

# **NORTHERN PACIFIC RAILWAY COMPANY.**

## **PACIFIC DIVISION**

# **TIME 30 TABLE**

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

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

**SUNDAY, MAY 23rd, 1909**

**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.

FIRST DISTRICT.

EAST BOUND.

SECOND CLASS			FIRST CLASS TRAINS.					FIRST CLASS TRAINS.					SECOND CLASS.	
49	51	53	5	1	3	17	15	2	4	16	18	6	52	54
Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
10.15PM	5.25PM	11.55AM	5.05PM	3.25PM	7.20AM	4.00AM	3.25AM	1.35PM	2.50PM	8.43PM	11.55PM	3.25AM	5.00AM	8.15AM
10.30	5.40	12.12PM	* 5.12	* 3.31	* 7.27	* 4.08	* 3.34	* 1.27	* 2.36	* 8.31	* 11.43	* 3.17	4.50	7.48
10.44	6.00	12.25	* 5.21	* 3.36	7.35 <sub>54</sub>	f 4.17	* 3.41	* 1.21	f 2.30	f 8.25	* 11.38	* 3.12	4.37	7.35 <sub>3</sub>
11.00	6.12	12.37	* 5.26	* 3.40	* 7.40	* 4.23 <sub>52</sub>	* 3.46	* 1.17	* 2.25	* 8.21	* 11.34	* 3.08	4.23 <sub>4.18</sub> <sup>17</sup>	7.11
11.21 11.26 <sub>18</sub>	6.30	1.05 1.10 <sub>2</sub>	* 5.34	* 3.48	* 7.49	* 4.32	* 3.55 <sub>52</sub>	* 1.10 <sub>53</sub>	* 2.17	* 8.14	* 11.26 <sub>49</sub>	* 3.00	3.55 <sub>3.50</sub> <sup>15</sup>	6.55
11.36	6.40	1.20	* 5.39	* 3.53	f 7.54	* 4.37	* 4.02	* 1.06	f 2.13	* 8.09	* 11.22	* 2.56	3.35	6.46
11.50PM	7.00	1.35	* 5.47	* 4.00	* 8.03	* 4.46	* 4.10	* 12.59	* 2.06	* 8.02	* 11.15	* 2.49	3.15	6.29
12.15AM	7.17	1.56 2.01 <sub>4</sub>	6.00	* 4.10	8.15	5.00	4.23	* 12.55	2.01 <sub>53</sub>	7.57	* 11.10	f 2.44	3.05	6.10
12.29	7.40 7.45 <sub>16</sub>	2.18	* 6.09	* 4.20	* 8.23	* 5.08	* 4.33	* 12.47	* 1.49	* 7.45 <sub>51</sub>	* 11.01	* 2.34	2.50	5.56
12.37	8.00	2.25	* 6.15	* 4.25	f 8.27	* 5.13	* 4.37	* 12.44	f 1.44	* 7.41	* 10.58	* 2.29	2.40	5.50
12.46	8.14	2.37	* 6.20	* 4.31	* 8.32	* 5.20	* 4.43	* 12.40	* 1.38	* 7.36	* 10.55	* 2.24 <sub>52</sub>	2.29 <sub>2.17</sub> <sup>6</sup>	5.41
1.00	8.35	3.10	f 6.30	* 4.40	8.40	5.29 <sub>54</sub>	* 4.54 <sub>54</sub>	* 12.35	f 1.33	* 7.31	* 10.51	* 2.17	1.55	5.29 <sub>4.49</sub> <sup>15-17</sup>
1.25 <sub>52</sub>	8.55	3.32	* 6.40	* 4.50	* 8.50	* 5.39	* 5.04	* 12.27	* 1.24	* 7.23	* 10.43	* 2.09	1.25 <sub>49</sub>	4.30
1.57 2.02 <sub>6</sub>	9.15	4.00	* 6.50	* 5.03	f 9.05	* 5.53	* 5.16	* 12.20	f 1.15	* 7.15	* 10.35	* 2.02 <sub>49</sub>	1.04	4.15
2.20	9.35	4.20	* 7.02 <sub>16</sub>	* 5.15	f 9.17	* 6.05	* 5.26	* 12.08PM	f 1.03	* 7.02 <sub>5</sub>	* 10.23	* 1.50	12.40	4.00
2.35	9.55 10.11 <sub>18</sub>	4.35	* 7.10	* 5.23	* 9.24	* 6.15	* 5.35	* 11.57AM	* 12.50	* 6.50	* 10.11 <sub>51</sub>	* 1.40	12.20AM	3.35
2.50	10.26	4.48	* 7.16	* 5.30	* 9.30	* 6.25	* 5.41	* 11.47	* 12.38	* 6.40	* 10.01	* 1.30	11.55PM	3.12
3.00 <sub>54</sub>	10.36	5.00	* 7.21	* 5.35	* 9.35	* 6.30	* 5.47	* 11.40	* 12.31	* 6.34	* 9.56	* 1.25	11.40	3.00 <sub>49</sub>
3.30	11.00 <sub>52</sub>	5.25	* 7.30	* 5.45	9.45	* 6.40	* 5.53	* 11.30	12.15	6.23	9.45	* 1.14	11.00 <sub>51</sub>	2.30 2.15
3.41	11.08	5.45 6.13 <sub>1-16</sub>	7.36	* 5.49 <sub>53</sub>	9.51	6.45	* 6.03	* 11.18	12.03PM	6.13 <sub>53</sub>	9.32	1.04	10.14	2.05
4.10	11.30	6.29	* 7.46	* 6.00 <sub>16</sub>	f 10.01	* 6.55	* 6.12	* 11.07	f 11.49AM	* 6.00 <sub>1</sub>	* 9.20	* 12.52	9.55	1.50
4.35	11.50PM	6.44	* 7.54	* 6.10	f 10.10	* 7.01	* 6.20	* 10.58	f 11.38	* 5.49	* 9.13	* 12.42	9.35	1.35
4.55	12.05AM	6.57	* 8.02	* 6.18	f 10.17	* 7.07	* 6.29	* 10.50	f 11.29	5.41	* 9.06 <sub>52</sub>	* 12.35	9.13 8.54 <sub>18</sub>	1.25
5.10	12.15 12.29 <sub>6</sub>	7.06	* 8.07	* 6.25	f 10.23	* 7.12	* 6.34	* 10.44	* 11.22	* 5.35	* 9.01	* 12.29 <sub>51</sub>	8.35	1.10
5.35	12.50 <sub>54</sub>	7.20	* 8.16 <sub>52</sub>	* 6.33	* 10.35 <sub>2</sub>	* 7.20	* 6.44	* 10.35 <sub>3</sub>	* 11.10	* 5.25	* 8.54	* 12.19	8.16 <sub>5</sub> <sup>PM</sup>	12.50 <sub>51</sub>
5.41	12.55	7.25	* 8.18	* 6.36	10.40	7.23	* 6.48	* 10.30	11.07	5.22	* 8.52	* 12.15	See Page 2	12.45
5.58	1.08	7.35	* 8.24	* 6.42	* 10.55 <sub>4</sub>	* 7.23	* 6.53	* 10.20	* 10.55 <sub>3</sub>	* 5.09	* 8.41	* 12.04AM		12.27
6.11	1.19	7.45	f 8.35 <sub>18</sub>	* 6.47	11.01	7.33	* 6.59	* 10.15	10.47	5.04	8.35 <sub>5</sub>	* 11.59PM <sub>54</sub>		12.15AM 11.45PM <sub>6</sub>
6.51	1.50	8.10 8.16 <sub>18</sub>	* 8.45	* 7.00	* 11.12	f 7.45	* 7.12	* 10.01	* 10.30	* 4.45	f 8.16 <sub>53</sub>	* 11.45		11.20
7.12 7.30 <sub>15</sub>	2.05	8.45 9.05 <sub>5</sub>	* 8.51 <sub>53</sub>	* 7.06	* 11.17	f 7.51	* 7.18 <sub>49</sub>	* 9.55	* 10.22	* 4.37	f 8.07	* 11.36		11.05
17 7.45AM See page 6	2.30AM See page 6	9.25PM See page 6	9.05PM See page 5	7.20PM See Page 5	11.30AM See Page 5	8.05AM See page 5	7.30AM See page 5	9.45AM See page 3	10.10AM See page 3	4.25PM See page 3	7.35PM See page 3	11.25PM See page 3		10.45PM See page 4
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
9.30	9.05	9.30	4.00	3.55	4.10	4.05	4.05	3.50	4.40	4.18	4.00	4.00	8.44	9.30
11.3	11.7	11.3	26.5	27.1	25.3	25.9	25.9	27.7	22.0	24.4	26.5	26.5	10.0	11.3

WEST BOUND.

FIRST DISTRICT (Buckley Line).

EAST BOUND.

Table with columns for WEST BOUND, THIRD CLASS TRAINS, FIRST CLASS, STATIONS, SECOND CLASS, and EAST BOUND, THIRD CLASS TRAINS. Includes train numbers (163, 63, 219, 217, 218, 220, 52, 154, 62, 164), times, and station names like PALMER JCT, BAYNE, CUMBERLAND, NAVY, ENUMCLAW, BUCKLEY, CASCADE JCT, SOUTH PRAIRIE, ARLINE, CROCKER, ORTING, McMILLIN, ALDERTON, MEEKER, PUYALLUP.

Registering Stations—Puyallup, South Prairie and Palmer Junction. Crocker and Orting are registering station for trains terminating there. (See Special Rules Staff Operation, page 14.) Engineers will not be required to consult register, except at initial or starting point.

will protect by flag when using this gauntlet. Trains from Buckley line that have loads for Seattle line will leave them at Meeker on siding located between east and west legs of the wye. Any loads for the industries at Meeker will be taken to Puyallup, and from there handled to the industries by using West bound main line to passing track switch just west of the Jurin Mill under protection of flag, while occupying main track.

NOTE.—No. 218 will wait at Puyallup for connection with No. 7. No. 220 will wait at Tacoma for connection with No. 13.

No. 62 has right to main line at South Prairie against all, except first-class, trains. No. 62 loses right and class when two (2) hours or more late.

SPECIAL RULES FOR FIRST DISTRICT (Main Line).

All trains will observe same precautions in yard limits Ellensburg, Cle Elum and Auburn as required of second and inferior class trains, Rule 298-F, book transportation rules. 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 J t. will be set for the Auburn line. Speed of freight trains over switches at Palmer Jct. must not exceed twenty (20) miles per hour. Engines must not run on Page Lumber Co.'s spur. Derail 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); Cle Elum (east end of extension and at east end House Track, Easton (east end of yard); Easton (east end of No. 2 track); Upham (west end of west passing track); Borup (east end of east passing track); Eagle Gorge (west end of west bound passing track); Soos Creek (spur track).

NOTE.—Speed of passenger trains must not exceed thirty miles per hour, and speed of freight trains twenty miles per hour, between Martin and Easton, and between Stampede and Weston. Speed of all trains through Stampede tunnel must not exceed fifteen miles per hour. No. 18 will stop on flag at Kanaskat for passengers from Buckley line. No. 15 will stop on flag at Kanaskat to let off passengers for Buckley line points.

WEST BOUND

FIRST DISTRICT (Seattle Line).

FIRST CLASS TRAINS.

Table with columns for Station Numbers, Stations, Distance from Seattle, and various train numbers (101, 103, 217, 105, 7, 107, 109, 3, 111, 33, 9, 113, 13, 115, 219, 117, 119, 121, 123, 1). Rows include station names like U.D. KING STREET STATION, AG. ARGO, BI. BLACK RIVER, etc., and their respective times.

Registering Stations—Black River, Auburn, Puyallup, Tacoma and Tacoma Wharf. At Black River, Auburn and Puyallup 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, Auburn, Puyallup and Argo will be determined before using. Speed of trains over crossover switches at Prescott and Puyallup 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. All trains will approach Meeker under full control and be sure that the gauntlet track in front of water tank is clear before proceeding.

Train No. 4 will make connection with No. 2 at First Street and return to Auburn to connect with No. 109. Trains originating or terminating at Tacoma will run via Head of Bay yard. Trains from Seattle line for Second District, or vice versa, will run via Draw Bridge line as heretofore. Trains will keep to the right on double track between King Street station, Seattle, 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 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 King Street station, Seattle, and Prescott.

Special Rules Governing Use of Double Track Between Tacoma Wharf and King Street Station, Seattle.

- (1) Double track extends from Tacoma Wharf to King Street station, Seattle.
(2) Trains must keep to the right unless otherwise provided.
(3) Before clearing any train entering double track at junction or initial points, or allowing any train to cross over to opposite track for the purpose of running on such track, operators must secure train dispatcher's authority.
(4) Upon receiving proper block clearance and displaying classification signals, any train may proceed without further orders, inferior class trains keeping clear of first class trains.
(5) Any train having work to do, or liable to be delayed by any cause, will report to the superintendent, and will not occupy the main track on the time of first class trains without permission.
(6) When a train crosses over to or obstructs the opposite track unless otherwise provided it must first be protected as prescribed by Rule 299 in both directions on that track and permission of Block Operator secured.

- (7) Work extras must move with current of traffic unless otherwise directed.
(8) Any train making reverse movement on double track against the current of traffic must receive either clearance or clearance and caution card at every block office they pass.
(9) If a train should part while in motion, the enginemem and trainmen of the front portion must give the train parted signal to trains running on the opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted must immediately reduce speed and proceed with caution until the separated train is passed.
(10) Caution must be used by engineers of trains approaching stations where any train is receiving or discharging passengers, full stop being made before passing such train. See rule No. 304, Transportation Rules.
(11) To insure personal safety, operators having train orders or messages to deliver to passing trains should stand to the right hand side of train and avoid standing between tracks when possible to do so.

WEST BOUND

FIRST DISTRICT (Seattle Line)

Water, Coal, Scales, Tables and Wyes		Station Numbers	Time Table No. 30. May 23, 1909. Succeeding No. 29A.	Distance from Seattle	SECOND CLASS TRAINS.				THIRD CLASS TRAINS.	
					71	65	53	51	63	57
					Freight	Freight	Freight	Freight	Freight	Way Fr'ght
		STATIONS.	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY		
		Telegraph Offices and Calls.	Pacific No. 54							
T W	CF 31	UD King Street Station N	0.0							
Y C	CF 31	YD SEATTLE YARD N	0.9	9.30PM	8.35PM					
Y C	CF 27	AG ARGO N	3.3	9.45	9.05					
		C. M. & P. S. R.R. Crossing	10.1							
W	CF 21	BI BLACK RIVER N	10.2	10.10	9.20					
		ORILLIA	12.6							
		O'BRIEN'S	14.7							
		KN KENT N	16.7	10.30	9.40					
		THOMAS	18.7							
		CHRISTOPHER	20.1							
		GR FIRST ST. N	22.0	10.45PM	9.55					
Y	CF 9	AU AUBURN N	22.5	See Page 1	10.00	9.45PM	2.30AM		10.45AM	
		DIERINGER	26.9						11.00	
		SN SUMNER D	29.4		10.18	10.00	3.00		11.15	
Y W	1966	MEEKER	31.0		10.25	10.05	3.05	See page 2	11.20	
	1967	PY PUYALLUP N	32.3		10.30	10.08	3.10		1.30PM 11.30AM 12.25PM	
		RN PRESCOTT N	39.0		10.50	10.30	3.40		1.50 12.45	
W	1976	Q TACOMA N	40.7							
W C	STY	TACOMA WHARF	42.0		11.10PM	10.45PM	4.00AM		2.05PM 1.10PM	
		DAILY		DAILY	DAILY	DAILY		EX SUN.	EX MON.	
		Time Over District		1.15	2.35	1.0	1.30	.35	2.25	
		Average speed per hour		16.5	15.9	19.5	13.0	17.1	8.3	

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, 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 Puyallup, the upper Semaphore arms govern movement of trains using Seattle Line; lower Semaphore arms govern movements to and from Buckley Line.

Buckley line extends to Puyallup, and the new or extreme left-hand track coming west between Meeker and Puyallup is main track for Buckley line, also passing track and operated under yard limit rules. Buckley line trains in either direction will use east bound main track of Seattle line in running around water tank at Meeker. All trains must approach this point under full control and be sure track is clear before proceeding. Buckley line trains will protect by flag when using this gauntlet.

Trains from Buckley line that have loads for Seattle line will leave them at Meeker on siding located between east and west legs of the wye. Any loads for the industries at Meeker will be taken to Puyallup and from there handled to the industries by using west bound main line to passing track switch just west of the Jurin mill under protection of flag while occupying main track. Block must be obtained and the work handled in such way as not to delay passenger trains.

In using the Buckley line between Meeker and Puyallup for passing track, following rules will govern with regard to obtaining block before again occupying main track of Seattle line. EXAMPLE: An east bound train which pulls in on Buckley line at Puyallup

must, before re-entering block, obtain right to use same either by telephone from Meeker or through operator at Puyallup. The same rule to apply with regard to west bound trains which pull in on west bound passing track. They must also report clear by telephone from Meeker or direct to operator at Puyallup, and before again using the block obtain right to do so in the same manner.

All trains using track between Black River and Seattle will be governed by instructions issued by Superintendent Seattle Division. 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. 220 will wait at Tacoma for connection with No. 13.
- No. 218 will wait at Puyallup for connection with No. 7.
- No. 28 will stop on flag at Puyallup and Kent to let off passengers from points west of Lakeview.
- Nos. 100, 104, 108 and 118 will stop at Kent to let off passengers from points east of Auburn.
- No. 8 will stop at Kent to let off passengers from points south of Tacoma.
- Nos. 113 and 123 will stop on flag at Kent to pick up passengers for points east of Auburn.
- No. 3 and 117 will stop at Sumner and Puyallup to let off passengers from points east of Auburn.
- No. 119 will stop at Puyallup to let off passengers from points east of Auburn.
- No. 105 will stop at Sumner and Puyallup to let off passengers from Seattle and points east of Auburn.

Rules Governing Interlocking Plant C. M. & P. S. Crossing, Black River.

All movements and the direction of traffic are governed by HOME and DISTANT SIGNALS. HOME signals are located 550 feet from crossing and DISTANT signals are 3,000 feet from the crossing. All movements against regular movements of traffic are governed by BACKUP or DWARF SIGNALS. These signals are located 390 feet from crossing and on opposite side of crossing from the HOME signals governing same track. All HOME signals are equipped with two blades and two lights. DISTANT signals and DWARF signals are equipped with one blade and one light. Signal indications are as follows:

**DAY INDICATIONS.**  
HOME SIGNALS: Both upper and lower arm horizontal STOP. Upper arm inclined upward 90° to vertical position; lower arm horizontal PROCEED AT REGULAR SPEED.  
DISTANT SIGNALS. Arm inclined upward at an angle of 45° from horizontal position PROCEED WITH CAUTION; expecting to

find HOME signal at DANGER. Arm inclined upward 90° to vertical position PROCEED AT USUAL SPEED; expecting to find HOME signal in PROCEED position.  
DWARF SIGNALS: Arm horizontal STOP. Arm inclined upward 90° to vertical position PROCEED AT USUAL SPEED. Used in back-up movements.

**NIGHT INDICATIONS.**  
HOME SIGNALS: Both upper and lower lights RED STOP. Upper light GREEN; lower light RED PROCEED AT USUAL SPEED.  
DISTANT SIGNALS: YELLOW light PROCEED WITH CAUTION; expecting to find HOME signal in STOP position. GREEN light PROCEED AT USUAL SPEED; expecting to find HOME signal in PROCEED position.  
DWARF SIGNALS: RED light STOP; GREEN light PROCEED AT USUAL SPEED. Used in making back-up movements.

FIRST DISTRICT (Seattle Line)

EAST BOUND

FIRST CLASS TRAINS.

Distance from Tacoma Wharf	Time Table No. 30		FIRST CLASS TRAINS.																							
	May 23, 1909. Succeeding No. 29A		2	100	102	104	4	218	106	108	12	8	14	110	112	220	114	116	28	118	34	120				
	STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Telegraph Offices and Calls.		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
				Pacific No. 15	Gt. Nor. No. 4	Pacific No. 17	Pacific No. 4 No. 2's Connection	Kanaskat Accommodation	Buckley Line Connection	Pacific No. 3's Connection	Grays Harbor Express		Vancouver & Portland Special	Pacific No. 16's Connection	Gt. Nor. No. 2	Kanaskat Accommodation	Pacific No. 18's Connection	Pacific No. 1	Grays Harbor Express	Pacific No. 5	Puget Sound Limited	Pacific No. 6's Connection				
42.0	U.D. KING STREET STATION	N 0.9	7.30AM	8.30AM	8.40AM	9.00AM			11.00AM	12.30PM	3.00PM	4.00PM	4.20PM		6.50PM			8.15PM	9.45PM	10.00PM	10.15PM					
41.1	Y.D. SEATTLE YARD	N 2.4	*	*	*	*			*	*	*	*	*		*			*	*	*	*					
38.7	AG. ARGO	N 6.8	* 7.18	* 8.15	* 8.28	* 8.48			* 10.48	* 12.18	* 2.48	* 3.48	* 4.08		* 6.38			* 8.08	* 9.30	* 9.48	* 10.08					
31.9	C. M. & P. S. R. R. CROSSING	N 0.1	*	*	*	*			*	*	*	*	*		*			*	*	*	*					
31.8	BI. BLACK RIVER	N 2.4	* 7.05	* 8.05	* 8.18	* 8.38			* 10.38	* 12.07PM	* 2.36	* 3.36	* 3.57		* 6.27			* 7.52	* 9.20	* 9.37	* 9.52					
29.4	ORILLIA	N 2.1	*	*	*	*			f 10.34	*	*	*	*		*			*	*	*	*					
27.3	O'BRIEN'S	N 2.0	*	*	*	*			f 10.30	*	*	*	*		*			*	*	*	*					
25.3	KN. KENT	N 2.0	6.51	* 7.56	* 8.07	* 8.28			10.27	* 11.57AM	2.25	* 3.25	* 3.47		* 6.17			* 7.42	* 9.10	* 9.27	9.42					
23.3	THOMAS	N 1.4	*	*	*	*			f 10.28	*	*	*	*		*			*	*	*	*					
21.9	CHRISTOPHER	N 1.9	*	*	*	*			f 10.21	*	*	*	*		*			*	*	*	*					
20.0	GR. FIRST ST.	N 0.5	* 6.42	* 7.47	* 7.57	* 8.18	9.40AM		* 10.17	* 11.47	* 2.15	3.15	* 3.88		* 6.07			* 7.32	9.02	* 9.17	* 9.32					
19.5	AU. AUBURN	N 4.4	f 6.40	7.45AM	* 7.56	8.15AM	9.37		10.15AM	11.45	2.18	3.18	* 3.86	4.15PM	* 6.06		7.45PM	7.30PM	9.00	9.15PM	9.30	11.15PM				
15.1	DIERINGER	N 2.5	* 6.30		* 7.44	f 9.26			* 11.15	* 2.08	* 3.08	* 3.28	* 4.02	* 5.54		* 7.33		* 8.47		* 9.15	* 11.00					
12.6	SN. SUMNER	D 1.6	f 6.25		* 7.39	9.20			f 11.10	1.58	2.58	* 3.24	3.56	* 5.49		7.28		8.40		f 9.10	10.55					
11.0	MEEKER	N 1.3	* 6.18		* 7.35	* 9.13	See page 2		* 11.05	* 1.53	* 2.53	* 3.21	* 3.49	* 5.45	See page 2	* 7.23		* 8.32		* 9.05	* 10.51					
9.7	PV. PUYALLUP	N 6.7	6.15		* 7.33	9.10	9.20AM		f 11.03	1.50	2.50	* 3.19	3.46	* 5.43	6.00PM	7.20		* 8.30		9.02	10.48					
3.0	RN. PRESCOTT	N 1.7	* 6.04		* 7.20	* 8.50	* 9.05		* 10.50	* 1.35	* 2.35	* 3.09	* 3.35	* 5.30	* 5.45	* 7.05		* 8.19		* 8.49	* 10.35					
1.3	Q. TACOMA	N 1.3	6.00AM		7.15AM	8.45AM	9.00AM		10.45AM	1.30PM	2.30PM	3.05PM	3.30PM	5.25PM	5.40PM	7.00PM		8.15PM		8.45PM	10.30PM					
0.0	TACOMA WHARF	N 0.0																								
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
	Time Over District		1.30	.45	1.35	.45	.55	.20	.45	1.35	1.30	1.30	1.15	.45	1.25	.20	.45	.45	1.30	.45	1.30	.45				
	Average Speed per Hour		27.1	30.0	25.7	30.0	24.3	28.3	30.0	25.7	27.1	27.1	32.6	24.3	28.7	25.7	24.3	30.0	27.1	30.0	27.1	24.3				

SEE SPECIAL RULES, PAGES 3, 4 AND 14.

AUTHORIZED SURGEONS, PACIFIC DIVISION.

Location of Stretchers (S).

DR. S. W. MOWERS, Chief Surgeon, Western Div., Tacoma.  
DR. J. C. McCAULEY, Ellensburg (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. STITH, 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 (Toolcar) (S).  
Tacoma (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.  
DR. P. F. MCMURDO, Yacolt (S).

NOTE.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the 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.

FIRST DISTRICT (Seattle Line)

EAST BOUND

Table with columns for Time Table No. 30, May 23, 1909, Succeeding No. 29A, STATIONS, SECOND CLASS TRAINS (86, 88, 66, 52, 90, 54), and THIRD CLASS TRAINS (58, 62). Includes sub-headers for Freight, DAILY, Pacific No. 51, Pacific No. 49, Pacific No. 53, Way Fr'ght, EXCEPT SUNDAY, and EX.SUN.

SEE SPECIAL RULES PAGES 3, 4 AND 14.

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. Registering Stations—Tacoma, Tacoma Wharf, South Tacoma, Centralia, Vancouver and Portland. East-Bound Freight Trains and Transfer Engines will leave two register tickets and east-bound passenger trains three register tickets at South Tacoma.

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. Derrail Switches are located as follows and must be kept set in derring position when not in use: Tacoma (Harrison Bros. spur); Tacoma (Key-stone Lumber Co. spur); Rainier (Bob White Lumber Co. spur); Tenino (Derrickson spur, 2 miles east); Tenino (Stone Quarry); Wabash (Interlocking deraill on O. & W. connection); Chehalis (east end of house track); Chehalis (west end of flour mill track); Napavine (Sommerville spur); Napavine (west end of storage track). NOTE—(Switch on west end of west extension of passing track must be set for Pitcher's spur, to act as deraill). Winlock (west end of house track); South Winlock (west end of passing track).

WEST BOUND.

SECOND DISTRICT.

THIRD CLASS TRAINS					SECOND CLASS.		Time Table No. 30	FIRST CLASS TRAINS.														
75		57		69		65		149	STATIONS.	1	201	21	7	203	27	37	33	9	23	13	35	
Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	DAILY	Mixed DAILY	Station Numbers	May 23, 1909 Succeeding No. 29A.	NP 1	A & CR 201	A CR 21	NP 7	A CR 203	NP 27	NP 37	NP 33	NP 9	A & CR 23	NP 13	NP 35	
						DAILY	DAILY	Distance from Tacoma Wharf	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
			7.15AM		5.10AM	1.00AM		1976	....TACOMA WHARF....	0.0												
			7.20		5.15	1.05		1977	Q.....TACOMA.....N	1.3	12.15AM		9.40AM		10.00AM		3.05PM	4.55PM			5.80PM	
			8.00		5.55 2-66	1.30		1981	SU..SOUTH TACOMA..N	5.5	* 12.35		9.56		10.15		* 3.20	5.10			* 5.45	
			8.15		6.10AM	1.44		1985	VA...LAKEVIEW.....D	9.1	* 12.48		* 10.05		10.25AM		* 3.28	5.20PM			* 5.53 58	
			8.30			2.00		1990	.....HILLHURST.....	14.0	* 12.52		f 10.15		See Page 9		* 3.37	See page 9			* 6.01	
			9.00		See page 9	2.20	This Train Loses Right and Class when Two Hours or More Late	1996	RY.....ROY.....N	20.1	1.08		10.29				3.49				* 6.15	
			9.30			2.85		2002	YA.....YELM.....D	25.5	f 1.18		10.39				f 3.59				* 6.25	
			10.05			2.55		2007	RA.....RAINIER.....N	31.1	f 1.24		10.50				f 4.10 58				* 6.36	
			10.20			3.10		2011	.....McINTOSH.....	35.2	* 1.31		f 10.58				* 4.17				* 6.45	
			10.50 11.20			3.25 66		2015	NO.....TENINO.....N	39.9	f 1.40		11.12 57				4.25				* 7.03 34	
			11.50AM			3.85		2020	B.....BUCODA.....D	43.3	f 1.46		11.20				4.32				* 7.10	
			12.10PM			3.50		2025	WB....WABASH.....D	48.5	* 1.56		* 11.30				* 4.40				* 7.18	
8.00AM	12.20 1.30 88-8-14-37-58		4.15			4.85		2027	CN....CENTRALIA.....N	50.2	2.10		11.50AM 38		12.45PM 7-8		4.50				7.25	
8.40	2.00		4.85			4.45		2031	CH....CHEHALIS.....D	54.4	2.25 66		12.05PM 8-58		12.55PM 14 1.15 58		5.05				7.35	7.55PM
8.45AM						4.45		2032	.....CHEHALIS JCT.....	55.3	*		*		* 1.20PM		*				* 8.00PM	
See page 10	2.10					5.15		2033	.....NEWAUKUM.....	57.1	* 2.30		* 12.10		See Page 10	* 5.10				* 7.39	See Page 10	
	3.00					5.85		2038	NA....NAPAVINE.....N	61.8	2.50		12.30				5.26				* 7.54	
	4.00					5.37		2044	WI....WINLOCK.....N	67.8	3.06		12.46 14				5.41				* 8.05	
	4.02					6.00		2045	...SOUTH WINLOCK....	68.4	* 3.10 2		* 12.49				* 5.45 34				* 8.06	
	4.45					6.10		2050	PN....SOPENAH.....D	74.6	* 3.30		1.05				5.57				* 8.15	
	5.15 5.20 34					6.85		2053	.....OLEQUA.....	77.0	* 3.36		f 1.11				* 6.02				* 8.21	
	5.57 6.36 33					6.51		2060	CA..CASTLE ROCK...N	84.5	4.00		1.27				6.17 57				* 8.38	
	6.50					6.54		2065	.....TILICUM.....	90.3	* 4.17		* 1.37				* 6.26				* 8.48	
	6.55					7.05 58		2066	.....OSTRANDER.....	91.2	* 4.19		f 1.39				* 6.28				* 8.45	
	7.05					7.20		2071	KS.....KELSO.....N	94.9	4.31		1.46				6.36				* 8.51	
	7.20					7.45		2077	.....CARROLLS.....	100.8	* 4.45		f 1.59				* 6.46				* 9.01	
	7.30PM					8.05		2081	KA....KALAMA.....N	105.1	5.00		2.10				7.00				* 9.10	
						8.35		Cx 4	.. MARTIN'S BLUFF..	109.4	* 5.10		f 2.20				* 7.08				* 9.17	
						9.15 9.20 8		Cx 9	WD...WOODLAND....N	114.3	5.22		2.31				7.17				* 9.24	
						9.44		Cx 15	RG.. RIDGEFIELD....N	120.2	5.40		2.46				f 7.29				* 9.34	
						9.54	See page 12	Cx 21	.....KNAPPS.....	125.9	f 5.58		f 2.59				* 7.39				* 9.41	
						10.04		W Cx 23	.....FELIDA.....	128.1	f 6.04		f 3.05				* 7.48				* 9.44	
						10.30 10.35 14		Y Cx 25	VJ. VANCOUVER JCT..D	130.9	* 6.10		* 3.10				* 7.47				* 9.48	
						10.50		W T Cx 29	VN...VANCOUVER....N	134.0	6.25		3.25 150				8.00				9.55 66	
						11.00			.....St. JOHN.....	136.7	f 6.38		f 3.38 34				f 8.13				* 10.08	
						11.02		2117	..NORTH PORTLAND..	139.3	* 6.48	* 9.01AM 8	* 12.02PM	* 3.48	* 4.54PM		* 8.23		* 9.46PM		* 10.18	
						11.07		2118	.....BEATTY.....	139.7	* 6.49	* 9.02	* 12.08	* 3.49	* 4.55		* 8.24		* 9.47		* 10.19	
						11.20AM		2119	.....CITY LIMITS.....	140.8	* 6.51	* 9.04	* 12.05	* 3.51	* 4.57		* 8.26		* 9.50		* 10.21	
EX. SUN.	EX. SUN.			EX. SUN.		10.20		W Cx 2121	VC....PORTLAND....N	143.7	7.00AM	9.15AM	12.15PM	4.00PM	5.10PM		8.35PM 66		10.00PM		10.80PM	
.45	12.15			1.00		13.9			Time Over District		6.45	.14	.13	6.20	.16	.25	.35	5.30	.25	.14	5.00	.05
6.8	8.8			9.1		12			Average Speed per Hour		21.3	18.9	20.3	22.3	15.2	18.3	8.7	26.1	18.3	18.9	28.3	10.8



SECOND DISTRICT.

EAST BOUND.

FIRST CLASS TRAINS.												Distance from Portland	Time Table No. 30 May 23, 1909. Succeeding No. 29A.	Capacity of Side Tracks	SECOND CLASS.		THIRD CLASS TRAINS.		
28	204	24	34	36	202	14	8	12	38	22	2				150	66	70	58	76
NP 28	ACR 204	A CR 24	NP 34	NP 36	ACR 202	NP 14	NP 8	NP 12	NP 38	A CR 22	NP 2	Mixed	Freight	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY			
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY		
												143.7	TACOMA WHARF..	3000	2.00PM	6.45PM			
8.05PM			8.35PM			3.00PM <sub>33</sub>	2.15PM	1.20PM			5.45AM	142.4	TACOMA.....N	330	6.10	6.40			
7.47			* 8.20			* 2.45	f 1.56	.1.05			* 5.28 <sub>69</sub>	138.2	SU..SOUTH TACOMA..N	100	5.55 <sub>69</sub>	1.30	6.15		
7.40PM			* 8.11			* 2.37	* 1.48	12.55PM			* 5.20	134.6	VA...LAKEVIEW...D	70	5.45	1.10PM	5.53 <sub>13</sub>		
See page 9			* 8.00			* 2.29	f 1.40	See page 9			f 5.10 <sub>66</sub>	129.7	HILLHURST.....	65	5.30 <sub>2</sub>	5.83	5.48 <sub>13</sub>		
						* 2.20	1.30				5.00	123.6	RY.....ROY.....N	120	4.38	5.15			
			7.46			* 2.11	1.17				f 4.48	118.2	YA.....YELM.....D	90	4.15	4.40			
			f 7.36			* 2.02	1.06				f 4.37	112.6	RA...RAINIER...N	60	3.55	4.10 <sub>33</sub>			
			t 7.25			* 1.56	f 12.58				* 4.29	108.5	McINTOSH.....	100	3.40	3.80			
			* 7.13			* 1.48	12.48				* 4.20	103.8	NO.....TENINO.....N	65	3.25 <sub>65</sub>	3.00			
			7.03 <sub>13</sub>			* 1.43	12.40				* 4.12	100.4	B.....BUCODA.....D	No Sid'g	3.15	2.30			
			6.53			* 1.33	* 12.28				* 4.08	95.2	WB...WABASH.....D	170	2.56	1.55			
			* 6.43			1.30 <sub>57-58</sub>	12.25 <sub>57-57</sub>		11.05AM <sub>7</sub>		4.00 <sub>65</sub>	93.5	CN...CENTRALIA...N	240	2.50	1.45 <sub>14-57</sub>	4.00PM		
			6.40			* 6.00PM	1.15 <sub>37</sub>	12.05PM <sub>7-58</sub>	10.50		3.45	89.3	CH...CHEHALIS...D	Y	2.25 <sub>1</sub>	12.55PM <sub>7-8-37</sub>	3.85		
			6.25			* 5.55			* 10.44AM		*	88.4	CHEHALIS JCT.....	55	2.12	11.37	3.20PM		
			* 6.15		See page 10	* 1.10	* 11.55AM		See page 10		* 3.40	86.6	NEWAUKUM.....	110	2.00	11.25	See page 10		
			6.06			* 1.01	11.46				3.31	81.9	NAPAVINE.....N	60	1.30	10.30			
			5.50			* 12.46 <sub>7</sub>	11.29				3.15	75.9	WINLOCK.....N	60	1.28	9.45			
			* 5.45 <sub>33</sub>			* 12.45	* 11.19				* 3.10 <sub>1</sub>	75.3	SOUTH WINLOCK...N	60	1.12	9.15			
			5.27			* 12.26	11.02				* 2.55	69.1	PN...SOPENAH...D	75	1.05	8.35			
			* 5.20 <sub>57</sub>			* 12.20	f 10.55				* 2.50	66.7	OLEQUA.....	60	12.43	8.15			
			5.05			* 12.05PM	10.40				2.85	59.2	CASTLE ROCK...N	60	12.25	7.45			
			* 4.54			* 11.56AM	* 10.29				* 2.24	53.4	TILLICUM.....	60	12.23	7.40			
			* 4.52			* 11.54	f 10.27				* 2.22	52.5	OSTRANDER.....	Spur 3	12.10AM	7.20 <sub>65</sub>			
			4.47			* 11.48	10.20				2.15	48.8	KS...KELSO...N	87	11.57PM	6.45			
			* 4.38			* 11.39	f 10.09				* 2.04	42.9	CARROLLS.....	200	11.45	6.30AM			
			4.30			* 11.30	10.00				1.55	38.6	KALAMA...N	No Sid'g	11.23				
			* 4.19			* 11.19	f 9.45				* 1.44	34.3	MARTINS BLUFF...N	65	11.05				
			4.10			* 11.10	9.34				1.34	29.4	WOODLAND...N	80	10.45				
			f 3.59			* 10.59	9.20 <sub>65</sub>				f 1.20	23.5	RIDGEFIELD...N	No Sid'g	10.25				
			* 3.49			* 10.50	f 9.08				f 1.09	17.8	KNAPPS.....	20	10.17				
			* 3.45			* 10.46	f 9.04				f 1.08	15.6	FELIDA.....	See page 12	10.07				
			* 3.41			* 10.41	* 8.58				* 12.57	12.8	VANCOUVER JCT..D	No Sid'g	4.15PM				
			3.35 <sub>150</sub>			10.35 <sub>65</sub>	8.50 <sub>149</sub>				12.50	9.7	VANCOUVER...N	300	4.00PM <sub>7-34</sub>	9.55 <sub>13</sub>			
			f 3.20 <sub>7</sub>			* 10.20	f 8.35				f 12.35	7.0	ST. JOHN.....	No Sid'g	9.10				
			* 9.32PM	* 6.11PM		* 1.29PM	* 10.12	* 8.27			* 8.12AM	4.4	NORTH PORTLAND.N	No Sid'g	8.55				
			* 9.31	* 6.10		* 1.28	* 10.11	* 8.26			* 8.11	4.0	BEATTY.....	60	8.54				
			* 9.29	* 6.07		* 1.26	* 10.09	* 8.24			* 8.07	2.9	CITY LIMITS.....	No Sid'g	8.51				
			9.20PM	6.00PM		1.15PM	10.00AM	8.15AM			8.00AM	0.0	PORTLAND...N	1000	8.35PM <sub>33</sub>				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY		
.25	.12	.11	5.35	.05	.14	5.00	6.00	.25	.21	.12	5.30	.15	9.45	.50	12.15	.40			
18.3	22.0	24.0	25.5	10.8	18.9	28.8	24.0	18.3	14.6	22.0	26.1	12.4	15.0	10.9	8.6	7.7			

WEST BOUND.

GRAY'S HARBOR LINE.

EAST BOUND.

THIRD CLASS TRAINS.				SECOND CLASS.		FIRST CLASS TRAINS.				FIRST CLASS TRAINS.				SECOND CLASS.		THIRD CLASS TRAINS.											
73		69		127		9		27		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Lakeview	Time Table No. 30. May 23, 1909. Succeeding No. 29A.		Distance from Moclips	Capacity of Side Tracks	12		28		128		70		74		
Freight	Freight	Freight	Freight	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger			Passenger	Passenger	Mixed	Passenger	Passenger	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger
Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	Telegraph Offices and Calls	DAILY	DAILY	DAILY	DAILY	Except Sunday	DAILY	DAILY	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	
	6.10AM				5.20PM	10.25AM				1985	0.0	VA.....LAKEVIEW.....D	115.9	100	12.55PM	7.40PM											
					f 5.24	f 10.29				CK 2	2.5	.....COUNTRY CLUB.....	113.4	No Sdg.	f 12.48	f 7.34											
	6.20				* 5.25	* 10.30				CK 3	2.8	.....AMERICAN LAKE.....	113.1	40	* 12.47	* 7.33											
	6.25				f 5.27	f 10.38				CK 5	4.3	.....MURRAY.....	111.6	35	f 12.48	f 7.29											
	7.00				f 5.33	10.39				CK 7	7.4	D.....DU PONT.....D	108.5	Spur	12.33 70	7.21											
	7.20				5.45	10.50				CK 13	12.5	.....SHERLOCK.....	103.4	93	12.16	7.08											
	7.45				* 5.59	f 11.05				CK 18	18.0	.....UNION MILL.....	97.9	Spur	f 12.01PM	f 6.53											
	7.55				6.01	11.10 70				CK 20	19.5	.....LACEY.....	96.4	40	f 11.58AM	6.50											
	8.15AM				28 6.15 6.26	11.25 11.40 <sup>12</sup>				CK 25	24.6	OY.....OLYMPIA.....D	91.3	110	11.40 11.30 <sup>27</sup>	6.35 6.26 <sup>9</sup>											
											25.2	PORT TOWNSEND SOUTHERN CR'G	90.7														
					f 6.41	f 11.58AM				CK 30	29.9	.....BELMORE.....	86.0	40	f 11.16	f 6.15											
					6.56	12.16PM				CK 37	36.4	RK.....LITTLE ROCK.....D	79.5	43	11.01	6.04											
					* 6.58	* 12.18					37.4	.....MASON JUNCTION.....	78.5		* 10.57	* 6.02											
					f 7.02	f 12.26				CK 40	39.6	.....MIMA.....	76.3	13	f 10.51	f 5.57											
See page 10										CK 44	43.9	HK.....GATE.....D	72.0	100	10.40 10.30 73-77-78	5.50 5.40 81-82											
	10.30AM 12				7.15 7.25 83-84	12.40 1.15 79-80				CM 5	48.8	OX.....OAKVILLE.....D	67.1	90	10.15	5.26											
	11.00 74				* 7.51	* 1.44				CM 12	55.7	.....LYTLE.....	60.2	80	* 10.00	* 5.10											
	11.25				f 7.53	1.46				CM 13	56.7	OR.....PORTER.....D	59.2	20	9.58	5.08											
	11.30AM				8.10	2.01				CM 19	63.3	EF.....ELMA.....D	52.6	120	9.45 74	4.50											
	12.15PM				f 8.15	f 2.05					65.7	.....MACKS.....	50.2		f 9.34	f 4.45											
	12.25				f 8.20	2.10				CM 23	67.0	SP.....SATSOP.....D	48.9	37	9.27	4.39											
	12.45				8.32	2.24				CM 29	72.6	MO.....MONTESANO.....D	43.3	75	9.15	4.25											
	1.15			See page 12	* 8.55	* 2.45				CM 37	81.2	.....ABERDEEN JCT.....	34.7	42	* 8.50	* 4.00											
	1.45				9.10	3.00				CM 40	84.4	SA.....ABERDEEN.....D	31.5	50	8.30 127	3.40 128											
	2.10				9.25PM	3.15 3.20 <sup>28</sup>				CM 44	87.9	HO.....HOQUIAM.....D	28.0	75	8.10 8.00	3.25PM 27											
	2.30PM				f 3.30					CM 47	91.0	.....GRAYS HARBOR CITY.....	24.9	No Sdg.	f 7.50												
					f 3.45					CM 52	95.9	.....GRAY GABLES.....	20.0	No Sdg.	f 7.37												
					f 3.50					CM 54	97.9	.....CHENOIS CREEK.....	18.0	No Sdg.	f 7.30												
					f 3.57					CM 56	100.3	.....TULIPS.....	15.6	40	f 7.23												
					f 4.10					CM 61	104.9	.....COPALIS CROSSING.....	11.0	No Sdg.	f 7.10												
					f 4.12					CM 62	105.9	.....KUHN.....	10.0	No Sdg.	f 7.08												
					f 4.15					CM 63	106.7	.....McGLAUFNIN.....	9.2	No Sdg.	f 7.05												
					f 4.18					CM 64	108.0	.....ONSLow.....	7.9	30	f 7.01												
					f 4.23					CM 66	109.5	.....STEARNSVILLE.....	6.4	No Sdg.	f 6.57												
					f 4.30					CM 68	111.7	.....ALOHA.....	4.2	Spur 12	f 6.50												
					4.35					CM 69	113.4	.....PACIFIC.....	2.5	Spur 7	6.45												
					f 4.40					CM 71	114.9	.....SUNSET BEACH.....	1.0	No Sdg.	f 6.40												
					4.45PM					CM 72	115.9	MC.....MOCLIPS.....D	0.0	40	6.35AM												
	4.00	2.05		.15	4.05	6.20						Time Over District			6.20	4.15					.10			2.40	4.20		
	11.0	11.9		12.8	21.4	18.3						Average Speed per Hour			18.3	20.6					20.6			9.2	10.2		

WEST BOUND. GATE LINE. EAST BOUND. WEST BOUND. SOUTH BEND BRANCH. EAST BOUND.

WEST BOUND.					GATE LINE.					EAST BOUND.					WEST BOUND.					SOUTH BEND BRANCH.					EAST BOUND.								
FIRST CLASS.					Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Centralia	Time Table No. 30. May 23, 1909. Succeeding No. 29A.					Distance from Gate	Capacity of Side Tracks	FIRST CLASS.					Distance from Chehalis Junction.	Capacity of Side Tracks	FIRST CLASS.					Distance from South Bend	Capacity of Side Tracks					
THIRD CLASS	STATIONS.							THIRD CLASS	STATIONS.						THIRD CLASS	STATIONS.						THIRD CLASS	STATIONS.						THIRD CLASS	STATIONS.			
73	83	81	79	77				78	80	82	84	74			75	35	37	76	38			36	76										
Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight																
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY																
9.00AM	6.45PM <sup>34</sup>	5.00PM	12.40PM <sup>7-8</sup>	9.50AM	W C Y S	2027	0.0	CN.....CENTRALIA.....N	5.8	13.0	170	11.10AM <sup>7-38</sup>	2.00PM	6.20PM <sup>34</sup>	7.55PM	12.35PM <sup>79</sup>	EXCEPT SUNDAY																
9.25	6.57	5.12	12.52	10.05	C K 51	5.8	.....GRAND MOUND.....	4.2	7.2	90	10.58	1.44	6.07	7.42	12.10PM																		
9.45	7.05	5.20	12.59	10.15	C K 47	10.0	.....ROCHESTER.....	3.0	3.0	75	10.47	1.30	5.57	7.32	11.50AM																		
10.00AM <sup>12</sup>	7.15PM <sup>9</sup>	5.30PM <sup>28</sup>	1.05PM <sup>27</sup>	10.25AM <sup>12</sup>	W Y C K 44	13.0	HK.....GATE.....D	0.0	0.0	100	10.40AM <sup>77-12</sup>	1.20PM <sup>79-27</sup>	5.50PM <sup>81-28</sup>	7.25PM <sup>83-9</sup>	11.35AM																		
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY																		
1.00	.30	.30	.25	.35			Time Over District				30	.40	.30	.30	1.00																		
13.0	26.0	26.0	31.2	22.0			Average Speed Per Hour				26.0	19.5	26.0	26.0	13.0																		

Special Rules Grays Harbor Line.

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.

Trains will register by ticket at Lakeview; will not be required to procure clearance unless red signal is displayed.

**Standard Clocks—Tacoma.**  
Trains from Grays Harbor Line must ascertain Main Line rights before occupying Main Line at Lakeview.

Trains will be governed by Block Signals between Olympia and Standard Oil Co. s spur.

Maximum grades, 3½ miles east to 3½ miles west of Sherlock; 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 engine at that point. Derailing switch 200 feet from N. P. main line switch

No. 9 will stop on flag at Union Mill on Saturdays and Sundays.

No. 9 will stop on flag at Nisqually Gun Club, two miles east of Sherlock.

**Registering Stations—Lakeview, Olympia, Gate, Elma, Aberdeen, Junction, Hoquiam 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—Olympia, Hoquiam and Moclips.**  
Junction switches will be set for line Olympia to Moclips.

All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed: Wishkah River, ¼ mile east of Aberdeen; Hoquiam River, ¼ mile east of Hoquiam and ¼ mile west of Olympia.

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

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 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 Nienmire & 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. 77 has right over No. 78. No. 79 has right over No. 80. No. 81 has right over No. 82. No. 83 has right over No. 84, Centralia to Gate. No. 69 has right over No. 70, Lakeview to Olympia.

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.

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

Derail switches are located as follows and must be kept in derailing position when not in use: Lebam, Timber Spur, Trap Creek Spur, Cram Spur and Wheaton.

Nos. 37 and 38 will stop on flag at Souter.

Trains from South Bend Branch must ascertain Main Line rights by Telephone before occupying Main Line at Chehalis Junction.

WEST BOUND. ELMA BRANCH. EAST BOUND.

Time Table No. 30. May 23, 1909. Succeeding No. 29A. 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. BURNETT BRANCH. EAST BOUND.

Time Table No. 30. May 23, 1909. Succeeding No. 29A. 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. ORTING BRANCH. EAST BOUND.

Time Table No. 30. May 23, 1909. Succeeding No. 29A. 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. WILKESON BRANCH. EAST BOUND.

Time Table No. 30. May 23, 1909. Succeeding No. 29A. 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. ROSLYN BRANCH. EAST BOUND.

Time Table No. 30. May 23, 1909. Succeeding No. 29A. STATIONS. Telegraph Offices and Calls. CLE ELUM, ROSLYN, RONALD, BEEKMAN.

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. CROCKER BRANCH. EAST BOUND.

Time Table No. 30. May 23, 1909. Succeeding No. 29A. STATIONS. Telegraph Offices and Calls. WINGATE, CROCKER.

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

WEST BOUND. YACOLT BRANCH. EAST BOUND.

Time Table No. 30. May 23, 1909. Succeeding No. 29A. STATIONS. Telegraph Offices and Calls. YACOLT, WALL, HEISON, CRAWFORD, BATTLE GROUND, BRUSH PRAIRIE, GRAVEL PIT, HOLMAN, 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. GREEN RIVER BRCH. EAST BOUND.

Time Table No. 30. May 23, 1909. Succeeding No. 29A. 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. GOBLE BRANCH. EAST BOUND.**

THIRD CLASS		FIRST CLASS		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Kalama	Time Table No. 30. May 23, 1909. Succeeding No. 29A.		Distance from North Portland	Capacity of Side Tracks	FIRST CLASS		THIRD CLASS	
STATIONS.		Telegraph Offices and Calls					STATIONS.				Telegraph Offices and Calls			
				T	2082	0.0	<b>GB</b> .....	<b>Goble</b> .....	D	35.1	115			
						1.2		<b>G. N. &amp; P. Crossing</b> .....		33.9				
					2084	2.2		<b>Charlton</b> .....		32.9	35			
					2087	5.7		<b>Deer Island</b> .....		29.4	12			
				W ME	2090	8.2		<b>Columbia</b> .....		26.9	63			
						11.7		<b>C. &amp; N. V. Crossing</b> .....		23.4				
					2094	11.9		<b>HU</b> .....	<b>Houlton</b> .....	D	23.2	10		
					2095	12.3		<b>South Houlton</b> .....		22.8	35			
					2097	15.2		<b>Warren</b> .....		19.9	43			
						19.2		<b>P. &amp; S. W. Crossing</b> .....		15.9				
					2102	19.6		<b>SQ</b> .....	<b>Scappoose</b> .....	D	15.5	43		
				W 3 1-10 M E	2109	26.9		<b>Holbrook</b> .....		8.2	40			
					2114	32.1		<b>IN</b> .....	<b>Linnton</b> .....	D	3.0	48		
					2117	35.1		<b>BA</b> .....	<b>North Portland</b> .....	N	0.0	No Sd		
Time Over District Average Speed per Hour														

Operation between Goble and North Portland is governed by current time table of Astoria and Columbia River Railroad, and special instructions issued by Superintendent of that company at Portland.

**WEST BOUND. OCOSTA BRANCH. EAST BOUND.**

SECOND CLASS TRAINS.				Time Table No. 30. May 23, 1909. Succeeding No. 29A.				SECOND CLASS TRAINS.						
129		127		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Aberdeen Jct. via Cosmopolis	STATIONS.		Distance from Ocosta via Cosmopolis	Capacity of Side Tracks	128		130	
MIXED		Mixed					Telegraph Offices and Calls				MIXED		MIXED	
				Y	CM 37	0.0	.....	<b>ABERDEEN JCT.</b> .....	18.7	42	* 7.55AM			
						0.8	.....	<b>JUNCTION CITY</b> .....	17.9		7.52			
					CR 1	1.4	.....	<b>COSMOPOLIS JCT.</b> .....	17.3	No Sdg.	* 7.50			
				W	CG 2	3.0	MP.....	<b>COSMOPOLIS</b> .....	15.7	90	7.45AM	6.20PM		
					CR 1	4.6	.....	<b>COSMOPOLIS JCT.</b> .....	14.1	No Sdg.		6.17		
					CR 3	5.7	.....	<b>SOUTH ABERDEEN</b> .....	13.0	90		6.14		
					CR 5	7.9	.....	<b>WEST ABERDEEN</b> .....	10.8	No Sdg.		6.10		
					CR 11	14.5	.....	<b>SOUTH ARBOR</b> .....	4.2	No Sdg.		5.57		
					CR 13	16.2	.....	<b>MARKHAM</b> .....	2.5	10		5.40		
				W C T	CR 16	18.7	.....	<b>OCOSTA</b> .....	0.0	75		5.30PM		
Time Over District Average Speed per Hour														

129 and 130 will stop on flag at Redmon Creek, located one mile east of Ocosta, for transfer of passengers, baggage and express destined to and from Westport.  
 All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed: Chehalis River between Aberdeen Junction and Cosmopolis Junction, Johns River 1/2 mile west of Markham. No. 127 has right over No. 128 Cosmopolis Junction to Cosmopolis; No. 129 has right over No. 130 Cosmopolis to Ocosta.  
 Register stations: Aberdeen Junction, Cosmopolis and Ocosta.  
 Junction switches will be set for line Junction City to Ocosta.  
 Bulletin Station—Cosmopolis.

**COMMERCIAL SPURS.**

<p><b>MAIN LINE.</b> DISTANCE FROM ELLENSBURG.</p> <p>Murdock..... 4.6 Wright..... 23.3 Morgan's Mill..... 61.0 Garibaldi..... 76.6 Soos..... 98.3</p> <p>DISTANCE FROM TACOMA.</p> <p>Stone..... 37.4 Mentzer..... 38.3 Tenino Stone Co..... 39.5 Blumauer..... 40.5 Great Western Coal Co..... 41.3 Martin Lbr. Co..... 49.2</p>	<p><b>MAIN LINE—Cont.</b></p> <p>Salzer..... 51.4 Carlisle..... 51.5 Byckford..... 53.7 Eleanor..... 63.2 Evaline..... 65.0 Capitol Mills..... 69.7 Metcalf..... 94.4 Hermione..... 109.1</p> <p><b>BURNETT BRANCH.</b> DISTANCE FROM CASCADE JCT.</p> <p>Myers..... 3.0</p>	<p><b>CROCKER BRANCH.</b> DISTANCE FROM CROCKER.</p> <p>Morse..... 1.9</p> <p><b>ORTING BRANCH.</b> DISTANCE FROM ORTING.</p> <p>Veneer..... 3.1 Fisks..... 5.2</p> <p><b>WILKESON BRANCH.</b> DISTANCE FROM CASCADE JCT.</p> <p>Brierhill Coal &amp; Coke Co..... 5.5 Wilson's Mill..... 3.2</p>	<p><b>BUCKLEY LINE.</b> DISTANCE FROM PALMER JCT.</p> <p>Big 6..... 1.6 Occidental..... 1.8 Nolte..... 1.8 Blackburn..... 11.1 Valley Mill..... 13.9 Broomfield..... 19.1 Firville..... 22.8</p> <p><b>GRAY'S HARBOR BRCH.</b> DISTANCE FROM CENTRALIA.</p> <p>Ingall..... 1.5 Blakeslee..... 1.5 Foran..... 1.9</p>	<p><b>GRAY'S HARBOR BRCH.</b> —Cont.</p> <p>Duby..... 12.0 Ames..... 14.7 Bagshaw..... 19.6 Malone..... 27.2 Java..... 29.6 Vance..... 34.0 Weatherwax..... 43.0 Ninemire &amp; Morgan..... 55.5</p> <p><b>SOUTH BEND BRANCH.</b> DISTANCE FROM CHEHALIS JCT.</p> <p>Harmans..... 6.4</p>	<p><b>SOUTH BEND BRANCH.</b> —Cont.</p> <p>Donahue..... 12.0 Meskill..... 12.5 Mays..... 13.0 Onn..... 16.9 Custer..... 34.6 Lewis..... 40.2 Trap Creek..... 41.2 Wheaton..... 45.0 Shore..... 52.0 Turney..... 54.0 Mayfair..... 55.5</p>	<p><b>YACOLT BRANCH.</b> DISTANCE FROM YACOLT.</p> <p>McCutcheon..... 0.9 Bouton Perkins..... 4.7 Lucia..... 4.9 Daley..... 7.9 Smith..... 10.0 Tenny..... 13.2</p> <p><b>OLYMPIA BRANCH.</b> DISTANCE FROM LAKEVIEW.</p> <p>Molberg..... 15.9 Standard Oil Co..... 23.4 Guslander..... 28.9 Overton..... 33.4 Beach..... 34.7 O &amp; W Spur..... 43.0</p>
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## SYNOPSIS OF RULES GOVERNING A B C OPERATION.

All the running rights that a train has are conferred upon it through the medium of a block card.

A 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, the 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 page No. 6.

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 preceeding 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.

## RULES GOVERNING STAFF OPERATION IN A B C TERRITORY.

Following rules will govern the operation of trains in A B C territory, where telegraph communication cannot be had account of wire failure; A wooden staff has been provided one inch in diameter and 16 inches long, having attached to it a plate bearing thereon the inscription "Train staff good between.....and....." One of these staffs will be located in telegraph office at the end of each block and when authorized by train dispatcher to make use of it, this staff will be authority for a train to proceed from the first station West of territory in trouble to the next block office East, at which point the train will procure a staff for the block ahead, proceeding through that block, repeating the operation until they reach a block office where telegraph communication can be had with another dispatcher's office. The authority to make use of staff at the initial office will be issued by the dispatcher's office in the form of a block card, authorizing the use of staff over the trouble territory, but on no account will the staff be used out of a station where the operator has previously pledged the block for a West bound train. After having run through a block with the staff the crew using it for that purpose will leave it with the operator at the end of the block, who will return it to the office at the West end of the block by the first train running in that direction. A West bound train may make use of this staff to run from one block office to the next whenever the staff can be obtained by them at the East end of the block concerned. It

is permissible for the dispatcher to order the staff taken by section men or messenger from the office at the West end of the block to the office at the East end of the block for the purpose of moving a West bound train whenever necessity requires that it be done. In the event of a wire failure occurring between telegraph offices, dispatchers on the opposite side of the break from the dispatcher in whose territory the break occurred will be advised of the facts by the operator closest to the break and it will be understood to be the duty of the dispatcher so notified to pick up the work of moving trains over the detached territory until repairs to the wire have been made, and the detached territory can again be handled by the dispatching office in whose jurisdiction the trouble occurred. In the A B C district between North Portland and Portland the staff will be kept at the easterly terminal of the district which is North Portland, and govern between Portland and North Portland, in case of wire trouble, when authorized by dispatcher. Any train taking staff from North Portland will leave it with the operator at Portland Union station, who will return it to North Portland by the first east bound train. In case of wire failure in this territory, east bound S. P. S. trains starting from Hoyt Street Depot must procure the staff at the Union Depot telegraph office before proceeding. Operators will keep staffs in a given place readily accessible.

## 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 Tacoma and Kalama.  
No. 75 and No. 76 between Centralia and South Bend.

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

## RULES GOVERNING AUTOMATIC SIGNALS BETWEEN SOUTH TACOMA AND HALF MOON YARD, TACOMA.

Automatic signals of the three position semaphore type govern East and West bound main line between South Tacoma and Half Moon Yard, Tacoma.

First semaphore on East bound main line is located about 1500 feet east of passenger station, South Tacoma; the last semaphore before reaching Half Moon Yard, Tacoma, located just east of 15th street viaduct, and governs the use of track between that point and the overhead bridge at 9th street; the first semaphore on West bound main line located about 2000 feet west of the overhead bridge at 11th street; the last one is located one half mile west of South Tacoma Station, and governs the use of the track to the South Tacoma Station. The semaphore shows three indications as follows:

When semaphore arm is 90 degrees upward or light shows green, it indicates "Clear."

When semaphore arm is 45 degrees upward or light shows yellow, it indicates "Caution."

When semaphore arm is at horizontal position or light shows red, it is a signal to stop, block not clear.

All semaphore arms that govern are displayed to the right of signal mast as seen from approaching train. When semaphore arm is in horizontal position or light shows "red," it is a signal to stop, block immediately ahead is occupied. When semaphore is 45 degrees upward or light shows "yellow," it is caution signal, and indicates block immediately ahead is not occupied but next semaphore ahead is at Danger. When semaphore is 90 degrees upward or light shows "green," it indicates that block ahead is clear and the next signal is also clear. Train approaching semaphore and finding it at Danger, will stop for period of one minute, and if signal does not go to Caution or Clear, will proceed under full control to the next signal. Train approaching semaphore and finding it at Caution, will proceed, expecting to find next signal in advance at Danger. Train approaching semaphore and finding it at Clear indication, will proceed, expecting to find next signal immediately ahead Clear.

Trains occupying East bound main line between 15th street viaduct and 9th street bridge, Half Moon Yard, will hold signal at 15th street viaduct at Danger. Trains occupying West bound main line between passenger station South Tacoma and the semaphore located one-half mile east, will hold this semaphore at Danger.

All main line switches and both ends of crossover switches within automatic block limits are provided with switch instruments so connected to switch point that the opening of any switch will hold signal of that block at Danger until switch is again closed. The opening of switch at either end of main track crossover will hold signals on both tracks at Danger. If either end of crossover leading

to siding is opened, it will hold the signal at Danger that controls block on track to which it is connected. Neither switch or crossover must, therefore be opened until movement of train is to be made.

Switch indicators of semaphore pattern are located at both ends of crossover switches leading from West bound to East bound main line just east of Pacific avenue crossing. When indicator arm is in horizontal position it is an indication that block is occupied; when indicator arm is downward it indicates Clear, block not occupied. The opening of either end of crossover switches will set indicator at horizontal or Danger position; in case indicator does not go to Danger when switch points are opened, it is an indication that the signals governing the block have not gone to Danger and that signals are out of order. In such cases movement must be made under protection of flag. Trainmen or yard crews desiring to occupy main line, or to move from West bound track to East bound track, must not open switch leading to that track when indicators show Danger, but must wait until the approaching train shall have passed the switch and out of the block.

If switch indicator shows Danger, provided that after waiting five (5) minutes train does not appear or indicator does not go Clear position, switches may be used provided movement is fully protected by flag.

Passenger trains must not proceed through crossover from Pacific avenue passenger yard to outgoing main line when block on East bound main line is occupied, until it is positively known that descending train has stopped and will be held above crossovers until passenger train has passed and is clear of the crossover switches.

Cars and engines on side track must stand back of insulated joints in order that semaphore will not be held at Danger. Freight trains must clear block before passenger trains are due to enter same. Whenever a train is mentioned in these rules,—the term "Train" applies to either a road or switch engine with or without cars. The practice of dumping cinders from engines within automatic block limits is prohibited as it interferes with operation of signals.

The semaphore located at 15th street on East bound track and the one located one-half mile east of South Tacoma on West bound main track are of the cantilever pattern. These signals are equipped with a bracket upon which is erected a post four feet in length, four inches in diameter. The post is equipped with a yellow light at night, indicating that the semaphore upon which they are attached govern main line and NOT the side track.

## SPECIAL RULES REGARDING USE OF STAFF ON BRANCH LINES.

Du Pont Spur, Mason County Logging Co.'s Spur, Elma Branch, Cosmopolis Branch, Hoquiam River Spur, Centralia Eastern, Smelter line at Tacoma, Orting Branch, Crocker Branch and Roslyn Branch are operated under 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. 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.

## 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.

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, Tacoma.

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	960	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 and Centralia without special instructions.