NORTHERN PACIFIC RAILWAY COMPANY.

TACOMA DIVISION

TIME

545 TABLE

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

SUNDAY, NOVEMBER 25, 1928.

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.

A. V. BROWN, General Manager. J. E. CRAVER, General Superintendent. M. G. CRAWFORD,
Assistant General Superintendent of Transportation.

W. C. SHOWALTER, Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

TACOMA DIVISION

WESTWA	ARD								FIR	ST SUI	BDIVISI LINE.	ON.												
g			<u> </u>				FIRST	CLASS				I		SECOND	CLASS		١			THIRD	CLASS			
≨≱∰ 6	ime Table No. 54B		401	407	421	423	459		563	591	593	6				693	963	965	969	973	975	977	979	997
	November 25, 1928 Succeeding No. 54A	from	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	D	aily	Daily	Daily	Ex. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Tue., Fri.	Ex. Su
Vard N do	STATIONS	na	Consolidated	Consolidated	Nor. Pac.	Nor. Pac.	Consolidated	Consolidated	Consolidated	Nor. Pac. Willapa	Nor. Pac. Willapa		t Nor.	Nor. Pac.	0W.R.&N.	Nor. Pac.	Nor. Pac.	Nor, Pac.	Nor. Pac.	Nor. Pac.	OW.R.&N.	OW.R.&N.	Nor. Pac.	Great N
E-0 #	Felegraph Offices and Calls	Dists	Passenger	Passenger	Grays Harbor Limited	Grays Harbor Express	Passenger	Passenger	Consolidated Passenger	Harbor Passenger	Harbor Limited	Fr	ime eight	Time Freight	Time Freight	Time Freight	Way Freight	Nor, Pac. Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freigh
W 1976 Q	TACOMA DN 0.4 Cross Over	0.0	L 1.30A	L10-30AM	Zimivou	L 5.55PM		L 2.25M	L12.40M		.	i	1	9.15™		L 10.15™	L 8.00AM	L 7.05M				1		
	-W. R. & N. Co. CONNECTION	0.4			<u> </u>	: :			- 5					-	L 8.38M						L 6.35AM	4		
X CS 2½ NX	McCARVER ST. DN	. 15.	1.38	10.38	LAK	6.02		9.33	12.50				-	9.30	8.50	10.30	8.20	7.20			6.50	-	15.7	
CS 10 SX	6.9 Cross Over SIXTH AVENUE DN		į	1	AZE S	f 6.13			f 1.04				-	9.50	9.10	10.50					s 7.20	-		-
CS 16 UO	6.0 Cross Over			f10.58		f 6.23	m Z		f 1.16	E Z				10.05	9.25			s 7.55			s 7.40	,		N. N.
W CS 18	2.0 Cross Over	17.7	I	11.01	MEF	6.26	1 50		f 1.20	PRAIRIE LINE See Page 6			9 9	10.10	9.30						7.45			PRAIRIE LINE See Page 6
	6.7 Cross Over	·	l I	\$11.13	<		Page		f 1.34	RIE			See Page 6	10.30	9.50						s 8.00			Pag
CS 24 NU	3.8 Cross Over			11.20	S	1	₩ 8		f 1.42	₩ 86.			7 8 − 3 8 −	10.40	10.05			As 8.30M			s 8·10			S S
CS 30	1.6 Cross Over		1	11.22	8	1	1 4		1.45	_ ≦			<u> </u>	10.45	10.20			See page 4			s 8.15			
CS 35 MA	5.1 Cross Over	34.9	i	f11.30			>		1 1.55	>	-		. -		10.35	12.01AM					s 8.45	-		
CS 37	2.7 Cross Over	37.6	2.41	11.34				3.32	1 2.01	2			-	11.07	10.45	12.08		ļ			s 8.55			
	5.4	43.0		\$11.44				s 3.42	1 1 1 1						11.00		\$11.30	ļ			s 9·10			-
X 20 15 NO	0.5		i	.			1 6 4 6 10			11140#	-	<u>_</u>	1 2 2 2		-		i				9.11			L 9.2
K	TENINO JCT. 3.2 Cross Over	43.5	2.51	11.45 963			L 6.46M	3.43	2.14	L1 1.4 04 963		<u></u>	7.43.	11.23	11.01	12.23	11.35AN 12.05PN 407-591				9.11	-	-	L 3.2
2020 BC	BUCODA D 5.1 Cross Over	46.7	2.57	11.50AM			6.50	5 3.49	1 2.21	s11.46		9	9.50	11.30	11.07	12.30					s 9.30			s 9.40
2025	WABASH P	51.8					V 2 12 1		1	- 2				***									1.10PM	
CO 2027 CN	CENTRALIA DN 3.7 Cross Over	. 54.0	* 3.10 3.15	512.01PM 12.08	÷ .		* 7.00 7.05	s 4.00 4.05	s 2.35 2.55	11.56W	1 7.20P	18).10).45	11.50PM	11.30PM	A12.50AM	A 1.OOP		L 6.00M	L 5.30AM	A10.00AM	L 5.00AM	1.20PM	s10.3
1									s 3.05	407			- 1	12.35				1 1 1 1	640	s 6.00	1 1 1 1 1	s 5.30		s11.O
	CHEHALIS Cross Over D t. P. & P. 0.9 Track Conn. CHEHALIS JCT. P		\$ 3.20	215.19	* .		* 1.10	3 4.10	3.00		A 7.35PH								A 6.45AN			0.50		
2032	6.5 Cross Over	58.6	s 3.42	-10.20		·	7.00	- 4 20	200	See page 9			.15	1.10	12.50				See page 9	• 700		s 6·10		s11.4
2038 NA	3.1 Cross Over	·		1			7.28	s 4.30		See page 9	pee bake a		.22	1.10	1.00					1 7.10		1 6.20	- P	111.5
2040	3.1	1	f 3.46	12.36			7.32	1 4.35	3.25					1.30	1.10					s 8·10		s 6.40		l
2044 WI	WINLOCK D 6.5 Cross Over	71.3	s 3.53	997			7.36	s 4.42	3.30	2 -		1,	.30	1.30	1.10					• 6.10		\$ 0.40		12.0 512.4 407
V 2050 PN	VADER D 1.2 Cross Over	77.8	s 4.04	s12.53			7.45	s 4.53	3.40		-	11	.45	1.55	1.35					s 8.30		5 7.20		s 1.O
2051 L. P. &	VADER JUNCTION N 1 5 Track Conn.	79.0	1				- T	******	-						Ý.									
2053 OQ L. P. &	N. 6.9 Cross Over DN Track Conn.	80.5	f 4.08AM	f12.58PM			A 7.49PM	1 4.58PM	A 3.44AN			11	.52™	2.05	1.45AM					f 9.00AM		f 7.35AM		1 1.1
			BETWEE	N OLEQI	JA AND	LONGVI	EW JCT.	TRAINS	USING	L. P. & I	. TRACK	S WILL BE	GOV	ERNED	BY L. P.	& N. TII	ME TAB	LE AND I	RULES.					
7 2060 CA	CASTLE ROCK DN	87.4	s 4.2 0AM	s 1.10PM			IA N.R.R.	s 5.10PM	R.R.			12	2.10AM	2.25AM	2.05AM					s10.15AM	1	s 8.20AM		s 1.4
2066	6.3 Cross Over OSTRANDER	93.7	f 4.31	s 1.20			₹z	f 5.20	P.S. VIA		-	12	3.28	2.40	2.25					f10.35	 -	f 9.00		1 2.0
2071 KS	3.6 Cross Over KELSO DN		s 4.38				>&			I						1.1					l'	1 1		s 2.3
		97.3	8 4·30	s 1.28		1	۵	s 5.28	4.				2.40	2.55	2.35					s11.30		s 9.20	1	
2074 JC	3.7 Cross Over N	<u> </u>	4.43	1.33			L 8.29M	·				12		2.55	2.35 2.42					\$11.30 11.37		s 9.20 9.30		
2074 JC	3.7 Cross Over LONGVIEW JCT. Cross Over N N. Ry. 2.0 Track Conn. CARROLLS	<u> </u>	4.43				L.P.	·				12 12	2.40											2.3
2074 JC L. P. &	Section	101.0	4.43	1.33			a: L 8.29PM	5.33	i L 4.24AM			12 12 12	2.40 2.47	3.02	2.42					11.37		9.30		2.3 f 2.4
2074 JC L. P. &	N. Ry. 2.0 CARROLLS 4.5	101.0	4.43 4.48 5 4.57	1.33 f 1.38			L 8.29PM 8.33	5.33 5.38 5.45	i 4.29			12 12 12	2.40 2.47 2.54	3.02	2.42					11.37 f11.45		9.30 f 9.45		2.3 f 2.4 3.1
2074 JC L. P. & 2077 KA	Section	101.0 103.0 107.5 111.8 116.6	4.43 4.48 5 4.57 5.05	1.33 f 1.38 s 1.48			8.33 8.38 8.43	5.33 5.38 5.45 5.52	1 4.24AM f 4.29 4.36			12 12 12 1 1	3.40 3.47 3.54	3.02 3.10 3.30	2.42 2.50 3.10	100			2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.37 f11.45		9.30 f 9.45 f10.55		2.3 f 2.4 3.1 f 3.3
2074 JC L. P. & 2077 V 2081 KA CX 4 CX 9 WD	Section	101.0 103.0 107.5 111.8 116.6	4.43 4.48 5 4.57 5.05	1.33 f 1.38 s 1.48 f 1.55 s 2.05			8.29PM 8.33 8.38 8.43 8.49	5.33 5.38 5.45	1 4.24 M f 4.29 4.36 4.43			12 12 12 1 1	2.40 2.47 2.54 2.07	3.02 3.10 3.30 3.45	2.42 2.50 3.10 3.30			2.0		11.37 f11.45 AM 12.30 PM f12.40		9.30 f 9.45 f10.55 f11.10 s11.45AM		2.3 f 2.4 3.1 f 3.3 s 3.5
2074 JC L. P. & 2077 KA CX 4 CX 9 WD V CX15 RQ	3.7 Cross Over N. Ry. 2.0 Track Conn. CARROLLS 4.5 KALAMA DN 4.3 Cross Over MARTINS BLUFF 4.8 WOODLAND 5.4 Cross Over RIDGEFIELD 8.2 Cross Over	101.0 103.0 107.5 111.8 116.6 122.0	4.43 4.48 \$ 4.57 5.05 \$ 5.15 \$ 5.25	1.33 f 1.38 s 1.48 f 1.55 s 2.05 s 2.15			8-33 8-33 8-38 8-43 8-49 8-57	5.33 5.38 5.45 5.52 5.600 f 6.12	i 4.24 M f 4.29 4.36 4.43 4.52 5.03			12 12 12 1 1 1	3.40 3.47 3.54 3.07 3.18 3.29 3.43	3.02 3.10 3.30 3.45 4.00 4.15	2.42 2.50 3.10 3.30 3.50 4.10	The state of the s				11.37 f11.45AM 12.30PM f12.40 s 1.00 s 1.30		9.30 f 9.45 f10.55 f11.10 s11.45AM s12.01PM s 1.00		2.3 f 2.4 3.1 f 3.3 s 3.5 s 4.1
2074 JC L. P. & 2077 KA CX 4 CX 9 WD V CX15 RQ	Section	101.0 103.0 107.5 111.8 116.6 122.0	4.43 4.48 5 4.57 5.05 5 5.15 5 5.25 7 6.35	1.33 f 1.38 s 1.48 f 1.55 s 2.05 s 2.15			8.33 8.38 8.43 8.49 8.57	5.33 5.38 5.45 5.52 5.600 f 6.12	i 4.24 M f 4.29 4.36 4.43 4.52 5.03			12 12 12 1 1 1 1	3.40 3.47 3.54 3.07 3.18 3.29 3.43	3.02 3.10 3.30 3.45 4.00 4.15	2.42 2.50 3.10 3.30 3.50 4.10					11.37 f11.45 M 12.30 M f12.40 s 1.00 s 1.30		9.30 f 9.45 f10.55 f11.10 s11.45AM 12.01PM s 1.00 f 1.15		2.3 f 2.4 3.1 f 3.3 s 3.5 s 4.1 f 4.3
2074 JC 2077 L. P. & CX 4 CX 9 WD CX15 RG	Section	101.0 103.0 107.5 111.8 116.6 122.0 127.2	4.43 4.48 8 4.57 5.05 8 5.15 8 5.25 7 6.35	1.33 f 1.38 s 1.48 f 1.55 s 2.05 s 2.15 2.25 2.30			8-33 8-33 8-38 8-43 8-49 8-57	5·33 5·38 5·545 5·52 5·600 f 6·12 6·22 6·28	i 4.24 M f 4.29 4.36 4.43 4.52 5.03 5.14 f 5.21			12 12 12 1 1 1 1 1	3.40 3.47 3.54 3.64 3.07 3.18 3.29 3.43 3.55 3.03	3.02 3.10 3.30 3.45 4.00 4.15 4.30 4.40	2.42 2.50 3.10 3.30 3.50 4.10 4.25 4.35			2.00		11.37 f11.45AM 12.30PM f12.40 s 1.00 s 1.30 f 1.45 f 2.00		9.30 f 9.45 f10.55 f11.10 s11.45M 12.01PW s 1.00 f 1.15 f 1.25		2.3 f 2.4 3.1 f 3.3 s 3.5 s 4.1 f 4.3 f 4.4
2074 JC 2077 L. P. & 2081 KA CX 4 WD CX15 RG	Section	101.0 103.0 107.5 111.8 116.6 122.0 127.2 130.5 133.3	4.43 4.48 8 4.57 5.05 8 5.15 8 5.25 7 6.35	1.33 f 1.38 s 1.48 f 1.55 s 2.05 s 2.15			8.33 8.38 8.43 8.49 8.57	5.33 5.38 5.45 5.52 5.600 f 6.12	i 4.24 M f 4.29 4.36 4.43 4.52 5.03			12 12 12 11 11 11 12 22	3.40 3.47 3.54 3.54 3.07 3.18 3.29 3.43 3.55 3.03 3.10	3.02 3.10 3.30 3.45 4.00 4.15 4.30 4.40 4.50	2.42 2.50 3.10 3.30 3.50 4.10 4.25 4.35					11.37 f11.45 MM 12.30 PM f12.40 s 1.00 s 1.30 f 1.45 f 2.00 2.10		9.30 f 9.45 f10.55 f11.10 s11.45AM 12.01PM s 1.00 f 1.15 f 1.25		2.3 f 2.4 3.1 f 3.3 s 3.5 s 4.1 f 4.3 f 4.4
2074 JC 2077 L. P. & 2081 KA CX 4 CX 9 WD CX15 RG CX21 CX23 CX25 VJ	Section	101.0 103.0 107.5 111.8 116.6 122.0 127.2 130.5 133.3	4.43 4.48 5 4.57 5.05 5 5.15 5 5.25 7 6.35 5.42 5.48	1.33 f 1.38 s 1.48 f 1.55 s 2.05 s 2.15 2.25 2.30			8.33 8.38 8.43 8.49 8.57 9.03 9.07	5.33 5.38 5.45 5.52 5.600 f 6.12 6.22 6.28 6.33	i 4.24 M f 4.29 4.36 4.43 4.52 5.03 5.14 f 5.21			12 12 12 11 11 11 12 22	3.40 3.47 3.54 3.54 3.07 3.18 3.29 3.43 3.55 3.03 3.10	3.02 3.10 3.30 3.45 4.00 4.15 4.30 4.40 4.50	2.42 2.50 3.10 3.30 3.50 4.10 4.25 4.35					11.37 f11.45AM 12.30PM f12.40 s 1.00 s 1.30 f 1.45 f 2.00		9.30 f 9.45 f10.55 f11.10 s11.45M 12.01PW s 1.00 f 1.15 f 1.25		2.3 f 2.4 3.1 f 3.3 s 3.5 s 4.1 f 4.3 f 4.4
2074 JC 2077 L. P. & 2081 KA CX 4 CX 9 WD CX15 RG CX21 CX23 CX25 VJ	Section Cross Over N. Ry. 2.0 Track Conn.	101.0 103.0 107.5 111.8 116.6 122.0 127.2 130.5 133.3 136.4	4.43 4.48 8 4.57 5.05 8 5.15 8 5.25 1 6.35 5.42 5.48 As 5.55	1.33 f 1.38 s 1.48 f 1.55 s 2.05 s 2.15 2.25 2.30 2.35 As 2.40M	D PORT	LAND TI	8.33 8.38 8.43 8.49 8.67 9.03 9.07 9.10	5.33 5.38 5.45 5.52 5.600 f 6.12 6.22 6.28 6.33 As 6.40	i 4.24 M f 4.29 4.36 4.43 4.52 5.03 5.14 f 5.21 5.26 As 5.32 M		SPOKANI	12 12 12 11 11 11 12 22	3.40 3.47 3.54 1.07 1.18 1.29 1.43 1.55 3.03 3.10	3.02 3.10 3.30 3.45 4.00 4.15 4.30 4.40 4.50	2.42 2.50 3.10 3.30 3.50 4.10 4.25 4.35 4.45			TABLE A		11.37 f11.45AM 12.30PM f12.40 s 1.00 s 1.30 f 1.45 f 2.00 2.10		9.30 f 9.45 f10.55 f11.10 s11.45AM 12.01PM s 1.00 f 1.15 f 1.25		2.3 f 2.4 3.1 f 3.3 s 3.5 s 4.1 f 4.3 f 4.4
2074 JC 2077 L. P. & 2081 KA CX 4 CX 9 WD CX15 RG CX21 CX23 CX25 VJ	3.7 Cross Over N. Ry. 2.0 Track Conn. CARROLLS 4.5 KALAMA DN 4.3 Cross Over MARTINS BLUFF 4.8 WOODLAND 5.4 Cross Over RIDGEFIELD 5.2 Cross Over KNAPP 3.3 FELIDA 2.8 Cross Over VANCOUVER JCT. DP 3.1 Cross Over VANCOUVER Cross Over DN 8. 8.0 Track Conn. BETV LAKE YARD DN	101.0 103.0 107.5 111.8 116.6 122.0 127.2 130.5 133.3 136.4	4.43 4.48 8 4.57 5.05 8 5.15 8 5.25 1 6.35 5.42 5.48 As 5.55	1.33 f 1.38 s 1.48 f 1.55 s 2.05 s 2.15 2.25 2.30 2.35 As 2.40M	D PORT	LAND TI	8.33 8.38 8.43 8.49 8.67 9.03 9.07 9.10	5.33 5.38 5.45 5.52 5.600 f 6.12 6.22 6.28 6.33 As 6.40	i 4.24 M f 4.29 4.36 4.43 4.52 5.03 5.14 f 5.21 5.26 As 5.32 M		SPOKANI	12 12 13 14 11 11 12 22 24 A 2	3.40 3.47 3.54 3.54 3.07 3.18 3.29 3.43 3.10 3.20 3.10	3.02 3.10 3.30 3.45 4.00 4.15 4.30 4.40 4.50	2.42 2.50 3.10 3.30 3.50 4.10 4.25 4.35 4.45			TABLE A		11.37 f11.45AM 12.30PM f12.40 s 1.00 s 1.30 f 1.45 f 2.00 2.10		9.30 f 9.45 f10.55 f11.10 s11.45AM 12.01PM s 1.00 f 1.15 f 1.25		2.3 f 2.4 3.1 f 3.3 s 3.5 s 4.1 f 4.3 f 4.4
2074 JC L. P. & 2077 KA CX 4 WD CX15 RG CX21 CX23 CX25 VJ CX25 CX CX29 KX CX	3.7 Cross Over N. Ry. 2.0 Track Conn. CARROLLS 4.5 KALAMA DN 4.3 Cross Over MARTINS BLUFF 4.8 WOODLAND 5.4 Cross Over RIDGEFIELD 5.2 Cross Over KNAPP 3.3 FELIDA 2.8 Cross Over VANCOUVER JCT. DP 3.1 Cross Over VANCOUVER Cross Over DN 8.0 Track Conn. BETV LAKE YARD 2.0	101.0 103.0 107.5 111.8 116.6 122.0 127.2 130.5 133.3 136.4	4.43 4.48 5 4.57 5.05 5 5.15 7 6.35 5.42 5.48 As 5.55AM	1.33 f 1.38 s 1.48 f 1.55 s 2.05 s 2.15 2.25 2.30 2.35 As 2.40Pii	D PORT	LAND TI	8.33 8.38 8.43 8.49 8.57 9.03 9.07 9.10 As 9.15PM	5.33 5.38 5.45 5.52 5.600 f 6.12 6.22 6.28 6.33 As 6.40 ^{PM}	i 4.24 M f 4.29 4.36 4.43 4.52 5.03 5.14 f 5.21 5.26 As 5.32 M GOVER		SPOKANI	12 12 13 14 11 11 12 22 24 A 2	3.40 3.47 3.54 3.54 3.07 3.18 3.29 3.43 3.10 3.20 3.10	3.02 3.10 3.30 3.45 4.00 4.15 4.30 4.40 4.50 A 5.05	2.42 2.50 3.10 3.30 3.50 4.10 4.25 4.35 4.45			TABLE A		11.37 f11.45AM 12.30PM f12.40 s 1.00 s 1.30 f 1.45 f 2.00 2.10		9.30 f 9.45 f10.55 f11.10 s11.45AM 12.01PM s 1.00 f 1.15 f 1.25 1.35 A 1.55PM		2.3 f 2.4 3.1 f 3.3 s 3.5 s 4.1 f 4.3 f 4.4
2074 JC L. P. & 2077 KA CX 4 WD CX15 RQ CX21 CX23 CX25 VJ FC CX29 MX S. P. & CY CY CX	3.7 Cross Over N. Ry. 2.0 Track Conn. CARROLLS 4.5 KALAMA DN 4.3 Cross Over MARTINS BLUFF 4.8 WOODLAND 5.4 Cross Over RIDGEFIELD 5.2 Cross Over KNAPP 3.3 FELIDA 2.8 Cross Over VANCOUVER JCT. DP 3.1 Cross Over VANCOUVER Cross Over DN 8.0 Track Conn. BETV LAKE YARD 2.0	101.0 103.0 107.5 111.8 116.6 122.0 127.2 130.5 133.3 136.4	4.43 4.48 8 4.57 5.05 8 5.15 8 5.25 7 6.35 5.42 5.48 As 5.55AM VANCOU	1.33 f 1.38 s 1.48 f 1.55 s 2.05 s 2.15 2.25 2.30 2.35 As 2.40 VER ANI	-77e -11	15	8.33 8.38 8.43 8.49 8.57 9.03 9.07 9.10 As 9.15PM	5.33 5.38 5.45 5.52 5.600 f 6.12 6.22 6.28 6.33 As 6.40PM	i 4.24 AM f 4.29 4.36 4.43 4.52 5.03 5.14 f 5.21 5.26 As 5.32 AM GOVER	NED BY		12 12 12 11 11 11 22 24 A 2	3.40 3.47 3.54 3.07 3.18 3.29 3.43 3.55 3.03 3.10 3.20 4ND A	3.02 3.10 3.30 3.45 4.00 4.15 4.30 4.40 4.50 A 5.05AM ND SEA	2.42 2.50 3.10 3.30 3.50 4.10 4.25 4.35 4.45 A 5.00AM	AILWAY	TIME		ND RUL	11.37 f11.45AM 12.30PM f12.40 s 1.00 s 1.30 f 1.45 f 2.00 2.10 A 2.20PM		9.30 f 9.45 f10.55 f11.10 s11.45AM 12.01PM s 1.00 f 1.15 f 1.25 1.35 A 1.55PM		2.3 f 2.4 3.1 f 3.3 s 3.5 s 4.1 f 4.3 f 4.4 4.5 A 5.0
2074 JC 2077 L. P. & 2081 KA CX 4 WD CX15 RG CX21 WCX23 Y CX25 VJ TC CX29 MX	3.7 Cross Over N. Ry. 2.0 Track Conn. CARROLLS 4.5 KALAMA DN 4.3 Cross Over MARTINS BLUFF 4.8 WOODLAND 5.4 Cross Over RIDGEFIELD 5.2 Cross Over KNAPP 3.3 FELIDA 2.8 Cross Over VANCOUVER JCT. DP 3.1 Cross Over VANCOUVER Cross Over DN 8.0 Track Conn. BETV LAKE YARD 2.0	101.0 103.0 107.5 111.8 116.6 122.0 127.2 130.5 133.3 136.4	4.43 4.48 5 4.57 5.05 5 5.15 7 6.35 5.42 5.48 As 5.55AM	1.33 f 1.38 s 1.48 f 1.55 s 2.05 s 2.15 2.25 2.30 2.35 As 2.40Pii	Daily .08	Daily .50	8.33 8.38 8.43 8.49 8.57 9.03 9.07 9.10 As 9.15PM	5.33 5.38 5.45 5.52 5.600 f 6.12 6.22 6.28 6.33 As 6.40 ^{PM}	i 4.24 M f 4.29 4.36 4.43 4.52 5.03 5.14 f 5.21 5.26 As 5.32 M GOVER		SPOKANI Daily	12 12 12 11 11 11 12 22 22 A 2	3.40 3.47 3.54 3.54 3.07 3.18 3.29 3.43 3.10 3.20 3.10	3.02 3.10 3.30 3.45 4.00 4.15 4.30 4.40 4.50 A 5.05	2.42 2.50 3.10 3.30 3.50 4.10 4.25 4.35 4.45		TIME		ND RUL	11.37 f11.45AM 12.30PM f12.40 s 1.00 s 1.30 f 1.45 f 2.00 2.10 A 2.20PM		9.30 f 9.45 f10.55 f11.10 s11.45AM 12.01PM s 1.00 f 1.15 f 1.25 1.35 A 1.55PM	:	2.37 f 2.48 3.10 f 3.38 s 3.50 s 4.18 f 4.30 f 4.40 4.50

SPECIAL INSTRUCTIONS PAGES 10, 13, 14 AND 15.

	Time Table No. E4D						FIRST	CLASS						SE	COND C	LASS	I		Т	HIRD CL	LASS		i
	November 25, 1928	ty of	402	408			458	562	564	592	594	6	72	680	692	694	96		_	-	976		
3	Succeeding No. 54A	paci	Daily	Daily	Nor. Pac.	Nor. Pac.	Daily	Daily	Daily	Daily Nov. Page	Daily Non Page		Daily	Daily	Daily	Ex. Sun.	Ex. S		-		Ex. Sun.		·
Portle	S TATIONS Telegraph Offices and Calls	Car Ca Sidings		Consolidated Passenger	Grays Harbor Passenger	Grays Harbor	Consolidated Passenger	Consolidated Passenger	Consolidate Passenger	Nor. Pac. Willapa Harbor Passenger	Nor. Pac. Willapa Harbor Limited	Gre I	eat Nor. Time Freight	Nor. Pac. Time Freight	OW.R.& N. Time Freight	Nor. Pac- Time Freight	Nor. Wa Frei	Pac. Nor. Pac y Way ht Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight	OW. R.&N. Way Freight	OW.R.&N Way Freight	Nor. W Fre
l6.4	Q TACOMA DN 0.4 Cross Over	- 1	5.05M	A 1.55PM		A 6.55PM		A 5.45PM	A 4.50M	4		1		3.21		A 1.20 AM		A 3.30	4				
6.0	OW. R. & N. Co. CONNECTION					-									A 4.12M						A10.45		
3.6	NX McCARVER ST. DN 6.9 Cross Over		4.55	1.47	S ZBZ	6.47		5.37	4.35					3.09	4.00	1.00		3.10			10.30		
6.7	SX SIXTH AVENUE DN E 6.0 Cross Over W		4.40	1.35	₹218	f 6.33		f 5.27	f 4.17			i	-	2.38	3.35	12.30		\$ 2.45			s10.00		
0.7	UO STEILACOOM DN 2.0 Cross Over	15	s 4.25	s 1.25	MER AKE	f 6.21	ш :	f 5.17	f 4.03				LINE	2.18	3.10	12.10	ш	s 2.10			s 9.30		
8.7	KETRON PE 6.7 Cross Over W		4.20	1.21	PA RAI Se	6.17	L L	5.14	3.58	Z Z			9	2.10	3.00	12.01AH	LINE	f 1.50			f 9.00		
	NU NISQUALLY DN 3.8 Cross Over	25	4.07	!	A12.26PM s		8 6 6 E		f 3.40	PRAIRIE LINE See Page 6			PRAIRIE See Page 6	1.45	2.35	11.35PM	Z I E	s 1.20			₅ 8.30		2 -
	SR ST. CLAIR DN 1.6 Cross Over	50	3.55		L12-16PM		VIA PRAIR See Page	4.57	3.31	SA Be			See I	1.35	2.20	11.25	PRAIRIE See Porte	L 1.1 OP			s 8.00	1 1 4	
6.6	5.1 Cross Over	73	3.5 3		See page 5	See page 5	A P.	4.55	3.27	I d ⊗			VI	1.28	2.15	11.20		See page	5	,	s 7.50	2	1
	MA CHAMBERS PRAIRIE DN E 2.6 Cross Over W	73 73		f12.52				s 4.47	f 3.17	^ IA			>	1.08		11.00	YI,	:			s 7.30		
8.9	PLUMB 5.4	4		12.48				4.42	3.10					1.00		10.50					5 6.50		
3.4	NO TENINO DN 0.5		3.29			i		s 4.34						12.31		10.31			_		s 6.30		ĺ
2.9	TENINO JCT. 3.2 Cross Over W			12.37			A 7.31PM			A12.10PM				12.30	1.10	10.30	A 6.4				6.15		
	BC BUCODA D 5.1 Cross Over	125	3.20	12.32			7.27	s 4.27	f 2.48	\$12.03PM		10	0.35	12.05M	12.55	10.15	\$ 6.3	0			s 6.00		
4.6	WABASH P 2.2 2.2 CN CENTRALIA DN			1000					-														A11.
	3.7 Cross Over	500	3.05 2.55					<u>4:15</u>		11.50AM s11.40						9.30PM	L 6.0	OAM	_		L 5.30AM		L11.
0.1	CH CHEHALIS Cross Over D C. M. St. P. & P. 0.9 Track Conn. W	66 36	2.45	s12.05PM	- [s 7.02	\$ 4.00	s 2.00	\$11.30	s 6.20	1 '	9.45	10.50	11.50M				2.40	\$11.40		\$ 2.15	I
7.8	CHEHALIS JCT. P 6.5 Cross Over	 -								L11.25M	L 6.15M								L 2.30PM See page 9				
1.8	NA NAPAVINE DN E 3.1 Cross Over W	73 s	2.30	\$11.50AM			6.50	s 3.45	1.45	See page 9	See page 9		9.25	10.27	11.25				Dee page 8	11.15		s 1.50	
8.2		Spur	2.24	11.44			6.46	f 3.37	1.41				9.18	10.17	11.15				-	f11.05		f 1.20	
5.1	WI WINLOCK D 6.5 Cross Over	74 1	2.15	11.37			6.41	s 3.29	1.34	-			9.08	10.07	11.05				-	\$10 -50		s 1.05	
8.6		51	2.00	11.24			6.31	s 3.14	1.22			<u>_</u>	8.54	9.47	10.45	<u> </u>			-	10.10		s12.30M	
67.4	VADER JCT.	56 20												,	10-10			_	•				<u> </u>
5.9	L. P. & N. 1.5 Track Conn. OQ OLEQUA Cross Over DN L. P. & N. 6.9 Track Conn.	Spur	1.52	11.19			L 6.27M	1 3.07	L 1.18AM				8.47	9.40	10.35		· · · · · ·		-	f 9.50		f11.50AM	
9.0	CA CASTLE ROCK DN E	69	1.40	11.05		-		s 2.55					8.32	9.20	10.18				-	s 9.30		s11.30	
2.7	OSTRANDER	Spur f	1.28	10.53	i		R.R.	s 2.43	4. 18.				8.19	9.02	10.00	<u> </u>		_	-	1 9.00		f11.05	
9.1	KS KELSO DNE	10 . 74 s	1.20AM	10.46AM		· · · · · · · · · · · · · · · · · · ·	«VIA Sen.R.	s 2.35PM	VIA KN.R.		-		B.11PM	8.54PM	9.52M			<u> </u>	-	s 8.45AM		s 1 0.55	; I
	3.7 Cross Over			978			I.P		نّ													\$ 1 0.55 1 0.20 AM 408	
	JC LONGVIEW JCT. Cross Over N	TWE	N LONG	10.38AM	CT. ANI	OLEQ	UA TRAI A 5.47PH				RACKS W		OVER	NED BY			TABLE AN	D RULES.		7.55AM		10.05AM	<u> </u>
3.4	L. P. & N. Ry. 2.0 Track Conn.	Spur	1.10					f 2.23					7.59	8.41	9.40				<u> </u>	1 7.45		1 9.55	1
8.9	4.5	2		1		·		s 2.17		-			7.50	8.32	9.30				-	s 7.30	.[s 9.35	
1.6	KA KALAMA DN E 4.3 Cross Over W MARTINS BLUFF		12.50				5.33		12.21				7.40	8.23	9.17				-	1 6.15		f 9.05	
0.8	WD WOODLAND D	Spur s	12.40		-			s 2.00	12.14				7.30	8.13	9.05					s 6.00		s 8.50	
1.4	5.4 Cross Over	10	12.30	.		·		s 1.50					7.17	8.01	8.50				<u> </u>	s 5.45		s 8.20	
0.2	RG RIDGEFIELD DE 5.2 Cross Over W KNAPP	93	12.20					f 1.40					7.05	7.50	8.39				-	f 5.27		1 7.50	
5.9	3.3	4	12.15					f 1.35		-			6.57	7.43	8.31				-	f 5.20		1 7.35	·
	2.8 Cross Over VJ VANCOUVER JCT. DP	30	12.10	9.40		· · · · · · · · · · · · · · · · · · ·	5.05		11.54	-			6.50	7.37	8.25				-	5.10		7.25	
0.0	3.1 Cross Over MX VANCOUVER Cross Over DN		1	. 1				1.30 L 1.25 ^{PM}						. 1	8.15M			-	-	L 5.00AM	<u>i</u>	L 7.15AM	
	S. F. C. S. 8.0 Track Conn		S 5	S	DART:	AND T	8	8	S		SDOY 4315						 	AND DO	FE	J. 3.30			
2.0	C LAKE YARD DN		ANCOUV	ER AND	FURIL	AND II	W. CHIAL	ILL RE	GUVER	NED BY	SPURANE	, PURTLA	AND A			AILWAY T	IME TABLI	HUN KUI	LES.	<u></u>			
	2.0	1000	.11.30PM	0.00#			1 2 22							. 6.53™					_		-		
	TORILAND DIN	1000						L 1.00PM	L11.15P										_	-			-
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Ex. Sun.	Ex. S		_		-	Ex. Sun.	
<u> </u>	Time Over Subdivision		4.50	4.13	. 10	.58	2.26	4.15	4.45	.35	.15		3.43	7.26	7.32	3.50		0 2.20	.25	6.55	5.15	6.10	
	Average Speed Per Hour		28.9	32.3	22.8	29.1	38.7	32.0	29.0	25.8	18.4	1 '	24.4	18.4	18.1	14.8	13.	12.0	12.0	11.9	10.3	13.3	13.

SPECIAL INSTRUCTIONS PAGES 10, 13, 14 AND 15.

A	VEST	WAR	D							(GPAVS		ND SUR LINE			PANCH.											
9 1	2		<u> </u>	4				FIRST	CLASS	(GRA15	HARBO	K LINE /		OND CL			ТН	IRD CL	ASS							
urn /yesan its.	mpe	from	Time Table No. 54H	ity o	421	423	503		579	[1			693	697	965				991						
T N I	n Z	ei Ti	November 25, 1928 Succeeding No. 54A	a pac	Daily	Daily	Daily	Daily	Daily		-				Ex. Sun.					Tuesday & Fri.						
ables ard I	Station	Distance St. Clair	STATIONS	ar Cal	Nor. Pac.	Nor. Pac.	Nor. Pac.	OW.R. & N.	C.M.St.P.& P Passenger			1.1.1.1.1		Nor. Pac.	C.M.St.P.& P Freight	Nor. Pac. Way Frt.	Nor. Pac.	Nor. Pac.	0W.R.&N.					-		
Yar Yar	<u> </u>	<u>⇔</u>	Telegraph Offices and Calls	ರಜೆ	Passenger See page 2	Passenger See page 2	Passenger	Passenger	Passenger 417					Freight	Freight 161	See page 2	Way Frt.	way Frt.	Way Fre.	- Lengue		_				
x c	S 28	0.0	SR ST. CLAIR DI	48	L10.06A	L 6.45PM										L 8.30A		, -			- 1					
c	C K 18	2.9	2.9 UNION MILL	Spur	f10.12	f 6.52		-	-					-		s 8.40										
c	K 20	4.4	1.5 LACEY 5.0		s10·15	6.55					· ·					s 8.45	·									
WT X	C K 25	9.4	OY OLYMPIA DI	44	\$10.25 10.30	5 7.05 7.10	•				 -					A 9.00M										
		10.0	<u></u>	_	10.30						<u> </u>	-							<u> </u>			-	-	-	1	-
	CK 34	14.7	4.7 BELMORE	_	10.42	1 7.23						-		<u> </u>						<u> </u>		-	-	-		
	K 37	·	6.6		\$10.55					<u> </u>	<u> </u>							<u> </u>			<u></u>	-	-	-		1
	C K 37½		1.2	1	s10.58							-										-	-			
	K 40	24.4	MIMA		f11.02	7.44			-	<u> </u>		-		g			9-4 0									1
	C K 44	28.6	HK GATE D		l	\$ 7.55 8.00	See page 8		-			-		See page 8 L 3.25			See page 8 L 8.25				*		-			
X			4.9		422	1					-			3.40			s 8.45				·	-	_	_	-	-
C	CM 5	33.5	OX OAKVILLE D	95	s11.25	s 8.10	5 1.09 968							3.40	1-		. 0.40									
c	C M 12	40.4	LYTLE 1.0	34	11.39	8.25	1.22						-	3.55			s 9.05									
w	C M 13	41.4		16	f11.41	8.27	1 1.24	-						3.57		-	s 9·10									_
c	C M 15	43.0	MN MALONE D	Spur 10	511.44	s 8.30	s 1.27							4.01		l .	\$10.00									_
v	C M 19	48.0	EF ELMA D	69	s 1 1.55AM 967-968	5 8.41	s 1.36							4.30	Art of the		\$1 0.2 0 AM 1 2.0 1 PM 421-422-968			75. A N						
X	C M 23	51.7	SATSOP 1.9	29	f12.03PM	f 8.49	1 1.43					-		4.45			\$12.15			-			-			
	C M 25	53.6	BRADY	Spur	f12.07	8.53	1 1.47	-	-					4.50		<u> </u>	s12.25		: 1							
w	C M 29	57.7	MO MONTESANO DN OW. R. & N. 8.1 Track Cons	60	s12·13	\$ 9.00	s 1.53		-			-		5.00	3		\$12.40 2.00 503	<u> </u>								
	C M 37		AJ ABERDEEN JCT.	100			967		-								2.00 503									
<u>x</u>		0.9	JUNCTION CITY 0.6	-				-		<u> </u>		-														
-	CR 1	1.5		-		-			-									-								
<u>~</u>	C G 2	2.9		30																6.30A						
<u> </u>	CR 1	1.5					-				-									6.35						
c	CR 3	2.4		90		-				·										s 6.40						
-	CR 13	13.1		10																A 5 7 . 3 O AM 992						
Y X	C M 37	65.8	ABERDEEN JCT.	100	f12.30	f 9.18	2.10			-				5.30			s 2.30			- 111.444		_	_	_	_	_
	C M 40	68.9	SA ABERDEEN D OW. R. & N. 3.6 Track Con-	1.	*12.40 12.45	s 9.30 9.35	s 2.20 2.25	1	L 6.50 ^{PM}	1				6.20		1	s 2.55		L 3.10PM					_		_
	C M 44	72.5	HO HOQUIAM D	200	\$12.55 1.00	A 9.45P	A 2.35M	A 7.154	A 7.00PM					A 6.40M	A 6.00M		A 3.10PM	L 9.30AN	A 3.25PM					_	-	_
W	C M 47	76.0	4.4		f 1.10									-				1 9.45				_		_	_	_
	C M 52	80.4	1.6		f 1.23	•												f10.00	- ·							_
	C M 54	82.0	2.0	_	f 1.28													/10·10					-	_	-	_
	A Marine Control	84.0	1.2		f 1.34				_	-		_				·		110.20								_
	C M 56	85.2	0.7	P 40	f 1.37		ļ_ ·					_						110.30			· · · · · · · · · · · · · · · · · · ·		-	_	-	_
	0.16.65	85.9	2.5	- 0-	1 1.39				-									f10.35 s10.50					-		-	-
	C M 61	88.4	3.2	Spur 10		-			<u> </u>				:		-			\$10.50 \$11.15					-	-	-	_
	C M 63	91.6	1.0	0 60 30	s 1.55				· · · · · · · · · · · · · · · · · · ·	-		_	-			· · · · · ·	ļ	!11.20				-			-	-
	C M 64	92.6	1.9	_	f 1.58 984 f 2.03	-		-	-	-		-					-	s11.40M					-	-	-	_
	C M 68	96.4	1.9	Spur 10 26	1 2.03	<u> </u>			-	-		-				· · · · · ·		s12.01PM				-	-	-	-	-
	C M 69	98.1	1.7	_					-			-	·					s12·10			· .	-	-	-	-	-
_	C M 71	99.5	1.4	Spur 7	1 2.16				-	,		-			ļ	<u> </u>		s12.20				-	-	-	-	-
14																										1

 3.15
 .20
 .30
 3.44
 3.00
 .15
 1.00

 14.5
 10.8
 18.8
 11.7
 9.0
 14.4
 13.0
 25.7 26.3 27.7 14.4 Average Speed Per Hour EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 983 IS SUPERIOR TO NO. 984 HOQUIAM TO MOCLIPS, NO. 991 IS SUPERIOR TO NO. 992 COSMOPOLIS TO MARKHAM.

DOUBLE TRACK BETWEEN ABERDEEN AND HOQUIAM RIVER DRAWBRIDGE.

SPECIAL INSTRUCTIONS PAGES 10, 11, 13, 14 AND 15.

Daily

.10

Daily

1.35

Ex. Sun. Ex. Sun.

Time Over Subdivision

Daily

3.54

2.45

Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Tuesday & Fri.

EASTWARD									(GRAY		OND SU		SION. OSTA BRANCH.)									· ·
Time Table No. 54B	from	1				FIF	RST CLA	ASS				- 1		SECONE	CLASS				TH	IRD CLA	SS		-
November 25, 1928	30 fr	422	424	500	504	578							694	698		,		968					
Succeeding No. 54A STATIONS	Distance Moclips	Daily	Daily		Daily	Daily								Ex. Sun.				. Ex. Sun.	l				
Telegraph Offices and Calls	Ko	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M.St.P.&F Passenger	Nor. Pac. Passenger	OWR.&N Passenger					_		Nor. Pac. Freight	C.M.St.P.&P Freight				Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	OWR.&N Way Frt.	Nor. Pac. Freight		1 2
			See page 3		ļ		<u> </u>	-		-	-			162			See page		<u> </u>				
2.9		A12.16PM	.5							_							A12.45	- 6					1
1.5		f12.09															s12.35						
LACEY 5.0		\$12.06PM	·								_						\$1 2.3 0						<u> </u>
OY OLYMPIA DP 0.6	91.1	11.55AM s11.50	5.36 5.31														L1 2.15	PM					1 2 2
TUMWATER SPUR CROS.	90.5	900				<u> </u>				-	-							_					
BELMORE	85.8	f11.38	5.19					1										_					
RK LITTLE ROCK D	79.2	s11.25	5.06	<u> </u>	-													-					1 1 1
BORDEAUX JCT.	78.0	s11.22	s 5.03	-	-						-	i i						-[
	76.1	s11·18	4.59		See page 8			-		-			See page 8					See page 8		<u>-</u>			-
HK GATE DN -	71.9	s 1 1:10 s 1 1:05	s 4.51		As 6.13PM								A 6.40PM					As 1.25P					
1		\$10.55	. 441		s 6.04			ļ		-	-		6.25					. 1.00					i
6.9	01.0	10.00	±±1		0.04		-						6.20					1 2.50 503					
LYTLE 1.0	60.1	10.42	4.27		5.51					-		***************************************	6.05					\$12.30					-
	59.1	s10.40	4.25		f 5.49								6.00					\$12 ⋅25					
	57.5	s10·37	s 4.22		s 5.46					_			5.55					\$12.15PM					
	52.5	\$1 0.25 967	s 4.12		s 5.36								5.45 5.25 504					11.55AM 10.55 421-967					
	48.8	f10.18	f 4.05		f 5.29			-		-	-		504 5·15					\$10.45					
1.9		f10.14	4.01		f 5.25					-	-		5.10					s10.35					
4.1		\$10 <u>.0</u> 6			s 5·18					-	-		5.00					1 .					
OW. R. & N. 8.1 Track Conn.		968			0.20								0.00					\$10.20 9.00 422					
AJ ABERDEEN JCT. 0.9	18.3																				8.45		
JUNCTION CITY 0.6	17.4																				8.40		
1.4	16.8																						
OW. R. & N. 1.4 Track Conn.	18.2																						
0.9	16.8																				8.35		
SOUTH ABERDEEN OW. R. & N. Crsg. 10.7 Track Conn	15.9			. •																	8.30		
MARKHAM	5.2	:	-				-														. 7.40AM 991		
8.1		f 9.50			5.03					_			4.35					s 8.35					
		9.40 9.35	3.30 3.25	A 2.40M	\$ 4.55 4.50	A11.00m								A 5.15PM				5 8.20	-	A 4.40PM			· · · · · · · · · · · · · · · · · · ·
HO HOQUIAM DN 3.5	28.0	9.25 9.20	L 3.15PW	L 2.30M	1 4.4 OP	110.40P				1			L 4.00M	L 5.00™				E 8.00AM	As 4.30P	L 4.25P#			
GRAYS HARBOR CITY	24.5	f 9.10	·							-									f 4.15				
	20.1	f 8.57													-				f 3.55		,		
	18.5	f 8.52																	1 3.45				
BURROWS 1.2	16.5	s 8.46													-		-	-	f 3.35			•	· · · · · · ·
	15.3	s 8.43							, .	:							- <u>-</u> -	-	1 3.25				
WILDERNESS 2.5	14.6	s 8.41			<u> </u>														f 2.55				·
COPALIS 3.2	12.1	s 8.33									-			-					s 2·45				
	8.9	s 8.24	-						:		-					-		- 	s 2·30				
ONSLOW 1.9	7.9	1 8.21		-														-	f 1.58	·			
STEARNSVILLE 1.0	6.0	f 8.16			·.				-					-	-			-	s 1.40	:			
ALOHA 1.7	4.1	s 8.12							*										s 1.25				
PACIFIC BEACH	2.4	s 8.07						1 4											s 1·10				1
SUNSET BEACH 1.0	1.0	f 8.03																	f 1.05				
	0.0	L 8.00M										 						- · · · · · · ·	L 1.00PM				
Time O G.1 2: 1:		Daily	Daily	Daily	Daily	Daily					_		Ex. Sun.					Ex. Sun.					
Time Over Subdivision Average Speed Per Hour		3.56 26.0	2.32	21.6	28.3	10.8		-					2.20	14.4			.30 18.8	_	3.30 8.0	14.4	1.05		<u> </u>
EASTWARD TRAINS ARE	SU						SS IN T	HE OPPO	SITE D	IRECTI	ON EXCE	PT NO. 9			984 HO	QUIAM TO						COSMOF	POLIS

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 983 IS SUPERIOR TO NO. 984 HOQUIAM TO MOCLIPS, NO. 991 IS SUPERIOR TO NO. 992 COSMOPOL
TO MARKHAM. DOUBLE TRACK BETWEEN ABERDEEN AND HOQUIAM RIVER DRAWBRIDGE.
SPECIAL INSTRUCTIONS PAGES 10, 11, 13, 14 and 15

THIRD CLA	ASS			FIRST	CLASS				ales yes			Time Table No. 54	R				FIRST	CLASS			THIRD	CLASS
y u	985			*				421	el, Scinita	nbers	g g	November 25, 1928	a		422	528	i digi				986	
	Ex. Sun.		;					Daily	r, Fu	n N u	nce fro	Succeeding No. 54A	ce fro	Capacit	Daily	Ex. Sun.					Ex. Sun.	
	Nor. Pac. Way Frt.	 						Nor. Pac. Passenger	Wate Turn	Statio	Distar	STATIONS Telegraph Offices and Call	Distance Nisqually	Oar C	Nor. Pac. Passenger	Nor. Pac. Passenger					Nor. Pac. Way Frt.	
	L 8.00AM						-	L 9.374		1985	0.0	VA LAKEVIEW 2.5	D 11.6	52	A12.53M						As 3.55M	
	8.10							9.40		CK 2	2.5	COUNTRY CLUB	9.1		12.47			-			f 3.47	
	f 8.12					-	_	9.41	1	C K 3	3.0	TILLICUM 1.5	8.6	38	12.46	-			-		f 3.45	
	₅ 8.20			-			:	f 9.43	T	CK 5	4.5	CAMP MURRAY 3.2	7.1	23	f12.43			-			s 3.40	_
	8.30AM 12.45PM 421-422	and the second s						s 9.50 985	wx	C K 7	7.7	D FORT LEWIS	D 3.9	31	s12.36 985	A 1.20PM		-			L 3.30M	
	A1 2.55PM 528	 			-			A 9.584	X	C S 24	11.6	NU NISQUALLY I	N 0.0	25	L12.26	L 1.10PM						
~ .								See page	2		-		-			-			-			
	Ex. Sun.							Daily	1				_		Daily	Ex. Sun.		-			Ex. Sun.	

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

SPECIAL INSTRUCTIONS PAGES 11, 13, 14 AND 15

WESTWARD

FOURTH SUBDIVISION.

EASTWARD

												•		(PRAIRIE LINE.)								
	THIRD CL	ISS		SECON	D CLASS		FIRST	CLASS		88			T	ma Table No. E4D	Ī., , .		1	FIRST	CLASS	SECOND CLASS	Sį	THIRD CLASS
\$.	9	7	985		671		591	459	421	Scal Wy nits	nbers	a	11	me Table No. 54B November 25, 1928	from		422	458	592	672	964	986
	Ex.	Sun.	Ex. Sun.		Daily		Daily	Daily	Daily	Fuel, sbles, rd Lin	Nun	fi e		Succeeding No. 54A	e fro	seity	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
	G Nor W	eat hern ay ight	Nor. Pac. Way Freight		Great Northern Time Freight	· · · · · ·	Nor. Pac. Willapa Harbor Passenger	Consolidated Portland Passenger	Nor. Pac. Passenger	Water, Turn T and Ya	Station	Distance Tacoma		STATIONS Telegraph Offices and Calls	Distanc Tenino	Car Car	Nor. Fac.	Consolidated Seattle Passenger	W IIIapa	Great Northern Time Freight	Nor. Pac. Way Freight	Nor. Pac. Way Freight
		ie ridge		***************************************	Via Drawbridge Line		-	L 5.45PM	L 9.15M		1977	0.0	Q	TACOMA DN 0.2 Cross Over	39.2		, -	<u> </u>	A 1.30PM	Via Drawbridge Line	Via Drawhridge	Via Drawbridge
	L 7	0 5 M	L 7.15M		L 8.05™		10.27	5.47	9.17			0.2	AX	15th ST. TOWER DN 4.4 Cross Over	39.0		1.15	8.25	1.25	A12.20M	A10.40AM	
			s 7.45	1 2	8.30 458		\$10. 4 0	5.59	s 9.30	WO TX	1981	4.6	su	SOUTH TACOMA D	34.6	70	s 1.05	8.15 671	s 1.15	12·01AM	s10.05	s 4·10
	1 7	40	As 8.00AM		8.38	-	f10.46	6.04	A 9.374 s 964		1985	8.2	VA	LAKEVIEW D	31.0	52	L12.53PM	8.10	1 1.07	11.50PM	s 9.50 421	Ls 3.55M
	1 7	50			8. 48		f10.53	6.11			1990	13.2		HILLHURST 6.0	26.0	52		8.04	f 1.00	11.40	s 9.25	
	s 8	10		-	9.00		s11.03	6.19		W	1996	19.2	RY	ROY D 8.5 Lap Siding	20.0	W 67		7.56	s12.50	11.28	s 9.00	
,*	s 8 9	30	-		9.11		s11.13	6.26			2002	24.7	Y	YELM D	14.5	74		7.50	s12.39	11.15	s 8.30	
	. 8	45			9.22		s11.23	6.33	-		2007	30.2	RA	RAINIER D 4.2 Lap Siding	9.0	E 64 W 73	and the second	7.44	s12.29	11.04	s 8.00	
	1 9	00			9.32		f11.30	6.39			2011	34.4		McINTOSH P	4.8	74		7.38	f12.20	10.54	s 7.30	
	s 9.				9.42		\$11.38	6.45		Х	2015	39.0	TN	WEST TENINO D	0.2	36		7.32	s12·12	10.44	s 7.00	
		254			A 9.43M		A11.40M			W X		39.2		TENINO JUNCTION	0.0	E 73 W 74			L12-10P	L10.43PM	L 6.40M	
	See p				See page 2		See page 2						-					See page 3	See page 3	See page 3	See page 3	
	Ex.		Ex. Sun.		Daily		Daily	Daily	Daily				_				Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
	2	-	.45		1.38		1.15	1.01	.22				_	Time Over Subdivision			.27	. 59	1.20	1.37	4.00	.35
	16	9	10.7		24.1		31.4	37.0	22.3					Average Speed Per Hour			18.2	39.2	29.4	24.1	9.8	13.7

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

AUTOMATIC BLOCK BETWEEN TACOMA AND SOUTH TACOMA

DOUBLE TRACK BETWEEN TACOMA AND SOUTH TACOMA.

SPECIAL INSTRUCTIONS PAGES 11, 13, 14 AND 15

TILDE OF T	es I		DOND C	1 400	 		DCT A			P			AND WILKESON												
HIRD CLA		SE	COND C	LASS		FI	RST CL	1	9 E 8 2	mper	g ,	Time	Table No. 54B	H 0	ity of	FIRST CLASS			SECO	ND CL	ASS	1		IRD CL	1
999		_			523		_	597	HH≱.	a N	Distance from Kanaskat		ucceeding 140. 54A	tance fr	Capacity age	596	52						972		.
Way Frt.		_			Ex. Sun.	<u> </u>	_	Ex. Sun.	vater cales	tatio	ista		TATIONS raph Offices and Calls	Distar	Car C Siding	Ex. Sun.	Ex. S						Mo.We.Fr.		
	Way Frt.	-			Mixed		-	L 3.35M	> WHY	A 1	0.0					Passenger A 8.50AM	Mix	rea					Way Frt.		- -
	0.30-								<u> </u>	1			1.2						-		g		ра 1.00%		
		1			BETWE	EN PALI	MER JC	r. AND K	ANA	SKAT	TRA	INS V	VILL BE GOVERNI	ED B	Y SE	ATTLE DIVISION	TIME TAB	LE.				T			
Ļ	6.35AM					-		L 3.40PM		1932	1.2	JC	PALMER JCT. D	43.4	70	A 8.404							Af 1.00PM		-
f	6.40							f 3.43	W	1933	2.1	#** a.	PALMER 1.8	42.5		1 8.38							112.45	H, Mr. 2	-
ſ	6.45				-			1 3.46		1934	3.4		BAYNE 2	41.2	Spur 20	1 8.35				7 7 7	×		112.30		-
ſ	6.50							s 3.49		1936	4.7		CUMBERLAND 0.8	39.9		f 8.33							f12.01PM		- -
f	6.55							3.51		1937	5.5		NACO 2.0	39.1	52	8.31							f11.50M		- -
	7.00							1 3.55		1939	7.5		VEAZEY 3.4	37.1	Spur 10	8.27							11.25		- -
5	7.35					-		s 4.05	Х	1942	10.9	cw	ENUMCLAW D	33.7	52	s 8·20							s11.00		-
	8.10 596	-						• 4:15		1945	14.8	BK	BUCKLEY D	30.3	60	s 8.10 971							\$10.00		- -
	8.30							4.25	X	1949	18.6	: .	CASCADE JCT.	26.0									8.50		- -
L 8.25 AM		-								CC	0.0	-	1.1 BLACK CARBON 2.0	3.4	24	7.57								A 8.20A	
8.35									0	CC :	2 2.0		BURNETT 1.4	1.4	63					-					- -
8.40							 			1949	3.4		CASCADE JCT.	0.0									1	8.10 8.05	-1-
_					L 1.50PM				T	C B 1	0.0	FX	FAIRFAX D	14.2	18		A10-	45 ^M					1		-
-					■ 2.20					CB 8	5.5		CARBONADO 4.3	8.7	5		s10·	15							- -
					• 3.20		-		TO W	CB.	9.8	wx		4.4	82		5 9.	55							- -
		-			3.50					1949	14.2	. :	CASCADE JCT.	0.0			8.	10						11.7	-
A 8.45M s	9.30		i		A 3.55PM	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		s 4.30	WCT	1950	19.7	so s	SOUTH PRAIRIE DP	24.9	52	s 7.54 972-522 998	L 8. 596- 97	05AI					8.45 7.00 596-522	8.00A 596-522	
f	9.50							1 4.39		1955	24.2		- CROCKER P	20.4	73	f 7.40		-					f 6.30		-
	10.30							5 4.44	T X	1958	26.9	00		17.7	51	s 7.35							s 6·15		- -
f	10.45							f 4.51		1961	30.3			14.8	Spur 8	f 7.28						-	s 5·30		-
1	10.55							f 4.55		1963	32.4		ALDERTON 2.4	12.2	25	f 7.25							s 5·10		-
A	11.05AM							A 5.00M	Y W X	1966	34.8	: ~ . e	MEEKER 9.8	9.8		L 7.20M							L 5.00M		-
				BET	WEEN N	IEEKER	AND TA	ACOMA T	RAIN	IS W	LL B	E GO	VERNED BY SEAT	TLE	AND	TACOMA TERMIN	ALS TIME	TABLE	i.						
		·					-	A 5.30PM		1976	44.6	Q ·	TACOMA DN	0.0		L 7.00M									
Tu., Fri. T	u. Th. Sa.				Ex. Sun.			Ex. Sun.								Ex. Sun.	Ex. S	un.				ļ 	Mo.We.Fr.	Tu., Fri.	-
.20	4.30				2.05			1.20				Ti	me Over Subdivision			1.20	2.	40					6.15	.20	1

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 11, 12, 13, 14 AND 15.

WESTWA	ARD					TH SUBDIVISION.		·		EASTWAI		WESTWARD SEVENTH SUBDIVISION. EASTWARD (CROCKER BRANCH.)
RD CLASS	SECOND 533	CLASS	al, n res and	Numbers	T	Time Table No. 54B November 25, 1928	a o	ity of	SECOND CI	SLASS THIRD		Movember 25. 1928
Tu. Fri.	Ex. Sun.		Limit	n Nu	Distance from Kerriston	Succeeding No. 54A STATIONS	stance from	Capac	Ex. Sun.	Tu. Fri.		Succeeding No. 24A
Way Frt.	Mixed		Wate Scales Table Yard	Station	Dista Kerri	Telegraph Offices and Calls	Dista Kana	Car Capacity Sidings	Mixed	Way Frt.		Station Station Station N N Station N N Station N N Station N N Station Station Station N N Station Station Station N N Talestance Corocker Cooker Station N N Talestance Station N N N N Talestance Station N N N N N N N N N N N N N N N N N N N
L 1.1 OPM			,	CJ 15	0.0	KERRISTON 1.6	14.7			A 1.00PM 961	4	Telegraph Offices and Calls ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐
s 1.20			Y	1	1.6	HALMAR 5.9	13.1	40		s12.50		5.1 CROCKER P 0.0 73 C
1.50			w	CJ 7	7.5	HEMLOCK 4.9	7.2	6		12·10M	a	Star
A 2.20PM					12.4	KANGLEY JCT.	2.3	15		L11.45A	4	EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
	L11.30AM			CJ 4	14.0	SELLECK 0.1	3.9		A10.40A			SPECIAL INSTRUCTIONS PAGES 12, 13, 14 AND 15.
					13.9C	C. M. St. P. & P. Ry. Crossing 0.9	3.8					WESTWARD EIGHTH SUBDIVISION. EASTWA
	11.40				13.0	YANDELL 0.6	2.9		10.25			
	11.45			C J 2	12.4	KANGLEY JCT.	2.3		10.15			
	f11.50AN				12.7	HIAWATHA 0.6	2.0	Spur 20	s10·10			The state of the s
	\$12.01™			CJ 1	13.3	DURHAM 1.4	1.4		s10·00			STATIONS Station of the state
	A12.15PM		W Y O X	A 1	14.7 G	GV KANASKAT DN	0.0	75	L 9.45M			
Tu. Fri.	Ex. Sun.	n y							Ex. Sun.	Tu. Fri.		(St. P. & T. Lbr. Co. Camp No. 1) 1.3
1.10	.45					Time Over Subdivision	1 h		.55	1.15		1.3 C. M. St. P. & P. Ry. Crossing 8.7
10.0	5.2					Average Speed Per Hour			4.2	9.9		W X C E 8 2.3 PUYALLUP RIVER JCT. (St. P. & T. Lbr. Co. Camp No. 6) 7.7
EAS	TWARD	TRAINS AR				AINS OF THE SAME C CTIONS PAGES 12, 13,				RECTION.		EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 12, 13, 14 AND 15.

(GATE LINE.)

HIR'	D CLA	455	SECOND CLASS	4	FIRST CLAS	SS		,	P P	,	, ,	Time Table No. 54B	4	1.			FIRST	CLASS		-	SECOND CL	_ASS	THIP	RD CLA
8	87	967	693	1	577	505	503	501	Scales, Wyes 1	9678	ا	November 25, 1928	1.	8	502	504	506	578	,		694	٤	968	988
_		Ex. Sun.	Ex. Sun.		Daily	Daily	Daily	Daily	bles, mits	Numk	fron	Succeeding No. 54A	fron	soity	Daily	Daily	Daily	Daily			Ex. Sun.	E	Ex. Sun.	Ex. Sun.
- 0-7	V.R.&N	Nor. Pac, Way Frt.	Nor. Pac. Freight		O-W.R.&N	Nor. Pac.	Nor. Pac. Passenger	Nor. Pac. Passenger	ater, pard right	ation]	stano	STATIONS	istano ate	dings	Nor. Pac. I Passenger I	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R.&N Passenger	:		Nor. Pac. Freight	N	Nor. Pac. O Way Frt.	J-W.R.&? Way Frt
		L 7.00M		4			L12.25P	.	849		<u>වී</u>		13.6	OZ				NA 1.45AM			A 7.25M	A	1 2.40PM	A 8.30
-A1(O.15 AM	7.10	2.55		A 3.07AM			10.25	X		2.2	2.2 BLAKESLEE JUNCTION OW. R. & N. Co. Crossing C. M. St. P. & P. Ry. Crossing Interlooked Track Conn.		1	11.39	6.36	8:30 988	L 1.30M			7.15 505		2.30 L	. 8.20P
-		5 7.35	3.05			s 7.34	s12.39	f10.34		CK51		4 2		60 s	s11.30 s	s 6.28	f 8.20				7.00	s	2.15	1
-		s 8.00	3.15	1		s 7.44	s12.49	f10.44		CK47 1	11.0	ORH ROCHESTER DP C. M. St. P. & P. Ry. Crossing	2.6	65 s J	s11.22 s	s 6.20	f 8.10				6.50	s	1.55	
_		A 8.10AM	A 3.25AM			A 7.55PM	A 1.00PM	A1 0.55AM	WY	CK44	13.6	6 HK GATE DN	0.0	82 L 1	1 1.1 5 AM	L 6.13PM	L 8.00PM				L 6.40M		L 1.40PM	
Ey		Ex. Sun. See page 4	Ex. Sun.	1 - 1 - 1 -	Daily	Daily	Daily See page 4	Daily			, }		1		Daily S	Daily See page 5	Daily 5	Daily	,		Ex. Sun. See page 5		Ex. Sun. 1 See page 5	
_	.15	1.10	.40	1	.07	.35	.35	.35		, —	 }	Time Over Subdivision	1		.35	.32	.40	.15		. 4	.45		1.00	.10
-	8.8	11.6	20.4		18.8	23.3	23.3	23.3			,)	Average Speed Per Hour	1		23.3	25.5	20.4	8.8			17.0		13.6	13.2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN CENTRALIA AND BLAKESLEE JUNCTION. SPECIAL INSTRUCTIONS PAGES 12, 13, 14 AND 15.

WESTWA	RD			TE	NTH SUBDIVISION MENDOTA BRANCH.)	τ.			EAS	STWAR	D	WESTWA	RD			T		FTH SUBDIVISIO	N.			EA	STWARD
d Class SEC(OND CLA	ice I	9	£	Time Table No. 541	D .	ا ة	SECO	ND CL	ASS I	3d Class		1	3d Class	put	81.0	_	Time Table No. 541	3	to	3d Class		
979	OND CLA	133	Fuel, Turn Wyes rd Limits	mo	November 25, 1928 Succeeding No. 54A STATIONS Telegraph Offices and Calls	D g	ity _		[980			981	nel, irn yess	quin	Distance from Yacolt	November 25, 1928	Distance from Vancouver Jet.	oity	982		
			T. S. P.	tion Numb	Succeeding No. 54A	15 e f	Capacity			-	Wed., Fri.			Ex. Sun.	88, T. W.T.	Z	it noe	Succeeding No. 54A	nce	Capa	Ex. Sun.		
Ved., Fri.			Water, Scales, Tables, and Ya	- L	STATIONS	stan	Car C Siding				Way Frt.			Way Frt.	2 2 2 5	tatic)ista [acol	STATIONS Telegraph Offices and Calls)ista	Car C	Way Frt.		
Way Frt.		·	No. E. d	※ 년										L 7.00₩	1	1			D 26.9	T	<u> </u>		
12.3 OPM			•	0 9 (2.9	P 8.6	24				A12.20PM 979							6.6			A11.30A	<u> </u>	<u> </u>
12.45				0 6	.9 PACKWOOD 5.7	5.7 8	Spur 9				12.10PM			f 7.20		CY 20		WALL 1.5	20.3		f11.09		
1.10PM				2025	_	P 0.0					L11.40M			7.25		C Y 19		HEISON 1.8	_!		f11.05		
Ved., Fri.											Wed., Fri.			f 7.30	1	Y 17		CRAWFORD 2.9	17.0		s10.55		
.40					Time Over Subdivision			·			.40			s 7.45	W	C Y 14	12.8	4.2	D 14.1	1	s10.47		
12.9]		ļ	Average Speed Per Hour		- 1				12.9			f 8.00		CY 10	17.0	BRUSH PRAIRIE	9.9	26	f10.32		
	TRAING	ADE CI	ineni	OP TO	TRAINS OF THE SAME	CI ACC	: IN 7	THE OPE	POSITE	DIRECT	ION.			f 8.04		CY 8	18.7	LAURIN 1,4	8.2		110.28		
EASTWARD	TRAINS				TRUCTIONS PAGES 13, :				U 311L	DINLO				f 8.07		CY 7	20.1	HOMAN 1.1	6.8	Spur 4	f10.24		
			31 LVI	- III	TROUTIONS TAGES 10,									f 8-10		CY 6	21.2	BARBERTON 2.3	5.7	Spur 4	f10.22		
WESTWA	RD			ELE	ENTH SUBDIVISION	ON.			EAS	STWAE	an l			f 8.17		C Y 3	23.5	HIDDEN 3.4	3.4	-	110.15		
				-(1	ILLAPA HARBOR LINE	•)								A 8.30AN	Y	X 25	26.9		P 0.0		L10.00A		
THIRD CLASS	FIRST	CLASS	2 2		Time Table No. 541	R .	₩ #-	FIRST (-		CLASS			E- C			-				Ex. Sun.	. * . * *.	-
969	593	591		mbe mo	November 25, 1928	1 E	ait A	592	594	970				Ex. Sun.	-				-	ļ			
Ex. Sun.	Daily	Daily	Tuc init	Station Numb	Succeeding No. 54A			Daily	Daily	Ex. Sun.			1	1.30		.		Time Over Subdivision		L	1.30		
	See page 2		ater, bles, rd L	Station	STATIONS	uth uth	Car Caps Sidings	See page 3 S	ee page 3	See page 3				17.9				Average Speed Per Hour			17.9	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
Way Freight	Passenger		Kg Kg	3 2 2		_ 26	ပီးနွဲ	Passenger 1	Passenger	Way Freight					!		!	7. Te	-	<u> </u>	<u> </u>		
Freight				<u> </u>	Telegraph Offices and Calls	<u> </u>												AINS OF THE SAME C	LASS	IN T	HE OPP	OSITE D	IRECTION
	L 7.35™ I	.12.30№	Y		1.0		YA	11.25M	6.15PM	A 2.30M		Except No. 983	l is supe	rior to N	o. 982,	Yaco	lt to	Vancouver Jct.				in Afrika (1941). Angli Sangton (1941).	
L 6.45					OC M CL D C D D. CDOCCING	C EE E					: '	500		de to	CDECI	.i	ie TD	HATIONS PAGES 12 1	A ANI	- 45			
L 6.45M					.0 C. M. St. P & P. Ry. CROSSING	1 !	- 1	-				2.4 %		247	SPECI	AL II	13 I K	UCITUNO PAGES 13, 1	-T	D 15.			
	1 7.43	12.38			2.4 Electric, Automatic, Interlocking	g.	24 8	11.17 f	6.07	s 2·15	···	i seri		S.	SPECI	AL IN	191K	UCTIONS PAGES 13, 1	T AIK	D 15.			
s 7.05	1 7.43			C W 2	Electric, Automatic, Interlocking LITTELL 1.3	53.1	- 1_	11.17	l	s 2·15				<i>18</i>	SPECI	AL IN	151K	UCITONS PAGES 13, 1	- Alti	D 15.			
s 7.05 s 7.15	s 7.46	12.41		CW 2	Electric, Automatic, Interlocking 4 LITTELL 1.3 ADNA 2.5	53.1 D 51.8	29 8	11.13	6.03	s 2·05									· ,				
s 7.05 s 7.15 f 7.25	s 7.46	1241		CW 2 CW 5 CW 8	Electric, Automatic, Interlocking LITTELL 1.3 7 X ADNA 2.5 2 BUNKER 2.9	53.1 D 51.8 49.3	29 s Spur f	11.13 I	6.03 5.57	s 2.05 f 1.50		WESTWA	RD					ENTH SUBDIVISI	· ,		· . · · · · · · · · · · · · · · · · · ·	EA	STWARD
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55	s 7.46 f 7.52 f 7.59	12.41 12.47 112.54		CW 5 CW 8 CW 10 1	Electric, Automatic, Interlocking Automatic, Interlocking Automatic, Interlocking Automatic, Interlocking 1.3 ADNA	53.1 D 51.8 49.3 8	29 s Spur f 6 s	\$11.13 \$11.07 \$11.00	6.03 5.57 5.50	s 2.05 f 1.50 s 1.40		WESTWA	RD				RTE		· ,			EA	STWARD
s 7.05 s 7.15 f 7.25	s 7.46 f 7.52 f 7.59	12.41 12.47 112.54		C W 2 C W 5 C W 8 C W 10 1 C W 12 1	2.4 Electric, Automatic, Interlocking 4 LITTELL 1.3 .7 X ADNA 2.5 .2 BUNKER 2.9 .1 CERES 2.5 .6 MESKILL 3.6	g. 53.1 D 51.8 49.3 8 46.4 43.9 8	29 s Spur f 6 s	11.13 I	6.03 5.57 5.50	s 2.05 f 1.50 s 1.40				*			RTE	ENTH SUBDIVISI	ON.		1		
s 7.05 s 7.15 f 7.25 s 7.55 s 8.20	s 7.46 f 7.52 f 7.59 f 8.05	12.41 112.47 112.54 1 1.00		C W 2 C W 5 C W 8 C W 10 C W 12 1	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 n.	29 s Spur 6 30 s Spur 10	\$11.13 \$11.07 \$11.00 \$10.54	5.6.03 5.57 5.50 5.44	s 2.05 f 1.50 s 1.40 s 1.25		WESTWA				THI	RTE	ENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 541	ION.			THIRD	CLASS
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55	s 7.46 f 7.52 f 7.59 f 8.05	12.41 112.47 112.54 1 1.00		C W 2 C W 5 C W 8 C W 10 1 C W 12 1	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 n.	29 s Spur 6 30 s Spur 10	\$11.13 \$11.07 \$11.00	5.6.03 5.57 5.50 5.44	s 2.05 f 1.50 s 1.40 s 1.25			CLASS			THI	RTE	ENTH SUBDIVISI	ON.	paoity of		THIRD	CLASS
s 7.05 s 7.15 f 7.25 s 7.55 s 8.20	s 7.46 f 7.52 f 7.59 f 8.05	12.41 112.47 112.54 1 1.00		C W 2	2.4 Electric, Automatic, Interlocking 4 LITTELL 1.3 .7 X ADNA 2.5 .2 BUNKER 2.9 .1 CERES 2.5 .6 MESKILL 3.6 .2 LUEDINGHAUS R.R. CROSS' 0.1 Track Cond 0.5 .8 C. M. St. P & P. Ry. CROSSING	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 n. 40.2	29 s Spur 6 30 s Spur 10	\$11.13 \$11.07 \$11.00 \$10.54	5.6.03 5.57 5.50 5.44	s 2.05 f 1.50 s 1.40		THIRD 995 Ex. Sun.	CLASS 993 Ex. Sun.	989 Bx. Sun.	iter, Fuel, blies, Turn blee, Wyee and rd Limite	THI	RTE	ENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 541 November 25, 1928	ON.	Capacity of	Ex. Sun.	THIRD 994 Ex. Sun.	CLASS 996 Ex. Sun.
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.65 \$ 8.20	s 7.46 f 7.52 f 7.59 f 8.05	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10		C W 2 : C W 5 C W 8 C W 10 1 C W 12 1 C W 16 1 C W 16 1	2.4 Electric, Automatic, Interlocking 4 LITTELL 1.3 .7 X ADNA 2.5 .2 BUNKER 2.9 .1 CERES 2.6 MESKILL 3.6 .2 LUEDINGHAUS R.R. CROSS' 0.1 Track Cond 0.5 .8 C. M. St. P & P. Ry. CROSSING 0.8 Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g.	29 s Spur f 6 30 s Spur f 10 98 s	\$11.13 \$11.07 \$11.00 \$10.54 \$10.44	6.03 5.57 5.50 5.44 5.534	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25		THIRD	CLASS	989		THI	RTE	ENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A	Stance from Ma	Capacity of		THIRD	CLASS
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55	s 7.46 f 7.52 f 7.59 f 8.05 s 8.15	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.13		C W 10 1 C W 16 1 C W 17 1 C W 17 1	2.4 Electric, Automatic, Interlocking 4 LITTELL 1.3 .7 X ADNA 2.5 .2 BUNKER 2.9 .1 CERES 2.5 .6 MESKILL 3.6 .2 LUEDINGHAUS R.R. CROSS' 0.1 Track Con .3 DR DRYAD 0.5 .8 C. M. St. P & P. Ry. CROSSING 0.8 Interlockin 50 DOTY 4.7	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 n. D 40.2 G 39.8 g. D 38.9 6	29 s Spur f 6 30 s Spur f 10 98 s Spur s Spur s	\$11.13 \$11.07 f \$11.00 f \$10.54 f \$10.44 \$10.44 \$	6.03 5.57 5.50 5.44 5.34	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 \$ 1.25 \$ 12.30 \$ 591		THIRD 995 Ex. Sun.	CLASS 993 Ex. Sun. Way Freight	989 Bx. Sun.	Water, Fuel, Scales, Turn Tables, Wyee and Yard Limite	Station Numbers	Distance from Shelton	CENTH SUBDIVISION (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A STATIONS Telegraph Offices and Calls SHELTON	ON.	Car Capacity of Sidings	Ex. Sun.	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55	s 7.46 f 7.52 f 7.59 f 8.05 s 8.15	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10		C W 10 1 C W 16 1 C W 17 1 C W 17 1	2.4 Electric, Automatic, Interlocking 4 LITTELL 1.3 .7 X ADNA 2.5 .2 BUNKER 2.9 .1 CERES 2.5 .6 MESKILL 3.6 .2 LUEDINGHAUS R.R. CROSS' 0.1 Track Con .3 DR DRYAD 0.5 .8 C. M. St. P & P. Ry. CROSSING 0.8 Interlockin 50 DOTY 4.7	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g.	29 s Spur f 6 30 s Spur f 10 98 s Spur s Spur s	\$11.13 \$11.07 f \$11.00 f \$10.54 f \$10.44 \$10.44 \$10.41 \$10	6.03 5.57 5.50 5.44 5.34	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 \$ 1.25 \$ 12.30 \$ 591		THIRD 995 Ex. Sun.	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight	Water, Fuel, Scales, Turn Tables, Wyeand Yard Limite	Station Numbers	Distance from Shelton	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A STATIONS Telegraph Offices and Calls SHELTON 1.8 CARMILL	ON. Bigging the properties of	Car Capacity of Sidings	Ex. Sun. Way Freight	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.65 \$ 8.20	s 7.46 f 7.52 f 7.59 f 8.05 s 8.15	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.13		C W 16 1 C W 17 1 C W 17 1 C W 17 1 C W 22 2	2.4	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 n. D 40.2 G 39.8 g. D 38.9 6 D 34.2	29 s Spur f 6 30 s Spur f 10 98 s Spur s Spur s	\$11.13 \$11.07 f \$11.00 f \$10.54 f \$10.44 \$10.44 \$	6.03 5.57 5.50 5.44 5.34	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25		THIRD 995 Ex. Sun.	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight	Water, Fuel, Soales, Turn Tables, Wyee and Yard Limite	THI	RTE Distance from Shelton 1.3	CENTH SUBDIVISION (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A STATIONS Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILCHE	ON. Bigging the properties of	jo or Capacity of national state of the stat	Ex. Sun. Way Freight	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 11.00 592-970	s 7.46 f 7.52 f 7.59 f 8.05 s 8.15	\$12.41 f12.47 f12.54 f 1.00 \$ 1.10 \$ 1.13 \$ 1.24	wx	C W 16 1 C W 17 1 C W 17 1 C W 17 1 C W 22 2	2.4	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 n. D 40.2 G 39.8 g. D 38.9 8 D 38.9 8	29 s Spur f 6 30 s Spur f 10 98 s Spur s 5 61 s	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$10.54 \$ \$10.44 \$ \$10.41 \$ \$10.30 \$ \$969-970 \$	5.57 5.50 5.44 5.34 5.34 5.31	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 \$ 1.25 \$ 12.30 \$ 12.30 \$ 12.05 \$ 10.15 \$ 10.05 \$ 1		THIRD 995 Ex. Sun.	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight L10.30AM	Water, Fuel, Water, Fuel, Sadles, Turn Tables, Wyeand Yard Limits	THI standmun noistans C H 25 C H 24	RTE Distance from Shelton (1.3) 7.5	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILLHE 3.1	ON. B motion equipment of the control of the contr	jo or Capacity of national state of the stat	Ex. Sun. Way Freight A10.00	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 11.00 592-970	s 7.46 f 7.52 f 7.59 f 8.05 s 8.15 s 8.29	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.10 \$1.13 \$1.24	wx	C W 16 1 C W 17 1 C W 12 2 2 2 2	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g. D 38.9 6 D 34.2 G n. 32.9 32.3	29 s Spur f 6 30 s Spur f 10 98 s Spur s 61 s Spur s 55 61 s	\$11.13 \$11.07 f \$11.00 f \$10.54 f \$10.44 \$10.44 \$	6.03 5.57 5.50 5.44 6.534 6.531 6.531	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 \$ 1.25 \$ 12.30 \$ 12.30 \$ 10.15 \$ 10.05		THIRD 995 Ex. Sun.	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight L10.30AM 10.40 11.10 f11.20	Water, Fuel, Water, Fuel, Sosles, Turn Tables, Wyeand Yard Limite	THI. Require N uoistes 18 C H 25 C H 24 C H 18	Distance from Constance from Constance from Constance Co	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILL HARMAC 4.5 STIMSON	ON. B motion equipment of the control of the contr	to Aspended 120 Spur Put 10 7 6 25	Ex. Sun. Way Freight A10.004 9.50 9.20	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 11.00 592-970	s 7.46 f 7.52 f 7.59 f 8.05 s 8.15 s 8.29	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.10 \$1.13 \$1.24	wx	C W 16 1 C W 17 1 C W 22 2 C W 24 2	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g. D 34.2 G 32.9 30.4	29 s Spur f 6 30 s Spur f 10 98 s Spur s 61 s Spur s 55 61 s	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$10.54 \$ \$10.44 \$ \$10.44 \$ \$10.44 \$ \$10.30 \$ \$969-970 \$	6.03 5.57 5.50 5.44 6.534 6.531 6.531	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 \$ 1.25 \$ 12.30 \$ 12.30 \$ 10.15 \$ 10.05		THIRD 995 Ex. Sun.	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight L10.30AM 10.40 11.10 f11.20	Water, Fuel, Scales, Turn Tables, Wyeand Yard Limite	THI. Require N uoistes 18 C H 25 C H 24 C H 18	Distance from Constance from Constance from Constance Co	CENTH SUBDIVISION (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A STATIONS Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT	ON. Continue Cont	Jo Atjoed & Spur 10	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.
\$ 7.05 \$ 7.15 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 11.00 592-970 \$11.15 \$11.35	s 7.46 f 7.52 f 7.59 f 8.05 s 8.15 s 8.18 s 8.29 f 8.34 s 8.39	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$70 \$1.13 \$1.24 \$1.29 \$1.34	wx	C W 16 1 C W 17 1 C W 22 2 C W 24 2	2.4	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g. D 34.2 G 32.9 30.4	29 s Spur 6 30 s Spur 10 98 s Spur 35 61 s Spur 15 Spur 15	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$10.54 \$ \$10.44 \$ \$10.44 \$ \$10.44 \$ \$10.30 \$ \$969-970 \$	5.603 5.57 5.50 5.44 5.34 5.34 6.531 6.531 6.520	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 1.10 \$12.30 \$12.30 \$12.05 \$10.05 \$10.05 \$10.05 \$10.05		THIRD 995 Ex. Sun.	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight L10.30AM 10.40 11.10 f11.20 f11.40	Tables, Water, Fuel, Scales, Turn Tables, Wyea and Yard Limits	THI. Require N uoistes 18 C H 25 C H 24 C H 18	RTE	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4	25.2 23.9 17.7 14.6	Jo Atjoed & Spur 10	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 11.00 592-970	s 7.46 f 7.52 f 7.59 f 8.05 s 8.15 s 8.18 s 8.29 f 8.34 s 8.39	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$70 \$1.13 \$1.24 \$1.29 \$1.34	wx	C W 16 1 C W 16 1 C W 22 2 C W 26 2 2 2	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g. D 34.2 G 32.9 32.3 30.4 7. 28.9 P 27.6	29 s Spur f 30 s Spur f 10 98 s Spur 35 61 s Spur 15 Spur 15 Spur 15	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$11.00 \$ \$10.54 \$ \$10.44 \$ \$10.44 \$ \$10.45 \$ \$10.25 \$ \$10.20 \$ \$10.20 \$ \$10.14 \$ \$10	5.603 5.57 5.50 5.44 5.34 5.34 6.531 6.531 6.520	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 1.10 \$12.30 \$12.30 \$12.05 \$10.05 \$10.05 \$ 9.55		THIRD 995 Ex. Sun.	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight L10.30A 10.40 11.10 f11.20 f11.40 f11.45 f11.50	X Water, Fuel, Soales, Turn X Tables, Wyse and Yes and	THI Required to the second se	mod	CENTH SUBDIVISION (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A STATIONS Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION	25.2 23.9 17.7 14.6	To Aire of Spurpic Co. Spurpic	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun.
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 1.00 \$ 592-970 \$ 11.15 \$ 11.35	s 7.46 f 7.52 f 7.59 f 8.05 s 8.15 s 8.18 s 8.29 f 8.34 s 8.39	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$70 \$1.13 \$1.24 \$1.29 \$1.34	wx	C W 16 1 C W 16 1 C W 22 2 C W 26 2 2 2	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g. D 34.2 G 32.9 32.3 30.4 7. 28.9 P 27.6	29 s Spur f 30 s Spur f 10 98 s Spur 35 61 s Spur 15 Spur 15 Spur 15	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$11.00 \$ \$10.54 \$ \$10.44 \$ \$10.44 \$ \$10.44 \$ \$10.30 \$ \$10.25 \$ \$10.20 \$ \$	5.603 5.57 5.50 5.44 5.34 5.34 6.531 6.531 6.520	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 1.10 \$12.30 \$12.30 \$12.05 \$10.05 \$10.05 \$10.05 \$10.05		THIRD 995 Ex. Sun. Way Freight	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight L10.30AM 10.40 11.10 f11.40 f11.45 f11.50 11.55AM 12.30PM	X Water, Fuel, Soales, Turn X Tables, Wyse and Yes and Yes and	THI. Sequent visit of the seq	RTE mout would be seen a seen	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8	ON. B mout we will be seen a	Jo of the second	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun. Way Freight
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 12.00 \$ 11.15 \$ 11.35 \$ 11.35	\$ 7.46 ! 7.52 ! 7.59 ! 8.05 \$ 8.15 \$ 8.18 \$ 8.29 ! 8.34 \$ 8.39	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.10 \$1.13 \$1.24 \$1.24 \$1.34	wx	C W 10 1 C W 16 1 C W 22 2 C W 26 2 C W 35 3	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g. D 34.2 G 32.9 32.3 30.4 7. 28.9 P 27.6	29 s Spur 6 30 s Spur 10 98 s Spur 35 61 s Spur 15 Spur 15 Spur 15	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$11.00 \$ \$10.54 \$ \$10.44 \$ \$10.44 \$ \$10.45 \$ \$10.25 \$ \$10.20 \$ \$10.20 \$ \$10.14 \$ \$10.25 \$ \$10.20 \$ \$ \$10.20 \$ \$	6.03 5.57 5.50 5.44 5.34 6.5.31 6.5.31 6.5.20 7.5.20 7.5.20	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 1.10 \$12.30 \$12.30 \$12.05 \$10.05 \$ 9.00 \$ 9.40 \$ 9.00		THIRD 995 Ex. Sun. Way Freight	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight 10.40 11.10 f11.20 f11.45 f11.50 11.55AM 12.30PM	Water, Fuel, Scales, Turn X Scales, Turn X Tables, Wyes and Yard Limits	THI sequent visits of the sequent visits of	RTE mout work of the control of the	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY 0.8	25.2 23.9 17.7 14.6 10.1 9.2 7.8	5 Appur 10 Spur 10 25 1 22 2 2 4 Spur 15	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun. Way Preight A11.59A
\$ 7.05 \$ 7.15 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 \$ 11.05 \$ 512.30 \$ 12.30	\$ 7.46 \$ 7.52 \$ 7.59 \$ 8.05 \$ 8.15 \$ 8.18 \$ 8.29 \$ 8.34 \$ 8.39 \$ 8.47 \$ 9.02	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.10 \$1.13 \$1.24 \$1.24 \$1.24 \$1.34	wx	C W 2 2 2 C W 26 2 C W 35 3 C C W 37 3	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 n. 40.2 G 39.8 g. D 38.9 6 D 34.2 G 39.8 g. 32.9 32.3 6 7. 28.9 P 27.6 DP 21.2	29 s Spur f 6 30 s Spur 10 98 s Spur 35 61 s Spur 15 Spur 15 Spur 15 Spur 15	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$11.00 \$ \$11.00 \$ \$10.54 \$ \$10.44 \$ \$10.44 \$ \$10.44 \$ \$10.45 \$ \$10.20 \$ \$10	6.03 5.57 5.50 5.44 5.34 6.5.34 6.5.31 6.5.20 7.5.40 7.5.44 7.5.44 7.5.44 7.5.44 7.5.44	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 \$ 1.25 \$ 12.30 \$ 12.30 \$ 10.15 \$ 10.15 \$ 9.69-592 \$ 10.05 \$ 9.55 f 9.40 \$ 9.40 \$ 9.00		THIRD 995 Ex. Sun. Way Freight	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight 10.40 11.10 f11.20 f11.45 f11.50 11.55AM 12.30PM	Water, Fuel, Scales, Turn X Scales, Turn X Tables, Wyes and Yard Limits	THI sad odd number odd odd	RTE mouth of mother of mo	CENTH SUBDIVISION (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STINSON 0.9 MILLPORT 1.4 HILLOROVE 0.2 MCCLEARY 0.8 MCCLEARY JUNCTION 3.3	CON.	50 Atjue 8 Spurpis 2 120 Spur 10 7 7 6 25 1 22 2 8 14 Spur 15 6	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10	THIRD 994 Ex. Sun. Way Freight	CLASS 996 Ex. Sun. Way Freight
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 \$ 11.05 \$ 11.15 \$ 11.35 \$ 11.35	\$ 7.46 ! 7.52 ! 7.59 ! 8.05 \$ 8.15 \$ 8.18 \$ 8.29 ! 8.34 \$ 8.39 ! 8.47 \$ 9.02 ! 9.06 ! 9.09	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.10 \$1.13 \$1.24 \$1.24 \$1.24 \$1.34 \$1.42 \$1.57 \$2.01	wx	C W 10 1 C W 16 1 C W 16 1 C W 22 2 C W 24 2 C C W 25 3 C W 35 3 C W 38 3	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g. D 34.2 G n. 32.9 32.3 30.4 7. 28.9 P 27.6 DP 21.2 19.8 18.5	29 s Spur 6 30 s Spur 10 98 s Spur 35 61 s Spur 15 Spur 15 Spur 15 Spur 15	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$11.00 \$ \$10.54 \$ \$10.44 \$ \$10.44 \$ \$10.44 \$ \$10.45 \$ \$10.40 \$ \$ \$10.40 \$ \$ \$ \$10.40 \$ \$ \$ \$10.40 \$ \$ \$ \$10.40 \$ \$ \$ \$10.40 \$ \$ \$ \$ \$10.40 \$ \$ \$ \$ \$10.40 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	6.03 5.57 5.50 5.44 5.34 5.34 6.5.31 6.5.20 7.5.20 7.5.44 7.5.34 7.5.20 7.5.20 7.5.44 7.5.20 7.5.44 7.5.20 7.5.44 7.5.20 7.5.44	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 \$ 1.25 \$ 12.30 \$ 12.30 \$ 12.05 \$ 10.05 \$ 9.55 \$ 9.55 f 9.40 \$ 9.00 \$ 8.40 \$ 8.30		THIRD 995 Ex. Sun. Way Freight	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight 10.40 11.10 f11.40 f11.45 f11.50 11.55M	X X X X X X X X X X X X X X X X X X X	THI Esoquan N uoistas S C H 24 C H 18 C H 10 C H 7 C H 7 C H 8 C H 7	RTE source of the control of the co	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. C 0.2	ON. B motivated and a second a	Jo Atjue & Spur 10 25 1 22 2 8 14 8 6 8 3 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10	THIRD 994 Ex. Sun. Way Freight A 8.15A	P96 Ex. Sun. Way Freight A11.594 L11.554
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 11.00 592-970 \$11.15 \$11.35 \$12.30 \$ 12.30 \$ 12.30 \$ 12.35	\$ 7.46 ! 7.52 ! 7.59 ! 8.05 \$ 8.15 \$ 8.18 \$ 8.29 ! 8.34 \$ 8.39 ! 8.47 \$ 9.02 ! 9.06 ! 9.09 ! 9.17	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.10 \$1.13 \$1.24 \$1.29 \$1.34 \$1.42 \$1.57 \$2.04 \$2.04	wx	C W 26 C W 26 C W 26 C W 26 C W 27 3 C C W 37 3 C C W 37 3 C C W 31 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g. D 34.2 G 32.9 32.3 3 30.4 6r. 28.9 P 27.6 DP 21.2 19.8 18.5	29 s Spur f 30 s Spur f 10 98 s Spur 35 61 s Spur 15	\$11.13 \$11.07 \$11.00 \$10.54 \$10.44 \$10.44 \$10.44 \$10.30 \$10.25 \$10.20 \$10.14	6.03 5.57 5.50 5.44 5.34 6.5.34 6.5.31 6.5.20 6.5.15 6.04 6.4.44 6.4.40 6.4.37 6.4.29	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 1.10 \$12.30 \$12.30 \$12.25 12.05 \$10.05 \$ 9.55 f 9.40 \$ 9.00 \$ 8.40 \$ 8.30 f 8.15		THIRD 995 Ex. Sun. Way Freight	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight L10.30AM 10.40 11.10 f11.40 f11.45 f11.50 11.55AM 12.30PM	X X X X X X X X X X X X X X X X X X X	THI Resolution Resolution Resolution CH 25 CH 24 CH 18 CH 10 CH 7 CH 7 CH 7 CH 7	RTE Sound	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLOROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. C. C. C. 2 WHITE 4.1	25.2 23.9 17.7 14.6 10.1 9.2 7.8 7.6 7.6 4.1	2 120 Spur 10 7 6 25 14 Spur 15 6 3 1 Spur 20	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10	THIRD 994 Ex. Sun. Way Freight A 8.1544 993 L 8.1044	CLASS 996 Ex. Sun. Way Preight A11.59A
\$ 7.05 \$ 7.15 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 11.00 \$ 9.25 11.05 \$ 11.15 \$ 11.35 \$ 11.35 \$ 12.30 \$ 12.30 \$ 12.30 \$ 1.00 \$ 1.00 \$ 1.00	\$ 7.46 ! 7.52 ! 7.59 ! 8.05 \$ 8.15 \$ 8.18 \$ 8.29 ! 8.34 \$ 8.39 ! 8.47 \$ 9.02 ! 9.06 ! 9.09 ! 9.17 ! 9.20	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$70 \$1.13 \$1.24 \$1.29 \$1.34 \$1.42 \$1.57 \$2.01 \$2.04 \$2.15	wx	C W 26 2 C W 26 2 C W 26 2 C W 27 3 C W 37 3 C W 37 3 C W 41 4 C C W 42 4	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 49.3 8 46.4 43.9 8 G 40.3 n. D 40.2 G 39.8 g. D 34.2 G n. 32.9 32.3 30.4 F. 28.9 P 27.6 DP 21.2 19.8 18.5 15.3 14.2	29 s Spur f 6 30 s Spur f 10 98 s Spur s 56 s Spur s 56 s Spur s 56 s Spur s 56 s Spur s 31 s	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$10.54 \$ \$10.44 \$ \$10.44 \$ \$10.41 \$ \$10.30 \$ \$969-970 \$ \$10.20 \$ \$10.20 \$ \$10.20 \$ \$10.20 \$ \$10.30 \$ \$	6.03 5.57 5.50 5.44 5.531 5.520 6.5.15 5.10 6.5.10 6.44 6.44 6.4.40 6.4.37 6.4.29 6.4.26	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 \$ 1.25 \$ 12.30 \$ 12.30 \$ 12.30 \$ 12.05 \$ 12.05 \$ 10.05 \$ 9.55 \$ 9.55 f 9.40 \$ 8.40 \$ 8.30 f 8.15 f 8.10		THIRD 995 Ex. Sun. Way Freight	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight 10.40 11.10 f11.40 f11.45 f11.50 11.55M	X X X X X X X X X X X X X X X X X X X	THI Resolution Resolution Resolution CH 25 CH 24 CH 18 CH 10 CH 7 CH 7 CH 7 CH 7	RTE Sound	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLOROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. C. C. C. 2 WHITE 4.1	ON. B motivated and a second a	2 120 Spur 10 7 6 25 14 Spur 15 6 3 1 Spur 20	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10	THIRD 994 Ex. Sun. Way Freight A 8.1544 993 L 8.1044	CLASS 9 9 6 Ex. Sun. Way Freight A11.59A 995 L11.55A
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 1.00 \$ 1.00 \$ 11.50 \$ 11.35 \$ 12.30 \$ 12.30 \$ 1.00 \$ 1.00 \$ 1.05 \$ 1.20	\$ 7.46 ! 7.52 ! 7.59 ! 8.05 \$ 8.15 \$ 8.18 \$ 8.29 ! 8.34 \$ 8.39 ! 8.47 \$ 9.02 ! 9.06 ! 9.09 ! 9.17 ! 9.20 ! 9.30	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.10 \$1.13 \$1.24 \$1.29 \$1.34 \$1.42 \$1.57 \$2.01 \$2.04 \$2.15 \$2.25	wx	C W 26 C W 27 C W 35 C W 35 C W 37 C W 38 C W 46 4 C W 46 4	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g. D 34.2 G 39.8 g. D 34.2 G 39.8 g. D 34.2 G 19.8 18.5 15.3 14.2 P 10.0	29 s Spur f 30 s Spur f 10 98 s Spur 35 61 s Spur 35 61 s Spur 35	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$11.00 \$ \$10.54 \$ \$10.44 \$ \$10.44 \$ \$10.44 \$ \$10.30 \$ \$90.970 \$ \$10.25 \$ \$10.20 \$ \$10.20 \$ \$10.41 \$ \$10.30 \$ \$1	6.03 5.57 5.50 5.44 5.34 6.5.31 6.5.31 6.5.20 7.5.4	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 \$ 1.25 \$ 12.30 \$ 12.30 \$ 12.05 \$ 10.05 \$ 9.55 \$ 9.55 \$ 9.55 \$ 9.40 \$ 8.30 \$ 8.30 \$ 8.15 \$ 8.10 \$ 17.55		THIRD 995 Ex. Sun. Way Freight	CLASS 993 Ex. Sun. Way Freight	989 Ex. Sun. Way Freight 10.40 11.10 f11.40 f11.45 f11.50 11.55 12.50 A 1.15	X X X X X X X X X X X X X X X X X X X	THI Resolution Resolution Resolution CH 25 CH 24 CH 18 CH 10 CH 7 CH 7 CH 7 CH 7	RTE Sound	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLOROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. C. C. C. 2 WHITE 4.1	25.2 23.9 17.7 14.6 10.1 9.2 7.8 7.6 7.6 4.1	2 120 Spur 10 7 6 25 14 Spur 15 6 3 1 Spur 20	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10	THIRD 994 Ex. Sun. Way Freight A 8.164 993 L 8.104	P9 6 Ex. Sun. Way Preight A11.594 995 111.554
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 \$ 1.05 \$ 10.35 \$ 11.15 \$ 11.35 \$ 12.30 \$ 12.30 \$ 1.00 \$ 1.00	\$ 7.46 ! 7.52 ! 7.59 ! 8.05 \$ 8.15 \$ 8.15 \$ 8.18 \$ 8.29 ! 8.34 \$ 8.39 ! 8.47 \$ 9.02 ! 9.06 ! 9.09 ! 9.17 ! 9.20 ! 9.30 ! 9.40	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$70 \$1.13 \$1.24 \$1.29 \$1.34 \$1.42 \$1.57 \$2.01 \$2.04 \$2.15 \$2.25 \$2.35	wx	C W 26 C W 26 C W 26 C W 27 3 C W 37 3 C W 37 3 C W 41 4 4 C C W 46 4 C W 50 E	Electric, Automatic, Interlocking	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 n. D 40.2 G 39.8 g. D 38.9 6 D 34.2 G n. 32.9 32.3 6 D 27.6 DP 21.2 19.8 18.5 15.3 14.2 P 10.0 6.0	29 s Spur f 30 s Spur f 10 98 s Spur 35 61 s Spur 15 S	\$11.13 \$11.07 \$11.00 \$10.54 \$10.44 \$10.44 \$10.44 \$10.30 \$10.25 \$10.20 \$10.20 \$10.14 \$1	6.03 5.57 5.50 5.44 5.34 5.34 6.31 6.20 6.31 6.20 6.31 6.44	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 1.10 \$12.30 \$12.30 \$12.05 \$10.05 \$ 9.05 \$ 9.55 f 9.40 \$ 9.00 \$ 8.40 \$ 8.30 f 8.15 f 7.55 f 7.40		THIRD 995 Ex. Sun. Way Freight L12.25 996 A12.30	CLASS 993 Ex. Sun. Way Freight L 8.30 A 8.35	989 Ex. Sun. Way Freight 10.40 11.10 f11.40 f11.45 f11.50 11.55 12.50 A 1.15	X X X X X X X X X X X X X X X X X X X	THI Resolution Resolution Resolution CH 25 CH 24 CH 18 CH 10 CH 7 CH 7 CH 7 CH 7	RTE Sound	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLOROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. C. C. C. 2 WHITE 4.1	25.2 23.9 17.7 14.6 10.1 9.2 7.8 7.6 7.6 4.1	2 120 Spur 10 7 6 25 14 Spur 15 6 3 1 Spur 20	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10 5 7.50 L 7.30A Ex. Sun. 2.05	THIRD 994 Ex. Sun. Way Freight A 8.1544 993 L 8.1044 Ex. Sun. .05	### CLASS 9 9 6
\$ 7.05 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 \$ 1.05 \$ 10.35 \$ 11.15 \$ 11.35 \$ 12.30 \$ 12.30 \$ 1.00 \$ 1.00	\$ 7.46 ! 7.52 ! 7.59 ! 8.05 \$ 8.15 \$ 8.18 \$ 8.29 ! 8.34 \$ 8.39 ! 8.47 \$ 9.02 ! 9.06 ! 9.09 ! 9.17 ! 9.20 ! 9.30	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$70 \$1.13 \$1.24 \$1.29 \$1.34 \$1.42 \$1.57 \$2.01 \$2.04 \$2.15 \$2.25 \$2.35	wx	C W 26 2 C W 26 2 C W 26 2 C W 27 3 C W 37 3 C W 37 3 C W 41 4 C C W 42 4 C C W 50 8 C C W 50 8 8 C C W 50 8 8 C C W 50 8 8 6 C C C W 50 8 8 6 C C C C C C C C C C C C C C C C C	## Electric, Automatic, Interlocking ## LITTELL 1.3 7 X ADNA 2.5 ## 2.9 1 CERES 2.6 ## 8KILL 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 3.6 ## 2.5 ## 3.6	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g. D 34.2 G 39.8 g. D 34.2 G 39.8 g. D 34.2 G 19.8 18.5 15.3 14.2 P 10.0	29 s Spur f 30 s Spur f 10 98 s Spur 35 61 s Spur 15 S	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$11.00 \$ \$10.54 \$ \$10.41 \$ \$10.44 \$ \$10.45 \$ \$10.25 \$ \$10.20 \$ \$ \$10.20 \$ \$	6.03 5.57 5.50 5.44 5.34 5.34 5.31 5.20 6.5.31 5.20 6.5.31 6.5.31 6.5.31 6.5.31 6.5.44 6.5.34 6.5.31	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 \$ 1.25 \$ 12.30 \$ 12.30 \$ 12.30 \$ 12.30 \$ 12.30 \$ 12.30 \$ 10.05 \$ 9.55 \$ 9.55 \$ 9.55 \$ 9.40 \$ 8.30 \$ 8.30 \$ 8.10 \$ 7.55 \$ 7.40 \$ 7.30		THIRD 995 Ex. Sun. Way Freight L12.25 996 A12.30 Ex. Sun.	CLASS 993 Ex. Sun. Way Freight L 8.30AM 994 A 8.35AM Ex. Sun.	989 Ex. Sun. Way Freight 10.30AM 10.40 11.10 f11.20 f11.45 f11.50 11.55AM 12.30M s12.50 A 1.15M Ex. Sun.	X X X X X X X X X X X X X X X X X X X	THI Resolution Resolution Resolution CH 25 CH 24 CH 18 CH 10 CH 7 CH 7 CH 7 CH 7	RTE Sound	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLOROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. C 0.2 WHITE 4.1	25.2 23.9 17.7 14.6 10.1 9.2 7.8 7.6 7.6 4.1	2 120 Spur 10 7 6 25 14 Spur 15 6 3 1 Spur 20	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10 s 7.50 L 7.30A Ex. Sun.	THIRD 994 Ex. Sun. Way Freight A 8.15A 993 L 8.10A	P9 6 Ex. Sun. Way Preight A11.594 995 111.554
\$ 7.05 \$ 7.15 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 19.25 \$ 11.15 \$ 11.35 \$ 11.35 \$ 12.30 \$ 12.30 \$ 12.30 \$ 1.00 \$ 1.00 \$ 1.05 \$ 1.20 \$ 1.35	\$ 7.46 ! 7.52 ! 7.59 ! 8.05 \$ 8.15 \$ 8.15 \$ 8.18 \$ 8.29 ! 8.34 \$ 8.39 ! 8.47 \$ 9.02 ! 9.06 ! 9.09 ! 9.17 ! 9.20 ! 9.30 ! 9.40	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.10 \$1.13 \$1.24 \$1.24 \$1.24 \$1.24 \$1.34 \$1.42 \$1.57 \$2.01 \$2.04 \$2.15 \$2.25 \$2.35	wx	C W 26 C W 26 C W 26 C W 27 3 C W 37 3 C W 37 3 C W 41 4 4 C C W 46 4 C W 50 E	## Electric, Automatic, Interlocking ## LITTELL 1.3 7 X ADNA 2.5 ## 2.9 1 CERES 2.6 ## 8KILL 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 3.6 ## 2.5 ## 3.6	g. 53.1 D 51.8 49.3 8 46.4 43.9 8 G 40.3 n. D 40.2 G 39.8 g. D 38.9 6 D 34.2 G n. 32.9 32.3 6 D 27.6 DP 21.2 19.8 18.5 15.3 14.2 P 10.0 6.0	29 s Spur f 30 s Spur f 10 98 s Spur s 561 s Spur s 15 Spur s 15 Spur s 15 Spur s 15 15 15 16 Spur s 16 Spur s 17 Spur s 18 Spur s 18 Spur s 19 14 72	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$11.00 \$ \$10.54 \$ \$10.41 \$ \$10.44 \$ \$10.45 \$ \$10.25 \$ \$10.20 \$ \$ \$10.20 \$ \$	6.03 5.57 5.50 5.44 5.34 5.34 5.31 5.20 6.5.31 5.20 6.5.31 6.5.31 6.5.31 6.5.31 6.5.44 6.5.34 6.5.31	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 1.10 \$12.30 \$12.30 \$12.05 \$10.05 \$ 9.05 \$ 9.55 f 9.40 \$ 9.00 \$ 8.40 \$ 8.30 f 8.15 f 7.55 f 7.40		THIRD 995 Ex. Sun. Way Freight L12.25 A12.30 Ex. Sun. 005 10.0	CLASS 993 Ex. Sun. Way Freight L 8.30A 994 A 8.35A Ex. Sun. 05	989 Ex. Sun. Way Freight 10.40 11.10 f11.40 f11.45 f11.50 12.30 1.15 Ex. Sun. 2.25 10.0	Water, Fuel, Scales, Turn X X X X X X X X X X X X X X X X X X X	THI. Resequent visits of the second visits of the	RTE Solution Solu	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILL 6.2 KAMILL MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. C 0.2 WHITE 4.1 EF ELMA Time Over Subdivision Average Speed Per Hour	ON. B motification of the second of the sec	50 Atree 20 Spur 10 7 7 6 25 14 22 2 8 14 5 6 3 1 Spur 20 69	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10 s 7.50 L 7.30A Ex. Sun. 2.05 12.8	THIRD 994 Ex. Sun. Way Freight A 8.1544 993 L 8.1044 Ex. Sun05	### CLASS 996 Ex. Sun. Way Preight ### P
\$ 7.05 \$ 7.15 \$ 7.15 \$ 7.25 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 19.25 \$ 11.15 \$ 11.35 \$ 11.35 \$ 12.30 \$ 12.30 \$ 12.30 \$ 1.00 \$ 1.00 \$ 1.05 \$ 1.20 \$ 1.35	\$ 7.46 ! 7.52 ! 7.59 ! 8.05 \$ 8.15 \$ 8.18 \$ 8.29 ! 8.34 \$ 8.39 ! 8.47 \$ 9.02 ! 9.06 ! 9.09 ! 9.17 ! 9.20 ! 9.30 ! 9.40 \$ 9.50	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$1.10 \$1.13 \$1.24 \$1.24 \$1.24 \$1.24 \$1.34 \$1.42 \$1.57 \$2.01 \$2.04 \$2.15 \$2.25 \$2.35	wx	C W 26 2 C W 26 2 C W 26 2 C W 27 3 C W 37 3 C W 37 3 C W 41 4 C C W 42 4 C C W 50 8 C C W 50 8 8 C C W 50 8 8 C C W 50 8 8 6 C C C W 50 8 8 6 C C C C C C C C C C C C C C C C C	## Electric, Automatic, Interlocking ## LITTELL 1.3 7 X ADNA 2.5 ## 2.9 1 CERES 2.6 ## 8KILL 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 3.6 ## 2.5 ## 3.6	g. 53.1 D 51.8 49.3 8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g D 34.2 G 39.8 g D 34.2 F 28.9 P 27.6 DP 21.2 19.8 18.5 15.3 14.2 P 10.0 6.0 D 3.4	29 s Spur f 30 s Spur f 10 98 s Spur s 561 s Spur s 15 Spur s 15 Spur s 15 Spur s 15 15 15 16 Spur s 16 Spur s 17 Spur s 18 Spur s 18 Spur s 19 14 72	\$11.13 \$ \$11.07 \$ \$11.00 \$ \$11.00 \$ \$10.54 \$ \$10.41 \$ \$10.44 \$ \$10.45 \$ \$10.25 \$ \$10.20 \$ \$ \$10.20 \$ \$	6.03 5.57 5.50 5.44 5.34 5.34 6.31 6.31 6.31 6.31 6.31 6.31 6.40 6.44	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 1.10 \$12.30 \$12.30 \$12.35 12.05 \$10.05 \$ 9.55 f 9.40 \$ 9.00 \$ 8.40 \$ 8.30 f 8.15 f 7.55 f 7.40 \$ 7.30 Ex. Sun.		THIRD 995 Ex. Sun. Way Freight L12.25 A12.30 Ex. Sun. 005 10.0	CLASS 993 Ex. Sun. Way Freight L 8.30A 994 A 8.35A Ex. Sun. 05	989 Ex. Sun. Way Freight 10.40 11.10 f11.40 f11.45 f11.50 12.30 1.15 Ex. Sun. 2.25 10.0	Water, Fuel, Confer, Turn Mater, Fuel Mater, Fuel Tables, Wyse and X X X X X X X X X X X X X	THI and the second sec	RTE House Property Propert	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILCHE 3.1 MARMAC 4.5 STHESON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. C 0.2 WHITE 4.1 EF ELMA Time Over Subdivision Average Speed Per Hour	ON. B	50 Ahipede Spurpis 22 120 Spur 10 7 7 6 25 1 22 2 8 14 Spur 15 6 3 3 1 Spur 20 69	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10 s 7.50 L 7.30A Ex. Sun. 2.05 12.8	THIRD 994 Ex. Sun. Way Freight A 8.1544 993 L 8.1044 Ex. Sun05	### CLASS 996 Ex. Sun. Way Preight ### P
\$ 7.05 \$ 7.15 \$ 7.26 \$ 7.55 \$ 8.20 \$ 8.55 \$ 9.10 \$ 9.25 \$ 1.05 \$ 11.15 \$ 11.35 \$ 11.35 \$ 12.30 \$ 12.30 \$ 1.00 \$ 1.05 \$ 1.00 \$ 1.05 \$ 1.20 \$ 1.35	\$ 7.46 ! 7.52 ! 7.59 ! 8.05 \$ 8.15 \$ 8.15 \$ 8.18 \$ 8.29 ! 8.34 \$ 8.39 ! 8.47 \$ 9.02 ! 9.06 ! 9.09 ! 9.17 ! 9.20 ! 9.30 ! 9.40 \$ 9.50 \$ 9.50	\$12.41 \$12.47 \$12.54 \$1.00 \$1.10 \$70 \$1.13 \$1.24 \$1.29 \$1.34 \$1.42 \$1.57 \$2.01 \$2.04 \$2.15 \$2.25 \$2.35 \$2.45	wx	C W 26 2 C W 26 2 C W 26 2 C W 27 3 C W 37 3 C W 37 3 C W 41 4 C C W 42 4 C C W 50 8 C C W 50 8 8 C C W 50 8 8 C C W 50 8 8 6 C C C W 50 8 8 6 C C C C C C C C C C C C C C C C C	## Electric, Automatic, Interlocking ## LITTELL 1.3 7 X ADNA 2.5 ## 2.9 1 CERES 2.6 ## 8KILL 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 2.5 ## 3.6 ## 3.6 ## 2.5 ## 3.6	g. 53.1 D 51.8 49.3 8 49.3 8 46.4 43.9 8 G 40.3 D 40.2 G 39.8 g D 34.2 G 39.8 g D 34.2 F 28.9 P 27.6 DP 21.2 19.8 18.5 15.3 14.2 P 10.0 6.0 D 3.4	29 s Spur f 30 s Spur f 10 98 s Spur s 561 s Spur s 15 Spur s 15 Spur s 15 Spur s 15 15 15 16 Spur s 16 Spur s 17 Spur s 18 Spur s 18 Spur s 19 14 72	\$11.13 \$11.07 \$11.00 \$10.54 \$10.44 \$10.44 \$10.44 \$10.30 \$909-970 \$10.25 \$10.20 \$10.20 \$10.14 \$10.	6.03 5.57 5.50 5.44 5.34 5.34 6.15 6.15 6.15 6.16 6.44 6.40 6.40 6.40 6.40 6.40 6.40 6.40 6.40 6.40 6.40 6.40 6.40 6.40 6.40 6.40 6.	\$ 2.05 f 1.50 \$ 1.40 \$ 1.25 1.10 \$12.30 \$12.30 \$12.05 \$10.05 \$ 9.55 f 9.40 \$ 9.00 \$ 8.40 \$ 8.30 f 8.15 f 7.55 f 7.40 \$ 7.30 L 7.004		THIRD 995 Ex. Sun. Way Freight L12.25 A12.30 Ex. Sun. 005 10.0	CLASS 993 Ex. Sun. Way Freight L 8.30A 994 A 8.35A Ex. Sun. 05	989 Ex. Sun. Way Freight 10.40 11.10 f11.40 f11.45 f11.50 12.30 1.15 Ex. Sun. 2.25 10.0	Water, Fuel, Confer, Turn Mater, Fuel Mater, Fuel Tables, Wyse and X X X X X X X X X X X X X	THI and the second sec	RTE House Property Propert	CENTH SUBDIVISI (ELMA BRANCH.) Time Table No. 54I November 25, 1928 Succeeding No. 54A S T A T I O N S Telegraph Offices and Calls SHELTON 1.3 CARMILL 6.2 KAMILL 6.2 KAMILL MARMAC 4.5 STIMSON 0.9 MILLPORT 1.4 HILLGROVE 0.2 MCCLEARY JUNCTION 0.8 MCCLEARY JUNCTION 3.3 WHITE LUMBER CO. R. R. C 0.2 WHITE 4.1 EF ELMA Time Over Subdivision Average Speed Per Hour	ON. B	50 Ahipede Spurpis 22 120 Spur 10 7 7 6 25 1 22 2 8 14 Spur 15 6 3 3 1 Spur 20 69	Ex. Sun. Way Freight A10.00A 9.50 9.20 f 9.10 f 8.50 8.45 f 8.40 8.35 8.10 s 7.50 L 7.30A Ex. Sun. 2.05 12.8	THIRD 994 Ex. Sun. Way Freight A 8.1544 993 L 8.1044 Ex. Sun05	### CLASS 996 Ex. Sun. Way Preight ### P

_4

. . **∡**

FIRST SUBDIVISION.

(MAIN LINE.)

Pusher District—Between Tenino Jct. and Castle Rock.

Drawbridge Interlocking—Chambers Creek, 1.4 miles east of Steilacoom Lewis River, 2.5 miles west of Woodland.

At Centralia and Chehalis normal position of crossing gates over the several industry spurs which cross the C. M. St. P. & P. Ry. main track will be set and locked across the spurs, and when train on spur desires to use crossing, gates will be swung across C. M. St. P. & P. Ry. main track.

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

At Nisqually—Train order signal next to depot governs First Subdivision trains, and signal next the Third Subdivision track governs Third Subdivision trains

Nelson Bennett Tunnel—Headlight must be used by all trains passing through 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.

At Napavine—Trains using Newaukum Valley Railway tracks will do so under protection of flag. Cars must not be left below derailing switch on Napavine Lumber Company's spur.

At Ridgefield—Cars must not be placed on Tie Spur between switch and lower road crossing at Shingle Mill, and, on account of heavy grade, cars must be fully secured when left standing. Eastward siding will be used as storage track.

At Lewis River Bridge—The assigned hours of the draw bridge tender are 8:00 A. M. to 4:00 P. M., but draw bridge tender is subject to call while off duty to operate bridge for river traffic. Should it become necessary to flag through this interlocking plant, it must first be ascertained if draw bridge tender is not on duty and then flagman must precede train in making this move and be absolutely sure that derails and rail locks are in proper position.

At Vancouver-Junction switch at east end of Columbia River Bridge will be set and locked for N. P. main track.

Trains and switch engines using track leading to wharf will 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 track occupied.

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

Trains handling logs are not permitted to meet regular or special passenger trains

between stations and must not be permitted to meet any trains between sta-tions after dark. Conductors will notify Dispatcher when there are logs in the train and secure train order that opposing trains are held as provided above. Cars with logs must be inspected to be sure they are safely loaded and secured. Logs Loaded on Flat Cars will not be handled through Nelson Bennett and Ostrander tunnels or across Lewis River bridge. This does not apply to logs loaded in gondola cars and properly secured, staked and wired.

Rock loaded on flat cars must not be handled through Nelson Bennett Tunnel unless secured on cars with side boards.

Bridge and Engine Restrictions-At Halama when doing switching on Salmon track, enough cars must be used so that engine will not go on trestle.

Northern Pacific engines, Classes Q-5, Q-6, W-3 and W-5 and Great Northern Class P-2, twenty (20) miles per hour over bridge 78, Olequa Creek between Vader and Vader Junction.

Engines will not run on trestle of Port Commission located about 1,500 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 Tenino when switching Mud Spur, do not put engine beyond frog. Engines or cars must not be placed on the trestle at the end of the Hercules Stone

or cars must not be placed on the trestle at the end of the Hercules Stone Company's spur. Cars to be moved to and from the quarry will be handled by cable over the trestle by Stone Company.

Loaded cars must not be placed on Felida log dump east of sign board at bent 51.

Speed Restrictions—Class W, or other freight engines, weighing 201,500 pounds or over on drivers; forty (40) miles per hour except Classes W-3 and W-5 thirty-five (35) miles per hour.

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

hour.
Classes Q-5 and Q-6 engines sixty (60) 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 hour. Class J-2 forty (40) miles per hour, class O-5 thirty-five (35) miles per hour. At Tacoma trains will approach crossover switches at South 21st Street (entering Union Station) and O.-W. R. & N. connection at 15th Street at restricted speed and will not proceed until tracks are known to be clear and signal is received from and will not proceed until tracks are known to be clear and signal is received from switch tender with green flag by day and green light by night.

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

All trains twenty (20) miles per hour between McCarver Street and Tacoma.

At McCarver Street:—All trains approach First Street Crossing East of Depot at restricted speed and sound whistle.

At Pioneer—Between the hours of 7:00 a. m. and 11:00 p. m. account workmen crossing tracks, twenty (20) miles per hour. While passing gravel bunkers, sound whistle and ring bell.

SPECIAL INSTRUCTIONS.

On Westward track from one fourth (1/4) mile East of yard limit sign East of Chehalis to first switch at Chehalis, thirty-five (35) miles per hour.

Look out for falling rock along bluffs between mile post 103½ and 104 between Carrolls and Kalama. Through rock cut east of Martin's Bluff on Eastward track, thirty (30) miles

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

At Sixth Avenue, over Sixth Avenue and Day Island street crossings, twenty-five (25) miles per hour.

(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.

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 connect with No. 502 at Centralia.

No. 407 will stop at Knapps and Felida to discharge passengers and express from points East of Centralia.

No. 407 will stop at Olequa for U. S. Mail.

No. 408 will stop at Bucoda to unload express and discharge passengers from West of Chehalis and Grays Harbor Line and for passengers for Fort Lewis No. 408 will stop at Evaline to receive and discharge parcel post. No. 408 on Sundays will slow up at Vancouver Junction to throw off papers. No. 563 will stop at stations west of Centralia to discharge passengers originating at points where No. 401 does not stop.

No. 563 will stop at Longview and Kalama to let off passengers from Grays Harbor Branch occupying space in the Grays Harbor to Portland Sleeper.

No. 564 will dispatch United States mail at St. Clair.

No. 591 will connect with No. 407 at Centralia.

18. Register Stations-

Tacoma-Union Station for passenger trains—River Street for freight trains. Centralia. Vancouver Portland.

McCarver Street Register Exceptions—

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

At McCarver Street all trains register by ticket form 608.

Clearance Exceptions—Clearance will not be required at McCarver Street by eastward trains if train order signal is in clear position.

21. Bulletin Stations-Tacoma....... Union Station, Round House, Yard Office.
Centralia....... Passenger Station, Round House, Yard Office. Vancouver........Passenger Station, Round House. Portland.....Telegraph Office.

22 Standard Time Clocks-

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

Watch Inspectors-

Tacoma, S. Grimstead, 11th and Pacific Ave. Centralia, C. R. Ahern. Vancouver, Joseph Carter. Portland, W. H. Sexton, 245 Washington St.

υe	raii Switches	
	West Tacoma	.Spur Track.
	Pioneer	. East and West End, switch at West End to
		be set for straight track to act as derail.
	Gravel Center	. East and West end.
	Olegard	.East End Spur.
	Nisqually	.Team Track and Set Out Track.
	Chambers Prairie	.East End Industry Track.
	Plumb	Spur Track.
	Chain Hill Lumber Co	
		.Interlocking Derail on OW. R. & N. con-
		nection.
	Chehalis	.On Coal Creek Lumber Co., Track about 256
		feet from passing track switch. East end
		track No. 2, 165 feet from main line switch
	Napavine	On Somerville and Emery Nelson spur tracks
		On House track 110 feet west of switch con-
		nection with passing track.
	Evaline	West End Spur.
	Winlock	. West End Passing Track and Union Oil Co
		Snur.
	Menefee	Spur 500 feet from main line switch.
		. Coo look in the main made by toom.

L. P. & N. Connection..... Mile post 79 one mile west of Vader derails at East and West end of interchange track.

Carrolls	House Track.	* 1 + -
 Longview Jct	.215 fee tfrom main track.	
Ely-Murphy Corporation	.Spur track. OW. R. & N. Tie Spur, 600	
 Ridgefield	OW. R. & N. Tie Spur, 600	feet from pass-
	ing track switch	
Knapp	. House Track.	
Vancouver	On Wood Spur and Cannery switch leading to wharf fre	Spur, both on
	switch leading to wharf fre	ight house.
	East end lead No. 1 track or	n N. P. side.
	Coal track 180 feet from ma	in track switch.
McNelly	.100 feet from main track.	
Kyro	.East and west end of Indus	try Track, 200
-	feet from switch.	

Commercial Spurs—	Miles from Tacoma	Car Capacity
Pioneer	13.0	60 °
Gravel Center, (State Gravel Co.)	14.0	15
Cascade Paper Co. (West Tacoma)		· 6
Olegard	26.1	15
Chain Hill Lumber Co	41.2	4
Menefee	73.2	24
McNelly	73.9	4
Cascade Timber Co	85.0	
Rocky Point	95.6	20
Ely-Murphy Corporation	108.5	3
6 P. J.	00 4- 31	NT 41

26. Consolidated passenger trains—Nos. 401, 402, 407, 408 operated by Northern Pacific crews. Nos. 458, 459 by Great Northern crews. Nos. 561, 562, 563, 564 by O.-W. R. & N. crews.

27. Between McCarver Street and Tenino:

The normal position of the train order signal will be "Stop" at:
McCarver Street for Westward trains. St. Clair for all trains St. Clair for all trains. Sixth Avenue for all trains. Chambers Prairie for all trains. Steilacoom for all trains. Tenino for Eastward trains. Nisqually for all trains.

The position of these signals will not be changed while operator is on duty, except when changed to clear position for a train to pass when the block is clear and no train orders, or to caution position for a train to pass when provided with a clearance

A train will not be permitted to leave McCarver Street Westward, Tenino Eastward, or Sixth Avenue, Steilacoom, Nisqually, St. Clair and Chambers Prairie in either direction, until the last preceding train has cleared the next open telegraph office in advance or reported clear of the main track at an intermediate siding, except upon authority of the Superintendent when the train must be given a clearance card endorsed, "Block is occupied by———" Trains receiving clearance cards so endorsed, must proceed at restricted speed thru territory so occupied.

Operators at these stations will keep a record showing the time trains pass their station and the next open telegraph station in both directions, reporting the time promptly to each other, and will not report trains clear at their station until they are into clear on the siding or the rear of the train has passed the telegraph office

When a train enters the siding at Pioneer, Ketron or Kyro to be passed by another train, they will report on the telephone to the next open telegraph office in the rear when into clear and will not proceed until the train which has passed clears the next open telegraph office in advance. Work extras with orders to work on both tracks must not cross over from one

track to the other without a clearance card authorized by the train dispatcher.

Crossover movements will be made subject to Transportation Rule D152. Before making such movements permission must be obtained from Operator.

In case communication fails, operator may not less than ten minutes after de-

parture of the last preceding train, issue clearance card endorsed:

"Means of communication having failed proceed at restricted speed."

Trains must not pass a stop signal without receiving a clearance card or a train order authorizing them to do so except to do station work, take fuel or water, or enter siding in advance of a signal but such train must obtain clearance card before departing from that station.

SECOND SUBDIVISION. (GRAYS HARBOR LINE.)

1. At Olympia—Tunnel district 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.

A 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

Track next to Bay used exclusively for repair track from West Switch to point 650 feet East of switch.

Drawbridge Interlocking-

Wishkah River......Aberdeen.

3. At Gate, normal position of the main track junction switch will be set for the ninth subdivision. Passing track from crossover West of Depot to the West Switch will be used as

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 Olympia and Cosmopolis—Northern Pacific trains will protect themselves while on O.-W. R. & N. tracks.

- At Bordeaux Junction on the Mason County Logging Company tracks a siding is located 1985 feet from the Junction switch where interchange of cars will be Northern Pacific trains will look out for the Logging Co. trains and must not block their passenger trains will look out for the Logging Co. trains and must not block their passenger trains from connecting with Nos. 421, 423 and 424. Normal position of switch leading to spur track at Bordeaux Junction which is used by Mason County Logging Company's trains in making connection with Northern Pacific passenger trains will be left for spur, derailing switch is located between this spur and Northern Pacific main track and must be left in derailing position after using.
- At Aberdeen all trains and engines will move at restricted speed within Yard Limits. This rule does not supersede Transportation Rules S93 and D93, and first class trains must be protected against within yard limits. The normal position of switch at the end of double track, 250 feet east of passenger station, is for eastward trains, and normal position of Junction switch, ten feet east of double track switch, is for the O.-W. R. & N. track.

Westward trains will stop East of Chehalis Street when Wishkah River draw bridge signals do not indicate clear route.

- At South Aberdeen and Cosmoplis trains and yard engines will stop at grade crossings of the O.-W. R. & N. Co. industry tracks.
- At Hoquiam all trains and engines will move at restricted speed within yard limits. This rule does not supersede Transportation Rules S93 and D93, and first class trains must be protected against within yard limits. This rule must be observed while passing through the limits of Hoquiam River drawbridge inter-

At the draw bridge, gauntlet extends 496 feet from the double track frog to the double track switch points. The second signal east of draw bridge may indicate

clear while a train or engine occupies the gauntlet.

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

Bridge and Engine Restrictions-

Speed will be restricted over Bridge 9, Des Chutes River; Bridge 46, Cloquallum River; Bridge 82, Chenois River; Bridge 84, Berg Slough; Bridge 86, Humptulips River; Bridge 91-1, Copalis River, and Bridge 97, Joe Creek, as follows:

Engines Classes heavier than W2 not permitted.

Engines Classes W, W-1, W-2 and W-4 ten (10) miles per hour.

Double header engines Classes Q, Q-1, Q-2, Q-3, Q-4, T, S, S-1, S-2, S-3 and

S-4 at twenty (20) miles per hour.

Engines Classes A, Q-5, Q-6, W-3, W-5 and heavier, and double header engines Classes W, W-1, W-2 and W-4 will not be permitted.

Speed will be restricted over draw spans of Bridge 68, Wishkah River, and Bridge 72, Hoquiam River to twenty (20) miles per hour.

About the Markham Speed will be restricted over Bridge 1. Chebelis

Aberdeen Jct. to Markham-Speed will be restricted over Bridge 1, Chehalis River, as follows:

Engines Classes S, S-1, S-2, S-3, S-4 and Q will not exceed eight (8) miles per hour.

per nour.

Double header engines class F1 will not exceed eight (8) miles per hour.

Engines classes T, Q1 and heavier will not be permitted.

At Olympia—Engines heavier than Class F-1, are not permitted on trestle leading to industries on West Side.

Engines not permitted on Panama Lumber & Shingle Co. spur.

Aberdeen Junction to Cosmopolis, Cosmopolis to Markham: Engines 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.
At Aberdeen: Engines heavier than S4 must not be placed on trestle at Weatherwax rollway.

Speed Restrictions-

Speed Restrictions—
Passenger trains forty-five (45) miles per hour between St. Clair and Hoquiam; thirty-five (35) miles per hour between Hoquiam and Copalis; twenty-five (25) miles per hour between Copalis and Moclips.
Freight trains twenty-five (25) miles per hour between Hoquiam and Moclips.
Engines Classes Y-2, W and W-2 thirty (30) miles per hour.
All trains twenty (20) miles per hour between Aberdeen Junction and Markham, 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

Through Subway at Olympia, and around curve at east end of subway, fifteen (15) miles per hour. Between Standard Oil Spur east of Aberdeen and Wishkah Street fifteen (15)

miles per hour. Around curve along Chehalis River, and for 600 feet west of curve, between Mile Post 62 and 62½, three miles east of Aberdeen Junction, twenty-five (25) miles per

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

Trains handling logs, five (5) miles per hour between west end Hoquiam River drawbridge and street crossing west of passenger station at Hoquiam. At Aberdeen ten (10) miles per hour over streets and crossings used by public and

twenty (20) miles per hour elsewhere within city limits.

Five (5) miles per hour passing through paved street between Wishkah R ver drawbridge and log rollway one mile east of Aberdeen.

At Grass Creek located three-fourths (34) miles West of Mile Post 79, Grays Harbor Line, gasoline propelled lumber carriers are being used in crossing main track to and from mill located at that point.

Enginemen keep sharp lookout and sound whistle approaching crossing.

Special Stops, Connections, etc.-

No. 424 will stop on flag at Mima Sunday only. No. 424 will stop on flag at Little Rock Friday only. No. 423 will stop on flag at Lacy Sunday only.

Nos. 421 and 422 will stop on flag at North Bay Lumber Co. Mill one mile east of Gray Gables and at Linde Spur located one-half mile west of Onslow also one-half mile east of Burrows to pick up and let off school children, at Gillies Slough 11/2 miles west of Chenois Creek and at Hobi Spur.

SPECIAL INSTRUCTIONS.

No. 502 will connect with Nos. 421 and 422 at Gate. Mail Cranes installed at Union Mills, Lacey, Little Rock, Porter and Satsop for interchange of U.S. Mail with trains not scheduled to stop.

Register Stations-

St. Clair Olympia

Aberdeen

Hoquiam Moclips

Cosmopolis Aberdeen Jct. for No. 422 and No. 968 Tuesday and Friday only.

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

At Gate Nos. 421, 422, 423 and 424 will register by ticket form 608 and will be

furnished register ticket form 602 by operator.

No. 992 will not require clearance card at Markham.

At Aberdeen enginemen of C. M. St. P. & P. and O.-W. R. & N. westward trains will not be required to consult the register, but will be furnished Register Check, Form 602 by conductor.

Clearance Exceptions-

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

Bulletin Stations—

20.

Hoquiam Passenger Station and Roundhouse.

18. Standard Time Clock-

Hoquiam Passenger Station and Round House.

Watch Inspectors-S. J. Stieglitz Aberdeen. Fred Straub. Hoquiam.
Talcott Bros. Olympia.
D. P. Pearson. Elma.

Derail Switches— Belmore. White's Log Spur.
Bordeaux Junction. Mason County Log Spur.
Gate. Coal Track and west end passing track.
Malone. East end spur track and west end mill track.
Elma. East end of Horn Track and east end of east leg of Wye.
Satsop. East end of siding. Brady. Haves spur and switch leading to Schaeffer

Bros. Store, switch to be left set for spur to act as derail for track leading to Nor. Pac. main track. Schafer Both ends of interchange track. Montesano.....Switch leading to industry spur west end of Team Track to be left set for spur to act as

St. Clair..... East end of siding. Aloha... East end of passing siding.

Moclips... On Smith Logging Co. track west of depot and interchange track. Port of Grays Harbor..... Derails installed on Aberdeen and Hoquiam

21.	Commercial Spur—		Miles from St. Clair	Car Capacity
	Black Lake		13.2	3
	Gibson Creek.			25
	Schafer			10
	Gravel Bunkers		58.6	12
	Standard Oil Co		58.7	3
	North Bay Lumber Co		79.0	6
	Linde Shingle Co		93.5	4
	Linde Logging Co			6
	Wooster	. .	96.0	10
	Joe Creek		97.4	2
	Hobi		97.8	3

end of connection with Port tracks.

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.

At Fort Lewis, entrance to Dupont Powder Co. plant protected by gate across the spur near Cap Magazine. No cars will be disturbed inside of gate until foreman consulted and permission obtained.

Staff System Dupont Spur: No train or engine will move on the Dupont Powder Co. spur until they have obtained a staff from the staff box at the Junction

Possession of the staff makes a train superior to all other trains on this spur. After completion of the trip the staff must be returned to the staff box. Cantonment Tracks:

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

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

Toilets must be kept locked and no refuse thrown from trains on Cantonment Tracks, Fort Lewis, Nisqually, or inside yard limits Fort Lewis.

At Remount Station, loading platform will not clear man on side of car.

Trains using North and South lines will move at restricted speed at all times expecting to find cars spotted at different locations on these tracks. Staff System North and South Lines: No train or engine will move on the North line until they have obtained a staff from the North Line staff box at the Junction switch, and will not move on the South Line until they have obtained a staff from the South Line staff box at the Junction switch. Possession of the staff makes a train superior to all other trains on that line and after completion of the trip the staff must be returned to the staff box from which it was obtained.

Speed Restrictions-

Passenger trains fifty (50) miles per hour.

At Camp Murray, ten (10) miles per hour over road crossing just east of station.

At Fort Lewis, approach road crossings at east and west end Green Park at restricted speed; ring bell and sound whistle.

Register Stations—

Lakeview

Nisqually Fort Lewis for trains originating and terminating.

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

Clearance Exceptions-

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

Derall Switches-

track and on the track leading to Black Powder Mill. Green Park Spur 177 feet from main track. House Track switch will be set for House

Track to act as derail for west end of passing track.

FOURTH SUBDIVISION. (PRAIRIE LINE.)

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

Engines pushing westward passenger trains over Tacoma Hill will not cut off from train until the rear end of the train is over Bailey Street crossing, speed of train to be reduced to ten miles per hour before pusher is cut off.

Card train order form AB—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

At Tacoma—A signal arm semaphore pattern, located near junction of line leading to Union Station and Drawbridge Line at 15th Street, is controlled by operator at 15th Street and will govern single track passenger line between 15th Street and Union Station. No train from the Drawbridge Line or east of main line will enter Union Station when signal is at stop. No train will proceed from Union Station to Drawbridge Line or eastward main line when signal on incline, which is equipped with two red blades by day, and in addition, two red lights by night, is at stop. Lower arm governs train movements from Union Station to Drawbridge Line; upper arm governs movement to eastward main track.

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

ductors will operate for Seattle bound trains

4. Mountain Grade—16th Street, Tacoma, to 2½ miles west.

At South Tacoma—Test inspection and understanding as required by Rule 1003, Book of Transportation Rules, will be had on all eastward freight trains.

Conductors will fill out eard, 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

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.

Automatic signals T-1-A and T-2-A controling the short piece of single track between Half Moon yard, Tacoma and double track switch on Fourth subdi-

Trains or engines using crossover located between these Signals, to enter this single track which are located between these signals must do so expecting to find track occupied by other trains or engines who received a clear indication.

- 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.
- At South Tacoma, normal position of double track switch is for eastward track. Passing siding will be used as storage track.
- 7. Logs-may be handled after dark on double track between South Tacoma and Tacoma but will not be permitted to meet any train except switch engines and Switching trains. Conductors will notify Dispatcher when there are logs in the train and secure train order that opposing trains will be held as provided above. Trainmen must be stationed on rear platform of the Caboose with lighted lantern or fusee to watch for logs that may be lost from cars and obstruct opposite track. Trains handling logs will run via Half Moon yard pulling train in reverse order

to River St. Yard.

8. Bridge and Engine Restrictions-

Bridge12.3 on what is known as the Dempsey or Tide Flat Branch (Tacoma Terminal). Heavier than Class Q engines not permitted. Speed of other

engines over this bridge, eight (8) miles per hour.

Northern Pacific engines, classes Q-5, Q-6, W-3 and W-5 and Great Northern class P-2, thirty-five (35) miles per hour over Bridge No. 22-1, Nisqually River between Roy and Yelm, and over Bridge No. 33, Deschutes River, between Rainer and McIntosh.

At McIntosh: Engines will not go beyond a point 250 feet from west end of loading track.

At Tacoma Union Depot Great Northern engines, Class P-2 will not clear train sheds except on track No. 1 which is the track next to the depot.

Speed Restrictions—

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

Trains and light engines entering or leaving 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. At Tacoma six (6) miles per hour while any portion of train is passing over Pa-

cific Avenue.

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

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

At Russell Shingle Mill, one mile east of West Tenino, look out for logging trucks crossing track.

Passenger trains 30 miles per hour and freight trains 20 miles per hour on descend-

ing grade between Bailey Street and Pacific Avenue. Trains entering or leaving Union Station will move at restricted speed between

15th Street and 21st Street.

Northern Pacific Engines classes W, W-1, W-2 and W-4 forty (40) miles per hour.

Classes W-3 and W-5 thirty-five (35) miles per hour.

Great Northern Engines classes J-2 forty (40) miles per hour.

Class O-5, thirty-

five (35) miles per hour.

Special Stops, Connections, etc.— Nos. 591 and 592 will stop on flag at Wetico.

11. Register Stations-15th Street Tower

South Tacoma Tacoma

West Tenino

Register Exceptions-At 15th Street Tower, South Tacoma and West Tenino, first class trains will register by ticket, Form 608, and will be furnished check of register by train order or Form 602, except when operator not on duty. Except No. 458 will not register at West Tenino and South Tacoma and No. 459

will not register at West Tenino. 13. Clearance Exceptions-At West Tenino and South Tacoma, eastward trains will not require clearance

if train order signal is in clear position. At South Tacoma, Westward trains will not require clearance if train order signal is in clear position.

14. Bulletin Stations-Tacoma.

15. Derail Switches-

South Tacoma...... East end South Tacoma Lumber Co.'s Spur. South Tacoma...... East end New House Track.

16. Commercial Spurs-Miles from Capacity | 23.1 | McKenna Lumber Co... | 23.2 | Wetico... | 23.2 | Triangle Lumber Co..... 10
 Mentzer
 32.9

 Russell Shingle Co
 37.1
 15 Mutual 15

FIFTH SUBDIVISION. (BUCKLEY LINE AND BRANCHES.)

1. Pusher District—

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

At Enumclaw—While using main track of White River Lumber Co., between Junction Switch with C. M. St. P. & P. and yard limit sign located 2,000 feet east, all movements will be made in accordance with transportation rule S93.

SPECIAL INSTRUCTIONS.

- At Fairfax, The Manley Moore Lbr. Company engines and logging trains are authorized to use N. P. track between their interchange track and connection with their logging road west of coal bunkers, protecting against Northern Pacific
- 4. At Cascade Junction and South Prairie normal position of double track switches is for eastward track.

Bridge and Engine Restrictions—
Cascade Jet. to Wilkeson and Fairfax—Speed will be restricted over Bridge
1, South Prairie, and Bridge 4, Gale Creek, as follows:
Engines classes W, W-1, W-2 and W-4 eight (8) miles per hour.
Double header engines classes W, W-1, W-2 and W-4 not permitted.
Engines classes A, Q-5, Q-6, W-3, W-5 and heavier not permitted.
Speed will be restricted over Bridge 7-1, Carbon River as follows:
Engines classes S, S-1, S-2, S-3, S-4 and Q eight (8) miles per hour.
Double header engines class F-1 eight (8) miles per hour.
Engines classes T, Q-1 and heavier not permitted.
Black Carbon to Cascade Jet.—Engines classes heavier than S-4 not permitted.

6. Speed Restrictions-

Between Palmer Junction and Meeker: Passenger trains, fifty (50) miles per hour. Between Cascade Junction and Black Carbon, and between Cascade Junction and Fairfax: Passenger trains, twenty-five (25) miles per hour; freight trains fifteen (15) miles per hour. Backing up between these points passenger trains, twenty (20) miles per hour; freight trains, ten (10) miles per hour.

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.

Reduce speed to four (4) miles per hour over cribbed track where mine cave in occurred one and one-half (1½) Miles East of Carbonado. Reduce speed to four (4) miles per hour where fill is slipping 2340 feet east of Mile Post 3 between Carbonade and Fairfax.

7. Special Stops, Connections, etc.

No. 596 will connect with No. 522 at South Prairie.

No. 597 will connect with Seattle Division No. 450 at Puyallup and No. 523 at South Prairie. Train No. 597 will stop on flag at Broomfield.

Register Stations—Cascade Junction for trains to and from Wilkeson and Burnett Branches and westward first class trains only.

Fairfax Palmer Junction South Prairie

9. Register Exceptions-Palmer Junction trains register by ticket Form 608 and will be furnished check of register by train order or Form 602.

10. Clearance Exceptions—Eastward trains will obtain clearance at Puvallup in-No. 529 will not require clearance card at Black Carbon.

11. Bulletin Station-South Prairie.

Derail Switches-

Dencla. East End Spur.
Occidental Coal track 300 feet west of bunkers.
Bayne Coal spur.
Fleet Fleet Coal Company's track.
Naco West end Naval Coal Co. track. Veazey West end spur track.

Webstone ... Spur track

Buckley ... McDougal Log Track, and on west end Standard Oil spur. main line switch. Orting...... West end house track. West end westward passing track. West end Orting Branch track 300 feet east of station. main track switch.

Commercial Spurs-Miles from Palmer Car Junction Capacity 0.5 $2\overline{0}$ Fleet..... Birch..... Webstone.... Broomfield.... 19.6 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.

At Selleck trains will run at restricted speed and look outfor engines of the Pacific States Lumber Company between 1000 feet west of siding and the Pacific States Lumber Co. office.

Bridge and Engine Restrictions—

Speed will be restricted over Bridge 6-1, Cedar River, as follows: Engines classes S, S-1, S-2, S-3, S-4 and Q eight (8) miles per hour. Double header engines class F-1 eight (8) miles per hour. Engines classes Q-1 and heavier not permitted.

Kanaskat to Kerriston and Selleck-Engines classes heavier than S-4 not per-

Speed Restrictions-

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

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

Register Station-Kanaskat.

Clearance Exceptions-No. 531 will not require clearance card at Kerriston. No. 533 will not require clearance card at Selleck. No. 534 will not require clearance card at Kangley Jct.

Derail Switches-

main track switch.

Hiawatha.....East end. Yandell......West end. Selleck (1½ miles west)....On Kangley Line.

Monroe Shingle Co..... East end. Miles from Commercial Spurs-Kanaskat Capacity

SEVENTH SUBDIVISION. (CROCKER BRANCH.)

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.

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

Bridge and Engine Restrictions— Engines classes heavier than F-1 not permitted.

Engines classes heavier than F-1 not permitted.

Speed will be restricted over Bridge 3, Carbon River, as follows:

Engines classes S, S-1, S-2, S-3, S-4 and Q eight (8) miles per hour.

Double header engines class F-1 eight (8) miles per hour.

Engines classes T, Q-1 and heavier not permitted.

At Crocker—Engines can only use 200 feet of East end and 300 feet of West end of Coke Oven track No. 1.

Speed Restrictions—Twenty (20) miles per hour. Five (5) miles per hour over Slide ½ mile west of tunnel No. 1.

Derail Switches-

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

EIGHTH SUBDIVISION. (ORTING BRANCH.)

1. At Puyallup River Junction—one mile east—crossing gates are maintained at crossing with C. M. St. P. & P. Ry. Normal position of gates "clear" for Northern Pacific Company trains, which must approach crossing at restricted speed expecting to find gates set against them.

At Lake Kapowsin—Engine or loaded cars must not be placed on the trestle on interchange track of the St. Paul and Tacoma Lbr. Co.

Bridge and Engine Restrictions—

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

Speed Restrictions-

Twenty (20) miles per hour except between Puyallup River Junction and Lake Kapowsin, ten (10) miles per hour.

At Puvallup River Junction-Northern Pacific trains will look out carefully for St. Paul & Tacoma Lumber Company's engines and logging trains, using main track within yard limits.

Between the hours of One (1) P. M. and Twelve (12) midnight Northern Pacific trains will protect against St. Paul & Tacoma Lumber Company's logging engines and trains using main track between Puyallup River Junction and Lake

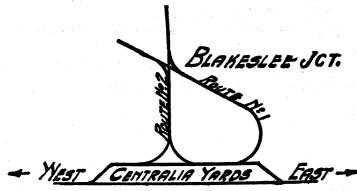
Derail Switches-

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

Miles from Car Commercial Spurs— Orting Capacity 12 Dempsey..... Electron Rock Crusher..... 10

NINTH SUBDIVISION. (GATE LINE.)

Movement of Trains Between Centralia and Blakesiee Junction



Northern Pacific track will be known as Route No. 2. O.-W. R. & N. track will be known as Route No. 1. Both routes are included in the Centralia Yard limits. Trains and engines using either route will do so at restricted speed.

Eastward movements will be made over Route No. 2.

Westward movements will be made over Route No. 1.

First Class trains to and from Routes No. 1 and No. 2 will move at restricted

speed between Centralia passenger station and connection with these Routes.

This rule does not supersede Transportation Rules S-93 and D-93, and first class trains must be protected against within yard limits.

Blakeslee Junction Interlocking

Westward trains will indicate to Towerman route wanted as follows:

Northern Pacific: One long, one short, one long. Thus: — o —

O.-W. R. & N.: One long, two short, one long. Thus: — o o —

Bridge and Engine Restrictions—

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

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

Engines classes Y-2, W and W-2 thirty (30) miles per hour.

Special Stops, Connections, etc.—

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

No. 503 will connect with Nos. 407-408. No. 505 will connect with Nos. 458 and 459 at Centralia 458 and 459 at Centralia.

Register Station—

Centralia Passenger Station. Blakeslee Junction for Eastward Northern Pacific and O.-W. R. & N. first class trains, Northern Pacific second class and inferior trains will register only when instructed by train order to do so.

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

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

Bulletin Stations—

Round House. Yard Office.

Centralia. Passenger Station. Standard Time Clock-Centralia Passenger Station. Round House. Yard

Watch Inspector—Centralia, C. R. Ahern. Derall Switches—

Blakeslee Williams Mill Spur. Foran. Coal Spur. Miles from Centralia Capacity

> TENTH SUBDIVISION. (MENDOTA BRANCH.)

1. Engine Restrictions-Engines classes heavier than (S4) not permitted. At Mendota Engines must not go beyond derail on Mendota Timber Co. spur.

Speed Restrictions— Twenty-five (25) miles per hour from Wabash to West end of curve 1/2 mile East to Mile Post 2. 12 miles per hour from West end of curve East of Mile Post 2 to Mile Post 3. 20 miles per hour from Mile Post 3 to Bridge 4-2. 10 miles per hour over Bridge 4-2. 20 miles per hour from Bridge 4-2 to Mendota. Four (4) miles per hour over filled portion of bridge No. 5.

Register Stations-

Clearance Exceptions-

No. 979 will not require clearance card at Mendota.

Builetin Stations— Yard Office. Roundhouse. Centralia. Passenger Station

Derail Switches-

Ultrican & Rozencranz Spur, 150 feet from main track switch. Car Miles from Commercial Spur-Capacity Wabash Ultrican & Rozencranz Logging Co..... 10 Eastern Ry. & Lumber Co..... Posts Spur....

SPECIAL INSTRUCTIONS.

13

ELEVENTH SUBDIVISION. (WILLAPA HARBOR LINE.)

- 1. Pusher District-Between Pe Ell and Frances.
- 2. At Dryad. 300 feet east and

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

- At Dryad, on Leudinghaus Lumber Co. spur, gates are maintained at crossing with main line of C. M. St. P. & P. Ry. Co. Normal position of gates "clear" for C. M. St P. & P. Ry. Co. trains.
- At Walville Lumber Co. R. R. Crossing: One and one-half miles west, gates are maintained, normal position of gates "clear" for Northern Pacific Co. trains which must approach crossing at restricted speed expecting to find gate set

At Raymond, low platform at the end of Siler-Willapa Lumber Co. spur will not clear foot-board or pilot of engine.

Draw bridge tenders on duty 7.00 A. M. to 11.00 P. M., Bridge will be left open when tenders not on duty. Trains will not pass over drawbridge until proceed signal is received from drawbridge tender using a yellow flag by day and yellow

All trains will come to a full stop before passing over Ocean Beach Highway which is located about Two Hundred Fifty (250) feetWest of the dapot.

All trains while switching over this crossing will protect same with a man on foot before using it.

In switching Quinault Immber Co. tracks engines must not go beyond First Street. Sufficient case must be handled in doing work, so as to avoid going beyond this street.

Bridge and Engine Restrictions—
Speed will be restricted over Bridge 2-1 and Bridge 38, Willapa River, as follows:
Engines classes T, Q-3, Q-4, W, W-1, W-2 and W-4 eight (8) miles per hour.
Double header engines classes T, Q-3, Q-4, W, W-1, W-2 and W-4 not per-

mitted.
Engines classes A, Q-5, Q-6, W-3, W-5 and heavier not permitted.
Speed will be restricted over Bridge O, Newaukum River; Bridges 5, 6, 16-1
and 23, Chehalis River; Bridges 42 and 45, Willapa River, as follows:
Engines classes W, W-1, W-2 and W-4 eight (8) miles per hour.
Double header engines classes W, W-1, W-2 and W-4 not permitted.
Engines classes A, Q-5, Q-6, W-3, W-5 and heavier not permitted.
Speed will be restricted over draw span of Bridge 53, Willapa River, to

twenty (20) miles per hour.

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

Speed Restrictions-Passenger trains forty (40) miles per hour, except between Pe Ell and Frances,

thirty (30) miles per hour.

At Raymond, ten (10) miles per hour over Seventh Street crossing.

Engines, Classes Y and heavier, thirty (30) miles per hour except between Pe Ell and Frances, twenty-five (25) miles per hour.

Special Stops, Connections, etc.— No. 591 and No. 592 will stop on flag at Fern Spur. No. 593 and No. 594 will stop on flag at Fern Spur on Saturday and Sunday. Exchange of U. S. mail is made at Globe and Willapa with No. 591 and at Willapa with Nos. 592 and 594.

Register Stations-South Bend.

Derail Switches-

Car

Company's Spur.

Chebalia.

10. Builetin Stations-South Bend.

Watch Inspectors—S. Holte, South Bend.

.East and west end Chester Snow Mill Spur. Littell..... Bunker..... East and west end interchange track. Meskill...........West and east end quarry track and east end mill track. Walville.....Mill Spur. Pluvius..... East and west end of siding. Frances House track west end. Custer... Log Spur. Lebam... Mill Spur. Nalpee.....Log Spur. Dryad.....Leudinghaus Lumber Co. 500 feet from main track.
Donguire.....146 feet from main track switch.

Miles from 13. Commercial Spurs— Chehalis Car Junction Capacity **`15** 33.6 30 **25** Fern..... 34.2 Star Timber Co..... 38.7 Mayfair....

TWELFTH SUBDIVISION. (YACOLT BRANCH.)

1. Bridge and Engine Restrictions-Speed will be restricted over Bridge 23, Lewis River, as follows:
Engines classes S, S-1, S-2, S-3, S-4 and Q eight (8) miles per hour.
Double header engines classes F-1 eight (8) miles per hour. Engines classes Q-1 and heavier not permitted. Vancouver Jct. to Yacolt—Engines classes heavier than S4 not permitted. At Yacolt, do not place engines on spar spur.

Speed Restrictions-

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

Special Stops, Connections, etc.— Nos. 981 and 982 will stop on flag at Crusher and Lucia.

Register Stations-Yacolt.

Vancouver Junction

Clearance Exceptions—

No. 982 will not require clearance card at Vancouver Jct.

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

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

7. Commercial Spurs-Capacity Yacolt Bouton....

THIRTEENTH SUBDIVISION (ELMA BRANCH.)

1. At Whites, ¼ mile east, gates are maintained at crossing with Lumber Company's track. Normal position of gates "clear" for Northern Pacific Company's trains, which must approach crossing at restricted speed expecting to find gates set against them.

Look out for White Star Lumber Company's engines and cars occupying main

track within yard limits.

At Shelton—Northern Pacific crews may operate over the main track of the Penninsular Railway Company between the junction with Northern Pacific main track (at Olympic Highway) and yard limit board located 786 feet West of West switch of Northern Pacific interchange yard. Northern Pacific crews occupying Peninsular Railway Company tracks within these limits must be protected as per Transportation Rule No. 99.

Bridge and Engine Restrictions-Engines, classes heavier than F-1, not permitted on tracks at Whites and between McCleary Junction and McCleary.

4. Speed Restrictions-

Passenger trains, twenty-five (25) miles per hour; freight trains, twenty (20) miles

per nour.
All trains twenty (20) miles per hour between Hillgrove and Stimson; fifteen (15) miles per hour between Stimson and Marmac and twenty (20) miles per hour between Marmac and Shelton, except over Mill Creek fill located between Miles Posts 22 and 23 over which speed of eight miles per hour must not be exceeded.

5. Register Stations-

Clearance Exceptions-No. 989 will not require clearance card at Shelton. Nos. 993 and 995 will not require clearance card at McCleary.

Nos. 994 and 996 will not require clearance card at McCleary Jct.

Derail Switches—

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

Commercial Spurs-

Miles from Capacity Elma

ALL SUBDIVISIONS.

Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train.
When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.

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

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

ter at initial or starting points.

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

Speed Restrictions: Passenger trains must not exceed a speed of one mile

per minute, and freight trains forty (40) miles per hour. All trains thirty (30) miles per hour through limits of interlocking plants, fif-

teen (15) miles per hour through crossovers, turnouts, gauntlets and passing telegraph offices where orders are received.

Light engines backing up twenty (20) miles per hour on main line, or fifteen (15)

miles per hour on branches.

Trains handling steam Wrecking Derrick or Pile Drivers No. 22 and 24 and

locomotive Crane 88, will not exceed twenty-five (25) miles per hour. Troop trains handling freight equipment, twenty-five (25) miles per hour.

Name

DR. D. H RUNNING......

DR. E. L. CARLSEN....

DR. F. W WICHMAN

DR. F. J. HACKNEY..... DR. G. W. KENNICOTT.....

DR. A. E. MacMILLAN......
DR. W. W. WEBB.....
DR. R. H. CAMPBELL.....

DR. H. H. QUAIFE...... DR. E. C. HACKETT.....

DR. ARTHUR SHAW......

DR. L. S. ROACH DR. C. J. HOFFMAN

DR. C. E. RICHARDS.....

DR. R. M. DODSON.....

DR. F. J. CULLEN...... DR. W. M. KARSHNER.....

DR. F. C. WILLSON

DR. R. L. SIMPSON.....

DR. E. W. STEVENS.....

DR. H. B. CRAVENS.....

DR. J. N. COGHLAN (Oculist) Portland.

DR. ORNE R. NEVITT. Raymond. DR. F. W. ANDERSON South Bend.

DR. G. A. TRIPP..... South Bend

DR. C. S. WHITE

DR. F. J. CULLEN.

DR. H. Y. BELL.

AUTHORIZED SURGEONS, N. P. RY. CO.

DR. R. H. BEACH, Chief Surgeon, Western District, Tacoma, Wash.

DR. R. D. WRIGHT, Asst. Surgeon, Tacoma DR. J. W. GULLIKSON, Asst. Surgeon,

Location

South Tacoma.

Tacoma.

Centralia.

Centralia.

Chahalia Winlock.

Castle Rock.

Vader.

Kelso.

Longview.

Woodland

Vancouver, Wash

Kalama.

Sumner.

Portland.

Portland.

Portland.

Puyallup.

Puyallup.

Carbonado.

Buckley.

Bucoda.

Dryad.

Pe Ell.

Hospital Tel. Main 787

Telephone Number

Office

Madison 260.

Main 405.

421.

261-J. 52-W.

19. **4**04.

154.

75.

553.

303.

17-J-1. 628.

Beacon 9380.

Beacon 3111.

Beacon 9380.

Beacon 1028.

No Telephone

Dryad 64.

Doty 69.

117-W.

117-W.

Main 94.

Residence

Madison 345.

Madison 330.

261-M, 52-R.

19.

244.

628.

622. 17-J-2.

628.

303.

Sellwd 1553.

Bdwy. 2243.

Atwir 4175. Garfield 4416.

House No. 79.

11 Dryad.

266.

161-W.

(DR. A. C. STEWART, Consulting Surgeon, Tacoma.

Portland.

Puyallup. Buckley.

Orting.

DR. R. C. SHAEFFER, Consulting Surgeon, Tacoma. DR. S. E. LIGHT, Asst. Surgeon, Tacoma.

SPECIAL INSTRUCTIONS.

Stretchers At	Name Name	Location	Telephon Residence	e Number Office	Stretchers A
	DR. J. J. O'LEARY	Olympia.	979.	980.	awar e elefa
Tacoma, Tool Car	DR. F. A. BIRD	Olympia, Wash.	1010.	33.	Olympia.
Hospital	DR. J. O. VAN WINKLE	Oakville.	No Telephone.	· ·	Orympia.
Round House	DR. J. H. McARTHUR.	Oakville.	· ·		The state of the s
Moon Yard Office	DR. A. A. FOOT	Elma.	78-M.	78-J.	
Head-of-Bay Yard.	DR. J. L. PAINE	Elma.			
Wharf.	DR. J. F. MacDONALD	Hoquiam.	209.	680.	
	DR. H. C. WATKINS	Hoquiam.	149-M.	149-J.	1
	DR. J. H. FITZ	Montesano, Wash.		160.	
	DR. I. R. WATKINS	Aberdeen.	820.	330.	Aberdeen.
Centralia.	DR. L. R. LIGHTFOOT	Cosmopolis.	1182.	1182.	
4	DR. H. D. LILLIBRIDGE	Yelm, Wash.	35	1	
	DR. W. G. CAMERON (Oculist)		Main 9202.	Main 9205.	
	DR. A. E. HILLIS (Oculist)	Tacoma, Wash	Proctor 3211.	Main 9205.	
Tr 1	DR. JOHN ELDER	Selleck, Wash.			
Kalama.	DR. C. E. MARTIN DR. R. S. WEYER	Wilkeson, Wash. Orting, Wash.		la come de la come	a toata ta
Vancouver.	DR. F. M. GAGE			-	
	and the second s	DESIGNATION OF THE PARTY OF THE	The second second		
TI BOUIL	and the second s	A SERVICE OF THE SERV		4 300	T T T T T T T T T T T T T T T T T T T

Surgeons will attend when called upon officially, to all rasses of accident occuring to employes or passengers. In cases of six was it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations. Railway Officials are required to call on the nearest authorized surgeon whenever practicable, when surgical or medical services are needed. When such are accessible the Association will not be responsible for bills for medical services rendered by any other Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized Company Surgeon be continued at the expense of the Railway Company; or of the Association, after such surgeon is able to assume charge of the case. Boarding and nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

AUTHORIZED SURGEON G. N. RY. CO.

Dr R. C. McDANIEL, Portland, 720 Pittock Bldg. DR. J. A. LaGASSA, Tacoma, Wash.

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

-	Name	Location	
	DR. D. H. JESSOP, Chief Surgeon. DR. M. K. HALL, Assistant Surgeon.	Portland, Ore.	
	DR. C. L. BOOTH, Assistant Surgeon. DR. ARCHIE VANCLEVE, Assistant Surgeon. DRS. MARCASON & GHORMLEY, Assistant Surgeons. DR. C. H. BASTRON, Assistant Surgeon.	Portland, Ore. Portland, Ore.	
	DR. RICHARD N. JACOBS, Assistant Surgeon DR. G. W. TAMIESIE. Assistant Surgeon	Portland, Ore. Portland, Ore. Portland, Ore.	
	DR. HARRY M. BOUVY, Specialist. DR. J. W. McCOLLOM, Specialist. DR. J. B. BLAIR, District Surgeon. DR. W. R. SCOTT, District Surgeon.	Portland, Ore. Portland, Ore. Vancouver, Wash.	
-	DR. L. R. LIGHTFOUT, District Surgeon.	Cosmopolis, Wash.	
- B	DR. C. P. GANWON, District Surgeon	Olympia, Wash. Tacoma, Wash.	
•	DR. MONTGOMERT RUSSELL, Division Surgeon DR. F. R. UNDERWOOD, Division Surgeon DR. S. M. SAMUELS, Specialist	Seattle, Wash. Seattle, Wash. Seattle, Wash.	

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

CLEARANCES

CLEARANCES																				
820.1						LIMIT OF LOAD MEASUREMENT HEIGHT ABOVE TOP OF RAIL														
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 i Wide	n. 8 ft.	18 ft. 6 in	1. 9 ft.	9 ft. 6 in Wide	10 ft. Wide	10 ft.6 in Wide		11ft.6in. Wide		Max. Height	Max. Width
1st Subdivision	Main Line (Reservation-McCarver St.)	18' 6"	18' 6"	18' 6'	18' 6"	18' 6"	18' 6"	18' 6'	18' 6	" 18' 6	" 18' 6'	18' 6'	18' 6"	18' 6"	18' 6"	18' 6"	18' 6''		18' 6"	11' 6"
1st Subdivision	Main Line (McCarver StTenino)	20′ 5″	20' 2"	19' 10'	′ 19′ 5′′	18' 11"	18' 5"	17′ 10′	17' 6	" 17' 2	16′ 9′	16' 4"	15′ 11″	15′ 5″	14' 10"	14' 2"	13' 6"		20′ 5′′	11' 6"
1st Subdivision	Main Line (Tenino-Portland)	17' 0"	17' 0"	17' 0'	" 17' 0"	17' 0"	17' 0''	16' 10'	16' 6	" 16' 3	16' 0'	15' 9"	15′ 3″	14' 9"	14' 4"	14' 0"	13′ 9″		17' 0''	11' 6"
2nd Subdivision.	Grays Harbor Line (St. Clair-Gate)	17′ 7″	17′ 7″	17' 6'	17' 5''	17′ 5′′	17′ 4′′	17' 4'	17′ 3	" 17' 3	" 17' 2'	17' 2"	17′ 1′′	17′ 0′′	16′ 11″	16' 10"	16' 9"		17' 7''	11' 6"
2nd Subdivision.	Grays Harbor Line (Gate-Aberdeen Jct.)	21' 4"	21' 4"	21' 4'	21' 4"	21' 4"	21′ 4′′	21' 3'	21' 1	" 20′ 11	" 20' 10'	20′ 9′′	20′ 7′′	20′ 5″	20′ 1′′	19' 9"	19' 6"		21' 4"	11' 6"
2nd Subdivision.	Grays Harbor Line (Aberdeen JctMoclips)	20′ 6″	20′ 6″	20′ 6′	20′ 6″	20′ 6″	20′ 6″	20′ 6′	20′ 6	" 20' 6	" 20' 6'	20' 6"	20′ 6′′	20′ 5″	20′ 4′′	20′ 2′′	20′ 1′′		20′ 6′′	11' 6"
2nd Subdivision.	Tumwater Spur	16′ 11′′	16′ 9″	16' 7'	16' 6"	16′ 3″	16′ 1″	15′ 10′	15′ 9	" 15′ 7	" 15′ 5′	15' 3"	15′ 1′′	15' 0"	14' 10"	14' 8"	14' 4"		16′ 11″	11' 6"
2nd Subdivision.	Ocosta Branch	20′ 10′′	20′ 10″	20′ 10′	20′ 10″	20' 10"	20′ 4″	19' 8"	19' 4	" 19' 1	" 18' 9'	18' 6"	18' 2"	17′ 10′′	17' 7"	17′ 3″	16' 11"		20′ 10″	11' 6"
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″		21' 7"	11' 6"
4th Subdivision.	Reservation—South Tacoma (Via Drawbridge Line)	20′ 8″	20' 8"	20′ .8′	20′ 8″	20′ 7″	20′ 7′′	20′ 7′	20′ 7	" 20' 7	" 20' 7'	20' 7"	20′ 7″	20' 5'	20′ 1″	19' 10"	19' 6"		20′ 8″	11' 6"
4th Subdivision.	South Tacoma—Tenino.	21' 4"	21' 4"	21' 4'	21′ 4″	21' 4"	21' 4"	21' 4'	21′ 1	" 20' 11	" 20' 8'	20' 6"	20' 4"	20′ 2′′	20′ 0′′	19' 10''	19' 8"		21' 4"	11' 6"
5th Subdivision.	Buckley Line	21′ 5″	21′ 5″	21' 5'	21′ 5″	21′ 5″	21′ 5″	21' 4'	21′ 2	" 21′ 1	" 20′ 11′	20′ 10′′	20′ 8″	20′ 7″	20′ 5″	20′ 4″	20′ 2″		21' 5"	11' 6"
5th Subdivision.	Burnett Branch	19' 0''	19' 0"	19' 0'	" 19' 0''	19' 0"	19' 0"	19' 0'	19' 0	" 19' 0	" 19' 0'	19' 0"	19' 0"	19' 0"	19' 0''	19′ 0″	19' 0"	-	19' 0''	11' 6"
5th Subdivision.	Wilkeson Branch	18′ 7″	18′ 7″	18′ 7′	18' 7"	18′ 7″	18′ 7″	18' 7'	18' 7	" 18' 7	" 18' 7'	18' 7"	18′ 7″	18' 7"	18′ 7″	18' 7"	18' 7"		18′ 7″	11' 6"
6th Subdivision.	Green River Branch	22' 9"	22′ 9″	22′ 9′	22' 9"	22′ 9″	22′ 9″	22' 9"	22′ 9	" 22′ 9	" 22′ 9′	22' 9"	22′ 9′′	22′ 9′′	22′ 9′′	22' 9"	22′ 9″		22' 9"	11' 6"
7th Subdivision.	Crocker Branch	17′ 7′′	17′ 7′′	17' 6'	17′ 5″	17′ 0′′	16' 6"	16' 1"	15′ 10	" 15′ 7	" 15′ 4′	15' 1"	14′ 11′′	14' 7"	14' 4''	14' 2"	14' 0"	2.7	17′ 7″	11' 6"
8th Subdivision.	Orting Branch.	18' 9"	18' 9"	18′ 9′	" 18' 6"	18′ 3″	17′ 11″	17' 7"	17′ 5	" 17′ 3	" 17' 1'	17' 0"	16' 10"	16' 8"	16' 6''	16' 5"	16′ 3″		18′ 9″	11' 6"
9th Subdivision.	Gate Line (Gate-Centralia)	21' 5"	21' 5"	21′ 5′	21′ 5″	21′ 5″	21′ 5″	21′ 3″	21′ 2	" 21' 1	" 20′ 11′	20′ 10″	20′ 8″.	20′ 7′′	20' 5"	20': 4"	20′ 2″		21′ 5″	11' 6"
10th Subdivision.	Mendota Branch	25′ 0″	25' 0"	25′ 0′	25′ 0′′	25′ 0″	25′ 0″	25′ 0′′	25′ 0	" 25' 0	" 25' 0'	25' : 0"	25′ 0″	25' 0"	25′ 0′′	25′ 0″	25' 0''		25′ 0″	11' 6"
11th Subdivision.	Willapa Harbor Line	21′ 3″	21′ 3″	21' 3'	21′ 3″	21′ 3″	21′ 3″	21′ 3″	21′ 1	" 21' 1	" 21' 0'	20′ 10″	20′ 8″	20′ 6″	20′ 4″	20′ 3″	20′ 1″		21′ 3″	11' 6"
12th Subdivision.	Yacolt Branch	18′ 9″	18′ 9″	18′ 9′	18' 9"	18′ 9″	18' 8"	18′ 1″	17'. 8	" 17' 4	" 17' 0'	16' 9"	16′ 2″	15' 7''	15′ 1″	14' 6"	14' 0"	- a - 2	18′ 9″	11' 6"
13th Subdivision.	Elma Branch	24' 3"	24' 3"	24' 3'	24′ 3″	24′ 3″	24′ 3″	24' 3"	24' 3	" 24' 3	" 24' 3'	24' 3"	24' 3"	24′ 3″	24' 3"	24' 3"	24' 3"		24' 3"	11' 6"

		CLASS OF ENGINE										
SUB- DIVISION	DISTRICT	Ruling	Clas	ss W	Class	Y-2	Clas	s F-1	Cla	ss S	Cla	ass P
MAISION		%	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Ca
	Tacoma to South Tacoma	2.20	600	20	500	20	400	15	400	15	300	1
rst	Tacoma to Chehalis		3500		3300		2000	80	1800	80	1500	E
estward	Chehalis to Napavine.	1.12	1350	70	1250	70.	900	60	850	60	750	(
	Napavine to Portland						3000	75	3000	75	1400	4
-	Portland to Vader	0.50	3000		2800		2500	80.	2500	80	1250	
Irst	Vader to Napavine.	0.90	1700		1500		1100		1000	32	860	2
astward	Napavine to Tacoma		3500		3300		2500	80	2500	80	2300	
	St Clair to Lacey.		1000		900		800	40	800 .	40		
	Lacey to Olympia.		2500		2400			70		70		
econd	Olympia to Belmore.		1000		900		600	35	600	35		
Vestward	Belmore to Gate		1500		1400		1200	40	1200	40		
	Gate to Hoquiam.		3200		3000	1	2200	99	2200	99		
	Hoguiam to Moclips		4000		4000		2500	99	2500	99		
	Moclips to Hoquiam		4000		4000		2500	99	2500	99.		
	Hoquiam to Gate		3200		3000		2000	99	2000	99		
econd	Gate to Olympia.	0.87	2700		2500		1500	50	1500	50		
astward	Olympia to Lacey.	1.61	1000		900	1	550	30	550	30		
+ 31	Lacey to St. Clair.		1350		1250		1050	40	1050	40		
hird							A 14 g					
Vestward	Lakeview to Nisqually	1.00	2500		2300		2000	80	2000	80		<u> </u>
	Nisqually to American Lake.	1.60	1000	50	800	40	550	30	550	30		
hird astward	American Lake to Murray	1.00	2000		1800		1500		1500		<u> </u>	<u>. </u>
astwaru .	Murray to Lakeview	0.66	2500		2300		2000		2000			<u>. </u>
ourth	South Tacoma to Rainier	0.70	2000		1800	70	1200	60	1150	60	1050	(
Vestward	Rainier to West Tenino		3200					60	\$	60		. 6
ourth	West Tenino to Rainier.	0.90	1700		1500		1100		1050	35	950	3
astward	Rainier to Tacoma	0.50	3200		3000		1800	80	1800	75	1500	- 5
Ifth	Palmer Jct. to Tacoma	0.00						80		80		
Vestward	Fairfax to South Prairie						2000	45	2000	45		<u></u>
	Tacoma to Orting.		3000		2800		1800	80	1800	80		
	Orting to South Prairie.		1500	80	1400	60	900	60	800	60		
	South Prairie to Buckley	1.70	800	20	700	17	450	15	400	14		
Ifth	Buckley to Palmer Jct	1.25	1650	80	1450	60	900	60	800	60	****	
astward	South Prairie to Black Carbon						500	28	500	28		
	South Prairie to Wilkeson.						400	25	400	25		
	Wilkeson to Carbonado.			•			400	25	400	25		
est a energy of	Carbonado to Fairfax.					l	500	30	500	30		
lxth												
Vestward	Kerriston to Kanaskat	1.40				<u></u>	600	30	600	30		<u> </u>
lxth astward	Kanaskat to Kerriston	2.30					400	25	400	25		
eventh							- 100		100			-
astward	Crocker to Wingate		<u> </u>				500		500			<u>. </u>
lghth												1
astward	Orting to Lake Kapowsin.	1.40					600		600			<u>: </u>
linth	0. 4 75 4. 0.4.	0.50	2000		0000		9900	70	2200	70	}	
Vestward	Centralia to Gate.	0.50	3000		2900		2200	70	3000	70	<u> </u>	_
iinth	Grand Mound to Centralia.		3500	<u> </u>	3500	<u> </u>	3000	70	2400	70		-
astward	Rochester to Grand Mound		3200	<u> </u>	3200		2400	70	2000	70	<u> </u>	_
	Gate to Rochester.	0.50	3000		3000		2000	10	2000	- 10		-
enth astward	Wabash to Mendota	0.70	l	<u> </u>]		1250	1 1 2	100			
astwaru	Chehalis Jct. to Adna.		2900		2800		2000	60	2000	60		-
	Adna to Pe Ell.	[2500		2500	·····	1500	50	1400	50	\ ``````	-
leventh	Pe Ell to McCormick.		1700	.	1600		800	30	800	30	· · · · · · · · · · · ·	_
Vestward	McCormick to Pluvius.		1000		900	 	550	30	550	30	\\	-
	Pluvius to South Bend.		1000	<u> </u>		-		70		70	 	-
		سحد حصد	2100	<u> </u>	2000	<u> </u>	1800	60	1800	60		_
leventh	South Bend to Frances		900	<u> </u>	800			25	500	25	-	-
astward	Frances to Pluvius.			<u> </u>		<u> </u>		70	·	70		_
welfth	Pluvius to Chehalis Jct	0.40	<u> </u>		<u></u>		<u></u>	10		- 10	-	<u>- </u>
Welfth Vestward	Yacolt to Van Jet.	0.58		.]	l	J	1800	45	1800	45		
	Van Jet. to Homan				-		550	35	550	35		_
welfth astward	Homan to Yacolt.			-	- 		800	45	800	45		-
ust wal U	Elma to Hillgrove		1800	<u> </u>	1700		1200	70	800	70		
hirteenth			1550	<u> </u>	1450	-	1100			-		_
astward	Hillgrove to Stimson						700		550		-	
	Stimson to Shelton.		1100 1800		1700		1200		400			
					. 1/181		1 1 200	1	. 41317		. 1	$\cdot \cdot \cdot \cdot$
hirteenth Vestward	Shelton to Marmac Marmac to Stimson		600		500		400		1			

SPEED TABLE.

Time per Min.	Mile Sec.	Miles per Hour
1	'n	60 5 9
1		58
ī	2 3	57.1
1	4 5	56.2
1	5	55.3
- 34-3-1-3-1-7-1-7-1-7-1-7-1-7-1-7-1-7-1-7-1	7	54.5 53.7 52.9
1	8	93.7 52.0
1 1	9	52.1
1	10	51.4
1	10 12 15 20	50
1 5	15	48
1	20	45
1 1 1 1 1 1 1	25	42.3
1	30 40	40 3 6
i	45	34.3
i	50	32.7
2		32.7 30
2	iò	27.6
2	15	26.6 25.7
2	20 30 40	25.7
2	40	$\frac{24}{22.5}$
2	45	21.8
$\tilde{2}$	50	21.2
3		20
3	9	19
3	20	18
3	31	17
. ა 	45	16 15
5	• •	12
2 2 2 2 2 2 2 2 2 2 2 2 2 3 3 3 3 4 5 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		10
7	30	8
10		6

J. S. DEAN,
Assistant Superintendent.

C. W. FEE, Trainmaster.

W. W. BERRY, Trainmaster.

J. F. ALSIP, Chief Dispatcher.

