

NORTHERN PACIFIC RAILWAY COMPANY.

PACIFIC DIVISION

No. 15

TIME TABLE

No. 15

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, OCTOBER 28th, 1900.

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

J. W. KENDRICK,
Second Vice President.

M. C. KIMBERLY,
Gen'l Superintendent.

A. E. LAW,
Ass't Gen'l Superintendent.

E. J. PEARSON,
Superintendent.

T. J. DeLAMERE,
Supt. Car Service.

1
First District

Way Freight No. 57	Third Class DAILY De 7.00 A M	Second Class DAILY De 9.50 A M	First Class DAILY De 8.20 A M	First Class DAILY De 5.54 P M	Via Sec. 26, Page 4	Station Name	Time from Ellensburg	Station No. 14	Distance from Auburn	Capacity of Side Tracks	Type of Track	PASSENGER			Way Freight No. 2	Way Freight No. 1
												First Class DAILY Ar 12.58 A M	First Class DAILY Ar 2.05 P M	Second Class DAILY Ar 6.35 P M		
	7.30	10.20	8.35	* 6.09 M54		1855	7.6	Thorp 3.0	98.0	60	D	* 12.43	1.50	De 6.09 M11		8.10
	7.45	10.29	* 8.40	* 6.14		1858	10.6	Dudley 6.3	95.0	60		* 12.38	* 1.44	Ar 6.04 5.54		7.48
	8.13	10.53	* 8.52	* 6.26	W L to mil'W	1865	16.9	Bristol 3.9	88.7	52	N	* 12.25	* 1.32	5.31		7.20
	8.28	11.04	* 8.58	* 6.32		1869	20.8	Teanaway 4.0	84.8	60		* 12.17	* 1.24	5.18		7.00
Ar 8.41 De 9.20 3 P	9.45	11.18	9.08 P57	6.42 M58	WCY	1873	24.8	Clealum 6.6	80.8	350	N	12.07 A M	1.14	De 5.05 Ar 4.50		De 6.42 M11 Ar 6.00
	10.55	Ar 12.08 P M De 12.48 M 4	* 9.21	* 6.55		1880	31.4	Nelson's 6.7	74.2	60		* 11.53 P M	* 1.00	4.25		5.35
	11.15	1.00	* 9.43	* 7.09	WCT	1886	38.1	Easton 4.0	67.3	220	N	* 11.41	12.48 M53	4.00		5.05
Ar 11.45 AM De 12.28 PM M4	12.45	1.20	F 9.56	* 7.17		1890	42.1	Upham 3.9	63.5	6	Spur	* 11.28	* 12.36	3.42		4.33
	1.00	1.35	F 10.08	* 7.30	W	1894	46.0	Martin 2.8	59.6	60	N	* 11.20	F 12.28 M57	3.30		4.20
	1.20	1.48	* 10.17	* 7.40		1897	48.8	Stampede 4.1	56.8	55	N	* 11.08	F 12.16	3.15		4.00
	1.35 M58 De 1.55 M54	2.20 M54	* 10.29	* 7.49		1902	52.9	Borup 4.4	52.7	7	Spur	* 10.52	* 12.03 P M	2.40		3.20
	2.05	2.40 M58	10.41	* 8.01	W	1906	57.3	Weston 4.8	48.3	74	D	* 10.42	* 11.53 A M	2.20 M58		3.05
	2.21	2.48	F 10.46	* 8.10	WCT	1911	62.1	Lester 2.0	43.5	285	N	10.30	11.43	De 2.00 P 58 Ar 1.45 M57		De 2.40 P 58 Ar 1.30 M58
	2.37	3.04	* 10.56	* 8.13		1913	64.1	Hot Springs 4.9	41.5	40		* 10.20	F 11.33	1.35		1.20
	2.50	3.17	* 11.08 M 4	* 8.22	W	1917	69.0	Maywood 4.2	36.6	60		* 10.07	* 11.19	1.15		12.55
	3.10	3.28	* 11.16	* 8.30		1921	73.2	Canton 3.7	32.4	60	D	* 9.56	* 11.08 M 3	12.55		12.36
	3.20	3.50	Ar 11.31 A M M58	* 8.37		1925	76.9	Eagle Gorge 6.9	28.7	60		* 9.46	* 10.56	12.40		12.16 P M
	3.50	4.20	See Page 2 DAILY	* 8.51		1932	83.8	Palmer Jct. 1.2	21.8	No Siding	N	* 9.30	De 10.40 A M	12.10		11.31 A M M58
	4.20	4.46		* 8.54	WY	A 1	85.0	Kanaskat 5.3	20.6	75		* 9.27	* DAILY	12.05 P M		11.25
Ar 4.50 P M See Page 3				9.08 M12		A 5	90.3	Leary 7.0	15.3	100	D	9.08 M11		11.25 A M		10.50
EX. SUNDAY				* 9.23	W	A 7	97.3	Covington 8.3	8.3	70		* 8.46		11.00		10.00
				Ar 9.40 P M See 26, Page 4	Y	CF 9	105.6	Auburn	0.0	70	N	De 8.25 P M		De 10.10 A M		De 9.10 A M
				DAILY								DAILY		DAILY		EX. SUNDAY

Registering stations—Ellensburg, Palmer Jct. and Auburn. At Palmer Jct. trains register by ticket. At Easton and Lester, trains terminating, will register arrival, and departing freights ascending, register whether "all air" or helper on rear.

Bulletin station—Ellensburg. (Lester and Easton are bulletin stations for engineers on helper engines).

Standard clocks—Ellensburg and Lester.
Position of "Y" switches at Auburn will be ascertained before using.
Nos. 12 and 4 will take coal at Clealum when they can do so and arrive Ellensburg on time.
Speed west bound will not exceed 35 miles per hour, Canton to Eagle Gorge, and 30 miles per hour Eagle Gorge to Palmer Junction.
See special rules (page 4) in regard to No. 24 turning train on "Y" at Auburn.

Mountain grades, Easton to Weston.
When trains of any class by train order or trains of same class by time table, meet at Martin Stampede or Weston, ascending train will take siding.

In tunnel section, between west passing track switch at Martin and east switch at Stampede, (A) West bound trains will not pass Martin or east bound trains Stampede without tunnel clearance, signed by operator, stating that tunnel is clear, and that operators at Martin and Stampede will hold all other trains until train addressed clears tunnel section. (B) Flagging is not required. (C) Head and tail lights will be used.

Cars will not be set out at Upham or Borup without instructions. These tracks are for use of engines only.
No. 11 will cut out helper at west switch at Stampede and No. 12 at east switch at Martin.
Switch at Palmer Jct. will be set for the Auburn line. All trains using this switch to and from the Buckley line will run at reduced speed.

West Bound.

FIRST DISTRICT (Buckley Line.)

East Bound.

				PASSENGER No. 19	PASSENGER No. 3	Water Cont. Sd. Notes and Wyes	Station Numbers	Distance from Blensburg	Time Table No. 15 October 26th, 1900 Succeeding No. 14A	Distance from Meeker	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 4	PASSENGER No. 20				
				First Class	First Class								First Class	First Class				
				EX. SUNDAY	DAILY								DAILY	DAILY				
				De 11.31 A M	* 11.34		1932	83.8	Palmer Jct. 0.7	33.4	No Sdg.	N	* See page 1 Ar 10.40 A M					
					F 11.40		1933	84.5	Palmer 2.9	32.7	102	D	10.39					
					* 11.41		1936	87.4	Cumberland 0.5	29.8	No Sdg.		F 10.32					
					11.50		1937	87.9	Sunset 5.5	29.3	60		* 10.31					
					11.59 A M		1942	93.4	Enumclaw 3.4	23.8	105	D	10.22					
							1945	96.8	Buckley 4.2	20.4	100	D	10.12					
				* 9.15 A M	* 12.11 P M		1949	101.0	Cascade Jct. 0.9 Sd	16.2	No Sdg.		* 9.59	See 120, page 8 Ar* 4.40 P M				
				9.20	12.14		WCT 1950	101.9	So. Prairie 4.7	15.3	135	N	9.56	4.37				
				F 9.30	* 12.21		1955	106.6	Crocker 2.7	10.6	100		* 9.44	F 4.27				
				9.39 M 4	* 12.27		W-T 1958	109.3	Orting 3.5	7.9	200	D	9.39 M19	4.22				
				F 9.46	* 12.35		1961	112.8	McMillin 2.1	4.4	8	Spur	* 9.32	F 4.15				
				F 9.51	* 12.39		W 1963	114.9	Alderton 2.3	2.3	135		* 9.28	F 4.10				
				Ar* 9.55 A M	* 12.45 P M Ar		Y 1966	117.2	Meeker	0.0	110	N	De 9.24 A M	De 4.05 P M				
				EX. SUNDAY	DAILY								DAILY	DAILY				
				See page 8	See page 8													

Registering stations—Meeker, South Prairie and Palmer Junction.
 At Meeker and Palmer Junction all trains register by ticket.
 South Prairie Yard extends to Cascade Junction.
 Trains will approach Cascade Junction under full control, looking out for branch line trains.
 Trains will approach Meeker under full control, and will not proceed until tracks are known to be clear and signal is received from switch tender.

Double track switches at Cascade Junction and South Prairie will be set for east bound track, and cross-over switch at west end of west bound track, near water tank, will be set for passing track. Maximum grades, one mile west of Buckley to Cascade Junction.
 Trains will keep to the right on double track between Cascade Junction and South Prairie tank.
 No. 3 will stop at Orting on Sundays, and on other days to let off passengers from points east of South Prairie.

FIRST DISTRICT (Seattle Line)

Way No. 57	Third Class EX SUNDAY	Freight No. 53	Second Class DAILY	Water Cars Scales, Tables and Vessels	Stations and Miles	Distance from Seattle	PASSENGER											
							No. 3	No. 5	No. 7	No. 9	No. 13	No. 15	No. 17	No. 19	No. 21	No. 23		
					Seattle	0.0	First Class DAILY	First Class DAILY (Pac. No. 4)	First Class DAILY	First Class DAILY	First Class DAILY (Portland and So. Bend Con.)	First Class DAILY (Olympia, Olympia & Gray's Harbor Con.)	First Class DAILY (No. 12's Connection)	First Class EX. SUNDAY	First Class DAILY (No. 11's Connection)	First Class DAILY (Pac. No. 11)		
					Van Asselts	5.5		De 7.45 A M	De 10.40 A M	De 11.40 A M	De 2.35 P M	De 4.45 P M	De 7.35 P M			De 11.00 P M		
COLUMBIA & PUGET SOUND R. R. CO., CONTROLLING TRACKS BETWEEN BLACK RIVER AND SEATTLE JUNCTIONS																		
					Black River Jct	9.8		* 8.08 M 8	11.03 M10	12.02 P M	2.57	5.07	* 7.57			* 11.23		
					Orillia	12.6		F 8.13	F 11.08	*	*	5.13	*			*		
					O'Brien's	14.7		F 8.17	F 11.12	*	*	5.18	*			*		
					Kent	16.7		8.23	11.17	12.11	3.06	5.25 M16	* 8.05			11.37		
					Thomas	18.7		F 8.28	F 11.21	*	*	5.30	*			*		
					Christopher	20.1		F 8.32	F 11.24	*	*	5.33	*			*		
	De 5.55 P M		De 5.45 P M		Auburn	22.5		8.40 M 58	11.29	12.22	3.17	5.40 P 53 & 57	Ar 8.15 M 18	De 9.45 P M	Sec 11 & 26	11.43		
	6.15		6.00		Dieringer	26.9		* 8.52	F 11.39	* 12.30	* 3.25	F 5.50	8.35	* 9.55	* 11.54			
	6.26		6.07		Summer	29.4		9.00	11.45	12.35	3.30	5.55	8.40	10.00	* 11.59 P M			
	6.35		6.15		Meeker	31.0		* 9.05	* 11.50	* 12.40 Sec 3	* 3.35	* 6.00	8.45	De * 9.55 A M	* 10.05	* 12.05 A M		
	6.55		6.20		Puyallup	32.3		Ar 12.50 M 14	Ar 9.10 M 4	11.54 A M	12.44 M 14 DT	3.39 M 20 DT	6.04	8.49 M 24 DT	10.00 M 10 DT	10.09	12.10	
					Reservation	38.6		*	*	*	*	F 6.14		F 10.10	*	*		
	7.15		6.40		Prescott	39.0		* 1.11	* 9.31	* 12.05 P M	* 12.56	* 3.51	* 6.15	9.00	* 10.11	* 10.21	* 12.24	
	Ar 7.30 P M		Ar 6.55 P M		Tacoma	40.7		Ar 1.15 P M	Ar 9.35 A M	Ar 12.10 P M	Ar 1.00 P M	Ar 3.55 P M	Ar 6.20 P M	Ar 9.05 P M	Ar 10.15 A M	Ar 10.25 P M	Ar 12.30 A M	
	EX. SUNDAY		DAILY		Tacoma Wharf	42.0		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY		

Registering stations—Black River Junction, Auburn, Meeker, Tacoma and Tacoma Wharf. At Black River Junction, Auburn and Meeker, all trains will register by ticket. No clearance will be issued to trains at any point specified above except when red signal is displayed.

Bulletin stations—Tacoma, Tacoma Wharf and Seattle. West bound trains will leave two registering tickets at Meeker and east bound trains two at Prescott, showing train, time, engine and number of cars. Operator will deliver to engineer registering tickets of last two preceding trains, which will be authority to use double track between Meeker and Prescott, with respect to time and class of preceding trains.

Standard clocks—Tacoma and Seattle. Position of junction switches, Black River and Seattle Junctions, will be determined before issuing. Puyallup Yard extends to Meeker, and Tacoma Yard to Prescott. Trains will keep to the right on double track between Meeker and Tacoma Wharf.

Between Prescott and Tacoma engineer will obtain CARD order at Prescott or Tacoma as authority to use draw bridge line.

All trains will stop before crossing draw bridge between Prescott and Tacoma, will not proceed until draw is known to be closed. Trains will not use draw bridge line west of draw bridge while draw is open.

Trains will approach Meeker and Prescott under full control, and will not proceed until tracks are known to be clear and signal is received from switch tender.

Between Tacoma and Meeker, passenger trains must keep at least five minutes apart. Conductors of trains carrying logs, before using double tracks, will carefully inspect loading, and, if insecure, will obtain orders insuring that other trains will not be met while running.

No. 8 will take siding at meeting point with No. 5. No. 17 will stop at Kent when flagged for overland passengers. All passenger trains excepting Nos. 17 and 22 will stop at old station at Auburn.

- Nos. 5, 17 and 23 will obtain order at Seattle showing whether or not trains having rights over them have arrived at Black River Junction.
- Nos. 7, 8, 9, 15, 16, 17 and 23 stop at West Depot, Puyallup.
- Nos. 3, 4, 6, 10, 13, 14, 21, 22 and 24 stop at East Depot, Puyallup.
- Nos. 5, 19 and 20 stop at both Depots, Puyallup.

FIRST DISTRICT (Seattle Line.)

East Bound.

PASSENGER No. 26	PASSENGER No. 24	PASSENGER No. 22	PASSENGER No. 20	PASSENGER No. 18	PASSENGER No. 16	PASSENGER No. 14	PASSENGER No. 10	PASSENGER No. 8	PASSENGER No. 6	PASSENGER No. 4	Distance Tacoma Wharf	Time Table No. 15 October 25th, 1900 Succeeding No. 14A	Capacity of Side Tracks	Telegraph Offices	FREIGHT No. 54	WATER FREIGHT No. 58	
First Class DAILY (Pacific No. 11)	First Class DAILY (No. 11's Connection)	First Class DAILY (Pacific No. 12)	First Class DAILY	First Class DAILY (No. 12's Connection)	First Class DAILY	First Class DAILY (No. 3's Connection)	First Class DAILY	First Class DAILY	First Class DAILY (Pacific No. 4)	First Class DAILY		STATIONS			Second Class DAILY	Third Class EX. SUNDAY	
De 10.40 PM				Ar 9.00 PM	Ar 6.00 PM	Ar 2.10 PM	Ar 11.25 AM	Ar 8.30 AM	Ar 7.25 AM		42.0	Seattle 5.5	500	N			
USE JOINT SCHEDULE OF COLUMBIA & PUGET SOUND R. R. CO. CONTROLLING TRACKS BETWEEN												BLACK RIVER AND SEATTLE JUNCTIONS					
				* 8.38	5.38	1.46	11.03 AM	8.08 AM	* 7.00		36.5	Van Asselt 4.3	36				
					F 5.33	* 1.41	F 10.57	7.00	* 6.53		32.2	Black River Jr. 2.8	48	N			
					F 5.29	* 1.36	F 10.52	7.55	* 6.46		29.4	Orillia 2.1	15	Spur			
				* 8.27	6.25 M 15	1.32	10.48	7.50	6.40		27.3	O'Brien's 2.0	3	Spur			
* 10.00					F 5.19	* 1.28	F 10.43	7.45	* 6.34		25.3	Kent 2.0	72	D			
					F 5.16	* 1.25	F 10.40	7.41	* 6.30		23.3	Thomas 1.4	8	Spur			
		See No. 12 Page 1			F 5.11	1.20	10.35	7.36	6.25		21.9	Christopher 2.4	4	Spur	See Page 1	See Page 1	
De 9.45 PM DAILY (See 21)	Ar 9.20 PM	Ar 8.15 PM M 17		De 8.16 M 17 Ar 8.05	5.11	1.20	10.35	7.36	6.25		19.5	Auburn 4.4	70	D	Ar 10.05 AM	Ar 8.30 AM M 5	
	* 9.10	* 8.05		* 7.55	F 5.00	* 1.09	F 10.25	7.25	* 6.14		15.1	Dieringer 2.5	5	Spur	9.49	8.10	
	9.05	* 8.00		* 7.50	4.55	1.04	10.20	7.20	F 6.09		12.6	Sumner 1.6	75	D	9.41	8.00	
	* 9.00	* 7.55	See Page 2	* 7.45	* 4.50	* 1.00	10.15	7.15	* 6.05	Ar * 9.24 AM	11.0	Meeker 1.3	110	N	9.35	7.50	
	8.55	7.50	Ar 4.05 PM	* 7.40	4.45	De 12.56 Ar 12.45 M 3	10.10	7.10	6.00	De 9.20 Ar 9.10 M 5	9.7	Pnyallup 6.3	100	D	9.30	7.45	
			F 3.49 M 13 DT					F 6.59			3.4	Reservation 0.4	No Sdg.				
	* 8.43 M 17 DT	* 7.38	* 3.48	* 7.28	* 4.33	* 12.38 M 9 DT	* 9.58 M 19 DT	6.58	* 5.48	* 8.58	3.0	Prescott 1.7	100	N	9.10 M 5 DT	7.10	
	De 8.40 PM DAILY	De 7.35 PM DAILY	De 3.45 PM DAILY	De 7.25 PM DAILY	De 4.30 PM DAILY	De 12.30 PM DAILY	De 9.55 AM DAILY	De 6.55 AM DAILY	De 5.45 AM DAILY	De 8.55 AM DAILY	1.3	Tacoma 1.3		N			
											0.0	Tacoma W 1.3	3000		De 9.00 AM	De 7.00 AM	
															DAILY	EX. SUNDAY	

Before entering double track at Meeker all trains will be under full control and will not pass switches until tracks are known to be clear, and signal is received from switch tender.
 Position of Y-switches at Auburn will be ascertained before using.
 Conductors and engineers will provide themselves with current time table of C. & P. S. Ry. Co., and of rules governing inter-locking at Seattle.

No. 8 will take siding at meeting point with No. 5.
 When Nos. 18 and 17 meet at Auburn, No. 18 will take siding at old station.
 When Nos. 22 and 17 meet at Auburn, No. 22 will take siding at new station.
 On arrival at Auburn, No. 24 will head in on "Y" and turn train.

SECOND DISTRICT

WAY No. 27 First Class EX. SUNDAY		WAY No. 205 Second Class EX. SUNDAY		FREIGHT No. 53 Second Class DAILY		STATIONS		WAY No. 21 First Class DAILY		WAY No. 23 First Class DAILY	
De 5.30 AM				De 10.30 PM	W C S T	1076	Tacoma Wharf 1.3	0.0			
5.35 M 4				10.35		1977	Tacoma 4.2	1.3	De 12.45 AM	De 1.30 PM	De 4.00 PM
6.15				10.55	W S T	1981	South Tacoma 3.6	5.5	1.05	1.50	4.15
7.05				11.10		1985	Lakeview 4.9	9.1	* 1.14	F 2.00	Ar 4.25 PM
7.28				11.30		1990	Hillhurst 6.1	14.0	* 1.26	F 2.10	DAILY
7.53				11.54 PM	W	1996	Roy 5.4	20.1	F 1.42		See Page 7.
8.15				12.10 AM		2002	Yelm Prairie 5.7	25.5	* 1.53	F 2.32	
8.40				12.28		2007	Rainier 4.0	31.2	* 2.04	F 2.43	
8.55				12.40		2011	McIntosh 4.7	35.2	* 2.14	F 2.53	
9.20				12.52	W 1/2 mile East	2015	Tenino 3.4	39.9	F 2.24		3.04 M 58
9.50				1.04		2020	Bucoda 6.9	43.3	F 2.34		3.14
Ar 10.10				1.30	W C S Y	2027	Centralia 4.2	50.2	Ar 2.50 M 54	Ar 3.30	
De 10.45				1.50 M 54		2031	Chehalis 0.9	54.4	De 2.55	De 3.35	
Ar 11.00	M 58	De 5.20 PM			Y	2032	Chehalis Junc. 1.8	55.3			3.47
De 11.45		Ar* 5.25 PM				2033	Newaukum 4.7	57.1	* 3.13 M 4	* 3.52	
		EX. SUNDAY		2.00	W	2038	Napavine 6.6	61.8	3.25	4.04	
11.55 AM		See Page 7.		2.17		2044	Winlock 2.9	68.4	3.39	4.20	
12.30 PM				2.40	W	2047	Ainslie 3.3	71.3	* 3.44	* 4.30 M 12	
1.20				De 2.45 M 4		2050	Sopenah 2.4	74.6	* 3.52	F 4.38	
1.29				2.55		2053	Olequa 7.5	77.0	* 3.58	F 4.44	
1.39				3.03		2060	Castle Rock 6.7	84.5	4.14	5.00	
1.50				3.11	W	2066	Ostrander 3.7	91.2	* 4.28	F 5.14	
2.30				3.33		2071	Kelso 5.9	94.9	4.37	5.23	
2.55				3.50		2077	Carrolls 4.3	100.8	* 4.49	F 5.35	
Ar 3.10		FREIGHT No. 31		4.00		2081	Kalama 1.1	105.1	5.00 P 53		5.46
De 3.42 M 12		A. & C. R. Ry.		4.15		2082	Goble 2.2	106.2	5.30		6.16
4.00		Second Class		4.30	11 P	2084	Hunters 6.3	108.4	* 5.35	* 6.20	
Ar 4.20 PM		MON. WED. & FRI.		De 6.00	W C S Y	2090	Columbia 3.4	114.7	F 5.50	* 6.32	
EX. SUNDAY		De 12.35 PM		7.00	W T	2094	Houlton 3.3	118.1	F 5.57	F 6.38	
				7.10 M 32		2097	Warren 4.4	121.4	F 6.05	* 6.44	
				12.42		2102	Scappoose 7.3	125.8	F 6.15 M 32	F 6.53	
				1.00		2109	Holbrook 5.2	133.1	F 6.30	* 7.04	
				1.12	W 1/2 mile East	2114	Linnton 3.5	138.3	F 6.42	* 7.14 M 24	
				1.24		2118	Beatty 3.8	141.8	* 6.49	* 7.20	
				1.36		2121	Portland 145.6	145.6	Ar 7.00 AM	Ar 7.30 PM	
				Ar 8.20					DAILY	DAILY	
				De 8.31 M 22	W C S Y						
				9.00	W 1/2 mile East						
				9.20							
				9.31							
				Ar 3.00 PM	W C S Y						
				De 2.00							
				De 2.06 M 12							
				2.30							
				2.42							
				Ar 3.00 PM							
				MON. WED. & FRI.							
				DAILY							

SECOND DISTRICT.

East Bound

		PASSENGER No. 20		PASSENGER No. 4		PASSENGER No. 12		Distance Portland	Time Table No. 15 October 28th, 1900 Succeeding No. 14A	Capacity of Side Tracks	Telegraph Offices.	FREIGHT No. 54		MIXED No. 206		WAY FREIGHT No. 68	
		First Class DAILY		First Class DAILY		First Class DAILY						Second Class DAILY		Second Class EX. SUNDAY		Third Class EX. SUNDAY	
								145.6	Tacoma Wharf 1.3	3000		Ar 6.10 A M					
								144.3	Tacoma 4.2		N	6.05					
								140.1	South Tacoma 3.6	330	N	5.45 M 57 D T					
								136.5	Lakeview 4.9	100	D	5.30					
								131.6	Hillhurst 6.1	50		5.12					
								125.5	Roy 5.4	60	N	De 4.44 4 P Ar 4.30					
								120.1	Yelm Prairie 5.7	50		4.14					
								114.4	Rainier 4.0	70		3.58					
								110.4	McIntosh 4.7	45		3.42					
								105.7	Tenino 3.4	100	D	3.28					
								102.3	Bucoda 6.9	65	D	3.15					
								95.4	Centralia 4.2	170	N	De 2.50 M 11 Ar 2.00					
								91.2	Chehalis 0.9	240	N	1.50 M 53					
								90.3	Chehalis Junc. 1.8		Y						
								88.5	Newankum 4.7	55		1.40					
								83.8	Napavine 6.6	70	D	1.25					
								77.2	Winlock 2.9	95	N	1.00					
								74.3	Ainslie 3.3	14		12.48					
								71.0	Sopenah 2.4	18		12.39					
								68.6	Olequa 7.5	75		12.28					
								61.1	Castle Rock 6.7	52	D	12.01 AM					
								54.4	Ostrander 3.7	No Siding		11.45 PM					
								50.7	Kelso 5.9	87	D	11.35					
								44.8	Carrolls 4.3	30		11.20					
								40.5	Kalama 1.1	200	N	11.05					
								39.4	Goble 2.2	140	N	10.20					
								37.2	Hunters 6.3	35		10.15					
								30.9	Columbia 3.4	42		10.01					
								27.5	Houlton 3.3	10		9.54					
								24.2	Warren 4.4	43		9.46					
								19.8	Scappoose 7.3	43	D	9.37					
								12.5	Holbrook 5.2	40		De 9.18 M 23 Ar 9.13					
								7.3	Linton 3.3	48		8.50					
								3.8	Holly 3.8	60		8.42					
									Grand	1000	N	De 8.00 M 1					
PASSENGER No. 24 A. & C. R. Ry. First Class DAILY Ar 8.05 P M		PASSENGER No. 22 A. & C. R. Ry. First Class DAILY Ar 9.05 A M											FREIGHT No. 32 A. & C. R. Ry. Second Class TUE., THUR. & SAT. Ar 7.15 A M				
* 8.01	* 9.01												7.10 M 53				
* 7.51	* 8.51												6.55				
* 7.45	* 8.45												6.42				
* 7.39	* 8.39												6.29				
* 7.31	* 8.31 M 53												6.15 M 11 Ar 6.10				
* 7.21	* 8.21												5.45				
* 7.14 M 3	* 8.14												5.30				
* 7.09	* 8.09												5.20				
De 7.00 P M	De 8.00 A M												De 5.00 A M				

SPECIAL RULES FOR SECOND DISTRICT.

Registering stations—Tacoma, Tacoma Wharf, South Tacoma, Centralia, Kalama, Goble and Portland.

Bulletin stations—Tacoma Wharf, Tacoma and Portland, (Kalama and Goble are bulletin stations for trains originating at those points).

Standard clocks—Tacoma, Centralia and Portland.
Passenger trains will register by ticket at South Tacoma.

Trains 19 and 20 will register at Lakeview, and trains 205 and 206 at Chehalis.

Clearance will not be issued at Tacoma or South Tacoma, except when red signals are displayed.

Passenger yard extends to South Tacoma, and Chehalis Yard to west wye switch at Chehalis Junction.

Trains will keep to the right on double track between Tacoma Wharf and South Tacoma, and will determine position of double track switch at South Tacoma before using.

Bound trains will stop at stop board 500 feet west of crossover switch at summit of maximum grade between South Tacoma and Tacoma, and lookout for switch engines crossing from west-bound yard. They will also stop at stop board 200 feet west of Railroad Street, Tacoma, and will ascertain that crossings are clear before proceeding.

Tail hose for emergency use while backing in or out of Tacoma passenger yard will be used on rear of passenger trains.

Passing tracks at Winlock and Carrolls are time table stations.

Passengers and freight will be handled at Winlock depot one-half mile east, and at Carrolls loading track one-quarter mile east of these stations.

In transferring between Kalama and Goble, use extreme care in placing cars on or removing them from boat, test air before backing down inclines, station train man on first car, place tail hose on passenger equipment for emergency use, remove and screen tail lights, control speed with hand brakes except when cars are all air and safety chains are coupled through to engine, keep passengers off rear platform, apply all brakes while on boat, secure anchor chains and chock blocks to front and rear part of train on each track, fully protect engines and cars by employes remaining at post of duty, screen headlights.

Conductors and Engineers will provide themselves with current time table of Northern Pacific Terminal Co. and will be governed by Special Rules thereon while in Portland Yard.

Maximum grades, Tacoma Yard Office to 2 1/2 miles west.

NOTE—Trains 11 and 4 will stop on flag at Honeymans.

OLYMPIA BRANCH.										SOUTH BEND BRANCH.									
West Bound.					East Bound.					West Bound.					East Bound.				
PASSENGER No. 19					PASSENGER No. 20					MIXED No. 205					MIXED No. 206				
Time Table No. 15 October 28th, 1900 Succeeding No. 14A					Time Table No. 15 October 28th, 1900 Succeeding No. 14A					Time Table No. 15 October 28th, 1900 Succeeding No. 14A					Time Table No. 15 October 28th, 1900 Succeeding No. 14A				
First Class	Water, Coal, Scales and Wyes	Station Numbers	Distance from Lakeview	Distance from Gate City	Capacity of Side Tracks	Telegraph Offices	First Class	Second Class	Water, Coal, Scales and Wyes	Station Numbers	Distance from Chehalis Junction	Distance from South Bend	Capacity of Side Tracks	Telegraph Offices	Second Class	EX. SUNDAY			
STATIONS										STATIONS									
De 4.25 P.M.		1985	0.0	43.9	100	D	See Page 6 Ar 11.45 A.M.	De * 5.25 P.M.	Y	2032	0.0	56.7	Y		Ar * 2.05 P.M.				
F 4.30	PA 3	2.8	American Lake 1.5	41.1	40		F 11.40	F 5.31		P C 2	2.3	54.4	5		F 1.59				
F 4.34	PA 5	4.3	Murray 8.2	39.6	35		F 11.36	5.43		P C 5	4.7	52.0	37		1.45				
F 4.50	W PA 13	12.5	Sherlock 7.0	31.4	39		F 11.18	6.03		P C 10	10.1	46.6	58		1.30				
F 5.05	PA 20	19.5	Woodland 5.1	24.4	40		F 11.03	6.30		P C 16	16.4	40.3	90		1.10				
F 5.20	WT PA 25	24.6	Olympia 5.3	19.3	110	D	Ar 10.50	6.55	W	P C 22	22.4	34.3	75	D	12.45				
F 5.34	PA 30	29.9	Balmore 5.5	14.0	40		F 10.34	7.40		P C 29	28.9	27.8	36		F 12.20 P.M.				
F 5.50	PA 37	36.4	Little Rock 3.2	7.5	43		F 10.20	8.35	W	P C 35	35.3	21.4	75	D	11.45 A.M.				
F 5.57	PA 40	39.6	Mima 4.3	4.3	13		F 10.13	8.50		P C 38	38.0	18.7	14		11.30				
Ar 6.05 P.M.	WY PB 13	43.9	Gate City	0.0	100	D	De 10.05 A.M.	9.05		P C 42	42.3	14.4	42		11.15				
Registering stations—Lakeview and Gate City.					Registering stations—Chehalis and South Bend.					Registering stations—Chehalis and South Bend.					Registering stations—Chehalis and South Bend.				
Standard clock—Tacoma.					Standard clock—Tacoma.					Standard clock—Centralia.					Standard clock—Centralia.				
Junction switch, Gate City, will be set for Gray's Harbor Branch.					All trains will stop 400 feet from draw span over South Fork Willapa River, three miles east of South Bend, and will not proceed until draw is known to be closed.					All trains will stop 400 feet from draw span over South Fork Willapa River, three miles east of South Bend, and will not proceed until draw is known to be closed.					All trains will stop 400 feet from draw span over South Fork Willapa River, three miles east of South Bend, and will not proceed until draw is known to be closed.				
Trains from Olympia Branch must ascertain Main Line rights before occupying Main Line at Lakeview.					Maximum grades, 3 1/2 miles east to 3 1/4 miles west of Sherlock; 3 miles east to 2 miles west of Olympia.					Chehalis Yard includes east "Y" switch at Chehalis Junction.					Chehalis Yard includes east "Y" switch at Chehalis Junction.				
All except regular trains or trains protected by train order will protect by flag through Olympia Tunnel.					NOTE—When crossing signs are displayed, stop for crossing 1/2 mile east of Gate City. Engines will not run on Mason County Logging Spur west of passing track two miles from junction and will lookout for Mason County Logging Co.'s engine at that point.					Maximum grades between Pe Ell and Frances.					Maximum grades between Pe Ell and Frances.				
										McCormick's, Daxies', and Reynold's spurs, and Giesy's crossing east of Willapa are flag stations.					McCormick's, Daxies', and Reynold's spurs, and Giesy's crossing east of Willapa are flag stations.				
										NOTE—When crossing signs are displayed, stop for crossings at Dryad, 1/2 mile east of Pe Ell, and Cavanaghs.					NOTE—When crossing signs are displayed, stop for crossings at Dryad, 1/2 mile east of Pe Ell, and Cavanaghs.				
										Soul's Logging Spur should not be used by Mogul engines beyond first switch near landing on account of sharp curvature.					Soul's Logging Spur should not be used by Mogul engines beyond first switch near landing on account of sharp curvature.				

West Bound.		CRAY'S HARBOR BRANCH.							East Bound.		
PASSENGER No. 105		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Hoquiam and Cosmopolis	Time Table No. 15 October 28th, 1900 Succeeding No. 14A		Distance from Cosmopolis and Hoquiam	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 106	
First Class					STATIONS					First Class	
DAILY										DAILY	
De	5.35 P M		W C Y	2027	0.0	Centralia	82.4	170	N	Ar	10.35 A M
F	5.45		P B	6	5.8	Grand Mound	76.6	32		F	10.25
F	5.54		P B	10	10.0	Rochester	72.4	40		F	10.16
Ar	6.00 See 19 Page 7		W Y	P B 13	13.0	Gate City	69.4	100	D	De	10.10
De	6.25			P B 18	17.9	Oakville	64.5	38	D	Ar	10.00 See 20 Page 7
	6.39			P B 26	25.8	Porter	56.6	20			9.28
	7.00		W	P B 32	32.4	Elma	50.0	60	D		9.10
	7.15			P B 36	36.1	Satsop	46.3	37			9.00
	7.25			P B 42	41.7	Montesano	40.7	35	D		8.45
	7.40		W	P B 50	50.3	Aberdeen Junction	32.1				8.20
	8.00		Y	P B 53	53.5	Aberdeen	28.9	50	D		8.05
	8.15			P B 57	57.0	Hoquiam	25.4	25	D		7.50
	8.30			P B 53	60.5	Aberdeen	21.9	50	D		7.30
	8.50					Aberdeen Junction	18.7			*	7.15
*	9.10		Y	P E 1	65.1	Cosmopolis Junct.	17.3			*	7.05
	9.15					Cosmopolis	15.7	90	D		7.00
	9.20		W	P F 2	66.7	Cosmopolis Junction	14.1			*	6.55
	9.25			P E 3	69.4	South Aberdeen	13.0	90		F	6.50
F	9.30			P E 5	71.6	West Aberdeen	10.8	39		F	6.41
F	9.37			P E 11	78.2	South Arbor	4.2	25		F	6.15
F	9.57			P E 13	79.9	Markham	2.5	10		F	6.10
F	10.04			P E 16	82.4	Ocosta	0.0	75	D	De	6.00 A M
Ar	10.10 P M		W C T							De	6.00 A M
DAILY										DAILY	

Registering stations—Centralia, Gate City, Aberdeen Junction, Cosmopolis and Ocosta.
 Bulletin station—Centralia.
 Standard clock—Centralia.
 Junction switches will be set for line Centralia to Hoquiam and Aberdeen Junction to Ocosta.
 All trains will stop 400 feet from, and will not proceed, until following draw bridges are known to be closed: Wishkah River, ¾ mile east of Aberdeen; Hoquiam River, ¾ mile east of Hoquiam; Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns' River, ½ mile west of Markham.
 Nos. 105 and 106 are mixed trains between Aberdeen and Ocosta.
 Note—Regular trains, without change of rights, are scheduled from Aberdeen Junction to Hoquiam and return, and from Cosmopolis Junction to Cosmopolis and return.
 Trains will look out for cars on main track in front of depot at Hoquiam.
 Engines will not run on Mack Logging Co.'s Spur.
 Macks Spur No. 2 is flag station for Nos. 105 and 106.
 NOTE—When crossing signs are displayed, stop for crossing ¼ mile east of Gate City.

West Bound.		ROSLYN BRANCH.							East Bound.		
MIXED No. 251		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Clealum	Time Table No. 15 October 28th, 1900 Succeeding No. 14A		Distance from Clealum	Capacity of Side Tracks	Telegraph Offices	MIXED No. 252	
Second Class					STATIONS					Second Class	
EX. SUNDAY										EX. SUNDAY	
De	10.00 A M		W C Y	1873	0.0	Clealum	5.0	500	N	Ar	10.35 A M
Ar	10.15 A M		S	CA 4	3.0	Roslyn	2.0	90	D	De	10.20 A M
				CA 6	5.0	Ronald	0.0				
EX. SUNDAY										EX. SUNDAY	

Registering station—Clealum, at which clearance will not be issued for Roslyn Branch trains, except when red signal is displayed.
 Bulletin station—Clealum.
 No. 251 has right against No. 252.
 Maximum grades.
 See special rules page 10.

West Bound.		WILKESON BRANCH.							East Bound.		
PASSENGER No. 219		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Carbonado	Time Table No. 15 October 28th, 1900 Succeeding No. 14A		Distance from Carbonado	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 220	
First Class					STATIONS					First Class	
EX. SUNDAY										EX. SUNDAY	
De	8.35 A M		CB 8	0.0	Carbonado	8.7	5	D	Ar	9.30 P M	
	8.50		S T	CB 5	3.8	Wilkeson	4.9	90	D		5.10
Ar	9.05 A M			1949	8.7	Cascade Jct.	0.0	No Siding		De	4.50 P M
See 118, Burnett Bch. EX. SUNDAY										DAILY	

Registering station—Carbonado.
 Derailing switch at Cascade Junction will be set for derail.
 Carbonado Junction switch at Wilkeson will be set for Carbonado line.
 Trains will look out for Fairfax engines in Carbonado yard.
 Maximum grades.

West Bound.		BURNETT BRANCH.							East Bound.					
PASSENGER No. 121		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pittsburg	Time Table No. 15 October 28th, 1900 Succeeding No. 14A		Distance from Pittsburg	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 118		PASSENGER No. 120		
First Class					STATIONS					First Class		First Class		
DAILY										EX. SUNDAY		DAILY		
De	4.45 P M		CC 4	0.0	Pittsburg	3.3	45			See 119	See 121			
Ar	4.50 P M		S	CC 2	2.0	Burnett	1.3	45	D	Ar	9.10 A M	Ar	4.45 P M	
See No. 220, Wilkeson Bch. DAILY	See 19, Page 2 EX. SUNDAY					1949	3.3	Cascade Junct.	0.0	No Siding	De	9.05 A M	De	4.40 P M

Registering station—Burnett. Switches above Burnett will be set to protect cars at quarries by derail.

West Bound		ORTING BRANCH				East Bound	
Station	Distance from Orting	Capacity of Side Tracks	Telegraph Offices	Station	Distance from Orting	Capacity of Side Tracks	Telegraph Offices
Phyallup River	7.6	10		Phyallup River	7.6	10	
Rock Crusher	4.7	25		Rock Crusher	4.7	25	
Gravel Pit	3.2	25		Gravel Pit	3.2	25	
Orting	10.0	200	D	Orting	10.0	200	D

West Bound		CROCKER BRANCH				East Bound	
Station	Distance from Crocker	Capacity of Side Tracks	Telegraph Offices	Station	Distance from Crocker	Capacity of Side Tracks	Telegraph Offices
Donty	5.1	140		Donty	5.1	140	
Crocker	0.0	100	D	Crocker	0.0	100	D

Registering station - Crocker.
 Derailing switch at Crocker will be set for derail.
 Switches below station at Donty will be set to act as derail.
 See special rules page 10. Maximum grades.

Station - Orting
 Main line east of Orting station will be set for cross-over and track from cross-over to main line passing track 200 Company's line east of Phyallup River.

West Bound		GREEN RIVER BRANCH				East Bound	
Station	Distance from Green River	Capacity of Side Tracks	Telegraph Offices	Station	Distance from Green River	Capacity of Side Tracks	Telegraph Offices
End of Track	10.2			End of Track	10.2		
Cedar River	5.7	25		Cedar River	5.7	25	
Kangley	2.0	62		Kangley	2.0	62	
Kanaskat	0.0	No Sdg.		Kanaskat	0.0	No Sdg.	

Station - Kanaskat
 Main line east of Kanaskat station will be set for cross-over and track from cross-over to main line passing track 200 Company's line east of Cedar River station.

West Bound		ELMA BRANCH				East Bound	
Station	Distance from Elma	Capacity of Side Tracks	Telegraph Offices	Station	Distance from Elma	Capacity of Side Tracks	Telegraph Offices
Simpson	9.9	6		Simpson	9.9	6	
Slater	3.6	6		Slater	3.6	6	
Summit	7.6	4		Summit	7.6	4	
Murray's Log Spur	7.5	8		Murray's Log Spur	7.5	8	
Church	5.9	5		Church	5.9	5	
Rayville	4.9	4		Rayville	4.9	4	
White's	4.0	5		White's	4.0	5	
Star Mill	2.4	4		Star Mill	2.4	4	
Elma	0.0	60	D	Elma	0.0	60	D

Registering station - Elma. See special rules Page 10.

AUTHORIZED SURGEONS, PACIFIC DIVISION

- LOCATION OF STRETCHERS (S)**
- DR. H. ALLEN, Tacoma
 - DR. J. R. YOCUM, Tacoma (Tram Master's Office) Pacific Avenue (S)
 - DR. P. B. SWEARINGEN, So. Tacoma (S)
 - DR. J. W. MOWELL, Olympia (S)
 - DR. J. H. DUMON, Centralia (S)
 - DR. F. M. CARR, Montesano (S)
 - DR. G. W. KENNICOTT, Chehalis
 - DR. PAUL SMITS, Aberdeen
 - DR. W. GRUWELL, South Bend (S)
 - DR. W. T. LOVERING, Castle Rock
 - DR. L. M. SIMS, Kalama (S)
 - DR. R. C. COFFEY, Portland (S)

NOTE

Surgeons will attend, when called officially, to all cases of accident occurring to employees or passengers. In cases of accident, it is the intention to limit medical service to the locality or town where emergency exists, unless some urgent necessity exists, for which distinct official authority must be obtained in accordance with established regulations.

All railway officials are required to call on the nearest authorized surgeons whenever practical. Commercial medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician, in the event of a sudden emergency arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

COMMERCIAL SPURS

MAIN LINE		MAIN LINE		SOUTH BEND BRANCH		SEATTLE LINE		GRAY'S HARBOR BR'CH	
Distance from Ellensburg	Station	Distance from Tacoma	Station	Distance from Chehalis Jct.	Station	Distance from Seattle	Station	Distance from Centralia	Station
0	Wild	38.2	Robinson	3.4	Little's	2.2	Bayview Brewery	1.5	Blakeslee
3.3	W. Spine	38.3	Derrickson	9.5	Long's	2.8	Newells	4.0	Ramstads
32.5	W. T. Spine	39.5	Tenino Stone Co.	17.5	Doty & Stoddard	3.9	Claussen & Sweeney's	8.7	Scatter Creek
34.5	W. T. Spine	49.1	Cullins	24.3	McCormick's	4.2	Union Stock Yards	12.0	Duby's Spur
41.0	Morgan	63.2	Eleanor	25.6	Reynold and Davitt's	5.3	Denny Clay Works	19.6	Bagshaws
55.0	Carroll	69.7	Brown's	26.1	Rock Creek			27.2	Malone
56.3	Carroll	114.9	Capitol Mills	27.5	Ballard's			28.6	Halls
56.9	Bureka	121.7	Dear Island Gravel Pit	34.0	Custer's			30.2	Macks No. 1
57.5	W. T. Spine	122.7	Dear Island Gravel Pit	37.8	Squire's			31.0	Burrows
95.4	W. T. Spine	127.7	Honeyman's	39.2	Cavanaugh's			33.1	Kyle
97.7	Valley	130.0	Wilton	41.1	Shore's			34.8	Mack's No. 2
104.3	Acline				Foye's			35.4	Newman's

SPECIAL RULES

Roslyn, Green River, Crocker, Orting, Lake Washington, Bell Line, Mason County Logging Co. Branches will be operated without train orders under the following rules:

Before starting on the branch, register departure, ascertaining from train register that there is no other train on the branch, also location of any car or other obstruction, on the main track. Engineer to be furnished with copy of register showing last departing and arriving train, including information as to cars or other obstructions on main track. On return to main line junction point, register arrival, also register number and exact location of all cars on main track, and any other obstructions, or defective conditions, known to exist, and number of miles run on branch. Trains will not leave main line junction point on branch when there is any other train on branch, except with the required permission against same, conferred by regular train orders. For completion of Dispatcher's record of service, operator at main line junction point will telegraph copy of register, showing departure and arrival, and mileage made on branch.

If there is no operator at Junction point, conductor will telegraph this information from next open telegraph office.

W. C. ALBEE,
Train Master.

I. B. RICHARDS,
Chief Dispatcher.

NORTHERN PACIFIC RY.

GENERAL TIME TABLE No. 15.

October 28th, 1900.

53	7	5	3	11	STATIONS	12	4	6	8	54
12.30 A				8.20 A	ASHLAND 75.5	7.00 P				3.15 P
4.35 A	No. 17			11.15 A	DULUTH 4.2	4.00 P			No. 18 7.10 A	7.25 A 8.05 P
5.25 P	7.30 P									
5.40 P	7.45 P				W. SUPERIOR 4.1				6.55 A	7.45 P 7.25 P
5.55 P										
6.10 P	7.55 P				S. SUPERIOR 109.8				6.45 A	7.05 P 6.85 P
6.40 P										
1.20 A	11.55 P				BRAINERD 29.4				No. 6 3.20 A	9.50 A
2.00 A	12.05 A	No. 5 12.55 P 1.10 P	St. Paul						1.05 P 12.45 P	3.10 A 9.10 A
4.15 A	1.00 A	* 2.05 P 2.10 P			STAPLES 142.3				* 11.50 A	2.20 A 7.30 A
8.05 P	8.00 P	8.20 A		8.55 A	ST. PAUL 10.9	2.20 P		6.00 P	7.15 A	2.30 P
	8.40 P	8.55 A		9.35 A	MINNEAPLIS 3.8	1.45 P		5.20 P	6.40 A	
10.30 P	9.00 P	9.10 A		9.50 A	N. TOWN JC 93.5	1.25 P		5.00 P	6.20 A	
4.30 A	12.05 A	11.55 A		12.17 P	LITTLE FLS 34.1	10.45 A		2.05 P	3.18 A	6.45 A
4.46 A										
7.00 A	1.12 A	* 2.05 P 2.10 P		1.10 P	STAPLES 82.6	9.55 A 9.50 A		* 11.50 A 11.45 A	2.05 A 1.50 A	4.20 A 8.05 A
8.25 A	1.25 A			1.15 P						
1.53 P	4.20 A				WINNIPEG JC 96.7				11.00 P	9.00 P
3.30 P	4.40 A								10.35 P	2.30 P
11.35 P	7.50 A				GR'D FORKS 162.0				7.25 P	4.55 A
11.50 A	1.30 P				WINNIPEG (From 102.6 & 81 pl)				1.45 P	3.00 P
3.25 P	5.45 A	6.00 P		4.00 P	FARGO 92.8	7.00 A 6.50 A		8.00 A	9.40 P	7.00 P 6.00 P
4.15 P	6.10 A			4.10 P				Ex. Sunday	8.30 P	
10.10 P	9.15 A			7.05 P	JAMESTOWN 106.7	3.45 A 3.40 A			5.30 P	11.30 A 10.45 A
10.30 P				7.15 P					Ex. Sunday	
5.25 A				10.30 P	MANDAN 109.5	12.20 A 11.10 P				4.30 A 2.45 A
5.15 A				9.40 P						
12.55 P				1.05 A	DICKINSON 106.8	7.25 P 7.16 P				8.05 P 7.95 P
1.15 P				1.15 A						
8.15 P				4.30 A	GLEN DIVE 123.7	3.30 P 3.20 P			B. & M. R.	11.55 A 11.00 A
9.15 P		B. & M. R.		4.40 A						
4.45 A	No. 41			8.35 A	FORSYTHE 102.1	11.35 A 11.25 A		No. 42	Huntley	3.40 A 2.40 A
5.35 A	Huntley	1.00 A		8.45 A				11.45 P		
12.35 P		1.25 A		12.01 P	BILLINGS 115.4	8.10 A 8.00 A		11.20 P		8.20 P 6.30 P
2.00 P				12.10 P		10.53 P				
11.00 P				5.20 A	LIVINGSTON 49.3	5.00 A 4.50 A				11.15 A 10.15 A
12.01 A				5.30 A		7.23 P 7.13 P				
4.05 A	No. 13	No. 21		7.30 A	LOGAN 73.8	2.40 A 2.35 A		No. 22	No. 14	5.85 A 5.25 A
4.15 A	7.45 A	6.05 P		7.35 A		4.55 P		2.15 A	4.45 P	
9.55 A		8.20 P		10.05 A	HELENA 50.3 (To Garrison)	2.83 P 2.28 P		11.55 P		12.20 A 11.20 P
10.55 A				10.15 A						
2.20 P	11.15 A			9.40 P	BUTTE 51.2 (To Garrison)	11.35 P 11.25 P			2.00 P	11.45 A
	10.05 A			9.50 P					2.50 P	
					ANACONDA					
3.10 P	11.45 A			12.10 P	GARRISON 74.0	9.25 P 9.20 P	12.10 P 12.05 P		12.25 P	6.15 P 6.00 P
7.30 P				12.15 P						
8.30 P				2.35 P	MISSOULA 173.0	6.50 P 6.40 P	9.25 A 9.15 A			12.20 P 11.20 A
7.20 A				8.45 P	HOPE 85.1	1.20 P 12.15 P	3.28 A 2.18 A			11.00 P 8.55 P
7.05 A				7.55 P						
12.15 P				10.35 P	SPOKANE 145.7	9.45 A 9.35 A	11.37 P 11.27 P			4.00 P 2.45 P
1.30 P				10.45 P						
9.40 P				3.10 A	PASCO JC 126.8	4.42 A 4.37 A	6.10 P 6.05 P			5.00 A 3.00 A
10.45 P				3.20 A						
8.50 A				8.10 A	ELLENSBURG 126.9 (To Tacoma)	1.05 A 12.58 A	2.13 P 2.05 P			7.50 P 6.35 P
9.50 A				8.20 A						
				2.10 P	SEATTLE 148.3 (Fr. Ellg.)	10.40 P 11.00 P	7.35 P 7.25 A			
6.55 P		10.25 P		1.15 P	TACOMA 144.3	7.35 P 7.15 P	5.45 A 5.30 A	8.55 A		9.00 A 6.10 A
10.30 P		No. 11 Conn.		1.30 P				No. 4 Conn.		
9.50 A				7.30 P	PORTLAND	7.45 P	11.30 P			8.30 P

Nos. 5 and 6 St. Paul to Fargo and 7 and 8 Fargo to Jamestown daily except Sunday, all others daily
Continued.

