A. MOVEME IA AND B DIAGRAM Software Balla Y. Calla Y. C	midnight a M. ENTS OF SLAKESLE FOLLOW ARESE FOLLOW ARESE FOLLOW ARESE AROUT AN BOT TOUT The made over see made over the of the troi means a sis seen to the of the troi means a seen to the other made over see and over see short, a two short, a two short, a	TRAINS I TRAINS I TRA	OM. M. BE- C.7. C.7. C.7. C.7. C.7. C.7. C.7. C.7
L Nor WES' THIRD CL/ 987 9 x. Sun. Ex. W.R.&N Nor 7ay Frt. 51 8.004M L 7 8.154M 7 8.	ment must be rmal position of TWARD. ASS 967 577 	made un f double	FIRST 5 5 7 3 in. Ex. Sun. Ex. Sun. Ex. Sun. OPW L 9.00AM 5PM A 9.05AM 5PM A 9.05AM	A stipped and the section. The section of the sect	Is clear si is clear si Tacoma i RULES, i Daily Nor. Pac. Passenger L11.5544 12.01PM 12.02 s12.12 s12.25 A12.35PH Daily .40 20.4 ARD TRA Sph over M ght over M ght over M	pushed an ignal No. 4 for eastwa PAGES 9, Jaily Nor. Pac. Passenger L 9.3544 9.40 9.41 f 9.50 f10.00 A1 0.1544 502 Daily .40 20.4 NINS ARE No. 502, C ne State T	d swite 3.5 will rd track 10, 11, solve	A leading go to can so to can a leading go to can a leading SIX Til SIX Til SIX Co Co Co Co Co Co Co Co Co Co Co Co Co	to east ition po is TH S (GAT me Ta July Succe S T A legraph CEI AKESLE V. R. & N Connecti S. & W. I M. BLAM BLAM ROCH 1. & St. I Frack Con Time O Average D TRAI	Ward I sition, UBD FE LII (11, 1 eding N A T I C Offices NTRAL 2.2 E JUN N. Co. 0 1. R. R 0.1 Co. 1. R. R 0.1 Co. 1. R. R 0.1 Co. 0 Co. 1. R. R 0.1 Co. 0 Co. Co. 0 Co. 0 Co. Co. Co. 0 Co. Co. Co. Co. Co. Co. Co. Co. Co. Co.	No. 46 920 No. 46 920 No. 46 920 No. 46 N S and Calla IAE CTION. Crossing . CRSG. 3 NDP RD SSING A division F THE d will be	A H H H H H H H H H H H H H	502 Daily Nor. Pac. Passenger A11.054 10.55 10.54 \$10.46 \$10.37 L10.30M Daily .35 23.3 LASS IN 1	4. Ma 5. Tel 5A. N 5B. At 5B. At FIF 504 Daily Nor. Pao. Passenger A 6.40PM 6.30 6.29 5 6.21 5 6.12 5 6.12 4 6.05PW Daily .35 23.3 THE OPPO regular pa	THIED anual bloc egraph offices, 457 and os, 457 and t South Tacc RST CLAS 506 Dally Nor. Pac. Passenger A 9.10PH 8.55 8.54 t 8.45 s 8.35 L 8.25PH 505 Daily .45 18.1 OSITE DI assenger t	SUBDIV k operative at La d 458 w11 orma siding SS 574 Ex. Sun. 0-W.R.&1 Passenger 56 A10.40A L10.30A L10.30A L10.30A L10.30A L10.30A	Daily Daily 1150 1150 1150 1150 1150 1150 1578 1150 1578 1150 150 150 150 150 150 150 15	EA EA EA EA EA EA EA EA EA EA	G TO PIL ew and Sc 'acoma clo ew with N ation passir STWA STWA HIRD Cl 988 Ex. Mor 52 Al2.01 L11.45	ND MAIN Not Facon back and g track and RD.	TRACE OCCUI a discontinued en the hours of 537. storage track. SPECIAL TWE T 10. North 0 11. All tr storage 12. All ez 13. All vestu erm 15. Westu by North 0 16. Shoul of t a te Cen	RULES FOR EN CENTRAL TION AS PER CENTRAL TION AS PER CENTRAL TION AS PER CENTRAL CONTR	MOVEME Ins of 12.00 and 8:00 A. MOVEME IA AND B DIAGRAM Set will be 1 track wi	midnight a M. ENTS OF BLAKESLE FOLLOW ANDES ANDES Known as be known Both rout ther of the throl means t is seen to e made ove see Junctio ther of the throl means t is seen to the short, two short, two short, two short, thou route is s as single	TRAINS I TRAINS I TRA	C.7. BE- C.7. C.7. C.7. C.7. C.7. C.7. C.7. C.7

WESTW	ARD.		-			NTH SUBDIVISIO	N.			EA	STWARD.	WESTWARD.				EIC	HTH SUBDIVISI	ON.			EA	STWAR	D.
IRD CLASS	FIRST	CLASS	yes	1		Time Table No. 46A			FIRST	CLASS	THIRD CLASS		2d Class	yes	bers	_	Time Table No. 46	I	o	2d Class	s	-	-
969	593	591	Scales and W	06rs	tion	July 11, 1920		Jo	592	594	970		587	Fuel, Turn and W	Num	e froi	July 11, 1920 Succeeding No. 40	istance from .	pacity	588			
Ex. Sun.	Daily	Daily	uel, E oles a	Mumb	from Junction	Succeeding No. 46	from	acity	Daily	Daily	Ex. Sun.		Ex. Sun.	ter, I les, 1 oles a	tion	colt	STATIONS	stanc	r Ca lings	Ex. Sun.			
See page 1	See page 1	See page 1	er, F	ion l	Distance Chehalis	STATIONS	tance th Be	C a D	See page 2	See page 2			' Mixed	Tal Sca Tal	Sta		Telegraph Offices and Calls		ටන්	Mixed	· · · ·	-	
Way Freight	Passenger	Passenger	Wat Turi	Stat	Chat	Telegraph Offices and Calls		Car Sidi	Passenger	Passenger	Way Freight		L 6.00AM		.		YCYACOLT	_		A 2.00P	N	_	
L 6.45A	L 8.25 ^{pl}	L12 .12PM	Y	20 32	0.0	CHEHALIS JCT	P 56.8	5 Y	A10.204	A 6.40	MA 3.35PM		s 6.10		CY 25	2.2	MOULTON 4.4	24.7	Spur	s 1.50			ļ
		-	2	-	1.0	P. S. & W. H. R. R. CROSSIN	G 55.8	5	-				f 6.25		CY 20	6.6	WALL 1.5	20.3	No Siding	f 1.25			
				_		No Track Connection	-						s 6.40		CY 19	8.1		18.8	3 31	s 1.15	-		
s 7.05	\$ 8.35	\$12.20				ALITTELL 1.3				\$ 6.33	\$ 3.10		\$ 6.45		C Y 17	9.9	CRAWFORD	17.0	Spur 5	s 1.00	-	-	
s 7.15	s 8.39	\$12.2 5		CW 5	4.7	XADNA	D 51.8	3 29	\$10.07	s 6.27	\$ 2.25		\$ 7.10				2.9 BABATTLE GROUND	_			-	-	
f 7.25	f 8.45	f12.32		CW 8	7.2	BUNKER	. 49.3	Spur	f10.00	1 6.20	f 2.05				I		1.4		1 · ·			-	
s 7.55	f 8.53	\$12.40	W2.4 n	C W 10	10.1	CEPES	. 46.4	30	\$ 9.53	1 6.13	\$ 1.40		s 7.30				BRUSH PRAIRIE 1.7	_				_	
s 8.20	t 8.59	f12.48	** 685					-		f 6.06	\$ 1.20		f 7.35				LAURIN 1.4		- and a second	f11.55A	M		
				-	16 9	3.6	à 40 º						f 7.45		CY 7	20.1		. 6.8	Spur 4	f 11.50			
						LUEDINGHAUS R. R. Crossin Trk Connection 0.1			-				t 7.50		CY 6	21.2	BARBERTON	5.7	Spur 4	f11.35	1	-	
s 9.36 592	s 9.09	\$12.58 970		C W 16	[DRDRYAD1 0.5		- 1	\$ 9.36 969	\$ 5.56	\$ 1.00 ⁶ 12.20 ⁵		f 8.00		CY 3	23.5	2.3	3.4	-	f11.25			
					16.8	P. S. & W. H. R. R. CROSSING 0.8 No Track Connection	G 39.7	1								1	3.4 VJVANCOUVER JCT			L11.10A		-	
s 9.50	s 9.13	\$ 1.02		C W 17	17.6	DODOTYI	D 38.9	Spur 3	5 \$ 9.32	\$ 5.52	\$12.15PM		A\$ 8.15M	¥	C X 20	20.9		P	Siding	S		-	
						4.7 PLPE ELLI 1.3							Ex. Sun. 2.15				Time Over Subdivision	-		Ex. Sun. 2.50	-	-	
SI O. I U	\$ 9.20	\$ 1.10	w	U W 22	22.0	1.8	U 39.2	01	3 9 .20	\$ 0.40	11.30				-					9.5	-	-	`````
\$12.01PM	s 9.32		2	-	23.6	McCORMICK R.R. CROSSING 0.6 Track Connection 	G 32.9		1			6. Nos. 587 and 588. will	stop on fia	g at L n will a	ucia an ascertai	d C ri 1 pos	sition of First Subdivision	trains	before				souver
\$12.01Ph	s 9.32 s 9.39	\$ 1.21 \$ 1.27	W	C W 24	23.6 24.2 26.1	McCORMICK R.R. CROSSING 0.6 Track Connection McCORMICK 1.9 WALVILLE 2.8	G 32.9	Spur 1	5 s 9.13 5 s 9.07	s 5.33 s 5.27	\$11.10 \$10.40	 Mos. 587 and 588, will Trains from Eighth 	AINS ARE	g at L n will a	ucia an ascertai	d Cri n pos AL R	AINS OF THE SAME CLASS	trains 2 AND N.	before 13	occupyin	g main tra		
\$12.01M \$12.20 f12.40	s 9.32 s 9.39 f 9.47	s 1.21 s 1.27 f 1.35	W	C W 24 C W 26 C W 29	23.6 24.2 26.1 ,28.9	McCORMICK R.R. CROSSING 0.6 Track Connection McCORMICK 1.9 WALVILLE 2.8 	G 32.9 32.3 30.4 P 27.6	3 Spur 14 Spur 14 28	5 s 9.13 5 s 9.07 f 9.00	s 5.33 s 5.27 f 5.20	\$11.10 \$10.40 f10.10	 Mos. 587 and 588, will Trains from Eighth Junction. 	AINS ARE stop on fla Subdivision	g at L n will a SEE	ucia an ascertai SPECI	d Cri n pos AL R NI	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision DULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A	trains 2 AND N.	before 13	occupyin	g main tra EA	ick at Vand	
\$12.01M \$12.20 \$12.40 \$12.40 \$1.99	s 9.32 s 9.39 t 9.47 s10.05	s 1.21 s 1.27 t 1.35 s 1.52 969	W	C W 24 C W 26 C W 29 C W 35	23.6 24.2 26.1 .28.9 35.3	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2	3 Spur 1 Spur 1 28 56	5 s 9.13 5 s 9.07 f 9.00 s 8.37	s 5.33 s 5.27 f 5.20 s 4.55	\$11.10 \$10.40 \$10.10 \$ 9.30	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	AINS ARE stop on fla Subdivision	see	ucia an ascertai: SPECI	d Cru n pos AL R NI	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision DULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920	trains 2 AND N.	before 13 o	occupyin	g main tra EA	STWAR	
\$12.01P \$12.20 f12.40 \$1.87 f 2.02	\$ 9.32 \$ 9.39 \$ 9.47 \$10.05 \$10.10	s 1.21 s 1.27 f 1.35 s 1.52 969 s 1.55	W	C W 24 C W 26 C W 29 C W 35 C W 37	23.6 24.2 26.1 .28.9 35.3 36.7	McCORMICK R. R. CROSSING 0.6 Track Connection McCORMICK 1.9 WALVILLE 2.8 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8	Spur 1 Spur 1 Spur 1 28 56 Spur 1	5 \$ 9.13 5 \$ 9.07 1 9.00 5 8.37 5 1 8.23	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50	\$11.10 \$10.40 f10.10 \$ 9.30 \$ 9.05	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	tains are stop on fla Subdivision	Turn A will a SEE SEE	ucia an ascertai: SPECI	d Cru n pos AL R NI	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision DULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920	trains 2 AND N.	before 13 jo Attorne 26 26 26 26 26 26 26 26 26 26 26 26 26	occupyin; 552 Ex. Sun.	g main tra EA	STWAR	
\$12.01M \$12.20 f12.40 \$1.69 \$ f 2.02 \$ 2.10	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14	s 1.21 s 1.27 f 1.35 s 1.52 g69 s 1.55 s 1.58	W	C W 24 C W 26 C W 29 C W 35 C W 35 C W 37	23.6 24.2 26.1 .28.9 35.3 36.7 38.0	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.5	Spur 14 Spur 14 28 56 Spur 14 56 Spur 14 5 8	5 \$ 9.13 5 \$ 9.07 1 9.00 \$ 8.37 5 1 8.23 \$ 8.20	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46	\$11.10 \$10.40 \$10.10 \$ 9.30 \$ 9.05 \$ 9.00	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	tains are stop on fla Subdivision	Water, Fuel, Scales, Turn Tables and Wyes Tables and Wyes	ncia an ascertai SPECI. SPECI. un N uoint to	I Critarenoo	AINS OF THE SAME CLASS naher for passengers. sition of First Subdivision CULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 STATIONS Telegraph Offices and Calls	trains 2 AND N.	Car Capacity of Sidings	occupyin; 552	g main tra EA	STWAR	
s12.01 ^M s12.20 f12.40 s 1.39 f 2.02 s 2.10 f 2.20	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22	s 1.21 s 1.27 f 1.35 s 1.52 geg s 1.55 s 1.58 s 2.06	W	C W 24 C W 26 C W 29 C W 35 C W 37 C W 38 C W 41 t	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2	McCORMICK R. R. CROSSING 0.6 Track Connection McCORMICK 1.9 WALVILLE 2.8 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.8	Spur 14 Spur 14 28 56 Spur 14 56 Spur 14 58 Spur 14 56 Spur 14 56 Spur 14	5 s 9.13 5 s 9.07 f 9.00 s 8.37 s 8.23 s 8.20 s 8.10	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.38	\$11.10 \$10.40 \$10.40 \$10.10 \$ 9.30 \$ 9.05 \$ 9.00 \$ 9.00 \$ 8.43	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	tains are stop on fla Subdivision	Water, Fuel, Scales, Turn Tables and Wyes Tables and Wyes	ncia an ascertai SPECI. SPECI. un N uoint to		AINS OF THE SAME CLASS naher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 STATIONS Telegraph Offices and Calls 	trains 2 AND N. House 2 AND 10.1	before 13 jo Ation During Spur 7	occupyin; 552 Ex. Sun.	g main tra EA	STWAR	
s12.01 ^M s12.20 f12.40 s 1.97 f 2.02 s 2.10 f 2.20 f 2.25	 \$ 9.32 \$ 9.39 \$ 9.47 \$10.05 \$10.10 \$10.14 \$10.22 \$10.26 	s 1.21 s 1.27 f 1.35 s 1.52 g69 s 1.55 s 1.58 s 2.06 s 2.10	W	C W 24 C W 26 C W 29 C W 35 C W 35 C W 37 C W 38 C W 41 C W 42	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 . 32.3 . 30.4 P 27.6 P 21.2 . 19.8 D 18.5 . 15.3 . 14.2	Spur 13 Spur 14 Spur 14 28 56 Spur 14 58 39 59 30 31	5 \$ 9.13 5 \$ 9.07 f 9.00 \$ 8.37 5 f 8.23 \$ 8.20 \$ 8.10 \$ 8.07	 \$ 5.33 \$ 5.27 \$ 5.20 \$ 4.55 \$ 4.55 \$ 4.60 \$ 4.46 \$ 4.38 \$ 4.35 	\$11.10 \$10.40 \$10.40 \$10.10 \$ 9.30 \$ 9.05 \$ 9.00 \$ 8.43 \$ 8.40	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	tains are stop on fla Subdivision	Water, Fuel, Scales, Turn Tables and Wyes	noia an ascertain SPECI	d Crin pos AL R NI Stilleson Stilleson 0.0	AINS OF THE SAME CLASS maker for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 STATIONS Telegraph Offices and Calls 	trains 2 AND N. U. U. U. U. U. U. U. U. U. U. U. U. U.	before 13 Jo Agine Spur 7 Spur 7 Spur 7	occupyin; 552 Ex. Sun.	g main tra EA	STWAR	
\$12.01 \$12.20 f12.40 \$12.20 f12.40 \$1.20 \$2.10 f 2.20 f 2.25 f 2.40	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38	s 1.21 s 1.27 f 1.35 s 1.52 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23	W	C W 24 C W 26 C W 29 C W 35 C W 37 C W 38 C W 41 C W 42 C W 46	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 . 32.3 . 30.4 P 27.6 P 21.2 . 19.8 D 18.5 . 15.3 . 14.2 P 10.0	Spur 14 Spur 14 28 56 Spur 14 58 Spur 14 Spur 14	5 \$ 9.13 5 \$ 9.07 f 9.00 s 8.37 s 8.23 s 8.20 s 8.10 s 8.07 s 7.53	 \$ 5.33 \$ 5.27 \$ 5.20 \$ 4.55 \$ 4.55 \$ 4.46 \$ 4.38 \$ 4.35 \$ 4.25 	\$11.10 \$10.40 f10.10 \$ 9.30 \$ 9.05 \$ 9.00 f 8.43 f 8.40 f 8.25	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	tains are stop on fla Subdivision	Water, Fuel, Scales, Turn Scales, Turn Tables and Wyes	C H 10	d Critical C	AINS OF THE SAME CLASS nsher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 0.9 MILLPORT	trains 2 AND N. 10.1 . 9.0 . 7.8	before 13 Jo Value During Spur 7 Spur 4	occupyin; 552 Ex. Sun.	g main tra EA	STWAR	
s12.01 ^M s12.20 f12.40 s 1.87 f 2.02 s 2.10 f 2.20 f 2.25 f 2.40 f 3.00	 s 9.32 s 9.39 t 9.47 s10.05 t10.10 s10.14 t10.22 s10.26 s10.38 s10.50 	s 1.21 s 1.27 f 1.35 s 1.52 geo s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35	W	C W 24 C W 26 C W 29 C W 35 C W 35 C W 37 C W 38 C W 41 2 C W 42 C W 46 C W 50	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.6 15.3 14.2 6.0	Spur 14 Spur 14 Spur 14 Spur 14 Spur 14	5 \$ 9.13 5 \$ 9.07 1 9.00 5 8.37 5 1 8.23 5 8.20 5 8.10 5 8.07 5 7.53 5 7.40	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.38 s 4.35 s 4.35 s 4.25 s 4.15	\$11.10 \$10.40 f10.10 \$ 9.30 \$ 9.05 \$ 9.00 f 8.43 f 8.40 f 8.25 f 8.10	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	tains are stop on fla Subdivision	Water, Fuel, Scales, Turn Sales and Wyes Tables and Wyes	C H 7		AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. 10.1 . 10.1 . 9.0 . 7.8 . 7.6	before 13 vo Ation Spur 7 Spur 7 Spur 4	occupying 552 Ex. Sun. Mixed	g main tra EA SECONI	STWAR	
s12.01 ^M s12.20 f12.40 s 1.29 s 2.10 f 2.20 f 2.25 f 2.40 f 3.00 s 3.30	 \$ 9.32 \$ 9.39 \$ 9.39 \$ 9.47 \$10.05 \$10.10 \$10.14 \$10.26 \$10.38 \$10.50 \$11.05 	s 1.21 s 1.27 f 1.35 s 1.52 g69 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50	w T w	C W 24 C W 29 C W 35 C W 35 C W 35 C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 53	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.8 14.2 P 10.0 6.0 D 3.4	Spur 14 Spur 1	5 \$ 9.13 5 \$ 9.07 1 9.00 \$ 8.37 5 1 8.23 \$ 8.20 \$ 8.10 \$ 8.07 \$ 7.53 \$ 7.40 \$ 7.32	 \$ 5.33 \$ 5.27 \$ 5.20 \$ 4.55 \$ 4.55 \$ 4.50 \$ 4.46 \$ 4.36 \$ 4.35 \$ 4.35 \$ 4.25 \$ 4.15 \$ 4.10 	\$11.10 \$10.40 \$10.10 \$9.30 \$9.30 \$9.05 \$9.00 \$8.43 \$8.43 \$8.40 \$8.25 \$8.10 \$8.00	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	tains are stop on fla Subdivision	L Water, Fuel, Seeles, Turn Tables and Wyee	CH 10 CH 7 CH 8	d Cru a pos AL R NI NI 0.0 0.0 0.0 2.3 3.3	AINS OF THE SAME CLASS maker for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. Holy 50 9.0 9.0 7.8 7.6 8.4	before 13 vo Ation Spur 7 Spur 7 Spur 4	occupyin; 552 Ex. Sun.	g main tra EA SECONI	STWAR	
\$12.01 ^{Ph} \$12.20 f12.40 \$12.20 f12.40 \$1.99 \$1.97 f 2.02 \$2.10 f 2.20 f 2.25 f 2.40 f 3.00 \$3.30 A 3.45 ^{Ph} Ex. Sun.	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38 s10.50 s11.05 s11.05 Al1.15 ^M Daily	s 1.21 s 1.27 f 1.35 s 1.55 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50 a 3.00P	w T w	C W 24 C W 29 C W 35 C W 35 C W 35 C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 53	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.8 14.2 P 10.0 6.0 D 3.4	Spur 14 Spur 1	5 \$ 9.13 5 \$ 9.07 f 9.00 8 8.37 5 8.23 5 8.20 5 8.20 5 8.20 5 8.20 5 8.10 5 8.07 5 7.53 5 7.40 5 7.32 L 7.20 Daily	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.38 s 4.35 s 4.35 s 4.25 s 4.15 s 4.10 u 4.00 g09 Daily	\$11.10 \$10.40 f10.10 \$ 9.30 \$ 9.05 \$ 9.00 f 8.43 f 8.40 f 8.25 f 8.10 \$ 8.00 L 7.304 Ex. Sun.	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	551 Ex. Sun. Mixed	L Water, Fuel, Seeles, Turn Tables and Wyee	CH 10 CH 7 CH 8	d Cru a pos AL R NI NI 0.0 0.0 0.0 2.3 3.3	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. Holy 50 9.0 9.0 7.8 7.6 8.4	before 13 5 5 5 5 5 5 5 5 5 5 5 5 5	occupying 552 Ex. Sun. Mixed	g main tra EA SECONI	STWAR	
\$12.01 ^{Ph} \$12.20 f12.40 \$12.20 f12.40 \$1.59 \$2.10 f 2.20 f 2.25 f 2.40 f 3.00 \$3.30 A 3.45 ^{Ph} 594	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38 s10.50 s11.05 A11.15M	s 1.21 s 1.27 f 1.35 s 1.52 geg s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50 f 3.00P	w T w	C W 24 C W 29 C W 35 C W 35 C W 35 C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 53	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.8 14.2 P 10.0 6.0 D 3.4	Spur 14 Spur 1	5 \$ 9.13 5 \$ 9.07 1 9.00 5 8.37 5 1 8.23 5 8.20 5 8.10 5 8.10 5 8.10 5 7.53 5 7.40 5 7.32 1 7.20	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.38 s 4.35 s 4.35 s 4.35 s 4.35 s 4.15 s 4.10 h 4.000 y 69	\$11.10 \$10.40 f10.10 \$ 9.30 \$ 9.05 \$ 9.05 \$ 9.00 f 8.43 f 8.40 f 8.25 f 8.10 \$ 8.00 T 7.30M	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	551 Ex. Sun. Mired	L Mater, Fuel, Scales, Turn Scales, Turn Tables and Wyes	CH 10 CH 7 CH 7 CH 7	d Critic Post of the second se	AINS OF THE SAME CLASS maker for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. Holy 50 9.0 10.1 9.0 7.8 7.6 8.4 7.6 5.0	before 13 13 13 13 13 13 13 13 13 13	552 Ex. Sun. Mixed	g main tra EA SECONI	STWAR	
s12.01Ph s12.20 f12.40 s 1.20 f 2.02 s 2.10 f 2.25 f 2.25 f 2.40 f 3.00 s 3.30 A 3.45Ph 594 Ex. Sun. 6,43	s 9.32 s 9.39 t 9.47 s10.05 t10.10 s10.14 t10.22 s10.26 s10.38 s10.50 s11.05 s11.05 s11.15 th Daily 2.50	s 1.21 s 1.27 f 1.35 s 1.52 g69 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50 s 2.50 s 3.00PM Daily 2.48	w T w	C W 24 C W 29 C W 35 C W 35 C W 35 C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 53	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.8 14.2 P 10.0 6.0 D 3.4	Spur 14 Spur 1	5 \$ 9.13 5 \$ 9.07 1 9.00 \$ 8.37 \$ 8.37 \$ 1 8.23 \$ 8.20 \$ 8.10 \$ 8.07 \$ 7.53 \$ 7.40 \$ 7.32 \$ 7.32 \$ 7.20 Daily 3.00	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.35 s 4.35 s 4.35 s 4.35 s 4.15 s 4.10 m 4.000 m 2.40	\$11.10 \$10.40 f10.10 \$ 9.30 \$ 9.30 \$ 9.05 \$ 9.00 f 8.43 f 8.40 f 8.43 f 8.40 f 8.25 f 8.10 \$ 8.00 \$ 8.00 \$ 2.5 \$ 8.00 \$ 8.00 \$ 7.30M Ex. Sun. 7.00	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	551 Ex. Sun. Mired	Land Area (Turn Scales, Turn Scales, Turn Cashes and Wyses	CH 7 CH 7 CH 7 CH 5	d Cru 1 pos L R NI 10 0.0 0.0 0.0 0.0 0.0 0.0 0.0	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. 10.1 . 9.0 . 7.8 . 7.6 . 5.0	before 13 vo Atto Spur 7 Spur 4 Spur 4 Spur 4 Spur 4	occupying 552 Ex. Sun. Mixed A 2.20P 2.15 s 2.08	g main tra EA SECONI	STWAR	
\$12.01 ^{Ph} \$12.20 f12.40 \$12.20 f12.40 \$1.97 f 2.02 \$2.10 f 2.20 f 2.25 f 2.40 f 3.00 \$3.30 A 3.45 ^{Ph} Ex. Sun. 6.43 8.4	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38 s10.50 s11.05 s11.15 th Daily 2.50 19.9	s 1.21 s 1.27 f 1.35 s 1.52 geg s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.35 s 2.50 a 3.00PM Daily 2.48 21.0	w T W	C W 24 C W 26 C W 29 C W 35 C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 57	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1 56.5	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.5 15.3 14.2 P 10.0 6.0 D 3.4	Spur 14 Spur 14 Spur 14 28 56 Spur 14 28 56 Spur 14 28 30 31 9 14 72 66	5 \$ 9.13 5 \$ 9.07 f 9.00 5 8.37 5 8.23 5 8.20 5 8.20 5 8.10 5 8.07 5 7.53 5 7.40 5 7.32 1 7.20 Daily 3.00 18.9	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.38 s 4.35 s 4.35 s 4.35 s 4.15 s 4.10 s 4.10 u 4.00 g60 Daily 2.40 21.2	\$11.10 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.10 \$ 9.30 \$ 9.30 \$ 9.30 \$ 8.00 \$ 8.00 \$ 8.00 \$ 8.00 \$ 8.00 \$ 8.00 \$ 8.00 \$ 8.00	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	Ains ARE stop on fla Subdivision 551 Ex. Sun. Mired L 3.15PM 3.18 \$ 3.25 \$ 3.45	A at T Buel, Fuel, Mater, Fuel, Marker, Fuel, Marker, Parker,	CH 10 CH 7 CH 7 CH 5 CH 4	d Crt 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 0 c 0 c 0 c 0 c 0 c 0 c 0 c 0 c	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 14 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46 S T A DI ON S Telegraph Offices and Calls 	trains 2 AND N. N. 10.1 . 9.0 . 7.8 . 7.6 . 8.4 . 5.0 . 4.1	before 13 13 13 13 13 13 13 13 13 13	occupying 552 Ex. Sun. Mixed 2.15 \$ 2.08 \$ 2.05		STWAR	
s12.01Ph s12.20 f12.40 s 1.2.20 f 12.40 s 1.67 f 2.02 f 2.02 f 2.25 f 2.20 f 2.25 f 2.40 f 3.00 s 3.30 A 3.45Ph Ex. Sun. 6,43 8.4 EAS	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38 s10.50 s11.05 s11.05 s11.15 ^M Daily 2.50 19.9	s 1.21 s 1.27 f 1.35 s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50 a 3.00PM Daily 2.48 21.0 RAINS AR t the cross	W T W WCT	C W 24 C W 29 C W 29 C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 53 C W 57 C	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1 56.5 53.1 56.5	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.8 D 18.8 14.2 P 10.0 6.0 D 3.4 D 0.0 S\$ IN file trace	Spur 14 Spur 14 28 56 Spur 14 3 3 3 3 56 Spur 14 3 3 3 1 4 72 66 66 66 66 7 14 72 0 66 66 7 7 8 8 8 8 9 9 14 7 7 9 9 14 7 7 9 9 14 7 8 9 9 9 14 7 8 9 9 9 9 14 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	5 \$ 9.13 5 \$ 9.07 f 9.00 \$ 8.37 \$ 8.37 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.10 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 7.53 \$ 7.40 \$ 7.32 \$ 7.32 \$ 7.32 \$ 7.20 Daily 3.00 18.9 PPOSITE I follows: Crossing.	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.35 s 4.35 s 4.35 s 4.35 s 4.35 s 4.15 s 4.10 u 4.00 g 99 Daily 2.40 21.2	\$11.10 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$10.40 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.00 \$18.43 \$18.43 \$18.43 \$18.43 \$18.40 \$18.43 \$18.43 \$18.40 \$18.43 \$18.43 \$18.40 \$18.43 \$18.40 \$18.40 \$18.00 \$20 \$10 \$10 \$10 \$10 \$10 \$10	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	Subdivision 5551 Ex. Sun. Mired	A at T Buel, Fuel, Mater, Fuel, Marker, Fuel, Marker, Parker,	CH 10 CH 7 CH 7 CH 5 CH 4	d Crt 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 0 c 0 c 0 c 0 c 0 c 0 c 0 c 0 c	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. N. 10.1 . 9.0 . 7.8 . 7.6 . 8.4 . 5.0 . 4.1	before 13 13 13 13 13 13 13 13 13 13	occupying 552 Ex. Sun. Mixed A 2.20P 2.15 \$ 2.08 \$ 2.05 L 1.40P		STWAR	
s12.01 ^{ph} s12.20 f12.40 s 12.20 f12.40 s 1.672 f 2.02 f 2.02 f 2.25 f 2.40 f 2.25 f 2.40 f 3.00 s 3.30 A 3.45 ^{ph} Ex. Sun. 6.43 8.4 EAS Cates are f Dryad, Let Normal poo	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38 s10.50 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s10.38 s10.50 s11.05 s10.38 s10.50 s11.05 s10.38 s10.50 s11.05 s10.38 s10.50 s11.05 s10.38 s10.50 s10.38 s10.50 s10.38 s10.50 s10 s10.50 s10.50 s10.50 s10.50 s10.50 s10.50 s100 s10.50 s100 s10 s10.5	s 1.21 s 1.27 f 1.35 s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.50 a 3.00PH Daily 2.48 21.0 RAINS AR t the cross Lumber C gates is cl	W T W WCT	C W 24 C W 29 C W 29 C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 53 C W 57 C W 55 C W 57 C W 55 C W 57 C W 55 C W 57 C W 55 C	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1 56.5 53.1 56.5 53.1 56.5	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.5 14.2 P 10.0 0 3.4 D 3.4 D 0.0 55 IN 7 fle trace Lumbés is benifie	Spur 14 Spur 1	5 \$ 9.13 5 \$ 9.07 f 9.00 8 8.37 5 8.20 5 7.32 1 7.20 Daily 3.00 18.9 PPOSITE I follows: Crossing. red by prive red b	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.38 s 4.35 s 4.35 s 4.35 s 4.25 s 4.15 s 4.10 u 4.00 g09 Daily 2.40 21.2	\$11.10 \$10.40 f10.10 \$ 9.30 \$ 9.05 \$ 9.00 f 8.43 f 8.43 f 8.40 f 8.25 f 8.10 \$ 8.00 L 7.304M Ex. Sun. 7.00 8.0	 Mos. 587 and 588, will Trains from Eighth Junction. WESTWARD. 	Sains ARE stop on fla Subdivision 551 Ex. Sun. Mized J. 3.15PN 3.18 \$ 3.25 \$ 3.45 As 4.00PN Ex. Sun. .45	A at T Buel, Fuel, Mater, Fuel, Marker, Fuel, Marker, Parker,	CH 10 CH 7 CH 7 CH 5 CH 4	d Crt 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 0 c 0 c 0 c 0 c 0 c 0 c 0 c 0 c	AINS OF THE SAME CLASS maker for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. N. 10.1 . 9.0 . 7.8 . 7.6 . 8.4 . 5.0 . 4.1	before 13 13 13 13 13 13 13 13 13 13	occupying 552 Ex. Sun. Mixed 2.15 s 2.08 s 2.05 L 1.40P Ex. Sun. .40		STWAR	
s12.01 ^{ph} s12.20 f12.40 s 1.20 f12.40 s 1.97 f 2.02 s 2.10 f 2.20 f 2.25 f 2.40 f 2.25 f 2.40 f 3.00 s 3.30 A 3.45 ^{ph} Ex. Sun. 6.43 8.4 Ex. Sun. 6.43 8.4 EAS	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38 s10.50 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s10.14 s10.22 s10.26 s10.38 s10.50 s11.05 s10.50 s11.05 s10.14 s10.22 s10.26 s10.38 s10.50 s11.05 s10.14 s10.22 s10.26 s10.38 s10.50 s11.05 s10.14 s10.26 s10.38 s10.50 s11.05 s10.50 s11.05 s10.14 s10.26 s10.38 s10.50 s11.05 s10.50 s11.05 s10.26 s10.38 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.75 s1	s 1.21 s 1.27 f 1.35 s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.35 s 2.50 s 2.50 s 2.48 21.0 RAINS AR t the cross t o stop, s vitch light	W T W W E SUP	C W 24 C W 26 C W 29 C W 35 C W 35 C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 53 C W 57 C W 56 C W 57 C W 56 C W 57 C W 56 C W 57 C W 56 C W 56 C W 56 C W 56 C W 57 C W 56 C W 57 C W 56 C W 57 C W 56 C W 56 C W 56 C W 56 C W 57 C W 56 C	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1 56.5 53.1 56.5 53.1 56.5	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9	Spur 1 Sp	5 s 9.13 5 s 9.07 f 9.00 s 8.37 f 8.23 s 8.20 s 8.10 s 8.10 s 8.07 s 7.53 s 7.40 s 7.32 L 7.20 Daily 3.00 18.9 PPOSITE I follows: Crossing.	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.38 s 4.35 s 4.35 s 4.35 s 4.35 s 4.15 s 4.10 y ₆₀ Daily 2.40 21.2 IRECTION	\$11.10 \$10.40 \$10.40 \$10.10 \$10.40 \$10.10 \$10.40 \$10.10 \$10.40 \$10.40 \$10.40 \$10.10 \$9.30 \$9.05 \$9.00 \$9.30 \$9.00 \$10.50 \$9.00 \$10.50 \$9.00 \$10.50	6. Wos. 587 and 588, will 7. Trains from Eighth Junetion.	AINS ARE stop on fla Subdivision 551 Ex. Sun. Mired L 3.18 \$ 3.25 \$ 3.45 A \$ 4.00PN Ex. Sun. .45 11.2	Mater, Fuel, Safes, Turn Safes, Turn Castes, Turn L A	CH 10 CH 7 CH 7 CH 4 CH 4 CH 19	d Cru 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	AINS OF THE SAME CLASS maker for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. 2 AND N. 2 AND 2 AND	before 13 o b b c c c c c c c c c c c c c	occupying 552 Ex. Sun. Mixed 2.15 s 2.08 s 2.05 L 1.40P Ex. Sun. .40 12.6			
s12.01 ^{ph} s12.01 ^{ph} s12.20 f12.40 s 1.90 s 1.97 f 2.02 s 2.10 f 2.20 f 2.25 f 2.40 f 2.25 f 2.40 f 3.00 s 3.30 A 3.45 ^{ph} Ex. Sun. 6.43 8.4 EX. Sun. 6.43 8.4 EX. Sun. 6.43 8.4	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38 s10.38 s10.50 s11.05 s10.26 s10.38 s10.38 s10.50 s11.05 s10.45 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s1	s 1.21 s 1.27 f 1.35 s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.35 s 2.50 a 3.00P Daily 2.48 21.0 RAINS AR t the cross t costop, t o stop, s victa light rates have Normal po es will be	W T W W E SUP sings o. ero o.sed a s the but f its wit been sition swung	C W 24 C W 26 C W 29 C W 35 C W 35 C W 35 C W 35 C W 37 C W 38 C W 41 C W 42 C W 46 C W 50 C W 53 C W 57 C	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 55.3 55.3 55.3 55.3 55.3 55.3 55.3	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.5 15.3 14.2 P 10.0 55 IN fe trace Lumble g is bee sifte trace Lumble R. I Leuding Spurt.	Spur 1 Spur 1 Spur 1 28 56 Spur 1 28 56 Spur 1 28 56 Spur 1 23 56 Spur 1 23 31 9 14 72 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 67 68 80 90 14 72 66 66 67 68 80 81 81 82 83 84 84	5 \$ 9.13 5 \$ 9.07 f 9.00 \$ 8.37 f 9.00 \$ 8.37 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 7.53 \$ 7.40 \$ 7.53 \$ 7.40 \$ 7.32 L 7.20/ Daily 3.00 18.9 PPOSITE I follows: Crossing. Mill and twen tri- when tri- when tri- will be ma	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.36 s 4.35 s 4.35 s 4.35 s 4.35 s 4.35 s 4.35 s 4.15 s 4.10 ul 4.00 969 Daily 2.40 21.2 Daily 2.40 21.2	\$11.10 \$10.40 \$10.10 \$10.40 \$10.10 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$18.43 \$18.43 \$18.43 \$18.43 \$18.40 \$18.43 \$18.40 \$18.43 \$18.40 \$18.40 \$18.40 \$18.40 \$18.40 \$18.40 \$18.40 \$18.00 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 </td <td>6. Wos. 587 and 588, will 7. Trains from Eighth Junetion.</td> <td>Subdivision 551 Ex. Sun. Mired J. 3.15PW 3.18 \$ 3.25 \$ 3.45 As 4.00PW Ex. Sun. </td> <td>g at L will a SEE Mater Lun Scales Inn MARE SU</td> <td>CH 10 CH 7 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8</td> <td>d Cru 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 2 c 1 pos 2 c 2 c 3 c 5 c 1 c 1 pos 2 c 5 c 1 c 0 c 0 c 1 c 1 pos 2 c 5 c 1 c 1 c 1 c 1 c 1 c 1 c 1 c 1</td> <td>AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls </td> <td>trains 2 AND N. 9N. 90 7.8 7.6 . 7.6 . 7.6 . 4.1 0 0.0 . 4.1 0 0.0</td> <td>before 13 5 5 5 5 5 5 5 5 5 5 5 5 5</td> <td>occupying 552 Ex. Sun. Mixed 2.15 5 2.08 5 2.05 5 2.05 1 1.40P Ex. Sun. 40 12.6</td> <td></td> <td>Inck at Vand STWAF D CLASS Image: Stress of the stres</td> <td>2D.</td>	6. Wos. 587 and 588, will 7. Trains from Eighth Junetion.	Subdivision 551 Ex. Sun. Mired J. 3.15PW 3.18 \$ 3.25 \$ 3.45 As 4.00PW Ex. Sun.	g at L will a SEE Mater Lun Scales Inn MARE SU	CH 10 CH 7 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8	d Cru 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 1 pos 2 c 1 pos 2 c 2 c 3 c 5 c 1 c 1 pos 2 c 5 c 1 c 0 c 0 c 1 c 1 pos 2 c 5 c 1 c 1 c 1 c 1 c 1 c 1 c 1 c 1	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. 9N. 90 7.8 7.6 . 7.6 . 7.6 . 4.1 0 0.0 . 4.1 0 0.0	before 13 5 5 5 5 5 5 5 5 5 5 5 5 5	occupying 552 Ex. Sun. Mixed 2.15 5 2.08 5 2.05 5 2.05 1 1.40P Ex. Sun. 40 12.6		Inck at Vand STWAF D CLASS Image: Stress of the stres	2D.
s12.01 ^{ph} s12.20 f12.40 s 12.20 f12.40 s 1.67 f 2.02 f 2.02 f 2.25 f 2.20 f 2.25 f 2.40 f 3.00 s 3.30 A 3.45 ^{ph} 594 Ex. Sun. 6.43 8.4 Ex. Sun. 6.43 8.4 Ex. Sun. 6.43 8.4	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38 s10.50 s11.05 s1	s 1.21 s 1.27 f 1.35 s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.35 s 2.50 a 3.00PH Daily 2.48 21.0 TRAINS AR t the cross to stop, switch light reates have Normal po es will be 0 feet from ed.	W T W WCT Sings o. cro osed a s the but f tis wi been sition swung m dra	C W 24 C W 26 C W 29 C W 35 C W 37 C W 35 C W 37 C W 38 C W 41 C W 42 C W 42 C W 46 C W 50 C W 53 C W 57 C W 57 C W 57 C W 57 C W 58 C W 59 C W 58 C W 59 C W 58 C W 58 C W 59 C W 58 C W 59 C W 58 C W 59 C W 58 C W 59 C W 50 C W 50 C W 59 C W 50 C	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 50.5 53.1 56.5 50.5 50.5 50.5 50.5 50.5 50.5 50.5	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.5 15.3 14.2 P 10.0 55 IN fe trace Lumble g is bee sifte trace Lumble R. I Leuding Spurt.	Spur 1 Spur 1 Spur 1 28 56 Spur 1 28 56 Spur 1 28 56 Spur 1 23 56 Spur 1 23 31 9 14 72 66 66 66 66 66 66 66 66 66 66 66 66 66 66 66 67 68 80 90 14 72 66 66 67 68 80 81 81 82 83 84 84	5 \$ 9.13 5 \$ 9.07 f 9.00 \$ 8.37 f 9.00 \$ 8.37 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 7.53 \$ 7.40 \$ 7.53 \$ 7.40 \$ 7.32 L 7.20/ Daily 3.00 18.9 PPOSITE I follows: Crossing. Mill and twen tri- when tri- when tri- will be ma	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.36 s 4.35 s 4.35 s 4.35 s 4.35 s 4.35 s 4.35 s 4.15 s 4.10 ul 4.00 969 Daily 2.40 21.2 Daily 2.40 21.2	\$11.10 \$10.40 \$10.10 \$10.40 \$10.10 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$9.30 \$18.43 \$18.43 \$18.43 \$18.43 \$18.40 \$18.43 \$18.40 \$18.43 \$18.40 \$18.40 \$18.40 \$18.40 \$18.40 \$18.40 \$18.40 \$18.00 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 \$200 </td <td>6. Wos. 587 and 588, will 7. Trains from Eighth Junetion. WESTWARD. SECOND CLASS</td> <td>Ains ARE stop on fla Subdivision 551 Ex. Sun. Mired J. 3.15Pl 3.18 \$ 3.25 \$ 3.45 A: 4.00Pl Ex. Sun. .45 11.2 TRAINS / at the crooplication</td> <td>g at L will i SEE Mater Land More and More T T W T T W T T</td> <td>CH 10 CH 7 CH 7 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 7 CH 8 CH 7 CH 7 CH 7 CH 7 CH 7 CH 7 CH 7 CH 7</td> <td>d Cru 1 pos AL R NI 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.</td> <td>AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls </td> <td>trains 2 AND N. 4 4 5 5 6 7.8 7.6 5.0 4.1 0 0.0 ASS IN ifte trains</td> <td>before 13 5 5 5 5 5 5 5 5 5 5 5 5 5</td> <td>occupying 552 Ex. Sun. Mixed A 2.20P 2.15 s 2.05 s 2.05 s 2.05 L 1.40P Ex. Sun. .40 12.6 DPPOSITE White St</td> <td></td> <td>Image: STWAF D CLASS Image: STWAF Image: STWAF</td> <td>2D.</td>	6. Wos. 587 and 588, will 7. Trains from Eighth Junetion. WESTWARD. SECOND CLASS	Ains ARE stop on fla Subdivision 551 Ex. Sun. Mired J. 3.15Pl 3.18 \$ 3.25 \$ 3.45 A: 4.00Pl Ex. Sun. .45 11.2 TRAINS / at the crooplication	g at L will i SEE Mater Land More and More T T W T T W T T	CH 10 CH 7 CH 7 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 8 CH 7 CH 7 CH 8 CH 7 CH 7 CH 7 CH 7 CH 7 CH 7 CH 7 CH 7	d Cru 1 pos AL R NI 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. 4 4 5 5 6 7.8 7.6 5.0 4.1 0 0.0 ASS IN ifte trains	before 13 5 5 5 5 5 5 5 5 5 5 5 5 5	occupying 552 Ex. Sun. Mixed A 2.20P 2.15 s 2.05 s 2.05 s 2.05 L 1.40P Ex. Sun. .40 12.6 DPPOSITE White St		Image: STWAF D CLASS Image: STWAF	2D.
s12.01 ^{ph} s12.01 ^{ph} s12.20 f12.40 s 1.90 s 1.97 f 2.02 f 2.25 f 2.25 f 2.25 f 2.40 f 3.00 s 3.30 A 3.45 ^{ph} Ex. Sun. 6.43 8.4 EX. Sun. 6.43 8.4 EX. Sun. 6.43 8.4 EX. Sun. 6.43 8.4	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38 s10.50 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s10.50 s11.05 s11.05 s10.50 s10.50 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s1	s 1.21 s 1.27 f 1.35 s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.35 s 2.50 A 3.00P Daily 2.48 21.0 TRAINS AR t the cross gates is cl osed across t o stop, switch light to the cross s with light to the cross s with light to the cross to stop, to the compared across t o stop, tot to the compared across t o stop, to the compared across t	W T W W W CT E SUP sings o. cro o. sed a s the but f its wi been sition swung n dra es and	C W 24 C W 26 C W 29 C W 35 C W 53 C W 46 C W 50 C W 53 C W 57 C	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 50.5 53.1 56.5 50.5 53.1 56.5 50.5 50.5 53.1 56.5 50.5 50.5 50.5 50.5 50.5 50.5 50.5	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.8 D 18	Spur 14 Spur 14 28 56 Spur 14 28 56 Spur 14 72 31 9 9 14 4 72 6 6 6 7 9 9 14 4 72 6 6 6 6 7 9 9 14 4 72 0 6 6 6 7 9 9 14 4 72 8 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 9 14 14 72 8 9 9 9 9 14 14 72 8 9 9 9 9 14 14 72 8 9 9 9 9 9 14 14 72 8 9 9 9 9 14 14 72 8 14 14 72 8 9 9 9 9 9 9 14 14 72 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	5 \$ 9.13 5 \$ 9.07 f 9.00 \$ 8.37 f 9.00 \$ 8.37 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 7.53 \$ 7.40 \$ 7.53 \$ 7.40 \$ 7.32 L 7.20 Daily 3.00 18.9 PPOSITE I follows: Crossing. ted by prive when tr will and tr will be manond. Will	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.35 s 4.15 s 4.10 s 21.2 s 4.15 s 4.15 s 4.15 s 4.15 s 4.15 s 4.15 s 4.15 s 4.15 s 4.15 s 1.25 s	\$11.10 \$10.40 \$10.10 \$10.10 \$9.30 \$9.05 \$9.00 \$843 \$843 \$843 \$843 \$843 \$843 \$8.00 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0	6. Wos. 587 and 588, will 7. Trains from Eighth Junetion. WESTWARD. SECOND CLASS	AllNS ARE stop on fla Subdivision 551 Ex. Sun. Mired L 3.15PH 3.18 5 3.25 4 3.45 As 4.00PH Ex. Sun. .45 11.2 TRAINS / at the croolite's. gates is closed across	g at L will a SEE (or will a SEE (or construction) (or constructio	CH 10 CH 7 CH 7 CH 7 CH 5 CH 4 CH 4 CH 19 CH 4 CH 19 CH 7 CH 5	d Cru a pos AL R NI 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. 10.1 9.0 7.8 7.6 . 7.6 . 8.4 . 7.6 . 4.1 0 0.0 . 4.1 0 0.0 . 4.1 0 0.0 . 4.1 0 0.0 . 4.1 0 0.0 . 5.0 . 7.6 . 5.0 . 5.	before 13 5 5 5 5 5 5 5 5 5 5 5 5 5	occupying 552 Ex. Sun. Mixed 2.15 s 2.08 s 2.05 L 1.40P Ex. Sun. .40 12.6 DPPOSITE White St	g main tra EA SECONI	STWAF	XD.
s12.01 ^{ph} s12.01 ^{ph} s12.20 f12.40 s 1.90 s 1.97 f 2.02 f 2.25 f 2.25 f 2.25 f 2.40 f 3.00 s 3.30 A 3.45 ^{ph} Ex. Sun. 6.43 8.4 EX. Sun. 6.43 8.4 EX. Sun. 6.43 8.4 EX. Sun. 6.43 8.4	s 9.32 s 9.39 f 9.47 s10.05 f10.10 s10.14 f10.22 s10.26 s10.38 s10.50 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s11.05 s10.50 s11.05 s11.05 s10.50 s10.50 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s11.05 s10.50 s1	s 1.21 s 1.27 f 1.35 s 1.52 969 s 1.55 s 1.58 s 2.06 s 2.10 s 2.23 s 2.35 s 2.35 s 2.50 A 3.00P Daily 2.48 21.0 TRAINS AR t the cross gates is cl osed across t o stop, switch light to the cross s with light to the cross s with light to the cross to stop, to the compared across t o stop, tot to the compared across t o stop, to the compared across t	W T W W W CT E SUP sings o. cro o. sed a s the but f its wi been sition swung n dra es and	C W 24 C W 26 C W 29 C W 35 C W 53 C W 46 C W 50 C W 53 C W 57 C	23.6 24.2 26.1 .28.9 35.3 36.7 38.0 41.2 42.3 46.5 50.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 53.1 56.5 50.5 53.1 56.5 50.5 53.1 56.5 50.5 50.5 53.1 56.5 50.5 50.5 50.5 50.5 50.5 50.5 50.5	McCORMICK R. R. CROSSING 0.6 Track Connection 	G 32.9 32.3 30.4 P 27.6 P 21.2 19.8 D 18.8 D 18	Spur 14 Spur 14 28 56 Spur 14 28 56 Spur 14 72 31 9 9 14 4 72 6 6 6 7 9 9 14 4 72 6 6 6 6 7 9 9 14 4 72 0 6 6 6 7 9 9 14 4 72 8 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 9 14 14 72 8 9 9 9 14 14 72 8 9 9 9 9 9 14 14 72 8 9 9 9 9 14 14 72 8 14 14 72 8 14 14 72 8 14 14 72 8 14 14 72 8 14 14 72 8 14 14 72 8 14 14 72 8 14 14 72 8 14 14 72 8 14 72 8 14 14 72 8 14 14 72 8 14 14 72 8 14 14 72 8 14 14 8 8 8 8 8 8 8 8 8 8 8 9 9 9 9 9 9 9 9	5 \$ 9.13 5 \$ 9.07 f 9.00 \$ 8.37 f 9.00 \$ 8.37 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 8.20 \$ 7.53 \$ 7.40 \$ 7.53 \$ 7.40 \$ 7.32 L 7.20 Daily 3.00 18.9 PPOSITE I follows: Crossing. ted by prive when tr will and tr will be manond. Will	s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.35 s 4.15 s 4.10 s 21.2 s 4.15 s 4.15 s 4.15 s 4.15 s 4.15 s 4.15 s 4.15 s 4.15 s 4.15 s 1.25 s	\$11.10 \$10.40 \$10.10 \$10.10 \$9.30 \$9.05 \$9.00 \$843 \$843 \$843 \$843 \$843 \$843 \$8.00 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0 \$8.0	6. Wog. 587 and 588, will 7. Trains from Eighth Junction. WESTWARD. SECOND CLASS SECOND CLASS CALLED CLASS CALLED CLASS CALLED CLASS SECOND CLASS C	AINS ARE stop on fla Subdivision 5551 Ex. Sun. Mixed L 3.15PN 3.18 5 3.25 a 3.45 As 4.00PN Ex. Sun. .45 11.2 D TRAINS / at the croolite's. gates is cluster of the store o stop, but h lights w	g at L a will a SEE "and Ase "and Ase "ase "and Ase "ase "ase "ase "ase "ase "ase "ase "a	CH 10 CH 7 CH 7 CH 7 CH 8 CH 7 CH 10 CH 7 CH 7 CH 8 CH 7 CH 7 CH 7 CH 8 CH 7 CH 7 CH 7 CH 7 CH 7 CH 7 CH 7 CH 7	d Cru h pos L R NI 0.0 0.0 0.0 0.0 0.0 0.0 2.3 3.3 2.5 5.1 6.0 10.1	AINS OF THE SAME CLASS maher for passengers. sition of First Subdivision EULES, PAGES 9, 10, 11, 12 NTH SUBDIVISIO ELMA BRANCH Time Table No. 46A July 11, 1920 Succeeding No. 46 S T A T I O N S Telegraph Offices and Calls 	trains 2 AND N. 10.1 9.0 7.6 7.6 7.6 7.6 4.1 0.0 4.1 0.0 4.1 0.0 0.0 10.1	before 13	A 2.20P 2.15 5 2.08 5 2.05 1 1.40P Ex. Sun. .40 12.6 DPPOSITE White St bossing is	s main tra EA SECONI	STWAF	AD.

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

- L

· · ·	W	ESTWARD.									NTH SUBDIVISION				·	•		EAS	STWARD.	÷	
									1 50	1	BURNETT AND WILKESO		1				SE(COND CL	ACC		IIRD CL
THIRD CLA		SECOND CI	1		FI	RST CL	1 •	Å	Number	B	Time Table No. 464 July 11, 1920 Succeeding No. 46 STATIONS Telegraph Offices and Calls	Ag	ity of		RST CLASS				A33	-	1
981	971		525	523		597	1		Nu	nce fi ikat	Succeeding No. 46	nce fi	Car Capacity - Sidings	596		522	526	-		972	
Ex. Sun.			Daily	Daily		Daily	Daily Passenger	7ater cales able	Station	ista:	STATIONS)ista)	ar C iding	Daily	Daily	Ex. Sun. Mixed	Daily Mixed	Sun. Only Mixed		Ex. Sun.	Ex. Sun. Way Frt.
Way Frt.			Mixed	Mixed			Passenger		<u> </u>		GV KANASKAT D	N 44 P	000	Passenger		IMIXED	Iviixed	Wixed		A 1.05PM	
	. 6.30 ^{AM}						1				GVKANASKATD									A 1100-	
		B	ETWEEN	PALMER	JCT. AN		1		1	1	E GOVERNED BY SEAT	1	1			I I	JULATIC			1	
	6.35					4.05PM	L 7.45M	1	1932		JCPALMER JCT	_!								Af 1.00PM	
	6.40					f 4.08	\$ 7.48	w			PALMER 1.3	_		f 9.15	s 7.10					f 12.4 5	
	f 6.50	-				\$ 4.11	\$ 7.51		1.	1	BAYNE 1.3		1	f 9.11	\$ 7.05					f12.30	
	1 6.55	-				s 4.14	• 7.54		1936	4.7	CUMBERLAND 0.8	. 39.9	No Siding	f 9 .07	\$ 7.00					f12.01PM	
	f 7.00	-	-			4.16	7.57		1937	5.0	5 NACO 2.0	. 39.1	52	9 .04	6.56					f11.50AM	
·	7.10		-			f 4.20	1 8.00		1939	7.1	5 VEAZIE 3.4	. 37.1	Spur 10	9 .00	1 6.50					11.25	
	7.20 8.53 595-596	-				\$ 4.30	* 8.10 971		1942	10.9	CW ENUMCLAW	D 33.7	52	* 8.53 971	■ 6.40					\$11.00	
	595-596 9:20 972					\$ 4.40	\$ 8.20		1945	14.5	BKBUCKLEY	D 30.3	3 60	∎ 8·43	• 6·28					,10.00 s 9.20 971	
	972						1			1	1.5					· .	 		· ·	1	. <u>.</u>
	9.40					4.50	8.30 596		1		CASCADE JCT			8.30 595	6.13				·	8.50	
			L 9.00AM 526								MORRISTOWN 2.0						A 8.59A				
			s 9.08					0			BNBURNETT 1.4	_					\$ 8.52		·		
			9.15				i		1		CASCADE JCT		Siding			A12.05	8.45	A11.00AW		-	
			_	2.50PM					1		FXFAIRFAX 2.0 					\$11.504		\$10.50			
				s 3.00							4.1	_				\$11.0UAR		\$10.50			. *
										1	CARBON COAL CO. Crossin										
;			E .	s 3.30					1		CBCARBONADO 3.4		•			\$11.10		\$10.25			
L12.30P	а. — а. -			\$ 4.0 0				W	ÇВ	5 10.4	WX .WILKESON	D 4.4	4 82			\$10.15		\$10.08			A10.204
1.00			_	4.30					1949	14.8	CASCADE JCT	0.0	0 No Siding			9.43		9.43			9.50
A 1.05M	∎10·10		A 9.20AN	A 4.35M		\$ 4.55	5 8.35 972	WСТ	1950	19.	SOSOUTH PRAIRIE	D 24.9 P	52	s 8.25 972	\$ 6.10	L 9.404M 982	L 8.40 AN 972	1 9.404		8.45 526 \$6.30 595 596	L 9.45A
	110.30	-	-			f 5.05	1 8.45		1955	5 24.5	2CROCKER 2.7	P 20.4	4 73	f 8.11	1 5.55					f 5.45	,
	•11.05					\$ 5.11	8.52	Т			00 ORTING			\$ 8 .06						\$ 5.30	
	11.20		-			5 .19	\$ 9.00		1961	30.3	3	P 14.3	Spur 8	f 7.58	5 .40			, ,		\$ 4 .50	•
	11.30					f 5.25	9 .05		1963	32.4	4ALDERTON 2.4	12.2	2 25	f 7.55	\$ 5.35					\$ 4 .30	
	A11.45AM					A 5.30P	A 9.10M	YW.	1966	34.	8 MEEKER	9.8	8	L 7.50A	L 5.30P					L 4.00	
· · · · · · · · · · · · · · · · · · ·	and a second	В	BETWEEN	MEEKER	R AND T	АСОМА,	TRAINS	S WILL	L BE	GOV	ERNED BY PUGET SOU	ND D	IVISIO	N TIME	TABLE RULE	S AND REG	ULATIO	NS			
	A 1.00PM					A 6.00P	A 9.35A	М	1976	8 44.	6 QD	N 0.0	0	L 7.30A	L 5.00PM					L 3.00AM	
Ex. Sun.	Ex. Sun.		Daily	Daily	۰ ۲	Daily	Daily						_	Daily	Daily	Ex. Sun.	Daily	Sun. Only		Ex. Sun.	Ex. Sun.
.35	3.47		.20	1.45		1.25	1.25				Time Over Subdivision		1	1.28	1.45	. 2.25	.19	1.20		6.05	.35

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

\

.

4 ×

2

No. 598 will connect with Puget Sound Division No. 423 at Puyallup.
 No. 596 will connect with Puget Sound Division No. 403 at Puyallup, with No. 526 at South Prairie and with Seattle Division No. 338 at Kanaskat.
 No. 595 will connect with Seattle Division No. 41 at Kanaskat, No. 526 at South Prairie and No. 410 at Puyallup.
 Double track switches at Cascade Junction and South Prairie will be set for eastward track.
 Trains between Fairfax and Montezuma will look out for engine and motor car operated by Manley-Moore Lumber Company in this location.

Gates are installed at the crossing of private railroad over Northern Pacific tracks of Carbon Hill Coal Co. just east of Carbonado. Normal position of gates is closed across the logging road. When crossing is being used by private company's trains the gates will be closed across the Northern Pacific track. Northern Pacific trains will approach this crossing under control prepared to stop, but full stop will not be required if it is found that the crossing is clear and gates in normal position. Switch lights will be maintained on these gates at night.
 Engines must not go beyond derail on Fleet Coal spur.
 Trains Nos. 595, 597 and 598 will stop on flag at Broomfield.
 Restricted clearance at Hyde Coal Co.'s mine just west of bunkers and on the outside track and engines will not use crossover west of the bunkers.
 No. 597 will connect with Puget Sound Division Nos. 450 and 456 at Puyallup and No. 523 at So. Prairie.

SEE SPECIAL RULES, PAGES 9, 10, 11, 12 AND 13

		ele di data Manegari Ledist et el constalio		- 						9				-				- 			TACOMA	DIVISI
ESTWAJ	RD.		E		ENTH SUBDIVISIO	ON.		EAS	STWARD.	WESTWARD.			τv	VEL	LFTH SUBDIVISIO	N.				E	ASTW	ARD.
CLASS	FIRST CLASS 595 Daily	er, Fuel, es, Turn les and Wyes	ion Numbers	Distance from Kerriston	Time Table No. 464 July 11, 1920 Succeeding No. 46	Distance from Kanaskat	Car Capacity of Sidings	FIRST CLASS 598 Daily	SECOND CLASS			l, Scales, s and Wyes	Numbers	or	Time Table No. 40 July 11, 1920 Succeeding No. 46	A g	oity of					
· · · · · · · · · · · · · · · · · · ·	Passenger	Wat Soal Tab	Station		STATIONS Telegraph Offices and Calls	5	-[Passenger			-	Water, Fuel, Turn Tables	Station Nu	Distance from End of track	STATIONS Telegraph Offices and Ca	istance fr	Capa					
	6.104M f 6.15	Y	CJ 1		KERRISTON 1.6 HALMAR		40	A 9.20M				BE	ž		0LAKE KAPOWSIN (St. P. & T. Lbr. Co. Camp No.				-	-		
	f 6.40	·	CJ 7		5.9			f 9.10	-		_				(St. P. & T. Lor. Co. Camp No 1.3 3 TACOMA & EASTERN Cro		7		· · ·			
	\$ 6.43		CJ 6		0.8			f 8.10					CE		1.0 1.0 3PUYALLUP RIVER JCT		_				·	
				_	3.4 Pac. States. Lbr. Co. Ry. Cros						-	WT			7.7 0 00 ORTING		_					
	s 7.00			12.4	0.7 KANGLEY JCT	2.	15	\$ 7.55				1	1	<u> </u>								
	s 7.10		CJ 4	14.0	SELLECK	3.9		\$ 7.45		3. Junction switch, on used as a main l	e mile east	of Ort track.	ing st	ation	TRAINS OF THE SAMI	r, and	track	from cros	s-over to	station w	ill be	
· · · · · · · · · · · · · · · · · · ·				_	C. M. & St. P. R. R. Crossin No Track Connection 1.5	_				4. Hayes derail install River on the St	ed 60 feet Paul and oma Lumber	west o Tacom Compar	ıy's tra	ck at	ssing track switch at Cam Company's track. first spur located about one-hali	p 2, Ca mile eas	mp 2 i t of Puy	s located 4	,000 feet of function, th	east of Pu ne switch lea	yallup ding to	
	s 7.18		CJ 2					• 7.38		~	_	SEI	e spe	CIAI	L RULES, PAGES 9, 10, 1	, 12 AI	TD 13	· · · · · · · · · · · · · · · · · · ·				
-					HIAWATHA .06		Spur			WESTWARD			ТH		EENTH SUBDIV	ISIO	N			E	ASTW	ARD
	\$ 7.22 A 7.30	wy	CJ 1	_	DURHAM 1.4 QVKANASKATD		30	• 7.35		SECOND - CLASS		8		((MENDOTA BRANCH)			1	SEC	OND - CL	ASS	
	A 7.30AM	0 ¹	·					1 7.30			513	cales, ad Wy	SL S		Time Table No. 40 July 11, 1920	A	Jo	514				
	Daily 1.20			-	Time Over Subdivision	_		Daily 1.50			Ex. Sun.	Fuel, S ables a	Station Numbe	istance from Mendota	Succeeding No 46	e from	Car Capacity c Siding	Ex. Sun.				
	12.2			-	Average Speed Per Hour			8.1			Mixed	Water, I Turn Ta	ation]	Mend	STATIONS	1stane Wabas	ur Cap ding	Mixed				
					TRAINS OF THE SAME						_	₿Ĥ		A	Telegraph Offices and Ca			· ·				
TRA TE RISTON	BAINS PE I. WHIST	LE M	T BY UST I	FLAG 3E SO1	LOGGING TEAINS BETWI AGAINST LOGGING TEA UNDED APPROACHING A	LL CU	BETWI Rvrs	EN HALD			L 1.15M			_	.0MENDOTA 2.9		_	A12.55P				
	-				FER HOUR MUST NOT H at 1000 feet west of siding at Sell ates Lumber Co., operating with				Lumber Company's		f 1.25				.9PACKWOOD 5.7 5.6WABASH		-				. <u>.</u>	
Normal po	sition of s	switch	at Ka	ngley J	Junction set for Selleck Lin	e.					A 1.55P					F U.	-	L12.15P				
when handi	ing logs do				iles an hour between Kerriston as BULES, PAGES 9, 10, 11, 1			sidge.			.40		-		Time over Subdivision			.40				
							. 10				12.9				Average Speed per Hour			12.9				
	· · · · · · · · · · · · · · · · · · ·									EASTWARD TRAIL	NS ARE SU				RAINS OF THE SAME L BULES, PAGES 9, 10, 1			HE OPPU		RECTION		
A. Reming ern Div., Ta H. Sheets, E G. Ullman, J. Shadd Se Ortin E. Martin,	acoma. Buckley (S , Enumcla elleck.). w.	on,	Puya Taco Taco Head	. M. Karshner, Puyallup. allup (S). TacomaHospital oma Round House (S). oma Moon Yard Office (S). d-of-Bay Yard Office (S). acoma Baggage Room (S). acoma Wharf (S).		Dr. G.	P. Poole	car) (S). gen, So. Tacoma (S). So. Tacoma (S). Rainier	IZED SURGEONS, N. P. Dr. J. J. O'Leary, Olympia (S). Dr. J. H. Dumon, Centralia (S). Dr. H. Y. Bell, Centralia (S). Dr. J. C. Van Winkle, Oakville Dr. W. H. Warner, Ridgefield. Dr. E. P. French. Elma.	RY. CO Dr. F. L. C Dr. H. C. Y Dr. I. R. Dr. E. W. Dr. W. R. Dr. F. W.	C arr , M Watkin Watkin Steven	ns, Ho ns, At	quian erde vad	een (S). Dr. C. W. Bal Dr. Chas. Mc	ebb, W npbell, f, Castl	inlock Vader. e Rock		Dr. W. G. Dr. J. F. J Dr. A. W. Dr. W. D. Dr. W. W.	Cameron, S Dickson, O . Stevenson . Merritt, 1 V. Hall, N Hoffman,	culist, Po n, Yacolt Bayne. apavine.	rtland. (S).
	l attend, y	when ca on to l			fficially, to all cases of ACC service to the locality or to be had in accordance with e						mpany surge e of the case	eon be e. s ing ar	contii e furn	ued ished	en the case should be place at the expense of the Raily 1 ONLY AT OUR OWN H	ay Cor	npany	or of the A	ssociation	after such	surgeon	is able to elsewhere
allway Offic	ciais are r	equirec	l to ca ble th	ll on the	be nearest authorized surged becation will not be responsib rising from accident, if nece	ons who	enever j pills for proper	medical se medical se urgical ai	should be procured	ZED SURGEONS, G. N. Dr. J. A. La Gasa, Tacoma	y authorized	d or ap	aprove	d by	the Chief Surgeon, and th	en only	in crit	we are not ical cases o	f injury o	e for blis f r illness oc	curring in	he dis-

																-
		-	<u></u> .				1	й ¹ с	CLASS O	F ENGIN	IE					
SUB- DIVISION	DISTRICT	Ruling Grade %	Cla	ss W	Clas	is Y-2	Clas	is F-1	Cla	ass S	Cla	ass P	Cla	ss D-3 ss E-3 ss E-4	Cla	iss X
· · · · · · · · · · · · · · · · · · ·		·	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
•	Tacoma to South Tacoma Tacoma to Chehalis	2.20	600 3500	<u>20</u> 99	<u>500</u> 3300	20 99	400 2000	15 80	400 1800	15 80	<u>300</u> 1500	15 50	250	9 40	<u></u>	
First	Chehalis to Napavine	1.12	1250	70	1000	70	900	60	850	60	750	60	550	18	-	·
Westward		0.00		99		99	3000	75	3000	75	1400	47	1200			
	Napavine to Portland Portland to Vader	0.50	2500	99	2000	99	1800	80	1800	80	1400	60	1200	40 35	<u> </u>	
First	Vader to Napavine	0.90	1500		1150		1100		960	32	860	29	660	22		
Eastward	Napavine to Tacoma	0.30	3500	99	3300	99	2500	80	2500	80	2300	50	2000	40		
	St. Clair to Lacey	1.60					800	40	800	40					<u> </u>	
	Lacey to Olympia	0.70						70		70				·····		
Second Westward	Olympia to Belmore	1.80					600	35	600	35						
Westwaru	Belmore to Gate	0.88	•••••				1200	40	1200	40						<u></u>
	Gate to Elma Elma to Moclips	0.50	<u></u>	·····	<u></u>	· · · · · · · · · · · · · · · · · · ·	2200 2500	- 70 70	2200 2500	70	<u> </u>			· · · · · · · · · · · · · · · · · · ·		
	Moclips to Gate	0.50					2000	70	2000	70						
Second	Gate to Olympia	0.87		·····	<u></u>		1500	50	1500	50	····		·····		·····	<u></u>
Eastward	Olympia to Lacey Lacey to St. Clair	$\frac{1.61}{1.20}$	<u></u>	<u></u>	<u></u>	<u></u>	550 1050	<u>30</u> 40	550 1050	<u>30</u> 40			<u></u>	<u> </u>	<u></u>	<u></u>
Third																
Westward	Lakeview to Nisqually	1.00	2500	99	2300	99	2000	80	2000	80	<u> </u>					·····
Third	Nisqually to American Lake American Lake to Murray	<u>1.60</u> 1.00	<u>1000</u> 2000	50	800	40	550 1500		<u>550</u> 1500		<u> </u>	. <u> </u>	<u></u>	<u> </u>		<u></u>
Eastward	Murray to Lakeview	0.66	2500		2300	·····	2000	<u></u>	2000	<u></u>	<u></u>	<u></u>	 	<u></u>		<u></u>
Fourth	South Tacoma to Rainier	0.70	1800	99	1350	70	1200	<u>60</u>	1150	60	1050	60	850	28		
Westward	Rainier to West Tenino	0.35	3200 1500	99	1050	99	1100	60	1050	60	050	60	750	60		
Fourth Eastward 🕜	West Tenino to Rainier Rainier to Tacoma	0.90	2500	<u></u> 99	<u>1250</u> 2100	99	1100	80	1050 1800	<u>35</u> 75	<u>950</u> 1500	<u>31</u> 50	750	<u>25</u> 43	<u></u>	<u></u>
Sixth Westward	Centralia to Gate	0.50					2200	70	2200	70						
Sixth	Grand Mound to Centralia	.00		· · · · · · · · · ·		·····	3000 2400	70	$\frac{3000}{2400}$	70 70	· · · · · · · · ·	<u></u>	<u></u>			<u></u>
Eastward	Rochester to Grand Mound Gate to Rochester	0.50	<u> </u>	<u></u>	· · · · · · · · · · · · · · ·	<u></u>	2000	70	2400	70		<u></u>		<u></u>		· · · · · · ·
	Chehalis Jct. to Adna	0.50	<u></u>	<u></u>	<u></u>	<u></u>	<u>1800</u> 1500	<u>60</u> 50	1800 1400	<u>60</u> 50		<u></u>			2000 1600	80 60
Seventh Westward	Adna to Pe Ell Pe Ell to McCormick	0.80	<u></u>	<u></u>	<u></u>	<u></u>	800 -	30	800	30					1000	40
TY COLWALL	McCormick to Pluvius	$\frac{1.60}{0.53}$	<u></u>	<u></u>	<u></u>	<u></u>	550	$\frac{30}{70}$	550	30		<u></u>			750	40
	Pluvius to South Bend						1000									80
Seventh	South Bend to Frances	0.60	· · · · · · · · · · · · · · · · · · ·	·····	<u> </u>	<u></u>	<u>1800</u> 500	<u>60</u> 25	<u>1800</u> 500	<u>60</u> 25		<u></u>			2000	80
Eastward	Pluvius to Chehalis Jct	0.40						70		70						80
Eighth							1									
Westward	Yacolt to Van Jct	0.58	<u> </u>		<u></u>	<u></u>	1800	45	1800	45		<u></u>				<u></u>
Eighth Eastward	Van Jct. to Homan Homan to Yacolt	$\frac{1.60}{1.66}$	<u> </u>		<u></u>		<u>550</u> 800	<u>35</u> 45	<u> </u>	<u>35</u> 45	<u></u>	<u></u>	<u></u>	<u>·····</u>		<u></u>
Ninth		1.00						70		70		· ·				
Westward Ninth	Stimson to Elma			·····	-1		1000		1000				· · ·		<u></u>	<u></u>
Eastward Fenth	Elma to Stimson Palmer Jct. to Tacoma	1.00 0.00	<u></u>	<u></u> 99	<u></u>	<u></u> 99	1000	<u>70</u> 80	1000	70 80	<u></u>	<u></u>	<u> </u>		<u></u>	<u></u>
Westward	Fairfax to South Prairie	- 0.00		99		99	2000	45	2000	45				•••••		
	Tacoma to Orting Orting to South Prairie	0.56	2500 1200	<u>99</u> 80	$\frac{2250}{1000}$	<u>99</u> 60	<u>. 1800</u> 900	<u>80</u> 60	<u>1800</u> 800	<u>80</u> 60	<u></u>	<u></u>	$\frac{1200}{500}$	<u> </u>	·····	·····
	South Prairie to Buckley	1.70	600	20	500	17	450	15	400	14	· · · · · · · · · · · · · · · · · · ·	<u></u>	250			<u></u>
Fenth	Buckley to Palmer Jct	1.25	1200	80	1000	60	900	60	800	60			500	17		
Eastward	South Prairie to Morristown	1.45	<u></u>	·····		<u></u>	500	28	500	28	·····		<u></u>			<u></u>
-	South Prairie to Wilkeson	2.20	<u></u>	<u></u>	<u></u>	<u></u>	400	25	400	25	<u></u>	·····	·····		·····	·····
-	Wilkeson to Carbonado	2.20	<u></u>	·····	·····	<u></u>	400	25	400	25		·····	<u></u>	······		·····
Eleventh	Carbonado to Fairfax	1.70	<u>····</u>	<u></u>	<u></u>	<u>••••</u>	500	30	500	30	<u></u>	<u></u>	· · · · · · · · · · · ·	<u></u>	<u>·····</u>	<u></u>
astward	Kanaskat to Kerriston	2.30					400	25	400	25						

600

30

600

30

۳Ĵ:

Ł

Eleventh

Westward

Kerriston to Kanaskat..

1.40

10

Second Subdivision, St. Clair to Hoquiam .- No engine heavier than S-4. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges. Engines heavier than class D-3 must not operate over the trestle and bridge leading to the plant of the Northwest Fruit Products Co. (formerly the Olympia Brewing Co.) at Olympia.

bridges. Aberdeen Jct. to Cosmopolis.-No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges. Cosmopolis Jct. to Ocosta .-- No engine heavier than E-3. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Fourth Subdivision.-All classes. Fifth Subdivision.-No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Sixth Subdivision .--- No engine heavier than Class S-4. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges. No restrictions over bridge 1-B, Route 1, and bridge 1, Route 2, Skookumchuck river, between Centralia and Blakeslee Jct. Seventh Subdivision.-No engine heavier than Class S-4. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Eighth Subdivision.—No engine heavier than S-4. En-gines heavier than E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges. Ninth Subdivision .--- No engine heavier than F-1. Engines heavier than E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges. Tenth Subdivision, Kanaskat to Meeker.--All classes except Class Z Mallet Engines. Engines of any class must not double head over bridge 228, Buckley Loop, between Cascade Junction and Buckley.

RESTRICTIONS GOVERNING CLASS OF POWER THAT MAY BE USED ON TACOMA DIVISION.

The speed of Class S engines from S to S-4 inclusive must not exceed ten (10) miles per hour over Howe truss bridges on any subdivision.

First Subdivision.-All classes except that engines heavier than S must not go beyond house track switch leading from log dump track at Felida.

Nor. Pac. engines heavier than 86,000 lbs. on drivers cannot go in on Hercules Sandstone Company's Quarry No. 1 at Tenino. Engines heavier than 210,000 lbs. on drivers cannot go on Kalama Lumber and Shingle Co.'s spur.

Second Subdivision, Hoquiam to Mocilps.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss

Third Subdivision.-All classes, except that engines heavier than S-4 must not go on Dupont Powder Co.'s spur.

Morristown to Cascade Junction .- No engine heavier than Class S-4.

Fairfax to Cascade Junction.—No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Eleventh Subdivision.-No engine heavier than S-4. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Twelfth Subdivision .--- No engine heavier than F-1. Engines heavier than Class E-3 must not double head over Howe truss bridges. Engines double heading must not exceed speed of 8 miles per hour over Howe truss bridges.

Thirteenth Subdivision .--- No engines heavier than D-4.

i

• \

COMA DIVISION			-	<u> </u>				
COMMERCI		3	ł		DERAIL S	MITCHES		a.
			C					
First Subdivision		h Subdivision		DERAILING SWITCHES MUS FIRST SUBDIVISION	r be left set in derail pos	ITION WHET	HER THERE ARE CARS ON THE T SEVENTH SUBDI	
DISTANCE FROM TACOMA.	DISTANCE F	ROM CHEHALIS JC.	West Tacoma.	Spur track.	Ø	Dunkan	East and west end Chester-	Snow Mill spur.
			Olegard Nisqually	East end spur. 		35 a - 1-11	West and supravity treads and oust 9	nd west end mill track.
Pioneer Sand & Gravel Co 20.0			Chain Hill Lu Polehn	Spur track. mber CoSpur track. 	•	Walville		ritch.
Ologui utter		Co 38.7	Bucoda	Bucoda Lumber Co. Spur.	N. connection.	Pluvius		· · · · ·
Chain Hill Lumber Co 41.2	Mayfair	55.6		On Coal Creek Lumber Co.'s track a switch. East end track No. 2, 165 On Somervilles' and Emory Nelson s		Lebam	Log spur. Mill spur. Log spur.	
Polehn 44.7		~		west of switch conection with pas	sing track.	Green Greek	Log spur. Leudinghaus Lbr. Co., 500 fe	et froim main track.
Menefee 73.2		Subdivision FROM YACOLT.	Winlock			•	EIGHTH SUBDIV	`
McNelly 73.9			Olequa Castle Rock	House track. 	Lake Log R. R.	Vancouver	JunctionEast leg wye 135 feet from	
Hermione 110.1			Hermione	safety switch same track; oo leet	00 feet east of magazine.	Crusher	eEast end passing track.	
		4.8	Ridgefield			Yacolt	North leg wye switch norm	al position this switch for north leg wye.
Second Subdivision	1	5.0	Vancouver	On Wood Spur and Cannery Spur b freight house. East end of lead	to No. 1 track on N. P. side.		NINTH SUBDIV	SION
DISTANCE FROM ST. CLAIR	Dietrich	10.9	McNelly	freight house. East end of lead East end of Industry track, 200 feet 100 feet from main track.	t from Switch.	Wraft	Standard Oil spur. Spur track.	•
Black Lake 13.2	Ninth	Subdivision		SECOND SUBDIVISION		Mar Classer	East end interchange track 	
Smith & Prosser 31.1		CE FROM ELMA.	Belmore				TENTH SUBDIV	ISION
M. M. C. Logging Co 33.0	Kraft	2.3	(late	tion Mason County Log Spur. Coal track and west end of passing	g track.	Palmer June Big Six	tionRose-Marshall Coal Compa 300 feet east of main line	ny's spur. switch; on same track 300 feet west of
Gibson Creek 38.0			Lytles	East end of spur. East end siding. East end spur track, west end mill	track.		coal bunkers and on Change in the coal bunkers and on Change in the coal track 300 feet west of the coal track 300 feet west o	
Weatherwax	Tenth	Subdivision	Elma Satsop	East end horn track. East end siding.		Rawna	COSI SDUF.	
Grays Harbor County Gravel Bunkers	DISTANCE F	FROM PALMER JCT.	Brady Montesano		est end of team track to be left	Hyde	Hyde Coal Company's traci- derail 920 feet from main	C. derail 190 feet from main line; second line; derail on siding 609 feet from west
Standard Oil Co 58.7		1.7	Weatheraz	set for spur to act as derail for to 			switch. West end Naval Coal Com	pany's track, west end Sunset Coal Com-
Stockwell			Mox Chuck	Log spur.		Veazie	pany's track. West end spur.	
Wynooche		3.2 3.9	Copalis Carlisle	Log spur 500 feet west of station. East end siding. Log spur just west of Aloha. Both ends of siding.		Buckley		est end Standard Oil spur. est end house track, west end coal spur.
Mox Chuck		7.9				Broomneld .	West and passing track	au biock.
North Bay Lumber Co 79.0	D1 11	11.5	Carlisle	East end of siding.		Orting	Orting Branch track, wes	feet east of station.
Grays Harbor County 80.0		12.5	Spur St. Clair	East end of siding.			One in the lead track 200 f	ck opposite the station. of crossover switch opposite coal bunker. eet west of coal bunker.
Joe Creek			-	THIRD SUBDIVISION		Burnett Morristown.	West end siding; Black C West end siding; in main t	rack 100 feet east of station platform on necting with Doud Log Company's track.
			Lakeview Military Spur		to feet from main track and on			
Fourth Subdivision	1	ROM CASCADE JCT.	American La	 456 feet from main line switch. Dupont Powder Company's spur 95 the track leading to black powder eGreen Park Spur 177 feet from main 	mill. n track.	International	ELEVENTH SUBD	
DISTANCE FROM TACOMA.				FOURTH SUBDIVISION		Durham	East end coal track 250 f	eet from main track, and west end coal
Scholz 15.4		th Subdivision	Yelm Rainier	East end house track. Lindstrom-Handforth Lumber Comp	pany's spur.	Hiswaths	track. East end.	
Bordeaux Shingle Co		FROM KANASKAT	Johnson Creel Mutual	Spur track leading to mill. Spur track leading to mill. 		Hemlock	ule west)On Kangley Line. West end siding.	
Scheel			West Tenino.	FIFTH SUBDIVISION		Halmar	wye switch on Northwest	m west wye switch; also 550 feet from Lumber Company's spur. This spur forms
Mutual			Crocker	han been been been been been been been be	t of denot at west and of soal		tail end of wye at Hair position.	ner; this switch much be left in derail
Sixth Subdivision	Twelft	th Subdivision	Wingate		t of depot at west and of coar		TWELFTH SUBD	
		E FROM ORTING.		SIXTH SUBDIVISION		Orting		
DISTANCE FROM CENTRALIA.		c Crusher 8.6	Blakeslee Foran			Mendota	Connect with Martin Log S	pur.
Foran 2.9	Dempsey	8.4						
	-			LIST OF SUF	RGEONS			
· · · · · · · · · · · · · · · · · · ·		1		DISTRICT	NAME		LOCATION	DISTRICT
NAME		LOCATIO	N					
DR. K. A. J. MACKENZIE, Chie	f Surgeon.	PORTLAND, Corbett Bld PORTLAND, Corbett Bld	g.) Telephones	O-W. R. & N. Co., System. O-W. R. & N. Co., System.	DR. F. D. MERRITT, District Surgeo		Auburn. Tacoma, 304 Berlin Bldg.	Seattle-Tacoma. Auburn-Tenino.
DR. F. M. TAYLOR, Asst. Surgeon. DR. DONALD H. JESSOP, Asst. Surg		PORTLAND, Corbett Bld PORTLAND, Corbett Bld	g.}Ho. A1267 g.]Pa. M 267	O-W B. & N. Co., System.	DR. CHAS. JAMES, District Surgeon. DR. W. A. MILLINGTON, District Su	rgeon.	TENINO.	Tacoma-Centralia. (Tenino-Winlock.
DR. W. H. NORTON, Asst. Surgeon DR. GEO. AINSLIE, Chief Oculist.	•	PORTLAND, Corbett Bld PORTLAND, Corbett Bld PORTLAND, Oregonian B	g. Idg.	O-W. R. & N. Co., System. O-W. R. & N. Co., System.	DR. WALLACE A. SMITH, District Su	irgeon.	CENTRALIA.	Centralia-So. Elma.
DR. J. F. DICKSON		PORTLAND, Selling Bldg		0-W. R. & N. Co., System.	Dr. R. H. CAMPBELL.		VADER.	(Centralia-Tono. Winlock-Castle Rock.
DR. J. N. COGHLAN DR. F. R. DAVIS	nroat.				DR. C. W. BALES, District Surgeon. DR. HANNIBAL BLAIR, District Surg	eon.	Kelso. Elma.	Castle Rock-Kalama.
DR. C. STUART MENZIES.		PORTLAND, Stevens B Wash Sts.	iug., rark and				Cosmopolis. Aberdeen.	Grays Harbor and North River
DR. C. HOLCOMB, Assistant Surgeo DR. MONTGOMERY RUSSELL, Divis	n. ion Surgeon.	ALBINA. SEATTLE, 620 Leary Bld	g. Moin an	Albina to Vancouver. Portland-Seattle.	DR. LEDMUND A. SIZER, District Surgeo DR. I. R. WATKINS, District Surgeo DR. H. C. WATKINS, District Surgeo DR. J. H. FITZ, District Surgeon.	on.	HOQUIAM. Montesano.	Branches.
DR. MONTGOMERY RUSSELL, Divis DR. F. R. UNDERWOOD, Assistant DR. S. M. SAMUELS, Oculist and A	Surgeon. urist.	SEATTLE, 620 Leary Bld SEATTLE, 620 Leary Bld SEATTLE, Cobb Bldg. M	lg.f ^{1111111 50} [ain 2205	Portland-Seattle.	DR. J. H. FITZ, District Surgeon. DR. W. L. BRIDGFORD, District Surg	geon.	MONTESANO. Olympia.	Olympia Branch.
DR. S. M. SAMUELS, Ocular and A DR. WM. P. O'ROURKE, Assistant	Surgeon.	SEATTLE, (Georgetown).	•	Argo.		-		

AMBULANCE AT PORTLAND IS LOCATED AT RED CROSS AMBULANCE CO., 391 DAVIS ST., TELEPHONES, BROADWAY 78 A

 \mathbf{F}

12

CLEARANCES																							
		HEIGHT ABOVE TOP OF RAIL																					
• • •		1													<u> </u>	Max.	Max.						
		1 ft. Wide	2 ft. Wide	3 ft Wid	t. de	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 i Wide	n. 8 W	ft. ide	8 ft. 6 in. Wide	9 ft. Wide	9ft.6in. Wide	10 ft. Wide	. 10ft • W	t. 6 in. Vide	11 ft. Wide	11 ft. 6 Wid		Height	Width
1st Subdivision	Main Line (Tacoma to Tenino)	17' 2"	17' 2"	17'	2"	17' 2"	17' 2"	17' 2"	17' 0	" 16' 9	16'	6"	16′4″	16' 2"	16' 0"	15′ 9	9" 15'	7"	15′5 ″	15'	2"	17′ 2″	11'
1st Subdivision	Main Line (Tenino to Vancouver)	19′0″	19' 0"	19'	0"	19' 0 '	19' 0"	18′ 7″	18′ 1	7 17′ 10) " 17'	4″	17′ 1″	16′9 ″	16′ 4″	15' 11	15′	5″	15′ 0 ″	14'	6″	19' 0"	11'
2nd Subdivision	Grays Harbor Line (St. Clair-Gate)	17′7″	17' 7"	17'	6″	17′ 5″	17' 5"	17′ 4″	17′ 4	" 17′ ä	8" 17'	3″	17' 2"	17′2 ″	17' 1"	17' 0	0" 16'	11″	16' 10 '	16'	9″	17′7″	11'
2nd Subdivision	Grays Harbor Line (Gate-Aberdeen Jct.)	19′2″	19′ 2″	19'	2"	19′2″	19' 2"	19′ 2″	19′2	* 19′ 5	2" 19'	2″	19′2 ″	19′2″	19' 2"	19′2	2" 19'	2"	19′2 ″	19'	2″	19' 2"	11'_
2nd Subdivision	Grays Harbor Line (Aberdeen JctMoclips)	18′ 9 ″	18′ 9″	18'	9″	18' 9"	18' 9"	18′ 9″	18′9	" 18' S	18′	9″	18' 9"	18′9″	18' 9"	18′ 9	9" 18'	9″	18′ 8″	18′	7"	18′ 9″	11'
2nd Subdivision	Tumwater Spur	16' 11"	16′9 ″	16'	7"	16′ 6 ″	16' 3"	16′ 1″	15' 10	1 5′ §	15'	7"	15′5 ″	15′ 3″	15′ 1 ″	15′ 0)" 14'	10″	14' 8 '	14'	4"	16′ 11″	11'
2nd Subdivision	Ocosta Branch	19′2 ″	19' 2"	19'	2"	19′2 ″	19' 2"	19′2″	19′1	* 18′ §	" 18'	6″	18′2 ″	17′11 ″	17′7″	17′ 3	3" 17'	1″	16' 9 "	16′	5″	19′2 ″	11' (
3rd Subdivision	American Lake Line												20′ 4″		20' 4''		20'		20' 4"	20'		20' 4"	_
4th Subdivision	Prairie Line (Tacoma-Tenino)							21' 4"									2" 20'		19' 10"		<u> </u>	21' 4"	
5th Subdivision	Crocker Branch													16' 2"	16' 0"				15' 5"		-	17' 7"	
6th Subdivision	Gate Line (Gate-Centralia)		19' 1"	19'	1	19′ 1 ″											l" 19'		19' 1 '		<u> </u>	19' 1"	
7th Subdivision	Willapa Harbor Line	18' 8"	18' 8"	18'	-			18' 8"		18' 8	3 * 18'	8″	18′ 8 ″	18' 8"	18' 8"		8' 18'		18' 8"	18'	8"	18' 8"	
8th Subdivision	Yacolt Branch	19′ 3 ″	19' 3"	19'	3"	19′3 ″	19′3 ″	18' 8"	18' 1	<u>18'</u>	17'	4″	17' 4"	16′9 ″	16' 9'	15' 8	5' 15'	5″	14′ 6 ″	14'	0"	19' 3"	11' 6
9th Subdivision	Elma Branch	20' 3"	20' 3"	20'	3" 3	20' 3''	20' 3"	20' 3"	20' 3	" 20' 3	" 20'	3″	20' 3"	20' 3"	20' 3"	20' 3	3″ 20′	3″	20' 3"	20'	3″	20' 3"	11' 6
Oth Subdivision	Buckley Line	21' 8"	21' 8"	21'	8"	21' 8"	21' 8"	21' 8"	21' 8	21' 8	21'	8"	21' · 8"	21' 8"	21' 8"	21' 8	3" 21'	8″	21' 8"	21'	8"	21' 8"	11' 6
Oth Subdivision		19' 0"	19' 0"	19'	0"	19' 0"	19' 0"	19' 0"	19' 0	19 ′ (19'	0″	19′0″	19' 0"	19' 0"	19' 0)" 19'	0″	19' 0"	19'	0"	19' 0"	11' 6
Oth 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	7" 18'	7"	18' 7"	18'	7"	18' 7"	11' 6
1th Subdivision	Green River Branch	22' 9,"	22' 9"			22' 9"		22′ 9″	22' 9		22'		22′ 9″			1	9" 22'		22' 9"	22'	9"	22′ 9″	
2th Subdivision		18' 9"	18' 9"				18' 3"	17' 11"	17' 7	" 17' 7	‴ 17′	3″	17' 3''	17' 0"	17' 0"	16' 8	3" 16'	8″	16' 5"	16'	3″	18' 9"	11' 6
3th Subdivision	Mendota Branch	No obs	ructions	lon thi	is B'r	anch.		1	1						1		l	1		1			

SPECIAL RULES First Subdivision (Main Line)

- 1. Between Centralia and Wabash Third or extreme right hand track, going east will be operated under Yard Limit Rules. No cars to be left on this track by train or yard crews without train order protection.
- 2. Trains will be governed by rules of Northern Pacific Terminal Co. while in Portland Yard.
- 3. Eastward siding at Ridgefield will be used as storage track. Trains using this track be governed accordingly.
- At Hermoine Powder Spur there is 2.7 per cent grade descending eastward from siding between powder magazine and Northern Pacific main tracks. Utmost care must be exercised handling cars while switching on this track. Cars should never be left below derail at summit of grade. All derailing switches must be left in derailing position and safety switch set for safety track. Trains approach County Road Crossing on this spur under full control, at very low speed, and movement over road crossing fully safeguarded.
- 5. Junction switch at the east end of Columbia River bridge, Vancouver, will be set and locked for N. P. main line. 6. Trains and switch engines using track leading to the wharf at Vancouver, will come to a full stop before crossing S. P. & S. Ry. crossing and will not proceed until a flagman has been sent ahead to flag the crossing.
- 7. At Vancouver, westward trains will stop at passenger station before engine reaches point of clearance between N. P. and S. P. & S. tracks and must be under full control before passing station, expecting to find main line occupied.
- 7a. At Ridgefield cars must not be placed on O.-W. R. & N. Co. Tie Spur between switch and lower road crossing at Shing'e Mill and on account of heavy grade cars must be fully secured when left standing.
- 8. At Kalama when doing switching on Salmon track, enough cars must be used so that engine will not need to go on trestle. Also on Kalama Lumber & Shingle Co. spur engines must move slowly. 8a. At Nisqually all eastward trains will come to full stop before passing cross over switch.
- 9. Train 421 will stop on flag at Nisqually Gun Club which is located one mile east of Nisqually.
- 9a. No. 407 will leave Grays Harbor line transfer at Nisqually for No. 421.
- No. 408 will stop at Bucoda to let off passengers from points west of Chehalis and to pick up passengers for American Lake, Murray and Olympia.
- 10a. No. 408 will stop at Nisqually on flag to pick up passengers for American Lake and Murray.
- 10b. No. 562 will stop at Bucoda to pick up passengers only.
- No. 563 will stop at stations west of Centralia to discharge passengers originating at points where No. 401 does not stop. No. 402 will stop at stations east of Centralia to discharge passengers originating at points where No. 564 does not stop. 11a. No. 408 on Sundays will slow up at Vancouver Junction to allow messenger to throw off papers.
- 12. Nos. 458 and 459 will stop on flag at any station between Tacoma and Portland to receive or discharge passengers holding tickets reading "Spokane or points east thereof."
- 12a. No. 591 will connect with No. 407 at Centralia.

.

- 12b. Passengers from No. 502 Gate Line for points on Prairie Line will take No. 458 at Centralia.
- 12c. No. 514 will connect with No. 407 and 408 at Centralia.
- 12d. No. 459 will connect with No. 504 from Gate Line at Centralia.
- 13. Trains using Newaukum Valley Railway tracks at Napavine will do so under protection of flag.
- 14. Mail cranes, serving West Tacoma, erected on westward track 2412 feet west of mile post 14 and on eastward track 2542 feet west of mile post 14.
- Normal position of crossing gates over the several industry spurs at Centralia and Chehalis which cross the P. S. & W. H. R. main track will be set and locked across the spurs, and when train on spur desires to use crossing, gates will be swung across P. S. & W. H. R. main line.
 Telephones are located at Chehalis and Chehalis Junction. Trains from seventh subdivision, before leaving Chehalis Junction will ascertain by telephone position of all main line trains.
 Dispatchers' telephones are located in section house Ketron and Plumb and block telephones are located on depots Ketron, Kyro and Plumb

- 17. Dispatchers telephones are located in section house kerron and Plumb and block telephones are located on depots Kerron, Kyro and Plumb.
 18. At MISQUALLY-Semaphore on First Subdivision side of depot governs First Subdivision trains. Semaphore on Third Subdivision side governs reins to and from that Subdivision.
 19. At ST. CLAIR-Semaphore on main line side of station governs First Subdivision trains; semaphore on Second Subdivision side of station governs First Subdivision trains; semaphore on Second Subdivision side of station governs Second Subdivision trains.
 20. Head lights and tail lights will be used by all trains while passing through Tin Tunnel between McCarver Street and Stadium and Nelson Bennett Tunnel between Ruston and Sixth Avenue.
 21. Staff operation McCarver Street and Stadium. McCarver Street is not manual block office. Eastward trains will procure staff at McCarver Street authorizing use of track between McCarver Street and Stadium; westward trains will procure staff at McCarver McCarver Street and McCarver Street and also block clearance card governing manual block between McCarver Street or Stadium until Engineer has received from Operator the staff and is given clear signal or clearance. Trains running against the current of traffic will not pass McCarver Street or Stadium until Engineer has received from Operator the staff and is given clear signal or clearance. Trains running against the current of traffic and switch engines will proceed on receipt of staff and clearance. Staff must be rétained and delivered to Operator at opposite end of block or in the case of switching movements, to either Operator when movement has been and clearance.
 - A clear signal at either office is an indication for train running with the current of traffic only.

SPECIAL RULES Second Subdivision (Grays Harbor Line)

- Hoguiam
- 42. Double track switch, Aberdeen, is located 250 feet east of passenger station. Switch will be set and locked for eastward trains. Junction switch leading to O.-W. R. R. & N. is located 10 feet east of double track switch, Aberdeen, normal position for O.-W. R. R. & N.

- Aberdeen and Cosmopolis. 45. Junction switches will be set for line Junction City to Bay City. 46. At Olympia and Cosmopolis Northern Pacific crews entering main line of the O.-W. R. R. & N. Co. will protect themselves by flag.
- by flag. 7. Engines will not go on trestle of Red Cedar Shingle Co. spur at Markham.

TACOMA DIVISION

19. Second Subdivision (Grays Harbor Line)
29. Second Subdivision trains will approach Gate looking out for trains to and from Sixth Subdivision turning on wye.
29. Normal position of crossing gates at Olympia, where Second Subdivision track crosses that of the Tumwater Spur, will be set and looked across the spur, and when train on spur desires to use crossing, gates will be swung across Second Subdivision track. Switch light will be maintained on this gate at night. All Second Subdivision trains will approach this crossing prepared to stop, but full stop will not be required if it is found crossing is clear and gates are in normal position.
20. No train either heading or backing over Fourth Street crossing, Olympia, will do so without first having trainman proceed on foot over the crossing and before giving signal to engine crew must know that crossing is clear.
21. At Gray's Harbor County Gravel Bunkers, Mile Post 58.6, bunkers will not clear man on top or side of cars.
22. At Gray's Harbor county Gravel Bunkers, Mile Post 58.6, bunkers will not clear man on top or side of cars.
23. At Gray's Harbor on fag the for passing track.
24. Montesano passing track located one-half mile east of depot, is time card station.
27. AT GATE—Junction switch will be set for line Olympia to Moclips. Normal position of switch connecting west leg of wye and passing track will be for passing track and will be cast of Gray Gables.
25. Nos. 421, 402 and 366 will stop on flag at Highway Crossing just east of Stockwell Spur and Aberdeen Golf Club 3 miles east of Aberdeen Junction and at Grass Creek about one mile east of Gray Gables.
26. Nos. 421, 422, 423 and 466 will stop on flag at top or nega at go for Nos. 421, 422, 433 and 466.
26. Engines must not run on trestles Vance Lumber Co. tracks at Malone. In doing work a sufficient number of cars should be used so that if will not be necessary for engines to run on trestle.</li

Junction with trains Nos. 466, 421, 422 and 423. Northern Pacific trains must keep clear of Logging Co.'s trains during that time.
39. Side track, length 2,000 feet, located on the Mason County Logging Co.'s road, 1,985 feet from main line switch at Bordeaux Junction. Mason County Logging Company will deliver loads to Northern Pacific Ry. Co. at this siding, and N. P. crews will leave empties for Logging Company at same location. N. P. train crews will not operate on Mason County Co.'s line, beyond siding.
40. AUTOMATIC SIGNALS—The tunnel district at Olympia is protected by automatic electric disc signals located as follows: No. 1 (large disc) just west of passenger station; No. 2 (large disc) just east of passenger station; No. 3 (switch indicator) at east end of passing track; No. 4 (large disc) just east of tunnel. INDICATIONS—"Clear" a clear disc by day and a green light by night. "Stop" a red banner by day and a red light by night. Train and enginemen will be governed as follows: Eastward—Finding either signal 1 or 2 at Stop will protect against westward trains coming switch, which will set signals 1, 2, 3 and 4 at "Stop" and may continue to switch with switch indicator the passenger switch is again thrown or main line obstructed. Trains or engines coming from Jefferson Street Line must get clear No. 4 signal before throwing main line switch. Train and enginemen must observe position of signals before engine reaches them and finding any signal at "Stop" will not pass i, and will be governed by Rule No. 99. If apparatus falls, signal will indicate "Stop" and train will proceed through block under protection of flagman in advance, as per Rule No. 99.
41. DOUBLE TRACK—Between Aberdeen and Hoquiam, except single track between the passenger station at Hoquiam, and the double track switch located y50 feet east of hogusan River draw bridge, three-quarters (%) of a mile east of Hoquiam.

mal position for O.-W. R. R. & N.
42a. All trains, light engines and yard engines will move under control within the yard limits of Aberdeen and Hoquiam. Trains passing through limits of Indouiam River draw bridge interlocking plant on clear signals are not relieved from protecting against each other as prescribed by this rule. Interlocking signals indicate position only of draw span and doubletrack switch. Second signal east of draw bridge indicates position of double track switch and may be cleared as soon as train has passed over switch and is still occuping gauntlet, westward train receiving clear indication on this signal must move expecting to find gauntlet occupied.
43. DRAWBEIDGES—All trains will stop 400 feet from and will not proceed until following drawbridges are known to be closed: Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns River ½ mile west of Markham; Hoquiam River drawbridge on Hoquiam River spur at Hoquiam.
44. Trains and yard engines will stop before passing over grade crossing of O.-W. R. R. & N. Co. at industry track in South Aberdeen and Cosmopolis.

ACOMA DIVISION	
STANDARD CLOCKS.	SI SI
Tacoma Centralia Vancouver Portland Hoquiam	Maximum Speeds-
	19. First Subdivision, maxim
WATCH INSPECTORS.	miles per hour. This l 20. Second Subdivision, maxi
S. J. Stietglitz, Aberdeen. R. Vaeth, 924 Pacific Ave., Tacoma. Fred Straub, Hoquiam.	trains 50 miles per hou
Ben Salick, Centralia. Talcott Bros., Olympia.	miles per hour, freight
Coovert & Carter, Vancouver. H. Holte, South Bend.	passenger trains 25 mil
	Aberdeen Junction and
BULLETIN STATIONS.	 Third Subdivision, maxim Fourth Subdivision, max
Tacoma: Tel. Office, Passenger Station. Vancouver: Telegraph Office Round House Round House	Yelm, 60 miles per hou
Vand Office Portland: Tolograph Office	23. Fifth Subdivision, maxim
Centralia: Telegraph Office South Prairie Hoquiam	24. Sixth Subdivision, maxim
Round House Enna South Dena	25. Seventh Subdivision, max
Yard Office	cept between Pe Ell an 26. Eighth Subdivision, maxi
REGISTERING STATIONS.	and freight trains 20 m
Tacoma Moclips Puyallup Lakeview	27. Ninth Subdivision, maxin
Olympia South Prairie Vancouver Jct. West Tenino	trains 15 miles per hou
HoquiamYacoltSouth TacomaSt. ClairKanaskatMcClearyPortlandAberdeenCascade Jct.VancouverWabashChehalisSouth BendElmaPalmer Jct.Fairfax	28. Tenth Subdivision, max passenger trains 50 mi
Cascade Jct. Vancouver Wabash Chehalis	town and between Cas
Cascade Jct.VancouverWabashChehalisSouth BendElmaPalmer Jct.FairfaxCentraliaCosmopolisAmerican LakeNisqually	per hour, freight trains
Cosmopolis American Lake Nisqually	passenger trains must 1
Gate Blakeslee Jct.	hour.
TRAIN REGISTER EXCEPTIONS.	29. Eleventh Subdivision, m freight trains 15 miles
1. AT CHEHALIS—Seventh Subdivision trains only will register.	30. Twelfth Subdivision, max
2. AT WABASH-Trains using third main track between Centralia and Wabash	31. Thirteenth Subdivision, I
only will register. 3. AT VANCOUVER JUNCTION—First Subdivision trains will not register.	Special Restrictions-
4. AT NISQUALLY—First Subdivision trains will not register. Third Subdivi-	32. Through crossovers and e
sion trains will register by ticket. Form 608.	33. Through interlocking pla
5. AT LAKEVIEW—Third and Fourth Subdivision trains will register by ticket	34. Between the hours of 7
Form 608. When operator is not on duty leave register ticket in way bill box	account teams hauling
located near freight house door. 6. AT ST. CLAIR—First Subdivision trains will not register. Second Subdivi-	35. Between the hours of 7 a
sion trains will register by ticket, Form 608.	feet west of mile post looking out for logs bei
7. AT SOUTH TACOMA	36. Eastward trains entering
WEST TENINO—First Class trains will register by ticket, Form 608, except	37. Troop trains handling fre
when office is closed.	38. On Big Six and Hyde Coa
8. AT CASCADE JUNCTION—Trains from Burnett and Wilkeson branches	39. Through subway at Olyn
only, will register. 9. AT PALMER JUNCTION—Tenth Subdivision trains will register by ticket,	per hour. 39-A. Around curve along Che
Form 608.	Mile Post 62 and $62\frac{1}{2}$,
10. AT_BLAKESLEE JUNCTION—Sixth Subdivision trains will register by ticket,	40. Around high bluffs at Gr
Form 608.	41. Trains handling logs will
11. ENGINEMEN will not be required to consult register except at initial or starting point. See Transportation Rule No. 83a.	quiam River drawbrid Hoquiam.
	42. Over the P. S. & W. H. I
CLEARANCE EXCEPTIONS.	43. Over Johns River drawb
12. AT SOUTH TACOMA	44. Trains handling logs app
LAKEVIEW—Trains will not require clearance unless train order signal is at	10 miles per hour.
caution or stop. 13. AT WEST TENINO—Eastward trains will not require clearance unless train	45. Class W or other freight limited to speed of 30
order signal is at caution or stop.	• 46. In any class of service O
Westward extra trains will obtain clearance Form A as authority to enter	class limited to speed of
double track at Tenino Junction.	47. Engines with drivers of 4
14. AT ELMA	48. Great Northern engines
GATE OLYMPIA	hour at any time. 49. All trains approach Case
Second Subdivision trains will not require clearance unless train order signal	line trains.
is at caution or stop.	50. Over P. S. & W. H. R. 1
15. AT NISQUALLY—Trains entering Third Subdivision will not require clearance	51. Over Chambers Creek dra
unless train order signal is at caution or stop. 16. AT ST. CLAIR—Trains entering Second Subdivision will not require clearance	52. City or village ordinance
unless train order signal is at caution or stop.	corporate limits as foll
17. AT PALMER JUNCTION—Tenth Subdivision trains will not require clearance	Roy, Bucoda, Centralia,
unless train order signal is at caution or stop.	nett, 10 miles per hou
18. AT AMERICAN LAKE—Trains, other than originating trains, will not require	hour.
clearance unless train order signal is at caution or stop.	53. Over road crossings at Si
INTERLOCKING PLANTS.	limits of Tacoma, 25 m over these crossings m
Chambers Creek drawbridge, 1.4 miles east of Steilacoom.	bells not ringing for tra
Lewis River drawbridge, 2.5 miles west of Woodland.	54. Limit speed to ten miles
Wishkah River drawbridge, Aberdeen.	crossover at mile post
Hoquiam River drawbridge, Hoquiam. P. S. & W. H. R. R. crossing, 1 mile west of Chehalis Junction.	Plumb and Tenino.
P. S. & W. H. R. R. crossing, ½ mile west of Dryad.	55. At Raymond over Seven

Blakeslee Junction.

PEED RESTRICTIONS.

- num speed of passenger trains one minute per mile or 60 limit must not be exceeded. 57-A.
- imum speed, between St. Clair and Hoquiam, passenger r. Between Hoquiam and Copalis, passenger trains 35 trains 25 miles per hour. Between Copalis and Moclips, les per hour, freight trains 15 miles per hour. Between I Bay City, 20 miles per hour.

num speed 50 miles per hour.

- imum speed of passenger trains between Lakeview and ir; between Yelm and West Tenino, 50 miles per hour.
- num speed 20 miles per hour.
- num speed of passenger trains 45 miles per hour. ximum speed of passenger trains 45 miles per hour, ex-ad Frances 30 miles per hour.
- imum speed of passenger trains 30 miles per hour, mixed niles per hour
- num speed of passenger trains 25 miles per hour, freight
- simum speed between Palmer Junction and Meeker, iles per hour. Between Cascade Junction and Morris-scade Junction and Fairfax, passenger trains 25 miles s 15 miles per hour. Backing up between these points not exceed 20 miles per hour, freight trains 10 miles per
- aximum speed of passenger trains 20 miles per hour, per hour.
- ximum speed 20 miles per hour.
- maximum speed 15 miles per hour.
- entering sidings, 15 miles per hour. ants speed thirty miles per hour.
- a. m. and 7 p. m. approach Carrolls prepared to stop logs across Highway crossing at that point.
- . m. and 6 p. m. approach private crossing about 1,000 110, between Kalama and Martins Bluff under control ing hauled across track.
- double track at South Tacoma, 15 miles per hour.
- sight cars must not exceed speed of 25 miles per hour. I Company spurs, Tenth Subdivision, 10 miles per hour.
- npia and around curve at east end of subway, 15 miles
- ehalis River and for 600 feet west of curve, between three miles east of Aberdeen Jct., 20 miles per hour.
- ays Harbor City, 15 miles per hour. not exceed 5 miles per hour between west end of Ho-
- lge and street crossing west of passenger station at R. R. crossing at Blakeslee Junction, 15 miles per hour.
- ridge west of Markham, 4 miles per hour.
- proaching and passing through tunnel west of Yacolt,
- engines weighing 201,500 pounds or over, on drivers
- miles per hour. .-W. R. & N. Co. engines of consolidation and Mikado
- of 35 miles per hour. 48-inch diameter or less, 25 miles per hour.
- 500-700 and 1100 series must not exceed 25 miles per
- ade Junction under full control looking out for branch
- R. crossings, Seventh Subdivision, 30 miles per hour.
- awbridge and Lewis River drawbridge, 25 miles per hour.
- restrict speed of trains over highway crossings within
- Chehalis, Winlock, Orting, Buckley, Enumclaw, Burr. Ridgefield, 15 miles per hour. Vader, 12 miles per
- xth Avenue and Day Island which are within corporate niles per hour. Trains running against current of traffic nust not exceed six miles per hour account of crossing ains running against the current of traffic.
- an hour on westward track from a point 200 feet east of 42 to crossover switch at mile post 42 located between
- th Street crossing, 10 miles per hour.

IN THE STATE OF WASHINGTON, CONDUCTORS OF PASSENGER TRAINS CONSISTING OF FOUR OR MORE CARS, AND FREIGHT TRAINS CONSISTING OF 25 OR MORE CARS, MUST KNOW THAT BRAKEMEN HAVE HAD ONE YEAR'S EXPERIENCE IN TRAIN SERVICE BEFORE ASSIGNING THEM TO FLAGGING DUTIES.

I. F. COLEMAN. J. S. DEAN, J. F. ALSIP, C. W. FEE, Train Master, Tacoma Train Master, Tacoma Train Master, Tacoma Assistant Superintendent, Tacoma G. R. CARLAW, Train Dispatcher F. R. BRADBURY, Train Dispatcher H.P. CAVANAUGH, Assistant Chief Dispatcher D. E. HIGGINS, Train Dispatcher G. R. LEWIS, Train Dispatcher R. T. SALE, Train Dispatcher G. E. MALTBY, Night Chief Dispatcher F. P. HEISER, Train Dispatcher D. A.CRISWELL, Train Dispatcher C. B. SIMMONS, Train Dispatcher O. M. LUND, Train Dispatcher

57.

Tenino Jct. St. Clair (On 2d Sub. Div.) Tacoma McCarver St. Vancouver Olympia South Tacoma Meeker Gate South Prairie West Tenino Elma Pe Ell Aberdeen Junction Centralia Chehalis Raymond American Lake Tenino South Bend Orting.

Between Centralia and Vader. Between Rainier and West Tenino. 59. 60. 61. 62. Between Frances and Pe Ell.

63. Trains taking sidings must head in at lap.

64.

65.

66.

67.

68. 69.

70.

71.

72.

73.

74.

76. 77.

- Between Frances and Pe Ell. Between Cascade Junction and Buckley.
- Between Kanaskat and Kerriston. Cascade Junction to 1 mile east of Carbonado. Crocker to Wingate. Lake Kapowsin.

- See sketch, page 7.

Before using these tracks trains will obtain staff, which is located in staff box, at each Junction. All other trains using these tracks, must be operated under protection as per Rule 99.

- furnished by conductor.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

- between the tracks. 80-

- 56. At Napavine over street crossing just east of depot, 15 miles per hour.

- - 81.

At Kelso, over Allen street crossing which leads to bridge over Cowlitz River, just east of freight house, 15 miles per hour.

All trains will approach 13th St. crossing about 500 feet east of Vancouver passenger station under control at speed not to exceed 10 miles per hour and look out for ship yard employees passing over this crossing In case another train is moving on opposite track over this crossing, approaching train will come to a full stop before engine reaches the crossing.

YARD LIMITS.

Cosmopolis South Aberdeen Aberdeen Hoquiam Moclips Nisqually (1st and 3rd Sub. Div).

SWITCHING LIMITS. Territory indicated by signs within which switching will be performed by Yard Crews.

HELPER DISTRICTS.

Between South Prairie and Buckley. Between South Prairie and Carbonado

LAP SIDINGS.

Roy Rainie

MAXIMUM GRADES.

St. Clair to 11/2 miles west on Second Subdivision. Nisqually to 2½ miles east on Third Subdivision. Olympia, 3 miles east to 2 miles west on Second Subdivision

On St. Paul and Tacoma Lumber Co.'s track east of Puyallup River and east of

USE OF STAFF ON SUBDIVISIONS AND SPURS.

At American Lake-On Dupont Powder Co. spur and on Cantonment tracks.

Hoquiam River spur on Second Subdivision at Hoquiam. Crocker Brane, Fifth Subdivision.

For completion of Dispatcher's record of service, operator at Main Line Junction will telegraph copy of register, including mileage made, information to be

If there is no operator at junction point, information will be telegraphed from first open telegraph station.

79. To insure personal safety, operators having train orders or messages for pass-ing trains should stand on the right hand side of the train and never stand

Trains handling logs on double track will not be permitted to meet passenger trains between stations or handle after dark. Conductor will inform dispatcher when he has logs in train and obtain train order that opposing passenger trains will be blocked at each telegraph office in double track district to insure that no passenger trains are met. Thisdoes not apply between Hoquiam and Aberdeen. This rule is modified that it is permissible to handle logs between Chehalis and Centralia after dark, but train handling logs will not be permitted to meet any train on double track between Chehalis and Centralia, and Conductor must obtain a train order before leaving Chehalis to the effect that all westward trains will wait at Centralia until the arrival of such train. Train must be looked over carefully before leaving Chehalis to see that loads are in first class condition, and extra precaution must be taken when moving to have brakeman stationed on rear platform of caboose with lantern or fusee in order to determine if any logs have rolled off cars and are blocking opposite track. Cars containing logs will not be handled through the Nelson Bennett tunnel between Ruston and Sixth Avenue. Logs destined to Tacoma in eastward trains must be set out at St. Clair to be handled via American Lake Line. Rock loaded on flat cars must not be handled through Nelson Bennett tunnel unless secured on cars with side boards.

I. F. THOMAS. Chief Dispatcher, Tacoma

R. F. GRAHAM, Train Dispatcher H. P. SEBLIST, Train Dispatcher H. C. ADAMS, Train Dispatcher.

