

SPEED TABLE.

| Time per Mile | | | Miles per | | |
|---------------|------|------|-----------|------|------|
| Min. | Sec. | Hour | Min. | Sec. | Hour |
| 0 | 45 | 80 | 1 | 12 | 50 |
| 0 | 46 | 78.3 | 1 | 15 | 48 |
| 0 | 47 | 76.6 | 1 | 20 | 45 |
| 0 | 48 | 75 | 1 | 25 | 42.3 |
| 0 | 49 | 73.5 | 1 | 30 | 40 |
| 0 | 50 | 72 | 1 | 40 | 36 |
| 0 | 51 | 70.6 | 1 | 45 | 34.3 |
| 0 | 52 | 69.2 | 1 | 50 | 32.7 |
| 0 | 53 | 67.9 | 2 | .. | 30 |
| 0 | 54 | 66.6 | 2 | 10 | 27.6 |
| 0 | 55 | 65.4 | 2 | 15 | 26.6 |
| 0 | 56 | 64.2 | 2 | 20 | 25.7 |
| 0 | 57 | 63.1 | 2 | 30 | 24 |
| 0 | 58 | 62 | 2 | 40 | 22.5 |
| 0 | 59 | 61 | 2 | 45 | 21.8 |
| 1 | .. | 60 | 2 | 50 | 21.2 |
| 1 | 1 | 59 | 3 | .. | 20 |
| 1 | 2 | 58 | 3 | 9 | 19 |
| 1 | 3 | 57.1 | 3 | 20 | 18 |
| 1 | 4 | 56.2 | 3 | 31 | 17 |
| 1 | 5 | 55.3 | 3 | 45 | 16 |
| 1 | 6 | 54.5 | 4 | .. | 15 |
| 1 | 7 | 53.7 | 5 | .. | 12 |
| 1 | 8 | 52.9 | 6 | .. | 10 |
| 1 | 9 | 52.1 | 7 | 30 | 8 |
| 1 | 10 | 51.4 | 10 | .. | 6 |

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NORTHERN PACIFIC RAILWAY COMPANY

Tacoma Division

TIME TABLE 73A

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

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

Sunday, November 10, 1946

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

J. F. ALSIP,
Assistant General Manager,

F. R. BARTLES,
General Manager.

C. H. BURGESS,
Superintendent.

C. V. BERGLUND,
General Superintendent of
Transportation.

AUTHORIZED SURGEONS.**Location of Stretchers (S).**

Dr. J. W. Gullikson, Chief Surgeon, Western District, Tacoma.
 Dr. E. R. Anderson, Assistant Surgeon, Tacoma.
 Dr. W. E. Lewis, Assistant Surgeon, Tacoma.
 Dr. C. W. May, Assistant Surgeon, Tacoma.

LOCAL SURGEONS.

Dr. D. H. Running. South Tacoma
 Dr. E. L. Carlson. South Tacoma
 Dr. P. W. Willis. Seattle
 Dr. P. W. Willis, Jr. 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 (S)
 Dr. Otter A. Thomle. Everett (S)
 Dr. L. F. Ferrell. Everett
 Sedro-
 Woolley (S)
 Dr. E. S. Sarvis. Sumas (S)
 Dr. Ernest C. McKibben. Kirkland
 Dr. S. R. Boynton, Sr. Bellingham (S)
 Dr. S. R. Boynton, Jr. Bellingham
 Dr. L. S. Harris. Yakima (S)
 Dr. G. E. Marcy, Jr. Yakima (S)
 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. J. Harold Brown. Cle Elum (S)
 Dr. J. P. Mooney. Roslyn
 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. G. M. MacGregor. Kent
 Dr. J. H. Grelle. Portland

Dr. Walter C. Miller. Portland
 Dr. J. A. Pettit. Portland
 Dr. R. M. Dodson, Consulting. Portland
 Dr. Thos. Joyce. Consulting Surgeons
 Dr. Lawrence Selling. Portland
 Dr. F. W. Wichman. Tenino
 Dr. H. Y. Bell. Centralia
 Dr. G. F. Parke. Centralia
 Dr. F. J. Hackney. Centralia
 Dr. C. G. Bain. Chehalis
 Dr. A. E. MacMillan. Chehalis
 Dr. J. G. Putnam. Vader, Winlock
 Dr. R. J. LaRue. Castle Rock
 Dr. R. C. Ries. Longview (S)
 Dr. F. Davis. Kelso
 Dr. L. S. Roach. Kalama and Vancouver
 Dr. C. J. Hoffman. Woodland
 Dr. R. W. Armstrong. Vancouver (S)
 Dr. G. H. Johnson. Vancouver
 Dr. H. L. Skinner. Battle Ground
 Dr. E. R. Tiffan. Enumclaw
 Buckley (S)
 Dr. H. B. Cravens. Pe Ell
 Dr. Orne R. Nevitt. Raymond
 Dr. F. W. Anderson. South Bend (S)
 Olympia (S)
 Dr. J. H. McArthur. Oakville
 Dr. J. F. MacDonald. Hoquiam (S)
 Dr. H. C. Watkins. Hoquiam
 Dr. W. H. Hardy. Montesano
 Dr. I. R. Watkins. Aberdeen (S)
 Dr. L. R. Lightfoot. Cosmopolis
 Dr. B. N. Collier. Shelton
 Dr. B. L. Phillips. Rainier
 Dr. B. N. Ootkin. Ft. Lewis Dupont

SPECIALISTS.

Dr. L. L. Lugar, Specialist. Yakima
 Dr. R. W. Perry, Eye, Ear, Nose, Throat. Seattle
 Dr. H. Odlund, Specialist. Seattle
 Dr. D. F. Carswell, Specialist. Bellingham
 N. P. B. A. Hospital, Tacoma (S)
 Tacoma, Wrecker Tool Car (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
 Eagle Gorge, Kanaskat (S), Ravensdale

Dr. W. H. Ludwig, Oculist. Tacoma
 Dr. R. F. Davis, Oculist. Portland
 Dr. A. J. Browning, Oculist. Portland
 Auburn Yard Office (S)
 Auburn Station (S)
 Puyallup (S)
 Buckley (S) Orting (S)
 Easton (S) Lester (S)
 Centralia (S)
 Portland (S)
 Woodinville (S)
 Location of Pulmotors
 Vent Plant, Stampede (S)
 Martin (S)

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 his hands.

Authorized Surgeons G. N. Ry. Co.

Dr. E. W. Rockey, Portland.
 Dr. Ralph M. Dodson, Portland.
 Dr. Frederick A. Kiehle, Portland.
 Dr. T. M. Joyce, Portland.
 Dr. Ross D. Wright, Tacoma.
 Dr. R. B. Wiswell, Vancouver, Wash.
 Dr. H. Y. Bell, Centralia, Wash.

Authorized Surgeons Union Pacific Railroad Company.

| Name | Location |
|--|------------------|
| Dr. R. M. Dodson, Medical Director | Portland, Ore. |
| Dr. K. C. Brown, Assistant Surgeon | Portland, Ore. |
| Dr. P. E. Spangler, Assistant Surgeon | Portland, Ore. |
| Dr. I. M. Campbell, Assistant Surgeon | Portland, Ore. |
| Dr. D. G. Duncan, Assistant Surgeon | Portland, Ore. |
| Dr. S. R. Gillespie, Assistant Surgeon | Portland, Ore. |
| Dr. A. H. Johnson, Assistant Surgeon | Portland, Ore. |
| Dr. J. M. Roberts, Assistant Surgeon | Portland, Ore. |
| Dr. P. E. Shininger, Assistant Surgeon | Portland, Ore. |
| Dr. H. M. Bouvy, Specialist | Portland, Ore. |
| Dr. J. B. Blair, Surgeon | Vancouver, Wash. |
| Dr. G. M. Lovelace, Surgeon | Centralia, Wash. |
| Dr. J. E. Toothaker, Surgeon | Centralia, Wash. |
| Dr. I. R. Watkins, Surgeon | Aberdeen, Wash. |
| Dr. A. E. Anderson, Surgeon | Aberdeen, Wash. |
| Dr. J. F. McDonald, Surgeon | Hoquiam, Wash. |
| Dr. Ross D. Wright, Surgeon | Tacoma, Wash. |
| Dr. L. A. Hopkins, Surgeon | Tacoma, Wash. |
| Dr. L. Fred Lundy, Surgeon | Seattle, Wash. |
| Dr. Francis H. Brown, Surgeon | Seattle, Wash. |
| Dr. S. M. Samuels, Specialist | Seattle, Wash. |

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

No. 448 Lv. East Auburn 6:12 A. M., Arr. Auburn 6:17 A. M.
 No. 410 Lv. East Auburn 7:20 A. M., Arr. Auburn 7:25 A. M.
 No. 414 Lv. East Auburn 6:21 P. M., Arr. Auburn 6:27 P. M.

| Water, Fuel, Seales, Turn, Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | FIRST CLASS | | | Distance from Yakima. |
|--|------------------|--------------------------|-----------------|-----------------|-----------------|-----------------------|
| | | | 5 | 1 | 3 | |
| | | | Passenger Daily | Passenger Daily | Passenger Daily | |
| WCZ TX | 1811 | Yard | L 1.35 PM | L 3.02 AM | L 1.35 AM | 0.0 |
| | 1815 | W101 E69 | s 1.40 | 3.08 | 1.47 | 3.8 |
| | 1819 | W125 E61 | 1.48 | 3.13 | 1.52 | 7.3 |
| | 1822 | 125 | 1.54 | 3.19 | 1.58 | 11.2 |
| | 1827 | 96 | 2.01 | 3.26 | 2.05 | 15.5 |
| W | 1832 | 125 | 2.10 | 3.34 | 2.12 | 20.1 |
| | 1836 | 96 | 2.17 | 3.41 | 2.19 | 24.3 |
| | 1843 | W95 E76 | f 2.30 | 3.52 | 2.31 | 31.8 |
| WXY | 1848 | Yard | s 2.45 | s 4.01 | s 2.40 | 36.6 |
| | 1855 | W96 E69 | f 2.58 | 4.14 | 2.52 | 44.2 |
| | 1858 | 71 | 3.02 | 4.18 | 2.56 | 47.0 |
| | 1862 | 69 | 3.11 | 4.27 | 3.04 | 51.2 |
| | 1865 | 125 | 3.15 | 4.31 | 3.08 | 53.9 |
| | 1869 | W72 E78 | 3.20 | 4.36 | 3.13 | 57.6 |
| WCY ZX | 1873 | W148 E48 | s 3.28 | 4.41 | s 3.18 | 61.5 |
| | 1880 | 125 | 3.41 | 4.49 | 3.31 | 67.4 |
| WT XY | 1886 | 107 | s 3.53 | 5.04 | s 3.45 | 74.1 |
| W | 1890 | W61 | 4.01 | 5.13 | 3.54 | 78.1 |
| W | 1894 | W78 E61 | f 4.14 | 5.25 | 4.07 | 82.5 |
| W | 1897 | W67 E66 | 4.22 | 5.33 | 4.16 | 85.7 |
| W | 1904 | E62 | 4.32 | 5.44 | 4.27 | 90.7 |
| WCT X | 1911 | W67 E53 | s 4.45 | 5.56 | s 4.40 | 95.7 |
| | 1913 | | f 4.50 | 5.59 | 4.45 | 97.7 |
| | 1917 | W70 E125 | 4.58 | 6.07 | 4.53 | 102.9 |
| W | 1921 | W81 E70 | f 5.07 | 6.12 | 5.00 | 106.8 |
| | 1925 | 106 | f 5.18 | 6.20 | 5.06 | 110.4 |
| | 1928 | 69 | 5.23 | 6.24 | 5.10 | 112.6 |
| X | 1932 | | 5.31 | 6.34 | 5.18 | 117.3 |
| WYZ X | A1 | W125 E63 | s 5.34 | 6.36 | f 5.22 | 118.4 |
| | A7 | 150 | f 5.45 | 6.45 | f 5.31 | 123.8 |
| W | A14 | W70 E125 | 5.53 | 6.56 | 5.39 | 130.6 |
| | A17 | 69 | 5.58 | 7.02 | 5.45 | 133.6 |
| X | A22 | 94 | s 6.10 | s 7.10 | s 5.55 | 138.1 |
| CTW XYZ | CF9 | Yard | As 6.25 PM | A 7.25 AM | As 6.15 AM | 139.0 |
| | | | Daily | Daily | Daily | |
| | | | 4.40 | 4.18 | 4.25 | |
| | | | 29.8 | 32.3 | 31.5 | |

AUTOMATIC BLOCK

AUTOMATIC BLOCK

| Time Table No. 73A | | FIRST CLASS | | |
|----------------------------|-------|-----------------|-----------------|-----------------|
| November 10, 1946 | | 4 | 6 | 2 |
| STATIONS | | Passenger Daily | Passenger Daily | Passenger Daily |
| Telegraph Office and Calls | | Daily | Daily | Daily |
| YA-KM... YAKIMA..... DN | 139.0 | As 1.50 PM | As 12.05 AM | As 2.00 AM |
| SD..... SELAH..... DN | 135.2 | s 1.40 | 11.53 PM | 1.47 |
| POMONA..... P | 131.7 | 1.32 | 11.43 | 1.38 |
| HILLSIDE..... P | 127.8 | 1.23 | 11.36 | 1.32 |
| ROZA..... P | 123.5 | 1.17 | 11.29 | 1.25 |
| ON..... WYMER..... DN | 118.9 | 1.10 | 11.22 | 1.18 |
| UMTANUM..... P | 114.7 | 1.03 | 11.14 | 1.12 |
| RO..... THRALL..... PD | 107.2 | 12.52 | 11.03 | 1.03 |
| EB..... ELLENSBURG... DN | 102.4 | s 12.44 | s 10.56 | s 12.55 |
| TP..... THORP..... PD | 94.8 | f 12.25 | f 10.34 | 12.38 |
| DUDLEY..... P | 92.0 | 12.19 | 10.30 | 12.34 |
| KOUNTZE..... P | 87.8 | 12.11 | 10.22 | 12.26 |
| BRISTOL..... P | 85.1 | 12.07 | 10.18 | 12.23 |
| TEANAWAY... P | 81.4 | 12.02 PM | 10.14 | 12.19 |
| CL..... CLE ELUM... DN | 77.5 | s 11.54 AM | s 10.01 | 12.15 |
| NELSON..... P | 71.6 | 11.46 | 9.52 | 12.09 |
| ES..... EASTON..... DN | 64.9 | s 11.38 | s 9.42 | 12.01 AM |
| UPHAM..... P | 60.9 | 11.23 | 9.29 | 11.51 PM |
| RT..... MARTIN... DN | 56.5 | f 11.13 | 9.20 | 11.42 |
| SI..... STAMPEDE... DN | 53.3 | 11.03 | 9.09 | 11.34 |
| KENNEDY... P | 48.3 | 10.48 | 8.55 | 11.21 |
| DM..... LESTER... DN | 43.3 | s 10.33 | s 8.43 | 11.09 |
| HOT SPRINGS..... | 41.3 | f 10.21 | f 8.29 | 11.03 |
| MAYWOOD..... P | 36.1 | f 10.11 | 8.19 | 10.55 |
| HUMPHREY..... P | 32.2 | 10.01 | 8.10 | 10.49 |
| EG..... EAGLE GORGE... DN | 28.6 | f 9.53 | 8.03 | 10.43 |
| LEMOLO..... P | 26.4 | 9.46 | 7.56 | 10.39 |
| PALMER JCT... P | 21.7 | 9.38 | 7.46 | 10.30 |
| GV..... KANASKAT... DN | 20.6 | s 9.35 | s 7.43 | 10.28 |
| AR..... RAVENSDALE... DN | 15.2 | f 9.18 | f 7.28 | 10.18 |
| COVINGTON... P | 8.4 | 9.06 | 7.13 | 10.08 |
| WYNACO... P | 5.4 | 8.58 | 7.06 | 10.03 |
| EAST AUBURN... P | 0.9 | 8.50 | 6.55 | 9.55 |
| AU-AY... AUBURN... DN | 0.0 | s 8.40 | s 6.45 | s 9.48 |
| | | Daily | Daily | Daily |
| | | 5.05 | 5.13 | 4.09 |
| | | 27.3 | 26.6 | 33.5 |

No. 415 Lv. Auburn 6:03 P. M., Arr. East Auburn 6:07 P. M.
 No. 449 Lv. Auburn 8:30 A. M., Arr. East Auburn 8:34 A. M.
 No. 411 Lv. Auburn 9:28 P. M., Arr. East Auburn 9:32 P. M.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. STAFF SYSTEM BETWEEN MARTIN AND STAMPEDE.

Nos. 5 and 6 stop on flag at Eagle Gorge Logging Company's Spur.
 No. 5 stops on flag at Hubner, Old Stampede, Nagrom and Baldi.
 No. 4 stops on flag at Baldi and Old Stampede.
 No. 4 stops on flag at Nagrom and Hubner for revenue business only.
 No. 4 stops at Eagle Gorge Logging Co's. spur to unload milk and camp supplies.

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 Baldi and Old Station Maywood.
 No. 3 stops on flag at Thorp for passengers for Auburn and beyond.

4 WESTWARD

SECOND SUB-DIVISION

FIRST CLASS

Time Table No. 73A

November 10, 1946

| Water, Fuel, Scales, Turbines, Wyes and Yard Limits. | Car Capacity of Sidings. | FIRST CLASS | | | | | | | | | | Time Table No. 73A November 10, 1946 | Distance from Tacoma. | |
|--|--------------------------|-------------|-----------|-----------|------------|------------|-----------|------------|------------|------------|------------|---|-----------------------|-----------|
| | | 411 | 459 | 423 | 5 | 415 | 407 | 457 | 449 | 1 | 3 | | | 401 |
| | | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | | Passenger |
| | | Daily | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| CTW OXZ | Yard | L 8.55 PM | | L 6.55 PM | | | | | | | | | | |
| X | | A 9.00 PM | | A 7.00 PM | | | | | | | | | | |
| CTW OXZ | Yard | | L 7.50 PM | | | L 5.30 PM | L 3.29 PM | L 12.50 PM | L 7.50 AM | | | | L 5.20 AM | |
| X | | L 9.00 PM | 7.55 | L 7.00 PM | | 5.35 | 3.33 | A 12.55 PM | 7.55 | | | | A 5.25 AM | |
| X | W120 E53 | f 9.09 | 8.05 | s 7.12 | | s 5.44 | 3.40 | | s 8.06 | | | | | |
| WXY | | | | | | | | | | | | | | |
| X | | f 9.14 | 8.10 | s 7.19 | | s 5.49 | 3.45 | | s 8.13 | | | | | |
| | | 9.18 | 8.14 | 7.23 | See Page 3 | f 5.53 | 3.48 | | 8.17 | See page 3 | See page 3 | | | |
| TOW XYZ | 61 | A 9.28 PM | 8.22 | s 7.35 | L 6.27 PM | As 6.03 PM | 3.53 | | As 8.30 AM | L 7.25 AM | L 6.15 AM | | | |
| | 84 | See page 3 | | | | See page 3 | | | See page 3 | | | | | |
| | 813 | | | | | | | | | | | | | |
| X | 63 | | 8.31 | s 7.47 | s 6.38 | | 4.00 | | | 7.35 | 6.27 | | | |
| Y | 20 | | 8.39 | 7.57 | 6.46 | | 4.09 | | | 7.43 | 6.37 | | | |
| X | | | 8.50 | 8.10 | 6.57 | | 4.21 | | | 7.55 | 6.49 | | | |
| CWO XYZ | Yard | | | | | | | | | | | | | |
| TW XY | | A 9.00 PM | A 8.20 PM | A 7.10 PM | | A 4.35 PM | | | | A 8.05 AM | A 7.00 AM | | | |
| | | Daily | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| | | .33 | 1.10 | 1.25 | .43 | .33 | 1.06 | .05 | .40 | .40 | .45 | .05 | | |
| | | 34.2 | 34.2 | 28.3 | 30.0 | 33.8 | 36.5 | 22.8 | 27.9 | 32.2 | 28.7 | 22.8 | | |

| STATIONS | | |
|--|------------|------|
| Telegraph Offices and Calls | | |
| Q-WR.....TACOMA.....DN | | 0.0 |
| AX....15th ST. TOWER....DN | | 0.2 |
| (Draw Bridge Line) | | |
| RN.....RESERVATION.....DN | | 2.1 |
| Q-WR....TACOMA...DN | | 0.0 |
| (Head of Bay Line) | | |
| RN..RESERVATION..DN | | 1.9 |
| PY....PUYALLUP...PD | | 8.2 |
|MEEKER.....P | | 9.6 |
| SN....SUMNER....PD | | 11.2 |
|DIERINGER..... | | 13.7 |
| AU-AY..AUBURN....DN | | 18.6 |
|CHRISTOPHER.... | | 20.5 |
|THOMAS..... | | 21.9 |
| KN....KENT....PD | | 23.8 |
|ORILLIA..... | | 27.9 |
| BI...BLACK RIVER..PD | | 29.4 |
| G.....ARGO.....DN | | 36.9 |
| To Spokane St.....1.4 | | |
| To Seattle.....3.2 | | |
| SF.....SPOKANE ST.....DN | | 38.3 |
|MIDDLE YARD.....P | | 39.3 |
| Auto. Block (From Argo.....3.2) | Dbl. Track | 40.1 |
| UD...SEATTLE...DN King Street Station | | |
| Time Over Subdivision | | |
| Average Speed Per Hour | | |

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

- 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. 459 stops on flag at Puyallup and Sumner on Sundays to handle express.

Time Table No. 73A

November 10, 1946

STATIONS

Telegraph Offices and Calls

| | | | |
|------|------|---|--------------------|
| 1976 | 40.3 | Q-WR.....TACOMA.....DN | 0.2 |
| | 40.1 | AX.....15th ST. TOWER.....DN | 1.9 |
| 1972 | 38.2 | RN.....RESERVATION.....DN | (Draw Bridge Line) |
| 1976 | 40.1 | Q-WR.....TACOMA.....DN | 1.9 |
| | | (Head of Bay Line) | |
| 1972 | 38.2 | RN.....RESERVATION.....DN | 6.3 |
| 1967 | 31.9 | PY.....PUYALLUP.....PD | 1.4 |
| 1966 | 30.5 |MEEKER.....P | 1.6 |
| CF2 | 28.9 | SN.....SUMNER.....PD | 2.5 |
| CF4 | 26.4 |DIERENGER..... | 4.9 |
| CF9 | 21.5 | AU-AY.....AUBURN.....DN | 1.9 |
| CF11 | 19.6 |CHRISTOPHER..... | 1.4 |
| CF13 | 18.2 |THOMAS..... | 1.9 |
| CF15 | 16.3 | KN.....KENT.....PD | 4.1 |
| CF19 | 12.2 |ORILLIA..... | 1.5 |
| CF21 | 10.7 | BI.....BLACK RIVER.....PD | 7.5 |
| CF27 | 3.2 | G.....ARGO.....DN | 1.4 |
| | | To Spokane St..... | 1.4 |
| | | To Seattle..... | 3.2 |
| | | SF.....SPOKANE ST.....DN | 1.0 |
| CF31 | |MIDDLE YARD.....P | |
| | 0.0 | Auto. Block { From Argo.....3.2 } Dbl. Track | |
| | | { UD.....SEATTLE.....DN } King Street Station | |

FIRST CLASS

| | 448 | 410 | 422 | 4 | 460 | 408 | 458 | 414 | 6 | 2 | 402 |
|------------|------------|-----------|------------|-----------|------------|-----------|------------|------------|------------|------------|------------|
| Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger |
| Daily | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| A 7.00 AM | | A 9.05 AM | | | | | | | | | |
| L 6.50 AM | | L 8.57 AM | | | | | | | | | |
| A 8.05 AM | | A 9.30 AM | | A 9.30 AM | A 12.53 PM | A 4.55 PM | A 7.10 PM | | | | A 12.40 AM |
| A 6.50 AM | 7.58 | A 8.57 AM | | 9.24 | 12.48 | L 4.49 PM | 7.00 | | | | L 12.34 AM |
| s 6.40 | s 7.46 | s 8.45 | | 9.14 | 12.39 | | s 6.47 | | | | |
| s 6.31 | s 7.38 | s 8.37 | | 9.09 | 12.35 | | s 6.40 | | | | |
| L 6.17 AM | L 7.26 AM | s 8.20 | As 8.35 AM | s 8.57 | 12.28 | | L 6.27 PM | As 6.42 PM | A 9.44 PM | | |
| See page 3 | See page 3 | | | | | | See page 3 | | See page 3 | See page 3 | |
| | | s 8.11 | f 8.26 | 8.47 | 12.22 | | | | s 6.34 | 9.37 | |
| | | 8.03 | 8.18 | 8.39 | 12.16 | | | | 6.27 | 9.31 | |
| | | 7.53 | 8.08 | 8.28 | 12.07 | | | | 6.17 | 9.22 | |
| Daily | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| .43 | .39 | 1.20 | .35 | 1.10 | .52 | .06 | .43 | .32 | .29 | .06 | |
| 26.2 | 28.6 | 30.2 | 36.8 | 34.4 | 46.3 | 19.0 | 25.9 | 40.3 | 44.4 | 18.0 | |

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

No. 422 will stop at Orillia for U. S. Mail.

No. 422, when stopping on flag at Dierenger will spot mail car at highway crossing.

No. 460 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. 460 will stop at Sumner on flag on Sundays.

| FIRST CLASS | | | | | | Distance from Portland. |
|-------------|-----------|-----------|-----------|------------|-----------|----------------------------|
| 401 | 459 | 423 | 597 | 407 | 457 | |
| Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | |
| Daily | Daily | Ex. Sun. | Ex. Sun. | Daily | Daily | |
| L 11.30 PM | L 4.00 PM | | | L 12.01 PM | L 8.30 AM | 0.0 |
| | | | | | | 2.0 |

Time Table No. 73A

November 10, 1946

STATIONS

Telegraph Offices and Calls

| | | |
|---------|----------------|----|
| VC..... | PORTLAND..... | DN |
| | 2.0 | |
| C..... | LAKE YARD..... | DN |

BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE AND RULES.

No. 407 stops on flag at Chehalis for passengers destined to Tacoma or beyond.

No. 407 stops at Chehalis and East Olympia to detain passengers from Portland and beyond.

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

| | | | | | | |
|-------------|------------|----------|-------------|-------------|------------|-------|
| Ls 12.05 AM | Ls 4.25 PM | | | Ls 12.25 PM | Ls 8.58 AM | 10.0 |
| 12.10 | 4.29 | | | 12.29 | 9.01 | 13.1 |
| 12.14 | 4.32 | | | 12.32 | f 9.04 | 15.9 |
| s 12.26 | 4.41 | | | 12.42 | f 9.14 | 24.3 |
| s 12.38 | 4.47 | | | 12.48 | s 9.23 | 29.7 |
| s 12.57 | 4.57 | | | 12.57 | s 9.37 | 38.9 |
| 1.08 | 5.05 | | | 1.03 | 9.46 | 45.4 |
| | | | | | | 47.4 |
| | | | | | | 49.0 |
| s 1.30 | s 5.13 | | | s 1.11 | s 9.54 | 49.0 |
| | | | | | | 50.6 |
| f 1.35 | 5.18 | | | 1.15 | f 9.58 | 52.7 |
| s 1.48 | 5.26 | | | 1.22 | s 10.09 | 59.0 |
| | | | | | | 65.9 |
| 1.58 | 5.36 | | | 1.30 | 10.20 | 67.3 |
| f 2.02 | 5.38 | | | 1.32 | s 10.23 | 68.5 |
| s 2.15 | 5.47 | | | 1.41 | s 10.33 | 75.0 |
| f 2.29 | 5.56 | | See page 13 | 1.51 | s 10.43 | 81.2 |
| | | | | Ls 5.36 PM | | 87.6 |
| s 2.45 | s 6.06 | | | s 5.42 | s 10.55 | 88.6 |
| s 2.55 | s 6.16 | | | As 5.50 PM | s 2.10 | 92.3 |
| 3.10 | 6.21 | | | | s 11.00 | 94.5 |
| | | | | | 11.05 | 99.6 |
| f 3.20 | 6.30 | | | 2.19 | f 11.14 | 99.6 |
| 3.25 | 6.34 | | | 2.23 | 11.18 | 102.8 |
| s 3.32 | 6.35 | | | 2.24 | s 11.20 | 103.3 |
| 3.45 | 6.45 | | | 2.35 | s 11.35 | 111.4 |
| 3.59 | 6.52 | | See page 12 | 2.41 | 11.44 | 116.5 |
| 4.03 | 6.54 | | Ls 5.35 PM | 2.43 | 11.47 | 118.1 |
| f 4.10 | f 6.58 | | As 5.44 PM | 2.48 | s 11.55 AM | 121.9 |
| 4.19 | 7.07 | | See page 8 | 2.56 | 12.08 PM | 128.6 |
| s 4.25 | 7.11 | | | 2.59 | s 12.13 | 130.6 |
| f 4.38 | 7.20 | | | 3.06 | 12.23 | 136.6 |
| 4.50 | 7.32 | | | 3.16 | 12.34 | 143.6 |
| | | | | | | 146.0 |
| A 5.00 AM | A 7.40 PM | | | A 3.25 PM | A 12.40 PM | 146.3 |
| Daily | Daily | Ex. Sun. | Ex. Sun. | Daily | Daily | |
| 4.40 | 3.10 | .09 | .14 | 3.00 | 3.37 | |
| 29.2 | 43.0 | 24.6 | 20.0 | 45.4 | 37.7 | |

AUTOMATIC BLOCK

AUTOMATIC BLOCK

| | | |
|--------------|--------------------|--------------|
| MX..... | VANCOUVER..... | DN |
| | 3.1 | |
| ..... | VANCOUVER JCT..... | P |
| | 2.8 | |
| ..... | FELIDA..... | P |
| | 3.4 | |
| RG..... | RIDGEFIELD..... | PD |
| | 5.4 | |
| WD..... | WOODLAND..... | PD |
| | 9.2 | |
| KA..... | KALAMA..... | DN |
| | 6.5 | |
| JC..... | LONGVIEW JCT..... | PD |
| To East Yard | 2.0 | To Kelso 3.6 |

AUTOMATIC BLOCK

AUTOMATIC BLOCK

| | | |
|---------|----------------|----|
| ..... | EAST YARD..... | |
| | 1.6 | |
| VW..... | LONGVIEW..... | PD |

AUTOMATIC BLOCK

AUTOMATIC BLOCK

| | | |
|---------|-------------------|----|
| KS..... | KELSO..... | DN |
| | 1.6 | |
| ..... | ROCKY POINT..... | P |
| | 2.1 | |
| ..... | OSTRANDER..... | P |
| | 6.3 | |
| CA..... | CASTLE ROCK..... | DN |
| | 6.9 | |
| ..... | OLEQUA..... | |
| | 1.4 | |
| OQ..... | VADER JCT..... | PD |
| | 1.2 | |
| PN..... | VADER..... | PD |
| | 6.5 | |
| WI..... | WINLOCK..... | PD |
| | 6.2 | |
| NA..... | NAPAVINE..... | DN |
| | 6.4 | |
| ..... | CHEHALIS JCT..... | P |
| | 1.0 | |
| CH..... | CHEHALIS..... | DN |
| | 3.7 | |

AUTOMATIC BLOCK

AUTOMATIC BLOCK

| | | |
|-----------|-------------------|----|
| CN..... | CENTRALIA..... | DN |
| | 2.2 | |
| ..... | WABASH..... | |
| | 5.1 | |
| BC..... | BUCODA..... | PD |
| | 3.2 | |
| ..... | TENINO JCT..... | P |
| | 0.5 | |
| NO..... | TENINO..... | PD |
| | 8.1 | |
| ..... | EAST OLYMPIA..... | P |
| | 5.1 | |
| ..... | KYRO..... | P |
| | 1.6 | |
| SR..... | SAINT CLAIR..... | PD |
| | 3.8 | |
| NU..... | NISQUALLY..... | DN |
| | 6.7 | |
| ..... | KETRON..... | P |
| | 2.0 | |
| UO..... | STEILACOOM..... | PD |
| | 6.0 | |
| SX..... | SIXTH AVENUE..... | PD |
| | 7.0 | |
| NX..... | McCARVER ST..... | DN |
| | 2.4 | |
| ..... | U. P. JCT..... | |
| | 0.3 | |
| Q-WR..... | TACOMA..... | DN |

AUTOMATIC BLOCK

AUTOMATIC BLOCK

| | | |
|-------|----------------|----|
| ..... | U. P. JCT..... | |
| | 2.4 | |
| ..... | TACOMA..... | DN |

Time Over Subdivision

Average Speed Per Hour

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

Time Table No. 73A

November 10, 1946

FIRST CLASS

402 422 460 596 408 458

Passenger Passenger Passenger Passenger Passenger Passenger

Daily Ex. Sun. Daily Ex. Sun. Daily Daily

A 6.45 AM A 2.20 PM A 4.35 PM A 8.50 PM

STATIONS

Telegraph Offices and Calls

| | | | |
|--------------------------|---|------------------|-----------------------|
| Car Capacity of Sidings. | Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Distance from Tacoma. |
| Yard WCZT | | 2121 | 146.3 |
| OWTCY | | 2119 | 144.3 |

| | | |
|---------|----------------|-----|
| VC..... | PORTLAND..... | DN |
| | | 2.0 |
| C..... | LAKE YARD..... | DN |

BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE AND RULES.

| Yard | WTCYX | CX29 | 136.3 | AUTOMATIC BLOCK | MX..... | VANCOUVER..... | DN | DOUBLE TRACK | As 6.10 AM | As 1.45 PM | As 4.06 PM | As 8.22 PM |
|--------------|------------|---------|-------|-----------------|------------------|--------------------|----|--------------|------------|-------------|------------|------------|
| | | CX25 | 133.2 |  | ..... | VANCOUVER JCT..... | P | | 5.58 | 1.40 | 3.58 | 8.16 |
| S26 | | CX23 | 130.4 |  | ..... | FELIDA..... | P | | 5.50 | f 1.36 | 3.55 | 8.11 |
| W108 E84 | W | CX15 | 122.0 | | RG..... | RIDGEFIELD..... | PD | | s 5.31 | s 1.22 | 3.46 | 8.01 |
| S28 | | CX9 | 116.6 | | WD..... | WOODLAND..... | PD | | s 5.16 | s 1.12 | 3.40 | 7.53 |
| W60 E81 | W | 2081 | 107.4 | | KA..... | KALAMA..... | DN | | s 4.55 | s 12.56 | 3.30 | 7.43 |
| | XY | 2074 | 100.9 | | JC..... | LONGVIEW JCT..... | PD | | 4.40 | 12.43 | 3.22 | 7.34 |
| Yard | | | | | To East Yard 2.0 | To Kelso 3.6 | | | | | | |
| Yard | WX | CV2 | 102.9 |  | ..... | EAST YARD..... | | | | | | |
| | X | | 104.5 | | VW..... | LONGVIEW..... | PD | | | | | |
| E100 | X | 2071 | 97.3 | | KS..... | KELSO..... | DN | | s 4.35 | s 12.36 | s 3.17 | s 7.29 |
| Yard | | 2068 | 95.7 |  | ..... | ROCKY POINT..... | P | | | | | |
| S9 | | 2066 | 93.6 |  | ..... | OSTRANDER..... | P | | f 4.15 | f 12.25 | 3.11 | 7.23 |
| W100 E100 | WX | 2060 | 87.3 | | CA..... | CASTLE ROCK..... | DN | | s 4.05 | s 12.17 | 3.04 | 7.15 |
| S20 | | | 80.4 |  | ..... | OLEQUA..... | | | | | | |
| S17 | | 2051 | 79.0 | | OQ..... | VADER JCT..... | PD | | 3.49 | 12.02 PM | 2.55 | 7.05 |
| W100 E100 | W | 2050 | 77.8 | | PN..... | VADER..... | PD | | s 3.47 | s 11.59 AM | 2.53 | 7.03 |
| 69 | X | 2044 | 71.3 | | WI..... | WINLOCK..... | PD | | s 3.36 | s 11.49 | 2.47 | 6.55 |
| W80 E100 | | 2038 | 65.1 | | NA..... | NAPAVINE..... | DN | | s 3.25 | s 11.39 | 2.39 | 6.47 |
| | YX | 2032 | 58.7 |  | ..... | CHEHALIS JCT..... | P | | | As 11.43 AM | | |
| W60 | X | 2031 | 57.7 | | CH..... | CHEHALIS..... | DN | | s 3.05 | s 11.26 | s 11.38 | 2.24 |
| Yard | WTCZ YX | 2027 | 54.0 | | CN..... | CENTRALIA..... | DN | | 2.53 | 11.15 | L 11.25 AM | s 2.17 |
| | X | 2025 | 51.8 |  | ..... | WABASH..... | | | s 2.33 | 11.10 | | s 6.21 |
| 117 | | 2020 | 46.7 | | BC..... | BUCODA..... | PD | | f 2.23 | s 10.58 | 2.04 | 6.10 |
| W88 E68 | | | 43.5 |  | ..... | TENINO JCT..... | P | | 2.17 | 10.50 | 2.00 | 6.06 |
| | | 2015 | 43.0 | | NO..... | TENINO..... | PD | | s 2.15 | 10.49 | 1.59 | 6.05 |
| W100 E100 | X | CS35 | 34.9 |  | ..... | EAST OLYMPIA..... | P | | f 1.51 | 10.36 | s 1.47 | s 5.55 |
| 100 | W | CS30 | 29.8 |  | ..... | KYRO..... | P | | 1.45 | See page 12 | 10.26 | 1.39 |
| | | CS28 | 28.2 | | SR..... | SAINT CLAIR..... | PD | | 1.43 | As 10.37 AM | 10.23 | 1.37 |
| 7 | X | CS24 | 24.4 | | NU..... | NISQUALLY..... | DN | | f 1.38 | Ls 10.27 AM | f 10.18 | 1.32 |
| W46 E60 | W | CS18 | 17.7 |  | ..... | KETRON..... | P | | 1.28 | See page 8 | 10.10 | 1.22 |
| S12 | | CS16 | 15.7 | | UO..... | STEILACOOM..... | PD | | 1.24 | s 10.07 | 1.19 | 5.27 |
| W96 E48 | | CS10 | 9.7 | | SX..... | SIXTH AVENUE..... | PD | | 1.17 | 9.58 | 1.12 | 5.20 |
| | X | CS2 1/2 | 2.7 | | NX..... | MCCARVER ST..... | DN | | 1.07 | 9.48 | 1.03 | 5.11 |
| Yard | TZOC WX | 1976 | 0.0 | | Q-WR..... | TACOMA..... | DN | | L 1.00 AM | L 9.40 AM | L 12.57 PM | L 5.05 PM |
| | | | | | | | | | Daily | Ex. Sun. | Daily | Ex. Sun. |
| | | | | | | | | | 4.50 | .10 | 4.00 | .18 |
| | | | | | | | | | 28.2 | 22.2 | 34.0 | 15.6 |
| | | | | | | | | | | | 3.09 | 3.12 |
| | | | | | | | | | | | 43.3 | 42.6 |

No. 408 stops on flag at Chehalis for passengers destined to Portland or beyond and from Tacoma or beyond.

No. 402 stops on flag at Carrolls, Evaline, Knapp.

No. 460 will stop at Tenino daily for U. S. mail.

No. 460 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 passengers from Tacoma and beyond.

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

8 SEVENTEENTH SUB-DIVISION
WESTWARD (AMERICAN LAKE LINE) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | FIRST CLASS | | Distance from Nisqually. | Time Table No. 73A | | Distance from Lakeview. | FIRST CLASS | |
|---|------------------|--------------------------|----------------------|----------|--------------------------|--------------------|------------------------|-------------------------|-------------|--|
| | | | 423 | | | November 10, 1946 | | | 422 | |
| | | | Passenger | Ex. Sun. | | Passenger | Ex. Sun. | | | |
| | X C824 | 7 | See page 6 L 5.44 PM | 0.0 | NU.....NISQUALLY.....N | 11.7 | See page 7 As 10.27 AM | | | |
| | WXY CK7 | Yard | 6.00 | 3.9 | D.....FORT LEWIS.....PD | 7.8 | 10.17 | | | |
| | CK5 1/2 | 27 | 6.08 | 6.4 |STONE..... | 5.3 | 9.58 | | | |
| | CK5 | 26 | 6.11 | 7.0 |CAMP MURRAY....P | 4.7 | 9.57 | | | |
| | CK3 | 28 | 6.14 | 8.5 |TILlicum..... | 3.2 | 9.53 | | | |
| | X 1985 | 36 | As 6.19 PM | 11.7 | VA.....LAKEVIEW.....PD | 0.0 | L 9.46 AM | | | |
| | | | Ex. Sun. | | | | Ex. Sun. | | | |
| | | | .35 | | | | .41 | | | |
| | | | 20.0 | | | | 17.1 | | | |
| | | | | | Time Over Subdivision | | | | | |
| | | | | | Average Speed Per Hour | | | | | |

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

SIXTH SUB-DIVISION
WESTWARD (ROSLYN BRANCH) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | THIRD CLASS | | Distance from Cle Elum. | Time Table No. 73A | | Distance from Ronald. | THIRD CLASS | |
|---|------------------|--------------------------|-------------|-----------|-------------------------|------------------------|----------|-----------------------|-------------|--|
| | | | 473 | | | November 10, 1946 | | | 474 | |
| | | | Freight | Ex. Sun. | | Freight | Ex. Sun. | | | |
| | WCY XZ | 1873 | Yard | L 7.00 AM | 0.0 | CL.....CLE ELUM.....DN | 5.4 | A 8.10 AM | | |
| | | | | 7.05 | 2.0 |MINE FIVE..... | 3.4 | 8.00 | | |
| | Z CA4 | | | 7.15 | 3.5 | RS.....ROSLYN.....PD | 1.9 | 7.55 | | |
| | CA6 | | | A 7.23 AM | 5.4 |RONALD..... | 0.0 | L 7.45 AM | | |
| | | | | Ex. Sun. | | | | Ex. Sun. | | |
| | | | | .23 | | | | .25 | | |
| | | | | 14.0 | | | | 12.9 | | |
| | | | | | | Time Over Subdivision | | | | |
| | | | | | | Average Speed Per Hour | | | | |

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.
 Trains 473-474 may carry adult male passengers.

FOURTH SUB-DIVISION, MAIN LINE
WESTWARD (PRAIRIE LINE) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | FIRST CLASS | | Distance from Tenino Jct. | Time Table No. 73A | | Distance from Tacoma. | FIRST CLASS | |
|---|------------------|--------------------------|-------------|----------|---------------------------|--------------------|------------|-----------------------|-------------|--|
| | | | 423 | | | November 10, 1946 | | | 422 | |
| | | | Passenger | Ex. Sun. | | Passenger | Ex. Sun. | | | |
| | X W70 E70 | | | 0.0 |TENINO JCT.....P | 39.2 | | | | |
| | X 2015 | 34 | | 0.2 |WEST TENINO..... | 39.0 | | | | |
| | 2007 | W58 E69 | | 9.0 |RAINIER.....P | 30.2 | | | | |
| | 2002 | 68 | | 14.5 | Y.....YELM.....PD | 24.7 | | | | |
| | W 1996 | 61 | | 20.0 |ROY.....P | 19.2 | | | | |
| | 1990 | 48 | | 26.0 |HILLHURST..... | 13.2 | | | | |
| | 1988 | Conn. | | 27.7 |MOBASE.....P | 11.5 | | | | |
| | 1987 | Conn. | | 29.5 |McCHORD FIELD....P | 9.7 | | | | |
| | X 1985 | 36 | As 6.19 PM | 31.2 | VA.....LAKEVIEW.....PD | 8.0 | As 9.46 AM | | | |
| | WZTX 1981 | Yard | 6.27 | 34.6 | SU.SOUTH TACOMA.PD | 4.6 | s 9.39 | | | |
| | X CTO WXX | 1976 | Yard | 6.37 | AX.15TH ST. TOWER.DN | 0.2 | 9.27 | | | |
| | | | As 6.42 PM | 39.2 | Q-WR.....TACOMA.....DN | 0.0 | Ls 9.25 AM | | | |
| | | | Ex. Sun. | | | | Ex. Sun. | | | |
| | | | .23 | | | | .21 | | | |
| | | | 20.8 | | | | 22.8 | | | |
| | | | | | Time Over Subdivision | | | | | |
| | | | | | Average Speed Per Hour | | | | | |

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

TWENTIETH SUB-DIVISION
WESTWARD (OCOSTA BRANCH) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Aberdeen Jct. | Time Table No. 73A | | Distance from Markham. |
|---|------------------|--------------------------|-----------------------------|---|------|------------------------|
| | | | | November 10, 1946 | | |
| | | | | STATIONS | | |
| | YX CM37 | 95 | 0.0 |ABERDEEN JCT.....P | 13.1 | |
| | | | 0.9 |JUNCTION CITY..... | 12.2 | |
| | X CR 1 | | 1.5 |COSMOPOLIS JCT..... | 11.6 | |
| | | | | To South Aberdeen 0.9 To Cosmopolis 1.4 | | |
| | X CG 2 | 30 | 2.9 |COSMOPOLIS..... | 13.0 | |
| | X CR 3 | 50 | 2.4 |SOUTH ABERDEEN..... | 10.7 | |
| | CR13 | 10 | 13.1 |MARKHAM..... | 0.0 | |

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

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

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Yacolt. | Time Table No. 73A | | Distance from Vancouver Jct. |
|---|------------------|--------------------------|-----------------------|-------------------------|------|------------------------------|
| | | | | November 10, 1946 | | |
| | | | | STATIONS | | |
| | YX CY27 | 35 | 0.0 |YACOLT..... | 27.2 | |
| | | | 8.1 |HEISON..... | 19.1 | |
| | W CY14 | 32 | 12.8 |BATTLE GROUND...PD | 14.4 | |
| | | | 4.2 |BRUSH PRAIRIE..... | 10.2 | |
| | CY 10 | 26 | 17.0 |HOMAN..... | 7.1 | |
| | CY 7 S 4 | 20.1 | |BARBERTON..... | 6.0 | |
| | CY 6 S 4 | 21.2 | |VANCOUVER JCT....P | 0.0 | |
| | CX25 | | 27.2 | | | |

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

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

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Kanaskat Jct. | Time Table No. 73A November 10, 1946 | | Distance from Meeker. |
|---|------------------|--------------------------|-----------------------------|---|--|-----------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| | | | 0.0 | KANASKAT JCT..... | | 34.7 |
| | | | 2.1 | PALMER..... | | 32.6 |
| | | | | To Bayne Jct. 1.1 | | |
| W 0.9 mi. w | 1932 | | 5.2 | PALMER JCT..... P | | 33.5 |
| | | | | To Bayne Jct. 2.0 | | |
| X | | | 3.2 | BAYNE JCT..... | | 31.5 |
| | | | | BAYNE..... | | 31.3 |
| X | 1934 | S20 | 3.4 | CUMBERLAND..... | | 30.0 |
| | 1936 | | 4.7 | NACO..... | | 29.2 |
| | 1937 | 15 | 5.5 | VEAZEY..... P | | 27.2 |
| | 1939 | S62 | 7.5 | ENUMCLAW..... PD | | 23.8 |
| XY | 1942 | 46 | 10.9 | BUCKLEY..... PD | | 20.4 |
| X | 1945 | 37 | 14.3 | To Cascade Jct. 4.3 | | |
| | CB 8 | S3 | 27.1 | CARBONADO..... | | 24.6 |
| | CB 5 | 14 | 23.0 | WILKESON..... | | 20.5 |
| | | | | To Cascade Jct. 4.4 | | |
| X | 1949 | | 18.6 | CASCADE JCT..... P | | 16.1 |
| WX | 1950 | 87 | 19.6 | SOUTH PRAIRIE..... P | | 15.1 |
| | 1955 | 27 | 24.2 | CROCKER..... | | 10.5 |
| XY | 1958 | 43 | 26.9 | ORTING..... PD | | 7.8 |
| | 1963 | S12 | 32.4 | ALDERTON..... | | 2.3 |
| YWX | 1966 | | 34.7 | MEEKER..... P | | 0.0 |

EASTWARD—Meeker to Kanaskat Jct.

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

EIGHTH SUB-DIVISION
WESTWARD (GREEN RIVER BRANCH) EASTWARD 9

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Bagley Jct. | Time Table No. 73A November 10, 1946 | | Distance from Kanaskat. |
|---|------------------|--------------------------|---------------------------|---|--|-------------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| | X | | 0.0 | BAGLEY JCT..... | | 6.1 |
| | X | CJ4 | 15 | SELLECK..... | | 3.9 |
| | | CJ1 | 4.6 | DURHAM..... | | 1.5 |
| | | | 5.1 | KANASKAT JCT..... | | 1.0 |
| WYZZ | A1 | W125 E 63 | 6.1 | GV..... KANASKAT..... DN | | 0.0 |

EASTWARD—Kanaskat to Bagley Jct.

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

TENTH SUB-DIVISION
WESTWARD (ORTING BRANCH) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Lake Kapowsin. | Time Table No. 73A November 10, 1946 | | Distance from Orting. |
|---|------------------|--------------------------|------------------------------|---|-------------------------------|-----------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| | | CE10 | 75 | 0.0 | LAKE KAPOWSIN..... | 10.0 |
| WX | | CE 8 | 43 | 2.3 | PUYALLUP RIVER JCT..... | 7.7 |
| YX | 1958 | 87 | 10.0 | OG..... ORTING..... PD | | 0.0 |

EASTWARD—Orting to Lake Kapowsin.

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

EIGHTEENTH SUB-DIVISION
WESTWARD (GATE LINE) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | SECOND CLASS 695 | Distance from Centralia. | Time Table No. 73A November 10, 1946 | | Distance from Gate. | SECOND CLASS 696 |
|---|------------------|--------------------------|--------------------------|--------------------------|---|-----------------|---------------------|--------------------------|
| | | | | | STATIONS | | | |
| | | | Freight | | Telegraph Offices and Calls | | | Freight |
| | | | Ex. Sun. | | | | | Ex. Sun. |
| WCY ZX | 2027 | Yard | L 2.45 AM | 0.0 | CN.... CENTRALIA.... DN | Double Track | 13.8 | A 7.40 PM |
| X | | | 2.55 | 2.4 | BLAKESLEE JCT..... | | 11.4 | 7.33 |
| | CK51 | 57 | 3.05 | 6.6 | GRAND MOUND..... | | 7.2 | 7.21 |
| | CK47 | 49 | 3.15 | 11.2 | ROCHESTER..... | | 2.6 | 7.08 |
| WYX | CK44 | 75 | A 3.25 AM See page 12 | 13.8 | HK..... GATE..... PD | | 0.0 | L 7.00 PM See page 12 |
| | | | Ex. Sun. | | | | | Ex. Sun. |
| | | | .40 | | Time Over Subdivision | | | .40 |
| | | | 20.7 | | Average Speed Per Hour | | | 20.7 |

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

TWENTY-FOURTH SUB-DIVISION
WESTWARD (NACHES AND TIETON BRANCHES) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Yakima. | Time Table No. 73A November 10, 1946 | | Distance from Naches. |
|---|------------------|--------------------------|-----------------------|---|-------------------------|-----------------------|
| | | | | STATIONS | | |
| | | | | Telegraph Offices and Calls | | |
| | WCZ TX | 1811 | Yard | 0.0 | YA-KM.... YAKIMA.... DN | 13.5 |
| | | KX3 | 9 | 2.7 | FRUITVALE..... | 10.8 |
| | X | KX4 | 18 | 4.2 | BRACE..... | 9.3 |
| | | | | To Weikel 4.9 To Glead 2.6 | | |
| | W | KL5 | 13 | 9.1 | WEIKEL..... | 14.2 |
| | | KL9 | 25 | 12.7 | COWICHE..... | 17.8 |
| | | KL10 | S 4 | 13.4 | HOLTZINGER..... | 18.5 |
| | YX | KL12 | 50 | 15.8 | TIETON..... PD | 20.9 |
| | | KX6 | 53 | 6.8 | GLEED..... PD | 6.7 |
| | | KX8 | 10 | 8.0 | ESCHBACH..... | 5.5 |
| | | KX14 | 102 | 13.5 | NACHES..... PD | 0.0 |

EASTWARD—Naches to Yakima.

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

Local freight trains may carry adult male passengers.

10 WESTWARD (SUMAS BRANCH) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | SECOND CLASS | | Distance from King St. Station, Seattle. | Time Table No. 73A | | Distance from Sumas. | SECOND CLASS | |
|---|------------------|--------------------------|--------------|--|--|--|-------|----------------------|--------------|--|
| | | | 675 | | | November 10, 1946 | | | 676 | |
| | | | Freight | | | STATIONS | | | Freight | |
| | | | Daily | | | Telegraph Offices and Calls | | | Daily | |
| CTW XYZ | CF31 | Yard | | | 0.0 | UD.....SEATTLE.....DN King St. Station—South Portal 1.5 Double Track | 128.1 | | | |

BETWEEN SOUTH PORTAL AND NORTH PORTAL INTERLOCKING RULES AND KING STREET PASSENGER STATION TUNNEL RULES GOVERN.

| | | | | | | | | | | |
|-----|------|---------------------|-----------|------|---------------------------|-------|---|---------|--|--|
| | | | | 1.5 | J.....NORTH PORTAL...DN | 126.6 | | | | |
| WZX | CF35 | Yard | | 4.0 |INTERBAY.....P | 124.1 | | | | |
| WXY | CF37 | 38 | | 6.9 |FREMONT..... | 121.2 | | | | |
| | CF39 | | | 8.7 | UY.....UNIVERSITY.....D | 119.4 | | | | |
| | CF46 | 38 | | 15.8 |LAKE..... | 112.3 | | | | |
| | CF53 | S16 | | 22.6 | B.....BOTHELL.....D | 105.5 | | | | |
| WYX | CF55 | Yard | L 7.45 AM | 24.3 | CJ.....WOODINVILLE.....D | 103.8 | A | 7.10 PM | | |
| X | CF60 | Long 49 Short 21 | 8.05 | 30.2 |MALTBY..... | 97.9 | | 6.45 | | |
| WCX | CF68 | S 6 | A 8.25 AM | 37.6 |BROMART..... | 90.5 | L | 6.20 PM | | |
| | | 59 | | 38.1 | SH...G. N.-SNOHOMISH...DN | 90.0 | | | | |

BETWEEN G. N. SNOHOMISH AND LOWELL TRAINS WILL BE GOVERNED BY GREAT NORTHERN RY. TIME TABLE AND RULES.

| | | | | | | | | | | |
|-----------|-----|------------------|--|------|-------------------------|------|--|--|--|--|
| X | BB6 | 73 | | 43.9 | W.....LOWELL.....DN | 84.2 | | | | |
| | | | | 44.1 |BELT YARD..... | 84.0 | | | | |
| CW XYZ | BB8 | Yard | | 45.4 | EV.....EVERETT.....DN | 82.7 | | | | |
| X | | | | 46.7 | PG.....G. N. JCT.....DN | 81.4 | | | | |
| | | | | 47.3 |MILWAUKEE JCT..... | 80.8 | | | | |
| | | Old 81 New 82 | | 48.1 |ROGER..... | 80.0 | | | | |
| | | | | 48.5 | WY.....DELTA JCT.....DN | 79.6 | | | | |

VIA HARTFORD LINE 13th SUB. VIA HARTFORD LINE 13th SUB.

BETWEEN DELTA JCT. AND KRUSE TRAINS WILL BE GOVERNED BY GREAT NORTHERN RY. TIME TABLE AND RULES.

| | | | | | | | | | | |
|-----------|-------|------|------------|-------|--------------------------|------|---|---------|--|--|
| | | | | 54.5 |KRUSE..... | 73.6 | | | | |
| WX | CF88 | 54 | L 9.37 AM | 58.4 |EDGEComb.....P | 69.7 | A | 5.05 PM | | |
| YCX | CF91 | Yard | 9.43 | 61.5 | A.....ARLINGTON.....PD | 66.6 | | 4.50 | | |
| X | CF92 | | 9.45 | 62.4 |ARLINGTON JCT.....P | 65.7 | | 4.45 | | |
| | CF95 | 68 | 9.53 | 65.3 |BRYANT..... | 62.8 | | 4.36 | | |
| | CF101 | 15 | 10.09 | 71.6 |McMURRAY..... | 56.5 | | 4.20 | | |
| | CF107 | 15 | 10.20 | 77.3 |MONTBORNE..... | 50.8 | | 4.07 | | |
| | CF109 | 62 | 10.25 | 79.0 |BIG LAKE..... | 49.1 | | 4.02 | | |
| | CF114 | 56 | 10.37 | 84.4 |CLEAR LAKE..... | 43.7 | | 3.52 | | |
| WTX | CF117 | Yard | 10.50 | 87.6 | WL...SEDRO-WOOLLEY...D | 40.5 | | 3.45 | | |
| | CF122 | 38 | 11.19 | 94.9 |THORNWOOD..... | 33.2 | | 3.20 | | |
| YX | CF128 | Yard | 11.32 | 99.4 | WK...WICKERSHAM...D | 28.7 | | 3.05 | | |
| W | CF133 | 12 | 11.40 AM | 104.4 |ACME..... | 23.7 | | 2.50 | | |
| | CF141 | 33 | 12.10 PM | 112.3 |DEMING..... | 15.8 | | 2.30 | | |
| | CF151 | 14 | 12.30 | 121.8 |NOOKSACK..... | 6.3 | | 2.15 | | |
| CW XYZ | CF157 | Yard | A 12.45 PM | 128.1 | SM.....SUMAS.....D | 0.0 | L | 2.00 PM | | |
| | | | * Daily | | | | | Daily | | |
| | | | 3.48 | | Time Over Subdivision | | | 3.55 | | |
| | | | 21.8 | | Average Speed Per Hour | | | 21.2 | | |

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

ELEVENTH SUB-DIVISION WESTWARD (BELT LINE) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | SECOND CLASS | | Distance from Black River. | Time Table No. 73A | | Distance from Woodinville. | SECOND CLASS | |
|---|------------------|--------------------------|--------------|------|----------------------------|-----------------------------|---|----------------------------|--------------|--|
| | | | 675 | | | November 10, 1946 | | | 676 | |
| | | | Freight | | | STATIONS | | | Freight | |
| | | | Daily | | | Telegraph Offices and Calls | | | Daily | |
| YX | CF21 | 20 | L 6.30 AM | 0.0 | BL.....BLACK RIVER.....PD | 24.5 | A | 8.30 PM | | |
| WX | BA22 | 15 | 6.36 | 2.7 | RT.....RENTON.....D | 21.8 | | 8.23 | | |
| | BA19 | 35 | 6.48 | 6.7 |QUENDALL..... | 17.8 | | 8.12 | | |
| | BA12 | 24 | 7.00 | 12.4 |WILBURTON..... | 12.1 | | 8.00 | | |
| | BA 11 1/2 | 15 | | 13.2 |MIDLAKES..... | 11.3 | | | | |
| | BA 7 | 56 | 7.10 | 17.6 | KR.....KIRKLAND.....D | 6.9 | | 7.50 | | |
| WY X | CF55 | Yard | A 7.30 AM | 24.5 | CJ.....WOODINVILLE.....D | 0.0 | L | 7.35 PM | | |
| | | | Daily | | | | | Daily | | |
| | | | 1.00 | | Time Over Subdivision | | | .55 | | |
| | | | 24.5 | | Average Speed Per Hour | | | 26.7 | | |

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

THIRTEENTH SUB-DIVISION WESTWARD (HARTFORD LINE) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | SECOND CLASS | | Distance from Bromart. | Time Table No. 73A | | Distance from Edgcomb. | SECOND CLASS | |
|---|------------------|--------------------------|--------------|------|------------------------|-----------------------------|---|------------------------|--------------|--|
| | | | 675 | | | November 10, 1946 | | | 676 | |
| | | | Freight | | | STATIONS | | | Freight | |
| | | | Daily | | | Telegraph Offices and Calls | | | Daily | |
| WCX | CF68 | S6 | L 8.25 AM | 0.0 |BROMART..... | 19.9 | A | 6.20 PM | | |
| YX | CF69 | Yard | 8.50 | 1.2 | OM...SNOHOMISH...D | 18.7 | | 6.10 | | |
| | CF74 | 27 | 9.03 | 6.3 |MACHIAS..... | 13.6 | | 5.50 | | |
| | CF77 | Yard | 9.10 | 9.4 |HARTFORD..... | 10.5 | | 5.40 | | |
| | CF82 | 57 | 9.20 | 13.9 |GETCHELL..... | 6.0 | | 5.25 | | |
| WX | CF88 | 54 | A 9.37 AM | 19.9 |EDGEComb.....P | 0.0 | L | 5.05 PM | | |
| | | | Daily | | | | | Daily | | |
| | | | 1.12 | | Time Over Subdivision | | | 1.15 | | |
| | | | 16.5 | | Average Speed Per Hour | | | 15.9 | | |

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

NINETEENTH SUB-DIVISION
WESTWARD (ELMA BRANCH) EASTWARD
(U. S. GOVERNMENT RAILWAY)

| Time Table No. 73A | | | | | |
|---|------------------|--------------------------|-----------------------|------------------------------------|---------------------|
| November 10, 1946 | | | | | |
| STATIONS | | | | | |
| Telegraph Offices and Calls | | | | | |
| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Bangor. | | Distance from Elma. |
| | WXY CH68 | Yard | 0.0 | BG..... BANGOR.....PD | 68.5 |
| | CH65 | 49 | 3.5 | SILVERDALE.....P | 65.0 |
| X | CH63 | 63 | 5.8 | N. A. D. JCT......PD | 62.7 |
| X | CH57 | 64 | 11.1 | BREMERTON JCT......P | 57.4 |
| | | | | To Bremerton 4.6 To Twin Lakes 1.6 | |
| CTWX | CH62 | Yard | 15.7 | BM..... BREMERTON.....PD | 62.0 |
| W | CH56 | | 12.7 | TWIN LAKES | 55.8 |
| | CH54 | 59 | 14.4 | BELFAIR.....P | 54.1 |
| | CH41 | 59 | 26.9 | ALLYN.....P | 41.6 |
| | CH28 | Yard | 40.0 | BAY SHORE.....P | 28.5 |
| WTX | CH25 | 103 | 43.2 | NS..... SHELTON.....PD | 25.3 |
| | CH15 | 55 | 53.9 | MARMAC.....P | 14.6 |
| W 1 mi. E | CH10 | 23 | 58.2 | STIMSON | 10.3 |
| XY | CH 7 | 14 | 60.9 | McCLEARY JCT......P | 7.6 |
| | | | | To White 3.5 To McCleary 0.7 | |
| | CH 8 | 815 | 61.6 | McCLEARY | 8.3 |
| X | CH 4 | 828 | 64.4 | WHITE | 4.1 |
| CWYX | CM19 | 77 | 68.5 | EF..... ELMA.....PD | 0.0 |

EASTWARD—
Elma to Bangor.

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

The line between Shelton-Bangor-Bremerton is owned by the United States Government and its maintenance and operation by the Northern Pacific is covered by contract with the Government.

FOURTEENTH SUB-DIVISION 11
WESTWARD (DARRINGTON BRANCH) EASTWARD

| Time Table No. 73A | | | | | |
|---|------------------|--------------------------|------------------------------|------------------------------------|---------------------------|
| November 10, 1946 | | | | | |
| STATIONS | | | | | |
| Telegraph Offices and Calls | | | | | |
| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Arlington Jct. | | Distance from Darrington. |
| X | CF92 | | 0.0 | ARLINGTON JCT......P | 27.7 |
| | BK11 | 50 | 11.1 | OSO | 16.6 |
| | BK13 | 5 | 13.1 | HALTERMAN | 14.6 |
| W | BK17 | 30 | 16.9 | HAZEL | 10.8 |
| | BK19 | 26 | 18.0 | TULKER | 9.7 |
| | BK21 | 817 | 20.6 | FORTSON | 7.1 |
| WYX | BK28 | Yard | 27.7 | DARRINGTON.....PD | 0.0 |

EASTWARD—
Darrington to Arlington Jct.

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

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

| Time Table No. 73A | | | | | |
|---|------------------|--------------------------|-----------------------|------------------------------------|---------------------------|
| November 10, 1946 | | | | | |
| STATIONS | | | | | |
| Telegraph Offices and Calls | | | | | |
| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | Distance from Yakima. | | Distance from Moxee City. |
| WCZ TK | 1811 | Yard | 0.0 | YA-KM.... YAKIMA.....DN | 8.5 |
| | KM3 | 7 | 3.0 | TERRACE HEIGHTS | 5.5 |
| | KM5 | 9 | 5.5 | BIRCHFIELD | 3.0 |
| | KM9 | 33 | 8.5 | MOXEE CITY | 0.0 |

EASTWARD—
Moxee City to Yakima.

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

Local freight trains may carry adult male passengers.

| Water, Fuel, Seales, Turn, Tables, Wyes and Yard Limits. | Station Numbers. | Car Capacity of Sidings. | SECOND CLASS | FIRST CLASS | Distance from St. Clair. | Time Table No. 73A November 10, 1946 | Distance from Moclips. | FIRST CLASS | SECOND CLASS |
|--|------------------|-----------------------------|--------------|------------------|-----------------------------|---|---------------------------|----------------|--------------|
| | | | 695 | 461 | | | | 464 | 696 |
| | | | Freight | Passenger | | | | Passenger | Freight |
| | | | Ex. Sun. | Ex. Sun. | | STATIONS | | Ex. Sun. | Ex. Sun. |
| | | | | See page 7 | | Telegraph Offices and Calls | | See page 6 | |
| X | CS28 | 44 | | Ls 10.37 AM | 0.0 | SR.....SAINT CLAIR.....PD | 100.5 | As 5.34 PM | |
| | CK18 | | | f 10.41 | 2.9 |UNION MILL..... | 97.6 | f 5.26 | |
| | CK20 | 30 | | s 10.43 | 4.5 |LACEY..... | 96.0 | f 5.20 | |
| CWYZX | CK25 | Yard | | s 10.57 11.17 | 9.5 | OY.....OLYMPIA.....PD | 91.0 | 5.08 s 5.00 | |
| | CK34 | 28 | | f 11.29 | 14.7 |BELMORE..... | 85.8 | f 4.47 | |
| | CK37 | 29 | | s 11.39 | 21.3 |LITTLE ROCK.....P | 79.2 | f 4.36 | |
| | CK40 | 10 | See page 9 | f 11.44 | 24.5 |MIMA..... | 76.0 | 4.31 | See page 9 |
| WYX | CK44 | 75 | L 3.25 AM | s 11.56 AM | 28.6 | HK.....GATE.....PD | 71.9 | s 4.25 | A 7.00 PM |
| | CM 5 | 84 | 3.40 | s 12.04 PM | 33.5 |OAKVILLE.....P | 67.0 | s 4.12 | 6.46 |
| | CM13 | 13 | 3.57 | f 12.17 | 41.4 |PORTER.....P | 59.1 | f 4.00 | 6.25 |
| | CM15 | S10 | 4.01 | s 12.20 | 43.0 |MALONE..... | 57.5 | s 3.57 | 6.20 |
| CWYX | CM19 | 77 | 4.30 | s 12.32 | 48.0 | EF.....ELMA.....PD | 52.5 | s 3.48 | 6.07 |
| | CM23 | 27 | 4.45 | f 12.38 | 51.8 |SATSOP..... | 48.7 | f 3.40 | 5.57 |
| | CM25 | 83 | 4.50 | f 12.40 | 53.2 |BRADY..... | 47.3 | f 3.37 | 5.52 |
| | CM29 | 58 | 5.00 | s 12.52 | 57.8 | MO.....MONTESANO.....PD | 42.7 | s 3.32 | 5.40 |
| YX | CM37 | 95 | 5.30 | f 1.04 | 66.2 |ABERDEEN JCT.....P | 34.3 | f 3.18 | 5.18 |
| ZX | CM40 | 71 | 6.20 | s 1.10 1.15 | 69.0 | SA.....ABERDEEN.....PD | 31.5 | s 3.10 | 5.10 |
| WCY ZX | CM44 | Yard | A 6.40 AM | As 1.30 PM | 72.5 | HO.....HOQUIAM.....PD | 28.0 | L 3.00 PM | L 4.55 PM |
| | CM56 | S5 | | | 85.1 |TULIPS..... | 15.4 | | |
| X | CM61 | 17 | | | 88.3 |COPALIS..... | 12.2 | | |
| X | CM63 | 38 | | | 91.5 |CARLISLE..... | 9.0 | | |
| X | CM64 | 27 | | | 92.6 |ONSLow..... | 7.9 | | |
| X | CM68 | 17 | | | 96.3 |ALOHA..... | 4.2 | | |
| W | CM69 | | | | 98.0 |PACIFIC BEACH..... | 2.5 | | |
| YX | CM72 | 36 | | | 100.5 |MOCLIPS.....P | 0.0 | | |
| | | | Ex. Sun. | Ex. Sun. | | | | Ex. Sun. | Ex. Sun. |
| | | | 3.15 | 2.28 | | Time Over Subdivision | | 2.26 | 2.05 |
| | | | 13.5 | 29.4 | | Average Speed Per Hour | | 29.8 | 21.0 |

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.

FIRST SUBDIVISION

| | (MAIN LINE) | |
|-----------------------------|-------------------|--------------|
| | Miles from Yakima | Car Capacity |
| Holmes..... | 34.6 | 41 |
| Haybow Beet Spur..... | 39.5 | 23 |
| Swauk..... | 50.1 | Conn. |
| Hubner..... | 77.6 | Conn. |
| Nagrom..... | 101.8 | 10 |
| Baldi..... | 109.9 | 2 |
| Eagle Gorge Logging Co..... | 111.6 | Conn. |
| Headworks..... | 115.8 | 5 |
| Henrys..... | 126.2 | Conn. |

THIRD SUBDIVISION

| | (MAIN LINE) | |
|---|-------------------|--------------|
| | Miles from Tacoma | Car Capacity |
| Pioneer..... | 13.0 | 60 |
| Gravel Center (Glacier Gravel Co.)..... | 14.0 | 15 |
| Cascade Paper Co. (West Tacoma)..... | 14.4 | 6 |
| Plumb..... | 37.6 | 4 |
| Evaline..... | 68.2 | 5 |

FOURTH SUBDIVISION

| | (PRAIRIE LINE) | |
|----------------------------|-------------------|--------------|
| | Miles from Tacoma | Car Capacity |
| Metreco..... | 10.8 | 25 |
| Wetico Conn. W. T. Co..... | 32.9 | 10 |

FIFTH SUBDIVISION

| | (SUMAS BRANCH) | |
|-------------------------------------|-----------------------------|--------------|
| | Miles from King St. Station | Car Capacity |
| Keith..... | 12.2 | 13 |
| Navalair Jct..... | 13.6 | Conn. |
| Lake Forest Park..... | 18.6 | 2 |
| Kenmore..... | 19.8 | 22 |
| Tiloh..... | 80.7 | 12 |
| Norlum Spur..... | 87.6 | Conn. |
| Hospital Spur (on Norlum Spur)..... | 90.3 | 12 |
| Comar..... | 105.0 | 65 |
| Coyne..... | 108.4 | 9 |
| Van Zandt..... | 108.6 | 8 |
| Winco..... | 113.8 | 80 |
| Lawrence..... | 116.3 | 6 |

SEVENTH SUBDIVISION

| | (BUCKLEY LINE) | |
|---------------------|--------------------------|--------------|
| | Miles from Kanaskat Jct. | Car Capacity |
| Occidental..... | 3.3 | 18 |
| Fleet..... | 4.5 | 3 |
| Webstone..... | 13.8 | 4 |
| McMillin..... | 30.4 | 10 |
| Brew Mill Spur..... | 33.8 | Conn. |

EIGHTH SUBDIVISION

| | (GREEN RIVER BRANCH) | |
|--------------------|----------------------|--------------|
| | Miles from Kanaskat | Car Capacity |
| Big 4 Coal Co..... | 1.2 | 40 |
| Kangley..... | 2.5 | 23 |

TENTH SUBDIVISION

| | (ORTING BRANCH) | |
|---------------|-------------------|--------------|
| | Miles from Orting | Car Capacity |
| Electron..... | 8.5 | 3 |

ELEVENTH SUBDIVISION

| | (BELT LINE) | |
|---------------|------------------------|--------------|
| | Miles from Black River | Car Capacity |
| Kardong..... | 12.6 | 12 |
| Ferriton..... | 16.4 | 20 |

TWELFTH SUBDIVISION

| | (SNOQUALMIE BRANCH) | |
|----------------|------------------------|--------------|
| | Miles from Woodinville | Car Capacity |
| Hollywood..... | 1.9 | 5 |
| Earlmount..... | 4.8 | 8 |
| Tanner..... | 38.1 | 9 |

FOURTEENTH SUBDIVISION

| | (DARRINGTON BRANCH) | |
|---------------|---------------------------|--------------|
| | Miles from Arlington Jct. | Car Capacity |
| Cicero..... | 7.4 | 2 |
| Sepost..... | 16.0 | 12 |
| Sheomet..... | 21.7 | 6 |
| Alvey..... | 21.9 | 12 |
| Cobridge..... | 22.9 | Conn. |
| Barco..... | 23.4 | 6 |
| Andron..... | 26.7 | Conn. |

FIFTEENTH SUBDIVISION

| | (BELLINGHAM BRANCH) | |
|-------------------------|-----------------------|--------------|
| | Miles from Wickersham | Car Capacity |
| Matson..... | 14.7 | 7 |
| Futurity..... | 15.3 | 4 |
| Upright Shingle Co..... | 15.4 | 7 |

SIXTEENTH SUBDIVISION

| | (GRAYS HARBOR LINE) | |
|------------------------|----------------------|--------------|
| | Miles from St. Clair | Car Capacity |
| Schafer..... | 54.0 | 10 |
| Pioneer Lumber Co..... | 66.4 | 7 |
| Charman..... | 87.4 | 3 |
| Joe Creek..... | 96.7 | 2 |

SEVENTEENTH SUBDIVISION

| | (AMERICAN LAKE LINE) | |
|------------|----------------------|--------------|
| | Miles from Lakeview | Car Capacity |
| Wegoe..... | 6.0 | Wye |

EIGHTEENTH SUBDIVISION

| | (GATE LINE) | |
|--------------|----------------------|--------------|
| | Miles from Centralia | Car Capacity |
| Moncoal..... | 4.7 | 6 |

NINETEENTH SUBDIVISION

| | (ELMA BRANCH) (U. S. Government Railway) | |
|-------------------------|---|--------------|
| | Miles from Elma | Car Capacity |
| Doubling Spur..... | 20.3 | 12 |
| Millers Spur..... | 21.4 | 6 |
| Olympia Plywood Co..... | 24.0 | 10 |
| Reed Shingle Co..... | 24.3 | 9 |

TWENTY-SECOND SUBDIVISION

| | (YACOLT BRANCH) | |
|-------------|---------------------------|--------------|
| | Miles from Vancouver Jct. | Car Capacity |
| Ampere..... | 2.4 | 20 |

TWENTY-FOURTH SUBDIVISION

| | (TIETON AND NACHES BRANCHES) | |
|-------------|------------------------------|--------------|
| | Miles from Brace | Car Capacity |
| Tasker..... | 11.3 | 9 |

Second Subdivision.**SEATTLE.**

South Portal of King St. Tunnel, interlocked.

On Colorado Ave Line:

Atlantic St., UP-PC-CMStP&P Crossing.

Spokane St., Interlocked.

Between Spokane St. and Argo, CMStP&P Duwamish Ave. crossing.

Diagonal Wye, on tail track, CMStP&P Crossing.

On West Seattle Line:

East Marginal Way, joint track crossing.

Drawbridge 86-8, Interlocked.

Argo—UP—PC Crossing, Interlocked.

Between Black River and Argo:

CMStP&P Crossing, Interlocked.

Reservation: Junction UP—Interlocked.

Between Reservation and 15th St. Tower, Drawbridge Line:

UP Crossing—Interlocked.

Drawbridge 39—Interlocked.

15th St. Tower, Junction—Interlocked.

Tacoma, Lincoln Ave Line—CMStP&P Crossing.

Third Subdivision.

Between Sixth Ave. and Steilacoom:

Drawbridge 14, Chambers Creek, Interlocked.

Chehalis Jct., CMStP&P Crossings, Interlocked.

Between Longview Jct. and Longview (Longview Line):

Drawbridge 0.59, Cowlitz River, Interlocked.

Between Woodland and Ridgefield:

Drawbridge 119, Lewis River, Interlocked.

Fourth Subdivision.

15th St. Tower, Junction, Interlocked.

Fifth Subdivision.**SEATTLE.**

North and South Portals, King St. Tunnel, Interlocked.

INTERBAY.

Lead to Naval Supply Depot, GN Crossing, Automatic Interlocking.

Between Interbay and Fremont:

Drawbridge 4, Lake Washington Canal, Interlocked.

Delta Jct., GN Junction, Interlocked.

Between Clear Lake and Sedro-Woolley:

Drawbridge 85, Skagit River.

Between Sedro-Woolley and Thornwood:

Two GN Crossings.

Between Nooksack and Sumas:

CMStP&P Crossing.

Eleventh Subdivision.

Renton: PCR Crossing.

Between Renton and Quendall: PCR Crossing.

Woodinville: 12th Subdivision Crossing.

Twelfth Subdivision.

Woodinville: 11th Subdivision Crossing.

Tanner: CMStP&P Crossing.

Thirteenth Subdivision.

Between Bromart and Snohomish:

Drawbridge 38, Snohomish River.

Fifteenth Subdivision.

Between Bellingham and South Bellingham:

GN Crossing.

Sixteenth Subdivision.**OLYMPIA:**

Drawbridge 9, Des Chutes River.

Tumwater Spur Crossing.

Between Brady and Montesano:

Shaffer Bros. Crossing, Automatic Interlocking.

Aberdeen: Drawbridge 68, Wishkah River, Interlocked.

HOQUIAM:

Drawbridge 72-2, Hoquiam River, Interlocked.

Drawbridge 3-2, Hoquiam River Spur.

Eighteenth Subdivision.

Blakeslee Jct.: UP—CMStP&P Crossing, Automatic Interlocking.

Between Rochester and Gate: CMStP&P Crossing.

Twentieth Subdivision.

South Aberdeen: UP Crossing.

Between Aberdeen Jct. and Junction City:

Drawbridge 1, Chehalis River.

Twenty-First Subdivision.

Between Chehalis Jct. and Littell:

CW Crossing, Automatic Interlocking.

Between Raymond and South Bend:

Drawbridge 53, Willapa River.

Twenty-Fourth Subdivision.

Yakima: YVT Crossing.

T. J. KANE,
Assistant Superintendent.

I. P. IVERSEN,
Assistant Superintendent.

W. A. GERDON,
Trainmaster.

A. T. COLLINS,
Trainmaster.

E. M. PRICE,
Trainmaster.

T. J. REGAN,
Trainmaster.

F. W. McCABE,
Trainmaster.

C. F. NASH,
Trainmaster.

G. M. HARE,
Trainmaster.

S. J. CHARBONEAU,
Terminal Trainmaster.

A. W. ACKLEY,
Chief Dispatcher.