

# NORTHERN PACIFIC RAILWAY COMPANY.

## SEATTLE DIVISION

**No. 18A**

**TIME TABLE**

**No. 18A**

TO TAKE EFFECT AT 12:01 P. M.

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

### SUNDAY, MARCH 16TH, 1902.

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

				M. C. Ry. No. 53	M. C. Ry. No. 51	LOCAL FRGT No. 47	FREIGHT No. 45	FREIGHT No. 43	LOCAL FRGT No. 41	PASSENGER No. 27	PASSENGER No. 1	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Seattle	TIME TABLE No. 18a March 16, 1902 Succeeding No. 18
				2d Class	First Class	Third Class	Third Class	Third Class	Third Class	First Class	First Class				STATIONS
				EX SUNDAY	EX SUNDAY	DAILY	EX. SUNDAY	DAILY	EX SUNDAY	DAILY	DAILY				
							De 6.45 A. M.	De 8.30 P. M.	De 5.30 A. M.	De 4.00 P. M.	De 9.10 A. M.	W	0	0.0	Seattle
							7.10	8.55	5.50	4.15 M 42	9.23	W	4	4.0	Interbay
							7.25	9.05	6.05		9.27		6	5.9	Fremont
							7.50	9.30	6.30	F 4.36 M 2	9.40		11	11.1	Keith
							8.10	9.55	6.55	F 4.47	* 9.48	W	15	15.1	Lake
							8.35	10.25	7.25		10.03 M 28		22	22.0	Bothell
							Ar 8.45 A. M. EX. SUNDAY	10.35	8.15	Ar 5.12 De 5.20	10.07	W C T	24	23.7	Woodinville
								11.15	Ar 9.32 De 9.37 M 28	5.40	10.27		29	29.4	Maltby
				De 9.30 A. M.	De 8.20 A. M.			11.55 M 44	Ar 10.30 De 11.04 I P	6.08	10.54 P 41	W Y S	38	38.1	Snohomish
				* 9.45	* 8.34			12.20 A. M.	11.30 M 42	6.25	11.07 M 42	W	43	43.3	Flachias
				Ar 9.55 A. M. EX SUNDAY	Ar 8.45 A. M. EX SUN See 28			12.35	11.55	6.30	11.16		46	46.3	Hartford
								1.00	12.20 P. M.	6.43	11.28		50	50.8	Getchell
								1.30	12.46	6.58	11.41	W I M E	56	56.7	Edgecomb
								1.55	1.00	7.03	11.50	Wye .8 M E	60	60.0	Arlington
								2.20	1.25	7.18	12.01 P. M.		64	63.9	Bryant
								2.45	Ar 1.58 De 2.03 M 2	7.35	12.16	W	70	70.0	McLurray
								3.10	2.35	F 7.50 M 44	* 12.29		75	75.6	Montborne
								3.20	2.45	7.55	12.33		77	77.2	Big Lake
								3.45	3.15	8.10	12.45		83	83.0	Clear Lake
								Ar 4.00 A. M. DAILY	Ar 3.40 P. M. EX SUNDAY	Ar 8.20 P. M. DAILY	12.54	C W Y	86	85.9	Woolley
											1.10 M 2		91	91.1	Thornwood
											1.30		97	97.5	Wickersham
											* 1.36		100	99.9	Saxon
											1.45	W	102	102.2	Acme
											2.04		110	110.0	Deming
											* 2.05		111	110.7	Eureka
											2.23 M 46		120	119.4	Nooksack
											Ar 2.40 P. M. DAILY	ST W	125	125.8	Sumas
															Su

Register and Bulletin Stations—Seattle, Woodinville, Snohomish, Hartford, Woolley and Sumas. Engineers will examine registers.

Standard Clocks, Seattle.

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.

## East Bound

TIME TABLE No. 18a March 16, 1902 Succeeding No. 18	Distance from Sumas	Capacity of Siding	Telegraph Onices	PASSENGER	PASSENGER	LOCAL FR'T	FREIGHT	FREIGHT	LOCAL FR'T	M. C. Ry.	M. C. Ry.											
				No. 2	No. 28	No. 42	No. 44	No. 46	No. 48	No. 52	No. 54											
				First Class	First Class	Third Class	Third Class	Third Class	Third Class	First Class	2d Class											
DAILY	DAILY	EX SUNDAY	DAILY	EX SUNDAY	DAILY	EX SUNDAY	DAILY	EX SUNDAY	DAILY	EX SUNDAY	EX SUNDAY											
Seattle 4.0	125.8	500	N	Ar 5.10 P. M.	Ar 11.00 A. M.	Ar 4.35 P. M.	Ar 3.25 A. M.	Ar 3.40 P. M.														
Interbay 1.9	121.8	300	N	F 4.55	10.45	De 4.15 M 27 Ar 4.10	3.05	3.15														
Fremont 5.2	119.9	80		4.50	10.40	4.00	2.55	3.05														
Keith 4.0	114.7	22		* 4.36 M 27	F 10.29	3.30	2.30	2.40														
Lake 6.9	110.7	30		* 4.27	F 10.20	3.00	2.05	2.15														
Bothell 1.7	103.8	50	D	4.10	10.03 M 1	2.12	1.35	1.45														
Woodinville 5.7	102.1	65	N	4.04	9.57	De 2.00 Ar 1.45	1.20	De 1.30 P. M. EX SUNDAY														
Maltby 8.7	96.4	42	D	F 3.49	9.37 M 41	1.10	12.45 A. M.															
Snohomish 5.2	87.7	134	N	3.25	9.08	De 12.15 P. M. Ar 11.50 A. M.	11.55 M 43			Ar 4.10 P. M.	Ar 3.40 P. M.											
Machias 3.0	82.5	80	D	3.10	8.58	De 11.30 M 1 Ar 11.02 M 41	10.50			F 3.55	3.25											
Hartford 4.5	79.5	25	D	3.01	8.49 See 51	10.35	10.35			De 3.50 P. M. EX SUNDAY	De 3.15 P. M. EX SUNDAY											
Getchell 5.9	75.0	45		F 2.50	8.38	10.00	10.15															
Edgecomb 3.3	69.1	64		2.36	8.20	9.10	9.25															
Arlington 3.9	65.8	80	D	2.27	8.11 P 42	De 8.21 28 P Ar 8.05	9.10															
Bryant 6.1	61.9	40	D	2.17	8.01	7.30	8.45															
McMurray 5.6	55.8	65	D	2.03 M 41	7.47	6.55	8.20															
Montborne 2.1	50.2	25		* 1.48	F 7.32	6.25	De 7.50 M 27 Ar 7.45	7.30														
Big Lake 5.3	48.1	40	D	1.43	7.28	6.05	7.05															
Clear Lake 2.9	42.8	135	D	1.31	7.14	5.25	7.05															
Woolley 5.2	39.9	160	N	1.22	De 7.05 A. M. DAILY	De 5.00 A. M. EX SUNDAY	De 6.50 P. M. DAILY		Ar 5.45 P. M.													
Thornwood 6.4	34.7	15		F 1.10 M 1					5.10													
Wickersham 2.4	28.3	18	D	12.55					4.35													
Saxon 2.3	25.9	200		* 12.47					4.15													
Acme 7.8	23.6	18		12.40					3.35													
Deming 0.7	15.8	20	D	12.22					3.10													
Eureka 8.7	15.1	18		* 12.20					3.00													
Nooksack 6.4	6.4	18	D	12.01 P. M.					De 2.23 M 1 Ar 2.18													
Sumas	0.0	90	D	De 11.45 A. M. DAILY					De 1.45 P. M. DAILY													

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.

No. 28 will take siding when meeting No. 1 at Bothell.

No. 41 has right over No. 48 between Woolley and Sumas.

West Bound

EVERETT

Table with 14 columns: FREIGHT No. 65, FREIGHT No. 63, PAS'NGER No. 61, PAS'NGER No. 59, M. C. Ry. No. 57, M. C. Ry. No. 55, PAS'NGER No. 37, PAS'NGER No. 35, PAS'NGER No. 33, PAS'NGER No. 31, Water, Coal, Scales, Tables and Wyes, Station Numbers, Distance from Snohomish, and TIME TABLE No. 18a.

West Bound SNOQUALMIE BRANCH. East Bound

Table with 10 columns: FREIGHT No. 49, PASSENGER No. 29, TIME TABLE No. 18a, STATIONS, Distance from Sallal Prairie, Capacity of Sidings, PASSENGER No. 30, FREIGHT No. 50.

Register and Bulletin 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.

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.

Register and Bulletin 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.

West Bound DARRINGTON BRANCH. East Bound

Table with 10 columns: MIXED No. 39, TIME TABLE No. 18a, STATIONS, Distance from Darrington, Capacity of Sidings, Telegraph Office, MIXED No. 40.

Register and Bulletin Stations—Arlington and Darrington. Engineers will examine register. Trains will keep under control where landslides or washouts are liable to occur.

West Bound KIRKLAND BRANCH East Bound

Table with 10 columns: TIME TABLE No. 18a, STATIONS, Distance from Kirkland, Capacity of Sidings, Telegraph Office.

## BRANCH.

East Bound

TIME TABLE No. 18A March 16, 1902 Succeeding No. 18.	Distance from Everett Junc.	Capacity of Siding	Telegraph Office	PAS'NGER No. 32		PAS'NGER No. 34		PAS'NGER No. 36		PAS'NGER No. 38		M. C. RY. No. 56		M. C. RY. No. 58		PASSENGER No. 60 (G. N. No. 5)		PASSENGER No. 62 (G. N. No. 1)		FREIGHT No. 64 (G. N. No. 16)		FREIGHT No. 66 (G. N. No. 10)		
				First Class		First Class		First Class		First Class		First Class	2d Class	First Class	First Class	2d Class		2d Class						
				DAILY		DAILY		DAILY		DAILY		EX SUNDAY	EX. SUNDAY	DAILY		DAILY		DAILY		DAILY				
<b>Snohomish</b> 0.7	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. M 31															
<b>Gravel Pit</b> 4.8	10.8	8																						
<b>Ebey Junction</b> 0.7	6.0																							
<b>Lowell</b> 1.5	5.3	16		8.35 P. 58	10.15	2.45	5.30	7.55	de 8.50 32 P Ar 8.25							Ar. 3.35 A. M.	Ar. 7.35 A. M.							
<b>Everett</b> 1.2	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.	Ar. 9.36 A. M.	Ar. 3.35 P. M.	3.25	7.25											
<b>G. N. Junct.</b> 2.6	2.6	40		DAILY	DAILY	DAILY	DAILY	EX. SUNDAY	EX. SUNDAY	De. 9.31 A. M.	De. 3.30 P. M.	De. 3.15 A. M.	De. 7.15 A. M.											
<b>Smelter</b>		175										DAILY	DAILY	DAILY	DAILY									

Lowell yard limits—Snohomish river draw to Yard Limit board, 1000 feet west of high line switch.

Everett yard limits—Yard limit board 1000 feet east of east switch to overhead bridge at Everett avenue.

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 one mile east of Lowell.

Speed over drawbridges must not exceed six miles per hour.

NOTE—No. 31 has right over No. 34.

### 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.

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

STATIONS	STATION NUMBER	DIS FRM. SEATTLE	HOW CON'CT'D	CARS CAPAC'Y	STATIONS	STATION NUMBER	DIS FRM. SEATTLE	HOW CON'CT'D	CARS CAPAC'Y
Edgewater	7	6.1	1 E	8	Pilchuck F 1,2,3,4	65	65.4	1 E	88
Latona	8	7.4	1 E	4	Day's Camp F 3,4	67	67.6		13
Brooklyn	8½	8.0	1 E	4	Ehrlich F 1, 3, 4	73	73.0	1 W	8
Power House Spr	9	9.0	1 W	3	Nookechamps	78	78.0	1 E	19
Wood Spur	10	9.9	1 E	6	Campbell's	81	81.0	1 E	3
Pontiac F 3&4	12	12.7	1 E	4	Sedro Quarry	84	84.0	1 E	7
Kenmore	18	18.4	1 E	7	Daniels	90½	91.0	1 E	6
Folsom	19	19.1	1 E	4	Shrewsbury	92½	92.5	1 E	20
Wayne F 3, 4	20	21.0		0	Prairie	93	93.6		10
Bear Creek	24½	24.8	1 E	17	Kane F 1, 2	94	94.0	1 W	4
Melville	25	25.0	1 E	6	Mills Creek	94½	94.5	1 E	2
Grace	26	25.9	1 E	25	Brannain	95	95.2	1 E	2
Brace	28	28.5	1 E	3	Abel	96	96.7	1 W	3
XL Spur	29½	29.5	1 E	4	Reynold's	97½	97.8	1 E	3
Cathcart F 3&4	33	33.1	1 W	12	Doran	99½	99.5	1 W	4
Blackmans	36	36.0	1 E	3	Green's Spur	104	104.0	1 E	20
Buck's	39	38.8	1 E	3	McDonald's SF 1,2	105	105.1	1 W	2
Dubuque	42½	43.0		8	Van Zant's F 1, 2	107	107.2	1 W	6
Sinnitt's	43½	43.5	1 E	69	Case's Spur	108	108.3	1 E	5
Riverside Spr	44	43.9	1 E	2	Lawrence F 1, 2	113	113.2	1 E	6
Lake Cassidy	49	49.3	1 W	2	Merrill	115	115.5	1 E	5
Barrett's	57	57.2	1 E	3	McKee's	117	116.9	1 W	14
Hiatt's	58	57.7	1 E	20	Hasting's	118	118.5	1 E	4
Kelley's Spur	59	59.0	1 W	4	Gillie's	121	120.5	1 E	2
Saunder's	64½	64.5	1 E	18					

**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					