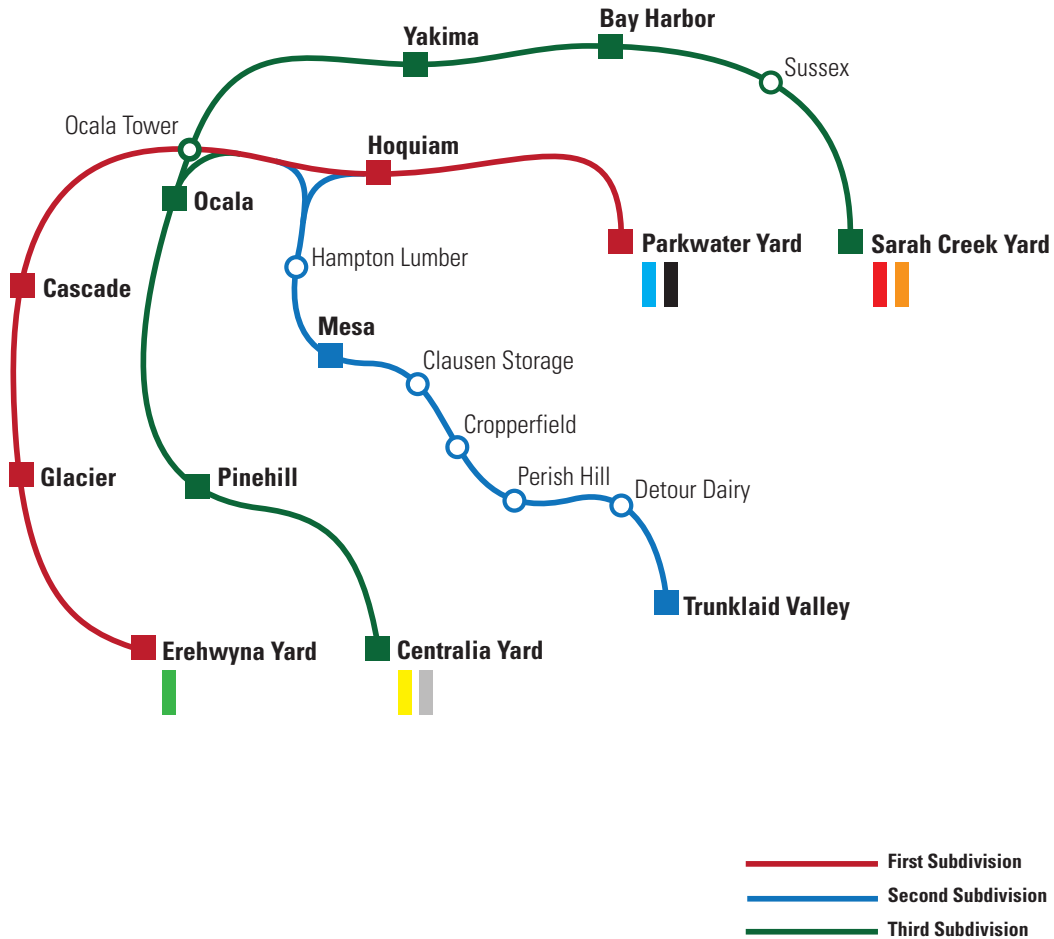


Subdivision Map



Time Table 65

To be used in conjunction with the Engineer's Rulebook and Special Instructions currently in effect

SATURDAY, APRIL 28TH

10.00 a.m.
Arrangement buildup
2.00 p.m.
Lunch
6.45 p.m.
Dinner

SUNDAY, APRIL 29TH

9.00 a.m.
Start of first op session - First day of timetable: Monday
1.00 p.m.
Lunch
5.45 p.m.
Dinner
7.00 p.m.
JHV club meeting

MONDAY, APRIL 30TH

9.00 a.m.
Start of op sessions
1.00 p.m.
Lunch
6.00 p.m.
Dinner

TUESDAY, MAY 1ST

9.50 a.m.
Concluding discussion of Fremo
10.00 a.m.
Start of op sessions
12:30 a.m.
Concluding discussion of americaN
1.15 p.m.
Lunch

Time Table 65 A/B

First and Second Subdivisions

| WESTWARD | | | | | EASTWARD | | | |
|--------------|-------|-------|-----------|------------------|-----------|--------------|-------|-------|
| Second Class | | | 1st Class | | 1st Class | Second Class | | |
| 11 | 23 | 25 | 7 | April 15, 1959 | 6 | 12 | 22 | 24 |
| Pass. | Pass. | Pass. | Pass. | STATIONS | Pass. | Pass. | Pass. | Pass. |
| 8:05 | | | 9:30 | Parkwater | 6:37 | 9:08 | | |
| 8:14 | | | 9:33 | Hoquiam | 6:33 | 9:03 | | |
| ↓ | 7:15 | 8:25 | ↓ | Trunklaid Valley | ↑ | ↑ | 7:06 | 7:58 |
| ↓ | 7:19 | 8:28 | ↓ | Mesa | ↑ | ↑ | 7:03 | 7:53 |
| 8:16 | 7:22 | 8:31 | 9:35 | Hoquiam Wye | 6:31 | 9:02 | 7:01 | 7:52 |
| 8:17 | 7:23 | 8:32 | 9:36 | Ocala Tower | 6:31 | 9:01 | 7:00 | 7:51 |
| | | 8:39 | 9:38 | Cascade | 6:28 | | 6:57 | |
| | | 8:47 | 9:40 | Glacier | 6:26 | | 6:50 | |
| | | 8:49 | 9:42 | Erehwyna | 6:25 | | 6:43 | |

Time Table 65 C

Third Subdivision

| WESTWARD | | | | | | | EASTWARD | | | | | |
|--------------|-------|-------|--------|-------------|-------|----------------|-------------|------|--------------|-------|-------|--------|
| Second Class | | | | First Class | | | First Class | | Second Class | | | |
| 11 | 23 | 65 | 301 | 103 | 1 | April 15, 1959 | 2 | 104 | 12 | 24 | 64 | 312 |
| Pass. | Pass. | Pass. | Frght. | Mail | Pass. | STATIONS | Pass. | Mail | Pass. | Pass. | Pass. | Frght. |
| | | 9:25 | 6:27 | 6:15 | 8:00 | Sarah Creek | 8:54 | 7:04 | | | 9:38 | 10:19 |
| | | 9:27 | 6:31 | 6:17 | 8:02 | Sussex | 8:52 | 7:02 | | | 9:35 | 10:15 |
| | | 9:35 | 6:35 | 6:19 | 8:04 | Bay Harbor | 8:50 | 7:00 | | | 9:33 | 10:10 |
| | | 9:36 | 6:43 | 6:20 | 8:05 | Yakima | 8:49 | 6:59 | | | 9:26 | 10:08 |
| 8:17 | 7:23 | 9:40 | 6:48 | 6:23 | 8:08 | Ocala Tower | 8:46 | 6:56 | 9:01 | 7:51 | 9:23 | 9:58 |
| 8:18 | 7:24 | 9:41 | 6:49 | 6:23 | 8:08 | Ocala | 8:45 | 6:55 | 9:00 | 7:50 | 9:22 | 9:56 |
| 8:23 | 7:30 | 9:51 | 6:58 | 6:33 | 8:13 | Pinehill | 8:41 | 6:51 | 8:55 | 7:45 | 9:17 | 9:48 |
| | | 9:53 | 7:01 | 6:34 | 8:14 | Centralia | 8:40 | 6:45 | | | 9:10 | 9:45 |

Meets with trains in opposite direction are marked by a blue background.
Eastward Trains are superior to westward Trains of the same Class.

Engineer's Rulebook

Rule 71

A train is superior to another train by "Right", "Class" And "Direction". Right is granted by Train Order. Class and Direction is granted by the time table. Extra trains are inferior to regular trains.

Rule 82

Time-table schedules, unless fulfilled, are in effect for 1 hour after their time at each station. Regular trains more than 1 hour behind either their scheduled leaving time at any station lose both right and schedule, and can thereafter proceed only as Extras.

Rule 83

A train must not leave a station until it has been verified if all superior trains have arrived or left. You must check the train register at register stations.

Rule 83A

A train must not leave its initial station without a train order or clearance card.

Rule 86

An inferior train must be clear at the time a superior train in the same direction is leaving the station in the rear.

Rule 87

An inferior train must keep out of the way of opposing superior trains.

Rule 89

At meeting points the inferior train must take the siding.

Rule 92

A train must not leave a station in advance of its schedule leaving time.

Rule 99

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection