

NORTHERN PACIFIC RAILWAY COMPANY.

PACIFIC DIVISION

No. 18

TIME TABLE

No. 18

TO TAKE EFFECT AT 12:01 P. M.

(PACIFIC OR 120th MERIDIAN TIME.)

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

SUNDAY, DECEMBER 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. 3		PASSENGER No. 11		Water, Coal, Fuel, and Wyes	Station Numbers	Distance Ellensburg	Time Table No. 18 Dec. 1st, 1901 Succeeding No. 17 B	Distance from Auburn	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 12		PASSENGER No. 4		FREIGHT No. 54		WAY FREIGHT No. 58	
Third Class	Second Class	First Class	First Class	First Class	First Class	First Class	First Class								Second Class	Third Class	Second Class	Third Class	Second Class	Third Class	Second Class	Third Class
EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY
De 7.00 A M	De 11.35 A M			De 8.58 A M	De 3.17 P M	WCT	1848	0 0	Ellensburg	0	Dec. 1st, 1901 Succeeding No. 17 B	105.6	500	N	Ar 1.15 A M	Ar 1.40 P M			Ar 6.15 P M	Ar 8.00 P M		
7.30	12.02 PM			9.15	* 3.32		1855	7.6	Thorp	7.6		98.0	70	N	* 12.58	1.22			5.54	7.30		
7.45	12.11			* 9.20	* 3.37		1858	10.6	Dudley	10.6		95.0	70		* 12.53	* 1.15			5.45	7.05		
8.13	12.35			* 9.32	* 3.49	W 1 1/2 mi W	1865	16.9	Bristol	16.9		88.7	70	D	* 12.40	* 1.02			5.26	6.40		
8.28	Ar 12.48 De 12.53 M 4			* 9.38	* 3.55		1869	20.8	Teanaway	20.8		84.8	70		* 12.32	* 12.53 M53			5.13	6.25		
9.10	1.15			9.50	4.05	WCT	1873	24.8	Clealum	24.8		80.8	350	N	12.23	12.44			De 5.00 Ar 4.40		6.10	
9.35	1.40			* 10.03	* 4.18 M54		1880	31.4	Nelson's	31.4		74.2	70		* 12.05 A M	* 12.27			De 4.18 Ar 4.00	M11	5.00	
Ar 10.00 De 10.45	3 P 2.10			10.18 P57	4.32 M58	WCT	1886	38.1	Easton	38.1		67.3	200	N	* 11.54 P M	12.14			3.32	De 4.32 Ar 4.15	M11	
11.00	2.25			* 10.26	* 4.40		1890	42.1	Upham	42.1		63.5	70		* 11.42	* 12.01 P M			3.12		3.53	
Ar 11.30 De 11.52 AM M4	3.00 M54			10.38	* 4.52	W	1894	46.0	Martin	46.0		59.6	70	N	* 11.34	11.52 A M M57			3.00 M53		3.40	
12.10 PM	3.20 M58			10.50	* 5.03		1897	48.8	Stampede	48.8		56.8	115	N	* 11.22	11.40			2.40	De 3.20 Ar 3.00	M58	
12.25	3.35			* 10.59	* 5.11		1902	52.9	Borup	52.9		52.7	7		* 11.05	* 11.19			2.00		2.10	
12.50	3.55			* 11.11 M 4	* 5.23	W	1906	57.3	Weston	57.3		48.3	74	D	* 10.56	* 11.11 M 3			1.40		1.50	
Ar 1.10 M54 De 1.30 M58	4.10			F 11.20	* 5.30	WCT	1911	62.1	Lester	62.1		43.5	200	N	10.44	10.55			De 1.20 P 58 Ar 1.00 M57	De 1.30 M57 Ar 1.15 P M		
1.38	4.15			11.25	5.35		1913	64.1	Hot Springs	64.1		41.5	40		10.34	10.45			12.50		11.59 A M	
1.56	4.33			* 11.35 M58	* 5.44	W	1917	69.0	Maywood	69.0		36.6	70		* 10.20	* 10.31			12.30	De 11.35 Ar 11.20	M 3	
2.13	4.50			F 11.45	* 5.52		1921	73.2	Canton	73.2		32.4	70	D	* 10.10	F 10.19			12.13 P M		11.00	
2.26	5.00			F 11.53 AM M54	* 5.59		1925	76.9	Eagle Gorge	76.9		28.7	70		* 10.00	F 10.07			De 11.53 Ar 11.40	AM M3	10.40	
2.50	5.23 C 20 Pg 2			* 12.08 PM	* 6.13		1932	83.8	Palmer Jct.	83.8		21.8	No Siding	N	* 9.42	* 9.50			10.55 C 65 Pg 2	10.00 C 66 Pg 2		
3.05	5.28			12.13	F 6.16	WY	A 1	85.0	Kanaskat	85.0		20.6	100	N	9.39	9.45 P 58			10.50	De 9.55 Ar 9.10	4 P	
3.45	5.42			12.26	* 6.27		A 7	90.3	Leary	90.3		15.3	100	N	9.19	9.25			10.25		8.45	
4.15	6.03			* 12.39	* 6.40	W	A 14	97.3	Covington	97.3		8.3	70		* 9.00	* 9.03			9.50		7.45	
Ar 4.50 P M C Pg 3	Ar 6.35 P M C Pg 3			Ar 1.00 P M C 13 Pg 3	Ar 7.00 P M C 18 Pg 4	Y	CF 9	105.6	Auburn	105.6		0.0	250	N	De 8.40 P M	De 8.40 A M			De 9.00 A M		De 7.00 A M	
EX. SUNDAY	DAILY			DAILY	DAILY										DAILY	DAILY			DAILY	EX. SUNDAY		

Registering stations—Ellensburg, Palmer Jct. and Auburn. At Palmer Jct. trains register by ticket, and no clearance will be required unless Red signal is displayed. 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 Upham, 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 Borup without instructions. This track is for use of engines only. 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—Nos. 11, 12 and 4 will use passing track at Auburn while transferring.
No. 11 will approach first wye switch at Auburn under full control expecting to find connection turning on wye, head in east leg of wye and back down to Station.
At Easton and Lester trains of same class meeting by time table, all trains meeting by train orders and trains whose running orders terminate there will use cross over at depot when taking siding.

West Bound.

FIRST DISTRICT (Buckley Line.)

East Bound.

FREIGHT No. 65	FREIGHT No. 63	FREIGHT No. 61	FREIGHT No. 59	PASSENGER No. 19		Water, Cont- Senses, Tables and Ways	Station Numbers	Distance from Ellenbourg	Time Table No. 18 Dec. 1st, 1921 Succeeding No. 17B	Distance from Meeker	Capacity Buckley Trucks	Telegraph Offices	PASSENGER No. 20	FREIGHT No. 60	FREIGHT No. 62	FREIGHT No. 64	FREIGHT No. 66
Third Class	Third Class	Third Class	Third Class	First Class									First Class	Third Class	Third Class	Third Class	Third Class
EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY									EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY
De 11.00 A M C 54 Page 1				De *8.35 A M			1932	83.8	Palmer Jct. jc 0.7	33.4	No Sdg.	N	Ar* 4.55 P M				Ar 10.30 A M C 58 & 54 Page 1
11.05				8.40	W		1933	84.5	Palmer 2.9	32.7	102		4.50	This train loses right and class when two (2) hours or more late.	This train loses right and class when two (2) hours or more late.	This train loses right and class when two (2) hours or more late.	10.25
11.20			8.46			1936	87.4	Cumberland 0.5	29.8	No Sdg.		4.43	10.10				
11.25			* 8.47				1937	87.9	Sunset 5.5	29.3	60	* 4.42	10.05				
11.50 A M			8.57				1942	93.4	Enumclaw cw 3.4	23.8	105 D	4.25	9.30				
12.20 P M			9.07 M66				1945	96.8	Buckley bk 4.2	20.4	100 D	4.15	De 9.07 M19 Ar 8.40				
12.35			* 9.18				1949	101.0	Cascade Jct. 0.9 D T	16.2	No Sdg.		* 4.03	8.20			
Ar 12.40 P M EX. SUNDAY		De 1.45 P M		9.25	W C T		1950	101.9	So. Prairie so 4.7	15.3	135 N		4.00	Ar 5.50 A M			De 8.15 A M EX. SUNDAY
		2.00	De 10.10 A M	F 9.32			1955	106.6	Crocker 2.7	10.6	100		F 3.47	5.35	Ar 6.10 A M		
	De 2.45 P M	2.13	10.30	9.39	W T		1958	109.3	Orting og 3.5	7.9	200 D		3.41	5.25	5.57	Ar 7.15 A M	
	3.00	2.25	10.45	F 9.46			1961	112.8	McMillin 2.1	4.4	8 Spur		F 3.34	5.11	5.45	6.55	
	3.10	2.32	10.55	F 9.50	W		1963	114.9	Alderton 2.3	2.3	135		F 3.30	5.03	5.38	6.48	
	Ar 3.20 P M C 20	Ar 2.40 P M	Ar 11.05 A M	Ar 9.55 A M *	J		1966	117.2	Meeker M J	0.0	110 N		De 3.25 P M * C 63	De 4.55 A M	De 5.30 A M	De 6.40 A M	
EX. SUNDAY See page 3	EX. SUNDAY See page 3	EX. SUNDAY See page 3	EX. SUNDAY See page 3	EX. SUNDAY See page 3									EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	

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, Scaler, Tables and Wagon	Station Numbers	Time Table No. 18 December 1st 1901 Succeeding No. 178	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	
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					First Cl's DAILY	First Cl's DAILY (Pacific No. 4)	First Cl's DAILY (Pacific No. 9) (Portland Connect'n)	First Cl's DAILY (Pacific No. 11)	First Cl's DAILY (Pacific No. 3)	First Cl's DAILY (Victoria and Rocky Mts.)	First Cl's DAILY	First Cl's DAILY (No. 19) EX. SUN.	First Cl's DAILY (No. 21) DAILY (No. 11* Connect'n)	First Cl's DAILY (No. 23) DAILY (No. 12* Connect'n)	First Cl's DAILY (No. 25) DAILY (Pacific No. 11)	
				De 3.30 AM			WCST	Seattle	0.0	De 7.00 AM C4	De 7.45 AM	De 9.00 AM C6	12.10 PM De		De 2.00 PM M10	De 5.15 PM			De 7.50 PM C18	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 31	Van Asselt 4.3	5.5												
							CF 26	Black River 2.8	9.8	7.25	* 8.06	* 9.21	12.33		* 2.22	5.37			* 8.11	10.02	
							CF 21	Orillia 2.1	12.6	F 7.31	*				F 2.27	5.42			*	*	
							CF 19	O'Brien's 2.0	14.7	F 7.36	*				F 2.31	5.47			*	*	
				5.15			CF 17	Kent 2.0	16.7	7.45	* 8.18	9.32 M 56	12.47		2.36	5.54 M 14			* 8.20	10.14	
							CF 15	Thomas 1.4	18.7	F 7.49	*				F 2.40	5.59			*	*	
							CF 13	Christopher 2.4	20.1	F 7.52	*				F 2.43	6.03			*	*	
				De 5.10 PM	Ar 6.00 AM	De 7.15 PM	CF 9	Auburn 4.4	22.5	8.05	Ar 8.30 AM	9.45	1.00 M 10	De 1.10 PM	2.50	6.10			De 7.10 PM	Ar 8.30 AM	10.25
				Ar 5.25	De 5.30 M 11	7.30	CF 4	Dieringer 2.5	26.9	F 8.15 M 6	* 9.55	* 1.10	* 1.20	* 3.00	F 6.21				* 7.20	F 8.50	10.32
				5.47		7.37	CF 2	Sumner 1.6	29.4	8.20		10.00	1.15	* 1.25	3.05	6.30 M 16			* 7.25	8.55	10.37
De 8.20 PM	2.40 PM	11.05 AM	5.52		7.42		CF 1	Meeker 1.3	31.0	* 8.25 M 51		10.05 M 8 DT	* 1.20	* 1.30	* 3.10	* 6.35	De 9.55 AM	* 7.30	* 9.00	10.40	
8.25 M 12 DT	2.45	11.15	6.05 M 16 DT		7.47 M 22 & 24 DT		CF 1966	Puyallup 6.3	32.3	8.29		10.09	1.24	1.34	3.14 M 20 & 12 DT	6.39	10.00 M 8 DT	7.34 M 22 DT	9.04	10.44	
							1971	Reservation 0.4	38.6	*		*	*	*	F 6.49		10.09	*	*	*	
3.45	3.05 C 20	11.35	6.25		8.05		CF 1972	Prescott 1.7	39.0	* 8.40		10.20	* 1.35	* 1.45	* 3.25	* 6.50	10.10	* 7.53 M 24	* 9.15	10.55	
							W	Tacoma 1.3	40.7	Ar 8.45 AM		Ar 10.25 AM	Ar 1.40 PM	Ar 1.50 PM	Ar 3.30 PM	Ar 6.55 PM	Ar 10.15 AM	Ar 7.58 PM	Ar 9.20 PM	Ar 11.00 PM	
Ar 4.06 PM	Ar 3.20 PM	11.50 AM	Ar 6.40 PM		Ar 8.20 PM		WCST 1976	Tacoma Wharf 1.3	42.0	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUN.	DAILY	DAILY	DAILY	
EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.		DAILY							C 7, P g 5		C 3, P g 5						C 11, P g 5	

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 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. 7 will use passing track at Auburn while transferring.

Nos. 7, 23 and 25 will obtain orders at Seattle showing whether or not trains having rights over them have arrived at Black River.

Nos. 5, 9, 10, 14, 16, 17, 21, 23 and 25 stop at West Depot, Puyallup. Nos. 4, 6, 8, 11, 12, 13, 15, 22 and 24 stop at East Depot, Puyallup.

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

Nos. 13 and 21 will stop at Sumner to let off passengers from points east of Auburn.

Nos. 7 and 23 will stop at Kent when flagged for passengers for east of Auburn.

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

FIRST DISTRICT (Seattle Line.)

East Bound.

PASS'NG'R No. 24	PASS'NG'R No. 22	PASS'NG'R No. 20	PASS'NG'R No. 18	PASS'NG'R No. 16	PASS'NG'R No. 14	PASS'NG'R No. 12	PASS'NG'R No. 10	PASS'NG'R No. 8	PASS'NG'R No. 6	PASS'NG'R No. 4	Distance from Tacoma to Seattle Miles	Time Table No. 18 December 1st, 1901 Succeeding No. 17B	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. 12)	First Cl's DAILY (No. 12's Con'ct'n Ar 9.15 P M)	First Cl's EX. SUN.	First Cl's DAILY (Pacific No. 11)	First Cl's DAILY (No. 11's Con'ct'n Ar 8.00 P M)	First Cl's DAILY Ar 6.30 P M	First Cl's DAILY Ar 4.45 P M	First Cl's DAILY (Pacific No. 8)	First Cl's DAILY (No. 3's Con'ct'n Ar 2.00 P M M 15)	First Cl's DAILY Ar 11.20 A M	First Cl's DAILY (No. 4's Con'ct'n Ar 9.30 A M	First Cl's DAILY Ar 7.25 A M	STATIONS & Telegraph Offices		Sec'd Cl's DAILY	Th'd Cl's DAILY Ar 10.55 A M	Th'd Cl's EX. SUN.	Th'd Cl's EX. SUN.	Th'd Cl's EX. SUN.	Th'd Cl's EX. SUN.
USE JOINT SCHEDULE OF COLUMBIA & PUGET SOUND R. R. CO. CONTROLLING TRACKS BETWEEN													BLACK RIVER AND SEATTLE JUNCTIONS.						
	* 8.53		* 7.30 C 23		6.07	* 4.22	* 1.37	10.56	9.05 C 9	* 6.55 C 5	82.2	Seattle DS 5.5 N	500						
					F 6.02	*	*	10.51	F 8.59	*	29.4	Van Asselt's BI 4.3	36		10.05				
					F 5.58	*	*	10.47	F 8.54	*	27.3	Orillia 2.1	15						
	8.42		* 7.18		5.54 M 17	4.08	* 1.23	10.43	8.49	6.35	25.3	O'Brien's 2.0	3						
					F 5.48	*	*	10.38	F 8.43	*	23.3	Kent KN 2.0 D	90		De 9.32 M 9 Ar 9.25				
					F 5.45	*	*	10.35	F 8.40	*	21.9	Thomas 1.4	8						
C12 Pa gcl								F 10.35	F 8.40	*	19.5	Christopher 2.4	4	Sec Pa gcl					
Ar 8.30 P M C 22 M 23	De 8.30 M 23 Ar 8.20 C 24		De 7.05 P M DAILY C 21	Ar 6.45 P M M 21 & 53	5.40	3.55	De 1.10 M 13 Ar 1.00 M 11	10.30	De 8.35 M 7 Ar 8.25 M 7	6.20	19.5	Auburn AU 4.4 N	250	Ar 8.45 A M	De 9.00 A M DAILY	Sec Pa gcl Ar 6.35 A M			
* 8.18	* 8.10			F 6.35	* 5.30 M 57	* 3.45	12.50	10.20	* 8.15 M 5	* 6.09	15.1	Dieringer 2.5	60	8.36		6.20			
* 8.13	* 8.05			6.30 M 17	5.25	3.40	12.45	10.15	8.10	* 6.05 P 58	12.6	Sumner SN 1.6 D	75	8.30		De 6.10 Ar 5.50 4 P			
* 8.10	* 8.00	Sec Pa gcl Ar 3.25 P M		* 6.25	* 5.20	* 3.35	12.40	10.10	* 8.05	* 6.00	11.0	Meeker MJ 1.3 N	110	8.25 M 5		5.45	Ar 4.55 A M	Ar 5.30 A M	Ar 6.40 A M
8.05	7.55	3.20 M 13 D T		6.20	5.15	3.30	12.35	10.05 M 9 D T	8.00	5.55	9.7	Puyallup PY 6.3 D	100	8.20		5.40	4.50	5.25	6.35
*	*	F 3.09 M 15 D T		*	*	*	*	*	*	*	3.4	Reservation 0.4	No Sdg.						
* 7.53 M 21 & 53 D T	* 7.43 De 7.40 P M DAILY	* 3.08 C 61		* 6.08 M 57 D T	* 5.03	* 3.18 M 15 & 63 D T	12.23	* 9.53 M 19 D T	* 7.48 P 54	* 5.43	3.0	Prescott RN 1.7 N	100	7.58 P 6		5.15	4.30	5.05	6.15
De 7.50 P M DAILY	De 7.40 P M DAILY	EX. SUN.		De 6.05 P M DAILY	De 5.00 P M DAILY	De 3.15 P M DAILY	De 12.20 P M DAILY	De 9.50 A M DAILY	De 7.45 A M DAILY	De 5.40 A M DAILY	1.3	Tacoma O 1.3 N	3000	De 7.45 A M DAILY		De 5.00 A M EX. SUN.	De 4.15 A M EX. SUN.	De 4.50 A M EX. SUN.	De 6.00 A M EX. SUN.
											0.0	Tacoma W T							

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. 22 and 23 meet at Auburn, No. 22 will take siding, and after making station stop will pull down on passing track sufficient to be out of the way of No. 24.

When Nos. 16 and 17 meet at Sumner, No. 16 will take siding.

Nos. 18 and 24 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. 16 will head in on Wye and turn train.

Nos. 4 and 18 will use "Argo cut-off" between Argo and Seattle.

Nos. 10 and 18 will stop at Kent to let off passengers from east of Auburn.

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

SECOND DISTRICT.

West Bound.		SECOND DISTRICT.										PASSENGER No. 7 Olympic, Gray's Harbor and So. Bend Connection.		PASSENGER No. 21 A. & C. R. Ry.		PASSENGER No. 23 A. & C. R. Ry.	
FREIGHT No. 73	FREIGHT No. 71.	WAY FREIGHT No. 57	MIXED No. 207	FREIGHT No. 53	Station	Time Table No. 18 December 1st, 1901. Succeeding No. 17B	PASSENGER No. 11.	PASSENGER No. 3	PASSENGER No. 7		PASSENGER No. 21		PASSENGER No. 23				
Third Class EX. SUNDAY	Third Class MON. WED. & FRI.	Third Class EX. SUNDAY	Second Class EX. SUNDAY	Second Class DAILY	Water Cars, Scales, Trails & Ways	Station Numbers	Distance Tacoma Wharf	First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY			
De 9.30 A M	De 7.30 A M	De 4.00 A M		De 11.50 P M	W C S T T	1976 Tacoma Wharf 1.3	0.0	De 11.45 P M P 53	De 2.00 P M M 72 D T	De 10.35 A M							
9.35	7.35	4.05 M 54 D T		11.55 P M H P		1977 Tacoma 4.2	1.3			10.55							
10.00	8.10	5.10 M 4		12.25 A M	W S T	1981 South Tacoma 3.6	5.5	12.05 A M	2.20	Ar 11.05 A M							
10.14	Ar 8.30 A M MON. WED. & FRI. See Page 7.	5.40		12.40		1985 Lakeview 4.9	9.1	* 12.15	* 2.28 Sec 8	See Page 7.							
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	2.47								
11.05		7.00		1.32		2002 Yelm 5.7 (Yelm Prairie)	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 A M		8.15		2.24	W 1/2 mile East	2015 Tenino 3.4	39.9	F 1.49	3.21								
12.05 P M		8.45		2.40 M 54		2020 Bucoda 6.9	43.3	F 2.00	3.29								
Ar. 12.30 P M 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 De 10.50 M 58	De 1.50 P M 7 P	Ar De 3.15 3.20 M 4		2031 Chehalis 0.9	54.4	2.32	4.00	1.42 P 207							
			Ar* 1.55 P M EX. SUNDAY See Page 7.	3.28	W	2032 Chehalis Junc. 1.8	55.3										
		10.57		3.50		2033 Newankum 4.7	57.1	* 2.37	* 4.05	* 1.47							
		Ar 11.15 De 11.52 A M M 8 12.30 P M		4.10	W	2038 Napavine 6.6	61.8	3.00 M 4	* 4.18	1.58							
		12.40		4.17	W I	2044 Winlock 2.9	68.4	3.18	4.35	2.12							
		1.00		4.24		2047 Ainslie 3.3	71.3	* 3.23	* 4.44 M 12	* 2.17							
		1.10		4.33		2050 Sopenah 2.4	74.6	* 3.29	* 4.51	2.23							
		1.50		5.00	W	2053 Olequa 7.5	77.0	* 3.36	* 4.56	2.30							
		2.15		5.17		2060 Castle Rock 6.7	84.5	4.00	5.13	2.46							
		2.35		5.31		2066 Ostrander 3.7	91.2	* 4.19	* 5.28	F 3.00							
	FREIGHT No. 59	2.55	FREIGHT No. 31 A. & C. R. Ry.	5.45		2071 Kelso 5.9	94.9	4.31	5.37	3.11							
	Third Class EX. MONDAY	Ar 3.15 P M C 1 & 2 EX. SUNDAY	Second Class MON. WED. & FRI. De 12.35 P M	6.00	W C Y	2077 Carrolls 4.3	100.8	* 4.45	* 5.49	F 3.24							
	De 8.45 A M			7.00	W T	2081 Kalama 1.1	105.1	5.00	6.00	3.35 M 12							
	Ar 8.55 De 9.00 M 22		12.43	7.10 M 32		2082 Goble 2.2	106.2	5.30	6.30	4.05							
	Ar 9.24 De 9.29 M 8 9.49		1.05	7.40	W 1/2 mile East	2084 Hunters 6.3	108.4	* 5.35	* 6.35	* 4.10							
	10.05		1.20	7.52		2090 Columbia 3.4	114.7	* 5.50	* 6.47	* 10.18							
	Ar 10.25 De 10.50 21 P		1.34	8.05		2094 Houlton 3.3	118.1	F 5.57	* 6.53	* 10.24							
	11.15		1.47	Ar 8.20 M 22 De 9.10 M 8		2097 Warren 4.4	121.4	F 6.05	* 6.59	* 10.30							
	11.35		Ar 2.16 De 2.40 M 12	9.30	W 3/10 miles East	2102 Scappoose 7.3	125.8	F 6.15 M 32	* 7.06	* 10.37 P 59							
	11.50 A M		2.40	9.43		2109 Holbrook 5.2	133.1	* 6.30	* 7.21 M 24	* 9.07							
	Ar 12.05 P M EX. MONDAY		2.50	9.52		2114 Linnton 3.5	138.3	* 6.42	* 7.29	* 9.25							
			Ar 3.10 P M MON. WED. & FRI.	Ar 10.05 A M DAILY	W C S T	2118 Beatty 3.8	141.8	* 6.49	* 7.34	* 9.30							
						2121 vc Portland 145.6	145.6	Ar 7.00 A M DAILY	Ar 7.45 P M DAILY	Ar 5.20 P M DAILY	Ar 11.10 A M DAILY	Ar 9.40 P M DAILY					

SECOND DISTRICT.

East Bound.

PASSENGER No. 8 <small>So. Bend, Gray's Harbor and Olympia Connection.</small>		PASSENGER No. 4		PASSENGER No. 12		Distance from Portland	STATIONS	Capacity of Side Tracks	Telegraph Offices	FREIGHT No. 54		MIXED No. 208		WAY FREIGHT No. 58		FREIGHT No. 72		FREIGHT No. 74	
First Class DAILY		First Class DAILY		First Class DAILY						Second Class DAILY		Second Class EX. SUNDAY		Third Class EX. SUNDAY		Third Class MON. WED. & FRI.		Third Class EX. SUNDAY	
See No. 12 Page 4		See No. 4 Page 4		See No. 24 Page 4		145.6	Tacoma Wharf	3000		See Page 4			Ar 5.45 P M	Ar 2.40 P M	Ar 8.40 P M				
Ar 3.05 P M	Ar 5.30 A M	Ar 7.30 P M			144.3	Tacoma 1.3		N	Ar 4.30 A M										
2.45	5.10 M 57	7.10			140.1	Tacoma 4.2		N	4.25				5.40			2.35	8.35		
De 2.37 P M See 3	F 5.00	* 7.00			136.5	South Tacoma 3.6	330	N	4.05 M 57 DT				5.20			2.15 M 3 D T	8.15		
	F 4.49	* 6.50			131.6	Lakeview 4.9	100	D	3.56				5.00			De 2.00 P M MON. WED. & FRI.	8.00		
	F 4.36	* 6.35			125.5	Hillhurst 6.1	70		3.45				4.30				7.41		
	* 4.23	F 6.22			120.1	Roy 5.4	60	N	3.32				4.00				7.20		
	* 4.14	F 6.14			114.4	Yelm 5.7 (Yelm Prairie)	50		3.20				3.30				7.00		
	* 4.06	F 6.04			110.4	Rainier 4.0	70		3.08				De 3.05 M 3 Ar 2.30				6.45		
	F 3.57	F 6.04			105.7	McIntosh 4.7	45		2.57				2.10				6.30		
	F 3.48	F 5.57			102.3	Tenino 3.4	100	D	2.48				1.45				6.15		
See Page 7	F 3.48	F 5.50			102.3	Bucoda 6.9	65	D	2.40 M 53				1.15				6.00		
Ar 12.20 P M See 58 & 73	3.32	5.35 P 74			95.4	Centralia 4.2	170	N	De 2.20 M 11 Ar 1.52				De 12.30 P M M 73 Ar 11.18 A M See 8				De 5.40 P M 12 P EX. SUNDAY		
12.08	3.20 M 53	5.23			91.2	Chehalis 0.9	240	N	1.42			Ar 11.35 A M	De 11.05 M 57 Ar 10.35						
*	*	*			90.3	Chehalis Junc. 1.8		Y				De * 11.30 A M EX. SUNDAY							
* 12.01 P M	* 3.13	* 5.16			88.5	Newankum 4.7	55		1.23				10.25						
11.52 A M M 57	3.00 M 11	* 5.08			83.8	Napavine 6.6	110	D	1.10				10.10						
11.34	2.45	4.50			77.2	Winlock 2.9	95	N	12.45				9.35						
* 11.29	* 2.36	* 4.44 M 3			74.3	Ainslie 3.3	19		12.35				8.55						
11.23	* 2.28	* 4.38			71.0	Sopenah 2.4	18		12.25				8.45						
11.17	* 2.23	* 4.33			68.6	Olequa 7.5	75		12.15 A M				8.30						
11.02	2.04	4.18			61.1	Castle Rock 6.7	52	D	11.56 P M				7.55						
F 10.47	* 1.48	* 4.03			54.4	Ostrander 3.7		No Siding	11.40				7.25						
10.38	1.40	3.55			50.7	Kelso 5.9	87	D	11.30				7.15						
F 10.24	* 1.25	* 3.43			44.8	Carrolls 4.3	90		11.15				6.45						
10.15	1.15	3.35 M 7			40.5	Kalama 1.1	200	N	11.05				6.30 A M See 53 EX. SUNDAY						
Ar 8.05 P M	Ar 9.05 A M	3.05			39.4	Goble 2.2	140	N	10.20				7.15 A M						
* 8.00	* 9.00 M 59	* 2.59			37.2	Hunters 6.3	35		10.15				7.10 M 53				2.05		
* 7.51	* 8.51	* 2.51			30.9	Columbia 3.4	42		10.01				6.55				1.45		
* 7.45	* 8.45	* 2.45			27.5	Houlton 3.3	10		9.54				6.42				1.27		
* 7.39	* 8.39	* 2.39			24.2	Warren 4.4	43		9.46				6.29				1.16		
* 7.31	* 8.31 M 53	* 2.31			19.8	Scappoose 7.3	43	D	9.37				6.15 M 11 De Ar 6.10				1.05		
* 7.21 M 3	* 8.21	* 2.21 M 31			12.5	Holbrook 5.2	40		De Ar 9.18 M 23 9.13				5.45				12.40		
* 7.14	* 8.14	* 2.14			7.3	Linnton 3.5	48		8.50				5.30				12.22		
* 7.09	* 8.09	* 2.09			3.8	Beatty 3.8	60		8.42				5.20				12.12		
De 7.00 P M DAILY	De 8.00 A M DAILY	De 8.35 A M DAILY			0.0	Portland	1600	N	De 8.30 P M DAILY				De 5.00 A M TUE., THUR. & SAT.				De 12.01 A M EX. MONDAY		

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 daily and 4 on Saturday 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 employes 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.

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

West Bound.				OLYMPIA BRANCH.				East Bound.				West Bound.				SOUTH BEND BRANCH.				East Bound.			
FREIGHT No. 71	PASSENGER No. 7	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Lakeview	Time Table No. 18 December 1st, 1901 Succeeding No. 17B	Distance from Centralia	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 8	FREIGHT No. 72	MIXED No. 207	Station Numbers	Distance from Chehalis Junction	Time Table No. 18 December 1st, 1901 Succeeding No. 17B	Distance from South Bend	Capacity of Side Tracks	Telegraph Offices	MIXED No. 208					
Third Class	First Class								First Class	Third Class	Second Class							Second Class					
Mon., Wed. & Fri.	DAILY				STATIONS				DAILY	Mon., Wed. & Fri.	EX. SUNDAY							EX. SUNDAY					
De 8.30 A M	De 11.05 A M		1985	0.0	Lakeview	56.9	100	D	See Page 6 Ar 2.37 P M	Ar 2.00 P M	De * 1.55 P M	Y	2032	0.0				See Page 6 Ar * 11.30 A M					
8.40	F 11.10		PA 3	2.8	American Lake	54.1	40		F 2.31	1.51	F 2.02	P C 2	2.3		54.4	5		F 11.20					
8.47	F 11.14		PA 5	4.3	Murray	52.6	35		F 2.27	1.45	2.17	P C 5	4.7		52.0	37		11.06					
9.35	11.31		W PA 13	12.5	Sherlock	44.4	39		2.07	1.00	2.32	P C 10	10.1		46.6	58		10.50					
10.05	F 11.46		PA 20	19.5	Woodland	37.4	40		F 1.51	12.30	2.55	P C 16	16.4		40.3	90		10.35					
Ar 10.30 A M MON., WED. & FRI.	Ar 11.59 De 12.05	A M P M M T	WT PA 25	24.6	Olympia	32.3	110	D	De 1.40 Ar 1.35	De 12.05 P M M T MON., WED. & FRI.	3.20	W P C 22	22.4		34.3	75	D	10.20					
	F 12.20		PA 30	29.9	Belmore	27.0	40		F 1.22		F 3.55	P C 29	28.9		27.8	36		F 10.00					
	12.35		PA 37	36.4	Little Rock	20.5	43		1.10		5.00	W P C 35	35.3		21.4	75	D	8.50					
	F 12.44		PA 40	39.6	Mima	17.3	13		F 1.03	Third Class Sec 173 Page 8 EX. SUNDAY	5.10	P C 38	38.0		18.7	14		8.30					
De 3.00 P M 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 P M M 273	5.25	P C 42	42.3		14.4	42		8.15					
3.15	F 1.11		PA 47	46.9	Rochester	10.0	40		F 12.37	2.40	5.40	P C 46	46.4		10.3	9		8.02					
3.35	F 1.18		PA 51	51.1	Grand Mound	5.8	32		F 12.29	2.25	5.55	P C 50	50.5		6.2	16		7.50					
Ar 4.00 P M EX. SUNDAY See No. 74 Page 6	Ar 1.30 P M DAILY See Page 5		WC Y 2027	56.9	Centralia	0.0	170	N	De 12.20 P M DAILY	De 2.00 P M EX. SUNDAY	Ar 6.20 P M	W C T P C 57	56.7		0.0	150	D	De 7.30 A M					

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.

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 Cavanaghs.

Soile'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.					GRAY'S HARBOR BRANCH.					East Bound.											
Freight No. 173	Freight No. 171	Passenger No. 107	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Gate via Hoquiam and Cosmopolis	Time Table No. 18 Dec. 1st, 1901 Succeeding No. 17B	Distance from Ocosta via Cosmopolis and Hoquiam	Capacity of Side Tracks	Telegraph Offices	Passenger No. 108	Freight No. 172	Freight No. 174	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Clealum	Time Table No. 18 Dec. 1st, 1901 Succeeding No. 17B	Distance from Ronald	Capacity of Side Tracks	Telegraph Offices	Mixed No. 252	
Th'd Class	Th'd Class	First Class				STATIONS				First Class	Th'd Class	Th'd Class				STATIONS				Second Class	
EX. SUNDAY De 3.00 P M M174	Tue. Thu. Sat.	DAILY De 1.25 P M See 7 & 8 M174		W Y PA 44	0.0	Gate 4.9	69.4	100	D	Ar 12.30 P M See 7 & 8 Page 7		Ar 2.30 P M M173									EX. SUNDAY Ar 10.35 A M
3.30		1.40		Y PA 5	4.9	Oakville 7.9	64.5	38	D	12.15 P M		De 2.10 Ar 1.30 M107									De 10.20 A M
4.00		1.55		W PB 13	12.8	Porter 6.6	56.6	20		11.50 A M		12.55									
4.30	De 9.40 A M	2.10		PE 19	19.4	Elma 3.7	50.0	60	D	11.30	Ar 6.30 A M	12.05 P M									
4.50	9.50	2.18		PB 23	23.1	Satsop 5.6	46.3	37		11.20	6.20	11.45 A M									
5.25	10.10	2.30		W PB 29	28.7	Montesano 8.6	40.7	35	D	11.05	6.05	11.20									
5.55	Ar 10.35 M174 De 10.40 M108	* 2.50		Y PB 37	37.3	Aberdeen Jct. 3.2	32.1			* 10.40 M174 M171	5.45	De 10.45 Ar 10.15 M108 M171									EX. SUNDAY
Ar 6.10 P M EX. SUNDAY	Ar 10.55 A M Tue. Thu. Sat.	3.05		PR 40	40.5	Aberdeen 3.5	28.9	50	D	10.25		De 10.00 A M EX. SUN.									
		3.20		PB 44	44.0	Hoquiam 3.5	25.4	25	D	10.05											
		3.35		PB 40	47.5	Aberdeen 3.2	21.9	50	D	9.50											
		* 3.50		Y PB 37	50.7	Aberdeen Jct. 1.4	18.7			* 9.35											4.55
		* 3.55		PE 1	52.1	Cosmopolis Jct. 1.6	17.3			* 9.25	5.35										4.40
		4.00		W FP 2	53.7	Cosmopolis 1.6	15.7	90	D	9.20		De 5.30 A M Tue. Thu. Sat.									De 4.20 P M
		* 4.05		PE 1	55.3	Cosmopolis Jct. 1.1	14.1			* 9.15											DAILY
		F 4.10		PE 3	56.4	South Aberdeen 2.2	13.0	90		F 9.10											
		F 4.17		PE 5	58.6	West Aberdeen 6.6	10.8	39		F 9.02											
		F 4.37		PE 11	65.2	South Arbor 1.7	4.2	25		F 8.42											
		F 4.44		PE 13	66.9	Markham 2.5	2.5	10		F 8.36											
	Ar 4.50 P M DAILY			W C U T PE16	69.4	Ocosta 0.0	0.0	75	D	De 8.30 A M DAILY											

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, ¼ 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.					ROSLYN BRANCH.					East Bound.				
Freight No. 251	Second Class	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Clealum	Time Table No. 18 Dec. 1st, 1901 Succeeding No. 17B	Distance from Ronald	Capacity of Side Tracks	Telegraph Offices	Mixed No. 252					
Th'd Class	Th'd Class				STATIONS				Second Class					
EX. SUNDAY De 10.00 A M		W C Y	1873	0.0					EX. SUNDAY Ar 10.35 A M					
		S	CA 4	3.0	Clealum 3.0	5.0	500	N						
			CA 6	5.0	Roslyn 2.0	2.0	90	D	De 10.20 A M					
					Ronald 0.0	0.0								
									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.

West Bound.					WILKESON BRANCH.					East Bound.				
Passenger No. 219	First Class	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fairfax	Time Table No. 18 Dec. 1st, 1901 Succeeding No. 17B	Distance from Cascade Junction	Capacity of Side Tracks	Telegraph Offices	Passenger No. 220					
Th'd Class	Th'd Class				STATIONS				First Class					
EX. SUNDAY De 7.40 A M			CB 15	0.0					EX. SUNDAY Ar 5.35 P M					
			CB 13	2.3	Fairfax 2.3	15.2	5 Spur							
			CB 8	6.5	Melmont 4.2	12.9	5 Spur							
8.30			CB 5	10.3	Carbonado 3.8	8.7	5 D		4.55					
8.45		S T	CB 5	10.3	Wilkeson 4.9	4.9	90 D		4.40					
Ar *9.00 A M See 118, Burnett Bch. EX. SUNDAY			1949	15.2	Cascade Jct. 0.0	0.0	No Siding		De 4.20 P M					
									DAILY					

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.

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.

West Bound.					BURNETT BRANCH.					East Bound.				
Passenger No. 121	Passenger No. 119	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pittsburg	Time Table No. 18 Dec. 1st, 1901 Succeeding No. 17B	Distance from Cascade Junction	Capacity of Side Tracks	Telegraph Offices	Passenger No. 118	Passenger No. 120				
First Class	First Class				STATIONS				First Class	First Class				
DAILY	EX. SUNDAY		CC 4	0.0					EX. SUNDAY See 119	DAILY See 121				
De * 4.15 P M	De 9.05 A M		CC 2	2.0	Pittsburg 2.0	3.3	45							
		S	CC 2	2.0	Burnett 1.3	1.3	45 D		Ar 9.05 A M	Ar 4.15 P M				
Ar * 4.20 P M See No. 220, Wilkeson Bch. DAILY	Ar * 9.10 A M See 19, Page 2 EX. SUNDAY		1949	3.3	Cascade Jct. 0.0	0.0	No Siding		De * 9.00 A M	De * 4.10 P M				

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

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

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 Orting	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. Trains will look out for engines of Cascade Timber Co. handling logs between their Siding and Kangley.

West Bound.

CROCKER BRANCH.

East Bound.

Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Dooty	STATIONS	Distance from Crocker	Capacity of Side Tracks	Telegraph Offices
WS	C D 5	0.0	Dooty 5.1	5.1	140	D
	1955	5.1	Crocker	0.0	100	D

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

West Bound.

ELMA BRANCH.

East Bound.

Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Elma/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 & 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. Note—All trains will run slow between Slater and Simpson account light rails. See special rules Page 10.

AUTHORIZED SURGEONS, PACIFIC DIVISION.

LOCATION OF STRETCHERS (S).

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

Distance from Ellensburg.

World's	3.0
Ice Spur	8.3
N.W. Imp. Co.'s Log Spr.	32.5
Big Creek	34.5
Easton Lumber Co.	39.0
Morgans' Mill	61.0
Morgans' Log Spur	65.6
Page's Spur	77.4
Gibbon's	85.0
Carbon	86.3
Eureka	86.9
Navy	87.5
Boise Creek	95.4
Valley Mill	97.7
Stone Brothers	101.4
Arline	104.3

MAIN LINE.

Distance from Palmer Jct.

Henry's	8.5
Distance from Tacoma.	
Molberg	19.7
Robinson	38.2
Derrickson	38.3
Tenino Stone Co.	39.5
Jonas & Son	40.7
Cultus	49.1
Salzer	51.5
Eleanor	63.2
Brown's	64.0
Capitol Mills	69.7
Deer Isl'nd Gr'v'l Pit	111.9
Fisks	121.7
Honeymans	122.7
Forbes	130.0

SOUTH BEND BRANCH.

Distance from Chehalis Jct.

Little's	3.4
Syverson	6.4
Long's	9.5
Doty & Stoddard	17.5
Weller & Co.	21.4
Mortzeel	23.1
McCormick	24.3
Reynold and Davies'	25.6
Rock Creek	26.1
Shore's	32.3
Custer	34.0
Soule	34.6
Gougar	36.7
Cavanaugh	37.0
Foye	39.2
Welton	41.1

SEATTLE LINE.

Distance from Seattle

Bayview Brewery	2.2
Newells	2.8
Claussen & Sweeney's	3.9
Union Stock Yards	4.2
Denny Clay Works	5.3
OLYMPIA BRANCH.	
Distance from Lakeview	
Union Mill Co.	18.0
Standard Oil Co.	23.4
Thacker	26.5
Guslander	28.9
Mason County Logging Company's Spur	37.6

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.

53	13	21	7	5	3	11	STATIONS	12	4	6	8	22	14	54
No. 41 12.30 A 4.35 A					4.00 P 6.55 P	No. 1 8.20 A 11.15 A	ASHLAND 75.5 DULUTH 4.2	No. 2 7.00 P 4.00 P 8.00 A	11.00 A					No. 52 3.15 P 7.25 A
No. 53 5.25 P 5.40 P 5.55 P 6.10 P 6.40 P 1.20 A 2.00 A 4.15 A	No. 13 7.30 P 7.45 P 7.55 P 11.55 P 12.05 A 1.00 A					No. 11 8.40 A 8.55 A 9.05 A 12.35 P 12.45 P 1.35 P	W. SUPERIOR 4.1 S. SUPERIOR 109.8 BRAINERD 29.4 STAPLES 142.3	No. 12 4.55 P 4.38 P 4.25 P 4.23 P 1.10 P 1.00 P 12.05 P					No. 14 7.55 A 7.40 A 7.30 A 4.05 A 3.55 A 3.05 A	No. 54 8.05 P 7.45 P 7.25 P 7.05 P 6.35 P 9.50 A 9.10 A 7.30 A
				No. 5 1.05 P 1.25 P 2.20 P						No. 6 1.05 P 12.45 P				
8.00 P			8.00 P	8.30 A	10.35 P	9.30 A	ST. PAUL 10.9	2.20 P	7.45 A	5.45 P	7.15 A			8.30 P
			8.45 P	9.05 A	11.15 P	10.10 A	MINNEAPOLIS 3.8	1.45 P	7.05 A	5.10 P	6.35 A			
11.00 P			9.05 P	9.20 A	11.30 P	10.25 A	N'TOWN JC. 93.5	1.25 P	6.45 A	4.50 P	6.15 A			6.45 P
5.05 A 5.20 A			12.05 A	12.05 P	1.58 A	12.53 P	LITTLE F'L'S 34.1	10.56 A	3.40 A	2.05 P	3.18 A			1.30 P 12.30 P
7.25 A 8.45 A			1.12 A 1.25 A	* 2.15 P 2.20 P	2.58 A 3.05 A	1.45 P 1.52 P	STAPLES 82.6	10.02 A 9.55 A	2.30 A 2.20 A	* 11.55 A 11.50 A	2.05 A 1.50 A			10.15 A 7.30 A
2.00 P 3.30 P 11.15 P			4.20 A 4.40 A 7.45 A				WINNIPEG JC. 95.7 GR'D FORKS 93.9				11.00 P 10.35 P 7.25 P			1.12 A 6.30 P 8.55 A
5.00 A			11.02 A 1.30 P				PEMBINA 68.1 WINNIPEG (From 108.6 Stpls)				4.02 P 1.45 P			2.00 A
3.25 P 4.45 P			5.45 A	6.00 P	6.10 A 6.20 A	4.30 P 4.40 P	FARGO 92.8	7.00 A 6.50 A	11.10 P 10.55 P	8.00 A	9.40 P			11.20 P 10.45 P
10.25 P 10.50 P					9.25 A 9.30 A	7.20 P 7.25 P	JAMESTOWN 106.7	3.55 A 3.50 A	7.20 P 7.10 P					4.30 P 3.35 P
5.25 A 5.15 A					12.50 P 12.01 P	10.20 P 9.30 P	MANDAN 109.5	12.40 A 11.30 P	3.25 P 2.15 P					9.00 A 7.00 A
12.30 P 12.50 P					3.30 P 3.35 P	12.40 A 12.45 A	DICKINSON 106.3	7.55 P 7.50 P	10.45 A 10.40 A					11.50 P 11.20 P
8.15 P 9.15 P				No. 5 7.00 P	6.50 P 7.00 P	3.55 A 4.00 A	GLENDIVE 123.7	4.10 P 4.00 P	7.10 A 7.00 A	No. 6 7.00 A				3.00 P 2.00 P
4.00 A 4.50 A			Huntley	No. 41 1.20 A	10.55 P 11.05 P	7.31 A 7.38 A	FORSYTHE 102.1	12.22 P 12.15 P	2.42 A 2.35 A	No. 42 12.15 A	Huntley			5.45 A 4.45 A
11.35 A 1.00 P				1.45 A 1.55 A	2.15 A 2.35 A	10.27 A 10.37 A	BILLINGS 115.4	8.55 A 8.45 A	11.20 P 11.05 P	11.50 P 11.30 P				10.30 P 9.00 P
9.15 P 10.30 P				5.20 A 5.30 A	6.30 A 6.40 A	1.50 P 2.00 P	LIVINGSTON 49.3	6.05 A 5.55 A	7.35 P 7.22 P	8.20 P 8.10 P				1.50 P 12.30 P
2.10 A 2.20 A	No. 13 8.40 A	No. 21 3.55 P		7.45 A 7.50 A	8.30 A 8.35 A	3.45 P 3.50 P	LOGAN 73.8	3.50 A 3.45 A	5.17 P 5.12 P	5.45 P 5.40 P		No. 22 3.15 A	No. 14 3.30 P	8.30 A 7.40 A
7.55 A 8.55 A		5.50 P		10.15 A	10.55 A 11.25 A		HELENA 50.8 (To Garrison)		2.35 P 2.05 P	3.10 P		12.45 A		1.55 A 12.55 A
11.30 A	11.59 A 9.35 A					7.10 P 7.20 P	BUTTE 31.2 (To Garrison)	12.50 A 12.40 A						12.30 P 1.30 P
							ANACONDA							
1.40 P	11.15 A				1.25 P 1.30 P	8.55 P 8.57 P	GARRISON 74.0	10.20 P 10.15 P	11.35 A 11.30 A				11.40 A	6.55 P 6.40 P
5.25 P 6.35 P					3.40 P 3.50 P	11.00 P 11.10 P	MISSOULA 173.0	7.35 P 7.25 P	8.50 A 8.40 A					12.30 P 11.30 A
7.50 A 7.50 A					9.50 P 9.00 P	5.00 A 4.05 A	HOPE 85.1	1.45 P 12.40 P	2.40 A 1.35 A					10.55 P 8.55 P
1.00 P 3.00 P					11.40 P 11.50 P	6.55 A 7.05 A	SPOKANE 145.7	10.05 A 9.55 A	10.45 P 10.35 P					4.00 P 2.45 P
11.25 P 12.80 A					4.30 A 4.40 A	11.25 A 11.30 A	PASCO JC. 126.8	5.05 A 4.55 A	5.50 P 5.40 P					5.10 A 3.00 A
10.15 A 11.35 A					8.60 A 8.58 A	3.10 P 3.17 P	ELLENSBURG 26.9 (To Tacoma)	1.23 A 1.15 A	1.50 P 1.40 P					7.50 P 6.15 P
		No. 11's Connection	No. 7 9.00 A		2.00 P	8.00 P 9.40 P	SEATTLE 148.2 (Fr. Ellbg.)	7.50 P	7.45 A 7.25 A		No. 8 4.45 P	No. 4's Connection		
8.20 P 11.50 P 10.05 A	7.58 P	10.25 A 10.35 A 5.20 P		1.50 P 2.00 P 7.45 P	11.00 P 11.45 P 7.00 A	11.00 P 11.45 P 7.00 A	TACOMA 144.3 PORTLAND	7.50 P 7.30 P 2.00 P	5.40 A 5.30 A 11.30 P		3.15 P 3.05 P 8.35 A	7.45 A		7.45 A 4.30 A 8.30 P

Nos. 3 and 4 Ashland to Duluth, and 5 and 6 St. Paul to Fargo, daily except Sunday, all others daily.

* Continued.