

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

No. 16A | TIME TABLE | No. 16A

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120TH MERIDIAN TIME.)

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

MONDAY, JULY 22TH, 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,
Supt Car Service.

West Bound										PACIFIC OR 120TH MERIDIAN TIME										East Bound		
M. C. Ry. No. 57	M. C. Ry. No. 53	M. C. Ry. No. 43	FREIGHT No. 21	PASSENGER No. 3	PASSENGER No. 1	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Seattle	TIME TABLE No. 16 A July 22, 1901 Succeeding No. 16	Distance from Sumas	Capacity of Sidings	Telegraph Offices	PASSENGER No. 2	PASSENGER No. 4	FREIGHT No. 22	M. C. Ry. No. 44	M. C. Ry. No. 54	M. C. Ry. No. 58				
2d Class	2d Class	First Class	Third Class	First Class	First Class				STATIONS				First Class	First Class	Third Class	First Class	2d Class	2d Class				
DAILY EX SUN	TUES THUR SAT	Mon, Wed, Fri	DAILY EX SUN	DAILY	DAILY								DAILY	DAILY	DAILY EX SUN	Mon, Wed, Fri	TUES THUR SAT	DAILY EX SUN				
			De 4.00 A. M.	De 5.40 P. M. Sec 2	De 8.25 A. M.	W C S T	0	0.0	Seattle	125.8	250	N	Ar 5.30 P. M.	Ar 11.10 A. M.	Ar 4.35 P. M.							
			4.25	5.55	F 8.38	W S	4	4.0	Interbay	121.8	300	N	F 5.15	10.54	4.10							
			4.35	6.01	8.42		6	5.9	Fremont	119.9	80		5.10	10.49	4.00							
			5.00	F 6.16	8.55		11	11.1	Keith	114.7	22		* 4.56	F 10.38	3.80							
			5.25	F 6.27	* 9.03		15	15.1	Lake	110.7	30		* 4.47	F 10.29	3.00							
			5.55	6.47	9.17		22	22.0	Bothell	103.8	50		4.30	10.12	2.12							
			6.10	Ar 6.52 De 7.00	9.22	W C T	24	23.7	Woodinville	102.1	65	N	4.24	10.02	De 2.00 Ar 1.45							
			6.55	F 7.20	9.42 M 4		29	29.4	Maltby	96.4	62		F 4.09	9.42 M 1	1.10							
			7.15	F 7.30	* 9.54		33	33.1	Cathcart	92.7	12		* 3.58	F 9.26	12.40							
De 9.30 A. M.	De 8.20 A. M.	De 10.20 A. M.	Ar 7.45 De 8.30	7.48	10.09	W Y S	38	38.1	Snohomish	87.7	134	N	3.43	9.10	De 12.15 P. M. Ar 11.30 A. M.	Ar 4.33 P. M.	Ar 6.05 P. M.	Ar 6.20 P. M.				
* 9.45	* 8.34	F 10.32	Ar 8.58 De 8.58 M 4	8.05	10.22	W	43	43.3	Machias	82.5	80	D	3.30	8.58 M 21	11.05	F 4.18	* 5.52	* 6.05				
Ar 9.55 A. M.	Ar 8.45 A. M. Sec 4	Ar 10.38 A. M. M 22	Ar 9.23 De 9.23 M 22	8.10	10.31 M 22		46	46.3	Hartford Jct.	79.5	36	D	3.21	8.49 Sec 53	De 10.38 M 43 Ar 10.20 M 1	De 4.13 P. M.	De 5.45 P. M.	De 5.55 P. M.				
			Ar 9.55 De 10.00 M 22	8.23	10.43		59	50.8	Getchell	75.0	45		F 3.10	8.38	10.00 M 21							
			Ar 10.50 De 11.06	8.38	10.56 P 21	W I M E	56	56.7	Edgecomb	69.1	64	D	2.56	8.20	9.10							
			11.26	8.48	11.05	Wye 3 M E	60	60.0	Arlington	65.8	81	D	2.47	8.11 P 22	De 8.21 Ar 8.05 4 P							
			11.56	F 8.58	F 11.15		64	63.9	Bryant	61.9	39		F 2.37	F 8.01	7.30							
			12.36 P. M.	9.15	11.32	W	70	70.0	McMurray	55.8	65	D	2.28	7.47	6.55							
			1.06	F 9.30	* 11.46		75	75.6	Montborne	50.2	23		* 2.08	F 7.32	6.25							
			1.16	9.35	11.50 A. M.		77	77.2	Big Lake	48.1	44	D	2.03	7.28	6.05							
			Ar 1.46 De 1.51 M 2	9.50	12.02 P. M.		83	83.0	Clear Lake	42.8	137	D	1.51 M 21	7.14	5.25							
			De 6.00 A. M.	Ar 2.17 P. M.	10.00 P. M.	C W Y	86	85.9	Woolley	39.9	161	N	1.42	De 7.05 A. M.	De 5.00 A. M.	Ar 4.55 P. M.						
			6.30		12.23		91	91.1	Thornwood	34.7	15		F 1.28			4.25						
			7.00		12.45		97	97.5	Wickersham	28.3	18	D	1.13			3.50						
			7.15		* 12.51		100	99.9	Saxon	25.9	200		* 1.06			3.32						
			7.25		1.00 M 2	W	102	102.2	Acme	23.6	16		1.00 M 1			3.20						
			8.05		1.19		110	110.0	Deming	15.8	21	D	12.42			2.35						
			8.40		* 1.20		111	110.7	Eureka	15.1	18		* 12.40			2.25						
			9.25		1.38 M 24		120	119.4	Nooksack	6.4	18		12.21									
			Ar 10.00 A. M.		Ar 1.55 P. M.	T W	125	125.8	Sumas	0.0	89	D	De 12.05 P. M.			De 1.38 Ar 1.33 P. M.						

Eastbound trains have right over westbound trains of the same or inferior class.
 REGISTER STATIONS—Seattle, Woodinville, Snohomish, Hartford Junction, Woolley and Sumas. Engineers will examine registers. No. 2 will register at Hartford Junction 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 Junction, 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 8 miles per hour.

Trains will register by ticket and will not be required to get clearance at Hartford Junction 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.
 N. P. trains will look out carefully for M. C. trains occupying main track at Snohomish and Hartford Junction, S. & N. trains occupying main track between Sedro and Woolley, and for Canadian Pacific trains occupying main track at Sumas.
 Trains will not exceed 8 miles per hour through Snohomish yards.
 All trains will come to FULL STOP before passing railroad crossings at Woolley.
 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.

West Bound

EVERETT BRANCH.

East Bound

PACIFIC OR 120TH MERIDIAN TIME.

M. C. Ry. No. 59	M. C. Ry. No. 55	M. C. Ry. No. 45	PAS'NGER No. 37	PAS'NGER No. 35	PAS'NGER No. 31	Water, Coal, Scales, Table and Wye	Station Numbers	Distance from Snohomish	TIME TABLE No. 16 A July 22, 1901 Succeeding No. 16.	Distance from Everett Junc.	Capacity of Siding	Telegraph Office	PAS'NGER No. 32	PAS'NGER No. 34	PAS'NGER No. 38	M. C. Ry. No. 42	M. C. Ry. No. 52	M. C. Ry. No. 56
2d Class	2d Class	First Class	First Class	First Class	First Class				STATIONS				First Class	First Class	First Class	First Class	2d Class	2d Class
DAILY EX SUN	TUWSTHURSAT	Mon. Wed. Fri.	DAILY EX SUN	DAILY EX SUN	DAILY EX SUN								DAILY EX SUN	DAILY EX SUN	DAILY EX SUN	Mon. Wed. Fri.	TUES THUR SAT	DAILY EX SUN
De 6.25 P. M.	De 4.20 P. M.	De 4.38 P. M.	De 8.00 P. M.	De 6.00 P. M.	De 9.15 A. M. M 56	Wye W	C 38		Snohomish Om 07	11.5	128	D	Ar 8.40 A. M.	Ar 10.05 A. M.	Ar 7.40 P. M.	Ar 10.12 A. M.	Ar 8.15 A. M.	Ar 9.10 A. M. M 31
							C 39	0.7	Gravel Pit 1.8	10.8	8							
							C 41	2.5	Mudgett's 3.7	9.0	4							
Ar 6.45 De 7.00	Ar 4.40 De 4.50	4.55	8.25	6.25	9.30	Wye W	C 44	6.2	Lowell 1.5	5.3	16	D	8.15	9.45	7.15	9.55	7.55	De 8.50 Ar 8.25
Ar 7.05 M 38 P. M.	Ar 4.55 P. M.	Ar 5.00 P. M.	Ar 8.30 P. M.	Ar 6.35 P. M.	Ar 9.35 A. M. M 34	Wye W	C 46	7.7	Everett Au 2.3	3.8	100	D	De 8.10 A. M.	De 9.40 A. M. M 31	De 7.10 P. M. M 59	De 9.50 A. M.	De 7.50 A. M.	De 8.20 A. M.
							C 48	10.	Rice & Blackman's 1.2	1.5	40							
							C 49	11.2	Smelter 0.3	.3	175							
							C 50	11.5	Everett Jct.									

East Bound, Everett Junction to Snohomish.

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.

Speed of trains must not exceed 6 miles per hour over long trestle at Everett Junction, while passing Rice & Blackman's Mills, and between overhead bridge at Everett Avenue and south line of Pacific Avenue, Everett.

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. 31 has right over No. 34.

West Bound

DARRINGTON BRANCH.

East Bound

PACIFIC OR 120TH MERIDIAN TIME.

				MIXED No. 7	Water, Coal, Scales, Table and Wye	Station Numbers	Distance from Darrington	TIME TABLE No. 16 A July 22, 1901 Succeeding No. 16.	Distance from Darrington	Capacity of Siding	Telegraph Office	MIXED No. 8						
				Second Class				STATIONS				Second Class						
				Mon. Wed. Fri.								Tues. Thurs. Sat.						
				De 2.50 P. M.	W 3 1/2 MW			Arlington Ar 5.2	28.0		D	Ar 8.00 A. M.						
				3.15		D65	5.2	Trafton 6.00	22.8	18		7.40						
				3.45	W 7 M 1 W	D76	11.2	Oso 16.08	16.8	40	D	7.10						
				Ar 5.00 P. M.	YC I MR	D88	28.0	Darrington DR		24	D	De 6.00 A. M.						

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

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

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

Bulletins—Arlington.

West Bound **SNOQUALMIE BRANCH.** East Bound

PASSENGER No. 5 First Class DAILY EX SUN	Water, Coal Scales, Tables and Ways	Station Numbers	Distance from Woodinville Junction	TIME TABLE No. 16A July 22, 1901 Succeeding No. 16.				Distance from Salkal Prairie	Capacity of Sidings	Telegraph Offices	PASSENGER No. 6 First Class DAILY EX SUN
				STATIONS	Distance from Woodinville Junction	Distance from Salkal Prairie	Capacity of Sidings				
De 7.00 P. M.	C T	24	0.0	Woodinville	36.3	65	D	Ar 9.55 A. M.			
F		B 24	1.0	Kirkland Jct.	35.3			F			
F		B 27	3.9	York	32.4	3		F			
7.15		B 30	6.6	Redmond	29.7	28		9.41			
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			
7.40		B 38	15.1	Monohon	21.2	33		9.16			
7.55	W C S Y	B 42	19.1	Issaquah	17.2	240	D	9.02			
8.17		B 49	26.2	Preston	10.1	18	D	8.37			
8.37	W	B 53	29.5	Falls City	6.8	12		8.22			
8.47		B 55	32.2	Snoqualmie Falls	4.1	4		8.12			
8.52		B 56	33.3	Snoqualmie	3.0	18	D	8.08			
Ar 9.05 P. M.	Y	B 60	36.3	North Bend	0.0	18		De 7.55 A. M.			

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

PASSENGER No. 5 First Class DAILY EX SUN	Water, Coal Scales, Tables and Ways	Station Numbers	Distance from Kirkland Junction	TIME TABLE No. 16A July 22, 1901 Succeeding No. 16.				Distance from Kirkland	Capacity of Sidings	Telegraph Offices	PASSENGER No. 6 First Class DAILY EX SUN
				STATIONS	Distance from Kirkland Junction	Distance from Kirkland	Capacity of Sidings				
			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 CAPAC'Y	STATIONS	STATION NUMBER	DIS. FRM. SEATTLE	HOW CON'T'D	CARS CAPAC'Y
Edgewater	7	6.1	1 S	8	Pilchuck F 1,2,3,4	65	65.4	1 S	88
Latona	8	7.4	1 S	4	Day's Camp F 3,4	67	67.6	S & N	13
Brooklyn	8½	8.0	1 S	4	Royal's Spur	71	70.3	1 S	2
Power House Spr	9	9.0	1 N	3	Ehrlich F 1, 3, 4	73	73.0	1 N	8
Ravenna Park	A 9	9.6			Nookechamps	78	78.0	1 S	19
Wood Spur	10	9.9	1 S	6	Campbell's	81	81.0	1 S	3
Pontiac F 3&4	12	12.7	1 S	4	Daniels	90½	91.0	1 S	6
Folsom	19	19.1	1 S	4	Shrewsbury	92½	92.5	1 S	20
Wayne F 3, 4	20	21.0		0	Prairie	93	93.6	S & N	10
Bear Creek	24½	24.8	1 S	17	Kane F 1, 2	94	94.0	1 N	4
Melville	25	25.0	1 S	6	Mills Creek	94½	94.5	1 S	2
Grace	26	25.9	1 S	25	Brannain	95	95.2	1 S	2
Stevens Spur	26½	26.5	1 S	9	Abel	96	96.7	1 N	3
Brace	28	28.5	1 S	3	Reynold's	97½	97.8	1 S	3
XL Spur	29½	29.5	1 S	4	Doran	99½	99.5	1 N	4
Blackmans	36	36.0	1 S	3	Green's Spur	104	104.0	1 S	20
Buck's	39	38.8	1 S	3	McDonald's S	105	105.1	1 N	2
Dubuque	42½	43.0	S & N	8	Van Zant's F 1, 2	107	107.2	1 N	6
Sinnitt's	43½	43.5	1 S	69	Case's Spur	108	108.3	1 S	5
Riverside Spr	44	43.9	1 S	5	Lawrence F 1, 2	113	113.2	1 S	6
Hartford	47	47.0	1 S	2	Nolte	114	113.5	1 N	16
Lake Cassidy	49	49.3	1 N	2	Merrill	115	115.5	1 S	5
Barrett's	57	57.2	1 S	3	McKee's	117	116.9	1 N	14
Hiatt's	58	57.7	1 S	20	Gillie's	121	120.5	1 S	2
Kelley's Spur	59	59.0	1 N	4					
Haller	61	60.3	1 S	4					
Saunders	64½	64.5	1 S	18					

SNOQUALMIE BRANCH.

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

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.