

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

No. 18 | TIME TABLE | No. 18

TO TAKE EFFECT AT 12:01 P. M.

(PACIFIC OR 120TH MERIDIAN TIME)
(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, DECEMBER 1ST, 1901.

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

W. G. PEARCE,
General Manager.

M. C. KIMBERLY,
Gen'l Superintendent.

A. E. LAW,
Ass't Gen'l Superintendent.

G. B. CLIFF,
Superintendent.

T. J. DeLAMERE,
Sup't Car Service.

West Bound										East Bound									
M. C. Ry. No. 49										M. C. Ry. No. 47									
2d Class										First Class									
DAILY EX SUN										DAILY EX SUN									
FREIGHT No. 23										FREIGHT No. 21									
Third Class										Third Class									
DAILY										DAILY EX SUN									
De 8.30 P. M.										De 6.00 A. M.									
PASSENGER No. 3										PASSENGER No. 1									
First Class										First Class									
DAILY										DAILY									
De 4.00 P. M.										De 9.10 A. M.									
TIME TABLE No. 18										TIME TABLE No. 18									
Dec. 1, 1901										Dec. 1, 1901									
Succeeding No. 17										Succeeding No. 17									
STATIONS										STATIONS									
Seattle										Seattle									
Interbay										Interbay									
Fremont										Fremont									
*Keith										*Keith									
Lake										Lake									
Bothell										Bothell									
Woodinville										Woodinville									
Mb Maltby										Mb Maltby									
Snohomish										Snohomish									
Machias										Machias									
Hartford										Hartford									
Getchell										Getchell									
Edgecomb										Edgecomb									
Arlington										Arlington									
Bryant										Bryant									
McMurray										McMurray									
Montborne										Montborne									
Big Lake										Big Lake									
Clear Lake										Clear Lake									
Woolley										Woolley									
Thornwood										Thornwood									
Wickersham										Wickersham									
Saxon										Saxon									
Acme										Acme									
Deming										Deming									
Eureka										Eureka									
Nooksack										Nooksack									
Sumas										Sumas									
Su										Su									

Eastbound trains have right over westbound trains of the same or inferior class.
 REGISTER STATIONS—Seattle, Woodinville, Snohomish, Hartford, Woolley and Sumas. Engineers will examine registers.
 No. 2. will register at Hartford and Woodinville by ticket, and no clearance will be issued except as per Rule 420.
 Trains will keep under control within yard limits at Seattle, Woodinville, Snohomish, Hartford, Woolley, Sumas, expecting to find train occupying main track.
 Seattle yard limits extend west to yard limit board 2000 feet west of Ballard Junction. Eastbound freight trains entering yard at Interbay will be kept under control inside of yard limit board.
 Sumas yard limits extend east to yard limit board 1000 feet east of round house switch.
 Arlington yard extends west to yard board one mile west of station and includes junction with Darrington Branch.
 First-class trains when 15 minutes or more late will observe same precautions in yard limits at Arlington as are required of second and inferior class trains by Rule 298 F.
 The maximum rate of speed over truss bridges and high trestles must not exceed 20 miles per hour.
 All trains will come to full stop before crossing drawbridges.
 Speed over drawbridges must not exceed 6 miles per hour.
 Passenger trains will not exceed 20 miles per hour over bridge 40, crossing Pilchuck river.
 The maximum rate of speed between Clay street and depot, Seattle, must not exceed 6 miles per hour.

Trains will register by ticket and will not be required to get clearance at Hartford between the hours of 7 p. m. and 7 a. m. unless Red Signal displayed.
 All trains will keep under control and look-out carefully for slides between Mile Posts 14 and 17 and 18 and 19.
 Trains must not exceed schedule time descending grades, and must be handled under control where view of switches is obstructed.
 Engineers of all trains not on schedule, and delayed regular trains will sound warning signal when approaching curves where the view is obstructed, to warn track men and others of the approaching train.
 Freight trains will not leave Maltby when following a passenger train until 15 minutes after departure of passenger train.
 Special attention is called to Rules 298 and 299, which also govern trains at water tanks outside of switches.
 Train and engine men will provide themselves with a copy of signal code covering interlocking switch system between Yesler Way and First Avenue South at Seattle.
 Standard Clock—Seattle. Bulletins—Seattle, Woodinville, Snohomish, Woolley and Sumas.
 No. 4 will take siding when meeting No. 1 at Bothell.
 No. 23 has right over No. 24 between Woolley and Sumas.
 Nos. 23 and 24 will do local work between Woolley and Sumas.

West Bound

EVERETT BRANCH.

East Bound

PACIFIC OR 120TH MERIDIAN TIME.

M. C. Ry. No. 45	M. C. Ry. No. 43	PAS'NGER No. 13	PAS'NGER No. 11	PAS'NGER No. 9	PAS'NGER No. 7	Water, Coal, Scales, Tables and Wye.	Station Numbers	Distance from Snohomish	TIME TABLE No. 18 Dec. 1, 1901 Succeeding No. 17.	Distance from Everett Junc.	Capacity of Siding	Telegraph Office	PAS'NGER No. 8	PAS'NGER No. 10	PAS'NGER No. 12	PAS'NGER No. 14	M. C. Ry. No. 42	M. C. Ry. No. 44
2d Class	First Class	First Class	First Class	First Class	First Class				STATIONS				First Class	First Class	First Class	First Class	First Class	2d Class
DAILY EX SUN	DAILY EX SUN	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	DAILY EX SUN	DAILY EX SUN
De 3.50 P. M.	De 4.15 P. M.	De 6.15 P. M.	De 3.30 P. M.	De 11.00 A. M.	De 9.15 A. M.	Wye	38		Snohomish	11.5	128	D	Ar 8.55 A. M.	Ar 10.35 A. M.	Ar 3.05 P. M.	Ar 5.50 P. M.	Ar 8.15 A. M.	Ar 9.10 A. M.
						C	39	0.7	Gravel Pit	10.8	8							
						C	43	5.5	Ebey Junction	6.0								
Ar 4.15 43 P	Ar 4.30 P 45	6.40	3.50	11.20	9.35	Wye	44	6.2	Lowell	5.3	16		8.35 P 44	10.15	2.45	5.30	7.55	Ar 8.50 8 P
Ar 4.45 P. M.	Ar 4.35 P. M.	Ar 6.45 P. M.	Ar 3.55 P. M.	Ar 11.25 A. M.	Ar 9.40 A. M.	W	46	7.7	Everett	3.8	100	D	De 8.30 A. M.	De 10.10 A. M.	De 2.40 P. M.	De 5.25 P. M.	De 7.50 A. M.	De 8.20 A. M.
DAILY EX SUN	DAILY EX SUN	DAILY	DAILY	DAILY	DAILY	C	48	10.	Rice & Blackman's	1.5	40		DAILY	DAILY	DAILY	DAILY	DAILY EX SUN	DAILY EX SUN
						C	49	11.2	Smelter	.3	175							
						C	50	11.5	Everett Jct.									

East Bound trains have right over west-bound trains of the same or inferior class.

Register Stations: Snohomish and Everett, Engineers will examine registers.

Conductors will register as required, and must not pass any registering station which has telegraph service without an order or a clearance.

Everett Yard Limits extended from Lowell to Everett Junction.

All trains will be kept under full control within yard limits at Everett and Snohomish expecting to find trains occupying main track.

Engineers of all trains not on schedule, and delayed regular trains will sound warning signal when approaching curves where the view is obstructed, to warn trackmen and others of the approaching train.

All trains will stop before crossing drawbridges over Snohomish River at Lowell and Ebey Slough about one mile south of Lowell.

Speed over drawbridges must not exceed six miles per hour.

Bulletins—Snohomish and Everett.

NOTE—No. 7 has right over No. 10.

West Bound

DARRINGTON BRANCH.

East Bound

PACIFIC OR 120TH MERIDIAN TIME.

MIXED No. 15	Water, Coal, Scales, Tables and Wyes.	Station Numbers	Distance from Arlington	TIME TABLE No. 18 Dec. 1, 1901 Succeeding No. 17.	Distance from Darrington	Capacity of Siding	Telegraph Office	MIXED No. 16
Second Class				STATIONS				Second Class
Mon. Wed. Fri.								Tues. Thurs. Sat.
De 2.30 P. M.	Y C	60	0 0	Arlington	28.0	81	D	Ar 8.00 A. M.
	W	D63	3.4	Hudson	24.6	3		
		D64	4.7	Cooper's	23.3	4		
2.55		D65	5.2	Trafton	22.8	18		7.40
		D68	8.3	August	19.7	3		
3.25		D71	11.2	OZ Oso	16.8	40	D	7.10
		D74	14.7	Sheridan	13.3	5		
	W	D76	16.0	McMartin	12	14		
Ar 4.40 P. M.	2MW	D88	28.0	Darrington		24	D	De 6.00 A. M.
Mon. Wed. Fri.				DR				Tues. Thur. Sat.

East Bound Trains have right of track over West Bound Trains of the same or inferior class.

Kunze Camp Mile Post 3, and Hildebrandt Mile Post 8, are flag stops.

Register Stations—Arlington and Darrington. Engineers will examine register.

Trains will keep under control where landslides or washouts are liable to occur.

Bulletins—Arlington.

West Bound **SNOQUALMIE BRANCH.** East Bound

FREIGHT No. 25		PASSENGER No. 5		Water, Coal Scales, Tables and Ways	Station Numbers	Distance from Woodinville Junction	TIME TABLE No. 18 Dec. 1, 1901 Succeeding No. 17			Distance from Sallal Prairie	Capacity of Sidings	Telegraph Offices	PASSENGER No. 6		FREIGHT No. 26	
Third Class	DAILY EX SUN	First Class	DAILY EX SUN				STATIONS	First Class	DAILY EX SUN				Third Class	DAILY EX SUN		
De 8.50	A. M.	De 5.20	P. M.	C T	24	0.0	Woodinville	36.3	65	D	At 9.45	A. M.	Ar 1.15	P. M.		
9.00		F			B 24	1.0	Kirkland Jct.	35.3			F		1.05			
		F			B 27	3.9	York	32.4	3		F					
At 9.26	M 6	5.35			B 30	6.6	Redmond	29.7	28		9.31	M 25	12.40			
De 9.31		F			B 32	8.7	Adelaide	27.6			F					
		F			B 34	11.1	Samamish	25.2	6		F					
		F			B 37	11.5	Inglewood	24.8			F					
10.20		6.00			B 38	15.1	Monohon	21.2	33		9.08		12.01	P. M.		
At 10.50	M 26	6.15		W C	B 42	19.1	Issaquah	17.2	240	D	8.52		De 11.30	M 25		
De 11.20				S Y									Ar 10.20			
12.10	P. M.	6.37			B 49	26.2	Preston	10.1	18	D	8.27		9.45			
12.30		6.57		W	B 53	29.5	Falls City	6.8	12		8.12		9.00			
12.50		7.07			B 55	32.2	Snoqualmie Falls	4.1	4		8.02		8.40			
1.00		7.12			B 56	33.3	Snoqualmie	3.0	18	D	7.58		8.30			
Ar 1.30	P. M.	Ar 7.25	P. M.	Y	B 60	36.3	North Bend	0.0	18		De 7.45	A. M.	De 8.00	A. M.		
DAILY EX SUN		DAILY EX SUN									DAILY EX SUN		DAILY EX SUN			

East-bound trains have right over west-bound trains of the same or inferior class. Register stations, Woodinville and Snoqualmie, engineers will examine registers.

Trains will keep under control within yard limits at Woodinville and Issaquah.

The maximum rate of speed over truss bridges and high trestles must not exceed 20 miles per hour. Trains must not exceed schedule time descending Preston or Fall City grades, and must be kept under control where view of switches is obstructed. Freight trains will not leave Preston when following passenger train until 15 minutes after departure of passenger train. Passing track at Preston, located one-half mile east of station.

All trains will reduce speed to ten miles per hour crossing Raging River Bridge, and four miles per hour between Bridge 49 and Snoqualmie Falls.

Bulletins—Woodinville and Snoqualmie.

West Bound **KIRKLAND BRANCH** East Bound

FREIGHT No. 25		PASSENGER No. 5		Water, Coal Scales, Tables and Ways	Station Numbers	Distance from Kirkland Junction	TIME TABLE No. 18 Dec. 1, 1901 Succeeding No. 17			Distance from Kirkland	Capacity of Sidings	Telegraph Offices	PASSENGER No. 6		FREIGHT No. 26	
Third Class	DAILY EX SUN	First Class	DAILY EX SUN				STATIONS	First Class	DAILY EX SUN				Third Class	DAILY EX SUN		
						0.0	Kirkland Jct.	5.1								
						3.0	Wipplers	2.1								
						5.1	Kirkland	0.0	200							

MAIN LINE.—Spurs and Stations not Shown on Face of Card.

STATIONS	STATION NUMBER	DIS. FRM. SEATTLE	HOW CON'T'D	CARS CAPACITY	STATIONS	STATION NUMBER	DIS. FRM. SEATTLE	HOW CON'T'D	CARS CAPACITY
Edgewater	7	6.1	1 E	8	Saunders	64½	64.5	1 E	18
Latona	8	7.4	1 E	4	Pilchuck F 1,2,3,4	65	65.4	1 E	88
Brooklyn	8½	8.0	1 E	4	Day's Camp F 3,4	67	67.6		13
Power House Spr	9	9.0	1 W	3	Royal's Spur	71	70.3	1 E	2
Wood Spur	10	9.9	1 E	6	Ehrlich F 1, 3, 4	73	73.0	1 W	8
Pontiac F 3&4	12	12.7	1 E	4	Nookechamps	78	78.0	1 E	19
Kenmore	18	18.4	1 E	7	Campbell's	81	81.0	1 E	3
Folsom	19	19.1	1 E	4	Sedro Quarry	84	84.0	1 E	7
Wayne F 3, 4	20	21.0		0	Daniels	90½	91.0	1 E	6
Bear Creek	24½	24.8	1 E	17	Shrewsbury	92½	92.5	1 E	20
Melville	25	25.0	1 E	6	Prairie	93	93.6		10
Grace	26	25.9	1 E	25	Kane F 1, 2	94	94.0	1 W	4
Stevens Spur	26½	26.5	1 E	9	Mills Creek	94½	94.5	1 E	2
Brace	28	28.5	1 E	3	Brannain	95	95.2	1 E	2
XL Spur	29½	29.5	1 E	4	Abel	96	96.7	1 W	3
Cathcart F 3&4	33	33.1	1 W	12	Reynold's	97½	97.8	1 E	3
Blackmans	36	36.0	1 E	3	Doran	99½	99.5	1 W	4
Buck's	39	38.8	1 E	3	Green's Spur	104	104.0	1 E	20
Dubuque	42½	43.0		8	McDonald's SF 1,2	105	105.1	1 W	2
Sinnitt's	43½	43.5	1 E	69	Van Zant's F 1, 2	107	107.2	1 W	6
Riverside Spr	44	43.9	1 E	2	Case's Spur	108	108.3	1 E	5
Lake Cassidy	49	49.3	1 W	2	Lawrence F 1, 2	113	113.2	1 E	6
Barrett's	57	57.2	1 E	3	Merrill	115	115.5	1 E	5
Hiatt's	58	57.7	1 E	20	McKee's	117	116.9	1 W	14
Kelley's Spur	59	59.0	1 W	4	Gillie's	121	120.5	1 E	2
Haller	61	60.3	1 E	4					

SNOQUALMIE BRANCH.

Derby	B 25	25.0			Hop Ranch	B 57	57.2	1 E	16
Bush F 5 & 6	B 40	40.0	1 E	3	Burke Spur	B 58		1 W	2
Grand Ridge	B 45	45.4		18	Allen and Nelson	B 62	62.0	1 E	100
Lovegreen	B 51	51.3	1 E	5					

AUTHORIZED SURGEONS

F. H. COE, Seattle.

M. B. MATTICE, Woolley. N. S. McCREADY, Snohomish. R. H. PORT, Sumas. H. R. CORSON, Issaquah. W. C. COX, Everett.

LOCATION OF STRETCHERS

SEATTLE, PASSENGER DEPOT. SNOHOMISH. WOOLLEY. SUMAS. EVERETT. ISSAQUAH.

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 services 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.

RAILROAD OFFICIALS are required to call on the nearest authorized surgeons, whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge; and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railroad 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 occurring in the discharge of duty.

SPECIAL RULES.

Kirkland Belt line will be operated without train orders under the following rules:

Before starting on the branch, register departure, ascertaining from train register that there is no other train on the branch, also location of any car or other obstruction on the main track. Engineer to be furnished written copy of register showing last departing or arriving train, including information as to cars or other obstructions on main track. On return to main line junction point, register arrival, also register number and exact location of all cars left on main track, and any other obstructions, or defective conditions, known to exist, and number of miles run on branch. Train will not leave main line junction point on branch when there is any other train on branch, except with the required protection against same, conferred by regular train orders. For completion of Dispatcher's record of service, operator at main line junction point will telegraph copy of register, showing departure and arrival, and mileage made on branch.

If there is no operator at Junction point, conductor will telegraph this information from next open telegraph office.

SAM'L CAMPBELL,
Chief Dispatcher.