# NORTHERN PACIFIC RAILWAY COMPANY.

PACIFIC DIVISION

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 BO	OUND.		· ·							I	FIRST DISTRIC	Г.					-		· •		EAST 1	BOUND.
SI	COND CLA	ASS		FIRST CL	ASS TRAIN	NS.					TimeTable 30				F	IRST CLA	SS TRAIN	S.	SECOND	CLASS.	•	1
49	51	53	5	1	3	17	15	ul, des	Numbers	шо	May 23, 1909. Succeeding No. 29A.	шо	f Side	2	4	16	18	6 -	52	54		·
Freight	Freight	Freight	Passenge	er Passenger	Passenger	Passenger	Passenger	sr, Cos S, Tab Wyes	on Nu	nce fr	STATIONS.	ance fr urn	city o	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight		
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Wate Scale and	Stati	Dista	Telegraph Offices and Calls	Dist		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	·	
10.15PM	5.25PM	11.55AM	5.05	5PM 3.25F	7.20AN	4.00AM	3.25AN	W C 1	1848	0.0	EBELLENSBURG N	105.6	800	1.35PM	2.50PM	8.43PM	11.55PM	3.25 AM	5.00AM	8.15AM		
10.30	5.40	12.12PM	* 5.12	* 3.31	* 7.27	* 4.08	* 3.34				SHOSKIN		1			* 8.31		* 3.17	4.50	7.48		١١
10.44	6.00	12.25	* 5.21	* 3.36	7.35 54	f 4.17	* 3.41	1	1855	7.6	TPTHORPN	98.0	140	* 1.21	f 2.30	f 8.25	* 11.38	* 3.12	4.37	7.35 7.30		
11.00	6.12	12.37	* 5.26	* 3.40	* 7.40	* <b>4</b> .23	* 3.46		1858	10.6	DUDLEY 3.9	95.0	140	* 1.17	* 2.25	* 8.21	* 11.34	* 3.08	<b>4 23</b> 4.18 <sup>17</sup>	7.11		
11.21 11.26	6.30	1.05 1.10	* 5.34	* 3.48	* 7.49	* 4.32	* 3.55 52		1862	14.5	KOUNTZE	91.1	80	* 1.10	* 2.17	* 8.14	* 11.26	* 3.00	<b>3.55</b> 8.5015	6.55		
18	6.40	1.20	* 5.39	* 3.53	f 7.54	* 4.37	* 4.02	W 18 1	1865	16.9	BRBRISTOLN	88.7	140	* 1.06	f 2.13	* 8.09	*11.22	* 2.56	3.35	6.46		7
	7.00	1.35	* 5.47	* 4.00		* 4.46		мw			TEANAWAY								3.15	6.29	.	
·	7.17	1.56 2.01	6.00	* 4.10	8.15	5.00	4.23	WCY 1	1873	24.8	CLCLE ELUMN.	80.8	500	* 12.55	2 01 53	7.57	* 11.10	f 2.44	3.05	6.10		
12.29	7.40 7.45	2.18	* 6.09	* 4.20	* 8.23	* 5.08	* 4.33	1	1877	29.0	BAKER	76.6	80	* 12.47	* 1.49	* 7.45	* 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	1	1880	31.4	NSNELSON'SN	74.2	140	* 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			-	TALMAGE		l				l	* 2,24	2:29 2:17 <sup>6</sup>	5.41		
1.00	8.35	3.10	f 6.30	* 4.40	8.40	5.29 54	* 4.54	W C 1	1886	38.1	ESEASTONN	67.5	295	* 12.35	f 1.33	* 7.31	* 10.51	* 2.17	1.55	5·29 4·49 15-17		
1.25	8.55	3.32	* 6.40	* 4.50	* 8.50	* 5.39	* 5.04	W 1	1890	42.1	UPN 3.9	63.5	150	* 12.27	* 1.24	* 7.23	* 10.43	* 2.09	1.25	4.30		
1.57 2.026	9.15	4.00	* 6.50	* 5.03	f 9.05	* 5.53	* 5.16	W 1	1894	46.0	RTN 2.8	59.6	200	* 12.20	f 1.15	* 7.15	* 10.35	* 2.02	1.04	4.15		
2.20	-	4.20	* 7.02	* 5.15	f 9.17	* 6.05	* 5.26	W 1	1897	48.8	SISTAMPEDEN	56.8	170	* 12.08PM	f 1.03	* 7.02	*10.23	* 1.50	12.40	4.00		
2.35	9.55 <sub>18</sub>	4.35	* 7.10	* 5.23	* 9.24	* 6.15	* 5.35	W 1	1901	52.1	BOBORUPN	53.5	150	* 11.57AM	* 12.50	* 6.50	*10.11	* 1.40	12.20AM	3.35		
2.50	-	4.48	* 7.16	* 5.30	* 9.30	* 6.25	* 5.41	1	1904	55.1	KENNEDY	50.5	. 70	* 11.47	* 12.38	* 6.40	* 10.01	* 1.30	11.55PM	3.12		
3.00 54	10.86	5.00	* 7.21	* 5.35	* 9.35	* 6.30	* 5.47	W 1	1906	57.3	WNWESTONN	48.3	140	* 11.40	* 12.31	* 6.34	* 9.56	* 1.25	11.40	3.00 49		
3.30	11.00	5.25	* 7.80	* 5.45	9.45	* 6.40	* 5.58	WCT 1	1911	62.1	DMLESTERN	43.5	290	*:11.30	12.15	6.23	9.45	* 1.14	11.00 51	2.30 2.15		
8.41	11.08	5.45 6.13 1-16	7.86	* 5.49	9.51	6.45	* 6.03	1	1913	64.1	HOT SPRINGS	41.5	100	* 11.18	12.03PM	6.13 53	9.32	1.04	10.14	2.05		
4.10	11.30	6.29	* 7.46	* 6.00	f 10.01	* 6.55	* 6.12	1	1917	69.0	MYMAYWOOD D	36.6	140	*.11.07	f 11.49AM	* 6.00	* 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	W 1	1921	73.2	CUHUMPHREYN	32.4	140	*10.58	f 11.38	* 5.49	* 9.13	*112.42	9.35	1.35		
4.55	12.05AM	6.57	* 8.02	* 6.18	f 10.17	* 7.07	* 6.29	W 1	1925	76.9	EGEAGLE GORGED	28.7	140	* 10.50	f 11.29	5.41	* 9.06	* 12.35	9.13 <sub>18</sub> 8.54 <sup>18</sup>	1.25		
5.10	12.15 12.29 6	7.06	* 8.07	* 6.25	f 10.23	* 7.12	* 6.34	1	1928	79.5	MxLEMOLON	26.1	70	* 10.44	* 11.22	* 5.85	* 9.01	* 12.29	8.35	1.10		
5.35		7.20	* 8.16	* 6.33	* 10 35	* 7.20	* 6.44	1	1932	83.8	JCPALMER JCTN	21.8	70	* 10 35	* 11.10	* 5.25	* 8.54	* 12.19	8 · 16PM	12.50 51		
5.41	12.55	7.25	* 8.18	* 6.36	10.40	7.23	* 6.48	WY	A 1	85.0	GVKANASKATN	20.6	140	* 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	* 7.28	* 6.53		A 4	88.1	BYRD	17.5	80	*10.20	* 10,55	* 5.09	* 8.41	* 12.04AM		12.27	. ,	
6.11	1.19	7.45	f <b>8.35</b>	* 6.47	11.01	7.88	* 6.59		7	- 1	ARRAVENSDALEN		1	1		5.04	5	* 11.59PM		12.15AM 11.45PM	,	7
6.51	1.50	8.10 <b>8.16</b>	* 8.45	* 7.00	* 11.12	f 7.45	* 7.12			- 1	COCOVINGTOND		-	1'			1 1	·		11.20		
7.12	2.05	8.45 9.05	* 8.51	* 7.06	* 11.17	f 7.51	* 7 <sub>.18</sub>		A 17	100.6	WYWYNACON,	5.0	70	* 9.55	* 10.22	* 4.37	f 8.07	* 11.36		11.05		
17 <b>7 45</b> AN See page 6	2.30AM See page 6	9.25PM See page 6	9.05 See page	5PM 7.20P 5 See Page	11.30AN 5 See Page 5	8.05AM See page 5	7.30AM See page 5	Υ.	CF 1	105.6	AUN	0.0	. 250	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		
9.30	9.05	9.30	4.00		4.10	4.05	4.05				Time Over District			3.50	4.40	4.18	4.00	4.00	8.44	9.30		المر
11.3	11.7	11.3	26.5	27.1	25.3	25.9	25.9				Average Speed per Hour EE SPECIAL RULES, PAG	E 2	}	27.7	22.0	24.4	26.5	26.5	10.0	11.3	]	

WEST BOUND.						FIRST	DISTRICT (Buckley Li	ne).				-						EAS	BOUN	īD.
THIRD CLASS TRAINS.		:	FIRST	CLASS.			Time Table No. 30			FIRST	CLASS.	SECOND	CLASS			THIRD	CLASS TI	RAINS.	r	
	163	63	219	217	oal, ibles	Station Numbers Distance from Ellensburg	May 23, 1909. Succeeding No. 29A.	II o		218	220	52	154	62	164					
	Freight	Freight	Passenger	Passenger	er, Coa es, Tab Wyes	n Nur nce fr sburg	STATIONS.	Distance fro Puyallup	city of Track	Passenger	Passenger	Freight	No. 54 Freight	Freight	Freight					-
	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	Wate Scale and	Static Dista Ellen	Telegraph Offices and Calls	Dista Puya	Capa Side	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY					
	1.00P	М	5.30PM	6.54AM		1932 83.	8 JCPALMER JCTN	34.7	70	10.50AM	7.40PM	8.15PM	2.30AN		11.30AM					
	1.05		5.81	6.55	w	1933 84.	5PALMER	34.0	30	10.47	7.36	8.05	2.25	1.	11.15					
	1.15	-	f 5.35	6.58		1934 85.	8BAYNE	32.7	Spur	f 10.43	f 7.31	8.00	2.05	<b>]</b>	11.00					
<i>)</i>   -			f 5.88	f 7.00		1 1	2CUMBERLAND			f 10.39	f 7.27	7.53	2.02	This train loses right and class when						
	1.30	-	* 5.40	* 7.02			9NAVY			* 10.37	* 7.25	7.50	2.00	class when two (2) hours or	10.45					
	2.00	-	5.54	7.15		1942 93	4 CWENUMCLAWD	25.1	105	10.25 164	7.14	7.27	1.40	more late.	10.35 9.35 218					
	2.30	-	6.05	7.26		1945 96.	8 BKD	21.7	100	10.15	7.02	7.12 6.57 220	1.25		9.20					
												6.28	1.08		8.10					
	2.50		* 6.15	* 7.87		İ	0CASCADE JCT				* 6.50									
	3.00P	12.30PM	6.22 52	7.45 164	W C	1950 101.	9 SOSOUTH PRAIRIEN	16.6	135	9.59	6.46	6.22 6.00 219	1.05	6.25AM	8.00AM 217					
		12.40	f 6.30	f 7.58		1954 105	6 ARLINE	12.9	Spur	f '9.50	f 6.35	5.45	12.32	6.02						
		12.45	f <b>6.32</b>	f 7.55		1955 106	6CROCKER	11.9	100	f 9.48	f <b>6</b> . <b>32</b>	5.40	12.30	5.55		ı			•	
		1.00	6.42	8.02	T	1958 109	3 OGD	9.2	200	9.48	6.25	5.80	12.18	5.40						
		1.12	6.50	8.10			8McMILLIN	1 1		9.85	6.14	5.16	12.06AM	5.05		-				
		1.17	6.56	8.16	<u> </u>		9ALDERTON			9.30	. 6.09	5.08	11.59PM	4.55						
		1.25	* 7.02	* 8.23	Y W	1 - 1	2MEEKER	1		* 9.25	* 6.04	5.00	11.50	4.45						
		1.35PA	7.08PM	8.30AM	<del></del>	1 1	5 PY PUYALLUP N	l		9.20AM	6.00PM	4.50PM	11.40PM	4.35AM					-	
	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY					
	SUNDAT	See page 4	See page 3		<u> </u>					See page 5		See page 6		See page 6	See page 6					
	2.00	1.05	1.38	1.36	<del>                                     </del>		Time Over District			1.30	1.40	3.25	2.50	1.50	3.30					
	9.0	16.4	22.0	21.9			Average Speed per Hour		•	23.1	20.8	10.2	12.3	9.1	5.2					

Registering Stations—Puvallup, 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.

At Puyallup and Palmer Junction all trains register by ticket, and no clearance required unless red signal displayed. South Prairie Yard extends to Cascade Junction.

Trains will approach Cascade Junction under full control, looking out for branch line trains.

Speed of passenger trains must not exceed twenty-five miles per hour, and speed of freight trains twenty miles per hour, from Buckley to Cascade Junction.

Speed must not exceed ten miles per hour within the corporate limits of Orting, Buckley and Enumclaw.

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, and also is passing track and operated under yard limit rules. Puyallup yard limits extends from Meeker to Puyallup. 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

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

Trains from Buckley Line must ascertain main line rights before occupying main line at Puyallup.

Double track switches at Cascade Junction and South Prairie will be set for east bound track, and cross-over switch at west end of west bound track, near water tank, will be set for passing track.

Maximum grades, one mile west of Buckley to Cascade Junction.

Trains will keep to the right on double track between Cascade Junction and South Prairie water tank.

Derail switches at Valley Mill Co.'s Spur one mile west Buckley, west end of passing track at South Prairie and west end of Crocker Yard. East end of Mill Siding, Meeker, must be kept in derailing position when not in use.

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

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

Bulletin Stations—Ellensburg and Auburn. (Lester and Easton are bulletin stations for engineers on helper engines.) Standard Clocks—Ellensburg and Lester. Mountain Grades—Easton to Weston.

Position of "Wye" switches at Auburn will be ascertained before using. Normal position of switch at head of the wye at Auburn will be for Seattle leg. Speed west bound will not exceed thirty-five (35) miles per hour Humphrey to Eagle Gorge, thirty (30) miles per hour Eagle Gorge to Palmer Junction and thirty-five (35) miles per hour from one mile west of Covington to one mile east of Green River bridge.

At Dudley, Weston and Humphrey, Track No. 1, located next to main track, will be known as East Bound Passing Track. At Martin, the track on South side of main line is the East Bound Siding; the track on North side of main line is West Bound Siding. East bound Trains taking siding will use Track No. 6 as heretofore, heading in just West of passenger depot.

At CleElum, West Bound Trains taking siding will use Track No. 7, heading in at crossover located between the Depot and the extreme East switch. East bound trains taking siding, will use track No. 6, heading in just West of passenger Depot.

The passing track located between the Depot and the extreme West switch near Gravel Pit, will be known as West extension, authority for using to be given on A B G block card. Trains authorized to use this passing track will be governed as follows;—

East bound trains will head in at extreme West switch. West bound trains will head in at crossover just West of coal bunkers unless they are occupying passing track No. 7, in which case they will reach West extension by using the track back of the coal bunkers.

At Stampede, passing track No. 1 will be west bound passing tracks, and passing tracks Nos. 2 and 3 east bound passing tracks.

In tunnel section, between east switch of west passing track at Martin and west switch of track No. 1 at Stampede, F

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.

SPECIAL RULES FOR FIRST DISTRICT (Main Line).

All trains will observe same precautions in yard limits Ellensburg. Cle Elium and Auburn and Ellensburg 
#### WEST BOUND

#### FIRST DISTRICT (Seattle Line).

		Time Table No. 30												F	IRST CLA	SS TRAIN	s.									<del></del>
		May 23. 1909.		101	103	217	105	7	107	109	3	111	<sup>^</sup> 33	9	113	13	115	219	117	119	121	123	1			
, Coal, Scales, and Wyes	2	Succeeding No. 29A.						Dassanger			Dassenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
al, Sc	umbe	STATIONS	from	Passenger					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			ř
er, Co	N noi		ance	Beattle-	Pacific Pacific	Manaskat Kanaskat	Pacific No. 17's	Seattle and		Pacific	DALL	Gt. Nor. No. 3	Puget Sound	Grays Harbor Express	Pacific	Portland & Vancouver	Pacific No. 18.	Kanaskat Accommo-	Pacific No. 1's	Pacific No. 5's	Gt. Nor.	Pacific No. 6				
Water, Tables	Stat	Telegraph Offices and Calls	Sear	Tacoma OWL	No. 15's Connection	Accommo- dation	]	Seattle and Portland Express		No. 4's Connection	.		Limited	-	No. 16.	Special 4.10PM		dation	Connection	Connection	No; 1 8.35PM	10.30PM	10.40PM			
T W Y	CF 31	U.D. KING STREET STATION N 0.9	0.0	12.01	A .		7.15AM	8.00AM	9.00AM	9.15AM		12.45PM	1.10m	0.10rm	9.00rm	*	7.00im				*	*	*			-(
W C S T	31	Y.DSEATTLE YARDN			<u> </u>			*	*	*		* 			-					•	* 9 50	* 10.42	* 10 59			
	C F 27	AGARGON	3.3	* 12.12	*		* 7.27	* 8.12	* 9.12	* 9.27		* 12.57	* 1.27	* 3.27	* 3.42	* 4.22	7.12			<u> </u>	* 8.50	- 10.42			_	
		C. M. & P. S. R. R. CROSSING	10.1		*		*	*	*	*		*	*	*	*	*	*				*		*			
WY	C F 21	BIBLACK RIVERN	10.2	* 12.22	*		* .7.38	* 8.22	* 9.22	* 9.38		* 1.08	* 1.38	* 3.37	* 3.53	* 4.32	* 7.23				* 9.05	* 10.58 	* 11.08 			
		-			*		*	*	*	*		*	*	f 3.41	*	*	*				*	*	*			
		0'BRIEN'S		-1	*		*	*	*	*		*	*	f 3.44	*	*	*	-			*	*	*		,	
<u> </u>		KNKENTN	16.7	12.32		-	F 7.49	8.32	* 9.32	9.48		* 1.19	1.50	8.47	* 4.04	* 4.42	* 7.34	•			* 9.18	* 11.04	* 11.14			
<u> </u>		THOMAS	18.7	f f	*		*	*	*	*		*	*	f 3.51	*	*	*				*	*	*			
-	CF	CHRISTOPHER	20.1	f	*		*	*	*	*		*	*	f 3.53	*	*	*				*	*	*			
<b> </b>	11 C F	GRFIRST STN	22.0	12.42	*	-	* 7.58	8.42	9.40AM	* 9.58		* 1.28	* 2.02	8.57	* 4.13	* 4.50	* 7.44				* 9.80	* 11.13	* 11.23			9E
Y	10 C F	0.5 AUAUBURNN	22.5	12.45	7.45AM		8.00 8.15	8.44		10.00AM	11.45AM	* 1.30	2.05	4.00	4.15PM	* 4.51	7.45PM		7.30PM	9.15PM	9.32	11.15PM	11.24			
	C F	DIERINGER	26.9	f 12.54	f 7.57		* 8.27	* 8.54			* 11.57AM	* 1.40	* 2.15	* 4.09		* 4.59	*		* 7.42	f 925	* 9.41		* 11.34			
	4	snsumnerD			8 03	-	* 8.34	8.59			* 12.03PM	* 1.45	2.20	4.16		* 5.03	*		* 7.49	9.32	* 9.45		f 11.39			
Y	2	1.6 MEEKER			* 8.08	See page 2	* (8.38	* 9.04			* 12.08	* 1.50	* 2.25	* 4.20		* 5.06	*	See page 2	* 7.53	* 9.35	* 9.48		* 11.42			
W		1.3 PYPUYALLUPN			8.13		* 8.43	9.10			* 12.13	* 1.55	2.30	4.25		* 5.10	*	7.08PM	* 7.58	* 9.40	* 9.52		F 11.47PM			
<b> </b>		6.7 RNPRESCOTTN				* 8.40		* 9.20			* 12.25	* 2.05	* 2.45	* 4.40		* 5.20	*	* 7.20	* 8.10	* 9.52	* 10.05		* 12.01 AM	*		
w		1.7 QTACOMAN									12.30PM	2.10PM	2.50PM	4.45PM		5.25PM		7.25PM	8.15PM	10.00PM	* 10.10PM		12.05AM			
		1.3												<u> </u>												
STY	1910	IACOMA WHARF	42.0	.	DAILY.	DAILY	DAILV	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
		Time Over District	· ·	DAILY 1.29	DAILY .45	DAILY .15	DAILY 1.45	1.25	.40	.45	.45	1.25	1.35	1.30	.45	1.15	.45	.15	.45	.45	1.35	. 45	1.25			
		Average speed per hour		27.1	24.3	33.7	24.0	28.7	32.9	30.0	24.3	28.7	25.7	27.11	30.0	32.6	30.0	33.7	24.3	24.3	25.7	30.0	28.7			

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 drawbridge line. Interlocking signals at east and west approach to drawbridge control use of bridge, and trains will not

proceed unless Home semaphore shows clear indication.

Trains will approach 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 enginemen 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	)								F	IRST 1	DISTRI	CT (Sea	ttle Lin	1e)	-			- 10 - 2 to 2 2 - 2 d				
		Time Table No. 30.		SI	ECOND CL	ASS TRA	INS.	THIRD CL	ASS TI	RAINS.										 -				
<u> </u>		May 23, 1909.		71	65	53	51		63	57							-							
Coal, Scales,	ibers	Succeeding No. 29A.	E	Freight	Freight	Freight	Freight	Fre	eight V	Way Fr'ght														
Coal	Nun	STATIONS.	e froi	DAILY	DAILY	DAILY	DAILY	EXC SUN	CEPT	EXCEPT MONDAY	• .							 -						
Water,	Station Numbers	Telegraph Offices and Calls.	Distance Seattle	Pacific No. 54						,														
TY	C F	UD King Street Station N	0 0																					
Y	C F	YDSEATTLE YARDN	0.9	9.30PM	8.35PM							-	ļ							 				
T		AG ARGON			9.05	<del></del>							-								-		 <u> </u>	
	1	C. M. & P. S. R.R. Crossing	1 1	1		·						-						 -		 				
W	C F 21	BIBLACK RIVERN	10.2	10.10	9.20					·		- 					-							· · · · · · · · · · · · · · · · · · ·
		ORILLIA							- 1											 <u> </u>	-			
	C F					`			-								-	<u> </u>		 . "	-			
	C F 15	KNKENTN	16.7	10.30	9.40								-				-	 		 	-			
	C F	THOMAS	18.7						-			-								 				
		CHRISTOPHER											,				-	 					 	
	C F	GRFIRST STN	22.0	10.45PM	9.55							<u> </u>		[			-				·			
Y	C F 9	AUAUBURNN	22.5	See Page 1	10.00	9.45PM	2.30AM			10.45AM									ALIENSES CONTO					
	C F 4	DIERINGER	26.9			le, g	2.50			11.00														
	1	SNSUMNERD		i	10.18	10.00	8.00			11.15				,				 			-			· · · · · · · · · · · · · · · · · · ·
Y W		MEEKER			10.25	10.05	3.05	See p	age 2	11.20								 		 				
		PYPUYALLUPN 6.7			10.80	10.08	3.10	1	.30PM	11.30AM 12.25PM		-						MARKET SERVICES			520 Lambida -			
		RNPRESCOTTN			10.50	10.80	3.40	1	.50	12.45								190 ST (C) FOR SHAPE SAID HAVE				:		
11.		Q TACOMAN																					 	· .
W		TACOMA WHARF	42.0		11.10PM	10.45PM	4.00AM	2	. O 5 PM	1.1OPM					į								•	
		/F: 0 51		DAILY	DAILY	DAILY	DAILY			EX.MON.														
1		Time Over District  Average speed per hour		$-\frac{1.15}{16.5}$	$\frac{2.35}{15.9}$	1.0	1.30		.35	2.25 8.3			ļ					 <u> </u>	**				 	

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 Buckley line extends to ruyallup, and the new or extreme lett-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

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 Tocoma.

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 Summer 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.

All movements and the direction of trains are governed by HOME 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 ro 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.

SEE SPECIAL RULES, PAGES 3, 4 AND 14.

4			
	DISTRICT	1044	T : >
RIDGI	DISTRICT	Seattle	Line

#### EAST BOUND

											FIF	RST CLASS	TRAINS.											<u> </u>
1	2	100	102	104	4	218	106	108	12	8	14	110	112	220	114	116	28	118	34	120				
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passeng
y of acks	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
apacit ide Tra		Pacific No. 15	Gt. Nor. No. 4	Pacific No. 17			Buckley Line Connection	Pacific No. 3's Connection	Grays Harbor Express		Vancouver & Portland Special	Pacific No. 16's Connection	Gt. Nor. No. 2	Kanaskat Accommo- dation	Pacific No. 18's Connection	Pacific No. 1	Grays Harbor Express	Pacific No. 5	Puget Sound Limited	Pacific No. 6's Connection		ļ		
	7.30AM	8.30AM	8.40AM	9.00AM			11.00AM			4.00PM	4.20PM		6.50PM			8.15PM	9.45PM	10.00PM	10.15PM	,				
	*	*	*	*			*	*	*	*	*		*			*	*	*	*			•		
500	* 7.18	* 8.15	* 8.28	* 8.48			* 10.48	* 12.18	* 2.48	* 3.48	* 4.08		* 6.38			* 8.03	* 9.80	* 9.48	* 10.03	,				
	*	*	*	*			*	*			*		*			*	*	*	*		-			-
60	* 7.05	* 8.05	* 8.18	* 8.38			* 10.38	* 12.07PM	* 2.36	* 3.36	* 3.57		* 6.27			* 7.52	* 9.20	* 9.87	* 9.52		,			
5 Spur	*	*	*	*			f 10.34	*	*	*	*		*			*	*	*	*			·		-
Spur	*	*	*	*					*	* 0.05	* 9 17		* 6 17			* 742	* 9.10	* 9.27	9.42					
	6.51	* 7.56	* 8.07	* 8.28				* 11.57AN		* 3.25	* 0.47		*			*	*	*	*					-
Spur	*	*	*	*	<u> </u>			-	*	*	*		*.			*	*	*	*			·		
Spur	*	*	* N EN	* 0 10	0.40			* 11 47	* 2 15	8.15	* 3.38		* 6 07			* 7.32	9.02	* 9.17	* 9.32			-		_
												4.159			7.45PN	7.30PM	9.00	9.15PM	9.30	11.15PW				-
		, 10x		0.20.	f 9.26	-				* 3.03	* 3.28	* 4.02	* 5.54		* 7.33		* 8.47		* 9.15	* 11.00				-
	f 6.25		* 7.39		9.20			f 11.10	1.58	2.58	* 3.24	3.56	* 5.49	ļ	7.28		8.40		f 9.10	10.55				
Sdg. 70	* 6.18		* 7.85		* 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				4 - 1 -
70	6.15		* 7.33		9.10	9.20		f 11.03	1.50	2.50	* 3.19	3.46	* 5.43	6.00PM	7.20		* 8.30		9.02	10.48				
No Sdg	* 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				
	6.00AN		7.15A	м	8.45	9.00A	W	10.45	1.30PA	2.30	8.05P	3.30P	5.25PW	5.40PA	7.00P	M	8.15PM		8.45PM	10.30PM	•			_
3000																	DAILY	DAILY	DAIL V	DAILY	DAILV	DAILY	DAILY	DAIL
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	-	-	-	-	-		-			DAILI	DAILI	DAILI	- DAIL
	1.30	.45	1.35	.45	.55	.20	.45	1.35	1.30	1.30	1.15	.45	1.25	.20	.45	.45	1.50	.40	1.50	.40				_
	500  60  5  Spur  90  8  Spur  70  300  No  Sdg.  70  No  Sdg.	Passenger DAILY  7.30AM  500 *  500 * 7.18  *  60 * 7.05  *  Spur 90 6.51  8 *  Spur 70 * 6.42  300 f 6.40  No Sdg. No Sdg. 70 * 6.18  70 6.15  No Sdg. 3000  8 6.00AM  3000	Passenger Passenger  DAILY  DAILY  Pacific No. 15  7.30AM 8.30AM  500 * 7.18 * 8.15  * *  60 * 7.05 * 8.05  * *  Spur	Passenger   Passenger   Passenger   DAILY   DAILY   DAILY   DAILY   Pacific No. 15   Gt. Nor. No. 4    500 * 7.18 * 8.15 * 8.28    * * * * * * * * * * * * * * * * * *	Passenger   Passenger   Passenger   Passenger   DAILY   DAILY   DAILY   DAILY   Pacific   No. 15   Gt. Nor. No. 17   No. 18   No. 15   No. 16   N	Passenger	Passenger   Passenger   Passenger   Passenger   Passenger   Passenger   DAILY   DAILY   DAILY   DAILY   DAILY   DAILY   DAILY   Pacific No. 15   No. 17   No. 2° s (Connection No. 18   No. 18   No. 17   No. 2° s (Connection No. 18   No. 18   No. 17   No. 2° s (Connection No. 18   No. 18	Passenger	Passenger	Passenger   Passenger   Passenger   Passenger   Passenger   Passenger   Passenger   Passenger   Passenger   DAILY   DAILY	Passenger   Pasenger   Passenger   Passenger   Passenger   Passe	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Parameter   Para	Participa   Passenger   Pass	Paresider   Passenger   Pass	Passenger   Pass	Passenger   Pass	Part	Part

### AUTHORIZED SURGEONS, PACIFIC DIVISION.

Location of Stretchers (S).

DR. S. W. Mowers, Chief Surgeon, Western Div., Tacoma.

DR. J. C. McCauley, Ellensburg (S).

Easton (S).

Lester (S).

DR. 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). Lester (S).
DR. W. L. White, Cle Elum (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).
Dr. J. W. Mowell, Olympia (S).
Dr. J. W. Mowell, Olympia (S).
Dr. J. H. Dumon, Centralia (S).
Dr. E. L. Carlsen, So. Tacoma (S).
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. McChesney, St. John's.

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

	Time Table No. 30			SI	ECOND CI	LASS TRA	INS.									TH	IRD CLA	SS TRAIN	S		• .			· .		
	May 23, 1909		86	88	66	52	90	54	58	62																
-#	Succeeding No. 29A.		Freight	Freigh	Freight	Freight	Freight	Freight	Way Fr'ght	Freight				•												
Wha	STATIONS	of cks	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY			,														
stance	STATIONS  Telegraph Offices and Calls  UD King Street Station N 0.9  YD. SEATTLE YARD. N 2.4	Capacity of Side Tracks	Pacific No. 51	Pacific No. 49	-		Pacific No. 53																			
42.0	UD King Street Station N	_ 23	· · · · · · · · · · · · · · · · · · ·									:			<del></del>	ļ		-								-
41.1	0.9 YD. SEATTLE YARD. N	500	4.00AM	8.50AM	11.55AM		11.00PM		<b> </b>																	-
38.7	2.4 AG ARGON 6.8	500		8.38	11.40		10.45		<b> </b>											-						-
1	6.8 C, M, & P. S. R. R. Crossing 0.1	1																					ļ			-
			3.05	8.28	11.20		10.80											-	-				<u> </u>			-
	BIBLACK RIVERN		3.05	0.20	11.20			· · · · · · · · · · · · · · · · · · ·																		-
	ORILLIA	Spur		·														-				-		·		-
1.	0'BRIEN'S	:											· ————					-							,	-
	KNKENTN 2.0		2.50	8.18	11.00		10.15								· · · /			-								-
23,3	THOMAS	Spur			,				<u> </u>		•							-	:							_
	CHRISTOPHER	4 Spur				,								·												_
	GRFIRST STN		2.30AM	8.07AM	10.40		10.00PM						:								المساعلين الناس					
19.5	AUAUBURNN 4.4	300			10.35				9.00AM						-			-			ي وبر الكاسور اليه			) 	ويود سيط علامة	_
15.1	DIERINGER	No Sdg.			10.20				8.45									-								
12.6	SN SUMNERD	No Sdg.			10.10				8.40																	
	MEEKER				10.05	See page 2		See page 2	8.15	See page 2													1,11			
9.7	PYPUYALLUPN 6.7	70			9.55	4.5 OPM		11.40PM	8.00 7.00	4.35AN																
3.0	RNPRESCOTTN	No Sdg.			9.30	4.30		11.25	6.40	4.15																
	QTACOMAN																			-						
1	TACOMA WHARF	3000			9.10AM	4.10PM		11.00PM	6.30AM	4.00AN																
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUN.																	
	Time Over District  Average Speed per Hour		1.30	.43	2.45	.40	1.20	15.0	8.0	.35												ļ				_

#### 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.

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. Operator will deliver each east-bound train register tickets of last two preceding trains. No east-bound train will leave South Tacoma without these tickets in regard to protection of trains as per Rule 299.

Chehalis is registering station for Nos. 37, 38, 35, 36, 75 and 76.

Passenger trains will register by ticket at South Tacoma.

Trains running via Olympia Branch will register at Lakeview.

Clearance will not be required to consult register, except when red signal is displayed.

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

Bulletin Station—Tacoma Wharf, Tacoma and Portland (Centralia and Vancouver are bulletin stations for trains originating at those points).

Standard Clocks—Tacoma, Centralia Kalama, Vancouver and Portland.

Trains will keep to the right on double track between Tacoma Wharf and South Tacoma, and will determine position of double track switch at South Tacoma before using.

Double track extends from Vancouver to 1.6 miles east. Trains will keep to the right.

Vancouver yard extends to point 1500 feet east of extreme east switch, Vancouver.

Double track switch at east end of Vancouver yard will be set and locked for east bound track. All trains will ascertain position of same before using.

using.

Junction switch at east end of Columbia River bridge, Vancouver, will be kept set and locked for N. P. main line.

Ereight trains leaving Tacoma Yard, or switch engines taking transfer to South Tacoma, will not pass crossover track above 15th Street leading from passenger yard to outgoing track without receiving signal from switch tender, who will not allow trains or transfers to pass this crossover when any passenger train is backing out of or waiting in the passenger station. East-bound trains will stop at Stop Board 200 feet west of Commerce Street, Tacoma, and will not pass Pacific Avenue crossing without signal from switch tender indicating that crossovers at Pacific Avenue are clear.

Trains and Switch Engines using track leading to the wharf at Vancouver will come to a full stop before crossing S. P. & S. Ry. crossing, and will not proceed until a flagman has been sent ahead to flag the crossing.

Class S or heavier engines must not be used on incline track at Kalama, known as the Salmon track. When doing switching on this track enough cars must be used so that engines will not need to go on this track.

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.

Derail Switches are located as follows and must be kept set in derailing position when not in use: Tacoma (Harrison Bros. spur); Tacoma (Keystone Lumber Co. spur); Rainier (Bob White Lumber Co. spur); Tenino (Derrickson spur, 2 miles east); Tenino (Stone Quarry); Wabash (Interlocking derail on O. & W. connection); (hehalis (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 derail). Winlock (west end of house track); South Winlock (west end of passing track).

Trains will stop 400 feet from Lewis River bridge, three miles east of Ridgefield, and will not proceed until drawbridge is known to be closed. Tacoma Yard extends to South Tacoma, and Chehalis Yard to west wys switch at Chehalis Junction.

No. 8 will stop at Lakeview to let off passengers from points south of Lakeview. No. 7 will stop at Lakeview on flag to pick up passengers for points south of Lakeview.

Lap Sidings—Roy, Chehalis and Castle Rock.

At Sopenah trains taking siding will head in at first passing track switch.

Passing Track at Carrolls is time table station.

Passengers and freight will be handled at Carrolls loading track, one-quarter mile east of that station.

Passengers and freight will be handled at Carrolls loading track, one-quarter mile east of that station.

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

All west-bound trains will approach Centralia Yard under full control, expecting to find trains and engines turning on wye.

Telephones are located at Chehalis Junction. All trains from the South Bend line, before leaving Chehalis Junction, will ascertain, by telephone, position of all main line trains, and secure train order authorizing them to use track between Chehalis Junction and Chehalis before proceeding. Conductors and engineers will provide themselves with current time table of Northern Pacific Terminal Co. and will be governed by Special Rules thereon while in Portland Yard.

Also provide themselves with current timetable of S. P. & S. Railway Co. governing use of track between North Portland and Vancouver.

Conductors and Engineers must supply themselves with copy of Block Signal Rules governing the use of track between Vancouver and South Tacoma. Maximum grades, Tacoma Yard office to two and one-half miles west.

All trains will come to a full stop at fixed danger signals located 200 feet from draw spans of the Williamette and Columbia River bridges between North Portland and Vancouver. Engineers will then sound four short blasts of whistle for draw, and will not proceed until signalled ahead by green signal in hands of flagman on deck of draw span, which signal must be answered by engineer in usual manner.

No. 37 will wait at Chehalis for connection with No. 14.

C

	THIRD CLASS. T	RAINS			SECONI	CLASS.	, a	bers	Time Table No. 30	= E						FIRST	CLASS TR	AINS.					
. [	7:	5	57	69	65	149	Sable Sable	S Z	Time Table No. 30 May 23, 1909 Succeeding No. 29A.	Wha	1	201	21	7	203	27	37	33	9	23	13	35	
	Freig	tht F	reight	Freight	Freight	Mixed	les, 1 ≪ Y	6	STATIONS			A & C R 201	A CR 21	NP 7	A CR 203	NP 27	NP 37	NP 88	NP 9	A &C R 23	NP 13	NP 35	
	SUNI	PT E		EXCEPT SUNDAY	DAILY 1.00AN	DAILY	Scale and	Sta	Telegraph Offices and Calls		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	- DAILY	DAILY	DAILY	DAILY	DAILY	
	·		7.15AM	5.10A	1		TY		6TACOMA WHARF		10.15	<u>.</u>		0.40		10.000					- F 6000		
			7.20	5.15	1.05				7 QTACOMAN				-	9.40A		10.00AM		3.05PM			5.30PM		
•			8.00	<b>5.55</b>	1.30		WS		SUSOUTH TACOMAN					9.56		10.15		* 3.20	5.10		* 5.45		
			8.15	6.10A	1.44				VALAKEVIEWD			· .		* 10.05		10.25AM		* 3.28	5.20PM		* 5.53		
			8.30		2.00				0HILLHURST					f 10.15		See Page 9		* 3.37	See page 9		* 6.01		
			9.00	See page 9	2.20	This	w		6 RYROYN					10.29				8.49			* 6.15		
			9.30		2.35	Train Loses			2 YAYELMD 5.6					10.39				f 3.59			* 6.25		
		1	0.05		2.55	Right		1	RARAINIERN	]. ]				10.50				f 4.10			* 6.36		
		1	0.20		3.10	and		201	1McINTOSH	35.2	1.81			f 10.58				* 4.17			* 6.45		
		1	0.50 1.20		3.25 66	Class		2018	5 NOTENINON	39.9	1.40			11.12				4.25			* 7.03		
			7 1.50AM		3.35	when		2020	0 BBUCODAD	43.3	1.46			11.20			<del>-</del>	4.32	<del></del>		* 7.10		
-			2.10PM		3.50	Two	-		5.2 WB WABASHD					* 11.30	-		-	* 4.40			* 7.18		
						Hours	w c								<u> </u>		12.45PM			·	7.25		
	6.	38-8	2.20 1.30 -14-37-58		3.55 4.15 2	or	ŚΫ́		CNCENTRALIAN					11.50AN			12.45PM 7—8						
1 ), 1	8.	40	2.00		4.85	More			CHCHEHALISD					12.05PM 8-58		-	12.55PM 14 1.1558	5.05			7.35	7.55PM	
	8.	45AM				Late	Y	2032	2CHEHALIS JCT	55.3 *				*			* 1.20PM	*			*	* 8.00PM	
	See pa	ige10	2.10		4.45		W	2033	3NEWAUKUM	57.1*	2.30			* 12.10			See Page 10	* 5.10			* 7.39	See Page 10	
<u> </u>			8.00		5.15			2038	NANAPAVINEN	61.8	2.50			12.30				5.26	-		* 7.54		
			4.00		5.35		W		WIWINLOCKN	i I				12.46				5.41		-	* 8.05		
	·	-	4.02		5.37			2048	5SOUTH WINLOCK	68.4	3.10			* 12.49				* <b>5.45</b>			* 8.06		
		-	4.45		6.00		<del> </del>		PNSOPENAHD					1.05				5.57			* 8.15		
			5.15 5.20		6.10	-		2053	3OLEQUA	77.0	3.36			f 1.11				* 6.02			* 8.21		
			34		6.35	-	777	1	0 CACASTLE ROCKN					1.27				6.17			* 8.33		
1	·		5.57 6.36		0.00	-	, w	2000	5.8	04.0	4.00			1.27				57			0.00		
			6.50		6.51	-		2068	5TILLICUM	90.3	4.17			* 1.37				* 6.26			* 8.48		
			6.55		6.54	-		2066	6OSTRANDER	91.2	4.19			f 1.39	7			* 6.28			* 8.45		
			7.05		7.05 58			207	1 KSKELSON	94.9	4.31			1.46				6.86			* 8.51		
			7.20		7.20			2077	7CARROLLS	100.8	4.45			f 1.59		:		* 6.46			* 9.01		
			7.30PM		7.45	-	WY		KAKALAMAN					2.10				7.00	•		* 9.10		
					8.05	-		Cx	4 MARTIN'S BLUFF	109.4	(5.10			f 2.20				* 7.08	-		* 9.17		
					8.35			Cx	9 WDWOODLANDN	114.3	5.22			2.31				7.17		, ,	* 9.24		-
	·				9.15 9.20		1		RG RIDGEFIELDN					2.46				f 7.29			* 9.34		
			·		9.44	-		- 0 0	L'NADDC	195 0				f 2.59			- <del></del>	* 7.39			* 9.41		
		_		- 1					KNAPPS	, ,													
		_				See page 1			23FELIDA					f 8.05				* 7.48	·		* 9.44		
					10.04	1		1	VJ. VANCOUVER JCTD					* 3.10				* 7.47			* 9.48		
					10.30 10.35	8.40A	W T C	Cx 2	VNVANCOUVERN	134.0	6.25			<b>3.25</b> 150				8.00			9.55		
					10.50		1		St. JOHN	136.7 f	6.38			f 3.38				f 8.13			* 10.08		
					11.00			211	7 NORTH PORTLAND BA 0.4 N	139.3	6.48	* 9.01AM	* 12.02PM	* 3.48	* 4.54PM			* 8.23		* 9.46PM	* 10.18		
		-			11.02		├-		8BEATTY						* 4.55			* 8.24		* 9.47	* 10.19		
					11.07		-	2119	9CITY LIMITS	140.8	6.51	* 9.04	* 12.05	* 3.51	* 4.57			* 8.26		* 9.50	* 10.21		
					11.20AN		WC	212	VCPORTLANDN	143.7	7.00AM	9.15AM	12.15PM	4.00PM	5.10PM			8.35PM		10.00PM	10.30PM		
	EX.S	UN. E	C. SUN.	EX. SUN.	DAILY	DAILY	31	-			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
	6.		12.15 8.8	1.00	10.20	.15			Time Over District Average Speed per Hour		6.45	18.9	.13	6.20 22.3	15.2	.25	35	5.30	.25 18.3	18.9	5.00 28.3	10.8	

	-							,			SECC	זת תאו	STRICT		(m) m 11								EAST	ROUI	IN L
					FIRST	CLASS TR			·					Ę	Time Table No. 30			D CLASS.				CLASS TR	AINS.		
	_	28	204		34	36	202	14	8	12	38	22	2	e fr	May 23, 1909. Succeeding No. 29A.	ty of			70	58	76	-			_ _
		NP 28		A CR 24			ACR 202	NP 14	NP 8	NP 12	NP 88	A CR 22		Distance Portland	STATIONS. Telegraph Offices and Calls	Capaci Side T	Mixed	Freight	Freight EXCEPT	Freight EXCEPT	Freight EXCEPT				
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	143.7	TACOMA WHARF	3000	DAILY	DAILY See Page 4 6.20AN	SUNDAY 2.00PM		SUNDAY				-  -
	_	8.05	<b>,</b>		8.85PM			3 00PM	2.15P	1.20PM			5.45AM	142.4	1.3 QTACOMAN			6.20AV	1.55	6.40	-			<del>-                                    </del>	- -
	-	7.47	ļ- <del></del>		* 8.20			33	f 1.56	1.05		-	* 5.28	138.2	SU. SOUTH TACOMAN			<b>5.55</b>	1.30	6.15					- -
		7.408	<u></u>		* 8.11		- <del></del>		* 1.48	12.55PN	ļ	. ,·	* 5.20		3.6 VALAKEVIEWD			5.45	1.10PM		<u> </u>				- -
		7.40			0.11										4.9					5.48 13					
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		See page 9			* 8.00		, , , , , , , , , , , , , , , , , , , ,	* 2.29	f 1.40	See page 9			f 5.10	129.7	HILLHURST	70		5.30 5.00	See page 9	5.88					
		<del></del>			7.46		<del> </del>	* 2.20	1,80		ļ		5.00	123.6	RYROYN	120	This	4.88		5.15					-
					f 7.36			* 2.11	1.17	-			f 4.48		YA,YELMD		Train	4.15		4.40	-				- -
	_		·		t 7.25	ļ <del></del>		* 2.02	1.06	-		<del> </del>	f 4.37		5.6 RARAINIERN	li	Loses	3.55		4.10	<del>-</del>  -				- -
															4.1		Right			4.10 4.05			4 1 3		
					* 7.13			* 1.56	f 12.58				* 4.29	108.5	McINTOSH	60	and	3.40		8.80					
					7.03			* 1.48					* 4.20	103.8	NOTENINON		Class	3.25 65		8.00					
				-	6.58			* 1.43	12.40				* 4.12	100.4	BBUCODAD		when "	8.15		2.30				-	-
1				•	* 6.43		-	* 1.83	* 12.28		<u> </u>		* 4.03	95.2	WBWABASHD	No Sid'g	Two Hours	2.56		1.55					
					6.40			1.30 57-58	12.25 57-37		11.05AM		4.00 65		CNCENTRALIAN		or	2.50		1.45 1.10 14-57	4.00PM				.
• • • • • • • • • • • • • • • • • • • •					6 25	* 6.00PM					10.50		3.45	89.3	CHCHEHALISD	240	More	2.25			8.85				- -
					0.20	* 0.00PM		1.15	12.05PM 7-58		20.00		3.10	5515,	0.9		Late	2.25 2.20 1		12.55PM 11.45AM 7-8-37					
					*	* 5.55		*	*		* 10.44AM		*	88.4	CHEHALIS JCT	Y					3.20PM			-	
					* 6.15	See page 10		* 1.10	* 11.55AM		See page10		* 3.40	86.6	NEWAUKUM	55		2.12		11.37	See page 10		-		1
					6.06			* 1.01	11.46				3.31	81.9	NANAPAVINEN	110		2.00		11.25					-
<del></del> -			,		5.50			* 12 <u>.</u> 46	11.29	·			8.15	75.9	WIWINLOCKN	60		1.30		10.80					-
					* 5 45			* 12.45	* 11.19,				* 3.10	75.3	SOUTH WINLOCK	60		1.28		9.45					-
					5.27			* 12.26	11.02				* 2.55	69.1	PNSOPENAHD	60		1.12		9.15			-		-
		_			* 5.20			* 12.20	f 10.55				* 2.50	66.7	2.4 OLEQUA	75		1.05		8.35					-
·	_				5 05		<del>-</del>  ;	* 12.05PM	10.40		<u></u>		2.35	59.2	7.5 CA. CASTLE ROCKN		-			8.15					-
			<u> </u>		* 4.54			* 11.56AM	* 10.29				* 2.24	53.4	5.8 TILLICUM	60		$\frac{12.43}{12.25}$		7.45					-
					* 4.52		;	* 11.54	f 10.27				* 2.22	52.5	OSTRANDER	Spur		12.23		7.40				<u> </u>	-
<del></del> -					4.47			* 11.48	·				2.15	48.8		3		12.10AM							-
					2.27					* .				10.0	KSKELSON 5.9			210.20/11		7.20 7.00		·			
					* 4.38	. •	*	11.39	f 10.09				* 2.04	42.9	····· CARROLLS	90		11.57PM		6.45	′				
				-	4.30	-	,	*11.30	10.00				1.55	38.6	KAKALAMAN	200		11.45		6.30AM					
					* 4.19			11.19	f 9.45				* 1.44	34.3		No Sid'g		11.23							
	·			:	4.10			11.10	9.34				1.34	29.4	WD WOODLANDN	65		11.05		-					
					f 3.59			10.59	9.20 65				f 1.20	23.5	RGRIDGEFIELD N 5.7	80		10.45					:		
					* 3.49		<u>-</u>	10.50					f 1.09	17.8	KNAPPS			10.25							
	_			· .	* 3.45			10.46					f 1.03	15.6	2.8		See page 12				·				_
	_				* 3.41			10.41					* 12.57 12.50		VJVANCOUVER JCTD 3.1 VNVANCOUVERN	Sid'g 300		10.07							
	-				<b>3.35</b> 150			10.35 65	8.50 143					v.1	2.7	300	4.00PM 7-34	9.55 9.25							
					f 3.20			10.20	· I				f 12.35	7.0	ST. JOHN	No Sid'g		9.10	- A	1				-	
			* 9.32PM	* 6.11PM	* 3.12			10.12	.			* 8.12AM	l l	4.4	BA.NORTH PORTLAND.N	No Sid'g		8.55			A CONTROL OF THE PROPERTY OF T			-	
				* 6.10			* 1.28					* 8.11		4.0	BEATTY	60		8.54							
-				* 6.07			* 1.26 *						* 12.24		CITY LIMITS	No Sid'g		8.51							_
			9.20PM	6.00PM	3.00PM		1.15PM	10.00AM	8.15AM			8.00AM	12.15AM	0.0	VCPORTLANDN	1000		8.35PM 33		,					L
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			T	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY				_
		.25	22.0	.11	5.35 25.5	10.8	18.9	5.00 28.8	6.00	. 25	ي21 14.6	.12	5.30		Time Over District		.15	9.45	.50	12.15 8.6	.40				
	į (	10 9	22.U	24.0	20.0	10.0	10.9	20.0	24.0	18.3	14.6	22 0	26.1		Average Speed per Hour		12.4	15.0	10.9	8.0	7.7				į

ST BOUND.										RAY'S HARBOR LINE	1			· · · · · · · · · · · · · · · · · · ·	1	1	1111		' BOUND
THIRD CLASS			SECOND CLASS.	FIRST C	LASS TI	Passenger DAILY	les	nbers	E o	Time Table No. 30.	E O		FIRST	CLASS TRAINS  28  Passenger  DAILY				CLASS TRAIL	NS.
	73	69	127		9	27	Coa Tab	Nur	ce fr	May 23, 1909. Succeeding No. 29A.	ice fr	ity of	12	28	128	70	74		
	Freight	Freight	Mixed	F	Passenger	Passenger DAILY	ater, ales,	ation	istan ıkevi	STATIONS. Telegraph Offices and Calls	istan	apac de T	Passenger	Passenger	Mixed Except Sunday	Freight	Freight Except Sunday		
	Except Sunday		Except Sunda	ay	DAILY	10.25A		35	<u> </u>	VALAKEVIEWI	115.9	100	12.55PM	7.40PM	Except Sunday	1.10PM			
		6.10AM					1 1							) ;					
			-	f	5.24	f 10.29		CK 2	2.5	COUNTRY CLUB	113.4	No Sdg.	f 12.48	1 7.84		1.00			
		6.20		*	5.25	* 10.30		СК	2.8	AMERICAN LAKE	113.1	40	* 12.47	* 7.88		12.58			
		6.25		f	5.27	f 10.33	-			MURRAY						12.54			
		7.00			5.88	10.39	-	CK	7.4	DDU PONTI	108.5	Spur	12.33	7.21		12.43 12.05PM			
		7.00			0.00						İ	1 1				12			<u>.</u>
		7.20			5.45	10.50	W	C K	12.5	SHERLOCK	103.4	93	12 16	7.08	•	11.45AM		-	
		7.45		*	5.59	f 11.05				UNION MILL						11.20			
		7.55		<del> </del>	6.01	11,10	-			LACEY						11:10			
		8.15AM				10										10.30AM			
		3.10Am		2	8 6.26	11.401	2	.1 .1		OYOLYMPIAI	-1		11.3027	6.269		ļ			-
							_			PORT TOWNSEND SOUTHERN CR'(			-						 
				f	6.41	f 11.58	M	C K 30	29.9	BELMORE	86.0	40	f 11.16	f 6.15					
					6.56	12.16	PM	CK	36.4	RKLITTLE ROCKI	79.5	43	11.01	6.04					
			<u> </u>	*	6.58	* 12.18	-			MASON JUNCTION				* 6.02					
			ļ	- f	7.02	f 12.26	-	1 !	Į.	2.2 MIMA4.3		•lI	f 10.51	f 5.57		<del>                                     </del>			
	See page 10			<u> </u>			-	1 -0	l .		,	1 i		i 1		·	11.20AM		
*	10.30AM				7 15 7 25 83-84	12.40 1.15	WY	C K 44	43.9	HKGATE1	72.0	100	10.40 10.30 73-77-78	5.50 5.40 81-82			11.20Am		
	11.00				7.35	1.27	_			0XOAKVILLE	-	-		5.26			11,00		
	11.25		<u> </u>	*	7.51	* 1.44	-	"		6.9 LYTLE		.1 1		* 5.10		<b>-</b>	10.25		-
							1										10.20		
	11.30AM			I	f 7.53	1.46	_ W			ORPORTER									
	12.15PM				8.10	2.01		C M 19	63.3	EFELMA	52.6	120	9.45 74	4.50			9.55 12 9.15		
	12.25			f	f 8.15	f 2.05			65.7		50.2		f 9.34	f 4.45			8.55		
	12.45			f	f 8.20	2.10		-		SPSATSOP		-		4.39			8.45		
	1.15			-	8.32	2.24	w		1	MOMONTESANO		-		4.25		· · · · · · · · · · · · · · · · · · ·	8.80		
			See page						-1			_			See page 12 4.00PM		7.50		
	1.45		7.55	AM · *	8.55	* 2.45	1	37	81.2	ABERDEEN JCT	. 34.7	42	* 8.50	* 4.00	4.00PM		7.00		
	2.10		8.10	AM	9.10	3.00		C M	84.4	SAABERDEEN	31.5	50	8.30	3 40	3.50PM		7.30		
			12			<u> </u>	_	-			_			128	27 28	_	-		
	2.30PM			,	9.25P	3.15 3.20	28 W	C M 44	87.9	HOHOQUIAM	28.0	75	8.10 8.00	3.25PM 27			7.00AM		
						f 3.30		C M 47	91.0	GRAYS HARBOR CITY	. 24.9	No Sdg.	f 7.50						
						f 3.45	-			GRAY GABLES				-			-		
	· · · · · · · · · · · · · · · · · · ·					f 3.50	_			2.0 CHENOIS CREEK					·		-		-
	·					f 3.57	_			2.4 3TULIPS					·	_	-		-
·	·					f 4.10	_	1 50	1	4.6	1						-	-	
					-	f 4.10	_  _	61 C M	105	COPALIS CROSSING	10.0	Sdg.	f 7.08			-			
						-		62		0.8	_	Sag	ļ				-		-
						f 4.15	l	63	1	1,3 0ONSLOW	1	Sag.	1				-	-	-
				_		f 4.18		64	1	1.5 5STEARNSVILLE		No.	f 6.57			_			-
			<b> </b>	_		f 4.30				7ALOHA		Sdg.				-	-		
						-			.	1.1	_					_	-		
						4.35	_ W	69		4PACIFIC	_	7	<u></u>						-
	,					f 4.40	•	C M 71	114.9	SUNSET BEACH	. 1.0	No Sdg.	f 6.40			<u>.L</u>			
						4.45	PM Y	C M	115.9	MCMOCLIPS	0.0	0 40	6.35A	M					
	4.00	2.05	.15		4.05	6,20	-	-	-	Time Over District	-	-	6.20	4.15	.10	2.40	4.20		

	WE	ST BOU	J <b>ND</b> .				-	GATE LINE.				EA	ST BO	UND.	-
THIRD CLASS		FIRS1	CLASS.					Time Table No. 30.				FIRST (	CLASS.	-	THIRD CLASS
73	83	81	79	77	Coal, Fables es	Numbers	10 II	May 23, 1909. Succeeding No. 29A.	from	of ks	78	80	82	84	74
Freight	Passenger	Passenger	Passenger	Passenger			Distance from Centralia	STATIONS.	Distance fa Gate	Capacity o Side Track	Passenger	Passenger	Passenger	Passenger	Freight
EXCEPT SUNDAY	DAILY	DAILY	DAILY		Wat Scal and	Station	Cen	Telegraph Offices and Calls	Dist	Cap	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY
9.00	6.45PM	5.00PM	12.40PM 7-8	9.50AM	W C Y S	2027	0.0	CNCENTRALIAN 5.8	13.0	170	11.10AM 7-38	2.00PM	6.20PM	7.55PM	12.35PM
9.25	6.57	5.12	12.52	10.05		C K 51	5.8	GRAND MOUND	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	75	10.47	1.30	5.57	7.32	11.50AM
10.00	7.15PM	5.30PM	1.05PM	10.25AM	WY	C K 44	13.0	HKD	0.0	100	10.40AM 77-12	1.20PM 79-27	<b>5.50</b> PM 81-28	7.25PM 83-9	11.35AM
EXCEPT	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.

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 Tracks, and when train of that company desires to use crossing, gates will be swung across Northern Pacific tracks cross those of the Port Townsend Southern Tracks; and when train of that company desires to use crossing, gates will be swung across Northern Pacific tracks. 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.

Statistical 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. spur.

Maximum grades, 3½ miles east of Shy 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 Cos. engine at that point. Derailing swirte Double test 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 Union Mill on Saturdays and Sundays.

No. 9 will stop on flag at Burnows and Sundays.

Clearance will not be issued at Elma chiless red signal is displayed.

Engineers will not be issued at Elma chiless red signal is displayed.

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

Bulletin Sations—I akeview. Junca and Moelips.

A

THIRD						OUTH BEND BRANCH		·		BOUN	עו.
CLASS	FIRST	CLASS.				Time Table No. 30.			FIRST	CLASS.	THIRD CLASS
75	35	<b>37</b> .		S.	ioi	May 23, 1909. Succeeding No. 29A.			38	36	76
Freight	Passenger	Passenger	Coal, Tables	Station Numbers	Distance from Chehalis Junction	STATIONS.	Distance from South Bend	of cks	Passenger	Passenger	Freight
See page 7	See page 7	See page 7	≷s e	ion	tance	•	th B	Capacity of Side Tracks	See page 8	See page 8	See page 8
EXCEPT SUNDAY	DAILY	DAILY	Wat Scal and	Stat	Dis	Telegraph Offices and Calls	Dis	Side	DAILY	DAILY	EXCEPT SUNDAY
8.45AN	* 8.00PM	* 1.20PM	Y	2032	0.0	CHEHALIS JCT	56.7	Y	* 10.44AM	* 5.55PM	3.2OPM
9.15	8.10	1.30		$\overline{^{\mathrm{CW}}_{2}}$	3.5	LITTELL	53.2	5	10.34	5.44	3.05
9.25	f 8.14	1.35		CW 5	4.7	ADNA	52.0	37	10.30	f 5.41	2.50
10.11 10.1638	f 8.27	1.50		CW 10	10.1	CERES	46.6	58	10.16 75	t 5.28	2.85
					16.3	LEUDINGHAUS R. R. CROSSING O.1	40.4				
11.15	8.40	<b>2.09</b>		CW 16	16.4	DRDRYADD	40.3	90	10.00	5.15	2 <b>09</b> 37 <b>1</b> .44
11.40AM	8.44	2.14		CW 17	17.5	DO DOTY D	39.2	Spur	9.55	5.11	1.25
12.10PM 1.10 76	8.54	2.80	W	CW 22	22.4	PLD 1.3	34.3	75	9.45	5.01	1.00PM 11.20AM 75
					23.7	McCORMICK R. R. CROSSING 0.6	33.0				
1.35	f 9.00	f 2.37	w	CW 24	24.3	McCORMICK	32.4	Spur	f 9.38	f 4.54	10.30
1.45	f 9.05	f 2.43		CW 26	26.1	WALVILLE	30.6	Spur	f 9.33	f 4.49	10.05
			_	•	26.7	WALVILLE R. R. CROSSING 2.2	30.0	-			
2.15	f 9.12	f 2.55		CW 29	28.9	PLUVIUS6.4	27.8	36	f 9.26	f 4.41	9.45
2.45 3.25	9.80	<b>3</b> .15	W	CW 35	35.3	FRFRANCESD	21.4	35	9.03 76	4.20	38 <b>9</b> .13
3.35	f 9.34	f 3.20		CW 37	36.7	GLOBE	20.0	Spur	f 8.58	f 4.14	8.17
8.40	f 9.38	3.23		CW 38	38.0	LEBAM4.3	18.7	14	8.54	f 4.11	8.10
3.55 4.00 <sup>36</sup>	f 9.50	3.37		CW 42	42.3	HOLCOMB4.1	14.4	30	8.43	f <b>4</b> .00	7.45
4.17	f 10.01	<b>3</b> .50		CW . 46	46.4	MENLO4.1	10.3	9	8.30	f <b>3.50</b>	7.25
4.32	f 10.13	4.01	s	CW 50	50.5	WILLAPA	6.2	16	8.17	f 8.38	7.10
4.45	10.22	₹4.13		CW 53	53.0	NDRAYMONDD	3.7	45	8.12	8.80	6.50
5.00PM	10.35PM	4.25PM	W C	CW 57	56.7	SBD	0.0	150	8.00AM	3.20PM	6.30AM
EXCEPT SUNDAY	DAILY	DAILY							DAILY	DAILY	EXCEPT SUNDAY
8.15	2.35	3.05				Time Over District			2.44	2.35	8.50
6.8	21.9	18.4				Average Speed per Hour			20.7	21.9	6.6

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.

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

WEST BOUL	ND.			ELMA BRANCH.		EA	ST BOUL	VD.
	CH 10 0 CH 19 1 CH 7½ 2 CH 7		Distance from End of Track	Time Table No. 30.  May 23, 1909.  Succeeding No. 29A.  STATIONS.  Telegraph Offices and Calls	Distance from Elma	Capacity of Side Tracks		
			0.0	SIMPSON	9.9	7		
			1.1	SMITHS SPUR	8.8	4		
	,	C H 7½	2.3	HILLGROVE	7.6	4		
			2.4	McCLEARY	7.5	8 -		
		C H 5	5.0	RAYVILLE	4.9	4		
		С <sub>4</sub>	5.9	WHITE'S	4.0	5		
		C M	9.9	EFD	0.0	60		
								*

Train service irregular—dependent on amount of business to be handled. Registering Station-Elma.

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

NOTE—All trains will run slow between Simpson and Hillgrove account light rails.

Switch in main track just above switch leading to siding at Simpson must be left to act as derail See Special Rules, page 14

WES	WEST BOUND.			·I	BURNETT BRANCH.		EAST BOUND.				
FIRST	CLASS.	Coal, Tables es		E	Time Table No. 30.	from Junction		FIRST	CLASS.		
41				e from rg	May 23, 1909. Succeeding No. 29A.	e Jun	ty of	40	42		
Passenger	■ - · > I		tion	Distance 1 Pittsburg	STATIONS.	Distance Cascade	Capacity Side Trac	Passenger	Passenger		
DAILY			Sta	Dis	Telegraph Offices and Calls	Cai	Sid	DAILY	DAILY		
7.15PM			0.0	PITTSBURG	3.3	45	7.15AM See 39	7.14PM See 41			
7.28	7.24	s	CC	2.0	BND  1.3	1.3	45	7.05	7.04		
* 7.28PM	* 7.29AM		1949	3.3	CASCADE JCT	0.0	No Sdg.	* 7.00AM	* 6.58PM		
See No. 32, Wilkeson Branch	See 217, Page 2										
DAILY								DAILY	DAILY		
.14	.14				Time Over District	٠.		.15	.15		
14.1	14.1		-		Average Speed per Hour			13.2	13.2		

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

WEST BOU	ND.		ORTING BRANCH.		EA	ST BOT	JND.	
	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Puyallup River	Time Table No. 30.  May 23, 1909.  Succeeding No. 29A.  STATIONS.  Telegraph Offices and Calls	Distance from Orting	Capacity of Side Tracks		
•		CE 8	0.0	PUYALLUP RIVER	7.6	10		
	WT	1958	7.6	OGD	0.0	200		
			· · ·					

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

Junction switch, one mile east of Orting station, will be set for cross-over, and track from cross-over to station will be used as a main line passing track.

Maximum grades on St. Paul & Tacoma Lumber Company's line east of Puyallup, River.

See special rules, page 14.

Derailing switch 200 feet east of Junction switch must be left set for derail

Derail at Fisks must be left set for derail

	WES	T B	OUN	ID.	WILKESON BRANCI	I.	EA	ST BOU	IND.
	FIRST CLASS.	es	Station Numbers	from	Time Table No. 30.	E .		FIRST	CLASS.
.	31	Coal, Tables yes	N N	e fr	May 23, 1909. Succeeding No. 29A.	Distance from Cascade Jct.	Capacity of Side Tracks	32	·
-	Passenger	Water, Scales, and Wy	tion	Distance 1 Fairfax	STATIONS.	stan	paci e Tr	Passenger	· .
	DAILY	Sca	Sta	Dis Fai	Telegraph Offices and Calls	වීවී	Sid	DAILY	
_	6.00AM		C B 15	0.0	FAIRFAX	15.2	5 Spur	8.50PM	
	6.10		C B 13	2.2	MND MELMONTD	13.0	$\operatorname*{Spur}^{5}$	8.35	
-				6.2	CARBON COAL CO. CROSSING	9.0			
:	6.30		C B	6.5	CBD	8.7	5	8.10	
—.	6.45	ST	C B 5	10.3	WX WILKESON D	4.9	90	7.48	
	* 7.00AM		1949	15.2	CASCADE JCT	0.0	No Sdg.	* 7.28PM	
_	See 40 Burnett Br.								-
_	DAILY					-		DAILY	
_	1.00				Time Over District			1.22	
	15.2				Average Speed per Hour			11.4	

Maximum Grades.

Registering Stations—Fairfax and Cascade Junction.

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

Derailing switch at Cascade Junction will be set for derail. Derailing switch located 200 feet east of east switch at Montezuma will be kept set and locked for derail.

Carbonado Junction switch at Wilkeson and Fairfax Junction switch at Carbonado

will be set for Fairfax Line.

Speed of trains when backing up must not exceed 20 miles per hour.

Trains will stop at railroad crossing near Fairfax Junction, between Carbonado and Fairfax.

Derail switches at west end of coal track at Melmont and 200 feet east of Cascade Junction must be kept set in derailing position when not in use.

Switch east of depot at Fairfax will be set to protect cars at Bunkers by derail.

WES	TB	OUI	ND.	ROSLYN BRANCH.	·	EA	ST BOU	JND.
SECOND CLASS.	88	bers	Ε	Time Table No. 30.	from		SECOND	CLASS.
135	Coal Table	Station Numbers	te from	May 23, 1909. Succeeding No. 29A.		ty of racks	136	· 
Mixed	ter, les,	tion	Distance f Cle Elum	STATIONS.	Distance Ronald	Capacity Side Trac	Mixed	
EX. SUN.	Wal Scal and	Sta	Çis	Telegraph Offices and Calls	ž &	Sid	EX. SUN.	
9.15AM	W.C	1873	0.0	CLN	5.3	500	11.15AM	
9.30	S	C <sub>A</sub> A	3.0	RS ROSLYN D	2.3	90	11.00AM	
		C <sub>A</sub>	5.0	RONALD	0.3			
EX. SUN.			5.3,	BEEKMAN	0.0		EX. SUN.	
.15	.15			Time Over District			.15	
12.0	l			Average Sneed per Hour			12.0	

Maximum Grades. Registering Station—Cle Elum, at which clearance will not be issued for Roslyn

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

Engineers will not be required to consult register, except at initial or starting point. Derailing Switches—At Cle Elum, at upper switch at the head of wye toward Roslyn, will be left set for west leg. Roslyn coal train is required to come to a full stop above this switch. The stub switch on the main line, nearly in front of scale house at Roslyn, will be left set to act as derail to prevent cars running down main track to Cle Elum. Derail switch, 120 feet east of powder house one mile west of Roslyn, must be left at the line of the property of the kept in derailing position when not in use.

Bulletin Station—Cle Elum. No. 135 has right over No. 136. See special rules, page 14.

WES	T B	OUI	ND.	CROCKER BRANCE	CROCKER BRANCH.						
Tir.  Water, Coal, and Wyes an	Time Table No. 30.  May 23, 1909.  Succeeding No. 29A.  STATIONS.  Telegraph Offices and Calls	Distance from Crocker	Capacity of Side Tracks								
	ws		0.0	WINGATE	5.1	140					
		1955	5.1	CROCKER	0.0	100					
D.,	1	- C4	4:	Crooker Switches below stati	on at	Wing	rate wil	he set			

Registering Station—Crocker. Switches act as derail.

as derail.

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

Derailing switches at Crocker, and in main track 550 feet west of depot at Wingate, st be left set for derail.

See special rules, page 14.

Truss bridge over Carbon river has inside width of twelve feet. Maximum grades. must be left set for derail.

1		WES	ТВ	OUI	VD.	YACOLT BRANCH		EA	ST BOU	JND.
-		COND LASS.		STS .		Time Table No. 30.			SECOND	CL 88.
_	1	149	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Yacolt	May 23, 1909. Succeeding No. 29A.	Distance from Vancouver Jct.	of :ks	150	
		Mixed	S, T.C.	Z	ince	CON A MY ON CO	ance	icity Trac	Mixed	
_	1	DAILY	Wate Scale and	Stati	Dista Yaco	STATIONS.  Telegraph Offices and Calls	Dist Van	Capacity of Side Tracks	DAILY	
_		6.15AM		C Y 27		YCD	26.8	35	6.30PM	
_	f	6.88		C Y 20	6.6	WALL	20.2	No Sdg.	f 6.04	
_		6.37		C Y 19	8.0	HEISON	18.8	25	5.58	
_	f	6.48	7	C Y 17	9.8		17.0	No Sdg.	f 5.48	- (
`	_	7.00	w	C Y 14	12.7	BABATTLE GROUNDD	14.1	20	5.80	
_		7.25		C Y 10	16.9	BRUSH PRAIRIE	9.9	25	5.02	
_	f	7.85		CY 8	18.6	GRAVEL PIT	8.2	50 Spur	f 4.54	
-	f	7.45		CY 7	20.0	HOLMAN	6.8	4 Spur	f 4.44	
_	f	8.05		C Y	21.2	BARBERTON	5.6	4 Spur	f 4.36	
	f	8.15		C <sub>Y</sub>	23.5	HIDDEN	3.3	No Sdg.	f 4.26	
	-	8.25AM	Y.	C X 25	26.8	VANCOUVER JCT	0.0	No Sdg.	4.16PM	
	-	IL Y							DAILY	-
	-	2.10		J <del></del>		Time Over District			2.14	
	-	12.6			]	Average Speed per Hour			12.0	

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

Derail switches located on Daly Spur and on Smith Spur must be kept in derail-

Trains from Yacolt Branch must ascertain main line rights before occupying main line at Vancouver Junction.

## WEST BOUND. GREEN RIVER BRCH. EAST BOUND.

FIRST CLASS.		LS		Time Table No. 30.			FIRST	CLASS.
217	oal, ibles	Station Numbers	from	May 23, 1909. Succeeding No. 29A.	Distance from Kanaskat	of :ks	220	
Passenger	Ş, ξ, Ş, Ξ, Ç,	Z	nce	STATIONS.	unce aska	City	Passenger	
DAILY	Water, Coal, Scales, Tables and Wyes	Static	Distance fi Kerriston	Telegraph Offices and Calls	Dista Kan	Capacity of Side Tracks	DAILY	
5.35AM		C J 15	0.0	KERRISTON	14.8		8.40PM	
6.10	W	CJ 7	7.9	HEMLOCK	6.9	30	8:12	
6.13		C J	8.6	BARNESTON	6.2	Spur 30	8.07	
6.30		$\frac{\mathrm{C}\mathrm{J}}{2}$	12.8	KANGLEY JCT	2.0	62	7.55	
6.40AM	WY	A 1	14.8	GVN	0.0	75	7.50PM	. /
DAILY							DAILY	
1.05				Time Over District			.50	
13.7				Average Speed per Hour		}	17.8	]

Registering Station—Kanaskat.

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

Derailing switches west of main line log landings will be set for derail.

Trains will look out for engines of Logging Co. using track east of derail switch located 1100 feet west of Spur No. 1 at Kerriston.

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

Maximum grades.

Derailing switch is located 250 feet east of Kangley Jct., on Kangley Line.

	WES	T BOU	ND.					GOBLE BRANCH.			EA	ST BOUND.
l	THIRD	CLASS	FIRST	CLASS	, l	bers	=	Time Table No. 30.	e Pu		FIRST CLASS	THIRD CLASS
					Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Kalama	May 23, 1909. Succeeding No. 29A.	Distance from North Portland	Capacity of Side Tracks		
ŀ					vater, cales, nd W	tation	)istan Kalam	STATIONS.	Sistar	Zapac Side T		
l					> 0 8	SS		Telegraph Offices and Calls				
ĺ					<b>T</b> .	2082	0.0	GB	35.1	115		
							1.2	G. N. & P. Crossing	33.9			
e e	;					2081	2.2	Charlton	32.9	35		
1			.:			2087	5.7	Deer Island	29.4	12	·-	
					W ½me	2090	8.2	Columbia 3,5	26.9	63		
l								C. & N. V. Crossing		i		
						2094	11.9	HU Houlton D	23.2	10.		
				-				South Houlton	l			
İ						2097	15.2	Warren	19.9	43		-
l				4-				P. & S. W. Crossing				
						2102	19.6	SQ Scappoose D	15.5	43		
					W 3 1-10 M E	2109	26.9	Holbrook	8.2	40		
	:					2114	32.1	1NLinntonD	3.0	48		
						2117	35.1	BANorth PortlandN	0.0	No Sd		
ı								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	BOUI	ID.
SECOND (	CLASS TRAI	NS.		bers	H.:	Time Table No. 30.	E			COND CL		NS.
	129	127	Coal, Tables yes	Numbers	Distance from Aberdeen Jct. via Cosmopolis	May 23, 1909. Succeeding No. 29A.	Distance from Ocosta via Cosmopolis	ity of racks	128	I 3 O MIXED Wed. and Sat.		
	MIXED	Mixed	ter,	Station	Sega	STATIONS.	stan osta smo	page e T	Mixed	MIXED		
	Wed. and Sat.	Except Sunday	Sca and	Sta	P Ap via	Telegraph Offices and Calls	దేరికి	Sa	Except Sunday	Wed. and Sat.		
	,	* 4.00PM		CM 37	0.0	ABERDEEN JCT	18.7	42	* 7.55AM			
	-	4.08			0.8	JUNCTION CITY	17.9		7.52			
		* 4.05		CR 1	1.4	COSMOPOLIS JCT	17.3	No Sdg.	* 7.50			
	4.20PM	4.15PM	W	CG 2	3.0	MPCOSMOPOLISD	15.7	90 •	7.45AM	6.20PM		
	* 4.25			CR 1	4.6	COSMOPOLIS JCT	14.1	No Sdg.		6.17		
	f 4.38			CR 3	5.7	SOUTH ABERDEEN	13.0	90		6.14		-
	f 4.43			CR 5	7.9	WEST ABERDEEN	10.8	No Sdg.		6.10		
	f 5.06			CR 11	14.5	SOUTH ARBOR	4.2	No Sdg.		5.57	:	
	f 5.18			CR 13	16.2	MARKHAM	2.5	10		5.40		
	5.20PM		W <sub>T</sub> C	CR 16	18.7	OCOSTA	0.0	75		5.80PM		
	Wed. and Sat.	Except Sunday		-			-			Wed. and Sat.		-1
	1.00	.15				Time Over District			.10	.50		-
——I ————	15.5	10.0			1	Average Speed per Hour	1	i l	18.0	18.8		1

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 ½ 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.**

Ш	MAIN LINE.	MAIN LINE—Cont.	CROCKER BRANCH.	BUCKLEY LINE.	GRAY'S HARBOR BRCH.	SOUTH BEND BRANCH.	YACOLT BRANCH.
	DISTANCE FROM ELLENSBURG.		DISTANCE FROM CROCKER.	DISTANCE FROM PALMER JCT.	—Cont.	O and	DISTANCE FROM YACOLT.  McCutcheon
Ш		Salzer 51.4	Morse 1.9	Pig 6 1 6	Duby 12.0	—Cont.	Bouton Perkins 4.7
Ш		Calliste		2.8	Ames 14.7		Lucia 4.9
		Byckford.         53.7           Eleanor.         63.2	ODTING RDANCH	Nolte 1.8	Bagshaw. 19.6		Daley       7.9         Smith       10.0
Ш	Garibaldi	Evaline 65.0	DISTANCE EDOM ODTING			Meskill 12.5	Tenny 13.2
Ш	Soos	Capital Mills 60 7		· many management	24.0	Mays 13.0	
П		Metcalf94.4	Fields 5.2	=	W. 41	Onn	OLIMPIA DIVANCII.
П	DISTANCE FROM TACOMA.	Hermione 109.1	11383 0.2	Fit vine	Ninemire & Morgan 55.5	Custer 34.0	
П	Stone		WILKEGON DDANGI	GRAY'S HARBOR BRCH.			Molberg.         15.9           Standard Oil Co.         23.4
	Mentzer 38.3	BURNETT BRANCH.	WILLESON DRANCH.	DISTANCE FROM CENTRALIA.	SOUTH BEND BRANCH.	and contains	Guslander
4	Tenino Stone Co	DYGRANGE EDOM CASCADE ICE	DISTANCE FROM CASCADE JCT.	Ingall			Overton 33.4
	Blumauer	DISTANCE FROM CASCADE JCT.	Brierhill Coal & Coke Co 5.5	Blakeslee 1.5	DISTANCE FROM CHEHALIS JCT.	Turney	Beach 34.7
I		I _			Harmons 6.4	Mayfair 55.5	O & W Spur 43.0
Н			·			I	ı

#### 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 broght to an immediate stop and will not proceed until the

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 immediate 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 Rulés for First Distret, 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 insde outer switches and markers nave been seen by operator, or operator been so notifid 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 cr 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 dictrict; 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 indithat 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 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,

T. E. COYLE. Train Master, Tacoma, J. E. CAMPBELL, Train Master, Tacoma. I. 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.

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

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

#### FIRST DISTRICT-WEST BOUND.

Easton to Lester	m
Ellelisburg to Eastern 0 925 8 175	6
Ellensburg to Easton	18

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

#### SECOND DISTRICT-WEST BOUND.

	Class W		Class Y-2		Class F-1		Class S		Class P		Class E-4		Class E-3		Class D-3		Class C-6	
GRADES.			Tons	Cars Ton		Cars Tons		Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
			1350	45	1200	40	1150	38	1050	35	850	28	825	27_	825	27	700	23
South Tacoma to Rainier	-		1000			co		60		60		60		50		50		40
Rainier to Chehalis	•••••	60	•••••		•••••				750	25	550	18	525	17	525	17	400	13
Chehalis to Napavine	1150	38	1000	34	900	30	850								1175	39	1050	35
Napavine to Portland		60		60	1500	50	1500	50	1400	47	1200	40	1175	39	1175	39	1030	

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

#### SECOND DISTRICT-EAST BOUND.

											1 1	1	4			1	4 1	
	1750	58	1550	52	1400	47	1350	45	1250	41	1050	35	1025	34	1025	34	900	30
Portland to Winlock					1010	33	960	32	860	29	660	22	635	21	635	21	510	17
Winlock to Napavine	1260	42	1110	37	1010		- 300								<b>505</b>	0.4	600	20
	1	50	1250	41	1100	36	1050	35	950	31	750	25_	725	24	725	24	- 600	
Napavine to Rainier	1000		1000		1750	58	1700	57	1500	50	1300	43	1275	42	1275	42	1150	38
mututum to Manama		60	1900	63 .	1190	36					( )							

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

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,

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.