# NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME

TABLE

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

SUNDAY, MAY 20, 1923.

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.

1

Time Over Subdivision

Average Speed Per Hour

4.35

4.27

.10

30.6 22.8

.10

	WES	rward.								FIR	ST SU	BDIVIS	SION.												
* 8		Time Table No. 40						FIRS	T CLAS	S					SE	COND CL	ASS			* .	T	HIRD CL	.ASS		•
Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	berm	Time Table No. 49 May 20, 1923	я	401	407	421	423	457	459	561	563	591	593	513	515	587	679	691	963	965	969	973	975	977	997
bles,	\dn \	Succeeding No. 48B	fror	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Mon. Wed. Fr	i. Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Su
er, F n Ta Yare	ion N	STATIONS	ance	Nor. Pac.	Nor. Pac.	Nor. Pac. Grays	Grays	Great	Great	O-W.R.&N	O-W.R.&N Portland	Nor. Pac. Willapa	Nor. Pac. Willapa	Nor. Pac.	OW.R.&N	Nor. Pac.	Nor. Pac.	0-W.R.&N	Nor. Pac	Nor. Pac.	Nor. Pac.	Nor. Pac.	O W.R &N	0-W.R.&N	Great N
Wat Turn and	Stat	Telegraph Offices and Calls	Dist Res	Portland Express	Portland Passenger	Harbor Limited	Harbor Express	Northern	Northern	Portland Express	Express	Harbor Passenger	Harbor	Mixed	Mixed	Mixed	Time Freight	Time Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freigh
w		TACOMA DN		Ì							1		-	1											
X	1976	Q Union Station 0.4 Cross Over	1.8	L 1.30A	9.45 A	4				L 4.55P	L12.40			.			L11.19PM		<u> </u>	L 7.05AM					
		OW. R. & N. Co. CONNECTION	2.2		-												-	L 8.38PM	İ				L 6.35AM		
X	CS 2		4.2	1.38	9.53	<u> </u>	K R			5.01	12.48			<b> </b>		-	11.29	8.48		7.18	-	_	6.47	-	<u></u>
X	CS 2½	McCARVER ST. DN	4.6	140	9.55	LAK	LAK		-	5.03	12.50			l			11.31	8.50	1	7.20		•	6.50		
	CS 10		11.5	1.52	f10.06	AAN BEE	VIA LICAN LINE Page			f 5.13	f 1.02			l			11.50PM	9.10	1	s 7.50			s 7.20 ·	-	1
	CS 16			2.02	s10.16	ZZ   8	RIC K	m m	ш	f 5.23	1 1.12	I N				-	12.05A	9.25	<u> </u>	s 8·10	-		s 7·40		INE
w	CS 18	2.0 Cross Over KETRON P	19.5	2.05	10.19	W E	ME	LINE	L Z	5.26	f 1.16	B. L.		ļ			12.11	9.30	Z	s 8.20			7.45		E L
X	CS 24	6.7 Cross Over	26.2	s 2·16	s10.33	<b>&lt;</b>	4 1 8 7 05 P	8 Z 8 E	PRAIRIE LINE See Page 5	s 5.40	f 1.29	PRAIRIE LINE See Page 5		<u> </u>			12.35	9.50	IRIE page 5	s 9.00		-	s 8.00	-	PRAIRIE LINE See page 5
<u> </u>	CS 28	3.8 Cross Over	30.0		_	8	As 7.15P	- 8	P Pa	f 5.47	1 1.36	See	- '	<b>∤</b>			12.50	10.05	RAI See pa	As 9.15AM			s 8·10	-	PR/See
w	CS 30	1.6 Cross Over KYRO P	31.6	2.26	10.43	. 8	See page 3		N S	f 5.50	f 1.39	VI V		<u> </u>			12.55	1020	d	See page 3			s 8·15		. ¥I′
	CS 35	5.1 Cross Over MA CHAMBERS PRAIRIE F	36.7		f10.51		- Dec page 6	_ ₹		s 6.00	f 1.48			<b>.</b>		-	1.15	10.35	>			<u> </u>	s 8.45	ļ	-
	CS 37	2.7 Cross Over	39.4		f10.55	-	-	_		f 6.05	f 1.52			ļ		-	1.25	10.45	•				s 8.55		
<u> </u>	20 15	5.4 Cross Over	44.8		s11.05	-	-	_		s 6.15	s 2.02						1.40	11.00				-	s 9·10		
		0.5								`															
W X		TENINO JCT. 3.2 Cross Over	45.3	2.50	11.06				L 4.26M	-		L11.00A					1.41	11.01	L 1.10P				9.11		L 9.25
	2020	5.1 Cross Over		2.56	11.12	-		s 1.08	1 4.32	s 6.23	1 2.08	811.07		<u> </u>			1.48	11.07	s 1.30				5 9.30		s 9.40
	2025	2.2	<b>5</b> 3.6						1						L 3.25 <sup>PM</sup>										
WCOY X	2027	CN CENTRALIA DN 3.7 Cross Over	55.8	8 3.10 3.15 679	11.25 11.33			1.18 1.23	4.45 4.50	6.40 6.50	2.20 8 2.30 679	s 1 1.20 s 1 1.45	L 7.45PM	A 2.05PM	A 3.35PM		2.10 3.35 563-401	11.30PM 12.05AM	A 2.00P		L 6.00M	L 5.30M	A10.00 AM	L 6.00A	s10.30
W X	2031	CH CHEHALIS Cross Over D	59.5	s 3.25	1 591	1	-	s 1.33		s 7.00		s12.05PM	s 8.05				3.50	12.20	<u> </u>		6.40	s 6.00		s 5.30	s11.00
$\frac{X}{Y}$	2032	C.M.&St P. 0.9 Tk Con.  CHEHALIS JCT. P	60.4		-	-		_		-		A12.07PM	A 8.10PM	-		-			l		A 6.45M				
X	2038	6.5 Cross Over NA NAPAVINE DP	66.9	s 3.43	s12.02PM			f 1.48	s 5.15	f 7.15	3.00	See page 8	.			i	4.20	12.50			See page 8	s 7.00	-	s 6.10	s11.45
	2040	3.1 Cross Over EVALINE	70.0	ı	f12.07			1.53	5.21	f 7.20	3.06						4.27	1.00				f 7.10		f 6.20	f11.55
<u>x</u>	2044	WI WINLOCK D	73.1	s 3.55	1			s 2.00	s 5.28	s 7.27	3.12						4.35	1.10				s 8.00	<del></del>	s <b>6.4</b> 0	12.08P
w	2050	PN VADER DN		s 4.07				1	l	s 7.39	3.25						4.50	1.35				s 8.30		s 7.20	s 1.00
	2053	2.7 Cross Over OLEQUA 6.9		f 4.12	1		-	f 2.16		1 7.44	3.31						4.57	1.45				f 9.00	-	1 7.35	f 1.10
W	2060	CA CASTLE ROCK D	89.2	s 4.25	1	-		s 2.30	s 6.00	1.	3.46						5.15	2.05				<u>\$10.15</u>	l <del></del> l	s 8.10	s 1.40
	2066	OSTRANDER Cross Over		1 4.37	1			2.40	f 6.12	8.10	3.58						5.30	2.25				f10.35	· <del></del>	f 8.30	1 2.00
x	2071	3.6 Cross Over KS KELSO D		s 4.44	t	:		s 2.47		s 8.18	4.06					<u> </u>	5.40	2.35				s11.30		s 9.20	s 2.30
	2077	CARROLLS		f 4.56	1			f 2.57	6.30		4.18						5.55	2.50				f11.45	<del></del>	f 9.45	1 2.45
W	2081	KA KALAMA DN		ł	1			s 3.07	s 6.40	s 8.40	4.28			l			6.10	3.10				11.55AM 12.45PM		f10.55	3.00
	CX 4	MARTINS BLUFF	113.6		1.33			997 3.15	6.48	8.47	4.38						6.22	3.30				f 1.00		f11.10	3.20 f 3.35
	CX 9		118.4	s 5.25					s 6.58	s 8.57	4.48			<u>-</u>			6.35	3.50				s 1·20		s11.45M	
W	CX15	RG RIDGEFIELD D	123.8	s 5.38	s 1.53		ļ	s 3.37		}	5.00				<del></del>		6.50	4.10				s 1 45 2.10		12.01PM 5 1.00	s 4.15
	CX21																7.05	4.25	Ī			407		<del></del>	
- útr	CX23	3.3		f 5.50	1			1 3.48	7.18	9.17	5.12					900 000 0						1 2.30		1.15	
	CX25	2.8 Cross Over		1 5.57				1 3.54	7.25	9.22	5.19					See page 8	7.15	4.35				1 2.50	-	1 1.25	
		3.1 Cross Over	135.1		2.15			3.59	7.30	9.27	5.25					L 8.05AM A 8.20AM		4.45			-	3.00		1.35	1
X	CX29	MX VANCOUVER Cross Over DN S.P.&S 8.2 Track Conn.	156.2	AS 6.1 UAM	As 2.20PM			As 4.05PM	As 7.35PM	A\$ 9.32Pm	M8 0.25 AIII					A 8.2UAII	K 7.35AM	A 3.00AIII	1			A 3 10PM		A 1.55PM	A 5.00
		BETWEEN	VAN	COUVER	AND PO	RTLAND	TRAINS	WILL BE	GOVER	NED BY	SPOKAN	E, PORTI	LAND AN	D SEATT	LE RAIL	WAY TIN	IE TABL	E AND R	ULES.	· · · · · · · · · · · · · · · · · · ·		1			
WTCY		CITY LIMITS (Guilds Lake Yard) 1.8	146.4														A 8.45M								
WCOT	2121	VC PORTLAND DN	148.2	A 6.45M	A 2.55PM			A 4.40PM	A 8.10PM	A10.10PM	A 6.15AN														
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex.Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Mon. Wed. Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun	Ex. Sur
		Time Over Subdivision		4 25	A 97	10		0.50				49		10			6 51		=	2 10			3.25		-

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 VANCOUVER AND McCARVER STREET AND BETWEEN STADIUM AND TACOMA UNION STATION.

STAFF SYSTEM BETWEEN STADIUM AND McCARVER STREET. SPECIAL INSTRUCTIONS PAGES 9, 12, 13 AND 14

.42

.25

.10

13.2 13.2 12.4 19.5

.10

.15

6.51

7.47

17.2 12.6

. 50

2.10

13.0 6.1

.45

8.25

3.25

9.7 15.8 10.4 11.0

7.56 6 53

4.42

4.27

22.8 31.3 30.2 30.6 29.0 21.5 11.0

2.58

3.04

	STWARD.									MAIN	DIVISI							Carlo Angularia					
	Time Table No. 49			,			FIRS	T CLASS			,				OND CL				1		RD CLA	<del>~~~~</del>	
g	May 20, 1923.	y of	402	408	422	456	458	466	562	564	592	594	514	516	588	680	692	964	966	970		976	978
fron	Succeeding No. 48B	)aoit,	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Tue. Thur. Sai.	Ex. Sun.	Ex. Sun.		<del> </del>	Ex. Sun.
Distance Portland	STATIONS Telegraph Offices and Calls	Car Cap Sidings	Nor. Pac. Seattle Express	Nor. Pac. Seattle Passenger	Nor.Pac. Grays Harbor Limited	Great Northern	Great Northern	Nor. Pac. Grays Harbor Passenger	O-W.R.&N Tacoma- Seattle Express	O-W.R.&N Seattle Express	Nor. Pac. Willapa Harbor Passenger	Nor. Pac. Willapa Harbor Limited	Nor. Pac. Mixed	O-W.R.&N Mixed	Nor. Pac. Mixed	Nor. Pac. Time Freight	O-W.R.&N Time Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	O-W.R.&N Way Freight	O-W.R.&N Way Freight
	TACOMA D. N. Q Union Station 0.4 Cross Over		A 5.05M	A 1.20PM			V		A 0.15N	A 4.50M						A 3.21M			A 3.30PM		,		
146.4	OW. R. & N. Co. CONNECTION		M 0.00	A 1.20/-					M S.IOF	# ±.00~							A 412M					<b>A</b> 10.45	
146.0 144.0	NX STADIUM DN	]	4.57	1.12	E E			Ä	9.07	4.37	<u> </u>					3.11	4.02	İ	3.12			10.32	ĺ
143.6	McCARVER ST. DN		4.55	1.10	LAI			LA]	9.05	4.35						3.09	4.00		3.10			10.30	
136.7	SX SIXTH AVENUE DN 6.0 Cross Over	E 73	4.40	f12.57	Page			VIA ERICAN LINE See Page	f 8.52	f 4.17						2.38	3.35		<b>5 2.4</b> 5			<b>\$10.00</b>	
130.7	UO STEILACOOM DN		4.25	s12.46	See	Z	N.	ERIC L See	f 8.41	f 4.00	Z H				-	2.18	3.10	Z H	\$ 2.10			s 9⋅30	
128.7		E 73	4.20	12.42	AMI		9 5 E	ΑMI	1 8.37	3.53	, LII					2.10	3.00	, E	f 1.50			f 9.00	
122.0	6.7 Cross Over NU NISQUALLY DN	W 73	s 4.07	s12.32	As 7.20PM	IRI) Page	AIR	A11.53M	s 8.25	f 3.35	IR IF					1.45	2.35	Pag	s 1·20			s 8.30	
118.2	3.8 Cross Over SR ST. CLAIR DN	50	3 5 5		Ls 7.10PM	PRAIRIE LINE See Page 5	PRAIRIE: LINE See Page 5	s <b>L</b> 11.43#	8.16	f 3.25	PRAIRIE See Page E					1.35	2.20	PRA	L 1.00PM			s 8.00	
116.6	1.6 Cross Over KYRO P	₩ 73		12.24	See page 4	<u> </u>	VI V	S	f 8.13	f 3.22	_ 4		<b></b>			1.28	2.15		See Page 4			s 7.50	
111.5	MA CHAMBERS PRAIRIE DN			f12.17		>			s 8.05	f 3.10	. >					1.08	2.00					<b>⋾</b> 7⋅30	
108.9	PLUMB P	W 73		12.13					f 7.58	f 3.00		<del></del>				1.00	1.30	l				s 6⋅50	
103.4	5.4 Cross Over NO TENINO DN			812.04					s 7.49	• 2.48						12.31	1.11					s 6·30	
102.9	0.5		3.27	12.03PM		1 4.43m	A 1.49№		7.48		Ā11.05M					12.30	1.10	A 6.40AM				6.15	
99.7	BU BUCODA D	W 74 60	3.20			1 4.37	1.42		s 7.42		\$10.55					12.05M	12.55	s <b>6</b> .30				s 6.00	
	5.1 Cross Over WABASH P					. <del>2</del> .31	1.42						A12.15PM	A 1.10P									
94.6	2.2 CN CENTRALIA DN	500	3.05	1145		4.05	1 20		7.30	3.20	<u>\$10.40</u>		L12.10N			11.30P#	12.30 12.05	L 6.00M		A 4.15PM	A 2.00PM	L 5.30AM	2.30PM
92.4	3.7 Cross Over		3.05 s 2.55 s 2.45	\$11.45 \$11.35		4.25 4.20	s 1.30 s 1.25		7.30 5 7.25	2.20 5 2.00	\$10.40 10.35 \$10.25						12.05AH 11.50PM				s 1.45		s 2.15
88.7	CH CHEHALIS Cross Over D C.M.&St.P. 0.9 Tk Con	W 36	3 2.40	\$11.25		<b>s</b> 4.10	8 1.15				10.25									L 3.35№			
87.8	CHEHALIS JCT.   P	E 72	. 0.30	e1107				·	s 7.00	1.35	See page 8					10.27	11.25			See page 8			1.50
81.3	3.1 Cross Over		\$ 2.30			1 3.55					DOU PARC O					10.27	11.15				12.25 g 12.14 PM		1.20
78.2	EVALINE 3.1 WI WINLOCK D	Spur		110.57		1 3.50	12.52		6.52	1.30						10.07	11.05				s11.59AM		s 1.05
75.1	6.5 Cross Over	l	f 2.15	<u> </u>		3.40			6.43	1.22						9.47	10.45				11.15		'458
68.6	2.7 Cross Over		f 2.00			3.27			s 6.28	1.10							10.45	<u> </u>			f11.00		\$ 12.35PM 11.59AM 11.50
65.9	OLEQUA 6.9		f 1.52				12.23		6.21	1.06								<u> </u>					11.30
59.0	6.3 Cross Over		\$ 1.40				<b>812</b> .10™		\$ 6.08								10.18				*10.41 * 9.20 * 1 9.00		10.45
52.7	OSTRANDER 3.6 Cross Over		f 1.28				11.57M		s 5.55							9.02				<u> </u>	8 8.45		\$10.30
49.1	5.7 Cross Over		s 1.20			<b>2.49</b>	811.51	,	5 5.47							8.54	9.52	·					1 9.55
43.4	CARROLLS 4.5		f 1.10			f 2.37	11.39			12.34						8.41	9.40	<u> </u>			f 7.45		
38.9	KA KALAMA DN 4.3 Cross Over	E 66 W 88	s 1.00	978		s 2.28	s11.30		s 5.25							8.32	9.30				7.30 • 6.30		\$ 9.404 9.208
34.6	MARTINS BLUFF 4.8		12.49	9.23		2.18	11.20		1 5.13							8.23	9.17				f 6.15		f 9.05
29.8	5.4 Cross Over	1	\$12.41			<b>8 2</b> ·10	s11.11		s 5.05							8.13	9.05				\$ 6.00		s 8.50
24.4	RG RIDGEFIELD D 5.2 Cross Over	E 114 W 93	s12.31	s 9.05		f 1.58	s11.00		s 4.53	12.06	4					8.01	8.50				5 5.45		s 8.20
19.2	KNAPP 3.3		f12.21			1.50	10.50		1 4.43	11.59 <sup>Pl</sup>						7.50	8.39				1 5.27		1 7.50
15.9		Spur	112.15	s 8.50		1.45	10.45		1 4.36	11 54						7.43	8.31				1 5.20		1 7.35
13.1	VANCOUVER JCT. P 3.1 Cross Over		12.10	8.45		1.40	10.40		4.30	11.50					A11.10A	7.37	8.25				5.10		7.25
10.0	MX VANCOUVER Cross Over DN 8.P.&S. 8.2 Track Conn.	1000	L12.05M	Ls 8.40M		Ls 1.35P	L10.35A		Ls 4.25P	L11.45P	M.				L1 1.00A	L 7.30P	L 8.15P				L 5.00A		L 7.15M
1 0	BETWE    CITY LIMITS (Guilds Lake Yard)	EN VAN	COUVER	AND PO	RTLAND	TRAINS	WILL B	E GOVER	RNED BY	SPOKAN	NE, PORT	LAND A	ND SEAT	TLE RAI	LWAY T	ME TAB		RULES.	7			ĵ ·	T
0.0	VC PORTLAND DN	1000	L11.30P	L 8.05#		1 1 000	L10.00AM		1 4.009	L11.15P	<b>1</b>					<b>5</b> 0.00			-				,
J. U	I ORIBIND DIV		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Paily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Tue. Thur. Sat	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	Time Over Subdivision	l	4.45	4.30	.10	3.03	3.09	.10	4.45	4.45	.45	. 20	.05	.10	.10	7.26	7.32	.40	2.30	.40	5.53	5.15	6.19
	Average Speed Per Hour		28.7	30.8	22.8	30.4	29.2	22.8	28.7	28.7	20.1	13.8	26.4	13.2	18.6	18.4	18.1	13.3	11.3	6.9	14.0	10.3	13.0

STAFF SYSTEM BETWEEN STADIUM AND McCARVER STREET.
MANUAL BLOCK BETWEEN STADIUM AND TENINO

AUTOMATIC BLOCK BETWEEN TENINO AND VANCOUVER DOUBLE TRACK BETWEEN TACOMA UNION STATION AND STADIUM, AND BETWEEN McCARVER ST. AND VANCOUVER.

SPECIAL INSTRUCTIONS PAGES 9, 12, 13 AND 14.

EASTWARD.						-			(	S GRAY'S	ECON!	D SUBI	DIVISION OCOS	ON. TA BRAI	NCH)										
	<u> </u>	<del></del>				F	IRST CL	ASS							SECONI	D CLASS	5				TH	IRD CLA	SS		-
ime Table No. 49 May 20, 1923.	from	422	466	500	578	582	584							694	698				-	968	I	l	I I	***************************************	-
Succeeding No. 48-B.	ance	Daily	Daily	Daily	Daily	Daily	Daily							l	Ex. Sun.		_		Ex. Sun.			Ex. Sun.			-
elegraph Offices and Calls	Dist	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M &St.P Passenger 118	O-W R.&N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger						<u></u>	Nor. Pac. Freight	C.M.&St.P Freight 162		_		Nor. Pac. Way Frt. See page 2.	Way Frt.	Way Frt.	O-W.R.&N Way Frt.	Freight		_
		See page 2 A 7.1 OP# 8 423			44					ļ	<u> </u>	-					<del> </del>		As 1.00PM						1
UNION MILL P	97.6	s 423 s 7.03	8 811.37										<b></b>				-		•12.50						
1:.5 LACEY P	l i	s 7.00							<del></del>	-		<del> </del>					-		\$12.10™						
5.0 OLYMPIA DP		6.45 6.36				A 1.30PM	A 9.20PM		<u> </u>	<del></del>									[11.45W 421						
UMWATER SPUR CROS. 4.7	90.5	6.36	11.12			3	3					l													
BELMORE P	85.8	f 6.24	f11.00			f 1.18	f 9.08																		_
LITTLE ROCK D	79.2	s 6.10	s10.46			s 1.04	s 8.54																		.
BORDEAUX JCT. P	78.0	s 6.07	<b>10.42</b>			f 1.00	f 8.50			2										S					_
	76.1	6.03	s10.38		***	f12.55	f 8.45							See page 5						See page 5					-
GATE DN 4.9	i I	5.55 mg	*10.305 10.205			L1 2.45P# 421	L 8.35PM							A 7.10PM			<u> </u>			A = 2.50PI			-		-
OAKVILLE DP 6.9	67.0	5 5.37	\$10.10 967											6.55						• 2.35 • 2.05					-
LYTLE P 1.0	60.1		9.55											6.35			ļ			• 2.00 • 2.00				·	-
1.6		5 5.20												6.30						• 2.00 • 1.50					-
5.0	1 1	5 5.16												6.25			<u> </u>		1		<u> </u>				-
3.7	i 'l	5.05												6.10						1.30PM 10.30AM 10.15	967				-
SATSOP DP 1.9		s 4.56												5.47			ļ			• 10.15 • 9.55					-
BRADY 4.1	ļ I	s 4.51												5.42											-
MONTESANO DNP R.&N. 8.1 Track Conn.		s 4.41	s 9.14 968											5.32		·		I		9.40% 8.50÷					-
ABERDEEN JCT. DP	18.3										-					· · · · · ·		<b> </b>							<u> </u> -
JUNCTION CITY 0.6	17.4																						-		i-
COSMOPOLIS JCT.	16.8																<del></del>					<sub>7</sub>	3.05P		-
COSMOPOLIS D R.&N. 1.4 Track Conn.	18.2																						3.00		-
COSMOPOLIS JCT.	16.8										:														-
W. R. & N. Co. Crossing Track Conn. SOUTH ABERDEEN	15.9					-			•					-								.	2.55		
10.7 MARKHAM	5.2						<u> </u>					<u> </u>											2.30		_
2.5	2.7						-																2.10		Ī
OCOSTA P 2.7 BAY CITY	0.0									ļ	·							<b></b>			- <del></del>	I	1.55PF		Γ
ABERDEEN JCT. DP		1 4.24	7 9 5 5						·					5.05						8.15			- 001		-
3.1				8 1.20PM	A11.00PM						<u> </u>				A 5.15PM					• 7.35		6.00 PM			Γ
ABERDEEN DN R.&N. 3.6 Track Conn. HOQUIAM DN 3.5		4.15 4.10		1.05P										1	5.00P					7.15A	11.15AM	5.30PM			r
3.5 RAYS HARBOR CITY	24.5	L 4.00PM	8.20 f 8.08	- 1.00	423									967		<del></del>					11.00	- 0.5011			
4.4 GRAY GABLES	20.1		1 7.56										<del></del>					I			10.45				-
1.6 CHENOIS CREEK	18.5		1 7.52														-				10.30				Γ
2.0 BURROWS	16.5		7.47			<del>-,</del>				<u> </u>								<b> </b>			10.20				
TULIPS P	15.3		5 7.43										l						<del></del>		10.10				1
0.7 WILDERNESS	14.6		s 7.40					<u> </u>	-								·				10.05				-
2.5 COPALIS	12.1	<u> </u>	7.33	- <del></del>													-				9.55				-
3.2 CARLISLE D	8.9		7.25							<u> </u>	<del></del>						-				9.40				
ONSLOW	7.9		7.21								- :	-									8.15				-
STEARNSVILLE	6.0		7.16																		s 7.55				
ALOHA	4.1		s 7.11			<del></del>				·	<del></del>		· · ·	<del></del>	-	<del></del> -	-				<b>7.40</b>				
PACIFIC BEACH	2.4		5 7.07		-		<del> </del>				<u> </u>		incom-				<del> </del> -	<del></del>			• 7.25				
SUNSET BEACH	1.0		1 7.03							-	<u> </u>			******					=		f 7.15				
MOCLIPS D	0.0		7.00AN							-		<u> </u>									L 7.10AN Tu. Thur.		Tues.		- -
		Daily	Daily	Daily	Daily	Daily	Daily			-				Ex. Sun.					Ex. Sun.	Ex. Sun.	& Sat. 4.05	Ex. Sun.	& Fri.		- -
Time Over Subdivision Average Speed Per Hour		2.48 25.8	4.10	.15	.20 10.8	25.6	25.6							2.40 16.5	14.4		134		7.5	3.45	7.0	7.2	15.6	**	-
			47.1	47.2	10.0	1 -2.0				1	1	l		1			1	1	ı			, ,			-1

5

							•		1			1							
THIRD CL	.ASS		FIRST	CLASS		·	es, and	1		Time Table No. 49					FIRST	CLASS		THIRD	CLASS
	985		519	· [	.]	1	Scal Wyes	abers	8	May 20, 1923.	ağ.	h					528	986	
	Nor. Pac. Way Frt.	Nor. Pac Passenger	OW. R. R. & N. Passenger	OW. R. R. & N. Passenger	Nor. Pac. Gray's Har. Passenger	Nor. Pac. Passenger	r, Fuel tables, Limits	un Nun	nce fro	Succeeding No. 48B.  STATIONS	ance fro	Capacit	Nor. Pac. Grays Har- bor Limited	Nor. Pac. Passenger	OW. R. R. & N. Passenger	OW. R. R. & N. Passenger	Nor. Pac. Passenger	Nor. Pac. Way Frt.	
	Ex. Sun.	Ex. Sun	Ex. Sun.	Ex. Sun.	Daily	Daily	Wate Turn Yard	Statie	Distance Lakeview	Telegraph Offices and Calls	Dista	Car C	Daily	Daily	1	Ex. Sun.		Ex. Sun.	
	L 8.00AM				Ls 6.35P	L10.43M		1985	0.0	VA LAKEVIEW DN 2.5	11.6	52	A 7.55PM	Ā12.20™ s				As 3.55PM	
	8.10				f 6.39	10.47	C	K 2	2.5	COUNTRY CLUB	9.1		t 7.47	12.15				1 3.47	
	f 8.12				6.40	10.48	C	K 3	3.0	TILLICUM 1.5	8.6	33	7.46	12.14				1 3.45	
	s 8⋅20				1 6.43	f10.50	C	K 5	4.5	MURRAY 3.2	7.1	23	1 7.43	112.11				s 3.40	$\top$
	A 8.30AM	L10.15	L 8.00PM	L 5.25PM	s 6.55	<b>\$11.00</b>	wx c	K 7	7.7	D AMERICAN LAKE DN 3.9	3.9	31	s 7.35	s12.05PM	A 5.50PM	A 8.40PM	A12.40PM	L 3.30PM	_
		A10.25	M A 8.10PM	A 5.35PF	As 7.05PM	A11.10AM	X	8 24	11.6	NU <b>NISQUALLY</b> DN	0.0	25	L 7.20M	L11.53AM	L 5.40PM	L 8.25PM	L12.27PM		
				1	See page 1	See page 1													-
	Ex. Sun.	Ex. Sun	. Ex. Sun.	Ex. Sun.	Daily	Daily	,		-				Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	_
	.30	.10	.10	.10	.30	.27				Time Over Subdivision			.35	.27	.10	.15	.13	.25	
	15.	23.4	23.4	23.4	23.2	24.2				Average Speed Per Hour			20.0	24 2	23.4	15.6	17.9	18.4	

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

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

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

WESTWARD.

# FOURTH SUBDIVISION. (PRAIRIE LINE)

EASTWARD.

THIRD	CLASS				FIRST (	CLASS						Ti.	ne Table No. 49					FIRST	CLASS			TH	RD CLASS	
997	985	963	5	91	459	457	423	421	Scales Wyes nits.	iber	я	111	May 20, 1923.	n tion		422	456	466	458	592	964	986		
Ex. Sun.	Ex. Sun.	Mon., Wed.,Fri.	D	aily	Daily	Daily	Daily	Daily	uel, bles, d Lin	Z	ion ion		Succeeding No. 48B.	from	acity	Daily	Daily	Daily	Daily	Daily	Tue.,Thur.,Sat.	Ex. Sun.		
Great Northern Way Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	Wi	r. Pac. illapa arbor	Great Northern	Great Northern	Nor. Pac. Grays Harbor	Nor. Pac. Passenger	Water, I Furn Ta and Yar	Station	Distance Reservat		STATIONS egraph Offices and Calls	Distance Tenino J	Car Capacity of Sidings	Nor. Pac. Grays Harbor	Great Northern	Nor. Pac. Passenger	Great Northern	Nor. Pac. Willapa Harbor	Nor. Pac. Way Freight	Nor. Pac. Way Freight		
Freight	Freight	L LOIRUE		senger			Express								-	Limited				Passenger	Freight	Freight		
Via Drawbridge Line			L 9	9.40AM I	L 3.05PM	L11.35AM	L 6.10™	L10.20AM		1977	2.1	Q	TACOMA DN Union Station 0.2 Crossover	39.2		A 8.20PM	A 6.0 <b>5</b> ™	A12.45PM	A 3.10PM	A12.35PM	Via Dra wbridge Line	Via Drawbridge Line		
L 7.05AN	L 7.15AM	L 8.15AM	9	9.42	3.07	11.37	6.12	10.22	l		2.3	AX	15th ST. TOWER DN 4.4 Crossover	<b>3</b> 9.0		8.15	6.00	12.40	3.05	12.30	A10.50AM	A 4.30PM		
7.30	s 7.45	s 8.45	s 9	9.55	3.20	11.50	<b>86</b> ⋅25	\$10.35 964	WO TX	1981	6.7	SU	SOUTH TACOMA DN 3.6	34.6	70	s 8.05	5.50	<b>\$12.30</b>	2.55	s12.20	10.30 421	<b>\$4.10</b>		
1 7.40	As 8.00AM	1 9.00	s 1 (	0.02 964	1 3.27	111.57AM	As 6.35M	A10.43A		1985	10.3	VA	LAKEVIEW DN 5.0	31.0	52	L 7.55P	s 5.40	L12.20%	1 2.45	s12.12	1 9 42	Ls 3.55PM		
f 7.50		1 9.25	f1C	0.10	3.35	1 2.05№ 592				1990	15.3		HILLHURST 6.0	26.0	52		f 5.32		2.38	f12.05PM 457	s 9 25			
s 8·10		9.55 10.30 <sub>591</sub>	s1 0	0.20 963	s 3.47	<b>\$12.21</b>			W	1996	21.3	RY	ROY D 5.5 Lap Siding	20.0	E 62 W 67		• 5.22		1 2.28	s11.52AM	s 9.00			
s 8.30 964		•11.00	s10	0.30	1 3.57	f12.32				2002	26.8	YA	YELM D 5.5	14.5	74		f 5.10		f 2.18	s11.40	s 8.30			
s 8.45		■1 1 2 8 AM 592	s10	0.40	f 4.07	f12.45				2007	32.3	RA	RAINIER D 4.2 Lap Siding	9.0	E 64 W 73		1 5.00		f 2.08	s11.28 963	s 8.00			
f 9.00		f12.05PM	f10	0.48	1 4.14	12.52				2011	36.5		McINTOSH P	4.8	74		f 4.53		2.00	f11.18	s 7·30			-
s 9·20		12.25 1.05 457	\$10	0.58	<b>4</b> .24	\$ 1.00 963			X	2015	41.1	TN	WEST TENINO D	0.2	36		<b>4.4</b> 5		s 1.51	s11.08	s 7.00			
A 9.25AM		A 1.10PM	A11	1.00M 592	A 4.26M	A 1.02PM			W X		41.3		TENINO JUNCTION	0.0	E 73 W 74		L 4.43P		L 1.49P	L 11.05#	L 6.40A			-
See page 1		See page 1	See	page 1	See page 1	See page 1											See page 2		See page 2	See page 2	See page 2			
Ex. Sun.	Ex. Sun.	Men.,Wed.,Fri.	D	Daily	Daily	Daily	Daily	Daily							_	Daily	Daily	Daily	Daily	Daily	Tue.,Thur.,Sat,	Ex. Sun.		
2.20	.45	3.40		1.20	1.21	1.27	25	.23					Time Over Subdivision		_	.25	1.22	.25	1.21	1.30	3.50	. 35		
16.9	10.7	10.6	29	9.4	29.1	27.0	19.7	21.4	ľ		·	A	Average Speed Per Hour		. [	19.7	28.7	19.7	29.1	26.1	10.2	13.7		

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

AUTOMATIC BLOCK BETWEEN TACOMA AND SOUTH TACOMA.

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

DOUBLE TRACK BETWEEN TACOMA AND SOUTH TACOMA.

SPECIAL INSTRUCTIONS PAGES 10, 12, 13 AND 14

WESTWARD.				BUCKL	.EY I			H SUBDIVISION. NETT AND WILKESON		ANCH	(ES)			E	ASTWARD.		
SECOND CL/	.ASS	<del></del>	FIRST CLASS	1 7			T	ma Table No. 40	<del></del>	70	I FIRST CLAS	s l	s	ECOND (	CLASS	TI	HIRD CLAS
	1	523	i i	7	nits.	from	* Tn	May 20, 1923	from	Boity			1				1
	.	Ex. Sun.			d Lin	to.	4	Succeeding No. 48B	ance	Cap	Daily					Ex. Sun.	_
	Mixed	Mixed			Yar	i Dis	A Te	legraph Offices and Calls	Dist	Car	Passenger					Way Frt.	_
			L 4.1	5PM	A .	1 0	.0 GV			-	A 9.05AM					A 1.05P	4
BETWEE	N PALM	ER JCT.	AND KANASKAT TR/	INS W	ILL F	Æ GC	)VER!		/ISI/	ON TI	ME TABLE AND S	PECIAL INST	RUCTIO	NS	<u> </u>	-	<u> </u>
	,		L 42	OPM	19	32 1	.2 JC	PALMER JCT. D	43.4	70	A 8.55A		and the same of th			Af 1.00Pf	
			f 4.2	3 W	19	33 2	.1		42.5	30	1 8.52					f12.45	
		,	\$ 42	6	19	34 3	.4		41.2	Spur	f 8.48					112.30	
	,		s 4·2	9	19	36 4	.7	CUMBERLAND 8	89.9	1	1 8.44	-				f12.01P	
	1		4.3	1	19	37 5.	.5	NACO 2.0	39.1	52	8.42					f11.50A	
	1.		f 4.3	5	19	39 7	.5	VEAZIE 3.4	37.1	Spur 10	8.37					11.25	
			\$ 4.4	5	19	12 10.	.9 CW	ENUMCLAW D 3	33.7	52	* 8.30 971	* * * * * * * * * * * * * * * * * * *				\$11.00	
			\$ 4.5	5	19	15 14.	.3 BK	BUCKLEY D	30.3	60	• 8.20					10.00 • 9.20 971	
	<u> </u>		5.0	5 X	19	19 18	.6	CASCADE JCT.	26.0		8.07			.		8.50	
					СС	4 0.	.0	MORRISTOWN 2.0	3.4	24							
L	L 8.4 OAM			0	CC	2 2.	.0 BN	BURNETT D	1.4	63			A 8.30	AM			
	8.50				_	_	!		0.0					,			
				T	_			2.0									
	\$	3.00			СВ			4.1				\$11.20	)				
										.  .							
		<b>3.30</b>				1	1	3.4									
	.  8	4.00		T O	СВ	5 10.	4 WX	WILKESON D	4.4	82		\$10.10	)				
	, —	4.30	*		19	49 14	.8	CASCADE JCT.	0.0	1 1		9.30	5	1			
A	A 8.55AM	4.35PM	\$ 5.1	O WC	T 19	50 19	.7 50		24.9	52	s 8.04 972	L 9.28	5AN L 8.15	AM		8.45 526 \$7.00 596	j
	,		f 5.1	9	19	55 24	.2		20.4	73	1 7.50					f 6.30	7
	,		\$ 5.2	4 T X	19	58 26	.9 <mark>00</mark>		17.7	51	s 7.45					s 6.15	
	, —		f 5.3		_	81 80	.3		14.3	Spur 8	1 7.38		1	-		<b>5.</b> 30	
	, —		f 5.3	5	19	83 82	.4		12.2	25	1 7.35		-			\$ 5.10	
			A 5.4	OPW Y W	19	66 34	.8		9.8		L 7.30M			_		L 5.00A	ļ <del></del> -
TWEEN MEEKER AND	TACOM	IA UNION	STATION TRAINS	WILL B	E G(	VERI	NED I		COL	MA T	ERMINALS TIME	TABLE AND S	PECIAL	INSTRU	CTIONS.		
			A 6.1	OPM	19	76 44	6 Q	TACOMA DN	0.0	1	L 7.10M						
	Ex. Sun.	Ex. Sun.	Dail	<u>,                                    </u>			-	Olion Station		1	Daily	Ex. Sur	n. Ex. Su	n.		Ex. Sun.	·
	.15	1.45	1.2		-		-	Time Over Subdivision		·	1.25	2.10	0 .18	,		5.35	-
	SECOND CLA  BETWEEL  L  L  TWEEN MEEKER AND	SECOND CLASS  525  Ex. Sun.  Mixed  BETWEEN PALM  L 8.40M 526  8.50  L 8.40M 526  8.50  Ex. Sun.	SECOND CLASS	SECOND CLASS   FIRST CLASS   59     Ex. Sun.   Ex. Sun.   Daily     Mixed   Mixed   Passent     L 4.10   L 4.11     BETWEEN PALMER JCT. AND KANASKAT TRA     L 4.20   L 4.20     L 4.30   L 4.40     L 8.40   L 4.50     L 8.50   L 2.50     L 3.30   L 4.30     A 8.55   A 4.35   L 5.10     L 5.15   L 5.31     L 5.31   L 5.32     L 5.32   L 5.33     L 5.32   L 5.33     L 5.33   L 5.34     L 5.34   L 5.35     L 5.35   L 5.35     L 5.35   L 5.35     L 5.36   L 5.35     L 5.36   L 5.36     L 5.37   L 5.36     L 5.37   L 5.36     L 5.38   L 5.36     L 5.38   L 5.36     L 5.30   L 5.36     L 5.31   L 5.35     L 5.32   L 5.35     L 5.33   L 5.34     L 5.34   L 5.35     L 5.35   L 5.35	SECOND CLASS	SECOND CLASS   FIRST CLASS   Section   Secti	SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS   FIRST CLASS   Second	SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS   FIRST CLASS   567   1	SECOND CLASS

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.

VESTWARD.			S		H SUBDIVISION. EN RIVER BRANCH)				EA	STWARD.	WESTWARD. SEVENTH SU (CROCKER		EASTWAR
SECOND CLASS  533  Ex. Sun.  Mixed	531  Ex. Sun.  Mixed  L 1.10PW 532  s 1.20  1.50  s 2.00	Y W	CJ 7 CJ 7 CJ 6	Oistence from 1.6	Cime Table No. 49 May 20, 1923 Succeeding No. 48B STATIONS Telegraph Offices and Calls KERRISTON 1.6 HALMAR 5.9 HEMLOCK 0.8 BARNESTON 3.4	7.2	40	532 Ex. Sun. Mixed A 1.00PM 531 s12.50 12.10	Ex. Sun Mixed	ID CLASS	Time Table May 20, 3 Succeeding N Succeeding N Succeeding N Succeeding N Succeeding N Succeeding N Succeeding N Succeeding N Succeeding N Telegraph Offices WO CD 5 0.0 WINGAT 5.1  PARTY OF THE SUPERIOR TO OPPOSITE D	io. 48B  N S  and Calls  P  D  R  P  D  O  TRAINS OF THE SAME  TRAINS OF THE SAME	CLASS IN THE
L11.15A	2.30		CJ 4		KANGLEY JCT. 1.6 SELLECK 0.1	3.9		L11.30AM	A10.55	M	SPECIAL INSTRUCTIONS PARTIES OF THE STATE OF	BDIVISION	EASTWAR
f 11.25				13.0	YANDELL 0.6 YANGLEY JCT.	2.9		A10.40AM	f 10.45		Time Te	tble No. 49 20, 1923 ling No. 48B	
A11.30A	2.30 8 2.35		CJ 2	12.4	HIAWATHA .08  DURHAM 1.4	2.0	Spur 30	\$10.35 \$10.30			Telegraph (	TIONS Supplies and Calls Offices and Calls	
	A 3.00PM	w y ox		14.70		0.0	75	110.15M			0.0 LAKE (St. P. & T. Lt	KAPOWSIN r. Co. Camp No. 1) 1.3 P. Ry. Crossing 8.7	
Ex. Sun15	1.50 8.0				Time Over Subdivision  Average Speed Per Hour			1.55 7.6	.15 10.4		CE 8 2.3 PUYALLU	P RIVER JCT. 7.7 10 7.7 7.7 7.7 7.7 7.7 7.7 7.7 7.7 7.7 7.	
EASTWAR	D TRAINS A				AINS OF THE SAME C TIONS PAGES 11, 12,			OPPOSITE DI	RECTIO	N	EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF SPECIAL INSTRUCTIONS		4
WESTWARD.	•							N]		SUBDIVISIO	N .		EASTWARD

HIRD CLAS	' Sد	SECOND CLASS	1	FIRST C	CLASS				1	t J	Time Table No. 49				FIRST CLASS	SECOND CLASS	THIP	IRD CLA
987	967	693			577	505	-	- 2 5 3	mbers	9 9	May 20, 1923 Succeeding No. 48B	rom •• of	502	504	578	694	968	988
Ex. Sun.	Ex. Sun.	Ex. Sun.	.1		Daily		Daily	Table Limit	Ž.		STATIONS	g sog	Daily	Daily			Ex. Sun.	
O-W.R.&N N Way Frt. V	Nor. Pac. Way Frt.	Nor. Pac. Freight			O-W.R.&N Passenger 43	Nor. Pac. Passenger	Nor. Pac. Passenger	Water Turn Yard	Station	Quatra Patra	Telegraph Offices and Calls	Care C	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger 44	Nor. Pac. Freight	Nor. Pac. O. Way Frt.	O-W.R.&P Way Frt 52
L 8.004 L	7.30	L 3.30AM	1		L 3.00W	L 7.50%	L11.50M	WCY	2027	0.0	SCN CENTRALIA DN 2.2	13.6 50	00 A11.05M	A 6.30P	A 2.00M	A 8.05M	A 4.00M	A 9.45P
A 8.10AM	7.40	3.40			A 3.07M	7.56 694	11.55	x		2.2	OW. R. & N. Co. Crossing Interlocked Track Conn. C. M. & St. P. Ry. Crossing	11.4	10.55	6.20	L 1.30M	7. <b>51</b>	3.51	4 9.30 P
	7.42	3.41			<u></u>	7.57	11.56AN	W X		2.3	BLAKESLEE	11.8 7	71 10.54	6.19		7.50	<b>3.50</b>	
-	8.05	3.50				s 8.07	•12·05P		CK.51	6.4	.4 GRAND MOUND P	7.2 6	60 10.46	• 6.11		7.35	<b>3</b> .35	
	s 8.30	4.00			<u> </u>	s 8.17	•12-18		CK 47 1	11.0	ORH ROCHESTER DP	2.6 6	65 10.37	• 6.02		7.20	• 3.15	1
						: 4				11.0	0 C. M. & St. P. CROSSING 2.6	2.6						
	A 8.45M	M A 4.10AM	4	_	<del></del>	A 8.25P	A12.30P	WYX	CK4	13.6	.6 HK GATE D	0.0 8	82 L10.30M	L 5.55P	1	L 7.10PM	L 3.00PM	1
Ex. Sun.	Ex. Sun. see page 3	Ex. Sun. see page 3			Daily	Daily	Daily			1			Daily	Daily	Daily	Ex. Sun. see page 4	Ex. Sun. see page 4	Ex. Sun
_							-1	_			Time Over Subdivision		.35	.35	.80	.55	1.00	.15

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

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

CA PA

WESTWAR												<del></del>										
	RD.			1		CH SUBDIVISION ENDOTA BRANCH)					ASTWAI	RD.	WESTWARD.				TWE	ELFTH SUBDIVISION YACOLT BRANCH	N.		EASTWAR	യ.
SECOŅ	D - CLASS		, g			Time Table No. 49			]		D-CLASS			2d Class	and	Pers		Time Table No. 49	g 8	2d Class		
		513	Scale Wyenits.	£ E		May 20, 1923.		78	514					587	uel, Vyes mits.	Num	fron	May 20. 1923.	from er Jot.	588		
		Ex. Sun.	uel, Soles,	dmu	Distance from Mendota	Succeeding No. 48B.	from	oity	Ex. Sun.			-		Ex. Sun.	ter, I les, T les, V d Lin	lion	Distance Yacolt	Succeeding No. 48B.	Distance Vancouv Car Cap	Ex. Sun.		-
	<del></del>	Mixed	er, F r Tak Yard	N N	endo	STATIONS	ance	Capa	Mixed	-				Mixed	Yab Yar Yar	Sta	Dist	Telegraph Offices and Calls	Dist Van Sidi	Mixed		
		-	Wate Turn and	Stati	Dist		Distance f Wabash	Car Ca Siding	ļ					L 6.15AM	WY	CY 2	0.0	YC YACOLT D	26.9 35	A 1.00PM		
	-					Telegraph Offices and Calls								s 6.22		CY 2	25 2.2		24.7 Spur	\$12.50		
		L 1.15P	<b></b>	CO	0.0	MENDOTA P	8.6	24	A12.55P					f 6.35	<del> </del>	CY 2	6.6		20.3	f12.35		-
		f 1.25	х	CO 6	6 2.9	PACKWOOD 5.7	5.7	Spur 9	112.45									1.5				
		A 1.55P		2025	8.6	WABASH P	0.0		L12.15P					6.40		CYI	8.1	HEISON 1.8	18.8 31	\$12.30		
		Ex. Sun.	<del> </del>		1			ļ	Ex. Sun.					s 6.45		CY 1	7 9.9	CRAWFORD 2.9	17.0 Spur	5 12.20		
		.40				Time Over Subdivision			.40					s 7.05	W	CY 1	4 12.8		14.1 31	\$12.10PM		
	1	12.9	1			Average Speed Per Hour			12.9					s 7.25	<del> </del>	CYI	0 17.0	BRUSH PRAIRIE	9.9 26	s11 50AM		-
EASTWAF	RD TRAII	NS ARE	SUPER SPEC	IOR	TO T	RAINS OF THE SAME C RUCTIONS PAGES 12, 1	LASS 3 AN	5 IN 1 ND 14	THE OPP	OSITE D	IRECTION.	<b>'-</b>  -					_	1.7				-
														1 7.30			8 18.7	1.4	8.2	f11.43		
WESTW	ARD.					ENTH SUBDIVISIO	N	***		EA	STWARI	D.		1 7.35		CY	7 20.1	HOMAN 1.1	6.8 Spur	411.38	-	
THIRD CLASS	FIPCT	CLASS		<del></del>	( WIL	LATA HAKBUK LINE)		T	FIDET	CLASS	ı THIRD (	CLASS		1 7.40		CY	6 21.2	BARBERTON 2.3	5.7 Spur	4 111.33		
969	593	1	yes			Time Table No. 49		1	592	7	-			f 7.50	l	CY	3 23.5		3.4	f11.25		
			l, Sca imite	mber	from	May 20, 1923.	ă	ty of						A: 8.05M		CXo	5 2A 0	3.4 VJ VANCOUVER JCT. DP	0.0	L11.10AM		-
Ex. Sun. See page 1	Daily See page 1	Daily	Fuel able	N N	Si fr	Succeeding No. 48B.	e fro	paoi	Daily	Daily	Ex. Sun.				<u> </u>					5		
Way Freight	<del></del>	ļ <del></del>	ater, irn T d Ys	ation	Distance Chebalis	STATIONS	stance uth Be	Sali		See page 2	See page 2			Ex. Sun.			-	Time Over Subdivision		1.50		
		Passenger	¥Ţ ä	Sts		Telegraph Offices and Calls	ig &	రోజ్		Passenger	Fleight			14.6			-	Average Speed Per Hour		14.6		
L 6.40A	8.10PM	L12.07M	Y	2032	0.0	CHEHALIS JCT. P	56.5	Y	A10.15M	A 6.40PM	A 3.35M		EASTWARD TRAIL	NS ARE S	UPER	IÒR	TO TI	RAINS OF THE SAME CL	ASS IN TI	HE OPPOSIT	TE DIRECTION	٧.
					1.0	C. M. & St. P. RY. CROSSING Interlocked 2.4	55.5	5										CTIONS PAGES 12, 13 AF				
s 7.05	s 8.20	<b>12.15</b>		CW 2	8.4	A LITTELL D	53.1	24	\$10.07	• 6.33	s 3.10							,				
s 7.15	s 8.24	<b>12.20</b>		CW 5	4.7		51.8	8 29	s10.02	s 6.27	s 2.25		<u> </u>									
1 7.25	1 8 30	f12.27		CW 8		2.5							WESTWARD.			ጥፑ	IIDT	EENTH SUBDIVISI	$\mathbf{M}$		EASTWAR	RD.
		-12.21				RUNKED	40 2	2 0	4 0 5 4	1 600	I O O S	1			1.5		IIKI.		.011.			
\$ 7.55						2.9		Spur	_		1 2.05				± <sup>±</sup>		IIKI	ELMA BRANCH	.011.	•		
	1 8.38	<b>\$12.35</b>				BUNKER 2.9  CERES 2.5			\$ 9.47				SECOND CLAS	S	and	,	1 1	ELMA BRANCH	16	l si	ECOND CLASS	
∗ 8.20		\$12.35 f12.43	W2.4 m West		10.1	2.9 CERES	46.4		• 9.47	1 6.13			SECOND CLASS	S	uel, urn yes and nits.	umbers	from	Time Table No. 49 May 20, 1923.	16			
s 8.20		-	W2.4 m West	C W 10	10.1	2.9 CERES 2.5 MESKILL 3.6	46.4	30 Spur	• 9.47	1 6.13	s 1.40		SECOND CLAS	s   551	er, Fuel, es, Turn les, Wyes and 1 Limits.	,	from	Time Table No. 49 May 20, 1923. Succeeding No. 48B.	16	552		* * * * * * * * * * * * * * * * * * *
	f 8.44	112.43	W2.4 m West	C W 10	10.1	2.9 CERES 2.5 MESKILL 3.6 LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn.	43.9	30 Spur	s 9.47 f 9.40	f 6.13 f 6.06	s 1.40 s 1.20		SECOND CLASS	S	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	umbers	from	Time Table No. 49 May 20, 1923. Succeeding No. 48B. STATIONS	16			
s 8.20 s 9.30	f 8.44	-	W2.4 m West	C W 10	10.1 12.6 16.2 16.3	2.9  CERES 2.5  MESKILL 3.6  LUEDINGHAUS R.R.CROSS'G 0.1 Track Conn.  DR DRYAD 0.5	43.9	30 Spur 3 2 28	s 9.47 f 9.40	f 6.13 f 6.06	s 1.40 s 1.20		SECOND CLAS	551 Ex. Sun.	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits,	Station Numbers	1 1	Time Table No. 49 May 20, 1923. Succeeding No. 48B. STATIONS Telegraph Offices and Calls STIMSON	18	<b>552</b> Ex. Sun.		
s 9.30 592	f 8.44 s 8.54	112.43 12.53	W2.4 m West	C W 12	10.1 12.6 16.2 16.3 16.8	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	43.9	30 Spur 3 2 28	s 9.47 f 9.40	f 6.13 f 6.06	s 1.40 s 1.20		SECOND CLAS	551 Ex. Sun.	Water, Fuel, Scales, Turn Tables, Ware and Yard Limits.	Station Numbers	Distance from Stimson	Time Table No. 49 May 20, 1923. Succeeding No. 48B. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT	Distance from Elma Car Capacity of Sidings	<b>552</b> Ex. Sun.		
	f 8.44 s 8.54	112.43	W2.4 m West	C W 10	10.1 12.6 16.2 16.3 16.8	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	43.9	30 9 Spur 3 3 2 28	s 9.47 f 9.40	f 6.13 f 6.06	\$ 1.40 \$ 1.20 \$ 1.005 12.20		SECOND CLAS	551 Ex. Sun.	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	C H Station Numbers	Distance from Stimson	Time Table No. 49 May 20, 1923. Succeeding No. 48B. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1.4 HILLGROVE	Distance from Elma Car Capacity of Sidings	<b>552</b> Ex. Sun.		
s 9.30 592 s 9.50	f 8.44 s 8.54 s 8.58	\$12.43 \$12.53 \$12.57	W2.4 m West	C W 12	10.1 12.6 16.2 16.3 16.8	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 Interlocked 0.8  DO DOTY 4.7	40.4	4 30 Spur 3 Spur 3 Spur 3	s 9.47 f 9.40 s 9.30 969	f 6.13 f 6.06 s 5.56	\$ 1.40 \$ 1.20 \$ 12.20 \$ 12.15		SECOND CLASS	551 Ex. Sun.	Water, Fuel, Scales, Turn Tables, Wyes an Yard Limits.	C H 1	O Distance from Stimeon	Time Table No. 49 May 20, 1923. Succeeding No. 48B. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION	Distance from Elma Car Capacity of Sidings	<b>552</b> Ex. Sun.		
s 9.30 592 s 9.50	f 8.44 s 8.54 s 8.58	\$12.43 \$12.53 \$12.57	W2.4 m West	C W 16 C W 16 C W 17	10.1 12.6 16.2 16.3 16.8 7 17.6 2 22.3	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 1.3	46.4 43.9 40.3 40.2 39.8 38.9	30 Spur 3 Spur 3 61	s 9.47 f 9.40 s 9.30 geg	f 6.13 f 6.06 s 5.56	\$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15		SECOND CLAS	551 Ex. Sun. Mixed	Water, Fuel, Scales, Turn Tables, Wyes an Yard Limits.	C H 1 C H 1	0.0 Distance from 8 Stimson 72.5	Time Table No. 49 May 20, 1923. Succeeding No. 48B. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 McCLEARY JUNCTION 0.8	Bolatanoe from Distance from Bilatanoe from Bilatanoe from Spur 7 9.0 7.8 Spur 4 7.6	552 Ex. Sun. Mixed		
s 9.30 592 s 9.50 s10 10 11.30	f 8.44 s 8.54 s 8.58	\$12.43 \$12.53 \$12.57 \$ 1.10	W2.4 m West	C W 16 C W 16 C W 17	10.1 12.6 16.2 16.3 16.8 17.6 2 22.3	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 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn.  McCORMICK	46.4 43.9 40.3 40.2 39.8 38.9 38.9	30 Spur 3	s 9.47 f 9.40 s 9.30 geg	f 6.13 f 6.06 s 5.56 s 5.52 s 5.40	\$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.15 \$ 11.55		SECOND CLASS	551 Ex. Sun. Mixed	Water, Fuel, Scales, Turn Tables, Wyes an Yard Limits.	CH 10 CH 10 CH	0 0.9 Rittanon (100)	Time Table No. 49 May 20, 1923. Succeeding No. 48B. S T A T I O N S Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 McCLEARY JUNCTION 0.8	16.1 Spur 7 9.0 7.8 Spur 6 7.6 8.4 Spur 18	552 Ex. Sun. Mixed		
s 9.30 592 s 9.50 s 10 10 1 1.30 AM	f 8.44 s 8.54 s 8.58 s 9.11	\$12.43 \$12.53 \$12.57 \$ 1.10	W2.4 m West	C W 16 C W 16 C W 17	10.1 12.6 16.2 16.3 16.8 7 17.6 2 22.3	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 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9  WALVILLE	46.4 43.9 40.2 39.8 38.9 38.9 32.9 32.9	30 Spur 3 2 28 8 9 Spur 3 61	s 9.47 f 9.40 s 9.30 989 5 s 9.26 s 9.15	f 6.13 f 6.06 s 5.56 s 5.52 s 5.40	\$ 1.40 \$ 1.20 \$ 1.00 \$ 12.20 \$12.15 PM \$11.55 AM \$11.30		SECOND CLAS	551 Ex. Sun. Mixed  L 3.15Pi	Water, Fuel, Scales, Turn Tables, Wyes an Yard Limits.	CH 1 CH CH CH	0.0 Oguranos (Loudon 10.9 2.3 7 2.5 8 3.3 7 2.5	Time Table No. 49 May 20, 1923. Succeeding No. 48B. STATIONS Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 McCLEARY JUNCTION 0.8 McCLEARY JUNCTION 2.6	10.1 Spur 7 9.0 7.8 Spur 6 7.6 8.4 Spur 16 7.6	552 Ex. Sun. Mixed 7		
s 9.30 592 s 9.50 s 10 10 1 1.30 All -970	s 8.54 s 8.58 s 9.11 s 9.17 s 9.24	\$12.43 \$12.53 \$12.57 \$ 1.10	W2.4 m West	C W 16 C W 16 C W 17 C W 22	10.1 12.6 16.2 16.3 16.8 7 17.6 2 22.3 23.6 24.2 26.1	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 Interlocked 0.8  DO DOTY PL PE ELL 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn.  McCORMICK 1.9  WALVILLE 2.8  PLUVIUS  P	46.4 43.8 40.2 39.8 38.1 32.8 32.8 30.4	30 Spur 3 2 28 8 9 Spur 3 61	\$ 9.47 ! 9.40 \$ 9.30 \$ 9.26 \$ 9.15 \$ 9.08	\$ 6.13 \$ 6.06 \$ 5.56 \$ 5.52 \$ 5.40 \$ 5.33	\$ 1.40 \$ 1.20 \$ 1.00 \$ 12.20 \$12.15 PM \$11.55 AM \$11.30		SECOND CLAS	551 Ex. Sun. Mixed	Water, Fuel, Scales, Turn Tables, Wyes an Yard Limits.	CH 1 CH CH CH	0 0.9 2.5 7 2.5 8 3.3 7 2.5 5.1	Time Table No. 49 May 20, 1923. Succeeding No. 48B. S T A T I O N S Telegraph Offices and Calls STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 McCLEARY JUNCTION 0.8 McCLEARY JUNCTION 2.6 RAYVILLE 0.7	10.1 Spur 7 9.0 7.8 Spur 4 7.6 8.4 Spur 18	552 Ex. Sun. Mixed 7		
s 9.30 592 s 9.50 s10 10 11.30 s12.01 s12.20 f12.40	\$ 8.54 \$ 8.58 \$ 9.11 \$ 9.17 \$ 9.24 \$ 9.32	\$12.43 \$12.53 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22	W2.4 m West	C W 16 C W 16 C W 17 C W 22 C W 26	10.1 12.6 16.2 16.3 16.8 17.6 2 22.3 23.6 24.2 26.1 28.9	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 P 6.4  FR FRANCES DP	46.4 43.8 40.3 40.2 39.8 38.6 32.6 32.6 30.4	30 Spur 3 3 2 2 2 8 8 9 Spur 3 2 61 4 Spur 1 4 Spur 1	\$ 9.47 ! 9.40 \$ 9.30 \$ 9.26 \$ 9.15 \$ 9.08	f 6.13 f 6.06 s 5.56 s 5.52 s 5.40 s 5.33 s 5.27 f 5.20	\$ 1.40 \$ 1.20 \$ 1.005 12.20 \$ 12.20 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.10 \$ 10.40 \$ 11.10		SECOND CLASS	551 Ex. Sun. Mixed  L 3.15P  3.18	Water, Fuel, Weles, Turn Tables, Wyee an Yard Limits.	C H 1 C H C H C H	0.0 Distance from 0.9 0.9 2.5 3.3 7 2.5 5.1	Time Table No. 49 May 20, 1923. Succeeding No. 48B. S T A T I O N S 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. Cr. 0.2	16.1 Spur 7 9.0 7.8 Spur 4 7.6 8.4 Spur 18 7.6 5.0 Spur 4	552 Ex. Sun. Mixed 7 2.15 5 2.08		
s 9.30 s 9.50 s 10 10 11.30 s 12.01 s 12.20	\$ 8.54 \$ 8.58 \$ 9.11 \$ 9.24 \$ 9.32 \$ 9.50	\$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 17 C W 22 C W 24 C W 26	10.1 12.6 16.2 16.3 16.8 17.6 22.3 22.3 23.6 24.2 26.1 28.9 35.3	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 Interlocked 0.8  DO DOTY PL PE ELL 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9  WALVILLE 2.8  PLUVIUS 6.4  FR FRANCES DP 1.4  GLOBE	46.4 43.9 40.2 39.8 38.1 32.9 32.1 32.1 32.1 32.1 32.1	30 Spur 3 2 28 8 9 Spur 3 61 9 Spur 1 4 Spur 1 6 28 2 56	\$ 9.47 1 9.40 \$ 9.30 989 5 \$ 9.26 \$ 9.15 6 \$ 9.08 5 \$ 9.02 1 8.55	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	\$ 1.40 \$ 1.20 \$ 1.00 \$ 12.20 \$12.15 PM \$11.55 AM \$11.30 \$10.40 \$10.10 \$ 9.30		SECOND CLAS	551 Ex. Sun. Mixed  L 3.15P  3.18 5 3.25	Water, Fuel, Scales, Turn Tables, Wyee an	CH 10 CH CH CH	0 0.9 2.3 7 2.5 8 3.3 7 2.5 5.1 4 6.0	Time Table No. 49 May 20, 1923. Succeeding No. 48B. 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. Cr. 0.2 WHITE 4.1	10.1 Spur 19.0 Spur 4.1 Spur 4	552 Ex. Sun. Mixed  A 2.20PM  2.15 5 2.08		
s 9.30 s 9.50 s 10 10 11.30 All - 970 s 12.01 Pl s 12.20 f 12.40 s 1.00 1.57 S f 2.02	\$ 8.54 \$ 8.58 \$ 9.11 \$ 9.24 \$ 9.32 \$ 9.50	\$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 22 C W 26 C W 26 C W 37	10.1 12.6 16.2 16.3 16.8 17.6 22.3 22.3 23.6 24.2 26.1 28.9 35.3	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 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9  WALVILLE 2.8  PLUVIUS P 6.4  FR FRANCES DP 1.4  GLOBE 1.3	46.4 43.8 40.3 40.5 39.8 38.6 32.6 32.6 32.7 32.8	30 Spur 3 2 2 2 8 8 9 Spur 3 2 61 4 Spur 1 4 Spur 1 6 2 8 8 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8	\$ 9.47 f 9.40 \$ 9.30 969 5 \$ 9.26 \$ 9.15 5 \$ 9.08 5 \$ 9.02 f 8.55 \$ 8.30	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	\$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.20 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.0 \$ 10.40 \$ 10.10 \$ 9.30 \$ 9.05		SECOND CLAS	551 Ex. Sun. Mixed  L 3.15P  3.18 5 3.25  8 3.45  As 4.00P	Water, Fuel, Scales, Turn Tables, Wyee an	CH 10 CH CH CH	0 0.9 2.3 7 2.5 8 3.3 7 2.5 5.1 4 6.0	Time Table No. 49 May 20, 1923. Succeeding No. 48B. 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. Cr. 0.2 WHITE 4.1	16.1 Spur 7 9.0 7.8 Spur 4 7.6 8.4 Spur 18 7.6 5.0 Spur 4	552 Ex. Sun. Mixed  A 2.20Pl  2.15 5 2.08  L 1.40Pl		
\$ 9.30 \$ 9.50 \$ 10 10 \$ 11.30 \$ 12.01 \$ 12.20 \$ 1.00 \$ 1.57 \$ 2.02 \$ 2.10	\$ 8.54 \$ 8.58 \$ 9.11 \$ 9.17 \$ 9.24 \$ 9.32 \$ 9.50 \$ 9.55 \$ 9.59	\$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 16 C W 16 C W 16 C W 22 C W 26 C W 26 C W 37	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 28.9 3 26.1 28.9 3 35.3 7 36.7	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 Interlocked 0.8  DO DOTY PL PE ELL 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9  WALVILLE 2.8 PLUVIUS 6.4  FR FRANCES 1.4  GLOBE 1.3  BM LEBAM D	46.4 43.9 40.2 40.2 39.8 38.1 32.1 30.4 27.6 19.8	30 Spur 3 2 28 8 9 Spur 3 2 61 4 Spur 1 6 28 2 56 8 Spur 1	\$ 9.47 ! 9.40 \$ 9.30 969 \$ 9.26 \$ 9.15 \$ 9.02 ! 8.55 \$ 8.30 \$ 18.25	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 4.46	\$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.20 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.0 \$ 10.40 \$ 10.10 \$ 9.30 \$ 9.05 \$ 9.00		SECOND CLAS	551 Ex. Sun. Mixed  L 3.15P  3.18 s 3.25  & 3.45  As 4.00P  Ex. Sun45	Water, Fuel, Scales, Turn Tables, Wyee an	CH 10 CH CH CH	0 0.9 2.3 7 2.5 8 3.3 7 2.5 5.1 4 6.0	Time Table No. 49 May 20, 1923. Succeeding No. 48B. 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. Cr. 0.2 WHITE 4.1 EF ELMA D	10.1 Spur 19.0 Spur 4.1 Spur 4	552 Ex. Sun. Mixed  7 2.15 5 2.08 5 2.05 L 1.40M Ex. Sun40		
s 9.30 s 9.50 s 9.50 s 10 10 11.30 M s 12.01 M s 12.20 f 12.40 s 1.00 1.57 S f 2.02 s 2.10 f 2.20 f 2.25	\$ 8.54 \$ 8.54 \$ 8.58 \$ 9.11 \$ 9.24 \$ 9.32 \$ 9.50 \$ 9.55 \$ 9.59 \$ 10.07	\$12.43 \$12.53 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47 969 \$ 1.50 \$ 1.53 \$ 2.01	W2.4 m West	C W 16 C W 16 C W 16 C W 17 C W 22 C W 24 C W 29 C W 35 C W 37	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 26.1 28.9 35.3 7 36.7 38.0	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 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn.  McCORMICK 1.9  WALVILLE 2.8  PLUVIUS P 6.4  FR FRANCES DP 1.4  GLOBE 1.3  BM LEBAM D 3.2  NALLPEE	46.4 43.9 40.2 39.8 38.1 32.5 30.4 19.8 18.3 18.3	30 Spur 3 2 28 8 8 9 Spur 3 2 61 9 Spur 1 4 Spur 1 6 28 2 56 8 Spur 1 5 8	\$ 9.47 f 9.40 \$ 9.30 969 5 \$ 9.26 \$ 9.15 5 \$ 9.08 5 \$ 9.02 f 8.55 \$ 8.30 5 \$ 8.21	\$ 6.13 \$ 6.06 \$ 5.56 \$ 5.52 \$ 5.40 \$ 6.33 \$ 6.27 \$ 6.20 \$ 4.55 \$ 4.50 \$ 4.46	\$ 1.40 \$ 1.20 \$ 1.00 \$ 12.20 \$ 12.20 \$ 12.15 M \$ 11.55 AM \$ 11.30 \$ 10.40 \$ 10.10 \$ 9.30 \$ 9.05 \$ 9.00 \$ 8.43			551 Ex. Sun. Mixed  L 3.15Pl  3.18 s 3.25  6 3.45 As 4.00Pl  Ex. Sun45 11.2	X Mater, Fuel, Scales, Turn Tables, Wayes an Yard Limits.	CH 10 CH CH CH CH	0 0.9 0.9 2.5 8 3.3 7 2.5 5 5.1 4 6.0	Time Table No. 49 May 20, 1923. Succeeding No. 48B. S T A T I O N S 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. Cr. 0.2 WHITE 4.1 EF ELMA D  Time Over Subdivision Average Speed Per Hour	######################################	552 Ex. Sun. Mixed  7 2.15 5 2.08 5 2.05 L 1.40M Ex. Sun40 12.6	ECOND CLASS	
\$ 9.30 \$ 9.50 \$ 10 10 \$ 11.30 \$ 12.01 \$ 12.20 \$ 1.00 \$ 1.57 \$ 2.02 \$ 2.10 \$ 2.25 \$ 2.40	\$ 8.54 \$ 8.58 \$ 9.11 \$ 9.17 \$ 9.24 \$ 9.32 \$ 9.50 \$ 9.55 \$ 9.59 \$ 10.07 \$ 10.11	\$12.43 \$12.53 \$70 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.60 \$ 1.50 \$ 2.01 \$ 2.05 \$ 2.18	W2.4 m West	C W 16 C W 17 C W 17 C W 22 C W 24 C W 26 C W 35 C W 37 C W 38	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 26.1 28.9 35.3 7.36.7 38.0 41.2	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 Interlocked 0.8  DO DOTY PL PE ELL 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9  WALVILLE 2.8  PLUVIUS 6.4  FR FRANCES DP 1.4  GLOBE 1.3  BM LEBAM D 3.2  NALLPEE 1.1  HOLCOMB 4.2	46.4 43.9 40.2 39.8 38.1 32.5 30.4 19.8 18.3 18.3	30 Spur 33 22 28 8 9 Spur 3 2 61 4 Spur 1 6 28 2 56 8 Spur 1 5 8 3 Spur 1	\$ 9.47 f 9.40 \$ 9.30 969 5 \$ 9.26 \$ 9.15 5 \$ 9.08 5 \$ 9.02 f 8.55 \$ 8.30 5 \$ 8.21 5 \$ 8.13	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 4.46 s 4.38	\$ 1.40 \$ 1.20 \$ 1.005 12.20 \$ 12.20 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.10 \$ 10.40 \$ 10.10 \$ 9.30 \$ 9.05 \$ 9.00 \$ 8.43 \$ 18.40			551 Ex. Sun. Mixed  L 3.15P  3.18 s 3.25 s 3.45 As 4.00P  Ex. Sun. 45 11.2 NS ARE S	Water, Fuel, Wester, Fuel, Wester, Fuel, X A X	CH CH CH CH CH CH CH CH CH	######################################	Time Table No. 49 May 20, 1923. Succeeding No. 48B. S T A T I O N S 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. Cr. 0.2 WHITE 4.1 EF ELMA D Time Over Subdivision Average Speed Per Hour  RAINS OF THE SAME CL	10.1 Spur 7.6 Spur 4.1 Spur 4.	552 Ex. Sun. Mixed  7 2.15 5 2.08 5 2.05 L 1.40M Ex. Sun40 12.6	ECOND CLASS	
\$ 9.30 \$ 9.50 \$ 10 10 \$ 11.30 \$ 12.01 \$ 12.20 \$ 1.00 \$ 1.57% \$ 2.02 \$ 2.10 \$ 2.25 \$ 2.40 \$ 3.00	\$ 8.54 \$ 8.58 \$ 9.11 \$ 9.24 \$ 9.32 \$ 9.50 \$ 9.55 \$ 9.59 \$ 10.07 \$ 10.11 \$ 10.23 \$ 10.35	\$12.43 \$12.53 \$70 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.47 \$ 969 \$ 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 22 C W 24 C W 26 C W 37 C W 38 C W 37 C W 38	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 26.1 28.9 3.5.3 3.6.7 3.8.0 41.2 42.3 46.5	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 Interlocked 0.8  DO DOTY 4.7  PL PE ELL 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9  WALVILE 2.8  PLUVIUS 6.4  FR FRANCES 1.4  GLOBE 1.3  BM LEBAM 3.2  NALLPEE 1.1  HOLCOMB 4.2  MENLO P	46.4 43.9 40.2 39.8 38.1 32.9 32.1 32.1 19.8 18.8 16.1	30 Spur 33 22 28 88 9 Spur 3 61 4 Spur 1 6 28 2 56 8 Spur 1 5 8 Spur 3	\$ 9.47  f 9.40  \$ 9.30  \$ 9.89  \$ 9.08  \$ 9.02  f 8.55  \$ 8.30  \$ 8.25  \$ 8.21  \$ 8.13  \$ 8.10	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 4.46 s 4.38 s 4.35	\$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.20 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.0 \$ 10.40 \$ 10.40 \$ 10.10 \$ 9.30 \$ 9.05 \$ 9.00 \$ 8.43 \$ 8.40 \$ 8.25			551 Ex. Sun. Mixed  L 3.15P  3.18 s 3.25 s 3.45 As 4.00P  Ex. Sun. 45 11.2 NS ARE S	Water, Fuel, Wester, Fuel, Wester, Fuel, X A X	CH CH CH CH CH CH CH CH CH	######################################	Time Table No. 49 May 20, 1923. Succeeding No. 48B. S T A T I O N S 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. Cr. 0.2 WHITE 4.1 EF ELMA D  Time Over Subdivision Average Speed Per Hour	10.1 Spur 7.6 Spur 4.1 Spur 4.	552 Ex. Sun. Mixed  7 2.15 5 2.08 5 2.05 L 1.40M Ex. Sun40 12.6	ECOND CLASS	
\$ 9.30 \$ 9.50 \$ 10 10 \$ 11.30 \$ 12.01 \$ 12.20 \$ 1.20 \$ 1.57 \$ 1 2.02 \$ 2.10 \$ 2.20 \$ 2.40 \$ 3.00 \$ 3.30	\$ 8.54 \$ 8.54 \$ 8.58 \$ 9.11 \$ 9.24 \$ 9.32 \$ 9.50 \$ 9.55 \$ 9.59 \$ 10.07 \$ 10.11 \$ 10.23 \$ 10.35	\$12.43 \$12.53 \$12.57 \$ 1.10 \$ 1.16 \$ 1.22 \$ 1.30 \$ 1.50 \$ 1.53 \$ 2.01 \$ 2.05 \$ 2.18 \$ 2.30	W2.4 m West	C W 16 C W 16 C W 16 C W 17 C W 22 C W 24 C W 26 C W 37 C W 38 C W 37 C W 36 C W 46 C W 56 C W 56	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 26.1 28.9 35.3 7 36.7 38.0 41.2 42.3 46.5 50.5 50.5	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 Interlocked 0.8  DO DOTY PL PE ELL 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9  WALVILLE 2.8  PLUVIUS 6.4  FR FRANCES DP 1.4  GLOBE 1.3  BM LEBAM 3.2  NALLPEE 1.1  HOLCOMB 4.2  MENLO 4.0  WILLAPA 2.6  ND RAYMOND D 3.4	46.4 43.9 40.2 39.8 38.6 32.6 32.6 31.6 18.6 18.6 10.6 6.6	30 Spur 3 3 Spur 3 5 Spur 1 4 Spur 1 6 28 2 56 8 Spur 1 5 8 Spur 3 1 0 9	\$ 9.47 f 9.40 \$ 9.30 969 5 \$ 9.26 \$ 9.15 5 \$ 9.08 5 \$ 9.02 f 8.55 \$ 8.30 5 f 8.25 \$ 8.21 5 8.13 \$ 8.10	f 6.13 f 6.06 s 5.56 s 5.52 s 5.40 s 5.33 s 6.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.38 s 4.35 s 4.25 s 4.15	\$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.20 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.0 \$ 10.40 \$ 10.10 \$ 9.30 \$ 9.05 \$ 9.05 \$ 9.00 \$ 8.43 \$ 18.40 \$ 8.25 \$ 18.10			551 Ex. Sun. Mixed  L 3.15P  3.18 s 3.25 s 3.45 As 4.00P  Ex. Sun. 45 11.2 NS ARE S	Water, Fuel, Wester, Fuel, Wester, Fuel, X A X	CH CH CH CH CH CH CH CH CH	######################################	Time Table No. 49 May 20, 1923. Succeeding No. 48B. S T A T I O N S 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. Cr. 0.2 WHITE 4.1 EF ELMA D Time Over Subdivision Average Speed Per Hour  RAINS OF THE SAME CL	10.1 Spur 7.6 Spur 4.1 Spur 4.	552 Ex. Sun. Mixed  7 2.15 5 2.08 5 2.05 L 1.40M Ex. Sun40 12.6	ECOND CLASS	
\$ 9.30 \$ 9.50 \$ 10 10 \$ 1.30 \$ 12.01 \$ 12.20 \$ 1.67 \$ 2.02 \$ 2.10 \$ 2.20 \$ 2.40 \$ 3.00 \$ 3.30 \$ 3.45	\$ 8.54 \$ 8.58 \$ 9.11 \$ 9.17 \$ 9.24 \$ 9.32 \$ 9.50 \$ 9.55 \$ 9.59 \$ 10.07 \$ 10.11 \$ 10.23 \$ 10.35 \$ 10.50	\$12.43 \$12.57 \$1.10 \$1.16 \$1.22 \$1.30 \$1.50 \$1.53 \$2.01 \$2.05 \$2.18 \$2.30 \$2.45	W2.4 m West	C W 16 C W 16 C W 16 C W 17 C W 22 C W 24 C W 26 C W 37 C W 38 C W 37 C W 36 C W 46 C W 56 C W 56	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 26.1 28.9 35.3 7 36.7 38.0 41.2 42.3 46.5 50.5 50.5	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 Interlocked 0.8  DO DOTY PL PE ELL 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9  WALVILLE 2.8  PLUVIUS 6.4  FR FRANCES DP 1.4  GLOBE 1.3  BM LEBAM 3.2  NALLPEE 1.1  HOLCOMB 4.2  MENLO 4.0  WILLAPA 2.6  ND RAYMOND D 3.4	46.4 43.8 40.2 40.2 39.8 38.4 32.8 30.4 19.8 18.8 14.9 10.6 6.0 3.8	30 Spur 3 3 Spur 3 5 Spur 1 4 Spur 1 6 28 2 56 8 Spur 1 5 8 Spur 3 1 0 9	\$ 9.47 f 9.40 \$ 9.30 969 5 \$ 9.26 \$ 9.15 \$ 9.08 \$ 9.02 f 8.55 \$ 8.30 \$ 8.25 \$ 8.13 \$ 8.10 \$ 8.00 \$ 7.50 \$ 7.45	f 6.13 f 6.06 s 5.56 s 5.52 s 5.40 s 5.27 f 5.20 s 4.55 f 4.50 s 4.46 s 4.38 s 4.35 s 4.25 s 4.15	\$ 1.40 \$ 1.20 \$ 1.20 \$ 12.20 \$ 12.20 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.0 \$ 10.40 \$ 10.10 \$ 9.30 \$ 9.05 \$ 9.05 \$ 9.00 \$ 8.43 \$ 18.40 \$ 8.25 \$ 18.10			551 Ex. Sun. Mixed  L 3.15P  3.18 s 3.25 s 3.45 As 4.00P  Ex. Sun. 45 11.2 NS ARE S	Water, Fuel, Wester, Fuel, Wester, Fuel, X A X	CH CH CH CH CH CH CH CH CH	######################################	Time Table No. 49 May 20, 1923. Succeeding No. 48B. S T A T I O N S 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. Cr. 0.2 WHITE 4.1 EF ELMA D Time Over Subdivision Average Speed Per Hour  RAINS OF THE SAME CL	10.1 Spur 7.6 Spur 4.1 Spur 4.	552 Ex. Sun. Mixed  7 2.15 5 2.08 5 2.05 L 1.40M Ex. Sun40 12.6	ECOND CLASS	
\$ 9.30 \$ 9.50 \$ 10 10 \$ 11.30 \$ 12.01 \$ 12.20 \$ 12.40 \$ 1.00 \$ 2.20 \$ 2.25 \$ 2.40 \$ 3.30	\$ 8.54 \$ 8.58 \$ 9.11 \$ 9.17 \$ 9.24 \$ 9.32 \$ 9.50 \$ 9.55 \$ 9.59 \$ 10.07 \$ 10.11 \$ 10.23 \$ 10.35 \$ 10.50	\$12.43 \$12.57 \$1.10 \$1.16 \$1.22 \$1.30 \$1.50 \$1.53 \$2.01 \$2.05 \$2.18 \$2.30 \$2.45	W2.4 m West	C W 16 C W 16 C W 16 C W 17 C W 22 C W 24 C W 26 C W 37 C W 38 C W 37 C W 36 C W 46 C W 56 C W 56	10.1 12.6 16.2 16.3 16.8 17.6 22.3 23.6 24.2 26.1 28.9 35.3 7 36.7 38.0 41.2 42.3 46.5 50.5 50.5	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 Interlocked 0.8  DO DOTY D 4.7  PL PE ELL 1.3  McCORMICK R.R. CROSSING 0.6 Track Conn. McCORMICK 1.9  WALVILLE 2.8  PLUVIUS P 6.4  GLOBE 1.3  BM LEBAM GLOBE 1.3  BM LEBAM	46.4 43.8 40.2 40.2 39.8 38.4 32.8 30.4 19.8 18.8 14.9 10.6 6.0 3.8	30 Spur 33 22 28 88 9 Spur 3 2 61 4 Spur 1 6 28 2 56 8 Spur 1 5 8 Spur 1 0 9 0 14 72	\$ 9.47 f 9.40  \$ 9.30 969  \$ 9.26 \$ 9.15  \$ 8.55 \$ 8.30 \$ f 8.25 \$ 8.21 \$ 8.13 \$ 8.10 \$ 7.50 \$ 7.45 \$ Daily	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 4.35 s 4.35 s 4.25 s 4.10	\$ 1.40 \$ 1.20 \$ 1.00 \$ 12.20 \$ 12.20 \$ 12.20 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.55 \$ 11.00 \$ 10.40 \$ 10.40 \$ 10.10 \$ 9.30 \$ 9.05 \$ 9.00 \$ 8.43 \$ 8.40 \$ 8.25 \$ 8.10 \$ 8.00 \$ 8.25 \$ 8.00 \$ 8.50			551 Ex. Sun. Mixed  L 3.15P  3.18 s 3.25 s 3.45 As 4.00P  Ex. Sun. 45 11.2 NS ARE S	Water, Fuel, Wester, Fuel, Wester, Fuel, X A X	CH CH CH CH CH CH CH CH CH	######################################	Time Table No. 49 May 20, 1923. Succeeding No. 48B. S T A T I O N S 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. Cr. 0.2 WHITE 4.1 EF ELMA D Time Over Subdivision Average Speed Per Hour  RAINS OF THE SAME CL	10.1 Spur 7.6 Spur 4.1 Spur 4.	552 Ex. Sun. Mixed  7 2.15 5 2.08 5 2.05 L 1.40M Ex. Sun40 12.6	ECOND CLASS	
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Lewis River, 2.5 miles west of Woodland.

3. At Centralia 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.

4. 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 421, 422, 423 and 466 to and from Third

At Ketron-Telephone on Dispatchers circuit is located in section house 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.

7. Between Tacoma Union Station and Stadium—Trains will approach crossover switches at South 21st Street (entering union 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 switch tender with yellow flag by day and yellow light by night.

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 Nelson Bennett Tunnel between McCarver Street and Sixth Avenue.

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

Logging Company's connection

10. 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.

Do not exceed four (4) miles per hour on Port of Kalama spur and five (5) miles per hour on curve of Mountain Timber Company's spur.

At Winlock—Engines must not go beyond frog on Johnson's spur.

At Napavine—Trains using Newaukum Valley Railway tracks will do so under protection of flag. Cars must not be left below derailing switch on Napavine Lum-

ber Company's spur.

13. 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.

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.

At Vancouver—Junction switch at east and of Columbia River Bridge will be

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.

At Portland—Trains will be governed by the rules of the Northern Pacific

Termina Company while in Portland yard.

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. Trainshandling logs are not permitted to meet regular or special passenger trains

between stations and must not be permitted to meet any trains between stations after dark. Conductors will notify Dispatcher when there are logs in the train and secure train order that opposing trains are held as provided above. Cars with logs must be inspected to be sure they are safely loaded and secured.

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; thirty (30) miles per hour.

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

hour.

O.-W. R. & N. engines of Consolidation, or Mikado class; 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

## SPECIAL INSTRUCTIONS.

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.

From Mile Post 52 to Centralia Passenger Station, westward trains, thirty-five (35) 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.

Reduce speed to twenty (20) miles an hour on eastward track through first rock cut east of Martin's Bluff.

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 between Stadium and

McCarver Street and twenty (20) miles per hour between Stadium and Tacoma

Special Stops, Connections, Etc.-

No. 401 Sundays reduce speed at Bucoda, Tenino, Chambers Prairie to throw 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. 408 will stop at Bu coda to unload express and discharge passengers from

west of Chehalis and for passengers for American Lake.

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.

20. Register Stations-Tacoma Union Station. Centralia Passenger Station. Vancouver Passenger Station. Portland Telegraph Office.

Stadium. River Street for freight trains only.

21. 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. Clearance Exceptions—Clearance will not be required at Stadium by east-ward trains if train order signal is in clear position.

23. Builetin Stations-

Tacoma...... Union Station, Round House, Yard Office. Centralia..........Passenger Station, Round House, Yard Office. Vancouver...... Passenger Station, Round House.

Portland.....Telegraph Office.

24. Standard Time Clocks—

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

25. Watch Inspectors—
R. Vaeth, 924 Pacific Ave., Tacoma.
Ben Salick, Centralia.

Coovert & Carter, Vancouver. W. H. Sexton, 245 Washington St., Portland.

26. Derail Switches-..... Spur Track. West Tacoma Pioneer Sand and Gravel Spur. East and West End, switch at West End to be set for straight track to act as derail.

Olegard..... East End Spur. Bucoda Lumber Co. Spur. 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.

. On Somerville and Emery Nelson spur tracks. Napavine.... On House track 110 feet west of switch con-

nection with passing track.

Evaline	. West End Spur.
Winlock	. West End Passing Track.
Menefee	.500 feet from main line switch.
Olegua	. House Track.
Castle Rock	.150 feet from main track on Silver Lake Log
	R. R.
Carrolls	. House Track.
Hermione	.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.
	On Wood Spur and Cannery Spur, both on
V #### COUNTY OF THE PROPERTY	switch leading to wharf freight house.
	East end lead No. 1 track on N. P. side.
McNelly	100 feet from main track.
Kyro	.East and west end of Industry Track, 200
22,101111111111111111111111111111111111	feet from switch.

# 27. Commercial Spurs-

••		Miles from Tacoma	Car Capacity
	Pioneer Sand & Gravel Co	. 13.0	60
	Cascade Paper Co. (West Tacoma)	. 14.4	6
	Olegard	. 26.1	<b>1</b> 5
	Chain Hill Lumber Co	. 41.2	4
	Menefee		24
	McNelly		4
	Laughlin (State Highway Spur No. 1)		10
	Toutle River (State Highway Spur No. 2)		10
	Rocky Point (State Highway Spur No. 3)		10
	Coweeman River (State Highway Spur No. 4)	. 99.6	25
	Hermione		30

#### SECOND SUBDIVISION. (GRAYS HARBOR LINE)

1. 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—

Abandon

Wishkah River......Aberdeen.

on wye. Normal position of switch connecting west leg of wye and passing track is for passing track.

Gravel Bunkers, Mile Post 58.6, bunkers will not clear man on top or side of car.

At Montesano depot is located one-half mile west of passing siding.

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

7. 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. Normal position of switch leading to spur track at Bordeaux Junction which is used by Mason County Logging Company's trains in making connection with Northern Pacific passenger trains will be left for spur, derailing switch is located between this spur and Northern Pacific main track and must be left in derailing position after using.

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

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 obtaned 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.)

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 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-

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

At Aloha: Engines heavier than class F1 not permitted on Mill Spur.

15. Speed Restrictions—
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 (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 621/2, three miles east of Aberdeen Junction, twenty (20) miles per

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

Trains handling logs, five (5) miles per hour between west end Hoquiam River drawbridge and street crossing west of passenger station at Hoquiam. At Aberdeen City ordinance requires reduce speed to ten (10) miles per hour over streets and crossings used by public and twenty (20) miles per hour elsewhere within city limits.

Trains handling logs reduce speed to five (5) miles per hour passing through paved street between Wishkah River drawbridge and log rollway one mile east of Aber-

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 east of Onslow also one-half mile east of Burrows to pick up and let off school children. Nos. 421, 423, 466 will stop on flag at Gibson Creek; also, at Golf Links 3 miles east of Aberdeen Junction.

Moclips

Cosmopolis

17. Register Stations-

St. Clair Olympia Elma Aberdeen Hoquiam

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

19. Clearance Exceptions-

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

20. Bulletin Stations-

Hoquiam

21. Standard Time Clock-Hoquiam

22. Watch Inspectors-S. J. Stietglitz.....Aberdeen. Talcott Bros.....Olympia. D. P. Pearson.....Elma.

23. Derail Switches-

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

## SPECIAL INSTRUCTIONS.

Bordeaux Junction Mason County Log Spur.
Gate
Lytles
MaloneEast 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 Bros.
Store, switch to be left set for spur to act as
derail for track leading to Nor. Pac. main track.
Montesano Switch leading to industry spur west end of Team
Track to be left set for spur to act as derail for
Team Track.
Weatherwax188 feet from main track.
WynoocheWest end of spur.
CopalisLog spur 500 feet west of station.
CarlisleEast end of siding.
Joe CreekLog spur just west of Aloha.
Gibson Creek Both ends of siding.
Weatherwax Lmbr. Co.
spur
St. Clair East end of siding.

#### 24. Commercial Spur-

	Miles from St. Clair	Car Capacity
Black Lake	. 13.2	3
Gibson Creek	. 38.0	25
Weatherwax	. 58.6	25
Gravel Bunkers		12
Standard Oil Co		3
Stockwell		4
Wynooche		20
North Bay Lumber Co		-6
Grays Harbor County	. 80.0	Ř
Linde	93.2	ă
Wooster		10
Joe Creek.		20
Hobi		3

## THIRD SUBDIVISION. (AMERICAN LAKE LINE)

- 1. 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. No cars will be disturbed inside of gate until foreman consulted and permission obtained.

  Staff System Dupont Spur: No train or engine will move on the Dupont Powder

Co. spur until they have obtained a staff from the staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on this spur. After completion of the trip the staff must be returned to the staff box. Cantonment Tracks:

North and South lines operated under staff system. Speed of fifteen (15) miles per hour must never be exceeded.

Train must stop and flagman protect movement when backing or pushing cars ahead of engine over street crossings. All movements over Pacific High-

way 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 expecting to find cars spotted at different locations on these tracks.

Staff System North and South Lines: No train or engine will move on the North line until they have obtained a staff from the North Line staff box at the Junction switch, and will not move on the South Line until they have obtained a staff from the South Line staff box at the Junction switch. Posses-

sion of the staff makes a train superior to all other trains on that line and after completion of the trip the staff must be returned to the staff box from which it was obtained.

4. Speed Restrictions-

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-

Nisqually Lakeview 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. Derail Switches-

Lakeview..... Standard Oil Spur. track.

House Track switch will be set for House Track to act as derail for west end of passing track.

#### FOURTH SUBDIVISION. (PRAIRIE LINE)

- 1. Pusher District between Tenino Jct. and Rainier and between Tacoma and
- 2. Card train order form A. B.—Will govern the movement of trains between Reservation and the 15th St. Tower via Drawbridge Line and trains must not move in this territory unless conductor and engineman each hold a copy properly
- 3. 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 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 Union Station concourse; switch crews will operate for Portland bound trains and conductors will operate for Seattle bound trains.

4. Mountain Grade—15th Street, Tacoma, to 2½ 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

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 Street Tower.

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.

Trains and light engines entering or leaving passenger station at Tacoma from the fourth sub-division limit speed to ten (10) miles per hour while any portion of train is passing over switches at Fifteenth Street Tower.

- 5. 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.
- 6. At South Tacoma, normal position of double track switch is for eastward track. Passing siding will be used as storage track.

7. 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 trains 20 miles per hour on descending grade between Bailey Street and Pacific Avenue.

Trains entering or leaving Union Station will move under control between 15th

Street and 21st Street.

Class "W" or other freight engines weighing 201500 lbs. or over on drivers thirty (30) miles per hour, engines with drivers 481 inch diameter or less twenty-five (25) miles per hour, Great Northern engines of 500, 700 and 1100 series twentyfive (25) miles per hour.

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

#### 8. Register Stations-

15th Street Tower

Tacoma

West Tenino

Lakeview

South Tacoma

9. 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).

#### 11. Clearance Exceptions-

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

#### 12. Derall Switches-

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

#### 13. Commercial Spurs—

	Tacoma	Capacity
McKenna Lumber Co	23.2	10
Mentzer		15
Bordeaux Shingle Co		15

## FIFTH SUBDIVISION. (BUCKLEY LINE AND BRANCHES)

#### 1. Pusher District-

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

- 2. At Carbonado, ½ 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 Enumelar and Burnett ten (10) miles per hour through compared limits

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.

#### Special Stops, Connections, etc.—

No. 596 will connect with No. 526 at South Prairie, and with Seattle Division No. 338 at Kanaskat.

## SPECIAL INSTRUCTIONS.

No. 597 will connect with Seattle Division No. 450 and No. 456 at Puyallup and No. 523 at South Prairie. Train No. 597 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. Fairfax Palmer Junction Puyallup Palmer Junction
- 10. Register Exceptions—Palmer Junction and Puyallup trains register by ticket Form 608 and will be furnished check of register by train order or Form 602.

200 fact aget of main line switch. On same track

11. Bulletin Station-South Prairie.

#### 12. Derail Switches-

	Big Six	300 feet west of coal bunkers, and on Clay Com-
		pany's track 250 feet from connection with Big
		Six Spur.
	Ossidental	Coal track 300 feet west of bunkers.
	Bayne	Cool cour
	Place	Floot Cool Company's treek
	TTJ.	Fleet Coal Company's track. Hyde Coal Company's spur, first derail 190 feet
	пуав	from main line; second derail 920 feet from main
		line; derail on siding 609 feet from the west
	M	switch.
		. West end Naval Coal Co. track. West end Sunset
		Coal Co. track.
	Veazie	. West end spur track.
	Webstone	.Spur track.
	Buckley	. McDougal Log Track, and on west end Standard
		Oil spur.
	South Prairie	. West end passing track. West end house track.
		" est end coal spur.
	Broomfield	.165 feet from main line switch and 369 feet from
		main line switch.
	Crocker	. West end passing track.
	Orting	. West end house track. West end westward passing
		track. West end Orting Branch track 300 feet
		east of station.
	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.
	International	.West end.
3	Commercial Spurs-	

#### Commercial Spurs-

•	Outilities class 3			Miles from Palmer Junction	Car Capacity
	Big Six		 	1.7	10
	Occidental		 	2.0	4
	Fleet				20
	Hyde		 	3.9	20
	Birch				6
	Webstone		 	. 12.5	4
	Broomfield		 	. 19.6	15
	Moneko		 	. 31.8	5
		artini Salah		Miles from Cascade Junction	r II.
-	International		 		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
- 3. Bridge Restrictions—Speed will be restricted over Bridge 6.1, Cedar River, a 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. Engine class Q1 and heavier not permitted.

#### 4. Engine Restrictions-

Engine classes heavier than S4 not permitted.

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

## 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.

#### 7. Derall Switches-

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

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-

#### 8 Commercial Spurs-

Miles from Capacity 3.0 10

Buffelin Mfg, Co.....

#### SEVENTH SUBDIVISION. (CROCKER BRANCH)

tion.

- 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-

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-

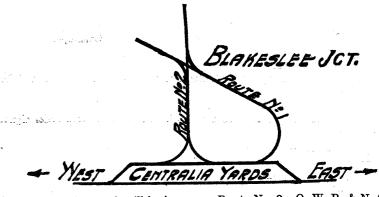
Orting...... 600 feet east of Junction switch.

## 6. Commercial Spurs—

Miles from Car Orting Capacity Dempsey..... Electron Rock Crusher....

#### 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.

Manual Block for Blakeslee Junction.

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

# 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.

Over bridge 1-29 route No. 1 Skookumchuck River engines heavier than 214,000 pounds on drivers 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.

#### 7. Special Stops, Connections, etc.-

Regular passenger trains will stop on flag at State Training School at Grand Mound for passengers or to unload express. No. 503 will connect with No. 408 and No. 505 will connect with No. 562 at Cen-

#### 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-

Centralia

Round House

Passenger Station

10. Standard Time Clock-Centralia Passenger Station.

#### 11. Watch Inspector—Ben Salick, Centralia.

#### 12. Derail Switches-

Blakeslee ...... Williams Mill Spur. Foran.....Coal Spur.

#### 13. Commercial Spur-

Miles from Capacity Centralia Foran....

#### 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

Yard Office

#### 5. Derail Switches-

63

Mendota......Connection with Martin Log Spur.

Eastern Ry. & Lbr. Co.....

6. Commercial Spur—

Miles from Car Capacity Wabash 7.8

## 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.
- 4. At Raymond, low platform at the end of Siler-Willapa Lumber Co. spur will not clear foot-board or pilot of engine. Draw bridge tenders on duty 6:30 A. 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.

At Lebam, Engines Class Y-2 or heavier not permitted on Lebam Timber Com-At Raymond, engines heavier than Class F not permitted on Quinault Lumber Company's Spur.

#### 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. Derall Switches-

Littell	. East and west end Chester Snow Mill Spur.
	. East and west end interchange track.
	. 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.
	East and west end of siding.
Custer	Log Spur.
Lebam	. Mill Spur.
Nalpee	Log Spur.
Dryad	Leudinghaus Lmbr. Co. 500 feet from main track
Donguire	. 146 feet from main track switch.
= :	

#### Commercial Spurs-

	Miles from Chehalis Junction	Car Capacity
Marcilla	11.1	10
Donguire	20.5	15
Custer	34.2	25
Star Timber Co	38.7	8
Belhuse.		15
Mayfair		20

#### 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.

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. 

## 7. Commercial Spurs-

Miles from Car Capacity Yacolt 3.7 Lucia.....

## THIRTEENTH SUBDIVISION.

#### (ELMA BRANCH)

- 1. At Whites, 1/2 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
- 2. At Hillgrove—Northern Pacific engines will not go east as track between Hill-grove and Stimson is leased to, and operated by, the Stimson Lumber Company.

#### 3. Engine Restrictions-

Engines classes heavier than F1 not permitted.

#### 4. Speed Restrictions-

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

#### 5. Special Stops, Connections, etc.—

No. 552 will connect with No. 421, and No. 551 will connect with No. 422 at Elma. 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
Hillgrove	800 feet west.

#### 9. Commercial Spurs—

Miles from Capacity Elma Kraft....

#### ALL SUBDIVISIONS.

- 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.
- 5. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
- 6. 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
- 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

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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. DR. A. H. BUIS, Assistant Surgeon, Western District, Tacoma.

# SPECIAL INSTRUCTIONS.

Name L	Location Stretchers At	Name	Location	Stretchers At
DR. A. E. HILLIS. "Ta DR. W. H. LUDWIG. So DR. E. L. CARLSEN. So DR. G. T. POOLE. Ra DR. J. H. DUMON. Ce DR. H. Y. BELL. Ce DR. F. J. HACKNEY. Ce DR. W. KENNICOTT. Ch DR. W. W. WEBB. Wi DR. R. H. CAMPBELL Va DR. H. H. QUAIFE. Ca DR. E. C. HACKETT. Ke DR. E. C. HACKETT. Ke DR. E. C. HACKETT. Ke DR. C. J. HOFFMAN. W. DR. R. S. STRYKER. Ri DR. C. J. HOFFMAN. W. DR. C. J. HOFFMAN. Va DR. C. E. RICHARDS. Ya DR. C. S. WHITE DR. J. F. DICKSON, Oculist. Po DR. J. F. DICKSON, Oculist. Po DR. J. F. J. SHADD. Se DR. F. J. SHADD. Se DR. F. J. SHADD. Se DR. J. H. SHEETS. BI DR. J. H. SHEETS. BI DR. F. G. ULLMAN. EI DR. J. H. SHEETS. BI DR. F. G. ULLMAN. EI DR. THOS. RUNNELLS. OR DR. A. R. BAILEY. BI DR. A. P. HUGHES. DR.	Tacoma, Tool Car Hospital Round House Moon Yard Office Head-of-Bay Yard Baggage Room Wharf  Centralia hehalis inlock ader astle Rock elso alama oodland digefield ancouver ancouver ancouver ancolt ortland	DR. F. M. PETRIE.  DR. ORNE R. NEVITT.  DR. F. W. ANDERSON.  DR. G. A. TRIPP.  DR. C. L. SWIFT.  DR. J. J. O'LEARY.  DR. A. W. SCHULTZ.  DR. W. G. TUCKER.  DR. J. O. VAN WINKLE.  DR. A. A. FOOT.  DR. F. L. CARR.  DR. J. H. FITZ.  DR. I. R. WATKINS.  DR. A. E. ALLEN.  DR. A. E. ALLEN.  DR. J. H. FITZ.  Surgeons will attend, when called up employes or passengers. In cases of s to the locality or town where a surged which distinct official authority mustions.  Railway Officials are required to call of ticable, when surgical or medical ser Association will not be responsible for physician. In the event of a sudden proper surgical aid should be procure geon, when the case should be placed of any but an authorized Company way Company, or of the Association, case.	on officially, to ickness it is the m resides, unless to be had in account the nearest a vices are needer bills for median emergency, and until the arrain his charge, Surgeon be completed.	uthorized surgeon whenever prad. When such are accessible the cal services rendered by any other ising from accident, if necessarival of a regularly appointed su and in no case should the service tinued at the expense of the Rai

AUTHORIZED SURGEON G. N. RY. CO. DR. J. A. LaGASSA, Tacoma, Wash.

AUTHORIZED SURGEONS O.-W. R. & N. RY. CO.

			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
	Location	Stratchare At	Name	Location	District
DR. F. M. PETRIE. L. L. DR. ORNE R. NEVITT. R. DR. F. W. ANDERSON SO. DR. G. A. TRIPP SO. DR. C. L. SWIFT W. DR. J. J. O'LEARY O. DR. W. G. TUCKER C. DR. J. O. VAN WINKLE O. DR. J. O. VAN WINKLE O. DR. A. A. FOOT. E. DR. F. L. CARR M. DR. J. H. FITZ M. DR. J. H. FITZ M. DR. J. H. FITZ M. DR. J. R. WATKINS A. DR. H. C. WATKINS B. DR. A. E. ALLEN B. C. WATKINS B. J. H. FITZ M. DR. J. H. J. H. J. J. H. J. J. J. H. FITZ M. DR. J. H. J. J. J. H. FITZ M. DR. J. H. J.	ness it is the	some urgent necessity exists, for	DR. DONALD H. JESSOP, Chief Surgeon  DR. M. K. HALL, Asst. Surgeon  DR. G. M. PEARCE, Chief Oculist, Ear, Nose and Throat  DR. HENRY C. VIERECK, Eye, Ear, Nose and Throat  DR. EDWARD J. KANE, Asst. Surgeon.  DR. E. G. MARGASON, Asst. Surgeon.  DR. COURTLAND L. BOOTH, Asst.  Surgeon  DR CURTIS HOLCOMB, Asst. Surgeon.  DR.C. HOLCOMB, Asst. Surgeon  DR. MONTGOMERY RUSSELL, Division Surgeon  DR. F. R. UNDERWOOD, Asst. Surgeon.  DR. S. M. SAMUELS, Oculist and Aurist.  DR. WM. P. O'ROURKE, Asst. Surgeon.  DR. WM. P. O'ROURKE, Asst. Surgeon.  DR. F. D. MERRITT, District Surgeon.	Portland, Corbett Bldg Portland, Corbett Bldg Portland, Selling Bldg Portland, Selling Bldg Portland, Selling Bldg Portland, 5904½ 72nd St. S. E. Portland, 798 Clinton Ave. Portland, 119½ Russell Ave.  Vancouver Albina (Seattle, 620 Leary Bldg, Main 90 Seattle, Cobb Bldg, Main 2205 Seattle, (Georgetown)	OW.R. & N. Co. Sys. OW.R. & N. Co. Sys. OW.R. & N. Co. Sys. OW.R. & N. Co. Sys. OW.R. & N. Co. Sys. OW.R. & N. Co. Sys. OW.R. & N. Co. Sys. OW.R. & N. Co., Albina to The Dalles and Vancouver. Vancouver District. Albina to Vancouver. Portland-Seattle. Portland-Seattle. Argo. Seattle-Tacoma.
employes or passengers. In cases of sick	ness it is the	some urgent necessity exists, for	Dr. S. M. Samuels, Oculist and Aurist.  Dr. Wm. P. O'Rourke, Asst. Surgeon.	Seattle, Cobb Bldg., Main 2205 Seattle, (Georgetown)	Argo.
which distinct official authority must b tions.	e had in acc	ordance with established regula-	DR. F. D. MERRITT, District Surgeon DR. CHAS. JAMES, District Surgeon DR. W. A. MILLINGTON, Dist. Surgeon.	Tacoma, Fidelity Bldg	Auburn-Tenino. Tacoma-Centralia. (Tenino-Winlock
Railway Officials are required to call on ticable, when surgical or medical service Association will not be responsible for bit physician. In the event of a sudden exproper surgical aid should be procured upon, when the case should be placed in of any but an authorized Company Surway Company, or of the Association, afticase.  Boarding and nursing are furnished only	es are needed ills for medica mergency, ar until the arri- his charge, a geon be conti er such surge	al services rendered by any other sing from accident, if necessary val of a regularly appointed surned in no case should the services nued at the expense of the Railon is able to assume charge of the	DR. EDMUND A. SIZER, Dist. Surgeon DR. R. F. HUNTER, District Surgeon DR. J. H. FITZ, District Surgeon DR. W. L. BRIDGFORD, District Surgeon. DR. H. C. WATKINS, District Surgeon.	Vader Kelso Cosmopolis Hoquiam Montesano Olympia Aberdeen.	Centralia-So. Elma. Centralia-Tono. Winlock-Gastle Rock. Castle Rock-Kalama (Grays Harbor and North River Branches. Olympia Branch.
for bills incurred elsewhere unless special geon, and then only in critical cases of duty.	ally suthorize	a or approved by the Chief Sui-	Ambulance at Portland is located at I Telephone	Red Cross Ambulance ( , Broadway 78 A	Co., 391 Davis Street.

## **CLEARANCES**

					,	CLLMIC														
1		LIMIT OF LOAD MEASUREMENT															<u>, , , , , , , , , , , , , , , , , , , </u>			
1									HEIGHT ABOVE TOP OF RAIL											Max.
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10ft. 6in. Wide	11 ft. Wide	11ft.6in. Wide	Wide	Max. Height	Width
	Main Line (Tacoma to Tenino)	17′ 7″		17′ 7″	17′ 7′′	17′ 7″	17' 7"	17′ 7′′	17' 6"	17′ 2″	16′ 9′′	16′ 4″	15′ 11′′	15′ 5″	14′ 10′′	14' 2"	13' 6"		17′ 7″	11' 6"
1st Subdivision				19' 3"	19′ 0′′	<u>-</u>		18′ 1″	17′ 9″	17′ 5″	17′ 1″	16′ 9″	16' 4"	15′ 10′′	15′ 5″	14 '11"	14' 3"		19' 3"	11' 6"
1st Subdivision	Main Line (Tenino to Vancouver)							17' 4"			17′ 2″	17′ 2″	17′ 1″	17′ 0″	16' 11"	16′ 10′′	16′ 9″		17' 7"	11' 6"
2nd Subdivision	Grays Harbor Line (St. Clair-Gate)	17′ 7″		17' 6"	17′ 5″								18' 2"	17' 6"	16′ 10″	16′ 2″	15′ 6″		19' 2"	11' 6"
2nd Subdivision	Grays Harbor Line (Gate-Aberdeen Jct.)	19' 2''	19′ 2″	19′ 2″	19′ 2′′		19′ 2″	19′ 2″			19′ 2″	.		16' 9"			-	<u> </u>	18′ 9″	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″		17′ 5″	.	16′ 9″				-		16' 11"	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′ 1″	15′ 0″	14′ 10″		-			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″						19′ 2″	ļ
3rd Subdivision	American Lake Line	21' 7"	21′ 7″	21′ 7″	21' 7"	21' 7"	21' 7"	21′ 7″	21′ 7″	21′ 7″	21′ 7″	21′ 7″	21' 7''	21' 7"	21′ 7″	21' 7"			21" 7"	<u> </u>
4th Subdivision	Reservation to Tenino (via Draw Bridge Line)	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 4"	21' 1"	20′ 11″	20′ 8″	20′ 6″	20′ 4′′	20′ 2″	20′ 0′′	19′ 10′′	19′ 8″		21' 4"	
		21' 5"				21' 5"	21' 5"	21' 4"	21' 2"	21' 1"	20′ 11″	21′ 10″	20′ 8″	20′ 7″	20′ 5″	20′ 4″	20′ 2′′		21' 5"	11' 6"
5th Subdivision	Buckley Line	19' 0"	<u> </u>			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	Burnett Branch								18' 7"	18' 7"		18′ 7″	18' 7"	18' 7"	18' 7"	18′ 7″	18′ 7″		18′ 7″	11' 6"
5th Subdivision	Wilkeson Branch	18′ 7″	18′ 7″		18′ 7″	ļ			_	22' 9"			22′ 9″	22' 9"	22' 9"	22' 9"	22′ 9″		22′ 9″	11' 6"
6th Subdivision	Green River Branch	22′ 9″	22′ 9″	22′ 9′′	22′ 9″		22′ 9″	22′ 9″			_		14' 11"				_		17′ 7″	11' 6"
7th Subdivision	Crocker Branch	17′ 7″	17′ 7″	17' 6"	17′ 5″		16' 6"		15′ 10″							-				11' 6"
8th Subdivision	Orting Branch	18′ 9″	18′ 9″	18′ 9″	18' 6"	18′ 3′′	17′ 11′′		17′ 5″	-	_		16′ 10″							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″	19' 1"	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	19′ 1″	ļ	19' 1"	11. 6.
10th Subdivision	Mendota Branch	No obs	tructions	on this B	ranch.															
	Willapa Harbor Line	18' 8"		18' 8"		18′ 8″	18′ 8″	18' 8"	18' 8"	18' 8"	18' 8"	18' 8"	18′ 8″	18′ 8′	" 18' 8"	18′ 8″	18′ 8″		18' 8"	
11th Subdivision		19' 3"	_			19′ 3″	18′ 8″	18′ 1″	17' 8"	17' 4"	17' 0"	16' 9"	16′ 2″	15′ 7″	15′ 1″	14' 6"	14' 0"		19′ 3″	11' 6"
12th Subdivision	Yacolt Branch.	19. 3	19 9						24' 3"								24' 3"		24' 3"	11' 6"
13th Subdivision	Elma Branch	24' 3"	24′ 3″	24' 3"	24' 3''	24 3	1 24 0	124 9	4T 0	121		,								***

									CLASS	OF EN	GINE					
SUB-	DISTRICT	Ruling Grade	Clas	s W	Class Y-2		Class	s F-1	Cla		<u> </u>	ss P	Class D-3 Class E-3 Class E-4		Cla	ass X
DIVISION	DISTRICT	%	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
	Tacoma to South Tacoma	2.20	600	20	500	20	400	15	400	15	300	15	250	9		
First	Tacoma to Chehalis	0.30	3500	99	3300	99	2000	80	1800	80	1500	50	<u></u>	40		·
rırst Westward	Chehalis to Napavine	1.12	1250	70	1100	70	900	60	850	60	750	60	550	18		·
	Napavine to Portland	0.00		99	<u> </u>	99	3000	75	3000	75	1400	60	1200	40 35	<u> </u>	_
9,	Portland to Vader	0.50	2500	99	2000	99	1800	80	1800	$\frac{80}{32}$	1250 860	29	660	$\frac{35}{22}$		-
First Eastward	Vader to Napavine	0.90	1500		1350		2500	80	$\frac{1000}{2500}$	80	2300	50	2000	40		1
Eastward	Napavine to Tacoma	0.30	3500	99	3300 900	99	800	40	800	40						
	St. Clair to Lacey	1.60	$\frac{1000}{2500}$	····	2400			70		70					<u> </u>	·
	Lacey to Olympia	$\frac{0.70}{1.80}$	900		800		600	35	600	35						·
Second	Olympia to Belmore	0.88	1500		1400		1200	40	1200	40						
Westward	Belmore to Gate	0.50	2900		2800		2200	99	2200	99						
	Elma to Moclips	0.40	3000		2900		2500	99	2500	99			<u> </u>	<u></u>		
	Moclips to Gate	0.50	2900		2800		2000	99	2000	99		ļ		<u> </u>	<u> </u>	<u> </u>
Saamel	Gate to Olympia	0.87	1900		1700		1500	50	1500	50	1	<u></u>			·	
Second Eastward	Olympia to Lacey	1.61	1000		900		550	30	550	30				<u> </u>		
	Lacey to St. Clair	1.20	1350		1250	<u></u>	1050	40	1050	40	<u></u>		<u></u>	<u></u>	<u></u>	
Third	T 1 ' 1 37' 11	1.00	2500	99	2300	99	2000	80	2000	80			<u></u>			<u> </u>
Westward	Lakeview to Nisqually	1.60	1000	50	800	40	550	30	550	30						
Third	Nisqually to American Lake  American Lake to Murray	1.00	2000	- 30	1800		1500		1500							
Eastward	Murray to Lakeview	0.66	2500		2300		2000		2000							
	South Tacoma to Rainier	0.70	1800	99	1350	70	1200	60	1150	60	1050	60	850	28	<u> </u>	
Fourth Westward	Rainier to West Tenino	0.35	3200	99		. 99	<u> </u>	60	<u> </u>	60		60		60	<u> </u>	<u> </u>
Fourth	West Tenino to Rainier	0.90	1500		1250		1100	<u></u>	1050	35	950	31	750	25	ļ:	-
Eastward	Rainier to Tacoma	0.50	2500	99	2100	99	1800	80	1800	75	1500	50	1300	60	<u> </u>	-
Fifth	Palmer Jct. to Tacoma	0.00		99	<u></u>	99	2000	80 45	2000	80 45	<u> </u>		·····			
Westward	Fairfax to South Prairie	0.00	0500	99	2250	99	1800	80	1800	80	<u></u>		1200	60	-	
	Tacoma to Orting	$\frac{0.56}{1.00}$	2500 1300	99	1200	60	900	60	800	60		·	500	17		-
	Orting to South Prairie	$\frac{1.00}{1.70}$	700	$\frac{30}{20}$	600	$\frac{-30}{17}$	450	15	400	14			250	9		
Figs.	South Prairie to Buckley  Buckley to Palmer Jct	1.25	1500	80	1300	60	900	60	800	60		1	500	17		
Fifth Eastward	South Prairie to Morristown	1.45					500	28	500	28				<u></u>	<u> </u>	<u> </u>
	South Prairie to Wilkeson						400	25	400	25	<u> </u>	<u></u>	<u> </u>	<u> </u>	<u> </u>	<u></u>
	Wilkeson to Carbonado	2.20					400	25	400	25		<u> </u>			-	اك
	Carbonado to Fairfax	1.70			<u> </u>	<u></u>	500	30	500	30	<u> </u>	<u></u>	<u> </u>	<u> </u>	<u> </u>	<u>- </u>
Sixth Westward	Kerriston to Kanaskat	1.40					600	30	600	30	<u></u>					<u>. </u>
Sixth Eastward	Kanaskat to Kerriston	2.30				<u></u>	400	25	400	25	<u></u>	<u></u>	<u></u>	<u></u>	<u> </u>	
Seventh Eastward	Crocker to Wingate	1.70			<u></u>		500	<u></u>	500		<u></u>		<u></u>	, <u></u>		<u> </u>
Eighth	O. C. A. T. D. Wanamin	1.40	<u>'</u>				600		600				<b> </b>	<b> </b>	.]	.]
Eastward	Orting to Lake Kapowsin	1.40	· · · · · · · ·			·····									1	
Ninth Westward	Centralia to Gate	0.50	3000	<u></u>	2900		2200	70	2200	70		<u> </u>	<u></u>			<u> </u>
	Grand Mound to Centralia	0.00	3500		3500		3000	70	3000	70	<u> </u>			<u> </u>	·	·
Ninth Eastward	Rochester to Grand Mound	0.40	3000		2900	. <u></u>	2400	70	2400	70	√ <del></del>	·····		·	<u> </u>	<u>: </u>
Last Wai U	Gate to Rochester	0.50	2900		2800		2000	70	2000	70	<u> </u>	<u> </u>			<u> </u>	<u> </u>
Tenth	W-11 4- M1-4-	0.70			1		1250		l		1		750	<b> </b>	.	.
Eastward	Wabash to Mendota		2900		2800		2000	60	2000	60					2000	80
	Adna to Pe Ell.	0.66	1900	· <del>·····</del>	1700	1	1500	50	1400	50					1600	60
Eleventh	Pe Ell to McCormick	0.80	1200	·	1100		800	30	800	30					. 1000	40
Westward	McCormick to Pluvius	1.60	900		800		550	30	550	30	<u></u>				. 750	40
	Pluvius to South Bend	0.53		99		99		70		. 70						. 80
	South Bend to Frances	. 0.60	2100		2000		1800	60	1800	60				<u>.  </u>	. 2000	80
Eleventh Eastward	Frances to Pluvius		900		800		500	25	500	25			<u> </u>		. 700	35
=uətwai U	Pluvius to Chehalis Jct	0.40		. 99		99	<u> </u>	70		. 70	<u>-  </u>	<u> </u>		<u>-  </u>	<u>-  </u>	. 80
Twelfth	We call to War Tot	0 50			1	1	1800	45	1800	45		.	.]	.		
Westward	Yacolt to Van Jct			· · · · · · · · · · · · · · · · · · ·			550	35	550	35	-	1		_	-	
Twelfth Eastward	Homan to Yacolt							45	800	45			<u> </u>		<u> </u>	
Thirteenth	Homan to Tacort		·····													
Eastward	Elma to Stimson	1.00	i .	j	1	I	. 1000	70	1000	70	1	1	1	1	1	.1

# SPEED TABLE.

J. S. DEAN,
Assistant Superintendent.

5

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

