

### SPEED TABLE.

Time per Mile			Miles per Hour		
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 76

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

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

## Sunday, November 16, 1952

**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.**

**C. CORSER,  
Assistant General Manager.**

**J. F. ALSIP,  
General Manager.**

**T. J. KANE,  
Superintendent.**

**R. E. MATTSON,  
General Superintendent of  
Transportation.**

## AUTHORIZED SURGEONS.

Dr. J. W. Gullikson, Chief Surgeon, Western District, Tacoma.  
 Dr. E. R. Anderson, Assistant Surgeon, Tacoma.  
 Dr. C. W. May, Assistant Surgeon, Tacoma.  
 Dr. W. R. Olson, Assistant Surgeon, Tacoma.  
 Dr. D. F. Cummings, Assistant Surgeon, Tacoma.

### Location of Stretchers (S).

N. P. B. A. Hospital, Tacoma (S)	Auburn Yard Office (S)
Tacoma, Wrecker Tool Car (S)	Auburn Station (S)
Tacoma Round House (S)	Puyallup (S)
Tacoma Moon Yard Office (S)	Enumclaw (S)     Lester (S)
Head-of-Bay Yard, Tacoma (S)	Easton (S)     Kanaskat (S)
King St. Station, Seattle (S)	Woodinville (S)     Olympia (S)
Yard Office, Seattle (S)	

First aid Boxes located at  
 Eagle Gorge, Kanaskat  
 Ravensdale

Pulmotors located at  
 Stampede (S)  
 Martin (S)

### LOCAL SURGEONS.

N. P. B. A. Clinic, Second Floor, N. P. Freight House, Seattle.  
 Hours—9:00 a. m. to 11:59 a. m. Daily, except Saturdays and Sundays.

Dr. D. H. Running. South Tacoma	Dr. J. A. Grelle. . . . . Portland
Dr. E. L. Carlson. . . South Tacoma	Dr. John A.
Dr. A. A. Searle. . . . . West Seattle	Hughes. . . . . Portland (S)
Dr. J. W. Geehan. . . . . Seattle	Dr. Walter G. Miller. Portland
Dr. J. Harold Brown	Dr. H. Y. Bell. . . . . Centralia (S)
Seattle	Dr. G. F. Parke. . . . . Centralia
Dr. I. J. D. Shuler. Seattle	Dr. L. G. Morley. . . . . Chehalis
Dr. D. J. Laviolette Renton	Dr. J. W. Dugaw. . . . . Toledo (vicinity of Winlock.)
Dr. O. G. Kesling. . . . . Arlington (S)	Dr. R. J. LaRue. . . . . Castle Rock
Dr. D. G. Huber. . . . . Arlington	Dr. N. R. Kirkpatrick. . . . . Longview (S)
Dr. Otter A. Thomle. Everett (S)	Dr. F. F. Parke. . . . . Longview
Dr. L. F. Ferrell. . . . . Everett	Dr. F. Davis. . . . . Kelso
Dr. W. J. Garre. . . . . Sumas (S)	Dr. L. S. Roach. . . . . Kalama
Dr. J. L. Whitaker. Snoqualmie	Dr. C. J. Hoffman. Woodland
Dr. R. M. Grimm. . . . . Issaquah	Dr. R. W. Armstrong. Vancouver (S)
Dr. Ernest C. McKibben. . . . . Kirkland	Dr. G. H. Johnson. Vancouver
Dr. E. S. Sarvis. . . . . Bellingham (S)	Dr. D. W. Nelson. . . . . Vancouver
Dr. E. J. Olson. . . . . Yakima	Dr. H. L. Skinner. . . . . Battle Ground and Ridgefield
Dr. L. S. Harris. . . . . Yakima (S)	Dr. E. R. Tiffan. . . . . Enumclaw
Dr. J. P. Maguire. . . . . Selah	Dr. George A. Race. Orting (S)
Dr. D. C. Bowman. Naches	Dr. D. I. Peterson. Buckley (S)
Dr. R. M. Hill. . . . . Ellensburg (S)	Dr. H. B. Cravens. Pe Ell
Dr. R. R. Pinckard. Ellensburg	Dr. Orne R. Nevitt. Raymond
Dr. Floyd Rogalski. Cle Elum (S)	Dr. L. Semler. . . . . Hoquiam (S)
Dr. J. P. Mooney. . . . . Roslyn	Dr. H. C. Watkins. Hoquiam
Dr. W. E. Williams. Auburn	Dr. M. C. Lindill. . . . . Montesano
Dr. M. W. Fish. . . . . Auburn	Dr. L. R. Lightfoot. Aberdeen (S)
Dr. Wm. H. Brandt. Auburn	Dr. B. N. Collier. . . . . Shelton
Dr. C. H. Denzler. . . . . Sumner	Dr. B. N. Ootkin. . . . . (Ft. Lewis Dupont)
Dr. C. J. Scheyer. . . . . Puyallup (S)	Dr. Henry A.
Dr. F. L. Scheyer. . . . . Puyallup	Barner. . . . . Bremerton (S)
Dr. L. F. Sulkosky. Puyallup	
Dr. James D. Hogan. . . . . Kent	

### SPECIALISTS.

Dr. R. P. Scheffer, Eye, Ear, Nose and Throat Specialist. . . . . Yakima	Dr. D. F. Carswell, Eye, Ear, Nose and Throat Specialist. . . . . Bellingham
Dr. R. C. Laughlin, Eye Specialist. . . . . Seattle	Dr. P. B. Smith, Eye, Ear, Nose and Throat Specialist. . . . . Tacoma
Dr. Paul M. Osmun, Ear, Nose and Throat Specialist. . . . . Seattle	Dr. W. H. Ludwig, Oculist. . . . . Tacoma
Dr. G. H. Drumheller, Eye, Ear, Nose and Throat Specialist. . . . . Everett	Dr. Canfield Beattie, Eye, Ear, Nose and Throat Specialist. . . . . Portland

### 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 of injury unrelated to railway operation to other than N. P. B. A. members, surgeon should endeavor to collect a reasonable fee for service from person attended. If unable to collect, Chief Surgeon should be notified.

Where injuries, to other than N. P. B. A. members, 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. Ralph M. Dodson, Portland.	Dr. H. Y. Bell, Centralia.
Dr. Frederick A. Kiehle, Portland.	Dr. L. S. Trask, Everett.
Dr. A. Ehrlich, Tacoma.	Dr. H. J. Knott, Seattle.
Dr. Ross D. Wright, Tacoma.	Dr. J. S. Thompson, Seattle.
Dr. H. M. Wiswall, Vancouver.	Dr. R. F. West, Seattle.

### Authorized Surgeons Union Pacific Railroad Company.

Dr. R. M. Dodson, District Surgeon. . . . . Portland.
Dr. K. C. Brown, Surgeon. . . . . Portland.
Dr. G. G. McGeary, Surgeon. . . . . Portland.
Dr. J. M. Roberts, Surgeon. . . . . Portland.
Dr. D. G. Duncan, Surgeon. . . . . Portland.
Dr. W. W. Hale, Surgeon. . . . . Portland.
Dr. E. C. Parkinson, Surgeon. . . . . Portland.
Dr. J. P. Craven, Surgeon. . . . . Portland.
Dr. P. A. Wagner, Surgeon. . . . . Portland.
Dr. G. D. Wood, Surgeon. . . . . Portland.
Dr. H. M. Wiswall, Surgeon. . . . . Vancouver.
Dr. J. E. Toothaker, Surgeon. . . . . Centralia.
Dr. G. F. Parke, Surgeon. . . . . Centralia.
Dr. A. E. Anderson, Surgeon. . . . . Aberdeen.
Dr. L. Semler, Surgeon. . . . . Hoquiam.
Dr. R. D. Wright, Surgeon. . . . . Tacoma.
Dr. L. A. Hopkins, Surgeon. . . . . Tacoma.
Dr. B. E. McConville, Surgeon. . . . . Seattle.
Dr. L. F. Lundy, Surgeon. . . . . Seattle.
Dr. S. J. Wood, Surgeon. . . . . Seattle.
Dr. J. M. Schiach, Specialist. . . . . Seattle.

No. 412 Lv. East Auburn 6:36 A. M., Arr. Auburn 6:43 A. M.  
 No. 416 Lv. East Auburn 7:26 A. M., Arr. Auburn 7:33 A. M.  
 No. 414 Lv. East Auburn 6:01 P. M., Arr. Auburn 6:07 P. M.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	FIRST CLASS			Distance from Yakima.
			5	25	1	
			Passenger	Passenger	Passenger	
			Daily	Daily	Daily	
WCZ TX	1811	Yard	L 1.35 <sup>6</sup> PM	L 3.25 AM	L 2.20 <sup>2</sup> AM	0.0
	1815	W101 E69	s 1.40	3.31	2.26	8.8
	1819	W125 E61	1.48	3.35	2.30	7.2
	1822	84	1.54	3.41	2.36	11.3
	1827	96	2.00	3.48	2.43	15.5
W	1832	125	2.07	3.56	2.51	20.1
	1836	96	2.14	4.03	2.58	24.2
	1843	W95 E76	f 2.24	4.15	3.10	31.8
WXY	1848	Yard	s 2.37	s 4.26	s 3.23	36.6
	1855	W96 E69	f 2.50	4.35	3.34	44.2
	1862	69	3.01	4.47	3.47	51.1
	1865	125	3.05	4.51	3.51	53.8
	1889	78	3.10	4.56	3.55	57.6
WCY ZX	1873	W125 E48	s 3.18	5.01	s 4.02	61.5
	1880	125	3.26	5.08	4.09	67.4
W XY	1886	107	s 3.36 <sup>26</sup>	5.16	s 4.19	74.1
W	1890	W61	3.45	5.24	4.29	78.1
W	1894	W78 E61	f 3.57	5.36	4.41	82.5
W	1897	W67 E66	4.05	5.44	4.49	85.7
W 2.8 mi. E.	1904	E62	4.15	5.54	4.59	90.7
WCT XO	1911	Yard	s 4.29	6.06	s 5.11	95.7
	1917	125	4.42	6.17	5.22	102.9
W	1921	54	f 4.51	6.22	5.27	106.8
	1925	106	f 4.59	6.30	5.35	110.4
X	1932		5.14	6.45	5.50	117.3
WYZ X	A1	125	s 5.17	6.47	5.52	118.4
	A7	128	f 5.27	6.56	6.01	123.8
W	A14	125	5.35	7.05	6.10	130.7
X	A22	94	s 5.50 6.00	s 7.20 7.25	s 6.25 6.35	188.1
CTWO XYZ	CF9	Yard	As 6.03 PM	A 7.28 AM	A 6.38 AM	189.0
			Daily	Daily	Daily	
			4.18	3.58	4.08	
			32.3	35.0	33.6	

Time Table No. 76  
 November 16, 1952

STATIONS  
 Telegraph Office and Calls

YA-KM...YAKIMA.....DN	139.0	As 1.35 <sup>5</sup> PM	As 5.45 PM	As 2.20 <sup>1</sup> AM
SD.....SELAH.....PDN	135.2	s 1.23	5.35	2.11
.....POMONA.....P	131.8	1.15	5.30	2.06
.....HILLSIDE.....P	127.7	1.07	5.24	2.00
.....ROZA.....P	123.5	12.59	5.17	1.53
ON.....WYMER.....PD	118.9	12.52	5.10	1.46
.....UMTANUM.....P	114.8	12.45	5.03	1.39
RO.....THRALL.....PD	107.2	12.32	4.51	1.27
EB.....ELLENSBURG....DN	102.4	s 12.25	s 4.44	s 1.20
.....THORP.....P	94.8	f 12.07 PM	4.31	1.05
.....KOUNTZE.....P	87.9	11.53 AM	4.19	12.53
.....BRISTOL.....P	85.2	11.49	4.15	12.49
.....TEANAWAY.....P	81.4	11.43	4.10	12.44
CL.....CLE ELUM.....DN	77.5	s 11.37	4.05	s 12.39
.....NELSON.....P	71.6	11.27	3.58	12.31
EA.....EASTON.....DN	64.9	s 11.19	3.50 <sup>5</sup>	s 12.23
.....UPHAM.....P	60.9	11.07	3.41	12.12
RT.....MARTIN.....DN	56.5	f 10.57	3.32	12.03 AM
SI.....STAMPEDE...DN	53.3	10.47	3.24	11.55 PM
.....KENNEDY.....P	48.3	10.35	3.14	11.44
DM.....LESTER.....DN	48.3	s 10.24	3.04	s 11.33
.....MAYWOOD.....P	36.1	f 10.04	2.51	11.16
.....HUMPHREY.....P	32.2	f 9.55	2.44	11.09
EG.....EAGLE GORGE....PD	28.6	f 9.47	2.37	11.02
.....PALMER JCT.....P	21.7	9.33	2.22	10.47
GV.....KANASKAT.....DN	20.6	s 9.30	2.20	10.45
.....RAVENSDALE.....P	15.2	f 9.18	2.12	10.37
.....COVINGTON.....P	8.3	9.08	2.03	10.28
.....EAST AUBURN.....P	6.9	s 8.55 s 8.45	s 1.50 s 1.45	s 10.15 s 10.05
AU-AY...AUBURN.....DN	0.0	L 8.40 AM	L 1.41 PM	L 9.59 PM

Time Over Subdivision	4.45	3.59	4.11
Average Speed Per Hour	29.2	34.9	33.2

No. 413 Lv. Auburn 8:34 A.M., Arr. Auburn 1:25 P.M.  
 No. 415 Lv. Auburn 1:20 P.M., Arr. Auburn 9:43 P.M.  
 No. 411 Lv. Auburn 9:47 P.M., Arr. Auburn 1:25 P.M.

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

No. 5 stops on flag at Eagle Gorge Logging Spur.  
 No. 5 stops on flag at Cabin Creek, Section House Stampede, Hot Springs, Nagrom and Baldi.  
 No. 6 stops on flag at Baldi, Hot Springs and Section House Stampede.

No. 6 stops on flag at Nagrom and Cabin Creek for revenue business only.  
 No. 6 stops at Eagle Gorge Logging spur to unload milk and camp supplies.  
 No. 5 stops on flag at Old Station Maywood to pick up passengers or cream.

**4 WESTWARD**

**SECOND SUB-DIVISION**

**FIRST CLASS**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Car Capacity of Sidings.	411	459	423	5	407	415	457	413	25	1	401	Time Table No. 76 November 16, 1952	Distance from Tacoma.	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			STATIONS
		Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
CTW OXZ	Yard			L 6.50 PM									Q-WR.....TACOMA.....DN 0.0		
X													AX.....15th ST. TOWER....DN 0.3		
X				A 6.55 PM									RN.....RESERVATION.....DN 2.2		
CTW OXZ	Yard	L 9.10 PM	L 8.15 PM			L 1.05 PM	L 12.55 PM	L 11.05 AM	L 7.50 AM			L 5.20 AM	Q-WR...TACOMA...DN 0.0		
X		9.15	8.19	L 6.55 PM		1.09	12.59	A 11.09 AM	7.55			5.25	(Head of Bay Line) RN..RESERVATION..DN 1.9		
X	W116 E50	f 9.25	8.27	s 7.08		1.16	1.06		s 8.06			s 5.40	PY...PUYALLUP...PDN 8.2		
WXY													.....MEEKER.....P 9.6		
X		f 9.29	8.31	s 7.15		1.20	1.10		s 8.13			s 5.50	SN....SUMNER....PD 11.2		
		9.33	8.34	7.19	See page 3	1.23	1.13		8.17	See page 3	See page 3	5.54	.....DIERINGER..... 13.7		
TOW XYZ	52	A s 9.43 PM	8.42	s 7.32	L 6.05 PM	1.29	A 1.20 PM		A s 8.30 AM	L 7.28 AM	L 6.38 AM	s 6.05	.....CHRISTOPHER..... 20.5		
	84	See page 3					See page 3		See page 3				.....THOMAS..... 21.9		
	818												KN....KENT....PD 23.8		
X	57		8.50	s 7.45	s 6.15	1.35				7.35	6.46	s 6.15	.....ORILLIA..... 27.9		
Y	18		8.56	7.55	6.25	1.41				7.41	6.53	6.23	BI..BLACK RIVER.PDN 29.4		
X			9.05	8.06	6.35	1.50				7.50	7.03	6.33	G.....ARGO.....DN 36.9		
													To Spokane St.....1.4		
													To Seattle.....3.2		
CWO XYZ	Yard												SF.....SPOKANE ST.....DN 38.3		
													.....MIDDLE YARD.....P 39.3		
TW XY			A 9.15 PM	A 8.20 PM	A 6.45 PM	A 2.00 PM				A 8.00 AM	A 7.20 AM	A 6.45 AM	Auto. Block { From Argo.....3.2 } UD...SEATTLE...DN } King Street Station } 40.1		
		Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		.38	1.00	1.30	.40	.55	.25	.04	.40	.32	.42	1.25	Time Over Subdivision		
		88.8	40.1	26.7	32.3	48.7	44.6	28.5	27.9	40.3	30.7	28.3	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. 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.

**SECOND SUB-DIVISION**

**EASTWARD 5**

**Time Table No. 76**

**November 16, 1952**

**STATIONS**

**Telegraph Offices and Calls**

Station Numbers,	Distance from Seattle.	Q-WR.....TACOMA.....DN 0.3
		AX.....15th ST. TOWER.....DN 1.0
1976	40.4	Q-WR.....TACOMA.....DN 0.3
	40.1	AX.....15th ST. TOWER.....DN 1.0
1972	38.2	RN.....RESERVATION.....DN (Draw Bridge Line)
1976	40.1	Q-WR.....TACOMA.....DN 1.0 (Head of Bay Line)
1972	38.2	RN.....RESERVATION.....DN 0.3
1967	31.9	PY.....PUYALLUP.....PDN 1.4
1966	30.5	.....MEEKER.....P 1.6
CF2	28.9	SN.....SUMNER.....PD 2.5
CF4	26.4	.....DIERINGER..... 4.0
CF9	21.5	AU-AY.....AUBURN.....DN 1.9
CF11	19.6	.....CHRISTOPHER..... 1.4
CF13	18.2	.....THOMAS..... 1.0
CF15	16.3	KN.....KENT.....PD 4.1
CF19	12.2	.....ORILLIA..... 1.8
CF21	10.7	BI.....BLACK RIVER.....PDN 7.5
CF27	3.2	G.....ARGO.....DN 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
		Time Over Subdivision
		Average Speed Per Hour

**FIRST CLASS**

412	416	422	6	460	408	26	458	414	2	402
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
A 7.20 AM	A 8.00 AM	As 9.05 AM						A 6.45 PM		
L 7.12 AM	L 7.53 AM	L 8.55 AM						L 6.36 PM		
				As 9.12 AM	As 1.22 PM		As 5.42 PM			As 12.55 AM
A 7.12 AM	A 7.53 AM	A 8.55 AM		9.07	1.17		L 5.37 PM	A 6.36 PM		12.45
s 7.02	7.45	s 8.45		8.59	1.09			s 6.26		s 12.35
s 6.55	7.41	s 8.35		8.55	1.05			s 6.19		f 12.28
		f 8.28	See page 3			See page 3			See page 3	12.24
L 6.44 AM	L 7.33 AM	s 8.20	As 8.40 AM	8.47	12.57	A 1.41 PM		L 6.08 PM	A 9.59 PM	s 12.17
See page 3	See page 3							See page 3		
		s 8.10	f 8.30	8.41	12.51	1.35			9.52	12.08
		8.01	8.21	8.35	12.45	1.29			9.46	12.01 AM
		7.52	8.12	8.27	12.37	1.21			9.37	11.52 PM
		L 7.45 AM	L 8.05 AM	L 8.20 AM	L 12.30 PM	L 1.15 PM			L 9.30 PM	L 11.45 PM
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.36	.27	1.20	.35	.52	.52	.26	.05	.37	.29	1.10
31.0	41.3	30.2	36.8	46.3	46.3	49.6	22.8	30.5	44.5	34.4

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

No. 422 stops at Orillia for U. S. Mail.

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

No. 402 stops at Kent to receive revenue passengers for Tacoma and beyond.

SECOND CLASS	FIRST CLASS					Distance from Portland.	Time Table No. 76 November 16, 1952
	597		401	459	423		
Mixed			Passenger	Passenger	Passenger	Passenger	Passenger
Ex. Sun.			Daily	Daily	Ex. Sun.	Daily	Daily
			L 11.45 PM	L 5.00 PM		L 10.00 AM	L 8.00 AM
						0.0	2.0

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

No. 457 stops on flag at Chehalis for passengers destined to Tacoma or beyond.

No. 457 stops at Chehalis and East Olympia to detrain passengers from Portland and beyond.

No. 457 stops on flag at East Olympia to receive revenue passengers for Seattle 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.

No. 459 stops on flag at Winlock to load baby chicks.

	Ls 12.11 AM	Ls 5.25 PM	Ls 10.21 AM	Ls 8.21 AM	10.0	
	12.16	5.28	10.24	8.24	13.1	
	f 12.35	5.39	10.35	8.35	24.3	
	f 12.49	5.44	10.40	8.40	29.7	
	f 1.05	5.53	10.49	8.49	38.9	
	1.14	5.59	10.55	8.55	46.1	
					47.4	
					49.0	
	s 1.35	s 6.05	s 11.01	s 9.01	49.0	
	1.40	6.09	11.05	9.05	50.5	
	s 1.55	6.15	11.11	f 9.11	52.6	
					58.9	
	2.07	6.23	11.19	9.19	65.8	
	f 2.09	6.25	11.21	9.21	67.3	
	s 2.27	6.32	s 11.28	9.28	68.5	
	s 2.40	6.39	11.35	9.35	74.9	
See page 18					81.2	
Ls 5.36 PM					87.5	
s 5.42	s 3.00	s 6.47	s 11.43	9.43	88.5	
As 5.50 PM	s 3.10	s 6.57	s 11.53 AM	s 9.53	92.2	
	3.25				94.4	
					99.6	
	f 3.35	7.06	12.02 PM	10.02	102.8	
	3.39	7.10	12.06	10.06	102.8	
	s 3.50	7.11	12.07	10.07	103.3	
	4.00	f 7.20	s 12.16	10.16	111.3	
	4.07	7.26	12.22	10.22	116.4	
	4.10	7.28	L 5.23 PM	12.24	118.0	
	f 4.16	f 7.33	As 5.33 PM	12.29	121.8	
	4.24	7.41	See page 8	12.37	128.6	
	s 4.30	7.43		12.39	130.6	
	4.40	7.50		12.46	136.5	
	4.50	7.58		12.54	143.5	
					145.9	
	As 5.00 AM	As 8.05 PM	As 1.01 PM	As 1.01 AM	146.2	
Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	
.14	4.34	2.40	.10	2.40	2.40	
20.0	29.9	51.1	22.8	51.1	51.1	

AUTOMATIC BLOCK		DOUBLE TRACK	
	8.0		
MX.....	VANCOUVER.....	DN	
	3.1		
	VANCOUVER JCT.....	P	
	11.2		
RG.....	RIDGEFIELD.....	PD	
	5.4		
WD.....	WOODLAND.....	PDN	
	9.2		
KA.....	KALAMA.....	DN	
	7.2		
JC.....	LONGVIEW JCT.....	PD	
	To East Yard 2.0	To Kelso 2.9	
	1.6		
	EAST YARD.....		
	1.6		
VW.....	LONGVIEW.....	PD	
	1.5		
KS.....	KELSO.....	DN	
	1.5		
	ROCKY POINT.....	P	
	2.1		
	OSTRANDER.....		
	6.3		
CA.....	CASTLE ROCK.....	DN	
	8.9		
	OLEQUA.....		
	1.5		
OQ.....	VADER JCT.....	PD	
	1.2		
PN.....	VADER.....	PD	
	6.4		
WI.....	WINLOCK.....	PD	
	6.3		
NA.....	NAPAVINE.....	DN	
	6.3		
	CHEHALIS JCT.....	P	
	1.0		
CH.....	CHEHALIS.....	PDN	
	3.7		
CN.....	CENTRALIA.....	DN	
	2.2		
	WABASH.....		
	5.2		
BC.....	BUCODA.....	PDN	
	3.2		
	TENINO JCT.....	P	
	0.5		
NO.....	TENINO.....	PDN	
	8.0		
	EAST OLYMPIA.....	P	
	5.1		
	KYRO.....	P	
	1.6		
SR.....	SAINT CLAIR.....	PD	
	3.8		
NU.....	NISQUALLY.....	DN	
	8.3		
	KETRON.....	P	
	2.0		
UO.....	STEILACOOM.....	PD	
	5.9		
SX.....	TITLOW.....	PD	
	7.0		
NX.....	McCARVER ST.....	DN	
	2.4		
	U. P. JCT.....		
	0.3		
Q-WR.....	TACOMA.....	DN	

Time Over Subdivision  
Average Speed Per Hour

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

THIRD SUB-DIVISION

EASTWARD

Car Capacity of Sidings.	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Tacoma.	Time Table No. 76					FIRST CLASS					SECOND CLASS	
				November 16, 1952					402	460	422	408	458		596
				STATIONS					Passenger	Passenger	Passenger	Passenger	Passenger		Mixed
				Telegraph Offices and Calls					Daily	Daily	Ex. Sun.	Daily	Daily		Ex. Sun.
Yard	WOZT	2121	146.2	VC.....	PORTLAND.....DN	A	6.45 AM	A	12.20 PM						
	WTOY	2119	144.2	C.....	LAKE YARD.....DN					A	4.30 PM	A	9.15 PM		

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

Yard	WTOYX	CX29	136.2	AUTOMATIC BLOCK	MX.....	VANCOUVER.....DN	8.0	As	6.15 AM	As	11.58 AM	As	4.08 PM	As	8.46 PM			
		CX25	133.1			.....	VANCOUVER JCT.....P <td>3.1</td> <td></td> <td>6.05</td> <td></td> <td>11.53</td> <td></td> <td>4.03</td> <td></td> <td>8.41</td> <td></td> <td></td>	3.1		6.05		11.53		4.03		8.41		
W98 E78	W	CX15	121.9	DOUBLE TRACK	RG.....	RIDGEFIELD.....PD <td>11.2</td> <td>s</td> <td>5.48</td> <td></td> <td>11.41</td> <td></td> <td>3.51</td> <td></td> <td>8.29</td> <td></td> <td></td>	11.2	s	5.48		11.41		3.51		8.29			
S28		CX9	116.5			WD.....	WOODLAND.....PDN <td>5.4</td> <td>s</td> <td>5.35</td> <td></td> <td>11.35</td> <td></td> <td>3.45</td> <td></td> <td>8.23</td> <td></td> <td></td>	5.4	s	5.35		11.35		3.45		8.23		
W55 E76	XW	2081	107.3		KA.....	KALAMA.....DN <td>9.2</td> <td>s</td> <td>5.18</td> <td></td> <td>11.25</td> <td></td> <td>3.35</td> <td></td> <td>8.13</td> <td></td> <td></td>	9.2	s	5.18		11.25		3.35		8.13			
Yard	XY	2074	100.1		JC.....	LONGVIEW JCT.....PD <td>7.2</td> <td></td> <td>5.05</td> <td></td> <td>11.18</td> <td></td> <td>3.28</td> <td></td> <td>8.06</td> <td></td> <td></td>	7.2		5.05		11.18		3.28		8.06			
					To East Yard 2.0 To Kelso 2.9													
Yard	WX	CV2	102.9		.....													
	X		104.5		VW.....	LONGVIEW.....PD <td>1.6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	1.6											
E104	X	2071	97.2	DOUBLE TRACK	KS.....	KELSO.....DN <td>1.5</td> <td>s</td> <td>5.00</td> <td>s</td> <td>11.14</td> <td></td> <td>s</td> <td>3.24</td> <td>s</td> <td>8.02</td> <td></td> <td></td>	1.5	s	5.00	s	11.14		s	3.24	s	8.02		
Yard		2068	95.7			.....	ROCKY POINT.....P <td>2.1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	2.1										
S9		2066	93.6		.....	OSTRANDER..... <td>6.3</td> <td></td> <td>4.30</td> <td></td> <td>11.08</td> <td></td> <td>3.18</td> <td></td> <td>7.54</td> <td></td> <td></td>	6.3		4.30		11.08		3.18		7.54			
W102 E89	WX	2060	87.3		CA.....	CASTLE ROCK.....DN <td>6.9</td> <td>s</td> <td>4.20</td> <td>f</td> <td>11.02</td> <td></td> <td>3.12</td> <td></td> <td>7.48</td> <td></td> <td></td>	6.9	s	4.20	f	11.02		3.12		7.48			
S20			80.4		.....	OLEQUA..... <td>1.5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	1.5											
S17		2051	78.9		OQ.....	VADER JCT.....PD <td>1.2</td> <td></td> <td>4.05</td> <td></td> <td>10.54</td> <td></td> <td>3.04</td> <td></td> <td>7.39</td> <td></td> <td></td>	1.2		4.05		10.54		3.04		7.39			
W101 E107	W	2050	77.7		PN.....	VADER.....PD <td>6.4</td> <td>s</td> <td>4.03</td> <td></td> <td>10.52</td> <td></td> <td>3.02</td> <td></td> <td>7.37</td> <td></td> <td></td>	6.4	s	4.03		10.52		3.02		7.37			
E69	X	2044	71.3		WI.....	WINLOCK.....PD <td>6.3</td> <td>s</td> <td>3.50</td> <td>s</td> <td>10.45</td> <td></td> <td>2.55</td> <td></td> <td>7.30</td> <td></td> <td></td>	6.3	s	3.50	s	10.45		2.55		7.30			
W67 E101		2038	65.0		NA.....	NAPAVINE.....DN <td>6.3</td> <td>s</td> <td>3.37</td> <td></td> <td>10.38</td> <td></td> <td>2.48</td> <td></td> <td>7.23</td> <td></td> <td></td>	6.3	s	3.37		10.38		2.48		7.23			
	YX	2032	58.7	DOUBLE TRACK	.....	CHEHALIS JCT.....P <td>1.0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	1.0											
W54	X	2031	57.7			CH.....	CHEHALIS.....PDN <td>3.7</td> <td>s</td> <td>3.25</td> <td>s</td> <td>10.29</td> <td></td> <td>2.39</td> <td>s</td> <td>7.14</td> <td></td> <td>As 11.43 AM</td>	3.7	s	3.25	s	10.29		2.39	s	7.14		As 11.43 AM
W79 E80	WTCZ YOX	2027	54.0		CN.....	CENTRALIA.....DN <td>2.2</td> <td>s</td> <td>3.00</td> <td>s</td> <td>10.22</td> <td></td> <td>2.32</td> <td>s</td> <td>7.05</td> <td></td> <td>L 11.25 AM</td>	2.2	s	3.00	s	10.22		2.32	s	7.05		L 11.25 AM	
	X	2025	51.8		.....	WABASH..... <td>5.2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	5.2											
W108		2020	46.6		BC.....	BUCODA.....PDN <td>3.2</td> <td>f</td> <td>2.35</td> <td></td> <td>10.11</td> <td></td> <td>2.21</td> <td></td> <td>6.50</td> <td></td> <td></td>	3.2	f	2.35		10.11		2.21		6.50			
W60 E61			43.4		.....	TENINO JCT.....P <td>0.5</td> <td></td> <td>2.30</td> <td></td> <td>10.08</td> <td></td> <td>2.18</td> <td></td> <td>6.47</td> <td></td> <td></td>	0.5		2.30		10.08		2.18		6.47			
		2015	42.9		NO.....	TENINO.....PDN <td>8.0</td> <td>s</td> <td>2.29</td> <td></td> <td>10.07</td> <td></td> <td>2.17</td> <td></td> <td>6.46</td> <td></td> <td></td>	8.0	s	2.29		10.07		2.17		6.46			
W92	X	CS35	34.9		.....	EAST OLYMPIA.....P <td>5.1</td> <td>f</td> <td>2.08</td> <td>s</td> <td>9.58</td> <td></td> <td>s</td> <td>2.08</td> <td>s</td> <td>6.37</td> <td></td> <td></td>	5.1	f	2.08	s	9.58		s	2.08	s	6.37		
E91	W	CS30	29.8		.....	KYRO.....P <td>1.6</td> <td></td> <td>2.00</td> <td></td> <td>9.51</td> <td>See page 12</td> <td>2.01</td> <td></td> <td>6.27</td> <td></td> <td></td>	1.6		2.00		9.51	See page 12	2.01		6.27			
		CS28	28.2		SR.....	SAINT CLAIR.....PD <td>3.8</td> <td></td> <td>1.58</td> <td></td> <td>9.49</td> <td>As 10.30 AM</td> <td>1.59</td> <td></td> <td>6.25</td> <td></td> <td></td>	3.8		1.58		9.49	As 10.30 AM	1.59		6.25			
7	X	CS24	24.4		NU.....	NISQUALLY.....DN <td>6.8</td> <td>f</td> <td>1.53</td> <td></td> <td>9.45</td> <td>L 10.22 AM</td> <td>1.55</td> <td></td> <td>6.21</td> <td></td> <td></td>	6.8	f	1.53		9.45	L 10.22 AM	1.55		6.21			
E53	W	CS18	17.6		.....	KETRON.....P <td>2.0</td> <td></td> <td>1.43</td> <td></td> <td>9.38</td> <td>See page 8</td> <td>1.48</td> <td></td> <td>6.14</td> <td></td> <td></td>	2.0		1.43		9.38	See page 8	1.48		6.14			
S12		CS16	15.6		UO.....	STEILACOOM.....PD <td>5.9</td> <td>s</td> <td>1.40</td> <td></td> <td>9.36</td> <td></td> <td>1.46</td> <td></td> <td>6.12</td> <td></td> <td></td>	5.9	s	1.40		9.36		1.46		6.12			
W94 E43		CS10	9.7		SX.....	TITLOW.....PD <td>7.0</td> <td></td> <td>1.32</td> <td></td> <td>9.30</td> <td></td> <td>1.40</td> <td></td> <td>6.06</td> <td></td> <td></td>	7.0		1.32		9.30		1.40		6.06			
	X	CS2 1/2	2.7		NX.....	McCARTHER ST.....DN <td>2.4</td> <td></td> <td>1.22</td> <td></td> <td>9.23</td> <td></td> <td>1.33</td> <td></td> <td>5.59</td> <td></td> <td></td>	2.4		1.22		9.23		1.33		5.59			
Yard	TZOC WX	1976	0.0		Q-WR.....	TACOMA.....DN <td>0.3</td> <td>L</td> <td>1.15 AM</td> <td>L</td> <td>9.16 AM</td> <td></td> <td>L</td> <td>1.26 PM</td> <td>L</td> <td>5.52 PM</td> <td></td> <td></td>	0.3	L	1.15 AM	L	9.16 AM		L	1.26 PM	L	5.52 PM		
									Daily		Daily		Ex. Sun.		Daily		Ex. Sun.	
									4.45		2.42		.08		2.42		2.49	
									28.6		50.5		28.5		50.5		48.4	
																	.18	
																	15.6	

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

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

cover and beyond and discharge revenue passengers from Tacoma and beyond.

No. 458 stops on flag at Winlock to receive revenue passengers for Van-

No. 402 stops on flag at Carrolls.

**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. 76 November 16, 1952		Distance from Lakeview.	FIRST CLASS	
			423			422				
			Passenger	Ex. Sun.		Passenger	Ex. Sun.			
			<b>STATIONS</b>			<b>STATIONS</b>			<b>STATIONS</b>	
			Telegraph Offices and Calls			Telegraph Offices and Calls			Telegraph Offices and Calls	
X	C524	7	See page 6 L 5.33 PM	0.0	NU.....NISQUALLY.....DN	11.7	See page 7 As 10.20 AM		See page 7 As 10.20 AM	
WXY	CK7	Yard	s 5.55	3.9	D.....FORT LEWIS.....PD	7.8	s 10.10		s 10.10	
	CK5 1/2	27	6.01	6.4	.....STONE.....	5.3	9.56		9.56	
	CK5	26	f 6.02	7.0	.....CAMP MURRAY...P	4.7	f 9.55		f 9.55	
	CK3	28	6.05	8.5	.....TILlicum.....	3.2	9.52		9.52	
X	1985	36	As 6.12 PM	11.7	VA.....LAKEVIEW.....PD	0.0	L 9.45 AM		L 9.45 AM	
			Ex. Sun.						Ex. Sun.	
			.39						.35	
			18.0						20.1	
					Time Over Subdivision				.35	
					Average Speed Per Hour				20.1	

**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. 76 November 16, 1952		Distance from Ronald.	THIRD CLASS	
			473			474				
			Freight	Ex. Sun.		Freight	Ex. Sun.			
			<b>STATIONS</b>			<b>STATIONS</b>			<b>STATIONS</b>	
			Telegraph Offices and Calls			Telegraph Offices and Calls			Telegraph Offices and Calls	
WCY XZ	1873	Yard	L 7.00 AM	0.0	CL.....CLE ELUM.....DN	5.4	A 8.10 AM		A 8.10 AM	
Z	CA4		7.15	3.5	.....ROSLYN.....P	1.9	7.55		7.55	
	CA6		A 7.23 AM	5.4	.....RONALD.....	0.0	L 7.45 AM		L 7.45 AM	
			Ex. Sun.						Ex. Sun.	
			.23						.25	
			14.0		Time Over Subdivision				12.9	
					Average Speed Per Hour				12.9	

**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.**

**FOURTH SUB-DIVISION**  
**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. 76 November 16, 1952		Distance from Tacoma.	FIRST CLASS	
			423			422				
			Passenger	Ex. Sun.		Passenger	Ex. Sun.			
			<b>STATIONS</b>			<b>STATIONS</b>			<b>STATIONS</b>	
			Telegraph Offices and Calls			Telegraph Offices and Calls			Telegraph Offices and Calls	
X		W70 E70		0.0	.....TENINO JCT.....P	39.2				
X	2015	34		0.2	.....WEST TENINO.....	39.0				
	2007	W58 E69		9.1	.....RAINIER.....P	30.1				
	2002	57		14.5	Y.....YELM.....PD	24.7				
W	1996	61		20.0	.....ROY.....P	19.2				
	1990	48		25.9	.....HILLHURST.....	13.3				
	1988	Conn.		27.6	.....MOBASE.....P	11.6				
	1987	Conn.		29.5	.....MECHORD FIELD...P	9.7				
X	1985	36	L 6.12 PM	31.2	VA.....LAKEVIEW.....PD	8.0	As 9.45 AM		As 9.45 AM	
WZTX	1981	Yard	s 6.20	34.6	SU.SOUTH TACOMA.PD	4.6	s 9.39		s 9.39	
X			6.30	39.0	AX.15TH ST. TOWER.DN	0.2	9.27		9.27	
CTO WXX	1976	Yard	As 6.37 PM	39.2	Q-WR.....TACOMA.....D	0.0	L 9.25 AM		L 9.25 AM	
			Ex. Sun.						Ex. Sun.	
			.25						.20	
			19.5		Time Over Subdivision				.20	
					Average Speed Per Hour				21.2	

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

**TWENTIETH SUB-DIVISION**  
**WESTWARD (COSTA BRANCH) EASTWARD**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Aberdeen Jct.	Time Table No. 76 November 16, 1952		Distance from Markham.
				<b>STATIONS</b>		
				Telegraph Offices and Calls		
YX	CM37	95	0.0	.....ABERDEEN JCT.....P	13.1	
			0.9	.....JUNCTION CITY.....	12.2	
X	CR 1		1.5	To South Aberdeen 0.9 To Cosmopolis 1.3 .....COSMOPOLIS JCT.....	11.6	
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. 76 November 16, 1952		Distance from Vancouver Jct.
				<b>STATIONS</b>		
				Telegraph Offices and Calls		
WYX	CY27	35	0.0	.....YACOLT.....	27.2	
	CY19	S17	8.1	.....HEISON.....	19.1	
W	CY14	32	12.8	.....BATTLE GROUND...PD	14.4	
	CY10	26	17.0	.....BRUSH PRAIRIE.....	10.2	
	CY 7	S 4	20.1	.....HOMAN.....	7.1	
	CY 6	S 4	21.2	.....BARBERTON.....	6.0	
	CX25		27.2	.....VANCOUVER JCT.....P	0.0	

**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. 76 November 16, 1952		Distance from Meeker.
				STATIONS		
			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
X	1934	820	3.4	..... BAYNE.....		31.3
	1936		4.6	..... CUMBERLAND.....		30.1
	1937	15	5.1	..... NACO.....		29.6
	1939	862	7.5	..... VEAZEY..... P		27.2
XY	1942	38	10.9	CW..... ENUMCLAW..... PD		23.8
X	1945	37	14.3	..... BUCKLEY..... P		20.4
				To Cascade Jct. 4.3		
	CB 8	83	27.1	..... CARBONADO.....		24.5
	CB 5	44	22.9	..... WILKESON.....		20.4
				To Cascade Jct. 4.3		
X	1949		18.6	..... CASCADE JCT..... P		16.1
WX	1950	67	19.7	..... SOUTH PRAIRIE..... P		15.0
	1955	27	24.2	..... CROCKER.....		10.5
WXY	1958	43	26.9	OG..... ORTING..... PD		7.8
	1963	812	32.4	..... ALDERTON.....		2.3
YWX	1966		34.7	..... MEEKER..... P		0.0

EASTWARD—Meeker to Kanaskat Jct., Cascade Jct. to Carbonado and Bayne Jct. to Palmer Jct.

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

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

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Bagley Jct.	Time Table No. 76 November 16, 1952		Distance from Kanaskat.
				STATIONS		
			0.0	..... BAGLEY JCT.....		6.1
X	CJ4	15	2.2	..... SELLECK.....		3.9
	CJ1		4.6	..... DURHAM.....		1.5
			5.1	..... KANASKAT JCT.....		1.0
WYZX	A1	125	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. 76 November 16, 1952		Distance from Orting.
				STATIONS		
			0.0	..... LAKE KAPOWSIN.....		10.1
WX	CE 8	43	2.4	..... PUYALLUP RIVER JCT.....		7.7
YX	1958	87	10.1	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		Distance from Centralia.	Time Table No. 76 November 16, 1952		Distance from Gate.	SECOND CLASS	
			695	Freight		STATIONS	696		Freight	
			Freight			STATIONS				
			Ex. Sun.			Telegraph Offices and Calls				
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					.40		
			20.7					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. 76 November 16, 1952		Distance from Naches.
				STATIONS		
			0.0	YA-KM.... YAKIMA..... DN		13.5
WCZ TX	1811	Yard	2.7	..... FRUITVALE.....		10.8
X	KX3	9	4.2	..... BRACE.....		9.3
	KX4	18		To Weikel 4.9 To Glead 2.6		
W	KL5	13	9.1	..... WEIKEL.....		14.2
	KL9	25	12.7	..... COWICHE.....		17.8
	KL10	8 4	13.3	..... HOLTZINGER.....		18.4
YX	KL12	50	15.8	..... TIETON..... P		20.9
	KX6	53	6.8	..... GLEED..... P		6.7
	KX8	10	8.0	..... ESCHBACH.....		5.5
	KX14	102	13.5	..... NACHES..... P		0.0

EASTWARD—Naches to Yakima, and Tieton to Brace.

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

**10 FIFTH SUB-DIVISION**  
**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. 76 November 16, 1952		Distance from Sumas.	SECOND CLASS	
			675			STATIONS			676	
			Freight			Telegraph Offices and Calls			Freight	
			Daily						Daily	
CTW XYZ	CF31	Yard			0.0	UD..... SEATTLE..... DN King St. Station—South Portal 1.5 Double Track	128.0			
<b>BETWEEN SOUTH PORTAL AND NORTH PORTAL INTERLOCKING RULES AND KING STREET PASSENGER STATION TUNNEL RULES GOVERN</b>										
					1.5	J..... NORTH PORTAL..... DN	126.5			
WZX	CF35	Yard			4.0	..... INTERBAY..... P	124.0			
WXY	CF37	38			6.9	..... FREMONT.....	121.1			
	CF39				8.7	UY..... UNIVERSITY..... D	119.3			
	CF46	38			15.8	..... LAKE.....	112.2			
	CF53	816			22.6	B..... BOTHELL..... PD	105.4			
CWYXO	CF55	Yard	L 7.15 AM		24.2	CJ..... WOODINVILLE... PDN	103.8	A 7.00 PM		
X	CF60	60 60	7.35		30.2	..... MALTBY.....	97.8	6.40		
WCX	CF68	8 6 59	A 8.00 AM		37.6 38.1	..... BROMART..... SH... G. N.-SNOHOMISH... DN	90.4 89.9	L 6.15 PM		

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

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Edgcomb.	SECOND CLASS		Distance from Bromart.	Time Table No. 76 November 16, 1952		Distance from Edgcomb.	SECOND CLASS	
				675			STATIONS			676	
				Freight			Telegraph Offices and Calls			Freight	
				Daily						Daily	
X	BB6	73			43.9	W..... LOWELL..... DN	84.1				
					44.1	..... BELT YARD.....	83.9				
CW XYZ	BB8	Yard			45.4	EV..... EVERETT..... DN	82.6				
X					46.7	PG..... G. N. JCT..... DN	81.3				
					47.3	..... MILWAUKEE JCT.....	80.7				
					48.1	..... ROGER.....	79.9				
					48.5	WY..... DELTA JCT..... DN	79.5				

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

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Edgcomb.	SECOND CLASS		Distance from Bromart.	Time Table No. 76 November 16, 1952		Distance from Edgcomb.	SECOND CLASS	
				675			STATIONS			676	
				Freight			Telegraph Offices and Calls			Freight	
				Daily						Daily	
WX	CF88	54	L 9.00 AM		54.5	..... KRUSE.....	73.5				
YCX	CF91	Yard	9.30		58.3	..... EDGEComb..... P	69.7	A 5.05 PM			
X	CF92		9.33		61.4	A..... ARLINGTON... PDN	66.6	4.50			
	CF95	68	9.40		62.3	..... ARLINGTON JCT..... P	65.7	4.45			
	CF101	15	10.00		65.2	..... BRYANT.....	62.8	4.36			
	CF107	15	10.12		71.5	..... McMURRAY.....	56.5	4.20			
	CF109	62	10.16		77.2	..... MONTBORNE.....	50.8	4.07			
	CF114	56	10.28		78.9	..... BIG LAKE.....	49.1	4.02			
WTX	CF117	Yard	10.50		84.3	..... CLEAR LAKE.....	43.7	3.52			
	CF122	38	11.19		87.5	WL..... SEDRO-WOOLLEY... PD	40.5	3.45			
WYX	CF128	Yard	11.32		94.8	..... THORNWOOD.....	33.2	3.20			
	CF133	12	11.40 AM		99.3	WK... WICKERSHAM... PD	28.7	3.05			
	CF141	33	12.10 PM		104.3	..... ACME.....	23.7	2.50			
	CF151	14	12.30		112.2	..... DEMING.....	15.8	2.30			
CWO XYZ	CF157	Yard	A 12.45 PM		121.6	..... NOOKSACK.....	6.4	2.15			
			Daily		128.0	SM..... SUMAS..... PDN	0.0	L 2.00 PM			
			Daily					Daily			
			4.30					Time Over Subdivision			3.45
			18.4					Average Speed Per Hour			22.1

**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.	Distance from Black River.	SECOND CLASS		Distance from Woodinville.	Time Table No. 76 November 16, 1952		Distance from Woodinville.	SECOND CLASS	
				675			STATIONS			676	
				Freight			Telegraph Offices and Calls			Freight	
				Daily						Daily	
YX	CF21	20	L 5.45 AM	0.0	BI..... BLACK RIVER... PDN	24.5	A 8.30 PM				
WX	BA22	15	5.55	2.7	RT..... RENTON..... D	21.8	8.20				
	BA19	35	6.07	6.7	..... QUENDALL.....	17.8	8.08				
	BA12	24	6.24	12.4	..... WILBURTON.....	12.1	7.51				
	BA 11 1/2	15		13.2	..... BELLEVUE.....	11.3					
	BA 7	56	6.40	17.7	KR..... KIRKLAND..... D	6.8	7.35				
WYO XC	CF55	Yard	A 7.00 AM	24.5	CJ..... WOODINVILLE... PDN	9.0	L 7.15 PM				
			Daily				Daily				
			1.15				Time Over Subdivision				1.15
			19.6				Average Speed Per Hour				19.6

**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.	Distance from Bromart.	SECOND CLASS		Distance from Bromart.	Time Table No. 76 November 16, 1952		Distance from Edgcomb.	SECOND CLASS	
				675			STATIONS			676	
				Freight			Telegraph Offices and Calls			Freight	
				Daily						Daily	
WCX	CF68	86	L 8.00 AM	0.0	..... BROMART.....	19.9	A 6.15 PM				
YX	CF69	Yard	8.05	1.1	OM..... SNOHOMISH... PDN	18.8	6.10				
	CF74	45	8.17	6.3	..... MACHIAS.....	13.6	5.50				
	CF77	Yard	8.25	9.4	..... HARTFORD.....	10.5	5.40				
	CF82	57	8.40	13.9	..... GETCHELL.....	6.0	5.25				
WX	CF88	54	A 9.00 AM	19.9	..... EDGEComb..... P	0.0	L 5.05 PM				
			Daily				Daily				
			1.00				Time Over Subdivision				1.10
			19.9				Average Speed Per Hour				17.0

**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)**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Bangor.	Time Table No. 76		Distance from Elma.
				November 16, 1952		
				STATIONS		
				Telegraph Offices and Calls		
WXY	CH68	Yard	0.0	BG.....	BANGOR.....	PD 68.5
	CH65	49	3.4		SILVERDALE.....	P 65.1
X	CH63	63	5.9		N. A. D. JCT.....	P 62.6
				To Bremerton Jct. 5.3		
TWXO	CH62	Yard	15.8	BM.....	BREMERTON.....	PD 61.9
				To Bremerton Jct. 4.6		
X	CH57	64	11.2		BREMERTON JCT.....	P 57.3
				1.5		
W	CH56		12.7		TWIN LAKES.....	55.8
				1.6		
	CH54	59	14.3		BELFAIR.....	P 54.2
				12.6		
	CH41	59	26.9		ALLYN.....	P 41.6
				13.0		
	CH28	Yard	39.9		BAY SHORE.....	P 28.6
				3.5		
WTX	CH25	Yard	43.4	NS.....	SHELTON.....	PD 25.1
				10.7		
	CH15	55	54.1		MARMAC.....	P 14.4
				4.3		
W1mi.E	CH10	23	58.4		STIMSON.....	10.1
				To McCleary Jct. 2.6		
	CH 8	S15	61.0		McCLEARY.....	8.2
				To McCleary Jct. 0.7		
XY	CH 7	14	61.7		McCLEARY JCT.....	P 7.5
				3.5		
	CH 4	S28	64.5		WHITES.....	4.0
				4.0		
OWYX	CM19	77	68.5	EF.....	ELMA.....	DN 0.0

EASTWARD—  
Elma to Bangor, McCleary Jct. to McCleary, and Bremerton Jct. to Bremerton.

**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**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Arlington Jct.	Time Table No. 76		Distance from Darrington.
				November 16, 1952		
				STATIONS		
				Telegraph Offices and Calls		
X	CF92		0.0		ARLINGTON JCT.....	P 27.7
				11.1		
	BK11	50	11.1		OSO.....	16.6
				2.2		
	BK13	5	13.3		HALTERMAN.....	14.4
				3.6		
W	BK17	30	16.9		HAZEL.....	10.8
				1.1		
	BK19	26	18.0		TULKER.....	9.7
				2.6		
	BK21	S17	20.6		FORTSON.....	7.1
				7.1		
WYX	BK28	Yard	27.7		DARRINGTON.....	D 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**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Yakima.	Time Table No. 76		Distance from Moxee City.
				November 16, 1952		
				STATIONS		
				Telegraph Offices and Calls		
WCZ TX	1811	Yard	0.0	YA-KM....	YAKIMA.....	DN 8.5
				3.1		
	KM3	7	3.1		TERRACE HEIGHTS.....	5.4
				2.4		
	KM5	9	5.5		BIRCHFIELD.....	3.0
				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.**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	SECOND CLASS	FIRST CLASS	Distance from St. Clair.	Time Table No. 76 November 16, 1952	Distance from Moclips.	FIRST CLASS	SECOND CLASS	
			695	461				464	696	
			Freight	Passenger				Passenger	Freight	
			Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.	
				See page 7				See page 6		
	X	CK28	44		L 10.30 AM	0.0	SR.....SAINT CLAIR.....PD	100.5	A s 5.23 PM	
		CK18			f 10.36	2.9	.....UNION MILL.....	97.6	f 5.17	
		CK20	30		s 10.40	4.5	.....LACEY.....	96.0	s 5.13	
	OWY ZX	CK25	Yard		s 10.53 11.08	9.5	OY.....OLYMPIA.....PD	91.0	5.00 s 4.48	
		CK34	28		f 11.21	14.7	.....BELMORE.....	85.8	f 4.35	
		CK37	29		s 11.32	21.3	.....LITTLE ROCK.....P	79.2	s 4.24	
				See page 9					See page 9	
	WYX	CK44	75	L 3.25 AM	s 11.45	28.6	HK.....GATE.....PD	71.9	s 4.11	A 7.00 PM
		CM 5	55		s 11.57 AM	33.5	.....OAKVILLE.....P	67.0	s 3.58	6.46
		CM13	12		f 12.10 PM	41.4	.....PORTER.....P	59.1	f 3.44	6.25
		CM15	84		s 12.14	43.0	.....MALONE.....	57.5	s 3.40	6.20
	OWXY	CM19	77		s 12.28	48.0	EF.....ELMA.....DN	52.5	s 3.30	6.07
		CM23	27		s 12.35	51.8	.....SATSOP.....	48.7	s 3.19	5.57
		CM25	83		f 12.38	53.2	.....BRADY.....	47.3	f 3.15	5.52
		CM29	58		s 12.48	57.8	MO.....MONTESANO.....PD	42.7	s 3.08	5.40
	YX	CM37	95		f 1.02	66.2	.....ABERDEEN JCT.....P	34.3	f 2.53	5.18
	ZXO	CM40	71		s 1.10 1.15	69.0	SA.....ABERDEEN.....PDN	31.5	s 2.45	5.10
	WY ZXO	CM44	Yard	A 6.40 AM	A 1.30 PM	72.5	HO.....HOQUIAM.....PD	28.0	L 2.30 PM	L 4.55 PM
		CM56	85			85.1	.....TULIPS.....	15.4		
	X	CM61	17			88.3	.....COPALIS.....	12.2		
	X	CM63	43			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	86			100.5	.....MOCLIPS.....P	0.0		
				Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	
				3.15	2.40		Time Over Subdivision	2.41	2.05	
				13.5	27.2		Average Speed Per Hour	27.0	21.0	

No. 461 stops on flag  
at Mima.No. 464 stops on flag  
at Mima.

**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.**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS	SECOND CLASS	Distance from Chehalis Jct.	Time Table No. 76 November 16, 1952		SECOND CLASS	THIRD CLASS
			969	591		594	970		
			Freight	Mixed		Mixed	Freight		
			Ex. Sun.	Ex. Sun.		Ex. Sun.	Ex. Mon.		
			See page 7			STATIONS		See page 6	
			See page 7			Telegraph Offices and Calls		See page 6	
YX	2032		<sup>970</sup> L 12.20 PM	L 11.43 AM	0.0	..... CHEHALIS JCT. .... P	56.5	A 5.36 PM	<sup>969</sup> A 12.20 PM
	CW 2	812	12.35	f 11.51	3.4	..... LITTELL .....	53.1	f 5.28	12.01 PM
	CW 5	26	12.45	<sup>970</sup> f 11.54	4.7	..... ADNA .....	51.8	f 5.25	<sup>591</sup> 11.54 AM
X	Conn.		12.50	11.58 AM	6.6	MB..... MILLBURN..... D	49.9	5.20	11.36
	CW10	29	1.05	f 12.05 PM	10.0	..... CERES .....	46.5	f 5.13	11.23
X		S53	1.12	f 12.09	12.2	..... MESKILL PIT.....	44.3	f 5.08	11.12
X	CW16	88	1.25	f 12.19	16.3	..... DRYAD .....	40.2	f 4.57	11.00
X	Conn.				16.8	..... DRYAD JCT.....	39.7		
	CW17		1.35	f 12.23	17.6	..... DOTY .....	38.9	f 4.52	10.55
WX	CW22	55	2.05	f 12.33	22.3	PL..... PE ELL..... D	34.2	f 4.38	10.40
X	CW29	50	2.40	f 12.49	28.8	..... PLUVIUS.....	27.7	f 4.20	9.55
W	CW35	65	3.05	f 1.04	35.2	..... FRANCES.....	21.3	f 3.55	9.25
	CW38	6	3.15	f 1.10	37.9	..... LEBAM .....	18.6	f 3.47	8.45
	CW 41 1/4	40	3.25	f 1.17	41.2	..... NALLPEE.....	15.3	f 3.40	8.28
	CW42	30	<sup>594</sup> 3.37	f 1.20	42.3	..... HOLCOMB.....	14.2	<sup>969</sup> f 3.37	8.23
	CW46	7	4.00	f 1.30	46.5	..... MENLO.....	10.0	f 3.29	8.10
	CW50	11	4.10	f 1.39	50.5	..... WILLAPA.....	6.0	f 3.21	7.50
X	CW53	70	4.35	s 1.58	53.1	ND..... RAYMOND..... D	3.4	s 3.15	7.40
OWYX	CW57	66	A 4.50 PM	A 2.08 PM	56.5	SB..... SOUTH BEND..... D	0.0	L 3.00 PM	L 7.00 AM
			Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Mon.
			4.30	2.25		Time Over Subdivision		2.36	5.20
			12.5	23.4		Average Speed Per Hour		21.7	10.6

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

**14 TWELFTH SUB-DIVISION**  
**WESTWARD (SNOQUALMIE BRANCH) EASTWARD**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	Distance from Woodinville.	Time Table No. 76		Distance from North Bend.
				November 16, 1952		
				STATIONS		
				Telegraph Offices and Calls		
CWXYO	CF55	Yard	0.0	CJ.....	WOODINVILLE.....PDN	35.7
	BC 7	20	6.5	RM.....	REDMOND.....D	29.2
	BC15	48	14.6		MONOHON.....	21.1
W 1/2 Bi W	BC19	19	18.6	G.....	ISSAQUAH.....D	17.1
	BC26	28	23.3		PRESTON.....	10.4
W	BC29	32	28.8		FALL CITY.....	6.9
	BC32	34	31.8		SNOQUALMIE FALLS.....	3.9
	BC33	24	32.7	SO.....	SNOQUALMIE.....D	3.0
Y	BC36	21	35.7		NORTH BEND.....	0.0

**FIFTEENTH SUB-DIVISION**  
**WESTWARD (BELLINGHAM BRANCH) EASTWARD**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		Distance from Wickersham.	Time Table No. 76		Distance from Bellingham.	THIRD CLASS	
			931			November 16, 1952			932	
			Freight	Daily		Freight	Daily			
			Telegraph Offices and Calls					Telegraph Offices and Calls		
WYX	CF128	Yard	L 3.15 PM	932	0.0	WK.....	WICKERSHAM.....PD	20.4	A 3.00 PM	
	BM1	28	3.20	1.5			MIRROR LAKE.....	18.9	2.45	
	BM4	16	3.30	4.1			PARK.....	16.3	2.35	
W 1/2 mi. West of M. P. 7	BM11	31	3.55	11.7			AGATE BAY.....	8.7	1.55	
	BM16	31	4.20	16.3			LARSON.....	4.1	1.35	
WYC ZX	BM20	Yard	A 4.45 PM	30.4		WD.....	BELLINGHAM.....PD	0.0	L 1.15 PM	
			Daily						Daily	
			1.80				Time Over Subdivision		1.45	
			18.6				Average Speed Per Hour		12.8	

**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.**

**THROUGH FREIGHT SERVICE.**  
**FOR INFORMATION ONLY.**

**WESTWARD**

**EASTWARD**

SECOND 679	691	SECOND 671	FIRST 679	FIRST 671	681	692	FIRST 672	FIRST 680	690	SECOND 672	SECOND 680
L 8.30 PM			L 6.30 PM					A 5.00 AM			A 6.00 AM
	L 8.15 PM	L 7.00 PM		L 1.30 PM	L 9.10 AM		A 7.00 AM	A 4.30 PM		A 3.30 AM	A 4.00 AM
	A 2.00 AM				A 2.30 PM		L 12.30 AM			L 7.30 PM	
3.00 AM		1.00 AM	12.01 AM	7.30				10.00 AM	9.30 PM		9.30 PM
A 6.00 AM			A 1.30 AM						L 7.00 PM		L 10.00 PM
		A 2.30 AM		A 9.00 PM				L 8.30 AM		L 8.00 PM	

**CROSSOVERS**

**First Subdivision**

Easton, Kennedy, Lester.

**Third Subdivision**

Tacoma, McCarver St., Titlow, Pioneer Pit, Cascade Paper Co. Spur, Steilacoom, Ketron, Nisqually, Saint Clair, Kyro, East Olympia, Tenino Jct., Bucoda, Centralia, Chehalis, Chehalis Jct., Napavine, Winlock, Vader, Vader Jct., Castle Rock, Ostrander, Rocky Point, Kelso, Longview Jct., Kalama, Woodland, Ridgefield, Vancouver Jet., Vancouver.

**Second Subdivision**

Seattle, Middle Yard, Argo, Black River, C. M. St. P. & P. Crossing, Kent, Auburn, Sumner, Puyallup, Reservation.

**Fourth Subdivision**

15th St. Tower, Tacoma

South Tacoma

COMMERCIAL SPURS.

**FIRST SUBDIVISION**  
(MAIN LINE)

	Miles from Yakima	Car Capacity
Holmes spur .....	34.1	41
Cabin Creek .....	77.1	Conn.
Hot Springs .....	97.7	None
Nagrom .....	101.4	10
Baldi spur .....	109.3	2
Eagle Gorge Logging spur .....	111.0	Conn
Lemolo spur .....	112.6	30
Henrys spur .....	125.6	Conn

**SECOND SUBDIVISION**  
(MAIN LINE)

	Miles from Seattle	Car Capacity
Rhodes Spur .....	5.9	40

**THIRD SUBDIVISION**  
(MAIN LINE)

	Miles from Tacoma	Car Capacity
Pioneer spur .....	13.2	60
Cascade Paper spur (West Tacoma) .....	14.4	16
Carrolls .....	103.0	None

**FOURTH SUBDIVISION**  
(PRAIRIE LINE)

	Miles from Tacoma	Car Capacity
Metreco spur .....	10.9	25
Wetico spur .....	31.9	10

**FIFTH SUBDIVISION**  
(SUMAS BRANCH)

	Miles from King St. Station	Car Capacity
Keith spur .....	12.2	13
Navalair Jct. spur .....	13.6	Conn.
Lake Forest Park spur .....	18.6	2
Kenmore spur .....	19.4	22
Norlum spur .....	87.7	Conn
Hospital spur (on Norlum spur) .....	90.4	12
Coyne spur .....	109.2	9
Van Zandt spur .....	109.4	8
Lawrence spur .....	116.4	6

**SEVENTH SUBDIVISION**  
(BUCKLEY LINE)

	Miles from Kanaskat Jct.	Car Capacity
Occidental spur .....	3.0	18
Fleet spur .....	4.4	3
Gladning-McBean spur .....	5.2	10
Webstone spur .....	13.6	4
McMillin spur .....	30.3	10
Brew Mill spur .....	33.7	Conn.

**EIGHTH SUBDIVISION**  
(GREEN RIVER BRANCH)

	Miles from Kanaskat	Car Capacity
Big 4 Coal spur .....	1.3	40
Kangley spur .....	2.4	23

**TENTH SUBDIVISION**  
(ORTING BRANCH)

	Miles from Orting	Car Capacity
Electron spur .....	8.6	3

**ELEVENTH SUBDIVISION**  
(BELT LINE)

	Miles from Black River	Car Capacity
Factoria spur .....	10.2	5
Kardong spur .....	13.2	12
Ferriton spur .....	17.2	20

**TWELFTH SUBDIVISION**  
(SNOQUALMIE BRANCH)

	Miles from Woodinville	Car Capacity
Hollywood spur .....	2.1	5
Earlmont spur .....	4.5	8
Tanner spur .....	37.9	9

**FOURTEENTH SUBDIVISION**  
(DARRINGTON BRANCH)

	Miles from Arlington Jct.	Car Capacity
Cooper spur .....	4.3	26
Sepost spur .....	16.0	12
Barco spur .....	23.4	2
Andron spur .....	26.7	Conn.

**FIFTEENTH SUBDIVISION**  
(BELLINGHAM BRANCH)

	Miles from Wickersham	Car Capacity
Matson spur .....	15.0	4

**SIXTEENTH SUBDIVISION**  
(GRAYS HARBOR LINE)

	Miles from St. Clair	Car Capacity
Liquified Gas spur .....	5.3	2
Ohm spur .....	13.9	20
Mima .....	24.5	None
Schafer spur .....	54.0	10
C W V Lumber spur .....	66.4	7
Charman spur .....	87.3	3
Joe Creek spur .....	96.7	2

**SEVENTEENTH SUBDIVISION**  
(AMERICAN LAKE LINE)

	Miles from Lakeview	Wye
Wegoe spur .....	6.4	

**EIGHTEENTH SUBDIVISION**  
(GATE LINE)

	Miles from Centralia	Car Capacity
Moncoal spur .....	4.9	6

**NINETEENTH SUBDIVISION**  
(ELMA BRANCH)  
(U. S. Government Railway)

	Miles from Elma	Car Capacity
Doubling spur .....	20.3	12
Millers spur .....	21.5	6
Olympia Plywood spur .....	24.1	10
Reed Shingle spur .....	24.3	6
Hunt Fuel Spur .....	59.5	4
Pro-Gas Spur .....	61.9	4
Wesco spur .....	62.0	5

**TWENTIETH SUBDIVISION**  
(OCOSTA BRANCH)

	Miles from Aberdeen Jct.	Car Capacity
Wagar Lbr. spur .....	1.00	14
Bishop Lumber spur .....	1.00	14

**TWENTY-FIRST SUBDIVISION**  
(WILLAPA HARBOR LINE)

	Miles from Chehalis Jct.	Car Capacity
Lewco spur .....	40.2	24
Rayonier Log Reload Spur .....	55.1	60

**TWENTY-SECOND SUBDIVISION**  
(YACOLT BRANCH)

	Miles from Vancouver Jct.	Car Capacity
Ampere spur .....	2.5	20
Columbia Steel Products Co. ....	4.0	2
Lucia Spur .....	22.4	63

**TWENTY-FOURTH SUBDIVISION**  
(TIETON AND NACHES BRANCHES)

	Miles from Brace	Car Capacity
Tasker spur .....	10.7	9
	Miles from Yakima	Car Capacity
Bonlow Spur .....	12	3

**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 36-8, 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 Titlow 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, Interlocked.

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.**

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.

**Seventeenth Subdivision**

At Fort Lewis, in Dupont Powder Works.

Four Narrow Gauge Railroad Crossings.

All protected by gates with reflectorized Stop Signals.

**Eighteenth Subdivision.**

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

Between Rochester and Gate: CMStP&P Crossing.

**Nineteenth Subdivision.**

Between Shelton and Bayshore:

Simpson Logging Co's. crossing 200 feet east of Government Railway connection.

**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.

**E. M. PRICE,**  
Assistant Superintendent.

**I. W. BREWER,**  
Assistant Superintendent.

**M. L. HARE,**  
Trainmaster.

**R. G. KNIGHT,**  
Trainmaster.

**K. A. BOX,**  
Trainmaster.

**J. O. DAVIES,**  
Trainmaster.

**W. E. THOMPSON,**  
Trainmaster.

**O. A. HANSON,**  
Trainmaster.

**S. J. CHARBONEAU,**  
Terminal Trainmaster.

**A. W. ACKLEY,**  
Chief Dispatcher.