

NORTHERN PACIFIC RAILWAY COMPANY.

PACIFIC DIVISION

TIME **29A** TABLE

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

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

SATURDAY, DEC. 26th, 1908

For the Government of Employees 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

FIRST DISTRICT (Seattle Line).

THIRD CLASS TRAINS.		SECOND CLASS TRAINS.				Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Table No. 29A		FIRST CLASS TRAINS.														
63	57	71	65	53	51			Dec. 26, 1908.	17	101	7	103	105	3	33	9	107	19	109	111	113	1	115	
Freight	Way Fr'ght	Freight	Freight	Freight	Freight			Succeeding No. 29.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
EXCEPT SUNDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
							Buckley Line Accommodation	No. 15's Connection	Buckley Line Grays Harbor & So. Bend Connection	Pacific No. 4 connection.	No. 3 Connection		Seattle, Tacoma & Portland Express	GRAYS HARBOR EXPRESS	Pacific No. 16	Kanaskat Accommodation	Pacific No. 5's Connection	Pacific No. 1's Connection	Pacific No. 2.		Pacific No. 6.			
							U.D. KING STREET STATION N 0.9			8.00AM	8.15AM	12.30PM		1.15PM	2.40PM 104	3.30PM				9.30PM 112	10.20PM	11.00PM		
		11.00PM	8.30PM				Y.D. SEATTLE YARD N 2.4																	
		11.22 115	8.45 2-110				AG. ARGO N 6.9			* 8.10 100	* 8.25 100	* 12.40		* 1.25	* 2.52	* 3.41				* 9.49 68	* 10.30 28-68	* 11.12		
		11.45PM	9.10 112				BI. BLACK RIVER N 2.4			* 8.20	* 8.35	* 12.55		* 1.35	* 3.03	* 3.51 8				* 10.00	* 10.40	* 11.22		
							ORILLIA N 2.1																	
							O'BRIEN'S N 2.0																	
		12.05AM	9.30 68				KN. KENT N 2.0			8.30	8.45	1.06		1.50 104	3.15	4.02				* 10.10 28	10.55	11.34		
							THOMAS N 1.4																	
							CHRISTOPHER N 1.9																	
		12.30AM	9.56 28-113				GR. FIRST ST. N 0.5			8.38	* 8.53	* 1.17		* 2.02	* 3.26	* 4.12					10.20PM	* 11.05	* 11.42	
		10.45AM	C 54 Page 1	10.10	9.25PM	2.30AM	AU. AUBURN N 4.4			7.40AM	8.40 58	8.55AM 4	1.20PM 3	1.40PM	2.05	3.30 8	4.15PM 106		7.50PM 110	8.35PM 112	C 2 Page 1	11.08	11.45PM 114	
		11.00		10.25	9.40 9.45 28	2.50	DIERINGER N 2.5			f 7.52	* 8.50 4			* 1.50	* 2.15	* 3.38	C 16 Page 1		f 8.02 2	* 8.45		* 11.15	C 6 Page 1	
		11.15		10.32	9.58	3.00	SN. SUMNER D 1.6			7.58	8.55			1.55	2.20	3.43				8.15	8.50		f 11.20	
	1.25 PM	11.20		10.37	10.05	3.05	MJ. MEEKER N 1.3			* 7.50AM 58	* 8.03 58	* 9.00		* 2.00	* 2.25	* 3.47 106		* 7.20PM	* 8.20	* 8.55		* 11.23 114		
	1.30	11.45AM		10.41	10.12	3.10	PY. PUYALLUP N 6.7			7.55	8.10	9.05 18-66		2.07	2.30 1	3.50		7.25	8.25	9.00		11.27 54		
	1.50	12.05PM		11.00 54-114	10.35	3.40	RN. PRESCOTT N 1.7			* 8.10	* 8.25 4	* 9.20		* 2.25	* 2.45	* 4.05 20		* 7.40 2	* 8.36	* 9.10		* 11.45		
							TACOMA N 1.3			8.15AM 4	8.30AM	9.25AM		2.30PM 8	2.50PM 8	4.10PM		7.45PM	8.40PM	9.15PM 28		11.50PM		
	2.05PM	12.30PM		11.30PM	11.00PM 54	4.00AM 62	TACOMA WHARF N 4.2																	
EXCEPT SUNDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY																			
.40	1.45	1.30	3.00	1.35	1.30		Time Over District			.25	.50	1.25	.40	.50	.45	1.35	1.30	.45	.25	1.50	.40	.50	1.30	.45
16.5	11.1	15.0	14.0	12.3	13.0		Average speed per hour			23.0	21.8	28.7	33.8	27.0	24.3	25.7	27.1	30.0	23.0	22.9	27.3	26.7	27.1	30.0

18
700 pm

745 pm 110

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 draw-bridge 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, 115, 100, 102, 104, 110 and 112 will use passing track between Auburn and First Street stations.

FIRST DISTRICT (Seattle Line)

EAST BOUND

FIRST CLASS TRAINS.																Time Table No. 29A	SECOND CLASS TRAINS.					THIRD CLASS TRAINS.		
114	28	112	2	110	108	20	106	8	104	102	18	4	100	34	50	66	52	68	54	58	62			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Way Fr'ght	Freight			
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY			
No. 6's connection	Hoquiam and Olympia Express	Pacific No. 1		Pacific No. 5	No. 5's Connection	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				Pacific No. 53						
	10.40PM	9.30PM ₁₁₃	9.00PM ₁₁₃	8.40PM				4.15PM	2.30PM ₉	10.00AM			8.30AM	7.05AM	42.0	U.D. KING STREET STATION N 0.9								
															41.1	Y.D. SEATTLE YARD N 2.4	500	4.00AM	11.30AM		10.30PM			
	* 10.30 ₁	* 9.15	* 8.43 ₆₅	* 8.25				* 4.03	* 2.20	* 9.50			* 8.17 ₁₀₃	* 6.50	38.7	AG. ARGO N 6.9	500	3.25	11.15		10.10 ₂₈₋₁			
	* 10.20	* 9.00 ₆₅	* 8.33	* 8.14				* 3.53 ₁₀₇	* 2.10	* 9.40			* 8.06 ₇	* 6.40	31.8	BI. BLACK RIVER N 2.4	60	3.05	10.50		9.50 ₁₁₃			
															29.4	ORILLIA N 2.1	5 Spur							
															27.3	O'BRIEN'S N 2.0	3 Spur							
	10.07 ₁₁₃	* 8.47	f 8.21	f 8.02				3.42	1.57	9.27			f 7.54	f 6.27	25.3	KN. KENT N 2.0	90	2.50	10.30		9.30 ₆₅			
															23.3	THOMAS N 1.4	8 Spur							
															21.9	CHRISTOPHER N 1.9	4 Spur							
	* 9.56 ₆₅	* 8.36	* 8.18	* 7.52				8.32	* 1.44 ₃₃	* 9.16		See page 1	* 7.42	* 6.17	20.0	GR. FIRST ST N 0.5	70	2.30AM ₅₁	10.15		9.10PM			
	11.45PM ₁₁₅	9.55	8.35PM ₁₁₁	* 8.12	7.50PM ₁₀₇	7.10PM		4.15PM ₁₀₇	3.30 ₉	1.40PM _{103 3}	9.15AM		9.00AM ₁₀₃	f 6.15	19.5	AU. AUBURN N 4.4	300		10.10		12.30AM	8.35AM ₄₋₇		
	* 11.33	* 9.45 ₅₃	* 8.02 ₁₀₉	* 7.00				* 4.01	* 3.20				f 8.50 ₇	* 6.05	15.1	DIERINGER N 2.5	No Sdg.		9.52		12.05AM	8.18		
	11.28	9.40	7.58	6.55		See page 2		3.57	3.15			See page 2	8.45	f 6.00	12.6	SN. SUMNER N 1.6		9.40	See page 2	11.59PM	8.10	See page 2		
	* 11.23 ₁	* 9.35	* 7.53	* 6.50	* 4.25PM			* 3.52 ₉	* 3.11				* 9.10AM	* 8.40	11.0	MJ. MEEKER N 1.3	110	9.35	5.00PM	11.50	8.03 ₁₇₋₁₀₁	4.45AM		
	11.18	9.30	7.50	6.47	4.20	3.47	3.07		9.05 ₇	8.35				5.50	9.7	PY. PUYALLUP N 6.7	100	9.25 ₇	4.50	11.45	7.45	4.40		
	* 11.03 ₆₅	* 9.18	* 7.38 ₁₉	* 6.33	* 4.03 ₉	* 3.33	* 2.53		* 8.50 ₆₆	* 8.18 ₁₀₁			* 8.18	* 5.39	3.0	RN. PRESCOTT N 1.7	No Sdg.	9.05 ₁₈	4.30 ₉₋₂₀	11.25 ₁	7.15	4.15		
	11.00PM	9.15PM ₁₁₁	7.35PM	6.30PM	4.00PM	3.30PM	2.50PM ₃₃₋₃		8.45AM	8.15AM ₁₇				5.35AM	1.3	Q. TACOMA N 1.3								
															0.0	TACOMA WHARF	3000	8.40AM	4.10PM		11.00PM _{53 65}	7.00AM	4.00AM	
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY
	.40	1.25	.55	1.35	.50	.40	.25	.45	1.25	.50	.45	.25	.45	.50	1.30			1.30	2.50	11.0	1.20	1.25	1.35	.45
	29.2	28.7	24.5	25.7	26.7	29.2	23.0	24.3	28.7	26.7	30.0	23.0	24.3	26.7	27.1			18.7	14.8	13.2	16.5	13.8	12.5	14.7

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 C. & S. brewery and Van Asselt must be left set for derail when not in use.
 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.
 No. 18 will wait at Puyallup for connecting with No. 7.

SECOND DISTRICT.

EAST BOUND.

FIRST CLASS TRAINS.

Time Table No. 29A

SECOND CLASS.

THIRD CLASS TRAINS.

FIRST CLASS TRAINS.									Distance from Portland	Time Table No. 29A Dec. 26, 1908. Succeeding No. 29.		Capacity of Side Tracks	SECOND CLASS.		THIRD CLASS TRAINS.				
34	28	24	2	8	12	38	22	STATIONS. Telegraph Offices and Calls		50	66		52	70	56	76	58		
NP 34	NP 28	A CR 24	NP 2	NP 8	NP 12	NP 38	A CR 22		Mixed	Freight	A CR 52 TUES., THURS. & SAT.	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY		EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY				
See Page 4	See Page 4		See Page 4	See Page 4				143.7	TACOMA WHARF.. 1.3	3000	See Page 4 6.15AM		2.00PM	12.30PM					
5.20AM	9.05PM		7.20PM	2.35PM	1.00PM			142.4	Q.....TACOMA.....N 4.2		6.10	1.55	12.20						
5.00 ⁶⁹	8.50		* 7.05	2.20	12.45			138.2	SU..SOUTH TACOMA..N 3.6	330	5.50 ⁶⁹	1.80	12.01PM						
* 4.50	8.40PM		* 6.57	* 2.10	12.35PM			134.6	VA....LAKEVIEW....D 4.9	100	5.40	1.10PM	11.30AM						
f 4.40	See page 7		* 6.48	* 2.01	See page 7			129.7	.....HILLHURST.... 6.1	70	5.25	See page 7	11.00					
4.26			6.36	1.48				123.6	RY.....ROY.....N 5.4	120	5.02		10.29 10.24-7						
f 4.15			* 6.25	1.34				118.2	YA.....YELM.....D 5.6	65	4.48		9.30 ⁵⁵						
f 4.08			* 6.14	1.22				112.6	RA....RAINIER.....N 4.1	90	4.22		9.05						
* 3.54			* 6.05	f 1.12				108.5	.....MCINTOSH..... 4.7	60	4.08		8.40					
* 3.45 ⁶⁵⁻⁶⁶			5.55	1.01				103.8	NO.....TENINO.....N 3.4	100	3.50 3.38 ⁶⁵⁻³⁴		8.15						
* 3.38			5.48	12.50				100.4	B.....BUCODA.....D 5.2	65	3.20		7.40						
* 3.28			* 5.38	f 12.39				95.2	WB....WABASH.....D 1-7	No Sid'g	2.56								
3.25			5.35	12.36 12.26 ⁵⁵⁻³⁷		11.05AM 7-78		93.5	CN....CENTRALIA...N 4.2	170	2.50		7.00AM	8.40PM	4.20PM				
3.15			5.22	12.11 ⁷		10.50		89.3	CH....CHEHALIS....D 0.9	240	2.25 2.20 ¹			8.15	4.00				
*			*	*		* 10.44AM		88.4	....CHEHALIS JCT.... 1.8	Y				8.00PM	3.37			
* 3.09			* 5.16 ³³	* 12.05PM				86.6	.....NEWAUKUM..... 4.7	55	2.12		See page 7		3.80			
3.00 ¹			* 5.06	11.56AM		See page 7		81.9	NA....NAPAVINE....N 6.0	110	2.00				3.15				
2.48			4.48	11.38				75.9	WI....WINLOCK....N .6	60	1.80				2.00				
* 2.40			* 4.45	* 11.34				75.3	....SOUTH WINLOCK... 6.2	60	1.28				1.20			
* 2.27			* 4.32	11.20				69.1	PN....SOPENAH.....D 2.4	60	1.12				1.00 12.50 ⁷				
* 2.22			* 4.27	11.12 ⁵⁷				66.7	.....OLEQUA..... 7.5	75	1.05				12.30			
2.06			4.13	10.54				59.2	CA..CASTLE ROCK...N 5.8	60	12.48				12.05PM 11.45AM ⁵⁷				
* 1.51			* 4.00	* 10.41				53.4	.....TILlicUM..... .9	60	12.27				11.20			
* 1.50			* 3.59	f 10.39				52.5	.....OSTRANDER..... 3.7	Spur 3	12.25				11.15			
1.42			3.52	10.29				48.8	KS.....KELSO.....N 5.9	87	12.15AM				11.05				
* 1.30			* 3.40	f 10.16				42.9	.....CARROLLS..... 4.3	90	11.57PM				10.45			
1.20			3.30	10.05 ⁵⁸				38.6	KA....KALAMA.....N 4.3	200	11.45				10.30 9.25 ⁸				
* 1.10			* 3.20	f 9.55				34.3	...MARTINS BLUFF... 4.9	No Sid'g	11.22				9.04				
1.02			* 3.12 ⁵⁷	9.47				29.4	WD..WOODLAND.....N 5.9	65	11.08				8.50 65 8.40				
12.50			* 3.01 ⁷	9.35 ⁶⁵				23.5	RG..RIDGEFIELD...N 5.7	80	10.43				8.15				
f 12.36			* 2.49	f 9.21				17.8	.....KNAPPS..... 2.2	No Sid'g	10.23				7.50			
f 12.30			* 2.44	f 9.15				15.6	.....FELIDA..... 2.8	20	10.15				7.35			
* 12.23			* 2.38	* 9.08				12.8	VJ..VANCOUVER JCT..D 3.1	No Sid'g	4.15PM	10.05			7.20				
12.16		See page 10	2.31	9.01			See page 10	9.7	VN..VANCOUVER.....N 2.7	300	4.00PM	9.50	See page 10		7.00AM ¹				
12.05AM			f 2.20	8.50				7.0	.....ST. JOHN..... 2.6	No Sid'g								
* 11.56PM			* 6.11	* 2.11	* 8.41			4.4	BA.NORTH PORTLAND.N 0.4	No Sid'g	8.52	5.22AM							
* 11.55			* 6.10	* 2.10	* 8.40			4.0	.....BEATTY..... 1.1	60	8.50	5.20						
* 11.52			* 6.07	* 2.07	* 8.37			2.9	.....CITY LIMITS..... 2.9	No Sid'g	8.42	5.15						
11.45PM			6.00PM	2.00PM	8.30AM			0.0	VC....PORTLAND.....N	1000	8.35PM ³³	5.00AM							
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		Time Over District		DAILY	DAILY	TUES., THURS. & SAT.	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY			
5.35	.25	.11	5.20	6.05	.25	.21	.12		Average Speed per Hour		.15	9.40	.22	.50	5.30	.40	9.20		
25.5	18.3	24.0	26.7	23.4	18.3	14.6	22.0				12.4	14.9	16.1	10.9	9.1	7.7	10.0		

WEST BOUND.

OLYMPIA BRANCH.

EAST BOUND.

WEST BOUND.

SOUTH BEND BRANCH.

EAST BOUND.

Table with columns for Third Class, First Class, and Freight. Includes station names like Lakeview, Country Club, American Lake, Murray, Dupont, Sherlock, Union Mill, Lacey, Olympia, Port Townsend Southern CR'G, Belmore, Little Rock, Mima, Gate. Includes Time Table No. 29A, Dec. 26, 1908.

Table with columns for Third Class, First Class, and Freight. Includes station names like Chehalis Jct., Littell, Adna, Ceres, Leudinghaus R. R. Crossing, Dryad, Doty, Pe Ell, McCormick R. R. Crossing, McCormick, Walville, Pluvius, Frances, Globe, Lebam, Holcomb, Menlo, Willapa, Raymond, South Bend. Includes Time Table No. 29A, Dec. 26, 1908.

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.

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. Registering Stations—Chehalis and South Bend.

SPECIAL RULES FOR SECOND DISTRICT.

A. B. C. Rules will govern movement of trains between Portland and North Portland. All trains using tracks between Vancouver and North Portland will be governed by instructions and card order issued by Superintendent S. P. & S. Ry. at Vancouver.

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. All trains must not exceed ten miles per hour through corporate limits of Centralia, Chehalis, Winlock and Castle Rock.

WEST BOUND.

GRAY'S HARBOR BRANCH.

EAST BOUND.

THIRD CLASS TRAINS.							SECOND CLASS.		FIRST CLASS TRAINS.					STATIONS.		FIRST CLASS TRAINS.					SECOND CLASS.	THIRD CLASS TRAINS.			
73							127		81	79	77	9	27	Time Table No. 29A. Dec. 26, 1908. Succeeding No. 29.		12 28 78 80 82					128	74			
Freight							Mixed		Passenger	Passenger	Passenger	Passenger	Passenger	CENTRALIA		Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Freight			
EX. SUN.							Except Sunday		DAILY	DAILY	DAILY	DAILY	DAILY	Telegraph Offices and Calls		DAILY	DAILY	DAILY	DAILY	DAILY	Except Sunday	Except Sunday			
9.00AM									5.55PM	12.35PM	9.55AM			CN.....CENTRALIA.....N 5.8				11.10AM 7-38	1.45PM	7.15PM		1.00PM			
9.25									f 6.07	f 12.47 74	f 10.07			.....GRAND MOUND..... 4.2		f 10.58	f 1.33	f 7.03				12.47 12.42			
9.45									f 6.15	f 12.53	f 10.15			.....ROCHESTER..... 3.0		f 10.48	f 1.25	f 6.53				12.10PM			
10.00 10.30 78									6.25PM 82-9-28	1.00PM 80-27	10.25AM 12-78	6.45PM 28	1.05PM 79	W Y	HK.....GATE.....D 4.9		10.30AM 73-77-78	6.25PM 9-81-82	10.40AM 73-77-12	1.15PM 79-27	6.45PM 81-9-28			11.35AM 11.20	
11.00 74												6.55	1.18	P A 44	OX.....OAKVILLE.....D 6.9		10.15	6.15					11.00 73		
11.25												f 7.07	* 1.33	P A 51	.....LYTLE..... 1.0		* 9.59	* 5.57					10.25		
11.30AM												f 7.10	1.36	W P B 13	OR.....PORTER.....D 6.6		9.57	5.55					10.20		
12.15PM												7.25	1.53	P B 19	EF.....ELMA.....D 3.7		9.44 74	5.33					9.54 9.30		
12.45												f 7.34	2.03	P B 23	SP.....SATSOP.....D 5.6		9.32	5.25						8.45	
1.15												7.46	2.15	W P B 29	MO.....MONTESANO.....D 8.6		9.20	5.10						8.30	
1.45							8.10AM					* 8.03	* 2.35	Y P B 37	.....ABERDEEN JCT..... 3.2		* 9.00	* 4.50				3.20PM		7.50	
2.10							8.25AM 12					8.15	2.50 128	P B 40	SA.....ABERDEEN.....D 3.5		8.45 127	4.35				3.05PM 27		7.30	
2.30PM												8.30PM	3.05 3.20	W P B 44	HO.....HOQUIAM.....D 3.1		8.30 8.20	4.20PM						7.00AM	
												f 3.28		P B 47	.....GRAYS HARBOR CITY..... 4.9		f 8.00								
												f 3.40		P B 52	.....GRAY GABLES..... 2.0		f 7.45								
												f 3.45		P B 54	.....CHENOIS CREEK..... 2.4		f 7.39								
												f 3.52		P B 56	.....TULIPS..... 4.6		f 7.33								
												f 4.02		P B 61	.....COPALIS CROSSING..... 1.0		f 7.19								
												f 4.06		P B 62	.....KUHNS..... 0.8		f 7.15								
												f 4.08		P B 63	.....McGLAUFILIN..... 1.3		f 7.11								
												f 4.11		P B 64	.....ONSLow..... 1.5		f 7.04								
												f 4.15		P B 66	.....STEARNSVILLE..... 2.2		f 6.59								
												f 4.22		P B 68	.....ALOHA..... 1.7		f 6.52								
												4.26		W P B 69	.....PACIFIC..... 1.5		6.46								
												f 4.29		P B 71	.....SUNSET BEACH..... 1.0		f 6.40								
												4.35PM		Y P B 72	MC.....MOCLIPS.....D 0.0		6.35AM								
EX. SUN.							Except Sunday		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Time Over District		DAILY	DAILY	DAILY	DAILY	DAILY	Except Sunday	Except Sunday		
5.30							0.15		.30	.25	.30	1.45	3.30		Average Speed per Hour		3.55	2.05	.30	.30	.30	0.15	6.00		
10.4							13.0		26.0	31.2	26.0	25.1	20.6				18.3	21.1	26.0	26.0	26.0	13.0	9.5		

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.
 Nos 77 and 81 will turn on wye on arrival at Gate and back in on passing track.
 Derail switches at east and west switch McCabes, at east end of house track at Elma, at Vances Spur, at Macks spur and at Java spur west of Elma, at east end of Satsop siding, 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. ELMA BRANCH. EAST BOUND.

Time Table No. 29A. Dec. 26, 1908. Succeeding No. 29. STATIONS. Telegraph Offices and Calls. SIMPSON, SMITHS SPUR, HILLGROVE, McCLEARY, RAYVILLE, WHITE'S, ELMA.

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.

WEST BOUND. WILKESON BRANCH. EAST BOUND.

Time Table No. 29A. Dec. 26, 1908. Succeeding No. 29. STATIONS. Telegraph Offices and Calls. FAIRFAX, MELMONT, CARBON COAL CO. CROSSING, CARBONADO, WILKESON, CASCADE JCT.

Maximum Grades. Registering Stations—Fairfax and Cascade Junction. Engineers will not be required to consult register, except at initial or starting point.

WEST BOUND. YACOLT BRANCH. EAST BOUND.

Time Table No. 29A. Dec. 26, 1908. Succeeding No. 29. STATIONS. Telegraph Offices and Calls. YACOLT, WALL, HEISON, CRAWFORD, BATTLE GROUND, BRUSH PRAIRIE, GRAVEL PIT, GLENWOOD, BARBERTON, HIDDEN, VANCOUVER JCT.

Registering Stations—Yacolt and Vancouver Junction. Engineers will not be required to consult register except at initial or starting point.

WEST BOUND. BURNETT BRANCH. EAST BOUND.

Time Table No. 29A. Dec. 26, 1908. Succeeding No. 29. STATIONS. Telegraph Offices and Calls. PITTSBURG, BURNETT, CASCADE JCT.

Registering Stations—Burnett and Cascade Junction. Engineers will not be required to consult register, except at initial or starting point.

WEST BOUND. ROSLYN BRANCH. EAST BOUND.

Time Table No. 29A. Dec. 26, 1908. Succeeding No. 29. STATIONS. Telegraph Offices and Calls. CLE ELUM, ROSLYN, RONALD.

Maximum Grades. Registering Station—Cle Elum, at which clearance will not be issued for Roslyn Branch trains except when red signal is displayed.

WEST BOUND. GREEN RIVER BRCH. EAST BOUND.

Time Table No. 29A. Dec. 26, 1908. Succeeding No. 29. STATIONS. Telegraph Offices and Calls. KERRISTON, HEMLOCK, BARNESTON, KANGLEY JCT., KANASKAT.

Registering Station—Kanaskat. Engineers will not be required to consult register except at initial or starting point.

WEST BOUND. ORTING BRANCH. EAST BOUND.

Time Table No. 29A. Dec. 26, 1908. Succeeding No. 29. STATIONS. Telegraph Offices and Calls. PUYALLUP RIVER, ORTING.

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

WEST BOUND. CROCKER BRANCH. EAST BOUND.

Time Table No. 29A. Dec. 26, 1908. Succeeding No. 29. STATIONS. Telegraph Offices and Calls. WINGATE, CROCKER.

Registering Station—Crocker. Switches below station at Wingate will be set to act as derail.

SYNOPSIS OF RULES GOVERNING A B C OPERATION

Running rights that a train has are conferred upon it through the medium of a block card. Block is understood to mean the section of main line extending from the signal semaphore at one telegraph office to the signal semaphore at the next telegraph office in advance.

Train and engine men are prohibited from accepting or running on a card purporting to authorize them to pass an open telegraph office.

No matter what may be the position of signal semaphore no train will, except under flag protection, be allowed to leave a terminal or pass a telegraph office without both the conductor and engineer first securing a block card authorizing the train to use the block in advance.

Station semaphore signal when on the lower angle or showing "Green" indicates "Block ahead Clear."

When on upward angle or showing "Yellow" indicate "Caution, block not clear."

When on the horizontal or showing "Red" indicates "Stop."

Trains approaching telegraph offices and finding signal at "Clear" will understand from this that the block ahead is clear and will pass the telegraph office, catching the block cards as they pass. If, however, from any cause the block cards should not be secured, the train will be brought to an immediate stop and will not proceed until the cards are secured.

Signal at "Caution" will indicate:—

- (1) Block is obstructed and approaching train will receive card to meet or pass another train at station where card is issued, and that train may proceed after complying with instructions upon card.
- (2) Block is occupied by train ahead and card issued authorizing approaching train to follow.
- (3) Approaching train will receive card to meet or pass one or more trains at intermediate siding.

Signal at "Danger" indicates "Stop, block not clear." Trains must not pass signal in this position.

Conductors and engineers will immediately examine the block card following its receipt by them and make sure that it is correctly made out. They will follow implicitly all instructions given thereon. If directed to take siding at a station they will do so, disregarding signal to come down main line. If the exceptions state a train is to be met, it must state which train will "hold main line" or "Take siding," otherwise must be treated as an improper card and must not be acted upon. If there are no exceptions the operator will insert the word "Blank" where exceptions should appear on the card, and if this information is not shown on card, it must be treated as an improper card and not acted upon.

Each train will be designated by the number of its leading engine.

When necessary for the purpose of doing switching or other work, to occupy the main line at a station dispatcher will give the train required to do such work, a block switching card on the usual form, limiting the time that the main line can be occupied. On no account must the main line be occupied beyond the limit expressed in such card.

Trains taking side track will head in at the first switch excepting at station where passing tracks are specially assigned as indicated in Special Rules for First District, on page No. 2 and for Second District on page No. 7.

A train receiving a block card bearing exceptions of any nature, will, in all cases, fulfill the exceptions on card, irrespective of position of signals or hand signals received.

Information as to slow orders, etc., will be bulletined and may be written in manifold on train order Form 19, and copy be delivered to conductor and to each engineer together with block card as above.

Conductors or engineers must not report train as ready to leave any station until train is actually ready to move, air tested, all preliminaries gone through with and conductor positive that engineer is ready to pull open the throttle and depart.

Information should be given dispatchers as to any work to be done before reaching next block office.

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 permissive card, notifying descending trains that train is on main track at station with switch set for passing track.

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

Except on mountain grade, trains may proceed when block is occupied by work train if block card states that work train is in block. Work train provided with card will be permitted to follow freight 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.

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

AUTHORIZED SURGEONS, PACIFIC DIVISION.

Location of Stretchers (S).

DR. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.	DR. J. H. SHEETS, Buckley (S). DR. W. B. PENNY, Wilkeson, Wn. Orting (S).	DR. P. W. WILLIS, Seattle. Puyallup (S). Tacoma Hospital (S). Tacoma Round House (S). Tacoma Div. Tel. Office (S).	Tacoma Wharf (S). Tacoma (Toolear) (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. CARR, Montesano (S). DR. H. C. WATKINS, Hoquiam.	DR. PAUL SMITS, Aberdeen. DR. W. GRUWELL, So. Bend (S). DR. T. C. CAMPBELL, Castle Rock. DR. L. M. SIMS, Kalama (S). DR. J. MCCHESENEY, 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.
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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.

Likely missing two pages: one page of tonnage ratings similar to Timetable 30 and one page of rules regarding staff operation, telegraph block signal rules and possibly automatic block signal rules similar to Timetable 30

FREIGHT TRAINS AUTHORIZED TO CARRY PASSENGERS.

No. 57 and No. 58 between Tacoma and Lester.
No. 55 and No. 56 between Lester and Ellensburg.
No. 57 and No. 58 between Vancouver and Centralia.
No. 55 and No. 56 between Centralia and Tacoma.

Elma, Orting and Olympia Branch log trains.
Hoquiam log train: Hoquiam to Moclips.
Hoquiam log train: Moclips to Pacific.