

NORTHERN PACIFIC RAILWAY COMPANY.

PACIFIC DIVISION

TIME **29** TABLE

In Effect at 12:01 A. M. Pacific or 120th Meridian Time.

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

SUNDAY, MAY 31st, 1908

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 TRANSPORTATION RULES.

H. C. NUTT,
General Manager.

B. E. PALMER,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

W. C. ALBEE,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

WEST BOUND.

FE DISTRICT.

EAST BOUND.

THIRD CLASS TRAINS.			SECOND CLASS.	FIRST CLASS TRAINS.				Water, Coal, Scales, Tables and Ayles	Station Numbers	Distance from Ellensburg	TimeTable No. 29 May 31, 1908. Succeeding No. 28.		Distance from Auburn	Capacity of Side Tracks	FIRST CLASS TRAINS.				SECOND CLASS.	THIRD CLASS TRAINS.	
57	55		53	1	5	3	15				STATIONS.				54	56	58				
Way Freight EXCEPT MONDAY	Way Freight EXCEPT SUNDAY		Freight DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY				Telegraph Offices and Calls	Passenger			Passenger	Passenger	Passenger	Freight DAILY	Way Freight EXCEPT MONDAY	Way Freight EXCEPT SUNDAY	
	6.35AM		11.55AM	4.40PM	3.30PM	9.15AM	3.25AM	ELLensburg	105.6	800	1.40PM	8.45PM	2.15AM	4.25AM	10.00AM	4.30PM					
	6.50		12.12PM	4.48	3.40	9.23	3.34	SHOSKIN	102.0	70	1.30	8.37	2.06	4.14	9.23	4.05					
	7.25		12.25	4.55	3.50	9.32	3.41	THORP	98.0	140	1.24	8.31	2.00	4.08	9.00	3.50					
	7.40		12.37	5.00	3.56	9.38	3.46	DUDLEY	185.0	140	1.19	8.26	1.54	4.03	8.48	3.22					
	8.00		1.05	5.08	4.04	9.47	3.55	KOUNTZE	180.2	80	1.10	8.18	1.45	3.55	8.35	3.05					
	8.20	8.25	1.25	5.13	4.10	9.52	4.02	BRISTOL	186.5	140	1.05	8.13	1.41	3.46	8.25	2.55					
	8.45		1.35	5.20	4.16	9.58	4.10	EANAWAY	189.0	150	1.25	8.07	1.35	3.40	8.12	2.35					
	9.05	10.25	2.00	5.28	4.30	10.15	4.23	LELUM	187.8	500	12.50	8.00	1.29	3.34	8.00	2.20					
	10.40		2.18	5.35	4.38	10.24	4.33	BAKER	187.7	80	12.36	7.50	1.23	3.22	7.26	1.00					
	11.00		2.25	5.40	4.42	10.29	4.37	NELSON'S	188.0	140	12.31	7.46	1.19	3.18	7.20	12.50					
	11.10		2.37	5.45	4.47	10.35	4.43	TALMAGE	188.3	80	12.26	7.42	1.14	3.13	7.10	11.40					
	11.25	12.30	3.10	5.56	4.56	10.48	4.54	EASTON	188.6	295	12.20	7.37	1.08	3.07	7.00	11.25					
	12.50		3.32	6.06	5.08	11.00	5.04	UPHAM	189.0	160	12.10	7.28	1.25	2.55	6.40	9.40					
	1.10		4.00	6.18	5.23	11.15	5.16	MARTIN	189.4	200	12.01	7.20	1.24	2.46	6.25	9.25					
	1.35		4.20	6.29	5.35	11.27	5.26	STAMPEDE	189.7	170	11.50	7.10	1.28	2.36	6.00	9.00					
	1.55		4.35	6.39	5.43	11.37	5.35	BORUP	190.1	150	11.37	6.58	1.29	2.24	5.30	8.30					
	2.07		4.48	6.48	5.49	11.43	5.41	KENNEDY	190.4	70	11.24	6.48	1.20	2.11	5.00	8.05					
	2.15		5.00	6.53	5.54	11.48	5.47	WESTON	190.6	140	11.16	6.37	1.13	2.03	4.40	7.45					
	2.35		5.25	7.03	6.07	11.59	5.58	LESTER	191.1	290	11.04	6.26	1.21	1.52	4.10	7.00					
6.30AM			5.33	7.08	6.15	12.04	6.03	HOT SPRINGS	191.3	100	10.52	6.15	1.48	1.42	3.32						
6.45			5.55	7.17	6.25	12.13	6.12	MAYWOOD	191.7	140	10.40	6.00	1.37	1.30	3.15	2.50					
7.00			6.15	7.24	6.33	12.21	6.20	CANTON	192.1	140	10.31	5.48	1.29	1.20	3.03	2.25					
7.15			6.25	7.31	6.40	12.28	6.29	HAGLE GORGE	192.5	140	10.22	5.39	1.20	1.11	2.50	2.05					
7.45			6.40	7.36	6.46	12.33	6.34	LEMOLO	192.8	70	10.16	5.32	1.15	1.05	2.40	1.45					
7.52			7.00	7.45	6.56	12.42	6.44	PALMER JCT	193.2	70	10.07	5.22	1.05	1.25	2.20	1.05					
8.05			7.20	7.47	6.59	12.45	6.48	KANASKAT	193.6	140	10.03	5.18	1.02	1.25	2.15	12.50					
8.25			7.35	7.51	7.05	12.52	6.53	BYRD	194.1	80	9.54	5.07	1.04	1.28	1.50	12.45					
8.35			7.45	7.55	7.10	12.57	6.59	RAVENSDALE	194.3	280	9.49	5.02	1.04	1.32	1.40	11.15					
9.00			8.05	8.07	7.21	1.10	7.12	COVINGTON	194.7	140	9.30	4.45	1.07	1.15	1.10	11.00					
9.25	10.00		8.45	8.12	7.27	1.16	7.18	WYNACO	194.9	70	9.21	4.35	1.03	1.20	1.50	10.00					
10.08			9.10	8.25	7.40	1.30	7.30	AUBURN	195.0	250	9.10	4.25	1.02	1.15	1.30	9.35					
10.30AM			9.15	8.35	7.45	1.35	7.35														
EXCEPT MONDAY	EXCEPT SUNDAY		DAILY	DAILY	DAILY	DAILY	DAILY														
4.00	8.00		9.15	3.45	4.10	4.15	4.05				4.30	4.20	3.55	4.30	9.30						
**10.9	7.8		11.4	28.2	25.3	24.9	25.5				23.4	24.4	26.4	23.4	11.1	9.30					
																6.50					
																7.7					

136
1456

W. C. WITTE
General Agent

WEST BOUND.

FIRST DISTRICT (Buckley Line).

EAST BOUND.

THIRD CLASS TRAINS.

FIRST CLASS.

Time Table No. 29.

May 31, 1908.
Succeeding No. 28.

FIRST CLASS.

THIRD CLASS TRAINS.

THIRD CLASS TRAINS.			FIRST CLASS.		Water, Coal, Soda Wye	Station Numbers	Distance from Ellensburg	Direction	Capacity of Side Tracks	THIRD CLASS TRAINS.					
163	63	61	19	17						18	20	62	64	164	
Freight	Freight	Freight	Passenger	Passenger					Passenger	Passenger	Freight	Freight	Freight	Freight	Freight
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY					DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
1.00PM			5.45PM	6.15AM		1932	83.8	JC	33.4	70	10.40AM	6.07PM			11.30AM
1.05			5.48	6.18	W	1933	84.5		32.7	30	10.37	6.04			11.15
			5.55	6.26		1936	87.2		30.0	No Sdg	10.29	5.57	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.	
1.30			5.56	6.27		1937	87.9		29.3	60	10.28	5.56			10.45
2.00			6.10	6.40		1942	93.4	CW	23.8	105	10.15	5.46			10.25
2.30			6.20	6.50		1945	96.8	BK	20.4	100	10.05	5.35			9.20
2.50			6.31	7.00		1949	101.0		16.2	No Sdg	9.50	5.15			8.10
3.00PM	12.30PM		6.37	7.10	W C T	1950	101.9	SO	15.3	135	9.45	6.10	6.25AM		8.00AM
	12.45		6.47	7.20		1955	106.6		10.6	100	9.35	4.55	5.55		
	1.00	12.30PM	6.57	7.29	T	1958	109.3	OG	7.9	200	9.28	4.46	5.40	7.24AM	
	1.13	12.45	7.07	7.38		1961	112.8		4.4	8 Spur	9.20	4.35	5.05	7.10	
	1.17	12.55	7.14	7.44		1963	114.9		2.3	25	9.15	4.30	4.55	7.02	
	1.25PM	1.05PM	7.20PM	7.50AM	Y W	1966	117.2	MJ	0.0	110	9.10AM	4.25PM	4.45AM	6.55AM	
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
2.00	.55	.35	1.30	1.35											
9.0	16.7	13.5	22.3	21.4											
See page 3		See page 3	See page 3	See page 3											
Time Over District		1.30		1.42	1.40	.29	3.30								
Average Speed per Hour		22.3		10.0	9.2	15.8	5.2								

Registering Stations—Meeker, South Prairie and Palmer Junction. Orting is registering station for trains terminating there. Engineers will not be required to consult register, except at initial or starting point. At Meeker and Palmer Junction all trains register by ticket, and no clearance required unless red signal displayed. South Prairie Yard extends to Cascade Junction. Trains will approach Cascade Junction under full control, looking out for branch line trains. Speed of passenger trains must not exceed twenty-five miles per hour, and speed of freight trains twenty miles per hour, from Buckley to Cascade Junction. Speed must not exceed ten miles per hour within the corporate limits of Orting, Buckley and Enumclaw. NOTE.—Nos. 62 and 64 lose right and class when two (2) hours or more late.

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 water tank. Derailed switches at west end of passing track at South Prairie and west end of Crocker Yard must be kept in derailing position when not in use. No. 62 has right to main line at South Prairie against all, except first-class, trains.

SPECIAL RULES FOR FIRST DISTRICT (Main Line).

Registering Stations—Ellensburg, Lester and Auburn. At Lester passenger trains register by ticket; clearance will not be required at Lester, unless red signal is displayed. At Easton trains terminating will register arrival, and at Easton and Lester departing freight ascending will register whether "all in" or helper on rear. Palmer Jct. will be registering station for Buckley Line trains only, which will register by ticket. Engineers will not be required to consult register, except at initial or starting point. Bulletin Stations—Ellensburg and Auburn. (Lester and Easton are bulletin stations for engineers on helper engines.) Standard Clocks—Ellensburg and Lester. Mountain Grades—Easton to Weston. A telephone has been installed at Auburn Gravel Pit and this will be operated as an intermediate siding. Position of "Wye" switches at Auburn will be ascertained before using. Normal position of switch at head of the wye at Auburn will be for Seattle leg of the wye. Switch target and switch lamp will show clear indication for Seattle leg. Speed west bound will not exceed thirty-five (35) miles per hour Canton to Eagle Gorge, thirty (30) miles per hour Eagle Gorge to Palmer Junction and thirty-five (35) miles per hour from one mile west of Covington to one mile east of Green River bridge. 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, Cle Elum and Auburn as are required of second and inferior class trains by Rule 288. When trains of any class by train order, or trains of same class by time table, meet at Upham, Martin, Stampede, Borup, Kennedy or Weston, ascending train will take siding. It must be understood that meeting by train order refers to trains having a positive meeting order, and meeting by time and the following paragraph, an inferior train meeting a superior train at either of these stations is expected to take siding and clear the time of superior train five minutes, as per general rule. Descending freight trains in making meeting point with ascending passenger trains at Stampede will be required to be into clear before leave Lester; at Martin before passenger train due Upham and at Upham before passenger train due to leave Easton. At Dudley, Weston and Canton, Track No. 1, located next to main track, will be known as East Bound Passing Track. Track No. 2 will be known as West Bound Passing Track. At Stampede, passing track No. 1 will be west bound passing track, and passing tracks Nos. 2 and 3 east bound passing tracks. Passing track at Borup, which is located east of the depot, will be used as west bound passing track, and passing track west of depot as east bound passing track. When necessary to use east bound passing track, movement should be protected by flag, and whenever west bound trains find it in tunnel section, between east switch of west passing track at Martin and west switch of track No. 1 at Stampede, (A) west bound trains will not pass Martin or east bound trains Stampede without block clearance. (B) Flagging is not required. (C) Head and tail lights will be used. NOTE.—Speed of passenger trains must not exceed thirty miles per hour, and speed of freight trains twenty miles per hour, between Martin and Weston. Speed of all trains through Stampede tunnel must not exceed fifteen miles per hour. No. 3 will approach East Wye Switch at Auburn under full control, expecting to find connection turning on Wye. At Easton trains of same class meeting by time table, all trains meeting by train orders and trains whose running orders terminate there, will use crossover at depot when taking siding. No. 16 will stop on Flag at Easton Saturdays and Sundays. No. 2 will wait connection from No. 28 at First Street.

At Palmer Junction, the upper Semaphore arms govern movement of trains via main line; lower arms govern movements to and from Buckley line. Switch at Palmer Jct. will be set for the Auburn line. Speed of freight trains over switches at Palmer Jct. must not exceed twenty (20) miles per hour. West bound passing track at Ravensdale has been extended westward 1 8-10 miles to a connection with the passing track at Henrys. This extended track will hereafter be known as the west bound passing track Ravensdale, and conductors of west bound trains using this siding, if given clearance to depart on arrival of certain train, should, if delayed on the west end of this track, call up on telephone, located at the west switch, and ascertain whether any further instructions for them. This track will also be used as a switching leg for trains switching at the Ravensdale mine. Engines must not run on Page Lumber Co.'s spur. Lap sidings are located at Thorp, Bristol, Teanaway, Nelsons, Upham, Maywood, Eagle Gorge, Kanaskat and Covington. Derailed switches are located as follows and must be kept set in derailing position when not in use: Ellensburg (east end of east yard); Bristol (east end of loading track); Easton (east end of yard); Easton (east end of No. 2 track); Upham (west end of east passing track); Borup (east end of east passing track); Kennedy (east end of passing track); Eagle Gorge (west end of east bound passing track); Soos Creek (spur track). Interlocking derails are located as follows:—Kountz (east end of passing track); Teanaway (east end of passing track); Cle Elum (east end of yard); Cle Elum (east end of extension to house track); Upham (east end of passing track); Martin (east end of east passing track); Martin (east end of west passing track); Borup (west end of west passing track); Borup (west end of east passing track); Kennedy (west end of passing track); Lester (west end of round house track); Lester (west end of yard); Hot Springs (west end of freight siding); Maywood (west end of west passing track); Eagle Gorge (west end of west passing track); Lemolo (west end of passing track); Byrd (west end of passing track); Covington (west end of west bound passing track); Wynaco (west end of passing track). Derailed switches with main line switch and the derailed is closed when main line switch is thrown for passing track; derailed is open when main line switch is not thrown for passing track. Switch lamps will not be maintained upon derailing switches in above locations. Derailed switches at Borup and Upham will be operated as follows: Descending freight trains must not be allowed to follow passenger train from Stampede, Borup or Martin, after the operator at next block office below has reported block clear for following train, unless the operator at next block office reports that derailing switch has been opened after descending passenger train has passed, in order to protect it against following freight, in case the freight train should get beyond control before passenger train cleared at foot of grade. In protecting trains at meeting point when they meet at Borup or Upham, operator will open derailed and see that it is kept open until descending train has been brought to a stop above derailing switch, or ascending train is known to be into clear on siding.

WEST BOUND

FIRST DISTRICT (Seattle Line).

THIRD CLASS TRAINS.			SECOND CLASS TRAINS.			TimeTable No.29 May 31, 1908. Succeeding No. 28.	FIRST CLASS TRAINS.													
63	61	57	71	65	53		101	17	7	103	3	33	19	9	105	107	109	111	1	113
Freight	Freight	Way Fr'ght	Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
						U.D. KING STREET STATION N 0.0														
						Y.D. SEATTLE YARD N 0.9														
						AG ARGO N 3.3														
						BI. BLACK RIVER N 10.2														
						ORILLIA N 12.6														
						O'BRIEN'S N 14.7														
						KN. KENT N 16.7														
						THOMAS N 18.7														
						CHRISTOPHER N 20.1														
						GR. FIRST ST. N 22.0														
						AU. AUBURN N 22.5														
						DIERINGER N 26.9														
						SN. SUMNER N 29.4														
						MJ. MEEKER N 31.0														
						PY. PUYALLUP N 32.3														
						RN. PRESCOTT N 39.0														
						Q. TACOMA N 40.7														
						TACOMA WHARF N 42.0														
						Time Over District														
						Average speed per hour														

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

First Street will be register station for trains terminating or which do not have time shown at Auburn.

Engineers will not be required to consult register, except at initial or starting point.

Bulletin Stations—Tacoma, Tacoma Wharf, Auburn and Seattle.

Standard Clocks—Tacoma and Seattle.

Position of Double Track switches, First Street and Argo, will be determined before using.

Speed of trains over crossover switches at Prescott and Meeker and over 15th Street Bridge, entering Tacoma passenger yard, must not exceed fifteen (15) miles per hour.

Puyallup Yard extends to Meeker, and Tacoma Yard to Prescott.

Trains will keep to the right on double track between First Street and Argo, Meeker and Tacoma Wharf.

Between Prescott and Tacoma engineer will obtain card order at Prescott or Tacoma as authority to use drawbridge line. Interlocking signals at east and west approach to drawbridge control use of bridge, and trains will not proceed unless Home semaphore shows clear indication.

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.

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.

Conductors and engineers must supply themselves with copy of Block Signal Rules, governing the use of track between Black River and Prescott.

Trains Nos. 15, 5, 16, 6, 103, 9, 105, 113, 100, 102, 104, 108 and 110 will use passing track between Auburn and First Street stations.

FIRST DISTRICT (Seattle Line)

EAST BOUND

FIRST CLASS TRAINS.

TimeTable No. 29

SECOND CLASS TRAINS.

THIRD CLASS TRAINS.

	112	28	110	2	108	20	106	8	104	102	4	18	100	34	
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
	No. 6's connection	Hoquiam and Olympia Express	Pacific No. 1		Pacific No. 5	Buckley Line Accommodation	No. 16's Connection		No. 3's Connection	No. 4's and Buckley Line Connection		Kanaskat Accommodation	Pacific No. 15	Portland, Tacoma & Seattle Express	
		10.40PM	9.30PM ¹¹¹	9.10PM ¹¹¹	8.40PM			4.15PM	2.30PM ⁹	10.00AM			8.30AM	7.05AM	
		10.30 ¹	9.15	8.50 ⁶³	8.25			4.03	2.20	9.50			8.17 ¹⁰³	6.50	
		10.20	9.00 ⁶⁵	8.40	8.14			3.53 ¹⁰⁵	2.10	9.40			8.06 ⁷	6.40	
		10.07 ¹¹¹	8.47	8.27	8.02			3.42	1.57	9.27			7.54	6.27	
		9.56 ⁶⁵	8.36	8.16	7.52			3.32	1.46 ³³	9.16			7.42	6.17	
		11.45PM ¹¹³	9.55	8.35PM ¹⁰⁹	8.15	7.50PM ¹⁰⁷		4.15PM ¹⁰⁵	3.30 ⁹	1.45 ^{1.20 3}	9.15AM	9.00AM ¹⁰³	7.40AM	6.15	
		11.38	9.45 ⁵³	8.05 ¹⁰⁷				4.01	3.20	1.10		8.50 ⁷		6.05	
		11.28	9.40	8.00				3.57	3.15	1.04		8.45		6.00	
		11.23 ¹	9.35	7.55				4.25PM ⁹	3.52 ⁹	3.11	12.58 ⁶¹⁻⁶³	8.40	9.10AM	5.55	
		11.18	9.30	7.50				4.20	3.47	3.07	12.55	8.35	9.05 ⁷	5.50	
		11.03 ⁶⁵	9.18	7.38 ¹⁹				4.03 ⁹	3.33	2.53	12.43	8.18 ¹⁰¹	8.50 ⁶⁶	5.39	
		11.00PM	9.15PM ¹⁰⁹	7.35PM				4.00PM	3.30PM	2.50PM ³³	12.40PM	8.15AM ¹⁷	8.45AM	5.35AM	
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
		.40	1.25	.55	1.35	.50	.35	.45	1.25	1.50	.45	.45	.50	1.30	
		29.2	28.7	24.5	25.7	26.7	23.0	24.3	28.7	22.9	30.0	24.3	23.0	26.7	27.1

May 31, 1908. Succeeding No. 28		SECOND CLASS TRAINS.			THIRD CLASS TRAINS.			
STATIONS		54	66	68	58	62	64	
Telegraph Offices and Calls.		Freight	Freight	Freight	Way Fr'ght	Freight	Freight	
Capacity of Side Tracks		DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
42.0	U.D. KING STREET STATION N 0.9							
41.1	Y.D. SEATTLE YARD N 2.4	500	11.30AM	10.30PM				
38.7	AG ARGO N 6.9	500	11.15	10.10 ²⁸⁻¹				
31.8	BL BLACK RIVER N 2.4	60	10.50	9.50 ¹¹¹				
29.4	ORILLIA N 2.1	5 Spur						
27.3	O'BRIEN'S N 2.0	3 Spur						
25.3	KN KENT N 2.0	90	10.30	9.30 ⁶⁵				
23.3	THOMAS N 1.4	8 Spur						
21.9	CHRISTOPHER N 1.9	4 Spur						
20.0	GR FIRST ST N 0.5	70	10.15	9.10PM				
19.5	AU AUBURN N 4.4	300	12.30AM	10.10	8.35AM ⁴⁻⁷			
15.1	DIRINGER N 2.5	60	12.05AM	9.52	8.18			
12.6	SN SUMNER D 1.6	75	11.59PM	9.40	8.10			
11.0	MJ MEEKER N 1.3	110	11.50	9.35	8.03 ¹⁷⁻¹⁰¹	4.45AM	6.55AM	
9.7	PY PUYALLUP N 6.7	100	11.45	9.25 ⁷	7.45	4.40	6.50	
3.0	RN PRESCOTT N 1.7	No Sdg.	11.25 ¹	9.05 ¹⁸	7.15	4.15	6.80	
1.3	Q TACOMA N 1.3							
0.0	TACOMA WHARF	3000	11.00PM ^{53 65}	8.40AM	7.00AM	4.00AM	6.15AM	
	Time Over District		1.25	2.50	1.20	1.35	.45	.40
	Average Speed per Hour		13.8	14.8	16.5	12.5	14.7	16.5

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 must not exceed ten miles per hour within the corporate limits of Puyallup, Sumner, Auburn and Kent.
 Derailing switches at the south ends of interior siding at E. & S. brewery and Van Asselt must be left set for derail when not in use.
 At Dieringer the telegraph office is located at cross-over switches and siding will be operated same as lap sidings.
 Before entering double track at Prescott, Meeker, First Street and Argo 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.
 Yard limits at Auburn on Seattle Line extend from Yard Limit Board west of station to east leg of Wye and limits of First Street from east Wye switch to east Yard Limit Board towards Seattle.
 Road crossing at Dieringer will be passenger stop for trains authorized.
 At Meeker, the upper Semaphore arms govern movement of trains using Seattle Line; lower Semaphore arms govern movements to and from Buckley Line.

All trains using track between Black River and Seattle will be governed by instructions issued by Superintendent Seattle Division and will receive card order governing use of track between Argo and Seattle yard. All trains using track between Argo and King Street Station will be governed by regular block rules. All trains using King Street Station Line must observe crossing rules where N. P. and C. & P. S. tracks cross at Argo; also observe crossing rules on King Street Station Line double track at Spokane Avenue "Y" switches, as follows: East-bound trains will come to full stop 200 feet west of Spokane Avenue switch; all west-bound trains will come to full stop 200 feet east of the cross-over switch leading from west-bound to east-bound main line at Spokane Avenue "Y," giving the usual railroad crossing whistle, and see that the cross-overs are clear before proceeding and will proceed slowly and under full control until "Y" switches have been passed. All trains will observe crossing rules at intersection of N. P. and King Street Station tracks between Massachusetts and Holgate Streets. Speed must not exceed 10 miles per hour within the yard limit boards, Argo and Seattle yards.
 No. 20 will wait at Puyallup for connection with No. 9.

WEST BOUND.

SECOND DISTRICT.

THIRD CLASS TRAINS.

75	69	57
Freight EXCEPT SUNDAY	Freight MON. WED. & FRI. 8.00AM	Freight EXCEPT SUNDAY 7.00AM
	8.05	7.05
	8.40	7.30
	4.00AM MON. WED. & FRI. See page 7	7.45
	1.00 9.1	8.00
		8.40
		9.05
		9.30
		9.50
		10.05
		10.30
7.00AM	381 1.00AM 81 2.55PM 68-7-37-78	4.20 4.50
7.25		1.30
7.30AM		
See page 7		1.40
		2.15
		2.45
		2.50
		3.15
		3.80
		4.08 2 4.13
		4.30
		4.35
	51	5.00
	Freight A. & C. R. Ry. MON. WED. & FRI. 1.00PM	5.20 5.45PM
		1.10
		1.20
		1.35
		1.48
		1.50
		2.02
		2.25 2
		2.30
		3.28
		3.50 7
		4.20
		4.37
		5.05PM
EX. SUN. 3.30	Mon. Wed. & Fri. 4.05	EX. SUN. 10.45
13.8	9.6	9.8

65	Water Coal Stairs, Tables and Ways	Station Numbers
Freight DAILY 1.00AM	W C S Y	1975
1.05		1977
1.30	W S T	1981
1.45		1985
2.05		1990
2.25	W	1996
2.45		2002
3.08		2007
3.22		2011
3.38 ³⁴ 3.45 ⁸⁶		2015
3.55		2020
4.20 4.50	W C S Y	2027
5.05		2031
	Y	2032
	W	2033
		2038
	W	2044
		2045
		2050
		2053
	W	2060
		2065
		2066
		2071
7.25 ⁶⁸ 7.40	W C S Y	2077
	T	2081
9.15 9.35 ⁵²⁻²²⁻⁸		2082
9.42		2084
9.49		2087
9.54	W M. E. F.	2090
10.01		2094
10.02		2095
10.09		2097
10.20		2102
10.38	W S T	2109
10.51		2114
11.00		2118
11.20AM	W C S T	2121
DAILY 10.20		
14.1		

TimeTable No. 29 May 31, 1908. Succeeding No. 28.	Distance from Tacoma Wharf	STATIONS.
	0.0	... TACOMA WHARF. 1.3
	1.3	Q. TACOMA. N 4.2
	5.5	SU. SOUTH TACOMA. N 3.5
	9.1	VA. ... LAKEVIEW. D 4.9
	14.0	HILLHURST. 6.1
	20.1	RY. ROY. N 5.4
	25.5	VA. VELM. D 5.6
	31.1	RA. RAINIER. N 4.1
	35.2	McINTOSH. 4.7
	39.9	NO. TENINO. N 3.4
	43.3	B. BUCODA. D 6.9
	50.2	CN. CENTRALIA. N 4.2
	54.4	CH. CHEHALIS. D 0.9
	55.3	CHEHALIS JCT. 1.8
	57.1	NEWAUKUM. 4.7
	61.8	NA. NAPAVINE. N 6.0
	67.8	WI. WINLOCK. N 6
	68.4	SOUTH WINLOCK. 6.2
	74.6	PN. SOPENAH. D 2.4
	77.0	OLEQUA. 7.5
	84.5	CA. CASTLE ROCK. N 5.8
	90.3	TILLICUM. 9
	91.2	OSTRANDER. 3.7
	94.9	KS. KELSO. N 5.9
	100.8	CARROLLS. 7.3
	105.1	KA. KALAMA. N 1.1
	106.2	GB. GOBLE. N 1.2
	107.4	G. N. & P. CROSSING. 1.0
	108.4	HUNTERS. 3.5
	111.0	DEER ISLAND. 2.5
	114.4	C. COLUMBIA. N 3.5
	117.9	C. & N. V. CROSSING. 2
	118.1	HU. HOULTON. D 4
	118.5	SOUTH HOULTON. 2.9
	121.4	WARREN. 4.0
	125.4	P. & S. W. CROSSING. 4
	125.8	SCAPPOOSE. D 52
	133.1	H. HOLBROOK. N 5.2
	138.3	IN. LINNTON. D 3.5
	141.8	BEATTY. 3.8
	145.6	VC. PORTLAND. N 30
		Time Over District
		Average Speed per Hour

FIRST CLASS TRAINS.					
1	7	33	27	9	37
Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY
12.05AM	9.40AM	3.05PM	10.00AM	4.20PM	
* 12.25	* 9.55	* 3.20	10.15	4.35	
* 12.35	* 10.05	* 3.28	10.25AM	4.45PM	
* 12.46	f 10.17	* 3.27	DAILY	DAILY	
f 1.00	10.29	3.49	See Page 7	See Page 7	
f 1.12	10.41	f 3.59	.25 18.3	.25 18.3	
* 1.25	10.53	f 4.10			
* 1.34	f 11.02	* 4.18			
f 1.45	11.15	4.27			
f 1.53	11.25	4.35			
2.10	11.40 11.55AM 67-38-78	4.50			12.45 ^{PM} 8-58-7
2.25 ⁶⁶	12.11PM 8-58	5.02			12.55
*	*	*			* 1.00PM
* 2.38	* 12.18	* 5.16			See page 7
3.00	12.35	5.34			
3.18	12.47	5.46			
* 3.19	* 12.48	* 5.47			
* 3.29	1.00	5.57			
* 3.36	f 1.06	* 6.02			
4.00	1.24	6.17			
* 4.17	* 1.35	* 6.27			
f 4.19	f 1.36	* 6.28			
4.31	1.45	6.36			
* 4.45	f 1.55	* 6.46			
5.00	2.05	6.55			
5.30	2.45	7.25 ²⁴			21 23
					Passenger A. & C. R. Ry. DAILY 10.55AM
					Passenger A. & C. R. Ry. DAILY 8.40PM
* 5.35	* 2.55	* 7.29			* 11.00 * 8.45
f 5.43	f 3.04	* 7.34			f 11.06 f 8.51
* 5.50	* 3.09	* 7.38			f 11.11 f 8.56
f 5.57	f 3.16	* 7.45			11.18 9.03
* 5.58	* 3.17	* 7.46			* 11.19 * 9.04
f 6.05	f 3.21	* 7.50			11.23 9.09
6.15 ⁵²	3.28	* 7.57			11.34 9.19
f 6.29	f 3.38	* 8.09			f 11.47 f 9.35
f 6.39	f 3.50	* 8.18			11.57AM 9.42
* 6.46	* 3.57	* 8.22			* 12.03PM * 9.47
7.00AM	4.15PM	8.35 ⁶⁰			12.15PM 10.00PM
DAILY 6.55	DAILY 6.35	DAILY 5.30			DAILY 1.20 DAILY 20.4
21.1	22.1	26.5			29.3 29.3

SEE SPECIAL RULES, PAGE 7

SECOND DISTRICT.

EAST BOUND.

FIRST CLASS TRAINS.								Distance from Portland	Time Table No. 29 May 31, 1908. Succeeding No. 28.		SECOND CLASS.		THIRD CLASS TRAINS.		
38	28	12	34	2	8	Passenger B. O. Gray's Har. & Olym. dia. Con. DAILY	Passenger DAILY		Passenger DAILY	Passenger DAILY	Passenger DAILY	66	58	70	76
Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Freight DAILY	Freight EXCEPT SUNDAY	Freight MON., WED. & FRI.	Freight EXCEPT SUNDAY	
	See Page 4		See Page 4	See Page 4	See Page 4		145.6	.....TACOMA WHARF... 1.3	3000	See Page 4 6.15AM		6.30PM	1.25PM	
	9.05PM	1.00PM	5.20AM	7.20PM	2.35PM		144.3	Q.....TACOMA.....N 4.2	330	6.10		6.25	1.20		
	8.50	12.45	5.00	* 7.05	2.20		140.1	SU.....SOUTH TACOMA...N 3.6	100	5.50		6.00	1.00		
	8.40PM	12.35PM 70	* 4.50	* 6.57	* 2.10		136.5	VA.....LAKEVIEW.....D 4.9	70	5.40		5.25	12.45PM 12		
			f 4.40	* 6.48	* 2.01		131.6	.....HILLHURST..... 6.1	120	5.25		5.00	MON., WED. & FRI. 13.4	
			4.26	6.36	1.48		125.5	RY.....ROY.....N 5.4	65	5.02		4.30			
			f 4.15	* 6.25	1.84		120.1	YA.....VELM.....D 5.6	90	4.48		3.59 ³³ 3.54			
			* 4.03	* 6.14	1.22		114.5	RA.....RAINIER.....N 4.1	60	4.22		3.25			
			* 3.54	* 6.05	f 1.12		110.4	.....McINTOSH..... 4.7	100	4.05		3.00		
			* 3.45 05-06	* 5.55	1.01		105.7	NO.....TENINO.....N 3.4	65	3.50 3.38 05-34		2.30			
			* 3.38	* 5.48	12.50		102.3	B.....BUCODA.....D 6.9	170	3.20		2.00			
11.05AM 07-75			3.25	5.35	12.38 12.26 57-37		95.4	CN.....CENTRALIA.....N 4.2	240	2.50		1.80 12.40 37-57		3.50PM	
10.50			3.15	5.22	12.11 7-58		91.2	CH.....CHEHALIS.....D 0.9	Y	2.25 2.20		12.26PM 11.40AM 38-87		3.15	
* 10.44AM							90.3	.....CHEHALIS JCT..... 1.8	55	2.12		11.10		3.00PM
DAILY .21 14.6			* 3.09	* 5.16 33	* 12.05PM		88.5	.....NEWAUKUM..... 4.7	110	2.00		10.55		
			2.48	4.48	11.38		83.8	NA.....NAPAVINE.....N 6.0	60	1.30		10.15			
			* 2.40	* 4.45	* 11.34		77.2	.....SOUTH WINLOCK... 6.2	60	1.28		9.10		
			* 2.27	* 4.32	11.20		71.0	PN.....SOPENAH.....D 2.4	74	1.12		8.50			
			* 2.22	* 4.27	11.12		68.6	.....OLEQUA..... 7.5	60	1.05		8.35		
			2.06	4.13 57	10.54		61.1	CA.....CASTLE ROCK...N 5.8	60	12.48		8.10			
			* 1.51	* 4.00	* 10.41		55.3	.....TILLCUM..... 2.9	60	12.27		7.43		
			* 1.50	* 3.59	f 10.39		54.4	.....OSTRANDER..... 3.7	Spur 3	12.25		7.40		
			1.42	3.52	10.29		50.7	KS.....KELSO.....N 5.9	87	12.15AM		7.25 7.20 65		52	
24	22		* 1.30	* 3.40	f 10.16		44.8	.....CARROLLS..... 4.3	90	11.57PM		6.50		Freight A.&C.R.Ry TUES., THURS. & SAT.
Passenger A.&C.R.Ry	Passenger A.&C.R.Ry		1.20	3.30	10.05		40.5	KA.....KALAMA.....N 1.1	200	11.45		6.30AM		8.25AM 65	
DAILY	DAILY		12.50	3.00	9.35 65		39.4	GB.....GOBLE.....N 2.2	112	10.35				8.10	
7.20PM 33	9.15AM 65		* 12.45	* 2.55 7	* 9.30		37.2	.....HUNTERS..... 3.5	35	10.28				8.56
* 7.10	* 9.07		f 12.40	* 2.48	* 9.25		33.7	.....DEER ISLAND..... 2.5	12	10.23				7.30
f 7.00	f 9.00		* 12.36	* 2.45	* 9.22		31.2	CX.....COLUMBIA.....N 3.7	63	10.16				7.07	
f 6.57	f 8.57		f 12.31	* 2.40	* 9.17		27.5	HU.....HOULTON.....D 4	10	10.08				7.05	
6.50	8.50		* 12.30	* 2.39	* 9.16		27.1	.....SOUTH HOULTON... 2.9	35	10.07				6.45
* 6.49	* 8.49		* 12.26	* 2.36	* 9.12		24.2	.....WARREN..... 4.0	43	10.00				
6.45	8.45						20.2	.....P. & S.-W. CROSSING. 4	43	9.50				
6.37	8.37		f 12.20	* 2.30 51	* 9.05		19.8	SQ.....SCAPPOOSE.....D 7.3	40	9.35 9.30 23				6.15 6.10	
f 6.27	f 8.25		* 12.10	* 2.21	* 8.54		12.5	HB.....HOLBROOK...N 5.2	40	9.05				5.45	
6.17	8.16		f 12.03AM	* 2.15	* 8.47		7.3	IN.....LINNTON.....D 3.5	48	8.50				5.30	
* 6.10	* 8.11		* 11.57PM	* 2.10	* 8.42		3.8	.....BEATTY..... 3.8	60	8.35				5.20
6.00PM	8.00AM			11.45PM	2.00PM	8.30AM	0.0	VC.....PORTLAND...N 0.0	1000	8.35PM 33				5.00AM	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		Time Over District		9.40		EXCEPT SUNDAY	TUES., THURS. & SAT.	EXCEPT SUNDAY	
1.20	1.15	.25	.25	5.35	5.20	6.05		Average Speed per Hour		15.0		12.00	3.25	.50	
29.3	31.2	18.6	18.6	25.8	27.0	23.7						8.8	11.5	6.1	

SEE SPECIAL RULES, PAGE 7.

WEST BOUND.				OLYMPIA BRANCH.				EAST BOUND.			
THIRD CLASS.	FIRST CLASS.		Water, Coal, Scales, Tables and Wives	Station Numbers	Distance from Subview	Time Table No. 29. May 31, 1908. Succeeding No. 28.					
69	9	27				STATIONS.	Distance from	Capacity of Side Tracks	FIRST CLASS.	THIRD CLASS.	
Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	12	28	70		
Mon., Wed., Friday.	DAILY	DAILY	DAILY	DAILY	DAILY	Mon., Wed., Friday.	DAILY	DAILY	Mon., Wed., Friday.		
4.05AM	4.45PM	10.25AM	1985	0.0	VA.....LAKEVIEW.....D	43.9	100	12.35PM	8.40PM	12.20PM	
	4.50	10.29	P A 2	2.5	COUNTRY CLUB.....D	41.4	No Sdg.	12.30	8.34	12.01PM	
4.20	4.51	10.30	P A 3	2.8	AMERICAN LAKE.....D	41.1	40	12.28	8.32	11.59AM	
4.25	4.54	10.33	P A 5	4.3	MURRAY.....D	39.6	35	12.25	8.28	11.30	
	5.00	10.39	P A 7	7.4	DUPONT.....D	36.5	Spur	12.20	8.20	10.45 10.30 9.27	
4.50	5.12	10.50	W P A 13	12.5	SHERLOCK.....D	31.4	39	12.08PM	8.05	9.55	
5.05	5.25	11.05	P A 18	18.0	UNION MILL.....D	25.9	Spur	11.56AM	7.50	9.15	
5.10	5.80	11.10	P A 20	19.5	LACEV.....D	24.4	40	11.50	7.45	9.00	
5.30AM	5.45	11.25	W T P A 25	24.6	OLYMPIA.....D	19.3	110	11.35 11.30 27	7.30	8.30AM	
	5.50	11.30		25.2	PORT TOWNSEND SOUTHERN CR'G	18.7					
	6.03	11.50AM	P A 30	29.9	BELMORE.....D	14.0	40	11.13	7.10		
	6.18	12.08PM	P A 37	36.4	LITTLE ROCK.....D	7.5	43	10.59	6.54		
	6.26	12.17	P A 40	39.6	MIMA.....D	4.3	13	10.50	6.45		
	6.35PM	12.30PM	W Y P A 44	43.9	GATE.....D	0.0	100	10.40AM	6.35PM	9	
Mon., Wed., Friday.	DAILY	DAILY			Time Over District			1.55	2.05	3.50	
17-4	23-9	21-1			Average Speed per Hour			22.0	21.1	6.0	

The movement of Port Townsend Southern trains from transfer track near Port Townsend Southern crossing to Northern Pacific depot, and from Northern Pacific depot to transfer track, will be protected by flag. All Northern Pacific trains will approach these points with train under control, expecting to be flagged by flagman of Port Townsend Southern train.

Normal position of crossing gates at Olympia where Northern Pacific tracks cross those of the Port Townsend Southern Ry. will be closed and locked across the Port Townsend Southern tracks; and when train of that company desires to use crossing, gates will be swung across Northern Pacific track. Danger signal will be maintained day and night on gates, which will consist of switch light at night. All Northern Pacific trains must approach this crossing prepared to stop, but full stop will not be required if it is found that crossing is clear and gates are in normal position.

Registering Stations—Lakeview, Olympia and Gate.
Trains will register by ticket at Lakeview will not be required to procure clearance unless red signal is displayed.
Engineers will not be required to consult register, except at initial or starting point.

Standard Clocks—Tacoma.
Junction switches will at Gate be set for Grays Harbor Branch.
Trains from Olympia Branch must ascertain Main Line rights before occupying Main Line at Lakeview.
Trains will stop for Drawbridge one-fourth mile west of Olympia.
Trains will be governed by Block Signals between Olympia and Standard Oil Co.'s spur.
Maximum grades, 3 1/2 miles east to 3 1/2 miles west of Shellock; 3 miles east to 2 miles west of Olympia.
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. Derailing switch 200 feet from N. P. main line switch.
No. 69 has right over No. 29, Lakeview to Olympia.
No. 9 will stop on flag at Union Mill on Sundays only.
No. 9 will stop on flag at Nisqually Gun Club, two miles east of Shellock.

Registering Stations—Tacoma, Tacoma Wharf, South Tacoma, Centralia, Kalama, Goble and Portland.
Operator will deliver each east-bound train register tickets of last two preceding trains. No east-bound train will leave South Tacoma without these tickets in possession of engineer, and will keep at least ten minutes behind last preceding train leaving South Tacoma. This rule in no manner modifies rules in regard to protection of trains as per Rule 299.
Chehalis is registering station for Nos. 37, 38, 75 and 76.
Passenger trains will register by ticket at South Tacoma.
Trains running via Olympia Branch will register at Lakeview.
Clearance will not be issued at Tacoma or South Tacoma, except when red signal is displayed.
Engineers will not be required to consult register, except at initial or starting point.
Bulletin Stations—Tacoma Wharf, Tacoma and Portland (Kalama and Goble are bulletin stations for trains originating at those points).
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.
Freight trains leaving Tacoma Yard, or switch engines taking transfer to South Tacoma, will not pass crossover track above 15th Street leading from passenger yard to outgoing track without receiving signal from switch tender, who will not allow trains or transfers to pass this crossover when any passenger train is backing out or of waiting in the passenger station. East-bound trains will stop at Stop Board 200 feet west of Commerce Street, Tacoma, and will not pass Pacific Avenue crossing without signal from switch tender indicating that crossovers at Pacific Avenue are clear.
Speed of passenger trains must not exceed 20 miles, and speed of freight trains must not exceed 15 miles per hour, between South Tacoma and Tacoma.
Derail Switches are located as follows and must be kept set in derailing position when not in use: Tacoma (Harrison Bros. spur); Tacoma (Key-derail on O. & W. connection, 1 1/2 miles east); Chehalis (east end of house track); Chehalis (west end of hour mill track); Napavine (Sommerville spur); Winlock (west end of house track); South Winlock (west end of passing track); Goble (at connection of Goble & Nehalem Railway); Deer Island (east end of freight track); Columbia (at connection of Columbia & Nehalem Valley Railway); South Houlton (at connection of Everding & Farrell's Logging Railway); Linton (west end of house track).

SPECIAL RULES FOR SECOND DISTRICT.

Tacoma Yard extends to South Tacoma, and Chehalis Yard to west we switch at Chehalis Junction.
No. 8 will stop at Lakeview to admit of passengers from points south of Lakeview. No. 7 will stop at Lakeview on flag to pick up passengers for points south of Lakeview.
No. 7 will stop on flag at Adams Crossing on Sundays only.
Trains Nos. 22 and 23 daily and 34 on Saturday will stop on flag at Honeyman.
Trains Nos. 23 and 24 will stop on flag at Clarendon.
Passing tracks at Carrolls and Columbia are time table stations.
Passengers and freight will be handled at Carrolls loading track, one-quarter mile east, and at Columbia depot, one-half mile west 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 incline, kept 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 clock cars must not be moved on boat while crossing river.
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, Chehalis, Kalama and Portland, as are required of second and inferior class trains by Rule 298F.
Telephones are located at Chehalis and Chehalis Junction. All trains from the South Bend line, before leaving Chehalis junction, will ascertain by telephone, position of all main line trains, and secure train order authorizing them to use track between Chehalis Junction and Chehalis before proceeding.
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 two and one-half miles west.
Trains will be governed by Interlocking Signals when approaching railroad crossing between Goble and Hunter, at West Switch at Columbia, and one-half mile east of scupperone.
Conductors and Engineers must supply themselves with copy of Block Signal Rules governing the use of track between Portland and South Tacoma.
Lap Sidings: Roy, Chehalis and Castle Rock.
A. & C. R. trains handle all local business between Goble and Portland.

WEST BOUND.				SOUTH BEND BRANCH.				EAST BOUND.			
THIRD CLASS.	FIRST CLASS.		Water, Coal, Scales, Tables and Wives	Station Numbers	Distance from Chehalis Junction.	Time Table No. 29. May 31, 1908. Succeeding No. 28.					
75	37	38				76	Distance from	Capacity of Side Tracks	FIRST CLASS.	THIRD CLASS.	
Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	12	28	70		
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	EXCEPT SUNDAY		
7.30AM	1.00PM	1.00PM	Y	2032	0.0	CHEHALIS JCT.....D	56.7	Y	10.44AM	3.00PM	
7.50	1.10	1.10	P C 2	3.5	LITTELL.....D	53.2	5	10.34	2.45		
8.00	1.15	1.15	P C 5	4.7	ADNA.....D	52.0	37	10.30	2.30		
8.20	1.30	1.30	P C 10	10.1	CERES.....D	45.6	58	10.16	2.15		
					16.3	LEUDINGHAUS R. R. CROSSING	40.4				
9.55 10.10S	1.49	1.49	P C 16	16.4	DR.....DRYAD.....D	40.3	90	10.00 7.5	1.49 37 1.44		
10.20	1.54	1.54	P C 17	17.5	DOTY.....D	39.2	Spur	9.55	1.25		
11.00 11.40	2.10	2.10	W P C 22	22.4	PE ELL.....D	34.3	75	9.45	1.00 11.20AM 7.5		
					23.7	MCCORMICK R. R. CROSSING	33.0				
11.50	2.17	2.17	P C 24	24.3	MCCORMICK.....D	32.4	Spur	9.38	10.30		
11.59AM	2.23	2.23	P C 26	26.1	WALVILLE.....D	30.6	Spur	9.33	10.05		
12.22PM	2.35	2.35	P C 29	28.0	PLUVIUS.....D	27.8	36	9.26	9.45		
12.50	2.55	2.55	W P C 35	35.3	FRANCES.....D	21.4	35	9.03 8.58	9.08 38 8.58		
12.56	2.59	2.59	P C 37	36.7	GLOBE.....D	20.0	Spur	8.58	8.45		
1.05	3.02	3.02	P C 38	38.0	LEBAM.....D	18.7	14	8.54	8.40		
1.30	3.15	3.15	P C 42	42.3	HOLCOMB.....D	14.4	30	8.43	8.15		
1.45	3.27	3.27	P C 46	46.4	MENLO.....D	10.3	9	8.30	7.55		
2.00	3.38	3.38	P C 50	50.5	WILLAPA.....D	6.2	16	8.17	7.40		
2.30	3.52	3.52	P C 53	53.0	RAYMOND.....D	3.7	45	8.07	7.20		
3.00PM	4.00PM	4.00PM	W C T P C 57	57.7	SB.....SOUTH BEND.....D	0.0	150	8.00AM	7.00AM		
EXCEPT SUNDAY	DAILY	DAILY						DAILY	EXCEPT SUNDAY		
7.30	3.00	3.00						2.44	8.00		
7.0	18.9	18.9						20.7	7.1		

Speed of passenger trains must not exceed 20 miles per hour, and speed of freight trains must not exceed 15 miles per hour, between Pluvius and Frances, and between Pluvius and Pe Ell.
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.
Chehalis Yard includes west "Wye" switch at Chehalis Junction.
Maximum grades between Pe Ell and Frances.
Soul'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 Spur.
Derail switches are located at follows and must be kept in derailing position when not in use: Lebam Timber Spur, Trap Creek Spur, Cram Spur and Wheaton.

WEST BOUND.

GRAY'S HARBOR BRANCH.

EAST BOUND.

THIRD CLASS TRAINS.		SECOND CLASS.	FIRST CLASS TRAINS.					Water, Coal, Lumber and Cakes Station Numbers Distance from Centralia Distance from Moclips Capacity of Side Tracks	FIRST CLASS TRAINS.					SECOND CLASS.	THIRD CLASS TRAINS.		
73		127	81	79	77	9	27		12	28	78	80	82	128	74		
Freight		Mixed	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Freight		
EX. SUN.		Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Except Sunday	EX. MON.			
	9.00AM		5.55PM	12.35PM	9.55AM											1.00PM	
	9.25		f 6.07	f 12.47	f 10.07								f 10.58	f 1.38	f 7.03	12.47PM	
	9.45		f 6.15	f 12.53	f 10.15								f 10.48	f 1.25	f 6.53	12.10PM	
	10.00																
	10.30		6.25PM	1.00PM	10.25AM	6.45PM	1.05PM						10.30AM	6.25PM	10.40AM	1.15PM	6.45PM
	11.00																
	11.25					6.55	1.18										
	11.30AM					f 7.07	* 1.33										
	12.15PM					f 7.10	1.36	W									
	12.45					7.25	1.53										
	1.15					f 7.34	2.03										
	1.45					7.46	2.15	W									
	2.10		8.10AM			* 8.03	* 2.35	Y									
	2.30PM		8.25AM			8.15	2.50										
						8.30PM		W									
						f 3.34											
						f 3.38											
						f 4.02											
						f 4.13											
						f 4.22											
						f 4.27											
						f 4.32											
						f 4.39											
						f 4.46											
						f 4.56											
						5.06		W									
						f 5.16											
						5.25PM		Y									
	EX. SUN.	Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Except Sunday	EX. MON.			
	5.30	0.15	.30	.25	.30	1.46	4.20						0.15	6.00			
	10.4	13.0	26.0	* 31.2	26.0	25.1	16.6						13.0	9.5			
										Time Over District		3.55					
										Average Speed per Hour		18.3					

Registering Stations—Centralia, Gate, Elma, Aberdeen Junction, Hoquiam, Cosmopolis, Ocosta and Moclips.
 Clearance will not be issued at Elma, unless red signal is displayed.
 Engineers will not be required to consult register, except at initial or starting point.
 Bulletin Stations—Centralia, Gate and Hoquiam.
 Junction switches will be set for line Olympia 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, 3/4 mile east of Aberdeen; Hoquiam River, 3/4 mile east of Hoquiam; Chehalis River, between Aberdeen Junction and Cosmopolis Junction; and John's River, 1/2 mile west of Markham.

No. 127 has right over No. 129 Cosmopolis Junction to Cosmopolis.

No. 129 has right over No. 130 Cosmopolis to Ocosta.

Engines will not run on Mack Logging Co.'s Spur.

No. 27 and No. 12 will stop on flag at Burrows and Wilderness.

Macks is flag station for Nos. 27, 28, 9 and 12.

No. 127 has right over No. 12, between Aberdeen Junction and Aberdeen.

No. 77 and 81 will turn on wye on arrival at Gate and back in on passing track.

Derail switches at east end of Satsop siding, at Vance Spur west of Elma, at east end house track at Elma and at Ninemire & Morgan's Spur, two miles west of Aberdeen, must be kept set in derailing position when not in use.

Speed of trains when backing up must not exceed twenty miles per hour.

No. 129 and No. 130 will stop on flag at Redmon Creek, located one mile east of Ocosta, for the transfer of passengers, baggage and express destined to and from Westport.

No. 77 has right over No. 78 to Gate. No. 79 has right over No. 80. No. 81 has right over No. 82.

No. 9 will wait at Gate for connection with No. 81. No. 27 will wait for connection with No. 79.

No. 78 will wait at Gate for connection with No. 12.

No. 82 will wait at Gate for connection with No. 9 and No. 28.

SPECIAL RULES.

Dupont Spur, Mason County Logging Co.'s Spur, Elma Branch and Cosmopolis Branch are operated under the staff system. Before using these tracks trains will obtain staff which is located in staff box at each junction. All other trains using these tracks must be operated under protection of flag.

Roslyn, Crocker and Orting 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 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.

WEST BOUND.				VANCOUVER BRANCH.				EAST BOUND.			
SECOND CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Kalamia	Time Table No. 29. May 31, 1908. Succeeding No. 28.		Distance from Vancouver	SECOND CLASS.			
49	47				48	50					
Mixed	Mixed				STATIONS.			Mixed	Mixed		
EX. SUN.	DAILY				Telegraph Offices and Calls			DAILY	EX. SUN.		
	2.30PM	W C Y	2081	0.0	KA.....KALAMA.....N	29.7	200	9.25AM			
	3.10		P O 9	9.2	WD.....WOODLAND.....D	20.5	20	8.50			
	3.40		P O 15	15.1	.....RIDGEFIELD.....D	14.6	50	8.25		
				19.6	LAKE RIVER LOGGING CROSSING	10.1					
	4.10		P O 21	20.8	.....KNAPP'S.....D	8.9	No Sdg.	8.04		
	4.22	W	P O 23	23.0	.....FELIDA.....D	6.7	20	7.59		
11.30AM	4.36	Y	P O 25	25.8	.....VANCOUVER JCT.....D	3.9	No Sdg.	7.53	4.36PM	
11.40AM	5.00PM	W C T	P O 29	29.7	VN.....VANCOUVER.....D	0.0	100	7.40AM	4.20PM		
EX. SUN.	DAILY							DAILY	EX. SUN.		
	.10				Time Over District			1.45	.16		
23.4	11.9				Average Speed per Hour			17.0	14.6		

Registering Stations—Kalamia, Vancouver Junction and Vancouver. Engineers will not be required to consult register except at initial or starting point. Bulletin Station—Vancouver. Standard Clocks—Kalamia and Vancouver. Trains will stop 400 feet from Lewis River Bridge three miles east of Ridgefield, and will not proceed until drawbridge is known to be closed. Junction switch will be set for Vancouver Branch. Trains will stop for railroad crossing one mile east of Knapp's. No. 49 has right over No. 48 Vancouver Jet. to Vancouver. Vancouver yard extends to Vancouver Junction.

WEST BOUND.				BURNETT BRANCH.				EAST BOUND.			
FIRST CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pittsburg	Time Table No. 29. May 31, 1908. Succeeding No. 28.		Distance from Cascade Junction	FIRST CLASS.			
41	39				40	42					
Passenger	Passenger				STATIONS.			Passenger	Passenger		
DAILY	DAILY				Telegraph Offices and Calls			DAILY	DAILY		
	5.23PM	S	C C 4	0.0	.....PITTSBURG.....D	3.3	45	See 39	See 41	
	6.45AM		C C 2	2.0	BN.....BURNETT.....D	1.3	45	6.45AM	5.22PM		
	6.50AM		1949	3.3	.....CASCADE JCT.....D	0.0	No Sdg.	6.40AM	5.20PM	
See No. 32, Wilkeson Branch	See 17, Page 2										
DAILY	DAILY							DAILY	DAILY		
	.02				Time Over District			.05	.02		
10.0	15.6				Average Speed per Hour			15.6	10.0		

Registering Stations—Burnett and Cascade Junction. Engineers will not be required to consult register, except at initial or starting point. Switches above Burnett will be set to protect cars at quarries by derail. Speed of trains when backing up must not exceed 20 miles per hour.

WEST BOUND.				ORTING BRANCH.				EAST BOUND.			
FIRST CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Puyallup River	Time Table No. 29. May 31, 1908. Succeeding No. 28.		Distance from Ortling	FIRST CLASS.			
41	39				40	42					
Passenger	Passenger				STATIONS.			Passenger	Passenger		
DAILY	DAILY				Telegraph Offices and Calls			DAILY	DAILY		
			C E 8	0.0	.....PUYALLUP RIVER.....D	7.6	10			
			C E 5	2.9	.....ROCK CRUSHER.....D	4.7	25			
			C E 3	4.4	.....GRAVEL PIT.....D	3.2	25			
		W T	1958	7.6	OG.....ORTING.....D	0.0	200				

Registering Station—Ortling. Engineers will not be required to consult register, except at initial or starting point. Junction switch, one mile east of Ortling 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 8. Derailing switch 200 feet east of Junction switch must be left set for derail.

WEST BOUND.				WILKESON BRANCH.				EAST BOUND.			
FIRST CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fairfax	Time Table No. 29. May 31, 1908. Succeeding No. 28.		Distance from Cascade Jct.	FIRST CLASS.			
31	32				31	32					
Passenger	Passenger				STATIONS.			Passenger	Passenger		
DAILY	DAILY				Telegraph Offices and Calls			DAILY	DAILY		
	5.40AM		C B 15	0.0	.....FAIRFAX.....D	15.2	5 Spur	6.30PM		
	5.50		C B 13	2.2	MN.....MELMONT.....D	13.0	5 Spur	6.20			
				0.2	.....CARBON COAL CO. CROSSING.....D	9.0				
	6.10		C B 8	6.5	CB.....CARBONADO.....D	8.7	5	6.00			
	6.25	ST	C B 5	10.3	WX.....WILKESON.....D	4.9	90	5.45			
	6.40AM		1949	15.2	.....CASCADE JCT.....D	0.0	No Sdg.	5.25PM		
See 40, Burnett Br.											
DAILY	DAILY							DAILY	DAILY		
	1.00				Time Over District			1.05			
15.2					Average Speed per Hour			14.0			

Maximum Grades. Registering Stations—Fairfax and Cascade Junction. Engineers will not be required to consult register, except at initial or starting point. 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 Fairfax Line. Speed of trains when backing up must not exceed 20 miles per hour. Trains will stop at railroad crossing near Fairfax Junction, between Carbonado and Fairfax. Derail switches at west end of coal track at Melmont and 200 feet east of Junction switch must be kept set in derailing position when not in use. Switch east of depot at Fairfax will be set to protect cars at Bunkers by derail.

WEST BOUND.				ROSLYN BRANCH.				EAST BOUND.			
SECOND CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Cle Elum	Time Table No. 29. May 31, 1908. Succeeding No. 28.		Distance from Roslyn	SECOND CLASS.			
35	36				35	36					
Mixed	Mixed				STATIONS.			Mixed	Mixed		
EX. SUN.	EX. SUN.				Telegraph Offices and Calls			EX. SUN.	EX. SUN.		
	9.15AM	W C Y	1873	0.0	CL.....CLE ELUM.....N	5.0	500	11.15AM			
	9.30AM	S	C A 4	3.0	RS.....ROSLYN.....D	2.0	90	11.00AM			
			C A 0	5.0	.....RONALD.....D	0.0				
EX. SUN.	EX. SUN.							EX. SUN.	EX. SUN.		
	.15				Time Over District			.15			
12.0					Average Speed per Hour			12.0			

Maximum Grades. Registering Station—Cle Elum, at which clearance will not be issued for Roslyn Branch trains except when red signal is displayed. Engineers will not be required to consult register, except at initial or starting point. Derailing Switches—At Cle Elum, at upper switch at the head of wye toward Roslyn, will be left set for west leg. Roslyn coal train is required to come to a full stop above this switch. The stub switch on the main line, nearly in front of scale house at Roslyn, will be left set to act as derail to prevent cars running down main track to Cle Elum. Derail switch, 120 feet east of powder house one mile west of Roslyn, must be kept in derailing position when not in use. No. 35 has right over No. 36. Bulletin Station—Cle Elum. See special rules, page 8.

WEST BOUND.				CROCKER BRANCH.				EAST BOUND.			
FIRST CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Douly	Time Table No. 29. May 31, 1908. Succeeding No. 28.		Distance from Crocker	FIRST CLASS.			
31	32				31	32					
Passenger	Passenger				STATIONS.			Passenger	Passenger		
DAILY	DAILY				Telegraph Offices and Calls			DAILY	DAILY		
			W S C D 5	0.0	.....WINGATE.....D	5.1	140			
			1955	5.1	.....CROCKER.....D	0.0	100			

Registering Station—Crocker. Switches below station at Wingate will be set to act as derail. Engineers will not be required to consult register, except at initial or starting point. Derailing switches at Crocker, and in main track 550 feet west of depot at Wingate; must be left set for derail. See special rules, page 8. Truss bridge over Carbon river has inside width of twelve feet. Maximum grades.

WEST BOUND.				YACOLT BRANCH.				EAST BOUND.			
SECOND CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Yacolt	Time Table No. 29. May 31, 1908. Succeeding No. 28.		Distance from Vancouver Jct.	SECOND CLASS.			
49	50				49	50					
Mixed	Mixed				STATIONS.			Mixed	Mixed		
EXCEPT SUNDAY	EXCEPT SUNDAY				Telegraph Offices and Calls			EXCEPT SUNDAY	EXCEPT SUNDAY		
	9.00AM	W Y	P P 27	0.0	YC.....YACOLT.....D	26.8	35	7.00PM			
	9.30		P P 19	8.0	.....HEISON.....D	18.8	25	6.25		
	9.37		P P 17	9.8	.....CRAWFORD.....D	17.0	No Sdg.	6.15		
	10.00	W	P P 14	12.7	BA.....BATTLE GROUND.....D	14.1	20	5.55			
	10.30		P P 10	16.9	.....BRUSH PRAIRIE.....D	9.9	25	5.25		
	10.40		P P 8	18.6	.....GRAVEL PIT.....D	8.2	50 Spur	5.15		
	10.50		P P 7	20.0	.....GLENWOOD.....D	6.8	4 Spur	5.05		
	11.10		P P 6	21.2	.....BARBERTON.....D	5.6	4 Spur	4.57		
	11.20		P P 3	23.5	.....HIDDEN.....D	3.3	No Sdg.	4.46		
	11.30AM	Y	P O 25	26.8	.....VANCOUVER JCT.....D	0.0	No Sdg.	4.36PM		
EXCEPT SUNDAY	EXCEPT SUNDAY							EXCEPT SUNDAY	EXCEPT SUNDAY		
	2.30				Time Over District			2.24			
10.7					Average Speed per Hour			11.2			

Registering Stations—Yacolt and Vancouver Junction. Engineers will not be required to consult register except at initial or starting point. Bulletin Stations—Vancouver and Yacolt. Standard Clock—Vancouver. Junction switch will be set for Vancouver Branch. Derail switches located on Daly Spur and on Smith Spur must be kept in derailing position when not in use. No. 49 and No. 50 will stop on flag at Wall, about one-half mile east of Heison.

WEST BOUND.				GREEN RIVER BRCH.				EAST BOUND.			
SECOND CLASS.		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Rainhat	Time Table No. 29. May 31, 1908. Succeeding No. 28.		Distance from Rainhat	SECOND CLASS.			
13	14				13	14					
Mixed	Mixed				STATIONS.			Mixed	Mixed		
EXCEPT SUNDAY	EXCEPT SUNDAY				Telegraph Offices and Calls			EXCEPT SUNDAY	EXCEPT SUNDAY		
	11.55AM		C J 15	0.0	.....END OF TRACK.....D	14.8		11.45AM		
	12.01PM		C J 13	1.9	.....KERRISTON.....D	12.9	10	11.40		
	12.15	W	C J 7	7.9	.....HEMLOCK.....D	6.9	30	11.17		
	12.21		C J 6	8.6	.....BARNESTON.....D	6.2	Spur 30	11.12		
	12.33		C J 2	12.8	.....KANGLEY JCT.....D	2.0	62	11.00		
	12.40PM	W Y	A 1	14.8	GV.....KANASKAT.....N	0.0	75	10.55AM			
EXCEPT SUNDAY	EXCEPT SUNDAY							EXCEPT SUNDAY	EXCEPT SUNDAY		
	.45				Time Over District			.50			
10.7					Average Speed per Hour			17.8			

Registering Station—Kanaskat. Engineers will not be required to consult register except at initial or starting point. Derailing switches west of main line log landings will be set for derail. Trains will look out for engines of Logging Co. using track east of derail switch located 1100 feet west of Spur No. 1 at Kerriston. Trains will look out for engines of Cascade Timber Co. handling logs between their siding and Kangley. Maximum grades. Derailing switch is located 250 feet east of Kangley Jet., on Kangley Line. No. 14 will wait connection with No. 4 at Kanaskat.

WEST BOUND.

ELMA BRANCH.

EAST BOUND.

Time Table No. 29.

May 31, 1908.

Succeeding No. 28

STATIONS.

Telegraph Offices and Calls

Water, Coal, Staples, and Wyes	Station Numbers	Distance from Elm of Track	Distance from Elma	Capacity of Side Tracks
	P D 10	0.0	9.9	7
	P D 9	1.1	8.8	4
	P D 7 1/2	2.3	7.6	4
	P D 7	2.4	7.5	8
	P D 5	5.0	4.9	4
	P D 4	5.9	4.0	5
	P B 10	9.9	0.0	60

Train service irregular—dependent on amount of business to be handled.
 Registering Station—Elma.
 Engineers will not be required to consult register, except at initial or starting point.
 NOTE—All trains will run slow between Simpson and Summit account light rails.
 Switch in main track just above switch leading to siding at Simpson must be left to act as derail.

WEST BOUND.

OCOSTA BRANCH.

EAST BOUND.

SECOND CLASS TRAINS.

Time Table No. 29.

May 31, 1908.

Succeeding No. 28.

STATIONS.

Telegraph Offices and Calls

SECOND CLASS TRAINS.		Water, Coal, Staples, and Wyes	Station Numbers	Distance from Aberdeen Act. via Cosmopolis	Distance from Ocosta via Cosmopolis	Capacity of Side Tracks	SECOND CLASS TRAINS.	
1 2 9	1 2 7						1 2 8	1 3 0
MIXED	Mixed					Mixed	MIXED	
Wed. and Sat.	Except Sunday					Except Sunday	Wed. and Sat.	
	* 8.20PM	Y	P B 07	0.0	18.7	* 8.10AM		
	* 8.25		P E 1	1.4	17.3	* 8.05		
	8.40PM	W	P F 2	3.0	15.7	8.00AM	5.40PM	
			P E 1	4.6	14.1		5.37	
f 8.53			P E 3	5.7	13.0		5.34	
f 4.03			P E 5	7.0	10.8	No Sdg.	5.30	
f 4.26			P E 11	14.5	4.2	No Sdg.	5.17	
f 4.33			P E 13	16.2	2.5	10	5.00	
4.40PM		W C T	P E 16	18.7	0.0	75	4.50PM	
Wed. and Sat.	Except Sunday					Except Sunday	Wed. and Sat.	
15.7	12.0					10	.50	
						18.0	18.8	

Time Over District
Average Speed per Hour

See Special Rules, Page 8.

AUTHORIZED SURGEONS, PACIFIC DIVISION.

Location of Stretchers (S).

Dr. S. W. MOWERS, Chief Surgeon,
Western Div., Tacoma.
Dr. J. C. McCauley, Ellensburg (S).
Easton (S).
Lester (S).
Dr. W. L. WHITE, Cle Elum (S).

Dr. J. H. SHEETS, Buckley (S).
Dr. W. B. PENNY, Wilkeson, Wn.
Orting (S).
Dr. B. E. HOYE, Auburn (S).
Dr. R. M. SMITH, Seattle (S).

Dr. P. W. WILLIS, Seattle.
Puyallup (S).
Tacoma Hospital (S).
Tacoma Round House (S).
Tacoma Div. Tel. Office (S).

Tacoma Wharf (S).
Tacoma (Footlar) (S).
Dr. P. B. SWEARINGEN, So. Tacoma (S).
Dr. E. L. CARLSEN, So. Tacoma (S).
Dr. G. W. KENNICOTT, Chehalis.

Dr. J. W. MOWELL, Olympia (S).
Dr. J. H. DUMON, Centralia (S).
Dr. E. P. FRENCH, Elma.
Dr. F. L. CARE, Montesano (S).
Dr. H. C. WATKINS, Hoquiam.

Dr. PAUL SMITS, Aberdeen.
Dr. W. GRUNWELL, So. Bend (S).
Dr. S. M. WENDT, Castle Rock.
Dr. L. M. SMS, Kalama (S).
Dr. J. McCHESNEY, St. John's.

Dr. A. P. STOWELL, Vancouver (S).
Dr. ANDREW C. SMITH, Portland (S).
Dr. P. B. WING, Oculist, Tacoma.
Dr. J. F. DICKSON, Oculist, Portland.

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 ar-

rival 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.

ROSLYN BRANCH.
DISTANCE FROM CLE ELUM.

Roslyn Cascade Coal Co.	5.2
Roslyn Fuel Co.	5.3

MAIN LINE.
DISTANCE FROM ELLENSBURG.

Murdock	4.6
Wright	23.3
Morgan's Mill	61.0
Garibaldi	76.6
Page	77.4
Soos	98.3

DISTANCE FROM TACOMA.

Stone	37.4
Derrickson	38.3
Tenino Stone Co.	39.5
Blumauer	40.5

MAIN LINE—Cont.

Great Western Coal Co.	41.3
Wabash	48.5
Martin	49.2
Salzer	51.4
Carlisle	51.5
Byckford	53.7
Eleanor	63.2
Evaline	65.0
Capital Mills	69.7
Metcalfe	94.4
Nehalem Jct. (G.N. & P.Ry.)	106.5
Honeymans	122.7

SEATTLE LINE.
DISTANCE FROM SEATTLE.

Clausen & Sweeney's	3.9
Denny Clay Works	5.3
Reservation	38.6

BURNETT BRANCH.

DISTANCE FROM CASCADE JCT.

Myers	3.0
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CROCKER BRANCH.

DISTANCE FROM CROCKER.

Morse	1.9
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ORTING BRANCH.

DISTANCE FROM ORTING.

Stevenson	5.0
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WILKESON BRANCH.

DISTANCE FROM CASCADE JCT.

Brierhill Coal & Coke Co.	5.5
Duby	5.3
Wilson's Mill	3.2

BUCKLEY LINE.

DISTANCE FROM PALMER JCT.

Big 6	1.6
Occidental	1.8
Notte	1.8
Blackburn	11.1
Valley Mill	13.9
Broomfield	19.1
Arline	21.8

GRAY'S HARBOR BRCH.

DISTANCE FROM CENTRALIA.

Ingall	1.5
Blakeslee	1.5
Foran	1.9
Duby	12.0
Ames	14.7
McCabe	18.8

GRAY'S HARBOR BRCH.

—Cont.

Bagshaw	19.6
Malone	27.2
Java	29.6
Vance	34.0
Mack	34.8
Weatherwax	43.0
Ninemire & Morgan	55.5

VANCOUVER BRANCH.

DISTANCE FROM KALAMA.

Hermione	4.0
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OCOSTA BRANCH.

DISTANCE FROM ABERDEEN JCT.

Mich. Lumber Co.	3.0
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SOUTH BEND BRANCH.

DISTANCE FROM CHEHALIS JCT.

Harmons	6.4
Donahue	12.0
Meskill	12.5
Mays	13.0
Onn	16.9
Soule	34.0
Custer	34.6
Cram	37.5
Lewis	40.2
Rocky Ford	40.3
Trap Creek	41.2
Wheaton	45.0
Adams	41.6
Shore	52.0
Turney	54.0
Mayfair	55.5

YACOLT BRANCH.

DISTANCE FROM YACOLT.

McCutcheon	0.9
Bouton Perkins	4.7
Lucia	4.9
Daley	8.0
Smith	10.8
Tenny	13.2

OLYMPIA BRANCH.

DISTANCE FROM LAKEVIEW.

Arper	7.3
Molberg	15.9
Union Mill Co.	18.0
Standard Oil Co.	23.4
Guslander	28.9
Overton	33.4
Beach	34.7
Mason Junction	37.6

INSTRUCTIONS GOVERNING THE USE OF AUTOMATIC BLOCK SIGNALS ON THE EAST BOUND TRACK BETWEEN SOUTH TACOMA AND TACOMA.

Four automatic signals of semaphore pattern located on east bound track between South Tacoma and Tacoma govern the use of this track between eighteen hundred feet west of Bailey Street and Half Moon Yard. The home semaphore eighteen hundred feet west of Bailey street governs the use of track between that point and second home semaphore, five hundred feet west of Tacoma Avenue bridge. The home semaphore five hundred feet west of Tacoma Avenue bridge governs the use of track between that point and the third home semaphore, three hundred feet east of 23rd Street. The home semaphore three hundred feet east of 23rd Street governs the use of track between that point and fourth home semaphore, two hundred and fifty feet east of 15th Street viaduct. The fourth home signal two hundred and fifty feet east of 15th Street viaduct controls the use of track between that point and junction of double track at entrance to Half Moon Yard.

Seven hundred and fifty feet west of first home signal, twelve hundred feet west of second home signal, five hundred feet west of third home signal and six hundred feet west of fourth home signal, is a sign marked "Block." When train or engine passes this sign the signal will go to clear position, if block is not occupied. If a signal does not go to clear position, train must be brought to full stop with engine facing signal, so that its indication may be observed from the engine. Block signals control the use of blocks; they do not affect the movement of trains under time table or train rules, and do not relieve trainmen or switchmen from the necessity of flagging, or dispense with the use or the observation of other signals whenever or wherever they may be required.

All semaphore arms that govern are displayed to the right of signal mast as seen from an approaching train.

(No. 1.) When semaphore arm is in horizontal position or light shows "red," it is a signal to stop, block not clear.

(No. 2.) When semaphore arm is diagonally downward or light shows "green," it indicates that block is clear, proceed.

The normal indication of home signals is "Stop." When a train is stopped by first home signal, located west of Bailey Street, it may proceed after waiting one minute, keeping under full control to the second home semaphore, located west of Tacoma Avenue bridge. Full control means prepared to stop within distance that track can be seen to be clear.

When a train is stopped by second home signal, located west of Tacoma Avenue bridge, it may proceed when signal is clear or after the expiration of five minutes, provided a flagman is sent sufficient distance ahead so that track can be seen to be clear.

When a train is stopped at third home signal, located west of 23rd Street, it may proceed when signal is cleared or after expiration of five minutes, provided a flagman is sent sufficient distance ahead so that track can be seen to be clear to 15th Street viaduct.

When a train is stopped by fourth home signal, located west of 15th Street viaduct, it may proceed when signal is cleared or after expiration of one minute, train moving under full control prepared to stop within distance which track can be seen to be clear.

RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNAL RULES.

(Always have for reference copy of Block Signal Rules.)

Rule 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that operator may have orders for other trains. He must, however, display stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond block signal. Under this rule only one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. A CLEAR SIGNAL MUST NOT BE DISPLAYED UNDER ANY OTHER CIRCUMSTANCES.

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in such case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal Rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Block System Operation.

Rule 43—Any train which has taken siding must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

Operators MUST display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear except as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

If block signal at a station is at Danger when train is approaching on main track and is changed to Clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

Except during obscure weather permissive block to helper engines on mountain will be allowed following freight train ten minutes on Caution Card when authorized by dispatcher. This does not apply to track between Stampede and Martin where Positive block must be maintained and clearance cards required.

Attention of engineers is called to the very great importance of obtaining "Go ahead" signal from rear of train before passing any station and they should not only procure such signal, but have lookout kept for any other signal which might be given while train is

A dwarf signal is located in Half Moon Yard, at junction of double track switches, normal position being clear. When block between that point and fourth home signal, located west of 15th Street viaduct, is occupied by approaching train, this signal will go to "Danger" and yard crews will not occupy inbound track until expected train arrives or signal goes to clear indication.

All switches on the east bound track and both ends of crossover switches are provided with switch instruments so connected to switch points that the opening of any switch will hold the signal of that block at "Danger" until the switch is again closed. The opening of a switch at either end of a main track crossover will hold a signal at "Danger." Neither switch nor a crossover must, therefore, be opened until the movement of train is to be made.

All switches on inbound track between first home signal and Half Moon Yard are provided with indicators of disc pattern, which show "red" when a train is approaching in the same block. Trainmen or yard crews desiring to occupy east bound track or to move from west bound track to the east bound track must not open switch leading to that track when indicator shows "red" or "danger," but must wait until the approaching train shall have passed the switch and out of block. If the indicator does not show "red" or "danger" after a switch has been opened, it signifies that the block signal has failed to go to danger. In such case, movements must be made under protection of flag. Switching crews desiring to cross over from west bound to east bound track or switching crews desiring to occupy east bound track between Bailey Street and 15th Street viaduct, may do so when switch indicator shows "red," provided that after waiting five minutes, the approaching train does not appear or indicators do not go to clear position, they may cross over to or occupy east bound track, provided that the movement is fully protected by flag.

The switch indicator located between switch leading to Harrison Brothers' spur and switch leading to Pacific Fuel Company's spur is not connected to these switches and will not show "red" when either of switches mentioned is opened. This indicator is connected to Home Signal west of Tacoma Avenue bridge, and when train enters block at that point the switch indicator at Harrison Brothers' and Pacific Fuel Company's spurs will show "red" and is a warning to yardmen working in that vicinity that a train is approaching in the block between Tacoma Avenue and 23rd Street. Cars and engines on side tracks must stand back of wooden splice joints. Automatic block signals are designated by two diagonal yellow stripes on semaphore blade.

Freight trains must clear block before passenger trains are due to enter same. Wherever a TRAIN is mentioned in these rules, the term TRAIN applies to either a road engine or a switch engine with or without cars. The practice of dumping cinders from engines on incoming track in block limits must be avoided, as it interferes with the operation of signals.

passing station. If "Go ahead" signal is not received train must STOP. The same rule applies to train standing at station whether on main track or siding. Signal from rear must be received by engineer before starting.

Conductors will educate their brakemen and engineers their firemen in regard to these instructions and conductors arrange that signal will not be given until authorized by him and then transmitted to engineer.

Operators at Weston, Borup, Stampede, Martin and Upham will not report block clear for descending trains if there is a train on main track at their station. If train is between passing track switches, with switch above train set for passing track, operator will notify Dispatcher, who may authorize issuance of caution card, notifying descending train that train is on main track at station with switch set for passing track.

Except on Mountain grade, trains may proceed when block is occupied by work trains if provided with caution card stating that work train is in block. Work trains provided with caution card will be permitted to follow trains at the expiration of fifteen minutes without waiting until block is clear. Two or more work trains may work in the block protecting against each other and under caution card.

On mountain grade, ascending freight trains may proceed when block is occupied by work train, when both the freight and work trains are given caution card, the same as is practiced elsewhere in the block district; it being understood that the block or caution card is not to be depended upon for the protection of trains, but that other necessary flagging is to be done.

Operators at Lester and Easton will not report block clear for descending train when there is a train on main track above crossover switches in front of station. Dispatcher may authorize caution card if train is inside outer switches and markers have been seen by operator, or operator been so notified by conductor.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain caution card before entering the block, stating that "Train No. — and Train No. — will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. —." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or receives further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which would otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of block for the certain train it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office the opposing train must not enter block except under protection of flag. If, however, the trains are moving in the same direction caution cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights permitting it to go, but block rights also.

T. E. COYLE,
Train Master, Tacoma.

J. E. CAMPBELL,
Train Master, Ellensburg.

J. T. FOSTER,
Asst. Train Master, Vancouver.

H. C. BUCKLEY,
Asst. Train Master, Portland.

J. S. DEAN,
Chief Dispatcher, Tacoma.

TONNAGE RATINGS — FREIGHT ENGINES.

FIRST DISTRICT—EAST BOUND.

GRADES.	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Tacoma to South Prairie.....			1150	38	1100	37	950	32	900	30	800	27	500	17	475	16	350	12
South Prairie to Buckley.....			600	20	625	21	500	17	450	15	400	14	250	9	235	8	175	6
Buckley to Lester.....			1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Auburn to Lester.....			1100	37	1100	37	900	30	900	30	800	27	500	17	475	16	350	12
Lester to Easton.....	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Easton to Ellensburg.....			60		60		60		60		60		50		50		40	

Rating time freight, Class W engine, 1000 tons; Y-2, 850 tons. Tacoma to Lester.

FIRST DISTRICT—WEST BOUND.

Ellensburg to Easton.....			1600	53	1550	52	1300	43	1250	42	1200	40	700	24	670	23	545	18
Easton to Lester.....	850	28	550	18	575	19	450	15	450	15	400	14	250	9	235	8	175	6
Lester to Tacoma, via Auburn or Buckley Line.....			Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars		Maximum 40 Cars		Maximum 40 Cars	

Rating time freight, Class W engine, 1400 tons; Y-2, 1200 tons. Ellensburg to Easton.

SECOND DISTRICT—WEST BOUND.

GRADES.	Class W		Class Y-2		Class F-1		Class S		Class P		Class E-4		Class E-3		Class D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
South Tacoma to Rainier.....	1600	53	1350	45	1200	40	1150	38	1050	35	850	28	825	27	825	27	700	23
Rainier to Chehalis.....		60		60		60		60		60		60		50		50		40
Chehalis to Napavine.....	1150	38	1000	34	900	30	850	28	750	25	550	18	525	17	525	17	400	13
Napavine to Portland.....		60		60	1500	50	1500	50	1400	47	1200	40	1175	39	1175	39	1050	35

Rating time freight, Class S, 1000 tons, Tacoma to Napavine.

SECOND DISTRICT—EAST BOUND.

Portland to Winlock.....	1750	58	1550	52	1400	47	1350	45	1250	41	1050	35	1025	34	1025	34	900	30
Winlock to Napavine.....	1260	42	1110	37	1010	33	900	32	860	29	660	22	635	21	635	21	510	17
Napavine to Rainier.....	1500	50	1250	41	1100	36	1050	35	950	31	750	25	725	24	725	24	600	20
Rainier to Tacoma.....		60	1900	63	1750	58	1700	57	1500	50	1300	43	1275	42	1275	42	1150	38

Rating time freight, Class S engine, 850 tons, Winlock to Napavine.

Rating on Seattle line, Class W, Y-2, F-1 and S engines, 60 cars; E-4, 1400 tons; E-3 or D-3, 1300 tons; C-6, 1000 tons.

Hereafter the above table of ratings will govern on ruling grades. These ratings are based on a normal number of cars of thirty tons each.

To find the rating of an engine when train contains more or less than normal number of cars, add five tons to the rating for each car less than the normal, and subtract five tons from the rating for each car in excess of the normal, thus:

Rating of Class W engines, Auburn to Lester, is 1100 tons in 37 cars. If train contains 50 cars, the adjusted rating will be 1100 tons less five tons for each of the cars in excess of the normal, or 1035 tons.

The ratings are also based on normal conditions of weather, track, etc. When any abnormal conditions exist, adjustment must be made for such conditions and dispatcher advised.

All dead freight trains will fill at Cle Elum, Easton, Centralia, Kalama, and Goble, without special instructions.





