

NORTHERN PACIFIC RAILWAY COMPANY Tacoma
Division TIME TABLE No. 71

To be used In conjunction with Special Instructions Currently In effect.

In Effect at 12:01 A. M. Pacific Standard War Time.

## Sunday, December 13,1942

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Tlme Table and latest Speciai Instructions and destroy all provious numbers. Read carofully the Special Instructions and always carry a copy for reference and a copy of TRANSPORTATION RULES.
F. R. BARTLES,

General Manager.
C. H. BUREESS,

Superintendente

BF. ALSIP Aselstant General Manager.

- PP H, MCCAULEX;

Coneral Superintendent of Transportation.

# SPECIAL INSTRUCTIONS. <br> AUTHORIZED SURGEONS. 

## Locatlon of Stretchers (S).

Dr. J. W. Gullikson, Chief Surgeon. Western District, Tacoman
Dr. W. J. Rosenbladt, Assistant Surgeon, Tacoma
Dr. R. H. Beach, Assistant Surgeon, Tacoma
Dr. H. S. Argue, Assistant Surgeon, Tacoma.

## SPECIALISTS.

## LOCAL SURGEONS.

Dr. D. H. Running.South Tacoma
Dr. E. L. Carlsen. .South Tacoma
Dr. P. W. Willis. . . Sesttle
Dr. P. W. Willis, Jr.Seattle
Dr. C. L. Senecal. . Seattle
Dr. I. J, D. Shuler. Seattle
Dr. C. L. Dixon. . . Renton
Dr. O. G. Kesling. . Arlington (S)
Dr. E. M. Adams.. Arlington
Dr. J. A. Durrant.. Snohomish (8)
Dr. Otter A. Thomle.Everett (S)
Dr. L. F. Ferrell. . . Everett
Dr. C. M. Hunter..SedroWoolley (S)
Dr. B. W. Holton. . Sedro-Woolley
Dr. E. S. Sarvis.... Sumas (8)
Dr. Ernest C. Mc-
Kibben. $\qquad$ . Kirkland
Dr. A. M. Smith...Bellingham (S)
Dr. S. R. Boynton. Bellingham
Dr. R. L. Simpson. Clear Lake
Dr. F. H. Brush. . Yakima (S)
Dr. G. E. Marcy... Yakima (S)
Dr. T. A. Angland. Yakima
Dr. Victor E. Johnson. Yakima
Dr. H. M. Makins. Selah
Dr. D. C. Bowman. Naches
Dr.J.P.Richardson.Ellensburg (S)
Dr. R. R. Pinckard.Ellensburg
Dr. W. E. Smick . Cle Elum (S)
Dr. J. P. Mooney .. Roslyn
Vent. Plant, Stampede (S)
Dr. A. P. Hughes. . Auburn
Dr. Wm. H. Brandt.Auburn
Dr. C. H. Denzler. .Sumner
Dr. C. E. Judd. . . . Sumner
Dr. W. M. Karshner. Puyallup
Dr. F. L. Scheyer. . Puyallup
Dr. C. J. Scheyer. . Puyallup
Dr. J. F. Sigafoos.. Orting
Dr. G. M. Mac.
Gregor. . . . . . . . . Kent






Dr.AndrewC.Smith.Portland Dr. J. H. Grelle. . . . Portland Dr. Walter C. Miller . Portland Dr. J. A. Pettit, Consulting. . . . . . Portland Dr. R. M. Dodson,
Consulting. . . . . Portland Dr. Thos. Joyce.... . Consulting Dr. Laurence Selling Surgeons, Dr. Samuel S. Diack Portland Dr. F.W. Wichman. Tenino Dr. H. Y. Bell. . . . . Centralia Dr. F. J. Hackney. Centralia Dr.A.E.MacMillan.Chehalis Dr. W. W. Webb. . Winlock Dr. J. G. Putnam. .Vader, Winlock Dr. R. J. LaRue. . . Castle Rock Dr. E. C. Hackett. Kelso
Dr. F. Davis. . . . . . Kelso Dr. C. J. Sells. . . . . Longview Dr. L. S. Roach. . Kalama (S) Dr. C. J. Hoffman. Woodland Dr.R.W.Armstrong.Vancouver (8) Dr. G. H. Johnson. Vancouver Dr. H. L. Skinner. .Battle Ground
Dr. E. R. Tiffan. . Enumclaw
Dr. F. C. Willson. .Buckley (S)
Dr. L. A. Campbell. Bucoda
Dr. E. W. Stevens. Dryad
Dr. H. B. Cravens. Pe Ell
Dr. Orne R. Nevitt. Raymond
Dr. F. W. Anderson. South Bend (S)
...................Olympia (S)
Dr. J. H. McArthur.Oak ville
Dr. A. A. Foote.... Elma.
Dr.J.F.MacDonald. Hoquiam (S)
Dr. H. C. Watkins.Hoquiam
Dr. J. H. Fitz. . . . . Montessno
Dr. R. S. Sandilands. Montesano
Dr. I. R. Watkins.. Aberdeen (S)
Dr. L. R. Lightfoot.Cosmopolis
Dr. B. N. Collier. . Shelton
Dr. B. L. Phillips . . Rainier

Dr. Gail P. Shephard Specialist. . . . . . . . Yakima
Dr. Fred Thorlackson
Eye, Ear......... Seattle
Dr. Julius Weber,
Ear, Nose, Throat . .Seattle
Dr. H. Odlund
Specialist.
Dr. D. F. Carswell,
Specialist. ........ Bellingham
N. P. B. A. Hospital, Tacoma (S)

Tacoma, Tool Car Hospital (S)
Tacoma Round House (S)
Tacoma Moon Yard Office (S)
Head-of-Bay Yard (S)
King St. Station, Seattle (S)
Yard Office, Seattle (S)
First aid boxes located at the following points
Bristol, Eagle Gorge, Kanaskat (S),
Ravensdale
NOTE,
N. P. B. A. physicians and surgeons, when called upon, will attend to all cases of sickness and accident to employees, passengers and others. In a case of illness or in case of injury unrelated to railway operation, surgeon should endeavor to collect a reasonable fee for service from person attended other than members of the N. P. B. A. If unable to collect, Chief Surgeon should be notified.

Where injuries are directly related to railway operation, charge for service should be sent to the General Claim Agent of the railway company.
In case of emergency, proper aid should be procured until arrival of local surgeon, when case must be placed in hia hands.

## Authorlzed Surgeons G. N. Ry. Co.

Dr. G. N. Pease, Portland, Medical Dental Bldg.
Dr. Ralph M. Dodson, Portland.
Dr. J. A. La Gassa, Tacoma, Wash.
Dr. R. B. Wiswell, Vancouver, Wash.
Dr. H. Y. Bell, Centralia, Wash.
Authorlzed Surgeons Unlon Pacific Raliroad Company.

| Name | Location |
| :---: | :---: |
| Dr. R. M. Dodson, District Surgeon | Portland, Ore. |
| Dr. J. M. Roberts, Assistant Surgeon. | Portland, Ore. |
| Dr. C. H. Bastron, Aesistant Surgeon | Portland, Ore. |
| Dr. Merrell A. Sisson, Assistant Surge | Portland, Ore. |
| Dr. J. B. Flynn, Specialist. | Portland, Ore. |
| Dr. Harry M. Bouvy, Specialist | Portland, Ore. |
| Dr. J. B. Blair, Surgeon | Vancouver, Wash. |
| Dr. C. Grant Bain, Surgeon. | Centralia, Wash. |
| Dr. I, R. Watkins, Surgeon. | Aberdeen, Wash. |
| Dr. E. L. Calhoun, Surgeon | Hoquiam, Wash. |
| Dr. Ralph C. Brown, Surgeo | Olympia, Wash. |
| Dr. C. P. Gammon, Surgeon | Tacoma, Wash. |
| Dr. B. E. McConville, Surgeon | Seattle, Wash. |
| Dr. Francis H. Brown, Surgeon | Seattle, Wash. |
| Dr. E. M. Samuels, Specialist. | Seattle, Wash. |

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

|  |  |  |  |  | FIRST CLASS |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 5 | 1 | 3 |  |
|  |  |  |  |  | Pameonger | Paseenger | Pasonger |  |
|  |  |  |  |  | Daity | Daily | Dally |  |
|  | $\left.\begin{gathered} 1811 \\ 1815 \\ 1851 \\ 1822 \\ 1827 \\ 182 \end{gathered} \right\rvert\,$ | $\begin{array}{l\|l\|l\|} \hline \end{array}$ |  |  | $\begin{array}{ll} 1 & 1.35 \mathrm{xan} \\ \hline & 1.43 \\ - & 1.48 \\ - & 1.54 \\ & 2.01 \end{array}$ | L2.55 man <br> 3.01 <br> 3.06 <br> 3.12 <br> 3.19 | $\begin{array}{cc} 1.20 \mathrm{al} \\ 1.32 \\ 1.37 \\ 1.43 \\ 1.51 \end{array}$ |  |
|  |  |  |  |  |  |  |  | ${ }^{3} 8$ |
|  |  |  |  |  |  |  |  | ． 8 |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | 11.2 |
|  |  |  |  |  |  |  |  | 15.5 |
| w | 1832 <br> 1836 <br> 1843 <br> 1848 <br> 1851 | 98 <br> 104 <br> W104 <br> W184 <br> Yard <br> 77 |  |  | 2.10 | 3.27 | 1.58 | 20.1 |
|  |  |  |  |  | 2.17 | 3.34 | 2.04 | 24.3 |
|  |  |  |  |  | 2.30 | 3.47 | 216 | 31.9 |
| wxy |  |  |  |  | 2.45 | ． 3.56 | 2.30 | 36.6 |
|  |  |  |  |  | 2.50 | 4.04 | 2.37 | 40.2 |
| w | 1855 <br> 1858 <br> 1882 <br> 1885 <br> 1889 |  |  |  | \％ 2.58 | 4.09 | 2.43 | 44.2 |
|  |  |  |  |  | 3.02 | 4.13 | 2.48 | 47.0 |
|  |  |  |  |  | 3.11 | 4.22 | 2.57 | 51.2 |
|  |  |  |  |  | 3.15 | 4.26 | 3.01 | 53.8 |
|  |  |  |  |  | 3.20 | 4.31 | 3.06 | 57．6 |
| $\underset{\mathbf{Z X Y}}{\mathrm{w}^{\prime}}$ | 1873 <br> 1877 <br> 1880 <br> 1883 <br> 1886 | W52 <br> 52 <br> 7 <br> 102 <br> 75 <br> 107 |  |  | 3.28 | 4.36 | 3.11 | 61.4 |
|  |  |  |  |  | 3.37 | 4.45 | 3.22 | ${ }^{65.6}$ |
|  |  |  |  |  | 3.41 | 4.48 | 3.25 | 88.0 |
|  |  |  |  | ＊ | 3.45 | 4.52 | 3.29 | 71.0 |
| ${ }_{\text {wCT }}$ |  |  |  | 充安 | 3.53 | 5.01 | 3.40 | 74.7 |
| ${ }^{\text {w }}$ | 1880 | W66 |  | $\dot{4} a^{\circ}$Nid | 4.01 | 5.10 | 3.50 | 78 |
| ${ }^{\text {w }}$ | $\left.\begin{array}{l} 1884 \\ 1887 \end{array}\right\}$ | $\xrightarrow{\text { W88 }}$ |  |  | 1． 4.14 | 5.22 | 4.02 | 83.1 |
| － |  |  |  |  | 4.22 | 5.30 | 4.11 | 88.3 |
| ${ }_{\text {m }}^{\text {mi．E．}}$ | 1904 | ${ }^{\text {a }}$ |  | 言 | － $\begin{array}{r}4.32 \\ \hline 4.45 \\ \hline\end{array}$ | 5.41 | 4.22 | ${ }^{11.4}$ |
| （ex |  | ${ }_{\text {E588 }}$ |  |  |  | 5.53 | 4.35 | 96.3 |
| ${ }_{\text {w }}{ }^{\text {w }}$ | $\begin{aligned} & 1913 \\ & 1917 \\ & 1921 \\ & 1929 \\ & 1928 \\ & 1928 \end{aligned}$ |  |  |  | 4.50 | 5.57 | 4.40 | ${ }^{88.3}$ |
|  |  |  |  |  | 4.58 | 6.05 | 4.49 | 103．5 |
|  |  |  |  |  | 1 5.07 | 6.13 | 4.57 | 107.4 |
|  |  |  |  |  | 1 5.18 | 6.20 | 5.06 | 10.9 |
|  |  |  |  |  | 5.23 | 6.24 | 5.10 | 113.1 |
| $\underset{{ }_{\mathrm{w}}^{\mathrm{X}} \mathrm{X}}{\mathrm{X}}$ | 1832 <br> A1 <br> A4 <br> A7 <br> A <br> A14 |  |  |  | 5.31 | 6.34 | 5.20 | 119.0 |
|  |  |  |  |  | 5.34 | 6.36 | 5.24 |  |
|  |  |  |  |  | 5.40 | 6.41 | 5.30 | 122.3 |
|  |  |  |  |  | 5.45 | 6.45 | 5.34 | 4.4 |
| w |  |  |  |  | 5.53 | 6.56 | 5.44 | 131.2 |
|  | A17 | ${ }^{76}$ |  |  | 5.58 | 7.02 | ． 5.50 | 34.2 |
|  |  | $\begin{gathered} \text { Sid. } 53 \\ \text { Tfr. } 28 \\ \text { Yard } \end{gathered}$ |  |  |  | $\left\|\begin{array}{ll} 7.10 \\ 4 & 7.15 \end{array}\right\|$ | ． 5.59 | 8.7 |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | Daily | Daily | Daily |  |
|  |  |  |  |  | 4.40 | 4.20 | 4.44 |  |
|  |  |  |  |  | 29.8 | 32.2 | 29.8 |  |

## Time Table No． 71 December 13， 1942

 Superseding No．70ATelegraph Offices and Calls

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



EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
$\star$ Note-No. 405 will run only on the following dates:
Due to leave Reservation on the 1st, 7th, 13th, 19th and 25th, of each month.



EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
*Note-No. 406 will run only on the following dates:
Due to leave Tacoma on the 1st, 7th, 13th, 19th and 25th, of each month.


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

SIXTH SUB-DIVISION (ROSLYN BRANCH) EASTWARD


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


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

WESTWARD SEVENTH SUB-DIVISION EASTWARD (BUCKLEY LINE AND WILKESON BRANCH)


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

EIGHTH SUB-DIVISION
WESTWARD
(GREEN RIVER BRANCH)
EASTWARD


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



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

WESTWARD


EIGHTEENTH SUB-DIVISION (GATE LINE)

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



| 12 WESTWARD SIXTEENTH SUB-DIVISION |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | SECOND CLASS |  | FIRST CLASS |  |  | Time Table No. 71 <br> December 13, 1942 <br> Superseding No. 70A |  | FIRST CLASS | SECOND CLASS |  |  |
|  |  |  |  | 695 |  | 461 |  |  |  | 464 | 696 |  |  |
|  |  |  |  | Freight |  | Passenger |  | STATIONS |  | Passenger | Freight |  |  |
|  |  |  |  | Ex. Sun. |  | Ex. Sun. |  | Telegraph Offices and Calls |  | Ex. Sun. | Ex. Sun. |  |  |
|  |  |  |  |  |  | See page 7 |  |  |  | See page 6 |  |  |  |
| $\mathbf{X}$ | CS28 | 44 |  |  |  | Ls 10.12 Am | 100.5 | SR. . . . . . SAINT CLAIR. . . . . . PD | 0.0 | As 5.26 Pu |  |  |  |
|  | CK18 |  |  |  |  | f 10.19 | 97.6 | UNIONMILL........... | 2.9 | f 5.21 |  |  |  |
|  | CK20 | 30 |  |  |  | - 10.24 | 98.1 |  | 4.4 | f 5.17 |  |  |  |
| WYZX | CK25 | 41 |  |  |  | . 10.39 | 91.1 | OY......... OLYMPIA.......... PD $^{5}$ | 9.4 | s $\begin{array}{r}5.06 \\ 5.00\end{array}$ |  |  |  |
|  | CK34 | 28 | $\square$ |  |  | + 10.59 | 85.8 | $\ldots . . . . . . \text { BEL } \underset{6.6}{5.3} \text {. }$ | 14.7 | f f 4.049 |  |  |  |
|  | $\overline{\text { CK37 }}$ | 29 |  |  |  | \% 11.30 | 79.2 | ......... .LITTLE ROCK........ | 21.3 | 14.41 |  |  |  |
|  | CK40 | 10 |  |  |  | - 11.40 | 76.1 | . . . . . . . . . . .........isima | 24.4 | +4.41 4.36 |  |  |  |
| WYX | CK44 | 105 |  | $\begin{array}{ll} \text { See page } \\ \mathbf{L} & 3.25 \mathrm{AM} \\ \hline \end{array}$ |  | s 11.55 am | 71.9 | HK..............tate. . . . . . . . . . . PD | 24.4 | . 4.30 |  |  |  |
|  | CM 5 | 84 |  | $\underline{3.40}$ |  | ${ }^{12.10} 10^{\text {Pm }}$ | 67.0 |  | 33.5 | = 4.12 | $6.46$ |  |  |
|  |  |  |  |  |  | - 12.35 | 59.1 | . . . . . . . . . . Portier . . . . . . . . . . . P |  | f 4.00 |  |  |  |
|  |  |  |  |  |  |  |  | $1.6$ |  |  |  |  |  |
|  | CM15 | 810 |  | 4.01 |  | s 12.38 | 57.5 | ..............MALONE.............. | 43.0 | s 3.57 | 6.20 |  |  |
| $\mathbf{Y X}$ | CM19 | 77 |  | 4.30 |  | - 12.49 | 52.5 | EF............ELLMA............... D | 48.0 | . 3.47 | 6.07 |  |  |
|  | CM23 | 27 |  | 4.45 |  | - 12.55 | 48.8 | . . . . . . . . . . ....saTs. | 81.7 | 1 | 5.57 |  |  |
|  | CM25 | S 1 |  | 4.50 |  | f 1.00 | 46.9 | ................BRADY............... | 53.6 | f 3.35 | 5.52 |  |  |
| w |  |  |  | 5.00 |  | \% 1.08 | 42.8 | MO....... MONTESANO....... ${ }^{\text {d }}$ DP | 57.7 | \% 3.35 |  |  |  |
|  |  |  |  |  |  |  |  | 8.1 |  |  |  |  |  |
| YX | CM37 | 95 |  | 5.30 |  | \% 1.26 | 34.7 | ........ABERDEEN SCT........P | 65.8 | \% 3.14 | 5.18 |  |  |
| ZX | CM40 | 71 |  | 6.20 |  | 8. 1.36 | 31.6 | SA. . . . . . . ABERDEEN. ........ . DN | 68.9 | s 3.06 | 5.10 |  |  |
| WCY | CM44 | 319 |  | A 6.40 mm |  | A 1.54 pma | 28.0 |  | 72.5 | L 2.55 put |  |  |  |
|  | CM56 | S 8 |  |  |  |  | 15.3 | ............. TULIPs.............. | 85.2 |  |  |  |  |
| $\mathbf{X}$ | CM61 | 17 |  |  |  |  | 12.1 | . . . . . . . cop ${ }^{3.2}$ ALIS . . . . . . . . . . |  |  |  |  |  |
|  |  |  |  |  |  |  |  | 3.2 |  |  |  |  |  |
| $\mathbf{X}$ | CM63 | 90 |  |  |  |  | 8.9 | ............CARLISLE. ........... | 91.6 |  |  |  |  |
| X | CM64 | 27 |  |  |  |  | 7.9 | onsicow | 92.6 |  |  |  |  |
| $\mathbf{X}$ | CM66 | S 10 |  |  |  |  | 6.0 | STEARNSVILLE | 94.5 |  |  |  |  |
| $\mathbf{X}$ | CM68 | 17 |  |  |  |  | 4.1 |  | 96.5 |  |  |  |  |
| W | CM69 |  |  |  |  |  | 2.4 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Y X | CM72 | 36 |  |  |  |  | 0.0 | ............m0cLiPs............ | 100.5 |  |  |  |  |
|  |  |  |  | Ex. Sun. |  | Ex. Sun. |  |  |  | Ex. Sun. | Ex. Sun. |  |  |
|  |  |  |  | 3.15 |  | 3.00 |  | Time Over Subdivigion |  | 2.25 | 2.05 |  |  |
|  |  |  |  | 14.8 |  | 24.2 |  | Avarage Speed Per Hour |  | 30.0 | 21.0 |  |  |

[^0] CLASS IN THE OPPOSITE DIRECTION.

## TWENTY-FOURTH SUB-DIVISION

WESTWARD (NACHES AND TIETON BRANCHES) EASTWARD


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

TWENTY-SECOND SUB-DIVISION WESTWARD (YACOLT BRANCH) EASTWARD

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

TWENTY-THIRD SUB-DIVISION
WESTWARD (MOXEE BRANCH) EASTWARD


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


EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 591 IS SUPERIOR TO NO. 594.


## SPECIAL STOPS, CONNECTIONS, ETC.

## First Sub-Division

No. 5 stops on flag at Old Stampede, Hubner, Nagrom and Baldi.
No. 4 stops on flag at Old Stampede.
No. 4 stops on flag at Hubner and Nagrom for revenue business only.
No. 4 stops on flag at Baldi.
No. 5 stops at Roza and Umtanum Fridays only, to pick up cream shipments.
No. 4 stops at Wymer for exchange of parcel post mail.
No. 5 stops on flag at Old Station Maywood to pick up passengers or cream.
No. 6 stops on flag at Humphrey and Nagrom to discharge passengers. No. 6 stops on flag at Old Station Maywood.

## Second Sub-Division

No. 1 stops at Kent to let off passengers from Walla Walla, Spokane and East.
No. 3 stops at Kent to let off passengers from East of East Auburn.
No. 459 stops on flag at Puyallup, Sumner, Auburn and Kent to discharge revenue passengers from Vancouver and beyond and receive revenue passengers for points beyond Seattle.
No. 562 stops at Kent, Sumner and Puyallup to pick up passengers for South of Tacoma and at Sumner and Puyallup to let off passengers from Seattle.
No. 402 stops at Kent for revenue passengers for Tacoma and South.
No. 459 stops on flag at Puyallup and Sumner on Sundays to handle express.
No. 422, when stopping on flag at Dierenger will spot mail car at highway crossing.
No. 422 will stop at Orilla for U. S. Mail.

## Third Sub-Division

Trains Nos. 407 and 408 stop on flag at Chehalis for passengers destined to or from Tacoma or Portland or beyond.
No. 459 stops on flag at Winlock to receive revenue passengers for Tacoma and Seattle and discharge revenue passengers from Vancouver and beyond. No. 402 stops on flag at Carrolls, Evaline, Knapp.
No. 562 stops on flag at Evaline, Carrolls, Knapp.
No. 458 stops on flag at Winlock to receive revenue passengers for Vancouver and beyond and discharge revenue passengera from Tacoma and beyond.

## Fourth Sub-DIvision

No. 459 stops on flag at Yelm to receive revenue passengers for Tacoma, Seattle and beyond and discharge revenue passengers from Vancouver and beyond and at Lakeview to discharge passengers.

## Sixth Sub-Division

Trains 473-474 may carry adult male passengers.

## Elghteenth Sub-Division

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

WESTWARD

## THROUGH FREIGHT SERVICE. FOR INFORMATION ONLY.

EASTWARD

|  |  | 691 | 679 | 671 | 681 |  | 692 | 672 | 690 | 680 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | L 6.45 P4 |  |  | ............PORTLAND............ |  |  |  | A 5.00 m |  |  |
|  |  | L 7.40Pu |  | L 6.40pu | L 10.25 Al | ...........VANCOUVER. | A 12.15 Pu | A 2.20 ALI | A 3.00 Am |  |  |  |
|  |  | , |  | 10.43 pm |  | ...........TTENINO JCT............ |  | 9.43 Pm |  |  |  |  |
|  |  | A 2.30 A |  | FOUR | A 4.10 Pu | .............U. P. JCT............. | L 3.50 AN | FOURTH | L 8.10 PM |  |  |  |
|  |  |  | 12.40 Am | 8UB- <br> DIVISION |  | ............TACOMA............. |  | SUB- <br> DIVISION |  | 9.30 Pras |  |  |
|  |  |  |  | D12.20 12 |  | ........ 15 TH ST. TOWER......... |  | D.40 Pu |  |  |  |  |
|  |  |  | A 2.25AM |  |  | ..........MIDDLE YARD.......... |  |  |  | L 7.00 P |  |  |
|  |  |  |  | A 2.35 A |  | ............SEATTLE............. |  | L 5.05 P |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |

## T. J. KANE, <br> Asslstant SuperIntendent.

## F. W. McCABE, <br> Asslstant Superintendent.

W. A. GERDON, Tralnmaster.
C. F. NASH, Tralnmaster.
G. M. HARE

Tralnmaster.
C. L. ALLEN, Tralnmaster.

## C. E. DORFLER, Trainmaster

## T. J. REGAN, Trainmaster.

A. W. ACKLEY, Chief Dispatcher.


[^0]:    EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 461 IS SUPERIOR TO No. 464, SAINT CLAIR TO HOQUIAM.
    DOUBLE TRACK BETWEEN ABERDEEN AND HOQUIAM RIVER DRAWBRIDGE.

