NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME

ALSA TABLE

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

SUNDAY, OCTOBER 1, 1922.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD, General Manager.

A. V. BROWN, General Superintendent. I. B. RICHARDS. Superintendent of Transportation. W. C. ALBEE. Superintendent.

P. H. McCAULEY, General Superintendent of Transportation. ROCKA DIVISION

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. AUTOMATIC BLOCK BETWEEN TENINO AND VANCOUVER MANUAL BLOCK BETWEEN STADIUM AND TENINO DOUBLE TRACK BETWEEN McCARVER STREET AND VANCOUVER AND RESERVATION AND STADIUM STAFF SYSTEM BETWEEN STADIUM AND McCARVER STREET. SPECIAL INSTRUCTIONS PAGES 9, 12, 13 AND 14

EAST	WARD.				.i				FIRS	T SUB		ON.		e e daga s	i de de esta	. £						.:	
I	M' . M 11 N 404		1		. 7		FIRS	T CLASS	, , , , , , , , , , , , , , , , , , , 					SEC	OND CL	ASS				TH	IRD CLA	SS	
80	Time Table No. 48A October 1, 1922. Succeeding No. 48	oity of	402	408	422 Daily	456	458	466 Daily	562 Daily	564	592	594		516 Ex. Sun.	588 Ex. Sun.	680	692 Daily	964 Tue. Thur. Sat	966 Tue, Thur, Sat	970 Ex. Sun.		976 Ex. Sun.	978 Ex. Sun.
Distance f Portland	STATIONS	r Caps	Nor. Pac. Seattle	Nor. Pag. Seattle	Nor.Pac. Grays Harbor	Great Northern	Great Northern	Nor. Pac. Grays Harbor		O-W.R.&N Seattle		Nor. Pac. Willapa		O-W.R.&N Mixed			O-W.R.&N Time Freight	Nor. Pac. Way Freight		Nor. Pac.	Nor. Pac. Way Freight	O-W.R.&N Way Freight	O-W.R.&N Way Freight
	Telegraph Offices and Calls RN RESERVATION DN 0.2 Cross Over		A 5.29AM		Limited	-	-	Passenger	Exprese	A 5.054	Passenger	Harbor Limited			-	A 4.55M			rieight	rieigne	1 10 10 10 10 10	A12.50PM	
48.0 47.5	OW. R. & N. Co. CROSSING Interlocked 0.5			VIA DRAW- BRIDGE LINE	VIA DRAW- BRIDGE LINE	DRAW- BRIDGE LINE	DRAW- BRIDGE LINE									s 4.45	6.20 4.30	VIA DRAW- BRIDGE LINE	A 3.40M			12.40PM	
11.0	1.1 Cross Over		1	TRAINS	DETME	EN DEC	FDVATI	N AND	TACOM	A 19/11 1	PE COV	EDNED	DV SEAT	TIE TE	DMINAL	s 4:45 3:30			1]		12.40PM 11.00AM	l .
46.4 C	Q TACOMA DN		s 5.25 s 5.05	INAINS	DEIWE	EN RES	LIVATIO		Control of the Section	s 5.00 4.50	DE GOV	ENNED	DI JEAI	ILE IL		3.20			-]			
44.0 N	2.3 Cross Over NX STADIUM DN		s 5.05	KE	KE			\$12.45 12.37	s 9.25 9.15 9.07	4.50				7		3.11	4.02		3.12			10.32	
43.6	0.4 McCARVER ST. DN		4.55	LA LA	LA 120			12.35	9.05	4.35						3.09	4.00	35.4	3.10			10.30	
	6.9 SX SIXTH AVENUE DN 6.0 Cross Over	E 73	4.40	VIA LINI Par	VIA LINE See Page				1 8.52	f 4.20			V-	¥		2.38	3.35		s 2.45			\$10.00	
30.7 Ū	UO STEILACOOM DN	15	4.28	See	See	Z Z	Z	s12·10	1 8.41	f 4.06	<u> </u>		ACI	N TRACK WABASH		2.18	3.10	ä	s 2·10			s 9.30	
8.7	2.0 Cross Over KETRON F	E 73	4.24	A A	A A	11,0	5 5 1	112.05PM	<u> </u>	4.00	S LINE		TR	YAB		2.10	3.00	LI 2	f 1.50			f 9.00	
2.0	6.7 Cross Over	25	s 4.12	A12.27PM	As 7.20PM	AIRIE LINE Page 5	PRAIRIE LINE See Page 5	*11.53AN	s 8.25	f 3.45	PRAIRIE See Page ?		VIA THIRD MAIN TRACK CENTRALIA TO WABASH	MAIN		1.45	2.35	IR IE Page	s 1·20			s 8.30	
2 S	3.8 Cross Over	50	4.04	12.20	Ls 7.10PM	2 2 2 1	PR See	11.43M	8.16	f 3.34	RAI ee P		D AI			1.35	2.20	PRAI See I	L 1.00PM			s 8⋅00	
.6		W 73	4.02	12.18	See page 4	41	VIA	See page 4	f 8.13	f 3.30	4 9.00		HIR	VIA THIRD CENTRALIA	., .	1.28	2.15	<	See Page 4			s 7.50	
. 5 N	5.1 Cross Over MA CHAMBERS PRAIRIE DN 2.6 Cross Over		3.54	s12.10			-		s 8.05	f 3.20	>		4Z EE	A E		1.08	2.00	5				₹ 7.30	
9 -	PLUMB P	4	3.50	12.06PM		·			t 7.58	f 3.12			22	22	-	1.00	1.30					s 6.50	<u> </u>
. <u>4</u> N	5.4 Cross Over NO TENINO DN		3.40	s11.56AM					5 7.49	s 3.02						12:31	1.11	•			,	s 6⋅30	
.9	0.5 TENINO JCT. 3.2 Cross Over	E 73	3.39	11.55		A 4.43M	A 1.49M		7.48	3.01	A11.05M					12.30	1.10	A 6.40A				6.15	
7 E	BU BUCODA D	60	3.34	11.50		f 4.37	1.42		s 7.42	f 2.54	s10.55					12.05#	12.55	s 6 .30				s 6.00	
.6	WABASH P		ļ			·							A12.15PM	A 1.10PM				· · · · · · · · · · · · · · · · · · ·					
.4	2.2 CN CENTRALIA DN		320 315	11.38 \$11.30		\$ 4.25 \$ 4.20	1.30 s 1.25		7.30 5 7.25	2.40 s 2.30	\$10.40 10.35	A 7.00%	L12.10P#	L 1.00PM		11.40PM 11.05	12.30 12.05	L 6.00M		A 4.15PM	A 2.00PM	L 5.30A	A 2.30 PM
7	3.7 Cross Over CH CHEHALIS Cross Over D C.M.&St.P. 0.9 Tk Con			\$11.30 \$11.22		\$ 4.20 \$ 4.10			s 7.25 s 7.15			s 6.50				10.50				4.00	s 1.45		s 2.15
.8	CHEHALIS JCT.	Y									L10.15W	6.40PM					·			L 3.35PM See page 8	· · · · · · · ·		
.8 N	6.5 Cross Over NA NAPAVINE DF 3.1 Cross Over		s 2.50	s11.05		f 3.55	112.57		s 7.00	2.05	See page 8	See page 8				10.27	11.25				8 1.11 ± 12.25 \$		s 1.50
.2	EVALINE .	Spur	2.43	f10.57		1 3.50	12.52		6.52	1.58						10.17	11.15		:		112.14PM		f 1.20
.1 V	3.1 WI WINLOCK D 6.5 Cross Over	74	f 2.35	s10.47		s 3.40	s12.42		s 6.43	1.50						10.07	11.05				s11.59M		s 1.05
.6 P		E 51	1 2.20	s10.33		s 3.27	\$12 <u>.2</u> 9		s 6.28	1.35						9.47	10.45				11.15		*12.35PM 11.59AM
.9	OLEQUA 6.9	Spur	1 2.13	10.28		1 3.21	12.23		6.21	1.29			:			9.40	10.35				11.00		111.50
.0 0	CA CASTLE ROCK E 6.3 Cross Over	E 69	s 1.58	510.14 974		s 3.08	s12.10PM		s 6.08	1.15					i.	9.20	10.18				\$10.41 to 9.20 \$		s11.30
.7	OSTRANDER 3.6 Cross Over	Spur		10.02	l	f 2.56	11.574		s 5.55	1.04						9.02	10.00				f 9.00		10.45
.1 K		E 74	s 1.37	s 9.55		s 2.49	s11.51		s 5.47	12.57	·					8.54	9.52	· · · · ·			s 8.45		s10.30
.4	CARROLLS 4.5	Spur	f 1.25	s 9.43		f 2.37	11.39		f 5.35	12.46			-			8.41	9.40	<u></u>			1 7.45		f 9.55
9 k	KA KALAMA DN 4.3 Cross Over	E 66 W 88	s 1.15	5 9.33		s 2.28	s11.30		s 5.25	12.37	-	-			-	8.32	9.30				7.30 s 6.30		5 9.40± 9.205
.6	MARTINS BLUFF	- 30	1.04	9.23		2.18	11.20		1 5.13	12.29						8.23	9.17				f 6.15		f 9.05
.8 V		Spur	\$12.54	s 9.15		s 2·10	s11.11		5 5.05	12.20					•	8.13	9.05				s 6.00		s 8.50
.4 R			s12.42	s 9.05		f 1.58	s11.00		s 4.53	12.10						8.01	8.50				8 5.45		s 8.20
2 -	KNAPP 3.3	Spur		f 8.55		1.50	10.50		f 4.43	12.01A	-					7.50	8.39				1 5.27		1 7.50
9 -		Spur	f12.22	s 8.50		1.45	10.45		1 4.36	11.55M					See page 8	7.43	8.31				1 5.20		f 7.35
1	VANCOUVER JCT. F 3.1 Cross Over		12.16	8.4 5		1.40	10.40		4.30	11.50					A11.10AN	7.37	8.25				5.10	-	7.25
.0 N	MX VANCOUVER Cross Over DN 3.P.&S. 10.0 Track Conn		L12.10AM	Ls 8.40M		Ls 1.35P	L10.35A		Ls 4.25P	L11.45PM				-	L11.00A	L 7.30PM	L 8.15PM				L 5.00A		L 7.15M
-		EN VAR	NCOUVER	AND PO	RTLAND	TRAINS	WILL B	E GOVE	RNED BY	SPOKAN	E, PORT	LAND A	ND SEAT	TLE RAI	LWAY T	ME TAB	LE RULE	S AND F	REGULAT	TIONS.		-	
.0 V	C PORTLAND DN	1000	L11.30P	L 8.05AM		L 1.00PM	L10 00AM		L 4.00PM	111.15PM						L 6.40%		1310					
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Tue. Thur. Sat.	Tue. Thur. Sat	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	Time Over Subdivision		4.54	3.39	.10	3.03	3.09	1.06	4.50	5.00	.45	. 20	.05	.10	. 10	7.35	8.05	.40	2.40	.40	5.53	5.40	6.19
. 1	Average Speed Per Hour	1	28.6	30.6	22.8	30.4	29.2	29.4	29.1	28.3	20.1	13.8	26.4	13.2	18.6	18.8	18.2	13.3	11.7	6.9	14.0	12.4	13.0

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

STAFF \$YSTEM BETWEEN STADIUM AND McCARVER STREET.

DOUBLE TRACK BETWEEN McCARVER STREET, AND VANCOUVER AND RESERVATION AND STADIUM

MANUAL BLOCK BETWEEN STADIUM AND TENINO

SPECIAL INSTRUCTIONS PAGES 9, 12, 13 AND 14.

ROUNTED AMOOAS

EASTWARD.				10.00.00					(S GRAY'S	ECON:	D SUBD	IVISION. D ocosta bra	NCH)										
		11249 .77				FIR	RST CLA	ASS				1			D CLASS					TH	IRD CLA	SS		
me Table No. 48A October 1, 1922.	from	422	466	500	578							,	694	698			1.57 2.1	66	968	984	988		<u>.</u>	
Succeeding No. 48.	nce ps	Daily	Daily	Dally	Daily				:	- :				Ex. Sun.	_			.,Thur.		Ex. Mon.		Tues. & Fri.		1
Telegraph Offices and Calls	Distar Mocli	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M &St.P Passenger	O-W R.&N Passenger					1			Nor. Pac Freight	C.M.&St.I Freight 162	P		Wa	ay Frt.	Nor Pac Way Frt	Nor. Pac. Way Frt.	O-W.R.&N Way Frt.	Nor. Pac. Freight		
		Nee page 2 A 7.1 OPV 8 423	See page 2	118	44							<u> </u>		102	-			page 2. 1.00PM	· · · · · · · · · · · · · · · · · · ·				. :	-
UNION MILL P	97.6	s 423 s 703	s s11 37		<u> </u>	-					-				-		s12	2.50						1
LACEY P		s 7.00		\ <u></u>		-				ļ	-					honi	512	2 10PM						
0LYMPIA DP 0.6		s 645 636		ļ 													[1]	1.45AM 421						
TUMWATER SPUR CROS.	90.5	0.30	11:12										-											_
BELMORE P	85.8	f 624	f11.00																					_ _
LITTLE ROCK D		s 6.10															<u> </u>						·	_
BORDEAUX JCT. P	78.0	s 607			-							1											-	_
MIMA P	76.1		f10.38				.						See page 5						See page 5	• .				-
4.9	71.9	s 5.47	10.30 \$10.20										A 7.10P	<u> </u>					As 2.50PM s 2.35				-	-
6.9		s 5.37	967										6 5 5			; .			s 2.05					-
LYTLE P	60.1		9.55										6.35		.				s 2.00					╢
PORTER P 1 6 MALONE DP		s 5.20 s 5.16							·.				6.25		-		_		s 1 50					-
MALONE DP 5.0 ELMA DN		s 5.16 s 5.05		ļ									6.10						1.30PM s10.30AM	421				-
3.7		s 4.56			<u> </u>								547	<u></u>	<u> </u>				s10.30 ^{AM} s10.15					-
SATSOP DP 1.9 BRADY		s 4.51				-							5.42	-					s 9.55					-
MONTESANO DNP		s 4.41										·	5.32	<u> </u>	-			<u> </u>	s 9 40 5 8 50 -					
.R.&N. 8.1 Track Conn. ABERDEEN JCT. DP	18.3		968						grande and a state of the second							-			8.50-					-
JUNCTION CITY	17.4					-					<u> </u>			-										-
0.6 COSMOPOLIS JCT.	16.8					-					<u> </u>				-									-
COSMOPOLIS D V.R.&N. 1.4 Track Conn.	18.2				COLUMN TO THE OWNER.					-	-				-							3.05PM	K (PRINCES BRITANIS 1800	1
COSMOPOLIS JCT.	16.8	*********								-				S-0-24	-							3 00		-
-W. R. & N. Co. Crossing	15.9					-																		
SOUTH ABERDEEN 10.7	-				-									1.								2.55		_
MARKHAM 2.5	5.2									<u> </u>												2.30		Ŀ
OCOSTA P	2.7																					2 10		_
BAY CITY	0.0																					1 55 № 991		
ABERDEEN JCT. DP	34 7	f 424		-					And the second second	-	***************************************		5.05					- 1	8.15					- -
ABEPDEEN DN R.&N. 3.6 Track Conn	31.6	\$ 4.15 4.10	s 8.45 8 40	A 1.20PM	411.00PM								1	A 5.15PM	1 1			i	s 7.35		A 6.00 PM			_
HOOUIAM DN 3.5	28.0	L 4.00PM	8.30 8.20	L 1.05P	L1040PM								4.30PI	L 5.00PM					7.15AM 577		L 5.30 PM			. -
RAYS HARBOR CITY	24 5		f 8.08				-		-		-									111 00	· ·			- -
GRAY GABLES	20.1		f 7.56														 		1	110 45				-
CHENOIS CREEK	18.5		f 752		1		:	• .																-
BURROWS	16.5		s 7.47														<u> </u>		ļ	11020				- -
TULIPS P	15.3		s 7.43																	110 10 983			·	- -
WILDERNESS 2.5	14.6		s 7.40					<u>:</u>						ļ						f10.05 s 9.55				- -
COPALIS 3.2	12.1		s 7.33		:		<u> </u>							<u> </u>					: 	s 9.55 s 9.40				- -
CARLISLE D 1 0 ONSLOW	8 9		s 7.25						-	11.00		· .				<u> </u>				1 8 1 5				- -
1.9 STEARNSVILLE	7 9		721							1					_					s 7.55				- -
19	6 0		716							<u> </u>			<u> </u>	<u> </u>	-					s 740			1	- -
ALOHA 1.7 PACIFIC BEACH	4.1		s 711	<u> </u>				:			<u>.</u>			-	.					1 25				+
SUNSET BEACH	2.4		\$ 7.07			<u> </u>	·			1					-		4			1 7 15				- -
MOCLIPS D	0.0		7.03							1					_	<u> </u>				7 10AM				- -
В	0.0	Dall-	1 7 00 AM	D-11	D-21				7		<u> </u>	<u> </u>		Ex Sun			Tu	Thur.	Ex. Sun	Ex. Mon.		Tues.		1
Time Over Subdivision Average Speed Per Hour		Dailv 2 48	Daily 4 10	Daily 15	Daily 20			•			-		2 40	15	-			1 15	3 45	4.05	7.2	1.10 15.6		- -
		25.8	24.1	14.4	10.8				1	1	1		16.5	14.4	1 3			7.5	10.8	7.0	1.4			. 1

WESTW	/ARD					•				1		RD SUBDIVISION IERICAN LAKE LINE)	•			·				es e a Qi	ner in ear		EAST	WARD
HIRD CL	ASS				FIRST	CLASS			snd	- 1		Time Table No. 48A		T	1		FIRST	CLASS				-	THIR	D CLAS
	985		1	to the latest to	519	517	423	407	Scale	818		October 1, 1922	. .		408	422	518	520			1		986	
	Nor. Pac. Way Frt.			-	OW. R. R. & N. Passenger	OW. R. R. & N. Passenger	Nor. Pac. Gray's Har. Passenger	Nor. Pac. Passenger	r, Fuel, tables, V Limits.	m Num	iew	Succeeding No. 48.	Distance from Nisqually	Car Capacity of Sidings	Nor. Pac. Passenger	Nor. Pac. Grays Har- bor Limited	OW. R. R. & N. Passenger	OW. R. F & N. Passenger					Nor. Pac. Way Prt.	
	Ex. Sun.				Ex. Sun.	Ex. Sun.	Daily	Daily	Water Turnt Yard	Statio	Distance Lakeview	Telegraph Offices and Calls	Nist	Car C	Daily	Daily	Ex. Sun.	Ex. Sun					Ex. Sun.	
	L 8.00M						Ls 6.35P	L10.10AW		1985	0.0	VA LAKEVIEW D	N 11.6	52	A12.55™	A 7.55P		:					As 3.55PM	
	8.10		 				1 6.39	10.14	c	CK 2	2.5	COUNTRY CLUB	9.1		12.51	t 7.47							f 3.47	
	f 8.12				1.		6.40	10.15	C	CK 3	8.0	TILLICUM 1.5	8.6	33	12.50	7.46							1 3.45	
	s 8·20		 				1 6.43	f10.17		CK 8	4.5	MURRAY 3.2	7.1	23	f12.47	1 7.43							s 3.40	
	A 8.30AM		 		L 8.00P	L 5.25PM	s 6.55	■10.25	wx	CK 7	7.7		N 3.9	31	\$12.40	s 7.35	A 5.50M	A 8.40					L 3.30PM	
			 -		A 8.10P	A 5.35PM	As 7.05PM	A10.334	x	C 8 24	11.6		0.0		L12.27M	L 7.20P	L 5.40PM	L 8.25						
			 				See page 1	See page 1					_											
	Ex. Sun.	,			Ex. Sun.	Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.	Ex. Sun					Ex. Sun.	
	.30				.10	.10	.30	.23				Time Over Subdivision			.28	.35	.10	. 15				12	. 25	
1	15.		 J		23.4	23.4	23.2	30.3				Average Speed Per Hour	, 1		24.1	20.0	23.4	15.6	1				18.4	
:			-					BLOCK	BETW	VEEN	LAKI	FRAINS OF THE SAME EVIEW AND NISQUAL ICTIONS PAGES 10, 12	LY 8:	00 A.	M. TO 8			·		•		*;		
WESTW	ARD.									FOU		H SUBDIVISION. PRAIRIE LINE											EAST	WARD
THIR	D CLASS			FIRST	CLASS					7	Tim.	e Table No. 48A					FIRST (CLASS				TH	IRD CLASS	
997	985	963	591	459	457	423	407	W . 8 9	8	.	(October 1, 1922 Succeeding No. 48.	otion		408	422	456	458	592	9		986		
Mon., Wed., F	ri. Ex. Sun.	Mon., Wed.,Fri.	Daily	Daily	Daily	Daily	Daily	fuel, d Lin Num	1	Reservation			E E	acity	Daily	Daily	Daily	Daily	Daily	Tue.,7	Thur.,Sat.	Ex. Sun.		
Great Norther	Nor. Pac.	Nor. Pac. Way Freight	Nor. Pac. Willapa	Great Northern	Great Northern	Nor. Pac Grays Harbor	Nor. Pac. Portland	្រីម៉ូន្ទី ន	90	erva		STATIONS	Distance Tenino Ju	Capacidings	Nor. Pac.	Nor. Pac. Grays Harbor	Great	Great	Nor. Pac. Willapa	Nor	r. Pac.	Nor. Pac.		
Way Freight	Way Freight	Freight	Harbor Passenger	Northern	Northern	Harbor	Passenger	Water Turn and Y		8	Talac	graph Offices and Calls	e is	of Sir	Seattle Passenger	Harbor Limited	Northern	Northern	Harbor Passenger	Fr	Way reight	Way Freight		

9	97	985	963		59 I	459	457	423	407	Sca Wy oits	ber	a		October 1, 1922	tion	1	408	422	456	458	592	964	4 986			
Mon.,	Wed., Fri.	Ex. Sun.	Men., Wed., Fri.		Daily	Daily	Daily	Daily	Daily	is in	I I	fro on	-	Succeeding No. 48.	fron	dity	Daily	Daily	Daily	Daily	Daily	Tue.,Thur.,	Sat. Ex. Sun.			
l No	reat rthern Way eight	Nor. Pac. Way Freight	Nor. Pac. Way Freight		Nor. Pac. Willapa Harbor Passenger	Great Northern	Great Northern	Nor. Pac. Grays Harbor Express	Nor. Pac. Portland Passenger	Water, F Turn Tak and Yard	Station N	Distance from Reservation	Te	STATIONS legraph Offices and Calls	Distance Tenino J	700	Nor. Pac. Seattle Passenger	Nor. Pac. Grays Harbor Limited	Great Northern	Great Northern	Nor. Pac. Willapa Harbor Passenger	Nor. Pa Way Freigh	Nor. Pac. Way Freight			
						L 2.48PM	L11.18AM	L 551N	L 9.28A	X	1972	.0	RN	RESERVATION DN 0.2 Crossover	41.3	500	A 1.35PM	A 8.34P	A 6.20P	A 3.24P		A11.18	5AM			
	,					DRAWE	IA BRIDGE NE	DRAW	/IA BRIDGE			0.2		V. R. &. N. Co. CROSSING 0.3 Track Conn.			Via Drawbridge	DRAW	IA BRIDGE	Via Drawbridge		Via Dra wbrid	ge			
						LI	NÈ	L	INÈ			0.5	0. - V	V. R. & N. Co. CROSSING 1.6 Track Conn.	40.8		Line	LI	NÈ	Line	,	Line			į	
:		•					TRAINS	BETWE	EN RESI	ERVA	TION	AND T	ACO	MA WILL BE GOVER	NED B	Y SEA	ATTLE T	ERMINA	L TIME	TABLE.						
L.	7.00AM	L 7.05AM	₽ 8.00₩	L	9.40AM	s 2.55 3.05	s11.25 11.35	s 6.00 6.10	s 9:35 9:45		1977	2.1	Q	TACOMA DN 4.6 Crossover	39.2		1 30 s 1 20	8.30 s 8.20	s 6.15 6.05	3.20 s 3.10	A12 40PM	11.00	A 4.40P	1		
7	7.30	s 7.45	8.45		s 9.55	3.20	11.50	€6.25	\$10.03	W O TX	1981	6.7	su	SOUTH TACOMA DN	34.6	70		s 8.05	5.50	2.55	s12.25	10.30	s 4·10			
1 7	7.40	As 8.00AM	f 9.00	· a	10.02	1 3.27	f11.57A	As 6.35P	A10.104	1	1985	10.3	VA	LAKEVIEW DN 5.6	31.0	52	L12.55P	L 7.55P	s 5.40	1 2.45	s12·14	10.10	Ls 3.55P	i		
1 7	7.50	See page 5	1 9.25	f	10.10	3.35	12.05PM	See Page 5	See Page 5		1990	15.3	-	HILLHURST 6.0	26.0	52	See Page 5	See Page 5	f 5.32	2.38	f12.05PM 457	s 9.25	See page 5			
s 8	3.10		9.55 10.30		1 0.20 963	• 3.47	\$12.21			W	1996	21.3	RY	ROY D 5.5 Lap Siding	20.0	E 62 W 67			s 5.22	1 2.28	811.52AM	s 9.00				
5 8	3. 30 964		\$11.00	8	10.30	1 3.57	f12.32	ı			2002	26.8	YA	YELM D 5.5	14.5	74			f 5.10	f 2.18	s11.40	5 8.30				
s 8	3.45	.a	■1 1 28 AM 592		10.40	4.07	112.45				2007	32.3	RA	RAINIER D 4.2 Lap Siding	9.0	E 64 W 73			f 5.00	f 2.08	11.28 963	s 8.00)			
f S	9.00		f12.05PM	1	10.48	4.14	12.52				2011	36.5		McINTOSH P	4.8	74			1 4.53	2.00	f11.18	• 7.30)			
5 9	9.20		12.25 1.05 457		10.58	\$ 4.24	5 1.00 963			Х	2015	41.1	TN	WEST TENINO D	0.2	36			s 4.45	s 1.51	s11.08	5 7.00)			
A S	9.25AM		A 1.10PM	Ā	11.00M 592	A 4.26PM	A 1.02PM			w X		41.3		TENINO JUNCTION	0.0	E 73 W 74			L 4.43P	L 1.49P	L 11.05#	6.40)All			
See	page 1		See page 1		See page 1	See page 1	See page 1										1		See page 2	See page 2	See page 2	See page	2			v (1
Mon.,	Wed., Fri.	Ex. Sun.	Mon., Wed., Fri.		Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Tue., Thur.,	Sat, Ex. Sun.			
2	. 25	. 55	3.55		1.20	1.35	1.34	.34	.32					Time Over Subdivision			.30	.29	1.27	1.25	1.35	4.07				- -
	0	14.4	10.9		31.9	31.4	28.8	21 6	30.9				- 1	Average Speed Per Hour		-	21.6	21.6	31 0	.31 4	25.9	10.2	14 4	1		

MANUAL BLOCK BETWEEN SOUTH TACOMA AND LAKEVIEW 8:00 A. M. TO 8:45 P. M.

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

AUTOMATIC BLOCK BETWEEN TACOMA AND SOUTH TACOMA.

DOUBLE TRACK BETWEEN TACOMA AND SOUTH TACOMA.

Ex. Was	71 Sun. y Frt.	SECOND C	1	1	FIRST CLA													
Ex. Was	Sun. y Frt.		1		FIRST CLA	<u>ISS</u>	a pug	bers	T g	ime Table No. 48A	g	jo /	FIRST CLASS		SECOND	CLASS	TH	IRD CLASS
Way	y Frt.		525	523		597	Fuel, Turn Wyes,	Numbe	Distance from Kanaskat	Vime Table No. 48A October 1, 1922 Succeeding No. 48. STATIONS Telegraph Offices and Calls	se from	Car Capacity of Sidings	596	522	526		972	
			Ex. Sun.	Ex. Sun.		Daily	ater, ales, bles ard I	Station	anas	STATIONS	stan	ir Ca	Daily	Ex. Sun.	Ex. Sun.		Ex. Sun,	
L 6			Mixed	Mixed		Passenger	Ya Zeg ₹	·		Telegraph Offices and Calls	ם		Passenger	Mixed	Mixed		Way Frt.	
	30AM					L 4.15		A 1	0.0 G	V KANASKAT DN	44.6	140	A 9.05M				A 1.05PM	
		BETW	EEN PALM	IER JCT.	AND KANASKA	T TRAIN	S WIL	L BE	GOVE	RNED BY SEATTLE D	IVISIO	ON T	IME TABLE RULES A	ND SPECIAL	INSTRUCTI	ONS		
L 6	5.35M					L 420M		1932	1.2 J	C PALMER JCT. D	43.4	70	A 8.55AM				Af 1.00PM	
1 6	i.40					f 4.23	w	1933	2.1	PALMER 1.3	42.5	30	f 8.52				f12.45	
1 6	3.50					4.26		1934	3.4	BAYNE 1.3	41.28	Spur	1 8.48				112.30	
1 6	3.55					s 429		1936	4.7	CUMBERLAND 0.8	89.9		1 8.44				f12.01M	
1 7	7.00					4.31		1937	5.5	NACO 2.0	89.1		8.42				f11.50AM	
7	7.10					f 4.35		1939	7.5	VEAZIE 3.4	37.18	Spur 10	8.37				11.25	
• 7	20 3.40 596					4.45		1942	10.9 C	W ENUMCLAW D	33.7	52	\$ 8.30 971				s11.00	
	0.20					4 .55		1945	14.3 B	K BUCKLEY D	80.8	60	8 20	-			10.00 \$ 9.20 971	
9	.40		1			5.05	х	1949	18.6	CASCADE JCT.	26.0		8.07	Ì	i i		8.50	
-								CC4	0.0	MORRISTOWN 2.0	3.4	24		_			-	
			L 8.40M				0	CC 2	2.0 B		1.4	63			A 8.3 OAM		1	
			8 50			•		1949	3.4	CASCADE JCT.	0.0				8.20		1	
				. 2.50PM					0.0 F	2.0	14.8			A11.354			1	
				\$ 3.00				C B 13		MELMONT 4.1	12.8	Spur 5		\$11.20				
									 	ARBON COAL CO. CROSS'G	-I——I—							
			_[3.30				CB 8		3.4	7.8	5		\$10. 4 5				
				4.00		·	T O	CB 5	10.4 W	X WILKESON D	4.4	82		•10.10				
				4.30				1949	<u> </u>	CASCADE JCT.	0.0			9.30				
\$10			A 855A	A 4.35PM		5 5.10	WCT X			4.0	_		s 8.04 972	L 9.25M	L 8.15 AM 972		8.45 526 \$7.00 596	
f10						1 5.19		1955		2.7			f 7.50				1 6.30	
\$11						s 5.24	T X		26.9 O	3.4	.		s 7.45				s 6.15	
f11						f 5.31		1961		2.1			f 7.38				s 5.30	
f11						f 5.35		1963	<u> </u> _	ALDERTON 2.4	. _	25	f 7.35				\$ 5.10	
A11	.45AM] -				A 5.40M	- 22		84.8	MEEKER 9.8	9.8	-	L 7.30A				L 5.00M	
· · ·		BETV	WEEN MEE	KER AND						BY SEATTLE TERM	1 1		•	SPECIAL IN	ISTRUCTION	S		
A 1	.OOPM					A 610PM		1976	44.6 Q	TACOMA DN	0.0	-	L 7.10M				L 4.00M	
Ex.	Sun.		Ex. Sun.	Ex. Sun.		Daily 1.20				Time Over Subdivision			Daily 1.25	Ex. Sun. 2.10	Ex. Sun.		Ex. Sun.	

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

DOUBLE TRACK BETWEEN CASCADE JUNCTION AND SOUTH PRAIRIE

SPECIAL INSTRUCTIONS PAGES 10, 11, 12, 13 AND 14.

1

						1,11,11									a a a fara a salah a				the second of the second of				ACOMA :	DIAME
W	ESTWA	RD.				(SIXT (GR	TH SUBDIVISION.			· · · · · · · · · · · · · · · · · · ·	EAS	TWARD.	WES	TWARD.			SEV	ENTH SUBDIVIS (CROCKER BRANCH)			EA	STWA	RD.
	SECONI	D CLASS			bug	Ž,		Time Table No. 48A October 1, 1922 Succeeding No. 48 STATIONS Telegraph Offices and Calls	Ī	5	l sec	COND	CLASS		11	.		Tit	ne Table No. 48A		1 1			
	SECONE	CLASS	531		Tuel, Turn Wyes a	Numb	from	October 1, 1922	from	acity —	532	. [Page	Tables, Wyes Yard Limits.	Numbers		October 1, 1922	o Jo	Page			
	_				T. T. M. I.	1	istor	Succeeding No. 48	aska	g					8 §	Eig.	Tumb		Succeeding No. 48	from	8 –			
1			Ex. Sun.		ater, Fales, The	Station	Distance Kerriston	STATIONS	Can	Sidir	Ex. Sun.				S E	Tat	4 10	\$	STATIONS	cker Cap				
			Mixed		Xeal Yab	. 02		10.08.07.0							Wate	Turn and J	Station	Wingste	elegraph Offices and Calls	Distance Crocker Car Cap Sidings	ation			
11.1			L 1.10PM			CJ 18	0.0	KERRISTON 1.6	14.7		A 1.00PM 531				6		D 5		WINGATE P	5.1 140	i i			
	-		s 1.20	: .	Y		1.6	HALMAR 5.9	13.1	40	s12.50				ŏ -			5.1	5.1 CROCKER P	0.0 73	e			
			1.50		W	C J 7	7.5	HEMLOCK 0.8	7.2	6	12.10				Staff						Staff			
<u> </u>			s 2.00		1	CJ 6	8.3	BARNESTON 3.4	6.4	Spur 30	s12.01PM				EASTWARD T	TRAII	NS AR	E SUP	PERIOR TO TRAINS OPPOSITE DIRECTION	OF THE S	SAME C	LASS II	N THE	
	_		2.30		1	-	12.4	KANGLEY JCT.	2.8	15	11.30AM					SPEC	IAL II	NSTR	UCTIONS PAGES 11,	12, 13 AN	D 14			
			صدير سي		 	C J 4	14.0	SELLECK 0.1	3.9		s11.15			WES	TWARD.		~	EIC	GHTH SUBDIVIS (ORTING BRANCH)	ION		EA	STWA	RD.
					1		13.9	C. M. & St. P. Ry. Crossing	3.8		1				1			1			1	[
<u></u>				<u> </u>	 	-	13 0			 						- je	W yes		Time Table No.	1 1	-			
								0.6	2.9		10.45					Sc	inita Simita		October 1, 1922 Succeeding No. 48		ty of		4.	
			2.30			CJ 2	12.4	KANGLEY JCT.	2.3		10.40					Fue	rde rde r	of from			paci			
			s 2·35				12.7	HIAWATHA .06	2.0	Spur	s10.35					ater,	Turn T and Ya	Distance from	STATIONS Telegraph Offices and C	Orting	Car Capacity Sidings			
			s 2.45			CJ 1	13.3	DURHAM •	1.4	30	s10·30									·				
		-	A 3.00PM		W Y OX	A 1	14.7		0.0	75	L10.15AM								(St. P. & T. Lbr. Co. Camp 1.3					
		<u> </u>	Ex. Sun.		1	_	-				Ex. Sun.							1	.3 C. M. & St. P. Ry. Cros					
	-	-	1.50		-	-	-	Time Over Subdivision	-		2.45					-	CI	8 2	PUYALLUP RIVER JO	T. 7.7	10			
		-	8,0					Average Speed Per Hour	-		5.3					V	7 T 1	958 10	.0 OG ORTING	D .0.0	51			-
			-		CURF			RAINS OF THE SAME C	` AC	C IN THE	OPPOSITE DIRE	CTIO	N .	EASTWA	RD TRAINS A	RE S	UPERI(R TO	TRAINS OF THE SAN	IE CLASS	IN THE	. OPPOS	ITE BIR	ECTION
		EASTWAN	D IKAI	NS ARE S	PECIA	KIUK LL INS	STRU	CTIONS PAGES 11, 12,	13 /	ND 14	OFF OSFIE DIRE	<u> </u>				SPI	ECIAL	INST	RUCTIONS PAGES 11	, 12, 13 A	ND 14			
7	WESTW	ARD.									NIN		SUBDIVISI	ON								EAS	TWAR	D
	THIRD CL	ACC	SECONI	D CLAS	دا			FIRST CLASS			and						FIR	ST CL	ASS	SECOND	CLASS	THI	IRD CLA	ss
	INIKU UL		SECONI	, CLAS	1			11131 CLA33				Ti	me Table N	To. 48A	· · · · · · · · · · · · · · · · · · ·		1	1					T	7

TH	IIRD CLA	ss	SECOND	CLASS		FIRST CL	ASS '			and	. .	т	ime Table No. 48A			· · · · · · · · · · · · · · · · · · ·	FIRST	CLASS			SECOND CLA	SS TH	IRD CLA	SS -
	987	967		693		 577	505	503	501	Scales, Wyes	abers	1	October 1, 1922 Succeeding No. 48	jo A	502	504	506	578			694	968	988	ļ
	Ex. Sun.	Ev Sun		Ex. Sun.		Daily	Daily	Daily	Daily	Fuel ables imits	Nan Se fro	<u></u>			Daily	Daily	Daily	Daily			Ex. Sun.		Ex. Mon.	_
	O-W.R.&N			Nor. Pac. Freight		0-W.R & 1	-	Nor. Pac Passenger	Nor. Pac. Passenger	Water, Turn T Yard L	Station Distan	Centra	STATIONS Telegraph Offices and Calls	Gate Car C	Daily Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac Passenger	O-W.R.&N Passenger 44			Nor. Pac. Freight	Nor. Pac Way Frt.	O-W R.&N Way Frt. 52	
	51 L 8.00AM	L 7.30M		L 2.30AM		L 3.00	L 7.50PM	L11.50AM			_ _	0.0 CI			A11.05W	A 6.30PM	A 9.20PM	A 2.00AM			A 8.05PM		A 9.45M	
	A 8.10AM	7,40		2.40		A 3.07	7.56 694	11.55	9.40	x		- 1	BLAKESLEE JUNCTION DW. R. & N. Co. Crossing terlocked Track Conn. C. M. & St. P. Ry. Crossing	.4	10.55	6.20	9.05	L 1.30AM			7 5 1 505	3.51	L 9.30P	4
		7.42		241	-		7.57	11.56AM	9.41	х		2.3	1	1.3 71	10.54	6.19	9.04			-	7.50	s 3.50		
		s 8.05		2.52			s 8 07	s12.05PM	1 9.50	C	K 51	6.4	GRAND MOUND P	7.2 60	s10.46	5 6.11	f 8.55				7 35	s 3.35		
		s 8.30		3.05			s 8.17	\$12.18	f10.00	C	K 47 11	1.0 R	H ROCHESTER DP 2	8.6 65	\$10.37	s 6.02	s 8.45				720	s 3.15		
					-						1	1.0	C. M. & St. P. CROSSING	2.6			-							
· · · · ·		A 845M		A 3.15AM			A 8,259	A12.30PM	A 1 0. 1 5 A	WY C	K 44 1	3.6 H	K GATE D	0 0 82	L1 0.30AM	L 5.55™	L 8.35PW				L 7.10PM	L 3.00	*	
	Ex. Sun.	Ex. Sun. see page 3		Ex. Sun. see page 3		Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	•	Single 1	Ex. Sun. see page 4	Ex. Sun see page		
				.45		 07	.35	40	.40				Time Over Subdivision	_ -	.35	.35	. 45	30		2 ()	55	1 00		_
	13 2	1.15		18 1		 15.5	23 3	20 4	20 4	1			Average Speed Per Hour		23 3	23 3	18.1	4 4		1	14 8	13 n	8.8	1_

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT
No. 501 IS SUPERIOR TO No. 502, CENTRALIA TO GATE.
No. 505 IS SUPERIOR TO No. 506, CENTRALIA TO GATE.

DOUBLE TRACK BETWEEN CENTRALIA AND BLAKESLEE JUNCTION MANUAL BLOCK BETWEEN BLAKESLEE JUNCTION AND GATE, 7:00 A. M. TO 11:00 P. M.

SPECIAL INSTRUCTIONS PAGES 11, 12, 13 AND 14

ESTWAR	D			T		H SUBDIVISION				I	EASTW	ARD	WESTWARD.					ELFTH SUBDIVISION YACOLI BRANCH				EAS	TWAI	KD.
SECOND	- CLASS		Ī	1		I			<u> </u>	SECON	D - CLASS			2d Class	and	bers	_a	Time Table No. 484	A gr	jo ,	2d Class			_ _
T	1	513	ales, /yes		1	Cime Table No. 48A October 1, 1922.			514					587	uel, urn 7yes nits.	Num	ce from	October 1, 1922. Succeeding No. 48.	froi	acity	588	trata		
		Ex. Sun.	el, Sc es, W Limit	mber	E G	Succeeding No 48.	from	ity of	Ex. Sun.		J			Ex. Sun.	es, I es, T les, W 1 Lir	l g		Succeeding No. 48.	Distance Vancouve	Cap	Ex. Sun.			_
	·	241 - 4	Fue Fable	Nu	istance from Mendota		nce frank	apaci	Mixed	ļ				Mixed	Wat Scal Tab Yare	Statio	Distanc Yacolt	Telegraph Offices and Calls	Van	Car	Mixed			
		Mixed	Water Turn and Y	Station	Mer	STATIONS	Distance Wabash	Car Ca Siding						L 6.15AV	WY	C Y 2	7 0.0	YC YACOLT	D 26.9	35	A 1.00PM	-		
			≱∺ ä	ά	Ä	Telegraph Offices and Calls	н	Ow						s 6.22		C Y 2	2.2		24.7	7 Spur	s12.50			
		L 1.15P#		CO 9	0.0	MENDOTA P	8.6	24	A12.55PM					f 6.35		C Y 20		4.4	20.3		f12.35			-
		t 1.25		CO 6	2.9	PACKWOOD	5.7	Spur 9	f12.45					1 6.30				1.5	_					_ _
						0.1	0.0	-	L12.15M			I		s 6.40		C Y 19	8.1	HEISON 1.8	18.8	31	s12.30	- :		
		A 1.55PM	<u> </u>	2025	8.6	WABASH P	0.0			<u> </u>		T		s 6.45		C Y 1	9.9	CRAWFORD	17.0	Spur	s12.20			
		Ex. Sun.					_		Ex. Sun.		-			s 7.05	- W	C Y 14	12.8		D 14.1	31	s12.10PM			
		12.9			-	Time Over Subdivision Average Speed Per Hour			12.9		-					CY 10		4.2	9.9	9 26	s11 50 AM			- -
FASTWAR	D TRAIN		SUPER	RIOR	FO TE	RAINS OF THE SAME CL	LASS	S IN 1		OSITE D	IRECTIO	N.		s 7.25				1.7	_			· 		_
LAGITAL		NO AILE	SPEC	IAL	NSTR	UCTIONS PAGES 12, 1	3 AN	ND 14	•					f 7.30		CY	8 18.7	LAURIN 1.4	8.2	2	f11.43			
WESTWA	ARD.	-				ENTH SUBDIVISIO	N			EA	STWAI	\mathbf{w} .		f 7.35		CY	7 20.1	HOMAN	6.8	8 Spur	111.38			. i
					(WIL	LAPA HARBOR LINE)		1	1 5155		1 TUIDS	CLASS		1 7.40		CY	6 21.2	BARBERTON	5.7	7 Spur	4 f11.33			
RD CLASS		1	8 9 8 8			Time Table No. 48A				CLASS		CLASS						2.3	_	_	f11.25			-
969	593	591	Scale Wyenits.	bers		October 1, 1922.		9	592	594	970			f 7.50		CY		3.4	3.4	4				_ _
Ex. Sun.	Daily	Daily	uel, bles,	Numk	from	Succeeding No. 48.	from	acity	Daily	Daily	Ex. Sun.			A s 8.05M	Y	CX 2	5 26.9	VJ VANCOUVER JCT. D	P 0.0	0	L11.10AM s			
See page 1	See page 1	See page 1	er, F n Tal Yard	ion ?	Distance Chehalis	STATIONS	Distance South Be	Cap	See page 2	See page 2		 		Ex. Sun	 						Ex. Sun.			
Way Freight	Passenger	Passenger	Wat Turr and	Stati	Chel	Telegraph Offices and Calls	Dist		1	Passenger	Troight			1 50				Time Over Subdivision			1.50			
L 6.45AM		L12.07		2032	-		56.4	5 Y	A10.154	A 6.40P	A 3.35P			14.6			1	Average Speed Per Hour			14.6		J	
			<u> </u>		1.0	C. M. & St. P. RY. CROSSING Interlocked 2.4	55.8	5	·[·	-		EASTWARD					TRAINS OF THE SAME CLAS			PPOSITE DI	RECTION	• , ,	
	<u> </u>		 		·		-	_			<u> </u>			SP	ECIA	L INS	TRU	CTIONS PAGES 12, 13	AND	14.				
	s 8.20	1e1015				A TIMMPIT		1 04	1-1	. 6 22	210	1												
s 7.05		212.10		C W 2	3.4	1.3	53.1		s10.07							.								
s 7.05 s 7.15		s12.20		CW 5		1.3	51.8		\$10.07 \$10.02	s 6.33 s 6.27			WESTWARD.			TE	IIRT	EENTH SUBDIVIS	ION	ī.		EA	STWA	RD
	s 8.24				4.7	1.3 X ADNA D 2.5 BUNKER	51.8		s10.02	s 6.27	s 2.25		WESTWARD.			TE	IIRT	TEENTH SUBDIVIS	SION	ſ .		EA	STWA	RD
s 7.15	s 8.24 f 8.30	\$12.20 f12.27		CW 5	7.2	1.3 X ADNA D 2.5 BUNKER 2.9	51.8	8 29	s10.02	s 6.27	s 2.25				Į ģ	1 20		ELMA BRANCH			1			• • •
s 7.15 f 7.25 s 7.55	s 8.24 f 8.30 f 8.38	\$12.20 f12.27 \$12.35		C W 10	7.2	1.3 X ADNA D BUNKER 2.9 CERES 2.5	51.8 49.3 46.4	8 29 3 Spur 4 30	\$10.02 ! 9.54 \$ 9.47	s 6.27 f 6.20 f 6.13	s 2.25 f 2.05 s 1.40		WESTWARD.		el, rn es and ts.			Time Table No. 48	A s	y of		EA		• • •
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s 7.15 f 7.25 s 7.55 s 8.20	s 8.24 f 8.30 f 8.38 f 8.44	\$12.20 f12.27 \$12.35 f12.43	W2.4 m	C W 10 C W 12	7.2 10.1 12.6 16.2 16.3	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD 0.5 C. M. & St. P. RY. CROSSING	49.3 49.4 46.4 43.9 40.3	8 29 3 Spur 4 30 9 Spur 3	\$10.02 ! 9.54 \$ 9.47 ! 9.40	s 6.27 f 6.20 f 6.13 f 6.06	s 2.25 f 2.05 s 1.40 s 1.20			551 Ex. Sun.	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls October 1, 1922. Succeeding No. 48. STATIONS	V Distance from Elma	and Car Capacity of Sidings	552 Ex. Sun. Mixed			·
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s 7.15 f 7.25 s 7.55 s 8.20	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54	\$12.20 f12.27 \$12.35 f12.43	W2.4 m West	C W 16 C W 16 C W 16 C W 17	10.1 12.6 16.2 16.3 16.8	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7	49.3 46.4 43.9 40.3 39.3	8 29 3 Spur 4 30 9 Spur 3 2 28 7	\$10.02 ! 9.54 \$ 9.47 ! 9.40 \$ 9.30 969	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56	s 2.25 f 2.05 s 1.40 s 1.20 s 1.20 s 12.20			551 Ex. Sun.	Water, Fuel, Saales, Turn Tables, Wyes and Yard Limits	C C C C C C C C C C C C C C C C C C C	Distance from	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4	A mod pistan 8 10.	o Spur	552 Ex. Sun. Mixed			·
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.50	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54	\$12.20 f12.27 \$12.35 f12.43 \$12.53	W2.4 m West	C W 16	10.1 12.6 16.2 16.3 16.8	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7	49.3 46.4 43.9 40.3 39.3	8 29 3 Spur 4 30 9 Spur 3 2 28 7	\$10.02 f 9.54 \$ 9.47 f 9.40	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15	M		551 Ex. Sun.	Water, Fuel, Scales, Turn Tables, Was and Yard Limits.	Station Numbers	O Distance from Stimson	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLUROVE 0.2	W Distance from Elma	o Spur	552 Ex. Sun. Mixed			• • •
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s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.50	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 8.58 s 9.11	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$12.57 \$ 1.10	W2.4 m West	C W 16 C W 16 C W 16 C W 17	10.1 12.6 16.2 16.3 16.8 17.6 22.3	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7 PL PE ELL D 1.3 McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK	51.8 49.3 46.4 40.3 40.3 39. 34.	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61	\$10.02 ! 9.54 \$ 9.47 ! 9.40 \$ 9.30 969	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15	M		Ex. Sun. Mixed	Water, Fuel, Scales, Turn Tables, Wyes Yard Imits	CH 1	0 0.0 0.9 2.3 2.4 2 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY 0.8	A mod post properties of trom Pice 10.	o Spur o	552 Ex. Sun. Mixed	SECONI		•
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.50 s 10.10 11.30 AM	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 9.11	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$12.57 \$ 1.10	W2.4 m West	C W 18 C W 18 C W 18 C W 17 C W 17	10.1 12.6 16.2 16.3 16.8 17.6 22.3	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7 PL PE ELL D 1.3 McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9 WALVILLE	51.8 49.3 46.4 40.3 40.3 39.3 38.3 34.3 32.32	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61	\$10.02 f 9.54 s 9.47 f 9.40 s 9.30 969 s 9.15	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52 s 5.40	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 1.20 \$ 12.20 \$ 11.55 \$ 11.30 \$ 511.10	M		551 Ex. Sun. Mixed L 3.15Pl 3.18	Water, Fuel, Scales, Turn Tables, Wyes Yard Imits	CH 1	0 0.9 2.3 7 2.4 8 3.1 8 8 3.1 7 2.4 8 8 3.1	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 2.6 MCCLEARY JUNCTION 2.6	A mod points and points are points and point	Jo Aijoud Do November 1 Spur 1 Spur 1 6 4 Spur 1 6	552 Ex. Sun. Mixed 7	SECONI		•
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.50 s 10 10 1 1.30 AM - 970	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 9.11 f 9.17 s 9.24	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$70 \$12.57 \$ 1.10 \$ 1.16	W2.4 m West	C W 16 C W 16 C W 16 C W 17 C W 22	10.1 12.6 16.2 16.3 16.8 17.6 22.3	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7 PL PEELL D 1.3 McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9 WALVILLE 2.8 PLUVIUS F	51.8 49.1 46.4 40.1 40.1 39. 38. 38. 34. 32. 32.	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61	\$10.02 (9.54 \$ 9.47 (9.40 \$ 9.30 \$ 9.69 \$ 9.15 \$ 9.08 \$ 9.02	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52 s 5.40	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15 \$ 11.55 \$ 11.55 \$ 11.40 \$ \$ 11.40			Ex. Sun. Mixed	Water, Fuel, Scales, Turn Tables, Wyes Yard Imits	CH 1	0 0.0 0.9 2.3 2.4 2 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3	### CLEARY JUNCTION Continue of the continu	A mout semilar of the	Jo Aijoud Do November 1 Spur 1 Spur 1 6 4 Spur 1 6	552 Ex. Sun. Mixed 7	SECONI		•
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.50 s 10 10 1 1.30	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 9.11 f 9.17 s 9.24 f 9.32	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30	W2.4 m West	C W 16 C W 16 C W 16 C W 17 C W 26 C W 27	10.1 12.6 16.2 16.3 16.8 17.6 22.3	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7 PL PE ELL D 1.3 McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9 WALVILLE 2.8 PLUVIUS F 6.4 FR FRANCES DF	51.8 49.3 46.4 43.9 40.3 39.7 38.3 39.7 32.3 32.3 32.3 32.3 32.3 32.3 32.3 32	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61	\$10.02 \$ 9.54 \$ 9.47 \$ 9.40 \$ 9.30 \$ 9.69 \$ 9.15 \$ 9.08 \$ 9.02 \$ 8.55	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52 s 5.40	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15 \$ 11.55 \$ 11.30 \$ 11.10 \$ 10.40 \$ 10.10			551 Ex. Sun. Mixed L 3.15Pl 3.18	Water, Fuel, Scales, Turn Tables, Wyer Yard Limits.	CH CH CH	0 0.0 0.0 0.0 7 2.3 7 2.4 8 3.1	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 McCLEARY JUNCTION 0.8 McCLEARY JUNCTION 1 RAYVILLE 0 7 WHITE LUMBER Co. R. R. C	A Holy Service 10 10 7 7 5 7	Jo Aijoud Do November 1 Spur 1 Spur 1 6 4 Spur 1 6	552 Ex. Sun. Mixed 5 A 2.20% 2.15 4 s 2.08	SECONI		•
\$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 9.30 \$ 9.50 \$ 10.10 \$ 1.30 \$ 12.01 \$ 12.20 \$ 12.40 \$ 1.00 \$ 1.57\$	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 9.11 f 9.17 s 9.24 f 9.32	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$70 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47	W2.4 m West	C W 16 C W 16 C W 16 C W 17 C W 27 C W 26 C W 26 C W 26 C W 27	10.1 12.6 16.2 16.3 16.8 17.6 22.3	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7 PL PE ELL D 1.3 McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9 WALVILLE 2.8 PLUVIUS 6.4 FR FRANCES DF 1.4 GLOBE	51.8 49.3 46.4 40.3 39. 38. 34. 32. 32. 39. 27. 21.	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61 9 Spur 4 5 pur 4 Spur 5 5 6	\$10.02 \$ 9.54 \$ 9.47 \$ 9.40 \$ 9.30 \$ 9.69 \$ 9.15 \$ 9.08 \$ 9.02 \$ 8.55	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52 s 5.40 s 5.33 s 5.27 f 5.20 s 4.55	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 1.20 \$ 12.15 \$ 11.55 \$ 11.30 \$ \$ 10.40 \$ 10.10 \$ \$ 9.30			551 Ex. Sun. Mixed L 3.15% 3.18 s 3.25	Water, Fuel, Scales, Turn Tables, Ward Yard Limits	CH 1 CH CH	uou pour proper	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 2 6 RAYVILLE 0 7 WHITE LUMBER Co. R. R. C	A House Surgice 10 9.0 7 7 5 5 5 4	o Spur 1 6 Spur 1 6 Spur 1 6 Spur 1	552 Ex. Sun. Mixed 5 A 2.20% 2.15 4 s 2.08	SECONI		•
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.50 s 10.10 s 1.30 AM -970 s 12.20 f 12.40 s 1.60 5 f 2.02	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 8.58 s 9.11 ds 9.17 s 9.24 f 9.32 s 9.50	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47 \$ 969 \$ 1.50	W2.4 m West	C W 16 C W 16 C W 16 C W 17 C W 27 C W 27 C W 27 C W 37	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 24.2 3.40.1	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7 PL PE ELL D 1.3 McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9 WALVILLE 2.8 PLUVIUS F 6.4 FR FRANCES DF 1.4 GLOBE 1.3 BM LEBAM D	51.8 49.1 46.4 40.1 40.1 39. 38. 38. 32. 32. 32. 32. 32. 32. 32. 32. 32. 32	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61 9 Spur 3 2 50 3 Spur 1	\$10.02 1 9.54 \$ 9.47 1 9.40 \$ 9.30 \$ 9.69 \$ 9.15 \$ 9.08 \$ 9.02 1 8.55 \$ 8.30	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52 s 5.40 s 5.33 s 5.27 f 5.20 s 4.55	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15 \$ 11.55 \$ 11.55 \$ 11.40 \$ 11.40 \$ 10.40 \$ 10.10 \$ 5 9.30 \$ 9.05			551 Ex. Sun. Mixed L 3.15 3.18 5 3.25 5 3.45 As 4.00	Water, Fuel, Scales, Turn Tables, Wyer Vard Limits.	CH CH CH	uou pour proper	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 2 6 RAYVILLE 0 7 WHITE LUMBER Co. R. R. C	A House Surgice 10 9.0 7 7 5 5 5 4	Jo Aissed Spur O Spur O Spur 1 Spur 1 Spur 1 Spur 1 Spur 1	552 Ex. Sun. Mixed 7 A 2.20% 2.15 4 2.08	SECONI		•
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.50 s 10.10 1 1.30	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 9.17 s 9.24 f 9.32 s 9.50 f 9.55	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$70 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47 \$ 1.50 \$ 1.50	W2.4 m West	C W 18 C W 22 C W 24 C W 25 C W 35 C W 35	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 40.1 25.9 36.7	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7 PL PE ELL D 1.3 McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9 WALVILLE 2.8 PLUVIUS F 6.4 FR FRANCES DF 1.4 GLOBE 1.3 BM LEBAM D 3.2 NALLPEE	51.8 49.3 46.4 43.9 40.3 39.3 39.3 39.3 39.3 39.3 39.3 39.3 3	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61 9 Spur 3 2 50 5 Spur	\$10.02 1 9.54 \$ 9.47 1 9.40 \$ 9.30 \$ 9.65 \$ 9.15 \$ 9.02 1 8.55 \$ 8.30 \$ 1 8.25	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52 s 5.40 s 6.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15 \$ 11.55 \$ 11.30 \$ 10.40 \$ 10.10 \$ 9.30 \$ 9.05 \$ 9.00			551 Ex. Sun. Mixed L 3.15 M 3.18 s 3.25 As 4.00 M Ex. Sun. 45	Water, Fuel, Scales, Turn Tables, Wyer Vard Limits.	CH 1 CH CH	uou pour proper	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 2 6 RAYVILLE 0 7 WHITE LUMBER Co. R. R. C 0.2 WHITE 4.1 1 EF ELMA	A House Surgice 10 9.0 7 7 5 5 5 4	Jo Aissed Spur O Spur O Spur 1 Spur 1 Spur 1 Spur 1 Spur 1	552 Ex. Sun. Mixed 7 A 2.20% 2.15 4 2.08 5 2.05 L 1.40% Ex. Sun. 40	SECONI	CLASS	•
\$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 9.30 \$ 9.30 \$ 10.10 \$ 1.30 \$ 12.20 \$ 12.20 \$ 12.20 \$ 1.00 \$	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 9.17 s 9.24 f 9.32 s 9.50 f 9.55 s 9.59	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$70 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47 \$ 1.50 \$ 1.53 \$ 2.01	W2.4 m West	C W 16 C W 16 C W 16 C W 17 C W 26 C W 26 C W 27 C W 27 C W 37 C W 37 C W 37	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 36.7 36.7 38.0	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7 PL PE ELL D 1.3 McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9 WALVILLE 2.8 PLUVIUS 6.4 FR FRANCES DF 1.4 GLOBE 1.3 BM LEBAM D 3.2 NALLPEE 1.1 HOLCOMB	51.8 49.3 46.4 40.3 39. 38. 34. 32. 32. 32. 32. 32. 32. 32. 33. 34. 34. 35. 36. 37. 38. 38. 38. 38. 38. 38. 38. 38. 38. 38	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61 9 Spur 3 2 50 5 Spur 5 Spur 6 Spur	\$10.02 \$ 9.54 \$ 9.47 \$ 9.40 \$ 9.30 \$ 9.60 \$ 9.15 \$ 9.08 \$ 9.02 \$ 8.55 \$ 8.30 \$ 8.25 \$ 8.21	\$ 6.27 \$ 6.20 \$ 6.13 \$ 6.06 \$ 5.56 \$ 5.52 \$ 5.40 \$ 5.33 \$ 5.27 \$ 6.20 \$ 4.55 \$ 4.46 \$ 4.38	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 1.20 \$ 12.20 \$ 11.55 \$ 11.55 \$ 11.50 \$ 10.40 \$ 10.40 \$ 10.40 \$ 1.00 \$ 1.00		SECOND CLAS	551 Ex. Sun. Mixed L 3.15M 3.18 s 3.25 As 4.00M Ex. Sun. 45 11.2	Mater, Fuel, Scales, Turn Tables, Wyer Yard Limits.	CH 1 CH CH CH CH CH	Uousuin 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 2 6 RAYVILLE 0 7 WHITE LUMBER Co. R. R. C 0.2 WHITE 4.1 EF ELMA Time Over Subdivision Average Speed Per Hour	A mout sent sent sent sent sent sent sent sen	1 Spur Spur 1 Spur Spur 1 Spur Spur 1 Spur Spur 1 Spur Spur 1 Spur Spur 1 Spur Spur 1 Spur Spur 1 Spur Spur 1	552 Ex. Sun. Mixed 7 A 2.20 A 2.15 A 2.08 5 2.05 L 1.40 A Ex. Sun. 40 12 6	SECONI	CLAS	S
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.30 s 10.10 11.30 AM -970 s 12.01 PM s 12.20 f 12.40 s 1.00 s 1.00 f 2.20 f 2.25	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 8.58 s 9.11 s 9.17 s 9.24 f 9.32 s 9.50 f 9.55 s 9.59 f10.07	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47 \$ 1.50 \$ 1.53 \$ 2.01	W2.4 m West	C W 16 C W 16 C W 16 C W 16 C W 17 C W 27 C W 27 C W 27 C W 37 C W 37 C W 37 C W 37	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 24.2 36.7 36.7 38.0	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7 PL PE ELL D 1.3 McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9 WALVILLE 2.8 PLUVIUS F 6.4 GLOBE 1.3 BM LEBAM 3.2 NALLPEE 1.1 HOLCOMB 4.2 MENLO F	51.8 49.3 46.4 43.9 40.3 39.4 38.3 38.3 34.3 32.3 32.3 32.3 34.3 35.3 36.3 36.3 37.3 38.3 38.3 38.3 38.3 38.3 38.3 38	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61 9 Spur 3 2 50 5 Spur 5 Spur 6 Spur	\$10.02 \$ 9.54 \$ 9.47 \$ 9.40 \$ 9.30 \$ 9.69 \$ 9.15 \$ 9.08 \$ 9.02 \$ 8.55 \$ 8.30 \$ 8.25 \$ 8.21 \$ 8.13 \$ 8.10	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52 s 5.40 s 5.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.38 s 4.38	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.50 \$ 11.00 \$ 10.40 \$ 10.10 \$ 5 9.30 \$ 5 9.05 \$ 5 9.05 \$ 6 8.43 \$ 6 8.40		SECOND CLAS	551 Ex. Sun. Mixed L 3.15 3.18 5 3.25 s 3.45 As 4.00 Ex. Sun. 45 11.2 RD TRAINS	Water, Fuel, Scales, Turn Tables, Wyer Vard Limits.	CH 1 CH C	## HOLD HOSE HOLD HOLD HOSE HOLD HOLD HOLD HOLD HOLD HOLD HOLD HOLD	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 McCLEARY JUNCTION 0.8 McCLEARY JUNCTION 2 6 RAYVILLE 0 7 WHITE LUMBER Co. R. R. C 0 2 WHITE 4.1 EF ELMA Time Over Subdivision Average Speed Per Hour	A Hoty Service 10.	o Atjusted & Spur O Spur O Spur O 69	552 Ex. Sun. Mixed 7 A 2.20 A 2.15 A 2.08 5 2.05 L 1.40 A Ex. Sun. 40 12 6	SECONI	CLAS	S
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.30 s 10 10 1 1.30 s 12.01 f 12.40 s 1.00 f 2.00 f 2.25 f 2.40	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 9.17 s 9.24 f 9.32 s 9.50 f 9.55 s 9.59 f10.07	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$70 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47 \$ 1.50 \$ 1.50 \$ 2.05 \$ 2.18	W2.4 m West	C W 16 C W 16 C W 16 C W 16 C W 17 C W 27 C W 27 C W 27 C W 37 C W 37 C W 37 C W 37	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 36.7 38.0 41.2 42.3 6.46.5	1.3 X	51.8 49.3 46.4 43.9 40.3 39.4 39.3	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61 9 Spur 3 2 50	\$10.02 \$ 9.54 \$ 9.47 \$ 9.40 \$ 9.30 \$ 9.60 \$ 9.15 \$ 9.08 \$ 9.02 \$ 8.55 \$ 8.30 \$ 8.21 \$ 8.13 \$ 8.10 \$ 8.00	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52 s 5.40 s 6.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.36 s 4.36 s 4.25	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.50 \$ 11.00 \$ 10.40 \$ 10.10 \$ 5 9.30 \$ 5 9.05 \$ 5 9.05 \$ 6 8.43 \$ 6 8.40		SECOND CLAS	551 Ex. Sun. Mixed L 3.15 3.18 5 3.25 s 3.45 As 4.00 Ex. Sun. 45 11.2 RD TRAINS	Water, Fuel, Scales, Turn Tables, Wyer Vard Limits.	CH 1 CH C	## HOLD HOSE HOLD HOLD HOSE HOLD HOLD HOLD HOLD HOLD HOLD HOLD HOLD	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 2 6 RAYVILLE 0 7 WHITE LUMBER Co. R. R. C 0.2 WHITE 4.1 EF ELMA Time Over Subdivision Average Speed Per Hour	A Hoty Service 10.	o Atjusted & Spur O Spur O Spur O 69	552 Ex. Sun. Mixed 7 A 2.20 A 2.15 A 2.08 5 2.05 L 1.40 A Ex. Sun. 40 12 6	SECONI	CLAS	S
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.30 s 9.50 s 10.10 s 1.30 s 12.20 f 12.40 s 1.00 f 2.20 f 2.25 f 2.40 f 3.00	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 9.17 s 9.24 f 9.32 s 9.50 f 9.55 s 9.59 f10.07 s10.11	\$12.20 \$12.27 \$12.35 \$12.43 \$12.57 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47 \$ 1.50 \$ 1.53 \$ 2.01 \$ 2.05 \$ 2.18	W2.4 m West	C W 16 C W 16 C W 16 C W 17 C W 27 C W 27 C W 27 C W 37 C W 41	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 24.3 36.7 38.0 41.2 242.3 50.5	1.3 X ADNA D 2.5 BUNKER 2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn. DR DRYAD D 0.5 C. M. & St. P. RY. CROSSING Interlocked 0.8 DO DOTY D 4.7 DL PE ELL D 1.3 MCCORMICK R.R. CROSSING 0.6 Track Conn. MCCORMICK 1.9 WALVILLE 2.8 PLUVIUS 6.4 FR FRANCES DF 1.4 GLOBE 1.3 BM LEBAM 3.2 NALLPEE 1.1 HOLCOMB 4.2 MENLO FROM 4.0 MENLO FROM CONTROL AND RAYMOND ITALIC ITALI	51.8 49.3 46.4 40.3 40.3 39. 38. 38. 39. 34. 15. 15. 16. 17. 18. 18. 19. 19. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61 9 Spur 3 2 50	\$10.02 \$10.02	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52 s 5.40 s 6.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.36 s 4.36 s 4.25	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15 \$ 11.55 \$ 11.50 \$ 9.30 \$ 10.40 \$ 10.40 \$ 10.40 \$ 10.40 \$ 10.40 \$ 1.20 \$ 1.2		SECOND CLAS	551 Ex. Sun. Mixed L 3.15 3.18 5 3.25 s 3.45 As 4.00 Ex. Sun. 45 11.2 RD TRAINS	Water, Fuel, Scales, Turn Tables, Wyer Vard Limits.	CH 1 CH C	## HOLD HOSE HOLD HOLD HOSE HOLD HOLD HOLD HOLD HOLD HOLD HOLD HOLD	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 McCLEARY JUNCTION 0.8 McCLEARY JUNCTION 2 6 RAYVILLE 0 7 WHITE LUMBER Co. R. R. C 0 2 WHITE 4.1 EF ELMA Time Over Subdivision Average Speed Per Hour	A Hoty Service 10.	o Atjusted & Spur O Spur O Spur O 69	552 Ex. Sun. Mixed 7 A 2.20 A 2.15 A 2.08 5 2.05 L 1.40 A Ex. Sun. 40 12 6	SECONI	CLAS	S
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.50 s 10.10 i 1.30 i 1.30 i 1.30 i 1.30 i 1.30 f 2.20 f 2.25 f 2.40 f 3.00 s 3.30	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 9.17 s 9.24 f 9.32 s 9.50 f 9.55 s 9.59 f10.07 s10.11 s10.23 s10.35	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47 \$ 1.50 \$ 1.53 \$ 2.01 \$ 2.05 \$ 2.18 \$ 2.30	W2.4 m West WX I W	C W 16 C W 16 C W 16 C W 17 C W 27 C W 27 C W 27 C W 27 C W 37 C	4.7 7.2 10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 36.7 36.7 8 38.0 41.2 42.3 546.5 550.5	1.3 X	51.8 49.3 46.4 43.9 40.3 39.4 39.3	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61 9 Spur 3 2 61 9 Spur 3 2 50 3 Spur 5 Spur 6 Spur 7 Spur 7 Spur 7 Spur 7 Spur 7 Spur 8 Spur 7 Spur 8 Spur 7 Spur 8 Spur 9 Sp	\$10.02 \$ 9.54 \$ 9.47 \$ 9.40 \$ 9.30 \$ 9.65 \$ 9.26 \$ 9.15 \$ 9.02 \$ 8.55 \$ 8.30 \$ 8.25 \$ 8.21 \$ 8.13 \$ 8.10 \$ 8.00 \$ 7.50 \$ 7.45	s 6.27 f 6.20 f 6.13 f 6.06 s 5.56 s 5.52 s 5.40 s 6.33 s 5.27 f 5.20 s 4.55 f 4.50 s 4.36 s 4.36 s 4.15 s 4.15	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.50 \$ 10.40 \$ 10.40 \$ 10.10 \$ 9.30 \$ 9.30 \$ 9.05 \$ 18.43 \$ 18.40 \$ 18.40 \$ 18.25 \$ 18.40 \$		SECOND CLAS	551 Ex. Sun. Mixed L 3.15 3.18 5 3.25 s 3.45 As 4.00 Ex. Sun. 45 11.2 RD TRAINS	Water, Fuel, Scales, Turn Tables, Wyer Vard Limits.	CH 1 CH C	## HOLD HOSE HOLD HOLD HOSE HOLD HOLD HOLD HOLD HOLD HOLD HOLD HOLD	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 McCLEARY JUNCTION 0.8 McCLEARY JUNCTION 2 6 RAYVILLE 0 7 WHITE LUMBER Co. R. R. C 0 2 WHITE 4.1 EF ELMA Time Over Subdivision Average Speed Per Hour	A Hoty Service 10.	o Atjusted & Spur O Spur O Spur O 69	552 Ex. Sun. Mixed 7 A 2.20 A 2.15 A 2.08 5 2.05 L 1.40 A Ex. Sun. 40 12 6	SECONI	CLAS	S
s 7.15 f 7.25 s 7.55 s 8.20 s 9.30 s 9.50 s 10.10 i 1.30 i 1.30 i 1.30 i 1.30 i 1.30 f 2.20 f 2.25 f 2.40 f 3.00 s 3.30	s 8.24 f 8.30 f 8.38 f 8.44 s 8.54 s 8.58 s 9.11 s 9.24 f 9.32 s 9.50 f 9.55 s 9.59 f10.07 s10.11 s10.23 s10.35	\$12.20 \$12.27 \$12.35 \$12.43 \$12.53 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47 \$ 1.50 \$ 1.53 \$ 2.01 \$ 2.05 \$ 2.18 \$ 2.30	W2.4 m West WX I W	C W 16 C W 16 C W 16 C W 17 C W 27 C W 27 C W 27 C W 27 C W 37 C	4.7 7.2 10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 36.7 36.7 8 38.0 41.2 42.3 546.5 550.5	1.3 X	51.8 49.3 46.4 43.9 40.3 39.4 39.3	8 29 3 Spur 4 30 9 Spur 3 2 28 7 9 Spur 3 2 61 4 Spur 4 Spur 5 56 5 Spur 8 3 8 Spur 1 4 Spur 1 5 6 7 9 Spur 8 7 9 Spur 9 Spur 1 5 7 9 Spur 1 6 7 9 Spur 1 7 9 Spur 1 7 9 Spur 1 8 7 9 Spur	\$10.02 \$ 9.54 \$ 9.47 \$ 9.40 \$ 9.30 \$ 9.65 \$ 9.26 \$ 9.15 \$ 9.02 \$ 8.55 \$ 8.30 \$ 8.25 \$ 8.21 \$ 8.13 \$ 8.10 \$ 8.00 \$ 7.50 \$ 7.45	\$ 6.27 \$ 6.20 \$ 6.33 \$ 6.06 \$ 5.56 \$ 5.52 \$ 5.40 \$ 5.33 \$ 5.27 \$ 6.20 \$ 4.55 \$ 4.36 \$ 4.36 \$ 4.25 \$ 4.15 \$ 4.10 \$ 969	\$ 2.25 \$ 2.05 \$ 1.40 \$ 1.20 \$ 1.20 \$ 1.20 \$ 12.15 \$ 11.55 \$ 11.55 \$ 11.50 \$ 10.40 \$ 10.40 \$ 10.40 \$ 10.40 \$ 1.00 \$ 1.00	AM	SECOND CLAS	551 Ex. Sun. Mixed L 3.15 3.18 5 3.25 s 3.45 As 4.00 Ex. Sun. 45 11.2 RD TRAINS	Water, Fuel, Scales, Turn Tables, Wyer Vard Limits.	CH 1 CH C	## HOLD HOSE HOLD HOLD HOSE HOLD HOLD HOLD HOLD HOLD HOLD HOLD HOLD	Time Table No. 48. October 1, 1922. Succeeding No. 48. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1 4 HILLGROVE 0.2 McCLEARY JUNCTION 0.8 McCLEARY JUNCTION 2 6 RAYVILLE 0 7 WHITE LUMBER Co. R. R. C 0 2 WHITE 4.1 EF ELMA Time Over Subdivision Average Speed Per Hour	A Hoty Service 10.	o Atjusted & Spur O Spur O Spur O 69	552 Ex. Sun. Mixed 7 A 2.20 A 2.15 A 2.08 5 2.05 L 1.40 A Ex. Sun. 40 12 6	SECONI	CLAS	S - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -
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FIRST SUBDIVISION. (MAIN LINE)

- 1. Pusher District—Between Tenino Jct. and Vader.
- 2. Drawbridge Interlocking—Chambers Creek, 1.4 miles east of Steilacoom. Lewis River, 2.5 miles west of Woodland.
- Between Centralia and Wabash—Third, or extreme right hand track going east, will be operated under Yard Limit Rules. Single track operation on this track by trains 513, 514, 515 and 516. No cars to be left on this track by train or yard crews without train order protection.
- At Centralla and Chehalis normal position of crossing gates over the several industry spurs which cross the C. M. & St. P. Ry. main track will be set and locked across the spurs, and when train on spur desires to use crossing, gates will be swung across C. M. & St. P. Ry. main track.
- 5. At Nisqually—Train order signal next to depot governs First Subdivision trains, and signal next the Third Subdivision track governs Third Subdivision trains. Operator will handle switches for trains 407, 408, 422 and 423 to and from Third
- 6. At Ketron and Plumb-Telephones on Dispatchers circuit are located in
- Logs Loaded on Flat Cars will not be handled through Nelson Bennett and Ostrander tunnels or across Lewis River bridge. This does not apply to logs loaded in gondola cars and properly secured, staked and wired. Rock loaded on flat cars must not be handled through Nelson Bennett Tunnel unless secured on cars with side boards.
- Between Reservation and Stadium-Trains will approach crossover switches located at East "D" Street (near roundhouse) at South 21st Street (entering passenger station) and O.-W. R. & N. connection at 15th Street under control, and will not proceed until tracks are known to be clear and signal is received from

Trains will approach crossover switches on double track at cold storage plant opposite Tacoma Wharf, under control and will not proceed until tracks are known to be clear.

Staff system between McCarver Street and Stadium-Trains running with the current of traffic will not pass McCarver Street or Stadium until engineman 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 retained and delivered to operator at opposite end of block or in case of switching movements either operator when movement has been completed.

Headlight must be used by all trains passing through tin tunnel between Stadium and McCarver Street.

- At Kalama—When doing switching on Salmon track, enough cars must be used so that engine will not go on trestle. Engines must move slowly on Kalama Lumber & Shingle Co. spur. Engines will not run on trestle of Port Commission located about 1500 ft. from switch. Look out for locomotive crane also using this track.
- 10. At Napavine—Trains using Newaukum Valley Railway tracks will do so under protection of flag.
- 11. At Ridgefield—Cars must not be placed on O.-W. R. & N. Co. Tie Spur between switch and lower road crossing at Shingle Mill, and, on account of heavy grade, cars must be fully secured when left standing. Eastward siding will be used as storage track.
- At Hermione Powder Spur—There is a 2.7 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 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 control, at very low speed, and see that movement over road crossing is fully safeguarded.
- 13. At Vancouver-Junction switch at east end of Columbia River Bridge will be set and locked for N. P. main line.

 Trains and switch engines using track leading to wharf will come to a stop before

crossing S. P. & S. Ry. crossing, and will not proceed until a man has been sent ahead to flag the crossing.

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 control before passing station, expecting to find main line occupied.

- 14. At Portland-Trains will be governed by the rules of the Northern Pacific Terminal Company while in Portland yard.
- 15. Logs must not be moved in trains after dark, except between Chehalis and Centralia, in which case a trainman will be stationed on the rear platform of the caboose with lighted lantern or fusee to watch for logs that may be lost from cars and obstruct opposite track.

Trains handling logs must not be permitted to meet passenger trains between stations and must not be permitted to meet any trains between stations after dark. Conductors will notify Dispatcher when there are logs in the train and secure train order that opposing trains are held as provided above.

Cars with logs must be inspected to be sure they are safely loaded and secured.

16. Speed Restrictions—Passenger trains must not exceed a speed of one minute or sixty seconds per mile, and freight trains thirty-five (35) miles per hour. Class W, or other freight engines, weighing 201,500 pounds or over on drivers;

SPECIAL INSTRUCTIONS.

thirty (30) miles per hour. Engines with drivers 48 inches in diameter, or less; twenty-five (25) miles per

O.-W. R. & N. engines of Consolidation, or Mikado class; thirty-five (35) miles per hour, except Mikado class with drivers 63 inches diameter, or over, handling passenger trains; fifty (50) miles per hour. Mallet class of 3800 series, fifteen (15) miles per hour, and of 3600 series, twenty (20) miles per hour. Great Northern engines of 500, 700 and 1100 series; twenty-five (25) miles per

City or Village ordinances restrict speed of trains over highway crossings within corporate limits as follows: Chehalis and Winlock, six (6) miles per hour, Centralia, ten (10) miles per hour. Bucoda and Ridgefield, fifteen (15) miles per hour. Vader, twelve (12) miles per hour.

At Sixth Avenue, over Sixth Avenue and Day Island street crossings, twenty-five

(25) miles per hour. Trains running against current of traffic over these crossings six (6) miles per hour.

At Napavine, over street crossing just east of depot, fifteen (15) miles per hour. At Kelso, over Allen Street leading to bridge over Cowlitz River, fifteen (15) miles per hour.

At Vancouver, 13th Street crossing (500 feet east of passenger station) ten (10) miles per hour. Look out for ship yard employes. In case train is moving on opposite track over the crossing, approaching train will come to stop before reaching crossing.

Between Plumb and Tenino, ten (10) miles per hour on Westward track from a point 200 feet east of crossover at Mile Post 42 to crossover switch at Mile Post

Lewis River and Chambers Creek bridges, ten (10) miles per hour over rail-locks at ends of draw spans.

At Carrolls, between 7:00 a. m. and 7:00 p. m., approaching highway crossing prepared to stop account teams hauling logs across track.

All trains must not exceed a speed of fifteen miles per hour through Tin Tunnel

located between Stadium and McCarver Street.

17. Special Stops, Connections, Etc.—
No. 402 will stop at stations east of Centralia to discharge passengers originating at points where No. 564 does not stop.
No. 407 will leave Grays Harbor line transfer at Nisqually for No. 421.
No. 407 will stop on flag at St. Clair for passengers and to discharge passengers and to discharge passengers. gers from South Tacoma, Lakeview, Murray and American Lake.
No. 408 will stop at Bucoda to discharge passengers from west of Chehalis and

for passengers for American Lake, Murray and Olympia. No. 408 will stop at Nisqually on flag for passengers for American Lake and

No. 408 on Sundays will slow up at Vancouver Junction to throw off papers. Nos. 458 and 459 will stop on flag at stations between Tacoma and Portland for passengers to or from Spokane or east.

No. 459 will stop to discharge passengers from North and East of Everett. No. 514 will connect with Nos. 407 and 408 at Centralia.

No. 561 will connect with No. 504 at Centralia.

No. 563 will stop at stations west of Centralia to discharge passengers originating at points where No. 401 does not stop. No. 564 will dispatch United States mail at St. Clair. No. 591 will connect with No. 407 at Centralia.

Register Stations-

Tacoma Passenger Station. Centralia Passenger Station. Vancouver Passenger Station. Portland Telegraph Office.

Stadium and River Street for freight trains only.

Register Exceptions-

At Centralia and Vancouver enginemen will not be required to consult register but will be furnished register check, form 602 by conductor. At Stadium all trains register by ticket form 608.

20. Clearance Exceptions-Clearance will not be issued at Stadium to eastward trains unless stop or caution signal is displayed.

21. Bulletin Stations-

Tacoma......Passenger Station, Round House, Yard Office. Centralia...... Passenger Station, Round House, Yard Office. Vancouver...... Passenger Station, Round House. Portland.....Telegraph Office.

22. Standard Time Clocks-

Tacoma Passenger Station. Centralia Passenger Station. Vancouver Passenger Station.

Watch Inspectors-

R. Vaeth, 924 Pacific Ave., Tacoma. Ben Salick, Centralia. Coovert & Carter, Vancouver. W. H. Sexton, 245 Washington St., Portland.

24. Derail Switches-

West Tacoma.... Pioneer Sand and Gravel Spur. East and West End. Olegard...... East End Spur. Nisqually..... Team Track and Set Out Track. Chambers Prairie...... East End Industry Track. Plumb.......Spur Track.
Chain Hill Lumber Co...Spur Track.
Bucoda....Bucoda Lumber Co. Spur.
Webesh Wabash..... Interlocking Derail on O.-W. R. & N. con-

Chehalis	On Coal Creek Lumber Co., Track about 250 feet from passing track switch. East end
	track No. 2, 165 feet from main line switch.
Nanavine	On Somerville and Emery Nelson spur tracks.
Trapavino	On House track 110 feet west of switch con-
Trading.	nection with passing track.
Evaline	West End Spur.
Winlock	west End Passing Track.
Menetee	500 feet from main line switch.
Olequa	House Track.
Castle Rock	150 feet from main track on Silver Lake Log
	R. R.
Carrolls	House Track.
	250 feet from main track; 66 feet east of
	Powder Magazine also safety switch same
	track about 900 feet east of magazine.
Ridgefield	OW. R. & N. Tie Spur, 600 feet from passing
	track switch.
Knapp	House Track.
Vencouver	On Wood Spur and Cannery Spur, both on
Vancouver	switch leading to wharf freight house.
	East end lead No. 1 track on N. P. side.
MaNalla	100 fact from section to 1 track on Iv. F. side.
McNelly	
Ayro	East and west end of Industry Track, 200
 mamaralal Carre	feet from switch.

25. Commercial Spurs-

	Miles from	Car
	Tacoma	Capacity
Pioneer Sand & Gravel Co	13.0	60
Cascade Paper Co. (West Tacoma)		6
Olegard	26.1	15
Chain Hill Lumber Co	41.2	4
Menefee	73.2	24
McNelly	73.9	4
Hermione	110.1	30

SECOND SUBDIVISION. (GRAYS HARBOR LINE)

Automatic Signals—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. Eastward trains or engines finding signals 1 or 2 at stop will protect against westward trains coming out of tunnel. Signal No. 3 will govern eastward movement from passing track. Trains or engines coming from Jefferson Street line must have clear indication from signal No. 4 before opening main track switch.

2. Drawbridge Interlocking-Wishkah River......Aberdeen.

- 3. At Gate trains will approach expecting to find Ninth Subdivision trains turning on wye. Normal position of switch connecting west leg of wye and passing track
- 4. Gravel Bunkers, Mile Post 58.6, bunkers will not clear man on top or side of car.
- 5. At Montesano depot is located one-half mile west of passing siding.
- 6. At Aberdeen Junction—No. 1 siding north of main line will be used as repair track between 6:00 A. M. and 6:00 P. M., during which time it is prohibited to switch or place cars on this track without first obtaining a Repair Track Clearance from Car Repairer.
- At Olympia crossing gate, with light at night, is maintained at Tumwater Spur crossing. Normal position of gate is locked across spur. Trains must be prepared to stop when gate is set against them.
- 8. At Olympia and Cosmopolis—Northern Pacific trains will protect themselves while on O.-W. R. & N. tracks.
- 9. At Bordeaux Junction on the Mason County Logging Company tracks a siding is located 1985 feet from the Junction switch where interchange of cars will be made. Northern Pacific trains will look out for the Logging Co. trains and must not block their passenger trains from connecting with Nos. 466, 421, 422 and 423.

9½. At Bay City look out for cars spotted on main track at freight shed located at

10. At Aberdeen all trains and engines will move under control within Yard Limits. The normal position of switch at the end of double track, 250 feet east of passenger station, is for eastward trains, and normal position of Junction switch, ten feet east of double track switch, is for the O.-W. R. & N. track.

11. At South Aberdeen and Cosmopolis trains and yard engines will stop at grade crossings of the O.-W. R. & N. Co. industry tracks.

12. At Hoquiam all trains and engines will move under control within yard limits. This rule must be observed while passing through the limits of Hoquiam River drawbridge interlocking plant.
At the draw bridge, gauntlet extends 496 feet from the double track frog to the

double track switch points. The second signal east of draw bridge may indicate clear while a train or engine occupies the gauntlet.

Staff System Hoquiam River Spur—No train or engine will move on the Hoquiam River Spur until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this spur. After completion of trip staff must be returned to the staff box.

SECOND SUBDIVISION—Continued. (GRAYS HARBOR LINE-Continued.)

13. Bridge Restrictions—St. Clair to Moclips: Speed will be restricted over Bridge 9, Des Chutes River; Bridge 46, Cloquallum River; Bridge 82, Chenois River; Bridge 84, Berg Slough; Bridge 86, Humptulips River; Bridge 91-1, Copalis River and Bridge 97, Joe Creek.

Engine classes W, W1, W2 and W4 ten (10) miles per hour.

Double header engine classes Q, Q1, Q2, Q3, Q4, T, S, S1, S2, S3 and S4 twenty (20) miles per hour.

twenty (20) miles per hour.
Engine classes W3 and heavier, and double header engine classes W and heavier not permitted.

Speed will be restricted over draw spans of Bridge 68, Wishkah River and Bridge

72, Hoquiam River to twenty (20) miles per hour.

Aberdeen Junction to Ocosta: Speed will be restricted over Bridge 1, Chehalis River, and Bridge 13, Johns River, as follows:

Engine classes S, S1, S2, S3, S4 and Q eight (8) miles per hour.

Double header engines class F1 eight (8) miles per hour.

Engine classes T, Q1 and heavier not permitted. At Malone: Engines not permitted on Vance Lumber Co. trestle.

14. Engine Restrictions-

St. Clair to Gate and Hoquiam to Moclips: Engine classes heavier than S4 not permitted.
Gate to Hoquiam: Engine classes heavier than W2 not permitted.

Aberdeen Junction to Cosmopolis, Cosmopolis to Bay City: Engine classes heavier than F1 not permitted.

At Markham: Engines not permitted on Red Cedar Shingle Co. spur.

Passenger trains fifty (50) miles per hour between St. Clair and Hoquiam; thirty-five (35) miles per hour between Hoquiam and Copalis; twenty-five (25) miles per hour between Copalis and Moclips.

Freight trains twenty-five (25) miles per hour between Hoquiam and Copalis; fifteen (15) miles per hour between Copalis and Moclips.

Engines Classes Y and heavier twenty-five (25) miles per hour.

All trains twenty (20) miles per hour between Aberdeen Junction and Bay City

except ten (10) miles per hour between Mile Post 3 and Mile Post 7. Through Subway at Olympia, and around curve at east end of subway, fifteen (15) miles per hour.

Around high bluff at Porter between Standard Oil Spur east of Aberdeen and Wishkah Street fifteen (15) miles per hour.

Around curve along Chehalis River, and for 600 feet west of curve, between Mile Post 62 and 62½, three miles east of Aberdeen Junction, twenty (20) miles per

Around high bluffs at Grays Harbor City, fifteen (15) miles per hour.

Trains handling logs, five (5) miles per hour between west end Hoquiam River drawbridge and street crossing west of passenger station at Hoquiam.

At Aberdeen City ordinance requires reduce speed to ten (10) miles per hour cleaning the state of (20) mil

over streets and crossings used by public and twenty (20) miles per hour elsewhere within city limits.

Special Stops, Connections, etc.-

No. 422 will stop on flag at Mima Sunday only.
No. 466 will stop at Wynooche Spur to discharge passengers.
Nos. 421 and 466 will stop on flag at North Bay Lumber Co. Mill one mile east of Gray Gables and at Linde Spur located one-half mile west of Onslow also onehalf mile east of Burrows to pick up and let off school children. Nos. 421, 422, 423, 466 will stop on flag at Gibson Creek; also, at Golf Links 3 miles east of Aberdeen Junction.

17. Register Stations

Ster Stations—			
St. Clair	Elma	1.7	Moclips
Olympia	Aberdeen		Cosmopolis
Gate	Hoquiam		

18. Register Exceptions-

At St. Clair trains will register by ticket, Form 608, and will be furnished Register Check, Form 602.

Clearance Exceptions—

At St. Clair westward trains will not require clearance if train order signal is in clear position.

Bulletin Stations—

Elma	100	Hoquiam	:	

21. Standard Time Clock-Hoquiam

Wate	h Inspectors—	 The second of the second of the
\$	S. J. Stietglitz	Aberdeen
]	Fred Straub	

Talcott Bros.....Olympia. 23. Derail Switches-

22.

111601103	et a la companya de
Union Mills	West end rollway spur.
Belmore	White's Log Spur.
Bordeaux Junction	Mason County Log Spur.
Gate	. Coal Track and west end passing track.

SPECIAL INSTRUCTIONS.

LytlesWest end siding.
Malone East end spur track and west end mill track.
Elma East end of Horn Track.
SatsopEast end of siding.
Brady Hayes spur and switch leading to Schaeffer Brod
Store, switch to be left set for spur to act a
derail for track leading to Nor. Pac. main track
Montesano Switch leading to industry spur west end of Tear
Track to be left set for spur to act as derail for
Team Track.
Weatherwax188 feet from main track.
WynoocheWest end of spur.
CopalisLog spur 500 feet west of station.
Carlisle East end of siding.
Joe CreekLog spur just west of Aloha.
Gibson Creek Both ends of siding.
Weatherwax Lmbr. Co.
spur150 feet from main track.
St. Clair East end of siding.
•

24. Commercial Spur-

Radio de Carlos de C Notaciones de Carlos	Miles from St. Clair	Car Capacity
Black Lake	. 13.2	3
Gibson Creek	. 38.0	25
Weatherwax		25
Gravel Bunkers	. 58.6	12
Standard Oil Co		3
Stockwell		. 4
Wynooche	. 60.4	20
North Bay Lumber Co		6
Grays Harbor County		8
Linde		4
Wooster	. 96.0	10
Joe Creek	. 97.4	2

THIRD SUBDIVISION. (AMERICAN LAKE LINE)

- At Nisqually train order signal next to Third Subdivision track governs Third Subdivision trains, and the signal next to depot governs First Subdivision trains.
- 2. At Lakeview, operators will handle switches for First Class trains to and from
- 3. At American Lake, entrance to Dupont Powder Co. plant protected by gate

across the spur near Cap Magazine.
Staff System Dupont Spur: No train or engine will move on the Dupont Powder
Co. spur until they have obtained a staff from the staff box at the Junction
switch. Possession of the staff makes a train superior to all other trains on this spur. After completion of the trip the staff must be returned to the staff box.

Cantonment Tracks: See diagram page 14

North and South lines operated under staff system.

Speed of fifteen (15) miles per hour must never be exceeded.

Train must stop and flagman protect movement when backing or pushing cars ahead of engine over street crossings. All movements over Pacific Highway must be protected by flagman.

Toilets must be kept locked and no refuse thrown from trains on Cantonment Tracks, Camp Lewis, Nisqually, or inside yard limits American Lake. At Remount Station, loading platform will not clear man on side of car. Trains using North and South lines will move under control at all times ex-

pecting to find cars spotted at different locations on these tracks.

Staff System North and South Lines: No train or engine will move on the North line until they have obtained a staff from the North Line staff box at the Junction switch, and will not move on the South Line until they have obtained a staff from the South Line staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on that line and after completion of the trip the staff must be returned to the staff box from

4. Speed Restrictions-

which it was obtained.

Passenger trains fifty (50) miles per hour. At Murray, ten (10) miles per hour over road crossing just east of station.

At American Lake, approach road crossings at east and west end Green Park with caution; ring bell and sound whistle.

5. Register Stations-

Lakeview Nisqually American Lake for trains originating and terminating.

6. Register Exceptions-

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

7. Clearance Exceptions-

At Nisqually trains will not require clearance if train order signal is in clear posi-

8. Derall Switches-

Lakeview	Standard On Spur.
Military Spur	456 feet from main line switch.
American Lake	Dupont Powder Co. spur 950 feet from main track
	and on the track leading to Black Powder Mill.
	Green Park Spur 177 feet from main track.
	Camp Lewis Lmbr. Co. spur 400 feet from main
	track.
	House Track switch will be set for House Track to
	act as derail for west end of passing track.

Grandand Oil Com

FOURTH SUBDIVISION.

(PRAIRIE LINE)

- 1. Pusher District between Tenino Jct. and Rainier and between Tacoma and
- 2. At Reservation—No towermen are used to manipulate interlocking plant, O.-W. R. & N. crossing near Reservation. When train or yard crews have occasion to use crossing the conductor or foreman will operate the levers, bearing in mind that after used, signals and derails must be set clear for Northern Pacific route. When signals are against Northern Pacific route, conductor investigate cause and if necessary flag through interlocking district.
- 3. Card train order form A. B.—Will govern the movement of trains between Reservation and the 15th St. Tower via Drawbridge Line.
 Switch engines going around wye on authority of work order do not require a card train order form A. B.
- 4. At Tacoma—A signal arm semaphore pattern, located near junction of line leading to Union Station and Drawbridge Line at 15th Street, is controlled by operator at 15th Street and will govern single track passenger line between 15th Street and Union Station. No train from the Drawbridge Line or east of main line will enter Union Station when signal is at stop. No train will proceed from Union Station to Drawbridge Line or eastward main line when signal on incline, which is equipped with two red blades by day, and in addition, two red lights by night, is at stop. Lower arm governs train movements from Union Station to Drawbridge Line; upper arm governs movement to eastward main track.

 Push button operating signal to towerman is located on post under concourse; switch crews will operate for Portland bound trains and conductors will operate

Mountain Grade—15th Street, Tacoma, to 21/2 miles west.

At South Tacoma—Test inspection and understanding as required by Rule 703, Book of Transportation Rules, will be had on all eastward freight trains. Conductors will fill out card, Form 3632, and deliver to the operator who will complete and mail to Superintendent, Tacoma, each day. Retainers will be turned up on all cars before descending Tacoma Hill.

At Tacoma—Enginemen on road engines, on eastward trains, before backing into Union Station after stop has been made will cut out air brake valve and leave air applied to be released by switch engine. Switch engine will control the air until stop is made at the Union Station, leaving brakes applied after making the

stop. At Union Station, enginemen on road engines of westward trains will, after terminal air test is made, apply air to the train and cut out air brake valve, leaving the air applied to be released by switch engine when ready to depart.

Switch engine will control the air while backing out of the station and make the

stop before starting up the hill, leaving the air applied, to be released by the road

The leading engine will control the air under all conditions.

Eastward trains will approach Pacific Avenue under control and be governed by signal No. 4 located at gate tower of Pacific Avenue and controlled from 15th

Top arm of this signal governs movements on Eastward main track; lower arm governs movements on eastward main track over crossover to Drawbridge Line or from Eastward track through pocket back of eastward track. Any train or engine moving east will not exceed a speed of six miles per hour with any part of train passing over Pacific Avenue.

- 6. At Tenino Junction, westward trains must stop clear of automatic signal No. 43.5, and if switch indicator shows block on the First Subdivision is clear, will open Junction and Crossover switches leading to the First Subdivision main track: then, if signal 43.5 indicates caution, crossover movement may be made, but if signal 43.5 indicates stop, the movement must be protected by flag.
- 7. At South Tacoma, normal position of double track switch is for eastward track.

8. Speed Restrictions-

Passenger trains: between South Tacoma and Lakeview, fifty (50) miles per hour; between Lakeview and Yelm, sixty (60) miles per hour; between Yelm and West Tenino, fifty (50) miles per hour.

At South Tacoma, fifteen (15) miles per hour entering double track.

At Roy, ten (10) miles per hour within corporate limits.

Passenger trains 30 miles per hour and freight trains20 miles per hour on descend-

rassenger trains so thics per note and Pacific Avenue.

Trains in both directions on Drawbridge Line will run under control between Reservation and freight yard connection one-fourth mile west thereof.

Westward trains, via Drawbridge Line, will move under control passing over O.-W. R. & N. connection located 1/4 mile west of Reservation.

Trains entering or leaving Union Station will move under control between 15th Street and 21st Street.

FOURTH SUBDIVISION—Continued. (PRAIRIE LINE-Continued.)

9. Bridge Restrictions—Speed will be restricted over bridge 39, Tacoma waterway as follows: Engines Class W, W-1 and W-2 eight (8) miles per hour. W-3 and heavier engines not permitted. Double headers not permitted. Bridge 12.3 on what is known as the Dempsey or Tide Flat Branch (Tacoma Terminal). Heavier than Class Q engines not permitted. Speed of other engines over this bridge eight (8) miles per hour.

10. Register Stations-

15th Street Tower

Tacoma

South Tacoma Lakeview West Tenino

11. Register Exceptions-

At Lakeview, trains will register by ticket, Form 608, and will be furnished check of register by train order or Form 602. When operator not on duty leave register ticket in way bill box near freight house door.

At 15th Street Tower South, Tacoma and West Tenino, first class trains will register by ticket, Form 608, and will be furnished check of register by train order or Form 602, except when operator not on duty.

Bulletin Stations-Tacoma (Union Station).

· 13. Clearance Exceptions-

At West Tenino and South Tacoma, eastward trains will not require clearance if train order signal is in clear position.

14. Derail Switches-

South Tacoma...... East end South Tacoma Lumber Co.'s Spur. Yelm..... East end House Track. Rainier Lindstrom-Handforth Lmbr. Co. spur. Mutual.....Spur track leading to mill. West Tenino.....Tenino Stone Co. spur.
Mentzer.....Track leading to siding.

15. Commercial Spurs-

	Tacoma	Car Capacity
Mentzer Bordeaux Shingle Co Mutual	37.1	15 6 15

FIFTH SUBDIVISION. (BUCKLEY LINE AND BRANCHES)

1. Pusher District-

Between South Prairie and Buckley.

Between South Prairie and Carbonado.

- 2. At Carbonado, 1/2 mile east, crossing gates are maintained at crossing with Carbon Hill Coal Company track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing under control expecting to find gates set against them.
- 3. At Hyde, the clearance is restricted at Hyde Coal Co. mine just west of bunkers on the outside track, and engines will not use crossover.
- 4. At Cascade Junction and South Prairie normal position of double track switches is for eastward track.
- 5. Bridge Restrictions-Speed will be restricted over Bridge 1, South Prairie and

Bridge 4, Gale Creek, as follows:
Engines classes W, W1, W2 and W4, eight (8) miles per hour.
Double header engines classes W, W1, W2 and W4 not permitted.
Engines classes G1, G2, Q5, W3, Z, Z1, Z2 and Z3 not permitted.

Speed will be restricted over Bridge 7.1, Carbon River, as follows: Engines classes S, S1, S2, S3, S4 and Q, eight (8) miles per hour. Double header engine class F1, eight (8) miles per hour.

Engines classes T, Q1 and heavier not permitted. Kanaskat to Meeker no restrictions.

Over Bridge 228, Buckley Loop, double header engines of any class not permitted.

6. Engine Restrictions-

Kanaskat to Meeker: Engine classes Z Mallet and heavier not permitted. Morristown to Cascade Junction: Engine classes heavier than S4 not permitted. Fairfax to Cascade Junction: Engine classes heavier than F1 not permitted.

7. Speed Restrictions-

Between Palmer Junction and Meeker: Passenger trains, fifty (50) miles per hour. Between Cascade Junction and Morristown, and between Cascade Junction and Fairfax: Passenger trains, twenty-five (25) miles per hour; freight trains fifteen (15) miles per hour. Backing up between these points passenger trains, twenty (20) miles per hour; freight trains, ten (10) miles per hour. On Big Six and Hyde Coal Company's spurs, ten (10) miles per hour.

At Enumclaw and Burnett, ten (10) miles per hour through corporate limits.

At Buckley, six (6) miles per hour through corporate limits.

At Orting, fifteen (15) miles per hour except between Bridge street and Leiber street, ten (10) miles per hour.

8. Special Stops, Connections, etc.-

No. 598 will connect with Puget Sound Division No. 423 at Puyallup. No. 596 will connect with No. 526 at South Prairie, and with Seattle Division No. 338 at Kanaskat.

SPECIAL INSTRUCTIONS.

No. 595 will connect with Seattle Division No. 41 at Kanaskat. No. 597 will connect with Puget Sound Division No. 450 and No. 456 at Puyallup and No. 523 at South Prairie. Trains Nos. 595, 597 and 598 will stop on flag at Broomfield.

- 9. Register Stations-Cascade Junction for trains to and from Wilkeson and Burnett Branches and westward first class trains only. Palmer Junction Puyallup
- Register Exceptions-Palmer Junction and Puyallup trains register by ticket Form 608 and will be furnished check of register by train order or Form 603.
- 11. Bulletin Station-South Prairie.

12.	Derail Switches—	
	Big Six	300 feet east of main line switch. On same track
		300 feet west of coal bunkers, and on Clay Com-
		pany's track 250 feet from connection with Big
		Six Spur.
	Ossidantal	Coal track 300 feet west of hunkers

Fleet Fleet Coal Company's track. line; derail on siding 609 feet from the west

Coal Co. track.

Webstone......Spur track Oil spur.

main line switch. Crocker......West end passing track.

east of station.

Wilkeson. Scale track, and passing track opposite station.

Burnett. West end of siding. Black Carbon Coal Co.'s spur.

Fairfax. On Montezuma line 200 feet east of depot.

Miles from

13. Commercial Spurs-

	Milles from	
	Palmer	Car
	Junction	Capacity
Big Six	1.7	10
Occidental	2.0	4
Fleet	3.2	20
Hyde Birch	3.9	.20
Birch	7.9	6
Webstone	12.5	4
Broomfield	19.6	15
Moneko	31.8	5
· .	Miles from	
	Cascade ·	•
	Junction	
International	0.5	15

SIXTH SUBDIVISION. (GREEN RIVER BRANCH)

- 1. Between Halmar and Kerriston extra trains must protect against Logging Company trains. All trains will sound whistle approaching curves.
- 2. At Selleck trains will run under control and look out for engines of the Pacific States Lumber Company between 1000 feet west of siding and the Pacific States Lumber Co. office.
- 3. Bridge Restrictions—Speed will be restricted over Bridge 6.1, Cedar River, as

Engines classes S, S1, S2, S3, S4 and Q, eight (8) miles per hour. Double header engine class F1, eight (8) miles per hour. Engine class Q1 and heavier not permitted.

4. Engine Restrictions-

Engine classes heavier than \$4 not permitted.

5. Speed Restrictions-

Passenger trains twenty (20) miles per hour; freight trains fifteen (15) miles per

Between Halmar and Kerriston ten (10) miles per hour.

6. Register Station-Kanaskat.

Derail Switches-

Durham..... East end of coal track 250 feet from main track, and west end coal track.

Hiawatha.....East end. Yandell.....West end.
Selleck (½ mile west)....On Kangley Line. Hemlock...... West end siding.

Halmar......In main track 60 feet from west wye switch; also, 550 feet from wye switch on Northwest Lmbr. Co. spur. This spur forms tail end of wye at Halmar and switch must be left in derail posi-

Commercial Spurs-

Miles from Car Capacity Kanaskat

Buffelin Mfg. Co.....

SEVENTH SUBDIVISION. (CROCKER BRANCH)

- 1. Staff System Crocker Branch-No train or engine will move on the Crocker Branch until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this branch. After completion of the trip the staff must be returned to the staff box and Dispatcher wired departing and arriving time and mileage made on the Branch.
- 2. At Wingate, side and overhead clearance is restricted at the Coke and Coal
- 3. Bridge Restrictions-

Speed will be restricted over Bridge 3, Carbon River, as follows:
Engines classes S, S1, S2, S3, S4 and Q, eight (8) miles per hour.
Double header engine class F1, eight (8) miles per hour. Engines classes T, Q1 and heavier not permitted.

4. Engine Restrictions-

Engines classes heavier than F1 not permitted.

5. Speed Restrictions—Twenty (20) miles per hour.

6. Derail Switches-

Crocker..... In main track east end of yard. Wingate......West end of siding, and 600 feet east of depot at west end of Coal Bunkers.

EIGHTH SUBDIVISION. (ORTING BRANCH)

- 1. At Puyallup River Junction—one mile east—crossing gates are maintained at crossing with C. M. & St. P. Ry. Normal position of gates "clear" for Northern Pacific Company trains, which must approach crossing under control expecting to find gates set against them.
- 2. Bridge Restrictions—Speed will be restricted over Bridge 8, Puyallup River, as

Engines classes S, S1, S2, S3, S4 and Q, eight (8) miles per hour.

Double header engine class F1 eight (8) miles per hour.

Engines classes Q1 and heavier not permitted.

3. Engine Restrictions-

Engines classes heavier than F1 not permitted.

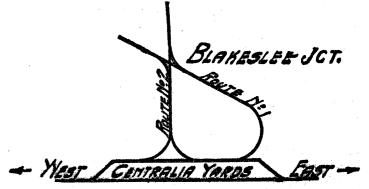
4. Speed Restrictions-Twenty (20) miles per hour. Trains on this branch must not exceed ten miles an hour between points 1000 feet west of Junction switch at Puyallup River Junction and Lake Kapowsin and must protect itself against St. Paul and Tacoma Lumber Company's log trains using tracks within these limits between the hours of 12 noon and 12 midnight.

5. Derail Switches-

6. Commercial Spurs-Miles from Car Capac ty Orting Electron Rock Crusher.... 10

NINTH SUBDIVISION. (GATE LINE)

1. Movement of Trains Between Centralia and Blakeslee Junction-



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

Westward movements will be made over Route No. 1.

First Class twice to an from Pourte No. 1 and No. 2 will move under control be

First Class trains to and from Routes No. 1 and No. 2 will move under control between Centralia passenger station and connection with these Routes.

2. At Blakeslee Junction, no telegraph service. Operator at Centralia will handle Manual Block for Blakeslee Junction.

NINTH SUBDIVISION—Continued. (GATE LINE—Continued.)

3. Blakeslee Junction Interlocking-

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

4. Bridge Restrictions-

Engine classes heavier than W2 not permitted.

5. Engine Restrictions-

Engine classes heavier than W2 not permitted.

Speed Restrictions—Passenger trains forty-five (45) miles per hour. At Blakes-lee Junction: Fifteen (15) miles per hour over C. M. & St. P. Ry. crossing. Engines classes Y and heavier twenty-five (25) miles per hour.

Special Stops, Connections, etc.—

Regular passenger trains will stop on flag at State Training School at Grand Mound for passengers or to unload express.

Register Station—

Centralia Passenger Station Blakeslee Junction for Northern Pacific trains only.

8-A Register Exceptions-At Centralia Enginemen will not be required to consult register but will be furnished register check, form 602, by conductor.

9. Bulletin Stations-

Round House

Yard Office

10. Standard Time Clock—Centralia Passenger Station.

11. Watch Inspector-Ben Salick, Centralia.

12. Derail Switches-

Passenger Station

Foran.....Coal Spur.

13. Commercial Spur —

Car Miles from Capacity Centralia 2.9

TENTH SUBDIVISION.

(MENDOTA BRANCH) 1. Engine Restrictions-

Engines classes heavier than D4 not permitted.

2. Speed Restrictions—Fifteen (15) miles per hour, except eight (8) miles per hour between mile post six and mile post eight.

3. Register Stations-Wabash.

4. Bulletin Stations—

Centralia Passenger Station Roundhouse

Yard Office

5. Derail Switches-

Mendeta..... Connection with Martin Log Spur.

ELEVENTH SUBDIVISION. (WILLAPA HARBOR LINE)

1. Pusher District—Between Pe Ell and Frances.

2. At Dryad, 300 feet east and

At McCormick, 6-10 mile east, gates are maintained at railroad crossings at grade. Normal position of gates "clear" for Northern Pacific Co. trains, which must approach crossings under control expecting to find gates set against them.

3. At Dryad, on Leudinghaus Lumber Co. spur, gates are maintained at crossing with main line of C. M. & St. P. Ry. Co. Normal position of gates "clear" for C. M. & St. P. Ry. Co. trains.

At Raymond, low platform at the end of Siler-Willapa Lumber Co. spur will not clear foot-board or pilot of engine. Draw bridge tenders on duty 6:30 A. M. to 11:30 P. M. Draw bridge will be left open when tenders not on duty.

5. Bridge Restrictions-

Speed will be restricted over Bridge 0, Newaukum River; Bridge 2.1, Bridge 5 and Bridge 16.1, Chehalis River, and Bridge 38, Willapa River, as follows:

Engines classes T, Q3, Q4, W, W1, W2 and W4, eight (8) miles per hour. Double header engines classes T, Q3, Q4, W, W1, W2 and W4 not permitted. Engines classes G1, G2, Q5, W3, Z, Z1, Z2 and Z3 not permitted.

SPECIAL INSTRUCTIONS.

Speed will be restricted over Bridge 6 and Bridge 23, Chehalis River, Bridge 42 and Bridge 45, Willapa River, as follows:

Engines classes W, W1, W2 and W4, eight (8) miles per hour. Double header engines classes W, W1, W2 and W4 not permitted.

Engines classes G1, G2, Q5, W3, Z, Z1, Z2 and Z3 not permitted. Speed will be restricted over draw spans of Bridge 53, Willapa River, to twenty (20) miles per hour.

6. Engine Restrictions-

Engines classes heavier than Y2 not permitted.

7. Speed Restrictions-

Passenger trains forty (40) miles per hour, except between Pe Ell and Frances, thirty (30) miles per hour. At Raymond, ten (10) miles per hour over Seventh Street crossing. Engines Classes Y and heavier twenty-five (25) miles per hour.

8. Register Stations—

South Bend

Chehalis

9. Bulletin Stations-South Bend.

10. Watch Inspectors-S. Holt, South Bend.

11. Derail Switches-

Littell	East and west end Unester Snow Mill Spur.
Bunker	East and west end interchange track.
Meskill	East end quarry track and west end mill track.
Doty	. 150 feet from main track switch.
McCormick Junction	.200 feet from main track switch.
Walville	. Mill Spur.
Pluvius	East and west end of siding.
Custer	Log Spur.
Lebam	. Mill Spur.
Nolnee	Log Spur.
Dryad	Leudinghaus Lmbr. Co. 500 feet from main track
Donguire	.200 feet from main track switch.

To do a domestical Charles Comm. Mill Com.

Miles from

Commercial Spurs-

	Chehalis Junction	Car Capacity
MarcillaCuster		10 25
Star Timber Co		8 20
nia y i aii		

TWELFTH SUBDIVISION. (YACOLT BRANCH)

1. Bridge Restrictions-

Speed will be restricted over Bridge 23, Lewis River, as follows: Engine Classes S, S1, S2, S3, S4 and Q, eight (8) miles per hour. Double header engine class F1, eight (8) miles per hour. Engines classes Q1 and heavier not permitted.

2. Engine Restrictions—

Engines classes heavier than S4 not permitted.

3. Speed Restrictions-

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

4. Special Stops, Connections, etc.-

Nos. 587 and 588 will stop on flag at Crusher and Lucia.

5. Register Stations-

Yacolt

Vancouver Junction

6. Derail Switches-

Vancouver Junction East leg of wye 135 feet from Yacolt end of wye switch. Brush Prairie East end siding. Crusher.....Spur track. Yacolt. North leg wye switch. Normal position this switch for north leg of wye.

7. Commercial Spurs-

Miles from Car Capacity 29 Yacolt 3.7

THIRTEENTH SUBDIVISION.

(ELMA BRANCH)

- At Whites, ¼ mile east, gates are maintained at crossing with Lumber Company's track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing under control expecting to find gates set against them.
- 2. At Hillgrove-Northern Pacific engines will not go east as track between Hillgrove and Stimson is leased to, and operated by, the Stimson Lumber Company.

3. Engine Restrictions-

Engines classes heavier than F1 not permitted.

Speed Restrictions-

Passenger trains, twenty-five (25) miles per hour; freight trains, fifteen (15) miles

5. Special Stops, Connections, etc.-

No. 552 will connect with No. 421, and No. 551 will connect with No. 422 at Elms. No. 551 and 552 will stop on flag at Church's Crossing.

6. Register Stations-

Elma McCleary

7. Bulletin Stations—Elma.

8. Derail Switches-

Elma.....Standard Oil Spur. Kraft Spur Track.

McCleary East end interchange track.

9. Commercial Spurs-

Miles from Car Capacity Elma Kraft 2.3

ALL SUBDIVISIONS.

- 1. To insure personal safety operators in double track territory, having train orders or messages for passing trains, must stand on the right side of the train and never
- 2. Lap sidings: Trains taking siding must head in at lap except as otherwise pro-
- 3. Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
- 4. Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train. When necessary to take slack of freight trains with helper engine on the rear, it
- should be done by the helper engine. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must
- be sounded for the protection of men working about such trains. 7. Except as otherwise provided, or when running light without conductor, enginemen will only be required to consult register at initial or starting points.
- 8. Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.
- 9. In the State of Washington rear brakeman or flagman must have at least one year's experience; passenger trains of four (4) or more cars must have two (2); and freight trains of twenty-five (25) or more cars must have three (3)

10. Speed Restrictions: Passenger trains must not exceed a speed of one minute or sixty seconds per mile, and freight trains thirty-five (35) miles per hour. Trains must not exceed thirty (30) miles per hour through limits of interlocking

plants, and fifteen (15) miles per hour through crossovers, turnouts and gauntlets. Light engines backing up twenty (20) miles per hour on main line, or fifteen (15) miles per hour on branches.

Trains handling steam Wrecking Derrick or Pile Driver No. 22 will not exceed twenty-five (25) miles per hour.

Troop trains handling freight equipment, twenty-five (25) miles per hour.

Trains reduce speed to fifteen (15) miles per hour passing telegraph offices where orders are received.

11. The following signs when placed in columns provided indicate:

W-Water. C-Fuel. O-Track Scales. T-Turntables.

Y-Wye.

D-Day office only. DN-Day and night office.

P-Telephone.

X-Yard Limits.

AUTHORIZED SURGEONS, N. P. RY. CO.

DR. P. A. REMINGTON, Chief Surgeon, Western District, Tacoma.

SPECIAL INSTRUCTIONS.

Name	Location	Stretchers At	Name	Location	Stretchers At
DR. W. G. CAMERON, Specialist. DR. A. E. HILLIS. " DR. W. H. LUDWIG. DR. E. L. CARLSEN DR. G. T. POOLE. DR. F. W. WICHMAN DR. J. H. DUMON DR. H. Y. BELL DR. D. LIVINGSTON. DR. G. W. KENNICOTT DR. H. W. NEWELL DR. W. W. WEBB DR. R. H. CAMPBELL DR. H. H. QUAIFE DR. E. C. HACKETT DR. L. S. ROACH DR. C. J. HOFFMAN DR. R. S. STRYKER	Tacoma Tacoma South Tacoma South Tacoma Rainier Tenino Centralia Centralia Centralia Chehalis Napavine Winlock Vader Castle Rock Kelso Kalama Woodland Ridgefield	Tacoma, Tool Car Hospital Round House Moon Yard Office Head-of-Bay Yard Head-of-Bay Office Baggage Room Wharf South Tacoma Centralia Kalama	DR. E. W. STEVENS. DR. H. B. CRAVENS. DR. F. M. PETRIE. DR. A. W. SCHULZ. DR. F. W. ANDERSON. DR. G. A. TRIPP. DR. C. L. SWIFT. DR. J. O'LEARY. DR. W. G. TUCKER. DR. J. C. VAN WINKLE. DR. A. A. FOOT. DR. F. L. CARR. DR. I. R. WATKINS. DR. H. C. WATKINS. DR. A. E. ALLEN. DR. W. G. TUCKER.	Dryad Pe Ell Lebam Raymond South Bend South Bend Walville Olympia Cosmopolis Oakville Elma Montesano Aberdeen Hoquiam Rochester Cosmopolis	South Bend Olympia Aberdeen all cases of accident occurring to
DR. CHAS. McCALLUMDR. M. A. HOLMESDR. C. S. WHITE DR. J. F. DICKSON, Oculist	Yacolt Portland Portland	Vancouver Yacolt Portland	employes or passengers. In cases of s to the locality or town where a surgeo which distinct official authority mus- tions.	ickness it is the n resides, unless	intention to limit medical service some urgent necessity exists, for
DR. R. M. DODSON DR. W. M. KARSHNER DR. F. J. SHADD DR. C. E. MARTIN DR. JACOB VISSER	Portland Puyallup Selleck Wilkeson Fairfax	Puyallup	Railway Officials are required to call o ticable, when surgical or medical servassociation will not be responsible for physician. In the event of a sudden	vices are needed bills for medic	d. When such are accessible the al services rendered by any other
DR. J. H. SHEETS. DR. F. G. ULLMAN. DR. W. D. MERRITT DR. W. W. WICK. DR. THOS. RUNNELLS.	Buckley Enumclaw Bayne Burnett	Buckley Orting	proper surgical aid should be procure geon, when the case should be placed of any but an authorized Company S way Company, or of the Association, case.	d until the arri in his charge, a jurgeon be cont	val of a regularly appointed sur- nd in no case should the services inued at the expense of the Rail-
			Boarding and nursing are furnished or for bills incurred elsewhere unless spe geon, and then only in critical cases duty.	cially authorize	ed or approved by the Chief Sur-

AUTHORIZED SURGEON G. N. RY. CO. DR. J. A. LaGASSA, Tacoma, Wash. AUTHORIZED SURGEONS O.-W. R. & N. RY. CO.

Location District Name DR. DONALD H. JESSOP, Chief Portland, Corbett Bldg O.-W. R. & N. Co. Sys. Portland, Corbett Bldg O.-W. R. & N. Co. Sys. Surgeon.....
Dr. M. K. Hall, Asst. Surgeon.... DR. G. M. PEARCE, Chief Oculist, Ear, Portland, Selling Bldg|O.-W.R.&N.Co.Sys. Nose and Throat DR. HENRY C. VIERECK, Eye, Ear, Nose St. S. E. Portland, 798 Clinton O.-W. R. & N. Co. Sys. DR. COURTLAND L. BOOTH, Asst. O.-W. R. & N. Co. Sys. O.-W. R. & N. Co., Al-bina to The Dalles Ave. Portland, 119½ Rus-Surgeon....
DR CURTIS HOLCOMB, Asst. Surgeon. sell Ave. and Vancouver. Vancouver District. DR.J. A. LOUNDAGIN, Dist. Surgeon... DR.C. HOLCOMB, Asst. Surgeon..... DR. MONTGOMERY RUSSELL, Division Vancouver Albina Albina to Vancouver. Seattle, 620 Leary Bldg., Main 90 Portland-Seattle. Surgeon.....
Dr. F. R. Underwood, Asst. Surgeon.
Dr. S. M. Samuels, Oculist and Aurist. eattle, Cobb Bldg., Main 2205 Portland-Seattle. Argo. Seattle-Tacoma. DR. WM. P. O'ROURKE, Asst. Surgeon. Seattle, (Georgetown) DR. F. D. MERRITT, District Surgeon... Auburn DR. CHAS. JAMES, District Surgeon.... Tacoma DR. W. A. MILLINGTON, Dist. Surgeon. Tenino Auburn Tacoma, Fidelity Bldg Auburn-Tenino. Tacoma-Centralia. Tenino-Winlock Centralia-So. Elma. DR. DAVID LIVINGSTON, Dist. Surgeon. Centralia Centralia-Tono. Winlock-Castle Rock. Castle Rock-Kalama. DR. EDMUND A. SIZER, Dist. Surgeon... Cosmopolis DR. R. F. HUNTER, District Surgeon... Hoquiam Grays Harbor and North River Dr. J. H. Fitz, District Surgeon..... Montesano Dr. W. L. Bridgford, District Surgeon. Olympia Branches. Olympia Branch. DR. H. C. WATKINS, District Surgeon.. Aberdeen.

Ambulance at Portland is located at Red Cross Ambulance Co., 391 Davis Street.

Telephone, Broadway 78 A

CLEARANCES

							CLE	AK	ANCE	>																		
								-				LIM	T OF	LOA	D-ME	ASURE	MEN'	•										
												HE	GHT A	ABO	VE TOP	OF R.	AIL									-1.		
		1 ft. Wide	2 ft. Wide	3 i	t. de	4 ft. Wide	5 f Wi		6 ft. Wide	7 f	t. de	7 ft. 6 in. Wide	8 ft. Wid	i. 8	Sft. 6 in. Wide	9 ft. Wide		. 6 in. 'ide	10 ft Wid		Oft. 6 in Wide	11 Wi	ft. de	11 ft. 6 in Wide			ax. ight	Max. 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"	15′ 7 ″	15'	5"	15' 2"		17'	2"	11' 6'
1st Subdivision	Main Line (Tenino to Vancouver)	19' 0"	19' 0	19'	0"	19' 0"	19'	0"	18′ 7″	18'	1"	17′ 10″	17'	4"	17′ 1″	16′ 9	16	4"	15′ 1	11"	15′ 5 ″	15'	0"	14' 6"		19′	0"	11' 6"
2nd Subdivision	Grays Harbor Line (St. Clair-Gate)	17′ 7″	17′ 7	17'	6"	17′ 5″	17'	5"	17′ 4″	17'	4"	17′ 3″	17'	3"	17′ 2″	17′ 2	17	1"	17'	0"	16' 11 "	16′	10"	16' 9 '	*	17′	7*	11' 6"
2nd Subdivision	Grays Harbor Line (Gate-Aberdeen Jct.)	19' 2"	19′ 2	19'	2"	19' 2"	19'	2"	19' 2"	19'	2"	19' 2"	19'	2"	19' 2"	19′ 2	19	2"	19'	2"	19' 2"	19′	2"	19' 2"		19'	2"	11' 6"
2nd Subdivision	Grays Harbor Line (Aberdeen JctMoclips)	18′ 9″	18′ 9	18'	9"	18′ 9″	18′	9"	18' 9"	18'	9"	18′ 9″	18′	9"	18′ 9″	18′ 9	18	9"	18'	9"	18′ 9″	18′	8"	18' 7 "		18′	9"	11' 6"
2nd Subdivision	Tumwater Spur	16' 11 "	16′ 9	16'	7"	16' 6"	16'	3"	16' 1"	15'	10"	15′ 9″	15'	7"	15' 5 '	15′ 3	15	1"	15'	0"	14' 10"	14'	8"	14' 4"		16′	11"	11' 6"
2nd Subdivision	Ocosta Branch	19′ 2″	19′ 2	19'	2"	19' 2"	19'	2"	19' 2"	19'	1"	18′ 9″	18'	6"	18′ 2″	17′ 11	17	7"	17′	3"	17′ 1″	16'	9"	16' 5"		19'	2"	11' 6"
3rd Subdivision		20' 4"	·	20'		20' 4"	20'	<u> </u>	20' 4"	-:		20′ 4″	20'	_	20′ 4″		_				20′ 4″	20'	4"	20' 4"		20'		11' 6'
4th Subdivision	Reservation to Tenino (via Draw Bridge Line)	20' 3"	20' 3	20'		20' 3"	20'	3"	20' 3"			20' 2"	20′	1"	19 ′ 8″	19' 3	1 9		18′ 1		18' 9"	.[17' 11'	_}	20'		11' 6"
5th Subdivision	Buckley Line	21' 8"	21' 8	21'	8"	21' 8"	21'	8"	21' 8"	21'	8"	21' 8"	21'	8" 2	21' 8"	21′ 8	21	8"	21'	8"	21' 8"	21'		21' 8"		21'		11' 6"
5th Subdivision	Burnett Branch	19' 0"	19' 0	19'	0"	19' 0"	19'	0"	19' 0"	19'	0"	19' 0"	19'	0"	19' 0"	19' 0	19	0"	19'	0"	19' 0"	19'	0"	19' 0"	_	19'	0"	11' 6"
5th Subdivision	Wilkeson Branch	18' 7"	18' 7	18'	7"	18' 7"	18'	7"	18' 7"	18'	7"	18' 7"	18'	7"	18' 7"	18' 7	18	7"	18'	7"	18′ 7 ″	18'	7"	18′ 7″	_	18′	7"	11' 6"
6th Subdivision	Green River Branch	22' 9"	22' 9	22'	9"	22' 9	22'	9"	22' 9"	22'	9"	22' 9"	22'	9"	22' 9"	22′ 9	22	9"	22'	9"	22′ 9″	22'	9"	22′ 9″	_	22'	9"	11' 6"
7th Subdivision	Crocker Branch	17' 7"	17' 7	17'	7"	17' 5"			16' 11"		9"	16' 8"	16'	6"	16′ 4″	16′ 2	16	0"	15' 1	11"	15′ 8″	15'	5"	15' 2"	-	17′	7"	11' 6"
8th Subdivision	Orting Branch	18' 9"	18' 9	18'	9"	18' 6"	18'	3"	17' 11"	17'	7"	17' 7"	17'	3" 1	7' 3"	17' 0	" 17	0"	16'	8" 1	16′ 8″	16'	5"	16' 3"				11' 6'
9th Subdivision	Gate Line (Gate-Centralia)	19' 1"	19' 1	19'	1"	19' 1"	19'	1"	19' 1"	19'	1"	19' 1"	19'	1": 1	19' 1"	19' 1	19	1"	19'	1"	19' 1"	19'	1"	19' 1"		19'	1"	11' 6'
10th Subdivision	Mendota Branch	No obst	ructions	on th	is B	ranch.	1					***************************************						24		.								
11th Subdivision	Willapa Harbor Line	18' 8'	18' 8	18'	8"	18' 8"	18'	8"	18' 8"	18'	8"	18' 8"	18'	8" 1	18' 8"	18' 8		8"			18' 8 "			18' 8"				11' 6'
12th Subdivision	Yacolt Branch.	19' 3"	19' 3	19'	3"	19' 3"	19'	3"	18' 8"	18'	1"	18' 1"	17'	4"	17' 4"	16' 9				5"		,	1	14' 0"				11' 6"
13th Subdivision	Elma Branch	20' 3"	20' 3	20'	3"	20' 3"	20'	3"	20' 3"	20'	3"	20′ 3″	20' 3	3" 2	20' 3"		20	3"	20'	3" 2	20′ 3″	20′	3"	20′ 3″	1.	20'	3"	11' 6'

SPEED TABLE.

ime po	er Mile	Miles per
Min.	Sec.	Hour
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 3 4 4 5 6 7 8 9 10 12 15 20 25 30 40 45 50 9 20 31 45 9 20 31 45 80	60 59 58. 1 56. 3 57. 1 56. 3 57. 52. 9 51. 4 42. 3 40. 36 34. 3 30. 66 67. 24 22. 5 21. 8 21. 8 2

J. S. DEAN,
Assistant Superintendent.

TACOMA DIVISION

J. F. ALSIP, Trainmaster.

C. W. FEE, Trainmaster. J. F. COLEMAN, Chief Dispatcher.

