

NORTHERN PACIFIC RAILWAY COMPANY.

PACIFIC DIVISION

No.17A

TIME TABLE

No.17A

TO TAKE EFFECT AT 12:01 P. M.

(PACIFIC OR 120th MERIDIAN TIME.)

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

SUNDAY, SEPTEMBER 1st, 1901.

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.

W. G. PEARCE,
Gen'l Manager.

M. C. KIMBERLY,
Gen'l Superintendent.

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

E. J. PEARSON,
Superintendent.

T. J. DeLAMERE,
Supt. Car Service.

| West Bound. | | | | | | | | | | FIRST DISTRICT. | | | | | | | | | | East Bound. | | | | | | |
|-----------------------|--------------|-----------------------|------|-----------------------|-----|-----------------------|---------|-----------------------|------|-------------------------------------|-----------------|--------------------------|--|----------------------|-------------------------|-------------------|-----------------|-------|-----------------|-------------|-----------------|------------|----------------------|--------------------|----------------------|------------------|
| WAY FREIGHT No. 57 | | FREIGHT No. 53 | | PASSENGER No. 5 | | PASSENGER No. 3 | | PASSENGER No. 1 | | Water, Coal Scales, Tables and Wyes | Station Numbers | Distance from Ellensburg | Time Table No. 17A Sept. 1st, 1901 Succeeding No. 17 | Distance from Auburn | Capacity of Side Tracks | Telegraph Offices | PASSENGER No. 2 | | PASSENGER No. 4 | | PASSENGER No. 6 | | FREIGHT No. 54 | | WAY FREIGHT No. 58 | |
| Third Class | | Second Class | | First Class | | First Class | | First Class | | | | | | | | | STATIONS | | First Class | | First Class | | First Class | | Second Class | |
| EX. SUNDAY | | DAILY | | DAILY | | DAILY | | DAILY | | | | | | DAILY | | DAILY | | DAILY | | DAILY | | EX. SUNDAY | | | | |
| De 7.00 | A M | De 11.35 | A M | De 3.40 | A M | De 8.58 | A M | De 3.17 | P M | WCT | 1848 | 0.0 | Ellensburg | 105.6 | 500 | N | Ar 1.00 | A M | Ar 1.40 | P M | Ar 7.10 | P M | Ar 6.15 | P M | Ar 8.00 | P M |
| 7.30 | | 12.02 | PM | 3.56 | | 9.15 | | * 3.32 | | | 1855 | 7.6 | Thorp | 98.0 | 60 | D | * 12.45 | | 1.22 | | 6.54 | | 5.54 | | 7.30 | |
| 7.45 | | 12.11 | | * 4.01 | | * 9.20 | | * 3.37 | | | 1858 | 10.6 | Dudley | 95.0 | 60 | | * 12.40 | | * 1.15 | | * 6.45 | | 5.45 | | 7.15 | |
| 8.13 | | 12.35 | | * 4.15 | | * 9.32 | | * 3.49 | | W I | 1865 | 16.9 | Bristol | 88.7 | 52 | D | * 12.27 | | * 1.02 | | * 6.32 | | 5.26 | | 6.50 | |
| 8.28 | | Ar 12.48 De 12.53 | M 4 | * 4.22 | | * 9.38 | | * 3.55 | | mil & W | 1869 | 20.8 | Teanaway | 84.8 | 60 | | * 12.19 | | * 12.53 | M 53 | * 6.24 | | 5.13 | | 6.35 | |
| 9.10 | | 1.15 | | 4.33 | | 9.50 | | 4.05 | | WCT | 1873 | 24.8 | Clealum | 80.8 | 350 | N | 12.10 | A M | 12.44 | | 6.15 | P 58 | De 5.00 Ar 4.40 | De 6.20 Ar 5.25 | 6 P | |
| 9.35 | | 1.40 | | * 4.46 | | * 10.03 | | * 4.18 | M 54 | | 1880 | 31.4 | Nelson's | 74.2 | 70 | | * 11.55 | P M | * 12.27 | | * 5.55 | | De 4.18 Ar 4.00 | M 1 | 5.00 | |
| Ar 10.00 De 10.45 | 3 P | 2.10 | | 5.00 | | 10.18 | P 57 | 4.32 | M 58 | WCT | 1886 | 38.1 | Easton | 67.3 | 220 | N | * 11.44 | | 12.14 | | 5.40 | | 3.32 | | De 4.32 Ar 4.15 | M 1 |
| 11.00 | | 2.25 | | * 5.08 | | * 10.26 | | * 4.40 | | | 1890 | 42.1 | Upham | 63.5 | 6 | | * 11.32 | | * 12.01 | P M | * 5.23 | | 3.12 | | 3.53 | |
| Ar 11.30 De 11.52 | AM M 4 | 3.00 | M 54 | 5.25 | | F 10.38 | | * 4.52 | | W | 1894 | 46.0 | Martin | 59.6 | 60 | N | * 11.24 | | F 11.52 | A M | 5.14 | | 3.00 | M 53 | 3.40 | |
| 12.10 | PM | 3.20 | M 58 | 5.35 | | F 10.50 | | * 5.03 | M 6 | | 1897 | 48.8 | Stampede | 56.8 | 115 | N | * 11.12 | | F 11.40 | | 5.03 | M 1 | 2.40 | | De 8.20 Ar 8.00 | M 53 |
| 12.25 | | 3.35 | | * 5.43 | | * 10.59 | | * 5.11 | | | 1902 | 52.9 | Borup | 52.7 | 7 | | * 10.55 | | * 11.19 | | * 4.40 | | 2.00 | | 2.10 | |
| 12.50 | | 3.55 | | * 5.56 | | * 11.11 | M 4 | * 5.23 | | W | 1906 | 57.3 | Weston | 48.3 | 74 | D | * 10.46 | | * 11.11 | M 3 | * 4.31 | | 1.40 | | 1.50 | |
| Ar 1.10 De 1.30 | M 54 M 58 | Ar 4.10 De 4.20 | M 6 | 6.05 | | 11.20 | | * 5.30 | | WCT | 1911 | 62.1 | Lester | 43.5 | 285 | N | 10.35 | | 10.55 | | 4.20 | M 53 | De 1.20 Ar 1.00 | P 58 M 57 | De 1.30 Ar 12.10 | M 57 |
| 1.38 | | 4.25 | | 6.10 | | 11.25 | | 5.35 | | | 1913 | 64.1 | Hot Springs | 41.5 | 40 | | 10.25 | | 10.45 | | 4.10 | | 12.50 | | 11.59 | A M |
| 1.56 | | 4.38 | | * 6.22 | | * 11.35 | M 58 | * 5.44 | | W | 1917 | 69.0 | Maywood | 36.6 | 60 | | * 10.12 | | * 10.31 | | * 3.53 | | 12.30 | | De 11.35 Ar 11.20 | M 3 |
| 2.13 | | 4.50 | | F 6.33 | | F 11.45 | | * 5.52 | | | 1921 | 73.2 | Canton | 32.4 | 60 | D | * 10.01 | | F 10.19 | | F 3.39 | | 12 13 | P M | 11.00 | |
| 2.26 | | 5.00 | | F 6.42 | | F 11.53 | AM M 54 | * 5.59 | | | 1925 | 76.9 | Eagle Gorge | 28.7 | 60 | | * 9.51 | | F 10.07 | | F 3.27 | | De 11.53 Ar 11.40 | AM M 3 | 10.40 | |
| 2.50 | | 5.23 | | * 6.57 | | * 12.08 | PM | * 6.13 | | | 1932 | 83.8 | Palmer Jct. | 21.8 | No Siding | N | * 9.35 | | * 9.50 | | * 3.10 | | 10.55 | | 10.00 | See 66 Page 2 |
| Ar 2.55 De 3.07 | M 6 | 5.28 | | 7.00 | | 12.13 | | * 6.16 | | WY | A 1 | 85.0 | Kanaskat | 20.6 | 75 | D | 9.32 | | 9.45 | P 58 | 3.07 | M 57 | 10.50 | | De 9.55 Ar 9.25 | 4 P |
| 3.45 | | 5.42 | | 7.15 | | 12.26 | | * 6.27 | | | A 7 | 90.3 | Leary | 15.3 | 100 | N | * 9.15 | | 9.25 | | 2.55 | | 10.25 | | 9.05 | |
| 4.15 | | 6.03 | | * 7.34 | | * 12.39 | | * 6.40 | | W | A 14 | 97.3 | Covington | 8.3 | 70 | | * 9.00 | | * 9.03 | | * 2.36 | | 9.50 | | 8.30 | |
| Ar 4.50 See Page 3 | P M | Ar 6.35 See Page 3 | P M | Ar 7.55 See Page 4 | A M | Ar 1.00 See Page 3 | P M | Ar 7.00 See Page 4 | P M | Y | CF 9 | 105.6 | Auburn | 0.0 | 250 | N | De 8.40 | P M | De 8.40 | A M | De 2.15 | P M | De 9.00 | A M | De 7.55 M 5 | A M |
| EX. SUNDAY | | DAILY | | DAILY | | DAILY | | DAILY | | | | | | | | DAILY | | DAILY | | DAILY | | DAILY | | EX. SUNDAY | | |

| West Bound. | | | |
|----------------|----------------|----------------|----|
| FREIGHT No. 65 | FREIGHT No. 63 | FREIGHT No. 61 | |
| Third Class | Third Class | Third Class | |
| EX. SUNDAY | EX. SUNDAY | EX. SUNDAY | |
| De 10.25 | A M | | |
| 10.38 | | | |
| 10.45 | | | |
| 10.50 | | | |
| 11.20 | | | |
| 11.35 | | | |
| 11.55 | AM | | |
| Ar 12.01 | PM | | |
| EX. SUNDAY | | | |
| | De 1.45 | PM | |
| | -2.00 | | |
| | 2.13 | De 12.05 | PM |
| | 2.25 | 12.20 | |
| | 2.32 | 12.30 | |
| | Ar 2.40 | PM | |
| | Ar 12.40 | PM | |
| | EX. SUNDAY | EX. SUNDAY | |
| | See page 3. | See page 3. | |

Registering stations—Meeker, Orting and Crocker are registering at Meeker and Palmer Junction all South Prairie Yard extends to Cascade Junction. Trains will approach Cascade Junction. Trains will approach Meeker under clear and signal is received from switch.

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

Standard clocks—Ellensburg and Lester.

Position of "Wye" switches at Auburn will be ascertained before using.

Speed west bound will not exceed thirty-five (35) miles per hour, Canton to Eagle Gorge, and thirty (30) miles per hour Eagle Gorge to Palmer Junction.

First class trains when fifteen (15) minutes or more late, and extra trains running on schedule will observe same precautions in yard limits at Ellensburg, Clealum and Auburn as are required of second and inferior class trains by rule 298F.

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) Flaggging 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. 1 will cut out helper at west switch at Stampede and No. 2 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.

Engines must not run on Page Lumber Co.'s spur.

NOTE—No. 4 will back out of Auburn and head through East leg of wye. Nos. 1, 2 and 4 will use passing track at Auburn while transferring. No. 1 will head in east leg of wye at Auburn and back down to Transfer platform. Nos. 1 and 3 will approach first wye switch at Auburn under full control expecting to find Seattle connection turning on wye.

| East Bound. | |
|--------------------|------------------------|
| FREIGHT No. 54 | WAY FREIGHT No. 58 |
| Second Class DAILY | Third Class EX. SUNDAY |
| Ar 6.15 P M | Ar 8.00 P M |
| 5.54 | 7.30 |
| 5.45 | 7.15 |
| 5.26 | 6.50 |
| 5.13 | 6.35 |
| 8 De 5.00 | De 6.20 6 P |
| Ar 4.40 | Ar 5.25 |
| De 4.18 M 1 | 5.00 |
| Ar 4.00 | |
| 3.32 | De 4.32 M 1 |
| Ar 4.15 | Ar 4.15 |
| 3.12 | 3.53 |
| 3.00 M 53 | 3.40 |
| 1 2.40 | De 3.20 M 53 |
| Ar 3.00 | Ar 3.00 |
| 2.00 | 2.10 |
| 1.40 | 1.50 |
| 53 De 1.20 P 58 | De 1.30 M 57 |
| Ar 1.00 M 57 | Ar 12.10 P 58 |
| 12.50 | 11.59 A M |
| 12.30 | De 11.35 M 3 |
| Ar 11.20 | Ar 11.20 |
| 12 13 P M | 11.00 |
| De 11.53 AM M 3 | 10.40 |
| Ar 11.40 | |
| 10.55 | 10.00 See 66 Page 2 |
| 57 10.50 | De 9.55 4 P |
| Ar 9.25 | Ar 9.25 |
| 10.25 | 9.05 |
| 9.50 | 8.30 |
| M De 9.00 A M | De 7.55 A M M 5 |
| | Ar 7.55 |
| DAILY | EX. SUNDAY |

me class by time table, meet at Martin, Martin and east switch at Stampede, (A) trains Stampede without tunnel clearance, raters at Martin and Stampede will hold B) Flaggng is not required. (C) Head structions. These tracks are for use of No. 2 at east switch at Martin. All trains using this switch to and from

le transferring. switch at Auburn under

| West Bound. | | | | | | | | | | FIRST DISTRICT (Buckley Line.) | | | | | | | | | | East Bound. | | | | |
|------------------------|------------------------|------------------------|------------------------|------------------------|--|--------------------------------------|-----------------|--------------------------|--|--------------------------------|-------------------------|-------------------|------------------------|------------------------|------------------------|------------------------|---------------------------|--|--|-------------|--|--|--|--|
| FREIGHT No. 65 | FREIGHT No. 63 | FREIGHT No. 61 | FREIGHT No. 59 | PASSENGER No. 19 | | Water, Coal, Scales, Tables and Ways | Station Numbers | Distance from Ellensburg | Time Table No. 17A Sept. 1st, 1901 Succeeding No. 17 | Distance from Meeker | Capacity of Side Tracks | Telegraph Offices | PASSENGER No. 20 | FREIGHT No. 60 | FREIGHT No. 62 | FREIGHT No. 64 | FREIGHT No. 66 | | | | | | | |
| Third Class EX. SUNDAY | Third Class EX. SUNDAY | Third Class EX. SUNDAY | Third Class EX. SUNDAY | First Class EX. SUNDAY | | | | | STATIONS | | | | First Class EX. SUNDAY | Third Class EX. SUNDAY | Third Class EX. SUNDAY | Third Class EX. SUNDAY | Third Class EX. SUNDAY | | | | | | | |
| De 10.25 A M | | | | De *6.25 A M | | | 1932 | 83.8 | Palmer Jet. jc 0.7 | 33.4 | No Sdg. | N | Ar *6.25 P M | | | | Ar 9.55 A M See 58 Page 1 | | | | | | | |
| 10.38 | | | | 6.30 | | WI | 1933 | 84.5 | Palmer 2.9 | 32.7 | 102 | | 6.20 | | | | 9.50 | | | | | | | |
| 10.45 | | | | 6.36 | | | 1936 | 87.4 | Cumberland 0.5 | 29.8 | No Sdg. | | 6.10 | | | | 9.40 | | | | | | | |
| 10.50 | | | | * 6.37 | | | 1937 | 87.9 | Sunset 5.5 | 29.3 | 60 | | * 6.09 | | | | 9.35 | | | | | | | |
| 11.20 | | | | 6.47 | | | 1942 | 93.4 | Enumclaw cw 3.4 | 23.8 | 105 | D | 5.55 | | | | 9.15 | | | | | | | |
| 11.35 | | | | 6.57 | | | 1945 | 96.8 | Buckley BK 4.2 | 20.4 | 100 | D | 5.45 | | | | 8.50 | | | | | | | |
| 11.55 A M | | | | * 7.08 | | | 1949 | 101.0 | Cascade Jet. 0.9 D T | 16.2 | No Sdg. | | * 5.34 | | | | 8.05 | | | | | | | |
| Ar 12.01 P M | De 1.45 P M | | | 7.15 | | WCT | 1950 | 101.9 | So. Prairie so 4.7 | 15.3 | 135 | N | 5.30 | | | Ar 5.50 A M | De 8.00 A M | | | | | | | |
| EX. SUNDAY | | | | | | | 1955 | 106.6 | Crocker 2.7 | 10.6 | 100 | | F 5.14 | Ar 3.30 A M | | | 5.35 | | | | | | | |
| | 2.00 | | De 7.30 A M 19 P | F 7.22 P 59 | | | 1958 | 109.3 | Orting og 3.5 | 7.9 | 200 | D | 5.08 | 3.15 | Ar 4.55 A M | | 5.25 | | | | | | | |
| | 2.13 | De 12.05 P M | 7.50 | 7.29 | | WI | 1961 | 112.8 | McMillin 2.1 | 4.4 | 8 | | F 5.00 | 3.00 | 4.40 | | 5.11 | | | | | | | |
| | 2.25 | 12.20 | 8.07 | F 7.36 | | | 1963 | 114.9 | Alderton 2.3 | 2.3 | 135 | | F 4.55 | 2.50 | 4.30 | | 5.03 | | | | | | | |
| | 2.32 | 12.30 | 8.19 | F 7.40 | | W | 1966 | 117.2 | Meeker M J | 0.0 | 110 | N | De 4.50 P M | De 2.40 A M | De 4.20 A M | De 4.55 A M | | | | | | | | |
| | Ar 2.40 P M | Ar 12.40 P M | Ar 8.30 A M | Ar 7.45 A M * | | Y | | | | | | | EX. SUNDAY | EX. SUNDAY | EX. SUNDAY | EX. SUNDAY | | | | | | | | |
| | EX. SUNDAY See page 3 | EX. SUNDAY See page 3 | EX. SUNDAY See page 3 | EX. SUNDAY See page 3 | | | | | | | | | | | | | | | | | | | | |

Registering stations—Meeker, South Prairie and Palmer Junction. Orting and Crocker are registering stations for trains terminating there. 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.

NOTE.—Nos. 60, 62 and 64 lose right and class when two (2) hours or more late.

West Bound.

FIRST DISTRICT (Seattle Line.)

| Freight No. 63 | Freight No. 61 | Freight No. 59 | Way Freight No. 57 | Freight No. 55 | Freight No. 53 | Water, Coal, Seals, Tables and Wyes | Station Numbers | Time Table No. 17A | Distance from Seattle | Passenger No. 5 | Passenger No. 7 | Passenger No. 9 | Passenger No. 11 | Passenger No. 13 | Passenger No. 15 | Passenger No. 17 | Passenger No. 19 | Passenger No. 21 | Passenger No. 23 | Passenger No. 25 | Passenger No. 27 | Passenger No. 29 |
|--|--------------------|--------------------|--------------------|----------------------|---------------------|-------------------------------------|-----------------|-----------------------------------|-----------------------|---------------------|----------------------------------|--|---|----------------------------------|----------------------------------|----------------------|------------------|---|------------------|-------------------------------------|-------------------------------------|----------------------------------|
| Th'd Cl's EX. SUN. | Th'd Cl's EX. SUN. | Th'd Cl's EX. SUN. | Th'd Cl's EX. SUN. | Th'd Cl's DAILY | Sec'd Cl's DAILY | | | Sept. 1st, 1901 Succeeding No. 17 | | First Class DAILY | First Cl's DAILY (Pacific No. 4) | First Class DAILY (Portland, Olympia, Gray's Harbor and South Bend Con.) | First Class DAILY (Portland Connection) | First Cl's DAILY (Pacific No. 3) | First Cl's DAILY (Pacific No. 6) | First Cl's DAILY | EX. SUN. | First Cl's DAILY (Fairfax and Buckley Con.) | First Cl's DAILY | First Cl's DAILY (No. 1's C'nect'n) | First Cl's DAILY (No. 2's C'nect'n) | First Cl's DAILY (Pacific No. 1) |
| | | | | De 3:30 AM | | WCST | CF 31 | Seattle | 0.0 | De 7:00 AM C4 | De 7:45 AM | De 9:00 AM C8 M6 | De 12:01 PM | | De 1:15 PM | | | De 3:30 PM | De 5:15 PM | | De 7:50 PM C2A | De 9:40 PM |
| USE JOINT SCHEDULE OF | | | | | | | | | | | | | | | | | | | | | | |
| COLUMBIA & PUGET SOUND R. R. CO., CONTROLLING TRACKS BETWEEN BLACK RIVER AND SEATTLE JUNCTIONS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 4.15 | | | CF 21 | Black River | 9.8 | 7.25 | * 8.06 | * 9.21 | 12.24 M 10 | | * 1.37 M 14 | | | * 3.53 | 5.37 | | * 8.11 | 10.02 |
| | | | | | | | CF 19 | Orillia | 12.6 | F 7.31 | * | * | F 12.29 | | * | | | * | 5.42 | | * | * |
| | | | | | | | CF 17 | O'Brien's | 14.7 | F 7.36 | * | * | F 12.33 | | * | | | * | 5.47 | | * | * |
| | | | | 5.15 | | W | CF 15 | Kent | 16.7 | 7.41 | 8.18 M 6 | 9.32 M 56 | 12.38 | | 1.49 | | | 4.08 M 16 | 5.54 M 18 | | * 8.20 | 10.14 |
| | | | | | | | CF 13 | Thomas | 18.7 | F 7.45 | * | * | F 12.41 | | * | | | * | 5.59 | | * | * |
| | | | | | | | CF 11 | Christopher | 20.1 | F 7.48 | * | * | F 12.44 | | * | | | * | 6.03 | | * | * |
| | | | | De 5:10 PM | Ar 6:00 AM DAILY C4 | De 7:15 PM M 22 | CF 9 | Auburn | 22.5 | Ar 7:54 De 8:05 M 6 | Ar 8:30 AM DAILY M 8 | 9.45 | Ar 12:50 PM DAILY M 14 | De 1:10 PM C14 | Ar 2:00 PM DAILY M 12 | De 2:10 PM M 12 C 15 | | 4.20 | 6.10 | De 7:10 PM M 22 C 24 P 53 | Ar 8:30 M 26 De 8:40 M 28 | 10.25 |
| | | | | Ar 5:25 De 5:30 M 18 | | 7.30 | CF 4 | Dieringer | 26.9 | F 8.15 M 8 | Sec No. 4, Page 1 | * 9.55 | Sec 3, Page 1 | * 1.20 | Sec 6, Page 1 | * 2.20 | | * 4.30 | F 6.21 | F 7.20 | * 8.50 | 10.32 |
| | | | | 5.47 | | 7.37 | W CF 2 | Summer | 29.4 | F 8.20 | | 10.00 | | 1.25 | 2.25 | | 4.35 | 6.30 M 22 | 7.25 | 8.55 | 10.37 | |
| De 2:40 PM M 17 P | 12.40 PM | De 8:30 AM M 54 P | 5.52 | | | 7.42 | Y 1966 | Meeker | 31.0 | * 8.25 M 54 P 59 DT | | * 10.05 | | * 1.30 M 12 | * 2.30 P 63 | De 7:45 AM | * 4.40 | * 6.35 | * 7.30 | * 9.00 | 10.40 | |
| 2.45 | 12.45 | 8.35 | 6.05 M 22 DT | | | 7.47 M 26 & 28 DT | 1967 | Puyallup | 32.3 | 8.29 | | 10.09 | | 1.34 | 2.34 | 7.50 M 5 & 54 DT | 4.45 M 20 | 6.39 | 7.34 M 26 DT | 9.04 | 10.44 | |
| | | | | | | | 1971 | Reservation | 38.6 | * | * | | | * | * | F 8.00 | * | F 6.49 | | * | * | |
| 3.05 M 16 | 1.05 M 12 | 8.55 | 6.25 | | | 8.05 | 1972 | Prescott | 39.0 | * 8.40 | | * 10.20 | | * 1.45 | * 2.45 | * 8.01 | * 5.03 M 18 | * 6.50 | * 7.53 M 28 | * 9.15 | 10.55 | |
| | | | | | | | W | Tacoma | 40.7 | Ar 8.45 AM DAILY | | Ar 10.25 AM DAILY | | Ar 1.50 PM DAILY | Ar 2.50 PM DAILY | Ar 8.05 AM EX. SUN. | Ar 5.08 PM DAILY | Ar 6.55 PM DAILY | Ar 7.58 PM DAILY | Ar 9.20 PM DAILY | Ar 11.00 PM DAILY | |
| Ar 3.20 PM | Ar 1.20 PM | Ar 9.10 AM | Ar 6.40 PM | | | Ar 8.20 PM | WCST Y 1976 | Tacoma Wharf | 42.0 | | | See No. 7 Page 5 | | See No. 3 Page 5 | | | | | | | See No. 1 Page 5 | |
| EX. SUN. | EX. SUN. | EX. SUN. | EX. SUN. | | | DAILY | | | | | | | | | | | | | | | | |

Registering stations—Black River, Auburn, Meeker, Tacoma and Tacoma Wharf. At Black River, 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, Auburn 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 using. 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. 27 will stop at Kent when flagged for overland passengers. On arrival at Auburn No. 11 will head in on wye and turn train. Nos. 7, 11 and 15 will use passing track at Auburn while transferring.

Nos. 7, 27 and 29 will obtain orders at Seattle showing whether or not trains having rights over them have arrived at Black River.

Nos. 5, 8, 9, 10, 12, 17, 18, 22, 23, 25, 27 and 29 stop at West Depot, Puyallup. Nos. 4, 13, 16, 21, 26 and 28 stop at East Depot, Puyallup.

Nos. 19 and 20 stop at both Depots, Puyallup.

NOTE—New station at Auburn is time table station for all trains.

Trains using "Argo Cut-off" between Argo and Seattle must obtain copy of instructions, issued by Seattle Division, governing the use of this track.

| Pass'ng'r No. 28 | Pass'ng'r No. 26 | Pass'ng'r No. 24 | Pass'ng'r No. 22 | Pass'ng'r No. 20 |
|----------------------------------|--|----------------------------------|-------------------------------------|------------------|
| First Cl's DAILY (Pacific No. 2) | First Cl's DAILY (No. 2's Con'ct'n) Ar 9.15 PM | First Cl's DAILY (Pacific No. 1) | First Cl's DAILY (No. 1's Con'ct'n) | First Cl's EX. |
| USE JOINT SCHEDULE | | | | |
| | * 8.53 | * 7.30 C 27 | | |
| | * | * | | |
| | * | * | | |
| | 8.42 | 7.18 | | |
| | * | * | | |
| | * | * | | |
| See No. 2, Page 1 | Ar 8.30 PM C 26 M 27 | De 7.05 PM DAILY C 25 | Ar 6.45 PM M 25 & 26 | |
| * 8.18 | * 8.10 | | * 6.35 | |
| * 8.13 | * 8.05 | | 6.30 M 23 | See 1 |
| * 8.10 | * 8.00 | | * 6.25 | Ar 4.30 |
| 8.05 | 7.55 | | 6.20 | 4.4 |
| * | * | | * | F 4.3 |
| * 7.53 M 55 D T | * 7.43 M 26 & 53 D T | | * 6.08 M 57 D T | * 4.3 |
| De 7.50 PM DAILY | De 7.40 PM DAILY | | De 6.05 PM DAILY | De 4.3 |

Before entering double track at Meeker until tracks are known to be clear, and s... Position of Wye switches at Auburn... Conductors and engineers will provide rules governing inter-locking at Seattle. When Nos. 27 and 28 meet at Auburn... When Nos. 22 and 23 meet at Sumner... Nos. 24 and 28 will use passing track

Trains using "Ar..."

| PASSENGER No. 21 | PASSENGER No. 23 | PASSENGER No. 25 | PASSENGER No. 27 | PASSENGER No. 29 |
|------------------|------------------|----------------------|----------------------|-------------------|
| First Cl's DAILY | First Cl's DAILY | First Cl's DAILY | First Cl's DAILY | First Cl's DAILY |
| De 3.30 P M | De 5.15 P M | (No. 1's) (C'nect'n) | (No. 2's) (C'nect'n) | (Pacific) (No. 1) |
| De 3.30 P M | De 5.15 P M | De 7.50 P M | De 9.40 P M | |

LACK RIVER AND SEATTLE JUNCTIONS.

| | | | | |
|-------------|-------------|------------------|--------------|--------------|
| * 3.53 | 5.37 | | * 8.11 | 10.02 |
| * | 5.42 | | * | * |
| * | 5.47 | | * | * |
| 4.08 M 16 | 5.54 M 18 | | * 8.20 | 10.14 |
| * | 5.59 | | * | * |
| * | 6.03 | | * | * |
| 4.20 | 6.10 | De 7.10 P M C 24 | Ar 8.30 M 26 | 10.25 |
| * 4.30 | F 6.21 | F 7.20 | * 8.50 | 10.32 |
| 4.35 | 6.30 M 22 | 7.25 | 8.55 | 10.37 |
| * 4.40 | * 6.35 | * 7.30 | * 9.00 | 10.40 |
| 4.45 M 20 | 6.39 | 7.34 M 26 | 9.04 | 10.44 |
| * | F 6.49 | | * | * |
| * 5.03 M 18 | * 6.50 | * 7.53 M 28 | * 9.15 | 10.55 |
| Ar 5.08 P M | Ar 6.55 P M | Ar 7.58 P M | Ar 9.20 P M | Ar 11.00 P M |
| DAILY | DAILY | DAILY | DAILY | DAILY |

tain CARD order at Prescott or Tacoma as between Prescott and Tacoma, will not proceed draw bridge line west of draw bridge while draw all control, and will not proceed until tracks are under. First keep at least five minutes apart. Double tracks, will carefully inspect loading, and, as will not be met while running. Load passengers. Delay and turn train. A while transferring.

d at Black River. East Depot, Puyallup.

ing the use of this track.

FIRST DISTRICT (Seattle Line.) **East Bound.**

| PASS'NG'R No. 28 | PASS'NG'R No. 26 | PASS'NG'R No. 24 | PASS'NG'R No. 22 | PASS'NG'R No. 20 | PASS'NG'R No. 18 | PASSENGER No. 16 | PASSENGER No. 14 | PASSENGER No. 12 | PASSENGER No. 10 | PASS'NG'R No. 8 | PASSENGER No. 6 | PASS'NG'R No. 4 | STATIONS & Telegraph Offices | Capacity of Side Tracks | FREIGHT No. 54 | FREIGHT No. 56 | WAY FREIGHT No. 58 | FREIGHT No. 60 | FREIGHT No. 62 | FREIGHT No. 64 |
|--|-------------------------------------|----------------------------------|-------------------------------------|----------------------|------------------|-----------------------------------|--|-----------------------|-------------------|-------------------------------------|-----------------------------------|------------------|------------------------------|---|------------------|-----------------|--------------------|--------------------|--------------------|--------------------|
| First Cl's DAILY (Pacific No. 2) | First Cl's DAILY (No. 2's Con'ct'n) | First Cl's DAILY (Pacific No. 1) | First Cl's DAILY (No. 1's Con'ct'n) | First Cl's EX. SUN. | First Cl's DAILY | First Class DAILY (Pacific No. 8) | First Class DAILY (No. 3's Con'ection) | First Class DAILY | First Class DAILY | First Cl's DAILY (No. 4's Con'ct'n) | First Class DAILY (Pacific No. 5) | First Cl's DAILY | Seattle DS 5.5 N | 500 | Sec'd Cl's DAILY | Th'd Cl's DAILY | Th'd Cl's EX. SUN. | Th'd Cl's EX. SUN. | Th'd Cl's EX. SUN. | Th'd Cl's EX. SUN. |
| Ar 8.30 P M | Ar 9.15 P M | Ar 8.00 P M | | | Ar 6.30 P M | Ar 4.45 P M | Ar 2.00 P M | | Ar 12.45 P M | Ar 9.30 A M | Ar 9.00 A M | Ar 7.25 A M | 42.0 | | | Ar 10.55 A M | | | | |
| USE JOINT SCHEDULE OF COLUMBIA & PUGET SOUND R. R. CO. CONTROLLING TRACKS BETWEEN | | | | | | | | | | | | | | BLACK RIVER AND SEATTLE JUNCTIONS. | | | | | | |
| | * 8.53 | * 7.30 C 27 | | | 6.07 | * 4.22 | 1.37 M 15 | | 12.24 M 11 | F 9.06 C 9 | * 8.35 | * 6.55 See 5 | 32.2 Black River BI 2.8 N | 48 | | 10.05 | | | | |
| | * | * | | | F 6.02 | * | * | | F 12.18 | F 9.00 | * | * | 29.4 Orillia 2.1 | 15 | | | | | | |
| | * | * | | | F 5.58 | * | * | | F 12.13 | F 8.55 | * | * | 27.3 O'Brien's 2.0 | 3 | | | | | | |
| | 8.42 | 7.18 | | | 5.54 M 23 | 4.08 M 21 | 1.23 | | 12.09 | 8.50 | 8.18 M 7 | 6.35 | 25.3 Kent KN 2.0 D | 90 | | De 9.32 M 9 | | | | |
| | * | * | | | F 5.48 | * | * | | F 12.04 | F 8.43 | * | * | 23.3 Thomas 1.4 | 8 | | | | | | |
| | * | * | | | F 5.45 | * | * | | F 12.01 P M | F 8.40 | * | * | 21.9 Christopher 2.4 | 4 | | | | | | |
| Ar 8.30 P M C 26 M 27 | De 8.30 M 27 | De 7.05 P M C 25 | Ar 6.45 P M M 25 & 53 | | 5.40 | 3.55 | De 1.10 P M M 11 DAILY C 13 | Ar 1.50 P M M 15 & 17 | 11.55 A M | De 8.35 M 7 | De 8.05 A M | 6.20 | 19.5 Auburn YD 4.4 N | 250 | Ar 8.50 A M C 7 | De 9.00 A M | Ar 7.10 A M | | | |
| * 8.18 | * 8.10 | | * 6.35 | | * 5.30 M 57 | * 3.45 | | 1.40 | F 11.45 | * 8.15 M 5 | | * 6.09 | 15.1 Dieringer 2.5 | 60 | 8.38 | | 6.53 | | | |
| * 8.13 | * 8.05 | | 6.30 M 23 | See Page 2 | 5.25 | 3.40 | | 1.35 | 11.40 | 8.10 | | F 6.05 | 12.6 Summer SN 1.6 D | 75 | 8.30 | | 6.45 | | | |
| * 8.10 | * 8.00 | | * 6.25 | Ar 4.50 P M | * 5.20 | * 3.35 | | 1.30 M 13 | * 11.35 | * 8.05 | | * 6.00 | 11.0 Meeker MJ 1.3 N | 110 | 8.25 M 5 & 59 | | 6.30 | Ar 2.40 A M | Ar 4.20 A M | Ar 4.55 A M |
| 8.05 | 7.55 | | 6.20 | 4.45 M 21 | 5.15 | 3.30 | | 1.25 | 11.30 | 8.00 | | 5.55 | 9.7 Puyallup PY 6.3 D | 100 | 8.20 | | 6.25 | 2.35 | 4.15 | 4.50 |
| * | * | | * | F 4.34 | * | * | | | F 11.19 | * | | * | 3.4 Reservation 0.4 | No Sdg. | | | | | | |
| * 7.53 M 53 D T | * 7.48 M 53 D T | | * 6.08 M 57 D T | * 4.33 | * 5.08 M 21 | * 3.18 C 63 | | 1.13 C 61 | * 11.18 | * 7.48 P 54 M 19 D T | | * 5.43 P 58 | 3.0 Prescott RN 1.7 N | 100 | 7.58 P 19 D T | 5.55 4 P | 2.15 | 3.55 | 4.30 | |
| De 7.50 P M | De 7.40 P M | | De 6.05 P M | De 4.30 P M EX. SUN. | De 5.00 P M | De 3.15 P M | | De 1.10 P M | De 11.15 A M | De 7.45 A M | | De 5.40 A M | 1.3 Tacoma Q 1.3 N | | | | | | | |
| DAILY | DAILY | | DAILY | EX. SUN. | DAILY | DAILY | | DAILY | DAILY | DAILY | | DAILY | 0.0 Tacoma W T | 3000 | De 7.45 A M | | De 5.40 A M | De 2.00 A M | De 3.40 A M | De 4.15 A M |
| | | | | | | | | | | | | | | | DAILY | | | EX. SUN. | EX. SUN. | EX. SUN. |

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 Wye 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. When Nos. 27 and 28 meet at Auburn, No. 28 will take siding. When Nos. 22 and 23 meet at Summer, No. 22 will take siding. Nos. 24 and 28 will use passing track at Auburn while transferring.

First-class trains when fifteen (15) minutes or more late, and extra trains running on schedule will observe same precautions in yard limits at Seattle and Auburn as are required of second and inferior class trains by Rule 298F. Speed of trains and engines crossing Grant and Commercial streets and Railroad avenue, Seattle, will be such that stop can be made if track is found obstructed. On arrival at Auburn No. 22 will head in on Wye and turn train. Nos. 4 and 24 will use "Argo cut-off" between Argo and Seattle.

NOTE.—New Station at Auburn is Time Table Station for all trains.

Trains using "Argo Cut-Off" between Argo and Seattle must obtain copy of instructions issued by Seattle Division governing the use of this track.

West Bound.

SECOND DISTRICT.

| FREIGHT No. 73 Third Class EX. SUNDAY | FREIGHT No. 71. Third Class MON. WED. & FRI. | WAY FREIGHT No. 57 Third Class EX. SUNDAY | MIXED No. 207 Second Class EX. SUNDAY | FREIGHT No. 53 Second Class DAILY | Water, Daily, Sailing, Tides & Wrecks | Station Numbers | Time Table No. 17A September 1st, 1901. Succeeding No. 17 | Distance from Tacoma Wharf | PASSENGER No. 1. First Class DAILY | PASSENGER No. 3 First Class DAILY | PASSENGER No. 7 Olympia, Gray's Harbor and So. Bend Connection. First Class DAILY | | |
|---|--|---|--|---|---------------------------------------|-----------------|---|----------------------------|--|---|--|----------------------|---------------------|
| De 9.30 AM | De 7.30 AM | De 4.00 AM | | De 11.50 PM | W C S Y | 1976 | Tacoma Wharf 1.3 | 0.0 | | | | | |
| 9.35 | 7.35 | 4.05 M 54 D T | | 11.55 PM 1 P | | 1977 | Tacoma 4.2 | 1.3 | De 11.45 PM P 53 | De 2.00 PM M 72 DT | De 10.35 AM | | |
| 10.00 | 8.10 | 5.10 M 4 | | 12.25 AM | W S T | 1981 | South Tacoma 3.6 | 5.5 | 12.05 AM | 2.20 | 10.55 | | |
| 10.14 | Ar 8.30 AM MON. WED. & FRI. See Page 7. | 5.40 | | 12.40 | | 1985 | Lakeview 4.9 | 9.1 | * 12.15 | * 2.28 See 8 | Ar 11.05 AM | | |
| 10.30 | | 6.00 | | 12.55 | | 1990 | Hillhurst 6.1 | 14.0 | * 12.31 | F 2.35 | | | |
| 10.50 | | 6.30 | | 1.15 | W | 1996 | Roy 5.4 | 20.1 | F 12.50 | | | | |
| 11.05 | | 7.00 | | 1.32 | | 2002 | Yelm Prairie 5.7 | 25.5 | * 1.05 | F 2.56 | | | |
| 11.25 | | 7.30 | | 1.57 | | 2007 | Rainier 4.0 | 31.2 | * 1.22 | F 3.05 M 58 | | | |
| 11.40 | | 7.50 | | 2.11 | | 2011 | McIntosh 4.7 | 35.2 | * 1.35 | F 3.13 | | | |
| 11.50 AM | | 8.15 | | 2.24 | W 1/2 mile East | 2015 | Tenino 3.4 | 39.9 | F 1.49 | | | | |
| 12.05 PM | | 8.45 | | 2.40 M 54 | | 2020 | Bucoda 6.9 | 43.3 | F 2.00 | | | | |
| Ar 12.30 PM See 8 M 58 EX. SUNDAY See 274 Page 7 | | Ar 9.10 De 10.00 | | 3.00 | W C S Y | 2027 | Centralia 4.2 | 50.2 | 2.20 M 54 | | 3.50 | De 1.30 P M | |
| | | Ar 10.15 M 58 De 10.50 | De 1.50 PM 7 P Ar* 1.55 PM EX. SUNDAY See Page 7. | Ar 3.15 De 3.20 M 4 | | 2031 | Chehalis 0.9 | 54.4 | 2.32 | | 4.00 | 1.42 P 207 | |
| | | | | | Y | 2032 | Chehalis Junc. 1.8 | 55.3 | | | | | |
| | | 10.57 | | 3.28 | W | 2033 | Newaukum 4.7 | 57.1 | * 2.37 | * 4.05 | * 1.47 | | |
| | | Ar 11.15 De 11.52 AM M 8 12.30 PM | | 3.50 | | 2038 | Napavine 6.6 | 61.8 | 3.00 M 4 | * 4.18 | 1.58 | | |
| | | | | 4.10 | W | 2044 | Winlock 2.9 | 68.4 | 3.18 | | 4.35 | 2.12 | |
| | | 12.40 | | 4.17 | | 2047 | Ainslie 3.3 | 71.3 | * 3.23 | * 4.44 M 2 | * 2.17 | | |
| | | 1.00 | | 4.24 | | 2050 | Sopenah 2.4 | 74.6 | * 3.29 | * 4.51 | F 2.23 | | |
| | | 1.10 | | 4.33 | | 2053 | Olequa 7.5 | 77.0 | * 3.36 | * 4.56 | F 2.30 | | |
| | | 1.50 | | 5.00 | W | 2060 | Castle Rock 6.7 | 84.5 | 4.00 | | 5.13 | 2.46 | |
| | | 2.15 | | 5.17 | | 2066 | Ostrander 3.7 | 91.2 | * 4.19 | * 5.28 | F 3.00 | | |
| | | 2.35 | | 5.31 | | 2071 | Kelso 5.9 | 94.9 | 4.31 | | 5.37 | 3.11 | |
| | | 2.55 | FREIGHT No. 31 A. & C. R. Ry. | 5.45 | | 2077 | Carrolls 4.3 | 100.8 | * 4.45 | * 5.49 | F 3.24 | | |
| | | | Second Class MON. WED. & FRI. | 6.00 | W C S Y | 2081 | Kalama 1.1 | 105.1 | 5.00 | | 6.00 | 3.35 M 2 | |
| | | Ar 3.15 PM See 7 EX. SUNDAY | De 12.35 PM | 7.00 | W T | 2082 | Goble 2.2 | 106.2 | 5.30 | | 6.30 | 4.05 | |
| | | | | 7.10 M 32 | | 2084 | Hunters 6.3 | 108.4 | * 5.35 | * 6.35 | * 4.10 | * 10.09 | |
| | | Ar 8.55 De 9.00 M 22 | 12.43 | 7.40 | W 1-2 mile East | 2090 | Columbia 3.4 | 114.7 | * 5.50 | * 6.47 | F 4.21 | * 10.18 | * 8.39 |
| | | Ar 9.24 De 9.29 M 8 9.49 | 1.05 | 7.52 | | 2094 | Houlton 3.3 | 118.1 | * 5.57 | * 6.53 | F 4.28 | * 10.24 | * 8.48 |
| | | 10.05 | 1.34 | 8.05 | | 2097 | Warren 4.4 | 121.4 | F 6.05 | * 6.59 | 4.35 | * 10.30 | * 8.54 |
| | | Ar 10.25 De 10.50 21P | 1.47 | Ar 8.20 M 22 De 9.10 M 8 | | 2102 | Scappoose 7.3 | 125.8 | F 6.15 M 32 | * 7.06 | 4.43 | * 10.37 P 59 | * 9.00 |
| | | 11.15 | 1.74 | 9.30 | W 3-10 mile East | 2109 | Holbrook 5.2 | 133.1 | * 6.30 | * 7.21 M 24 | F 4.55 | * 10.48 | * 9.07 |
| | | 11.35 | 1.91 | 9.43 | | 2114 | Linnton 3.5 | 138.3 | * 6.42 | * 7.29 | F 5.03 | * 10.55 | * 9.18 M 54 |
| | | 11.50 AM | 2.08 | 9.52 | | 2118 | Beatty 3.8 | 141.8 | * 6.49 | * 7.34 | * 5.09 | * 11.00 | * 9.25 |
| Ar 12.05 PM EX. MONDAY | | Ar 3.10 PM MON. WED. & FRI. | Ar 3.10 PM | Ar 10.05 AM DAILY | W C S P | 2121 | Portland | 145.6 | Ar 7.00 AM DAILY | Ar 7.45 PM DAILY | Ar 5.20 PM DAILY | Ar 11.10 AM DAILY | Ar 9.40 PM DAILY |

See Special Rules Page 7.

| | | PASSENGER No. 24 A. & C. R. Ry. First Class DAILY | PASSENGER No. 22 A. & C. R. Ry. First Class DAILY | PASSENGER No. 21 A. & C. R. Ry. First Class DAILY | PASSENGER No. 23 A. & C. R. Ry. First Class DAILY | PASSENGER No. 16 So. Bend, Gray's Harbor and Olympia Connection. First Class DAILY |
|---------------------|---------------------|--|--|--|--|---|
| | | Ar 8.05 PM | Ar 9.05 AM | De 10.05 AM See 8 | De 8.35 PM | Ar 3.05 |
| | | * 8.00 | * 9.00 M 59 | * 10.09 | * 8.39 | 2.45 |
| | | * 7.51 | * 8.51 | * 10.18 | * 8.48 | De 2.37 |
| | | * 7.45 | * 8.45 | * 10.24 | * 8.54 | |
| | | * 7.39 | * 8.39 | * 10.30 | * 9.00 | |
| | | * 7.31 | * 8.31 M 53 | * 10.37 P 59 | * 9.07 | |
| | | * 7.21 M 3 | * 8.21 | * 10.48 | * 9.18 M 54 | |
| | | * 7.14 | * 8.14 | * 10.55 | * 9.25 | |
| | | * 7.09 | * 8.09 | * 11.00 | * 9.30 | |
| De 7.00 PM DAILY | De 8.00 AM DAILY | De 8.35 PM DAILY | De 8.35 PM DAILY | De 10.05 AM See 8 | De 8.35 PM DAILY | |

SECOND DISTRICT.

East Bound.

| PASSENGER No. 7 Gray's Harbor and and Connection. First Class DAILY | | PASSENGER No. 21 A. & C. R. Ry. First Class DAILY | | PASSENGER No. 23 A. & C. R. Ry. First Class DAILY | |
|---|-------|--|-------|--|-------|
| 0.35 A M | | | | | |
| 0.55 | | | | | |
| 1.05 A M | | | | | |
| See Page 7. | | | | | |
| VIA OLYMPIA. | | | | | |
| 1.30 P M | | | | | |
| 1.42 P 207 | | | | | |
| 1.47 | | | | | |
| 1.58 | | | | | |
| 2.12 | | | | | |
| 2.17 | | | | | |
| 2.23 | | | | | |
| 2.30 | | | | | |
| 2.46 | | | | | |
| 3.00 | | | | | |
| 3.11 | | | | | |
| 3.24 | | | | | |
| 3.35 M 2 | | | | | |
| 4.05 | | | | | |
| 4.10 | | | | | |
| 4.21 | | | | | |
| 4.28 | | | | | |
| 4.35 | | | | | |
| 4.43 | | | | | |
| 4.55 | | | | | |
| 5.03 | | | | | |
| 5.09 | | | | | |
| 5.20 P M | | | | | |
| DAILY | DAILY | DAILY | DAILY | DAILY | DAILY |

| PASSENGER No. 8 So. Bend, Gray's Harbor and Olympia Connection. First Class DAILY | | PASSENGER No. 4 First Class DAILY | | PASSENGER No. 2 First Class DAILY | | STATIONS | | FREIGHT No. 54 Second Class DAILY | | MIXED No. 208 Second Class EX. SUNDAY | | WAY FREIGHT No. 58 Third Class EX. SUNDAY | | FREIGHT No. 72 Third Class MON. WED. & FRI. | | FREIGHT No. 74 Third Class EX. SUNDAY | |
|---|-------------------|---|------------------|---|-------------------|----------|--------------------|---|--|---|--|---|--|---|--|---|--|
| Ar 3.05 P M | See No. 16 Page 4 | Ar 5.30 A M | See No. 4 Page 4 | Ar 7.30 P M | See No. 28 Page 4 | 145.6 | Tacoma Wharf 1.3 | Ar 4.30 A M | | Ar 5.45 P M | | Ar 2.40 P M | | Ar 8.40 P M | | | |
| 2.45 | | 5.10 M 57 | | 7.10 | | 144.3 | Tacoma 4.2 | 4.25 | | 5.40 | | 2.35 | | 8.35 | | | |
| De 2.37 P M | See 3 | F 5.00 | | * 7.00 | | 140.1 | South Tacoma 3.6 | 4.05 M 57 DT | | 5.20 | | 2.15 M 3 DT | | 8.15 | | | |
| | | F 4.49 | | * 6.50 | | 136.5 | Lakeview 4.9 | 3.56 | | 5.00 | | De 2.00 P M | | 8.00 | | | |
| | | F 4.36 | | * 6.35 | | 131.6 | Hillhurst 6.1 | 3.45 | | 4.30 | | MON. WED. & FRI. | | 7.41 | | | |
| | | * 4.23 | | F 6.22 | | 125.5 | Roy 5.4 | 3.32 | | 4.00 | | | | 7.20 | | | |
| | | * 4.14 | | F 6.14 | | 120.1 | Yelm Prairie 5.7 | 3.20 | | 3.30 | | | | 7.00 | | | |
| | | * 4.06 | | F 6.04 | | 114.4 | Rainier 4.0 | 3.08 | | De 3.05 M 3 | | | | 6.45 | | | |
| | | F 3.57 | | 5.57 | | 110.4 | McIntosh 4.7 | 2.57 | | Ar 2.30 | | | | 6.30 | | | |
| | | F 3.48 | | 5.50 | | 105.7 | Tenino 3.4 | 2.48 | | 2.10 | | | | 6.15 | | | |
| | | Ar 12.20 P M | | 3.32 | | 102.3 | Bucoda 6.9 | 2.40 M 53 | | 1.45 | | | | 6.00 | | | |
| | | 12.08 | | 3.20 M 53 | | 95.4 | Centralia 4.2 | De 2.20 M 1 | | 1.15 | | | | | | | |
| | | * 12.01 P M | | * 3.13 | | 91.2 | Chehalis 0.9 | Ar 1.52 | | De 12.30 P M M 73 | | | | De 5.40 P M 2P | | | |
| | | 11.52 A M | | * 3.00 M 1 | | 90.3 | Chehalis Junc. 1.8 | 1.42 | | Ar 11.35 A M | | | | EX. SUNDAY | | | |
| | | 11.34 | | * 2.45 | | 88.5 | Newankum 4.7 | 1.23 | | De * 11.30 A M | | | | | | | |
| | | * 11.29 | | * 2.36 | | 83.8 | Napavine 6.6 | 1.10 | | EX. SUNDAY | | | | | | | |
| | | F 11.23 | | * 2.28 | | 77.2 | Winlock 2.9 | 12.45 | | | | | | | | | |
| | | F 11.17 | | * 2.23 | | 74.3 | Ainslie 3.3 | 12.35 | | | | | | | | | |
| | | 11.02 | | 2.04 | | 71.0 | Sopenah 2.4 | 12.25 | | | | | | | | | |
| | | F 10.47 | | * 1.48 | | 68.6 | Olequa 7.5 | 12.15 A M | | | | | | | | | |
| | | 10.38 | | 1.40 | | 61.1 | Castle Rock 6.7 | 11.56 P M | | | | | | | | | |
| | | F 10.24 | | * 1.25 | | 54.4 | Ostrander 3.7 | 11.40 | | | | | | | | | |
| | | 10.15 | | 1.15 | | 50.7 | Kelso 5.9 | 11.30 | | | | | | | | | |
| | | Ar 8.05 P M | | 12.45 | | 44.8 | Carrolls 4.3 | 11.15 | | | | | | | | | |
| | | * 8.00 | | * 9.39 | | 40.5 | Kalama 1.1 | 11.05 | | | | | | | | | |
| | | * 7.51 | | F 9.29 M 59 | | 39.4 | Goble 2.2 | 10.20 | | | | | | | | | |
| | | * 7.45 | | F 12.28 | | 37.2 | Hunters 6.3 | 10.15 | | | | | | | | | |
| | | * 7.39 | | F 12.22 | | 30.9 | Columbia 3.4 | 10.01 | | | | | | | | | |
| | | * 7.31 | | F 12.16 | | 27.5 | Houlton 3.3 | 9.54 | | | | | | | | | |
| | | * 7.21 M 3 | | F 12.08 A M | | 24.2 | Warren 4.4 | 9.46 | | | | | | | | | |
| | | * 8.21 | | F 11.57 P M | | 19.8 | Scappoose 7.3 | 9.37 | | | | | | | | | |
| | | * 8.14 | | F 11.48 | | 12.5 | Holbrook 5.2 | De 9.18 M 23 | | | | | | | | | |
| | | * 8.09 | | F 11.41 | | 7.3 | Linnton 3.5 | Ar 9.13 | | | | | | | | | |
| | | De 8.35 A M | | De 11.30 P M | | 3.8 | Beatty 3.8 | 8.42 | | | | | | | | | |
| | | De 8.00 A M | | De 2.00 P M | | 0.0 | vc Portland | De 8.30 P M | | | | | | | | | |
| | | De 7.00 P M | | DAILY | | | | DAILY | | | | | | | | | |

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 running via Olympia Branch will register at Lakeview, and trains 207 and 208 at Chehalis.

Clearance will not be issued at Tacoma or South Tacoma, except when red signal is displayed.

Tacoma 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.

East-bound trains will stop at stop board 500 feet west of crossover switch at summit of maximum grade between South Tacoma and Tacoma and at Eleventh Street, Tacoma, and look out for switch engines crossing from west-bound track. They will also stop at stop board 200 feet west of Commerce 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.

When Nos. 3 and 8 meet at Lakeview, No. 3 will hold main line.

NOTE—Trains No. 7 and 8 will stop on flag at Honeymans.

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 employees remaining at post of duty, screen headlights.

First class trains when fifteen (15) minutes or more late, and extra trains running on schedule will observe same precautions in yard limits at Centralia and Chehalis as are required of second and inferior class trains by rule 298F.

Passenger conductors will leave ticket in box on Transfer Boat, giving train, date, conductor and number of passengers.

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 2½ miles west.

All trains will stop for railroad crossing between Goble and Hunters.

No. 3 will stop at Lakeview and Napavine for passengers from points east of Tacoma.

West Bound. OLYMPIA BRANCH. East Bound.

| FREIGHT No. 71 | PASSENGER No. 7 | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Lakeview | Time Table No. 17A Sept. 1st, 1901 Succeeding No. 17 | Distance from Centralia | Capacity of Side Tracks | Telegraph Offices | PASSENGER No. 8 | FREIGHT No. 72 |
|----------------------------------|----------------------------|--------------------------------------|-----------------|------------------------|--|-------------------------|-------------------------|-------------------|--------------------------|----------------------------------|
| Third Class | First Class | | | | STATIONS | | | | First Class | Third Class |
| Mon., Wed. & Fri. | DAILY | | | | | | | | DAILY | Mon., Wed. & Fri. |
| De 8.30 AM | De 11.05 AM | | 1985 | 0.0 | Lakeview | 56.9 | 100 | D | See Page 6 Ar 2.37 PM | See Page 6 Ar 2.00 PM |
| 8.40 | F 11.10 | | PA 3 | 2.8 | American Lake | 54.1 | 40 | | F 2.31 | 1.51 |
| 8.47 | F 11.14 | | PA 5 | 4.3 | Murray | 52.6 | 35 | | F 2.27 | 1.45 |
| 9.35 | 11.31 | W | PA 13 | 12.5 | Sherlock | 44.4 | 39 | | 2.07 | 1.00 |
| 10.05 | F 11.46 | | PA 20 | 19.5 | Woodland | 37.4 | 40 | | F 1.51 | 12.30 |
| Ar 10.30 AM MON., WED. & FRI. | Ar 11.59 AM De 12.05 PM | WT | PA 25 | 24.6 | Olympia | 32.3 | 110 | D | De 1.40 Ar 1.35 | De 12.05 PM MON., WED. & FRI. |
| FREIGHT No. 273 | F 12.20 | | PA 30 | 29.9 | Belmore | 27.0 | 40 | | F 1.22 | FREIGHT No. 274 |
| Third Class | 12.35 | | PA 37 | 36.4 | Little Rock | 20.5 | 43 | | 1.10 | Third Class |
| EX. SUNDAY | F 12.44 | | PA 40 | 39.6 | Mima | 17.3 | 13 | | F 1.03 | See 173 Page 8 EX. SUNDAY |
| De 3.00 PM M 274 | Ar 12.55 M 8 De 1.05 | WY | PA 44 | 43.9 | Gate | 13.0 | 100 | D | De 12.55 M 7 Ar 12.45 | Ar 3.00 PM M 273 |
| 3.15 | F 1.11 | | PA 47 | 46.9 | Rochester | 10.0 | 40 | | F 12.37 | 2.40 |
| 3.35 | F 1.18 | | PA 51 | 51.1 | Grand Mound | 5.8 | 32 | | F 12.29 | 2.25 |
| Ar 4.00 PM EX. SUNDAY | Ar 1.30 PM DAILY | WC Y | 2027 | 56.9 | Centralia | 0.0 | 170 | N | De 12.20 PM DAILY | De 2.00 PM EX. SUNDAY |

Registering stations—Lakeview, Gate, Centralia and Olympia for trains terminating there.

Standard clock—Tacoma and Centralia.

Junction switch, toward Olympia at Gate, will be set for Olympia Branch and Junc. switch at Transfer platform will be set for Gray's Harbor Branch.

Trains from Olympia Branch must ascertain Main Line rights before occupying Main Line at Lakeview.

"Wye" at Gate is time table station for Nos. 7 and 8.

Maximum grades, 3½ miles east to 3½ miles west of Sherlock; 3 miles east to 2 miles west of Olympia.

All except regular trains or trains protected by train order will protect by flag through Olympia Tunnel.

No. 71 has right over No. 72.

Engines will not run on Mason County Logging Spur west of passing track two miles from junction and will look out for Mason County Logging Co.'s engine at that point.

West Bound. SOUTH BEND BRANCH. East Bound.

| MIXED No. 207 | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Chehalis Junction | Time Table No. 17A Sept. 1st, 1901 Succeeding No. 17 | Distance from South Bend | Capacity of Side Tracks | Telegraph Offices | MIXED No. 208 |
|---------------|--------------------------------------|-----------------|---------------------------------|--|--------------------------|-------------------------|-------------------|-----------------------------|
| Second Class | | | | STATIONS | | | | Second Class |
| EX. SUNDAY | | | | | | | | EX. SUNDAY |
| De * 1.55 PM | Y | 2032 | 0.0 | Chehalis Junction | 56.7 | Y | | See Page 6 Ar * 11.30 AM |
| F 2.02 | | P C 2 | 2.3 | Claquato | 54.4 | 5 | | F 11.20 |
| 2.17 | | P C 5 | 4.7 | Adna | 52.0 | 37 | | 11.06 |
| 2.32 | | P C 10 | 10.1 | Ceres | 46.6 | 58 | | 10.50 |
| 2.55 | | P C 16 | 16.4 | Dryad | 40.3 | 90 | | 10.35 |
| 3.20 | W | P C 22 | 22.4 | Pe Ell | 34.3 | 75 | D | 10.20 |
| F 3.55 | | P C 29 | 28.9 | Pluvius | 27.8 | 36 | | F 10.00 |
| 5.00 | W | P C 35 | 35.3 | Frances | 21.4 | 75 | D | 8.50 |
| 5.10 | | P C 38 | 38.0 | Lebam | 18.7 | 14 | | 8.30 |
| 5.25 | | P C 42 | 42.3 | Holcomb | 14.4 | 42 | | 8.15 |
| 5.40 | | P C 46 | 46.4 | Menlo | 10.3 | 9 | | 8.02 |
| 5.55 | | P C 50 | 50.5 | Willapa | 6.2 | 16 | | 7.50 |
| Ar 6.20 PM | WC T | P C 57 | 56.7 | South Bend | 0.0 | 150 | D | De 7.30 AM |

Registering stations—Chehalis and South Bend. **Bulletin station**—Chehalis.

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.

Standard clock—Centralia.

Chehalis Yard includes west "Wye" switch at Chehalis Junction.

Maximum grades between Pe Ell and Frances.

McCormick's, Davies', and Doty's spurs, and Giesy's crossing east of Willapa are flag stations.

NOTE—When crossing signs are displayed, stop for crossings at Dryad, ½ mile east of Pe Ell, and Cavanaugh's.

Soule's Logging Spur should not be used by Mogul engines beyond first switch near landing on account of sharp curvature.

Derailing switch below landing will be set for derail.

Engines must not run on Doty and Stoddard spur.

West Bound.

| FREIGHT No. 173 | FREIGHT No. 171 | PASSENGER No. 107 | Water, Coal, Scales, Tables and Wyes | Station Numbers |
|--------------------------|-------------------------------|-------------------------|--------------------------------------|-----------------|
| Third Class | Third Class | First Class | | |
| EX. SUNDAY | Tue. Thu. Sat. | DAILY | | |
| De 3.00 PM M 174 | | De 1.25 PM See 7 & 8 | W Y | PA 44 |
| 3.30 | | 1.40 M 174 | | PA 5 |
| 4.00 | | 1.55 | W | PA 13 |
| 4.30 | De 10.00 AM | 2.10 | | PA 19 |
| 4.50 | 10.10 | 2.18 | | PA 23 |
| 5.25 | 10.25 | 2.30 | W | PA 29 |
| 5.55 | Ar 10.50 De 10.55 M 174 | * 2.50 | Y | PA 37 |
| Ar 6.10 PM EX. SUNDAY | Ar 11.10 AM Tue. Thu. Sat. | 3.05 | | PA 40 |
| | | 3.20 | | PA 44 |
| | | 3.35 | | PA 40 |
| | | * 3.50 | Y | PA 37 |
| | | * 3.55 | | PA 1 |
| | | 4.00 | W | PA 2 |
| | | * 4.05 | | PA 1 |
| | | F 4.10 | | PA 3 |
| | | F 4.17 | | PA 5 |
| | | F 4.37 | | PA 11 |
| | | F 4.44 | | PA 13 |
| | | Ar 4.50 PM | W U T | PA 16 |
| | | DAILY | | |

Registering stations—Gate.

Bulletin station—Gate.

Junction switches will be set for Gate.

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.

NOTE—Regular trains, without return, and from Cosmopolis.

Trains will look out for cars on Mack's.

Engines will not run on Mack's.

"Wye" at Gate is time table station.

Mack's is flag station for regular trains.

ble stations.
epot one-half mile east, and at Carrolls

care in placing cars on or removing them
ation train man on first car, place tail
screen tail lights, control speed with hand
coupled through to engine, keep passengers
nor chains and chock blocks to front and
nd cars by employes remaining at post of

late, and extra trains running on schedule
nd Chehalis as are required of second and

er Boat, giving train, date, conductor and

th current time table of Northern Pacific
while in Portland Yard.

t.

and Hunters.
rom points east of Tacoma.

BRANCH. East Bound.

| Distance from South Bend | Capacity of Side Tracks | Telegraph Offices | MIXED No. 208 |
|--------------------------|-------------------------|-------------------|--|
| 56.7 | Y | | Second Class EX. SUNDAY See Page 6 Ar *11.30 AM |
| 54.4 | 5 | | F 11.20 |
| 52.0 | 37 | | 11.06 |
| 46.6 | 58 | | 10.50 |
| 40.3 | 90 | | 10.35 |
| 34.3 | 75 | D | 10.20 |
| 27.8 | 36 | | F 10.00 |
| 21.4 | 75 | D | 8.50 |
| 18.7 | 14 | | 8.30 |
| 14.4 | 42 | | 8.15 |
| 10.3 | 9 | | 8.02 |
| 6.2 | 16 | | 7.50 |
| 0.0 | 150 | D | De 7.30 AM |
| | | | EX. SUNDAY |

nd. **Bulletin station—Chehalis.**
South Fork Willapa River, three miles east
own to be closed.

chalis Junction.

y's crossing east of Willapa are flag stations.
for crossings at Dryad, ½ mile east of Pe Ell,

ogul engines beyond first switch near landing

ail.
r.

| CRAY'S HARBOR BRANCH. | | | | | | | | | | | |
|-----------------------|-----------------|-------------------|-------------------------------------|-----------------|---|--|-------------------|-----------------|----------------------------|-------------------------------------|-----------------|
| West Bound. | | | | | | | | East Bound. | | | |
| FREIGHT No. 173 | FREIGHT No. 171 | PASSENGER No. 107 | Water, Coal, Seals, Tables and Wyes | Station Numbers | Distance from Gate via Hoquiam and Cosmopolis | Time Table No. 17A Sept. 1st, 1901 Succeeding No. 17 | PASSENGER No. 108 | FREIGHT No. 172 | FREIGHT No. 174 | Water, Coal, Seals, Tables and Wyes | Station Numbers |
| Th'd Class | Th'd Class | First Class | | | | | First Class | Th'd Class | Th'd Class | | |
| EX. SUNDAY | Tue. Thu. Sat. | DAILY | | | | | DAILY | Tue. Thu. Sat. | See 273, Page 7 EX. SUNDAY | | |
| De 3.00 PM | | De 1.25 PM | W Y | PA 44 | 0.0 | Gate | Ar 12.30 PM | | Ar 2.30 PM | | |
| 3.30 | | 1.40 | | PB 5 | 4.9 | Oakville | 12.16 PM | | De 2.10 AM | | |
| 4.00 | | 1.55 | W | PB 13 | 12.8 | Porter | 11.58 AM | | Ar 1.30 AM | | |
| 4.30 | De 10.00 AM | 2.10 | | PB 19 | 19.4 | Elma | 11.40 | Ar 6.30 AM | 12.30 PM | | |
| 4.50 | 10.10 | 2.18 | | PB 23 | 23.1 | Satsop | 11.30 | 6.20 | 11.59 AM | | |
| 5.25 | 10.25 | 2.30 | W | PB 29 | 28.7 | Monsano | 11.15 | 6.05 | 11.40 | | |
| 5.55 | Ar 10.50 | * 2.50 | Y | PB 37 | 37.3 | Aberdeen Jct. | * 10.55 | 5.45 | De 11.10 AM | | |
| Ar 6.10 PM | Ar 11.10 AM | 3.05 | | PB 40 | 40.5 | Aberdeen | 10.40 | | De 10.25 AM | | |
| EX. SUNDAY | Tue. Thu. Sat. | | | PB 44 | 44.0 | Hoquiam | 10.25 | | EX. SUN. | | |
| | | 3.20 | | PB 44 | 44.0 | Hoquiam | | | | | |
| | | 3.35 | | PB 40 | 47.5 | Aberdeen | 10.10 | | | | |
| | | * 3.50 | Y | PB 37 | 50.7 | Aberdeen Jct. | * 9.55 | | | | |
| | | * 3.55 | | PE 1 | 52.1 | Cosmopolis Jct. | * 9.45 | 5.35 | | | |
| | | 4.00 | W | FP 2 | 53.7 | Cosmopolis | 9.40 | De 5.30 AM | | | |
| | | * 4.05 | | PE 1 | 55.3 | Cosmopolis Jct. | * 9.35 | | | | |
| | | F 4.10 | | PE 3 | 56.4 | South Aberdeen | F 9.30 | | | | |
| | | F 4.17 | | PE 5 | 58.6 | West Aberdeen | F 9.22 | | | | |
| | | F 4.37 | | PE 11 | 65.2 | South Arbor | F 9.02 | | | | |
| | | F 4.44 | | PE 13 | 66.9 | Markham | F 8.56 | | | | |
| | Ar 4.50 PM | | W C T | PE 16 | 69.4 | Ocosta | De 8.50 AM | | | | |
| | | DAILY | | | | | DAILY | | | | |

| ROSLYN BRANCH. | | | | | | | | | | | |
|----------------|-------------------------------------|-----------------|-----------------------|--|----------------------|-------------------------|-------------------|---------------|-------------------------------------|-----------------|-----------------------|
| West Bound. | | | | | | | | East Bound. | | | |
| MIXED No. 251 | Water, Coal, Seals, Tables and Wyes | Station Numbers | Distance from Clealum | Time Table No. 17A Sept. 1st, 1901 Succeeding No. 17 | Distance from Ronald | Capacity of Side Tracks | Telegraph Offices | MIXED No. 252 | Water, Coal, Seals, Tables and Wyes | Station Numbers | Distance from Clealum |
| Second Class | | | | | | | | Second Class | | | |
| EX. SUNDAY | | | | | | | | EX. SUNDAY | | | |
| De 10.00 AM | WCY | 1873 | 0.0 | Clealum | 5.0 | 500 | N | Ar 10.35 AM | | | |
| Ar 10.15 AM | S | CA 4 | 3.0 | Roslyn | 2.0 | 90 | D | De 10.20 AM | | | |
| | | 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 over No. 252.
Maximum grades.
See special rules page 10.

| WILKESON BRANCH. | | | | | | | | | | | |
|-----------------------|-------------------------------------|-----------------|-----------------------|--|--------------------------------|-------------------------|-------------------|-------------------|-------------------------------------|-----------------|--------------------------------|
| West Bound. | | | | | | | | East Bound. | | | |
| PASSENGER No. 219 | Water, Coal, Seals, Tables and Wyes | Station Numbers | Distance from Fairfax | Time Table No. 17A Sept. 1st, 1901 Succeeding No. 17 | Distance from Cascade Junction | Capacity of Side Tracks | Telegraph Offices | PASSENGER No. 220 | Water, Coal, Seals, Tables and Wyes | Station Numbers | Distance from Cascade Junction |
| First Class | | | | | | | | First Class | | | |
| EX. SUNDAY | | | | | | | | DAILY | | | |
| De 5.40 AM | | CB 1 | 0.0 | Fairfax | 15.7 | | | Ar 7.10 PM | | | |
| 6.20 | | CB 8 | 7.0 | Carbonado | 8.7 | 5 | D | 6.30 | | | |
| 6.35 | S T | CB 5 | 10.8 | Wilkeson | 4.9 | 90 | D | 6.10 | | | |
| Ar *6.50 AM | | WX | 15.7 | Cascade Jct. | 0.0 | No Siding | | De 5.50 PM | | | |
| See 118, Burnett Bch. | | 1949 | | | | | | DAILY | | | |
| EX. SUNDAY | | | | | | | | | | | |

Registering station—Fairfax.
Derailing switch at Cascade Junction will be set for derail.
Carbonado Junction switch at Wilkeson and Fairfax Junction switch at Carbonado will be set for Carbonado line.
Maximum grades.
Trains will stop at railroad crossing near Fairfax Junction, between Carbonado and Fairfax.

| BURNETT BRANCH. | | | | | | | | | | | |
|----------------------------|-------------------|-------------------------------------|-----------------|-------------------------|--|--------------------------------|-------------------------|-------------------|-------------------|-------------------|--|
| West Bound. | | | | | | | | East Bound. | | | |
| PASSENGER No. 121 | PASSENGER No. 119 | Water, Coal, Seals, Tables and Wyes | Station Numbers | Distance from Pittsburg | Time Table No. 17A Sept. 1st, 1901 Succeeding No. 17 | Distance from Cascade Junction | Capacity of Side Tracks | Telegraph Offices | PASSENGER No. 118 | PASSENGER No. 120 | |
| First Class | First Class | | | | | | | | First Class | First Class | |
| DAILY | EX. SUNDAY | | | | | | | | EX. SUNDAY | DAILY | |
| De *5.45 PM | De 6.55 AM | S | CC 4 | 0.0 | Pittsburg | 3.3 | 45 | | See 119 | See 121 | |
| Ar *5.50 PM | Ar *7.00 AM | | CC 2 | 2.0 | Burnett | 1.3 | 45 | D | Ar 6.55 AM | Ar 5.45 PM | |
| See No. 220, Wilkeson Bch. | See 19, Page 2 | | 1949 | 3.3 | Cascade Jct. | 0.0 | No Siding | | De *6.50 AM | De *5.40 PM | |
| DAILY | EX. SUNDAY | | | | | | | | EX. SUNDAY | DAILY | |

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

Registering stations—Gate, Aberdeen Junction, Cosmopolis and Ocosta.
Bulletin station—Gate.
Junction switches will be set for line Gate 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. 107 and 108 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.
"Wye" at Gate is time table station for Nos. 107 and 108.
Macks is flag station for regular trains.

| West Bound. | | ORTING BRANCH. | | | | East Bound. | |
|--------------------------------------|-----------------|------------------------------|--------------------|----------------------|-------------------------|-------------------|--|
| Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Puyallup River | STATIONS | Distance from Orting | Capacity of Side Tracks | Telegraph Offices | |
| | CE 8 | 0.0 | Puyallup River 2.9 | 7.6 | 10 | | |
| | CE 5 | 2.9 | Rock Crusher 1.5 | 4.7 | 25 | | |
| | CE 3 | 4.4 | Gravel Pit 3.2 | 3.2 | 25 | | |
| W T | 1958 | 7.6 | Orting | 0.0 | 200 | D | |

Registering station—Orting. Junction switch, one mile east of Orting station, will be set for cross-over, and track from cross-over to station will be used as a main line passing track. Maximum grades on St. Paul & Tacoma Lumber Company's line east of Puyallup River. See special rules page 10.

| West Bound. | | GREEN RIVER BRANCH. | | | | East Bound. | |
|--------------------------------------|-----------------|----------------------------|------------------|----------------------|-------------------------|-------------------|--|
| Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from End of Track | STATIONS | Distance from Palmer | Capacity of Side Tracks | Telegraph Offices | |
| | C J 12 | 0.0 | End of Track 4.5 | 10.2 | | | |
| | C J 7 | 4.5 | Cedar River 3.7 | 5.7 | 25 | | |
| | C J 4 | 8.2 | Kangley | 2.0 | 62 | | |
| | | | 2.0 | | No Sdg. | | |
| W Y | A 1 | 10.2 | Kanaskat | 0.0 | 75 | D | |

Registering station—Kanaskat. Derailing switches west of main line log landings will be set for derail. Trains will look out for Kent Lumber Co.'s log trucks, using main line east of Cedar River station and will look for and be governed by their signal at Cedar River station. Maximum grades. See special rules page 10.

| West Bound. | | CROCKER BRANCH. | | | | East Bound. | |
|--------------------------------------|-----------------|--------------------|-----------|-----------------------|-------------------------|-------------------|--|
| Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Duty | STATIONS | Distance from Crocker | Capacity of Side Tracks | Telegraph Offices | |
| WS | CD 5 | 0.0 | Douty 5.1 | 5.1 | 140 | D | |
| | 1955 | 5.1 | Crocker | 0.0 | 100 | D | |

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

| West Bound. | | ELMA BRANCH. | | | | East Bound. | |
|--------------------------------------|-----------------|----------------------------|----------------------------------|--------------------|-------------------------|-------------------|--|
| Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from End of Track | STATIONS | Distance from Elma | Capacity of Side Tracks | Telegraph Offices | |
| | Pd 10 | 0.0 | Simpson 1.1 | 9.9 | 6 | | |
| | Pd 9 | 1.1 | Smiths Spur 0.2 | 8.8 | 4 | | |
| | Pd 8 1/2 | 1.3 | Slater 1.0 | 8.6 | 6 | | |
| | Pd 7 1/2 | 2.3 | Summit 0.1 (Foye's & McCleary's) | 7.6 | 4 | | |
| | Pd 7 | 2.4 | Murray's Log Spur 1.6 | 7.5 | 8 | | |
| | Pd 6 | 4.0 | Church 1.0 | 5.9 | 5 | | |
| | Pd 5 | 5.0 | Rayville 0.9 (Bissel) | 4.9 | 4 | | |
| | Pd 4 | 5.9 | White's 1.6 | 4.0 | 5 | | |
| | Pd 3 | 7.5 | Star Mill 2.4 | 2.4 | 4 | | |
| | PB 19 | 9.9 | Elma | 0.0 | 60 | D | |

Registering station—Elma. See special rules Page 10. Note.—All trains will run slow between Slater and Simpson account light rails.

AUTHORIZED SURGEONS, PACIFIC DIVISION.

- LOCATION OF STRETCHERS (S).**
- DR. J. J. BUCKLEY, Chief Surgeon Western Divisions, Missoula.
 - DR. J. H. SHEETS, Buckley (S).
 - DR. H. ALLAN, Tacoma.
 - DR. J. W. MOWELL, Olympia (S).
 - DR. W. GRUWELL, South Bend (S).
 - DR. J. C. McCAULEY, Ellensburg (S).
 - DR. B. E. HOYE, Auburn (S).
 - DR. J. R. YOCUM, Tacoma, (Train Master's Office) Pacific Avenue (S).
 - DR. J. H. DUMON, Centralia (S).
 - DR. F. M. WENDT, Castle Rock.
 - DR. F. H. COE, Seattle (S).
 - DR. F. L. CARR, Montesano (S).
 - DR. H. C. WATKINS, Cosmopolis.
 - DR. L. M. SIMS, Kalama (S).
 - DR. P. B. SWEARINGEN, So. Tacoma (S).
 - DR. G. W. KENNICOTT, Chehalis.
 - DR. R. C. COFFEY, Portland (S).
 - DR. L. L. PORTER, Clealum.
 - DR. F. H. COE, Seattle (S).
 - Puyallup (S).

NOTE.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides; unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations. Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or 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. | | OLYMPIA BRANCH. | |
|---------------------------|-------|---------------------------|-----|-----------------------------|------|-----------------------|-----|-------------------------------------|------|
| Distance from Ellensburg. | | Distance from Palmer Jct. | | Distance from Chehalis Jct. | | Distance from Seattle | | Distance from Lakeview | |
| Wold's | 3.0 | Henry's | 8.5 | Little's | 3.4 | Bayview Brewery | 2.2 | Union Mill Co. | 18.0 |
| Ice Spur | 8.3 | | | Syverson | 6.4 | Newells | 2.8 | Standard Oil Co. | 23.4 |
| N.W. Imp. Co.'s Log Spr. | 32.5 | | | Long's | 9.5 | Claussen & Sweeney's | 3.9 | Thacker | 26.5 |
| Big Creek | 34.5 | | | Doty & Stoddard | 17.5 | Denny Clay Works | 5.3 | Guslander | 28.9 |
| Easton Lumber Co. | 39.0 | | | Weller & Co. | 21.4 | | | Mason County Logging Company's Spur | 37.6 |
| Morgans' Mill | 61.0 | | | Mortzeel | 23.1 | | | | |
| Morgans' Log Spur | 65.6 | | | McCormick | 24.3 | | | | |
| Page's Spur | 77.4 | | | Reynold and Davies' | 25.6 | | | | |
| Gibbon's | 85.0 | | | Rock Creek | 26.1 | | | | |
| Carbon | 86.3 | | | Ballard | 27.5 | | | | |
| Eureka | 86.9 | | | Custer | 34.0 | | | | |
| Navy | 87.5 | | | Soule | 34.6 | | | | |
| Boise Creek | 95.4 | | | Gougar | 36.7 | | | | |
| Valley Mill | 97.7 | | | Cavanaugh | 37.0 | | | | |
| Stone Brothers | 101.4 | | | Shore | 37.8 | | | | |
| Arline | 104.3 | | | Foye | 39.2 | | | | |
| | | | | Welton | 41.1 | | | | |

W. C. ALBEE
Train M
I. B. RICHAR
Ass't T

| ICH. | | East Bound. | |
|-----------------------|-------------------------|-------------------|--|
| Distance from Crocker | Capacity of Side Tracks | Telegraph Offices | |
| 5.1 | 140 | D | |
| 0.0 | 100 | D | |

Low station at Douty will be set to act as derail. See page 10. Maximum grades.

| H. | | East Bound. | |
|--------------------|-------------------------|-------------------|--|
| Distance from Elma | Capacity of Side Tracks | Telegraph Offices | |
| 9.9 | 6 | | |
| 8.8 | 4 | | |
| 8.6 | 6 | | |
| 7.6 | 4 | | |
| 7.5 | 8 | | |
| 5.9 | 5 | | |
| 4.9 | 4 | | |
| 4.0 | 5 | | |
| 2.4 | 4 | | |
| 0.0 | 60 | D | |

10. Count light rails.

DR. W. GRUWELL, South Bend (S).
 DR. F. M. WENDT, Castle Rock.
 DR. L. M. SMS, Kalama (S).
 DR. R. C. COFFBY, Portland (S).

Medical aid should be procured until the arrival of a doctor. The doctor should be placed in his charge and in no case should the train be continued at the expense of the Railway Company. The Railway Company assumes charge of the case. *Our own hospitals.* We are not responsible for the expense of medical aid approved by the Chief Surgeon, and then only the doctor is of duty.

| | |
|-----------|------|
| Duby | 44.9 |
| Ramstad | 52.9 |
| Ingalls | 54.6 |
| Blakeslee | 55.4 |

GRAY'S HARBOR BR'CH.

Distance from Centralia

| | |
|--------------|------|
| Jenny's Spur | 15.7 |
| Bagshaw | 19.6 |
| Austen | 24.3 |
| Malone | 27.2 |
| Halls | 28.6 |
| Burrows | 31.0 |
| Vance | 34.0 |
| Mack | 34.8 |
| Newman | 35.4 |

SPECIAL RULES.

Roslyn, Green River, Crocker, Orting, Lake Washington, Belt Line, Mason County Logging Co.'s Spur and Elma 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 written 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 left on main track, and any other obstructions, or defective conditions, known to exist, and number of miles run on branch. Train will not leave main line junction point on branch when there is any other train on branch, except with the required protection 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,
Ass't Train Master.

C. A. McMASTER,
Chief Dispatcher.

NORTHERN PACIFIC RY.

GENERAL TIME TABLE NO. 17A.

September 1st, 1901.

| 53 | 13 | 11 | 7 | 5 | 3 | 1 | STATIONS | 2 | 4 | 6 | 8 | 12 | 14 | 54 |
|---------|------------------|------------------|---|---|---|---------|---------------------------------|--------|---|----------------------------|---|----|----|---------|
| 12.30 A | | | | | | 8.20 A | ASHLAND | 7.00 P | | | | | | 3.15 P |
| 4.35 A | | | | | | 11.15 A | DULUTH 4.2 | 4.00 P | | | | | | 7.25 A |
| 6.25 P | No. 13 7.30 P | No. 11 8.40 A | | | | | W. SUPERIOR 4.1 | | | | | | | 8.05 P |
| 5.40 P | 7.45 P | 8.55 A | | | | | S. SUPERIOR 109.8 | | | | | | | 7.45 P |
| 5.55 P | | | | | | | BRAINERD 29.4 | | | | | | | 7.25 P |
| 6.10 P | 7.55 P | 9.05 A | | | | | STAPLES 142.3 | | | No. 6 1.05 P 12.45 P | | | | 7.05 P |
| 6.40 P | | | | | | | ST. PAUL 10.9 | | | * 11.55 A | | | | 6.35 P |
| 1.20 A | 11.55 P | 12.35 P | | | | | MINNEAPOLIS 3.8 | | | 5.45 P | | | | 9.10 A |
| 2.00 A | 12.05 A | 12.45 P | | | | | W. TOWN JG. 93.5 | | | 7.15 A | | | | 7.30 A |
| 4.15 A | 1.00 A | 1.35 P | | | | | LITTLE FLS 34.1 | | | 6.35 A | | | | 7.30 A |
| 8.05 P | | | | | | | STAPLES 82.6 | | | 6.15 A | | | | 2.30 P |
| | | | | | | | WINNIPEG JG. 95.7 | | | 7.05 A | | | | 7.30 A |
| | | | | | | | GRD. FORKS 162.0 | | | 5.10 P | | | | 7.30 A |
| 11.00 P | | | | | | | WINNIPEG (From 108.6 Mile) | | | 6.35 A | | | | 12.30 P |
| 5.05 A | | | | | | | FARGO 92.8 | | | 6.15 A | | | | 6.45 A |
| 5.20 A | | | | | | | JAMESTOWN 106.7 | | | 6.50 P | | | | 6.30 A |
| 7.25 A | | | | | | | MANDAN 109.5 | | | 3.18 A | | | | 6.30 A |
| 8.50 A | | | | | | | DICKINSON 106.3 | | | 2.05 P | | | | 3.55 A |
| 2.00 P | | | | | | | GLENDIVE 123.7 | | | 11.50 A | | | | 2.40 A |
| 3.30 P | | | | | | | FORSYTHE 102.1 | | | 11.00 P | | | | 2.40 A |
| 4.35 A | | | | | | | BILLINGS 115.4 | | | 11.50 P | | | | 8.20 P |
| 12.50 P | | | | | | | LIVINGSTON 49.3 | | | 8.10 P | | | | 8.20 P |
| 2.00 P | | | | | | | LOGAN 73.8 | | | 5.45 P | | | | 11.30 A |
| 10.45 P | | | | | | | HELENA 50.8 (To Garrison) | | | 5.40 P | | | | 5.20 A |
| 12.01 A | | | | | | | BUTTE 51.2 (To Garrison) | | | 2.35 P | | | | 5.10 A |
| 4.05 A | No. 13 8.35 A | No. 11 3.55 P | | | | | ANACONDA | | | 3.10 P | | | | 11.20 A |
| 4.15 A | | | | | | | GARRISON 74.0 | | | 5.40 P | | | | 11.20 P |
| 9.55 A | | | | | | | MISSOULA 173.0 | | | 5.40 P | | | | 11.20 P |
| 10.55 A | | | | | | | HOPE 85.1 | | | 7.10 P | | | | 6.00 P |
| 2.30 P | 11.59 A | 9.35 A | | | | | SPOKANE 145.7 | | | 7.10 A | | | | 6.15 P |
| | | | | | | | PASCO JG. 126.8 | | | 7.10 A | | | | 6.00 P |
| 2.40 P | 11.15 A | | | | | | ELLENSBURG 135.9 (To Tacoma) | | | 7.10 P | | | | 12.05 P |
| 2.45 P | | | | | | | SEATTLE 148.3 (To King) | | | 7.10 P | | | | 12.05 P |
| 7.25 P | | | | | | | TACOMA 144.3 | | | 7.10 P | | | | 12.05 P |
| 8.25 P | | | | | | | PORTLAND | | | 7.10 P | | | | 12.05 P |
| 9.05 A | | | | | | | | | | 7.10 P | | | | 12.05 P |
| 8.50 A | | | | | | | | | | 7.10 P | | | | 12.05 P |
| 2.00 P | | | | | | | | | | 7.10 P | | | | 12.05 P |
| 3.15 P | | | | | | | | | | 7.10 P | | | | 12.05 P |
| 11.25 P | | | | | | | | | | 7.10 P | | | | 12.05 P |
| 12.30 A | | | | | | | | | | 7.10 P | | | | 12.05 P |
| 10.35 A | | | | | | | | | | 7.10 P | | | | 12.05 P |
| 11.35 A | | | | | | | | | | 7.10 P | | | | 12.05 P |
| 8.20 P | | | | | | | | | | 7.10 P | | | | 12.05 P |
| 11.50 P | | | | | | | | | | 7.10 P | | | | 12.05 P |
| 10.05 A | | | | | | | | | | 7.10 P | | | | 12.05 P |

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