

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION.

No. 19

TIME TABLE

No. 19

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

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

TUESDAY, MAY 20th, 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.

THOMAS COOPER,
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	WAY FRGT No. 47	FREIGHT No. 45	FREIGHT No. 43	WAY FRGT No. 41	Water, Coal, Scales, Tables and Weighs	Station Numbers	TIME TABLE No. 19 May 20th, 1902. Succeeding No. 18A.	Distance from Seattle	PASSENGER No. 1	PASSENGER No. 3	M. C. RY. No. 51
				Second Class	Third Class	Third Class	Third Class	Third Class			STATIONS.		First Class	First Class	First Class
				EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY			Tel. Offices and Calls		DAILY	DAILY	EX. SUNDAY
						De 6:45 A.M.	De 8:30 P.M.	De 5:30 A.M.	W C	0	Seattle	0.0	De 9:10 A.M.	De 4:00 P.M.	
						7:10	8:55	5:55	W	4	Interbay	4.0	F 9:23	4:15 M42	
						7:25	9:05	6:05		6	Fremont	5.9	9:27	4:21	
						7:50	9:30	6:30		11	Keith	11.1	9:40	4:36 M2	
						8:10	9:55	6:55	W	15	Lake	15.1	* 9:48	4:47	
						8:35	10:25	7:25		22	Bothell	22.0	10:03 M4	5:07	
						Ar 8:45 A.M.	10:35	8:15	W C	24	Woodinville	23.7	10:07	Ar 5:12	
									T	29	Maltby	29.4	10:27	5:40	
						EX. SUNDAY See 45, Page 3	11:15	Ar 9:32 De 9:37 M4		38	Snohomish	38.1	10:54 P41	6:08	De 10:03 A.M.
						De 9:30 A.M. C 4		Ar 10:30 De 11:04 1 P	W	43	Machias	43.3	11:07 M42	6:25	* 10:15
						* 9:45		12:20 AM	W	46	Hartford	46.3	11:16	6:30	Ar 10:22 A.M.
						Ar 9:55 A.M.		12:35		50	Getchell	50.8	11:28	6:43	EX. SUNDAY
						EX. SUNDAY		1:00		56	Edgecomb	56.7	11:41	6:58	
								1:30	W	60	Arlington	60.0	11:50 A.M.	7:08	
								1:55	1 M E	64	Bryant	63.9	12:01 P.M.	7:18	
								2:20	Y	70	McMurray	70.0	12:16	7:35	
								2:45	3/4 M E	75	Montborne	75.6	* 12:29	F 7:50 M44	
								3:10	W	77	Big Lake	77.7	12:33	7:55	
								3:20		83	Clear Lake	83.0	12:45	8:10	
								3:45		86	Woolley	85.9	12:54	Ar 8:20 P.M.	
								De 7:00 A.M.	W C	91	Thornwood	91.1	1:10 M2	DAILY	
								7:30	Y	97	Wickersham	97.5	1:30		
								8:00		100	Saxon	99.9	* 1:36		
								8:15		102	Acme	102.2	1:45		
								8:25	W	110	Deming	110.0	2:04		
								9:05		111	Eureka	110.7	* 2:05		
								9:40		120	Nooksack	119.4	2:23 M48		
								Ar 11:00 A.M.	W	125	Sumas	125.8	Ar 2:40 P.M.		
									S T				DAILY		

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

Standard Clock—Seattle.

No. 2 will register at Hartford and Woodinville by ticket, and no clearance will be issued except as per Rule 420.

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.

Trains will keep under control within yard limits at Seattle, Woodinville, Snohomish, Hartford, Woolley and Sumas, expecting to find train occupying main track.

Seattle yard limits extend west to yard limit board 2000 feet west of Ballard Junction. East bound 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 limit 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 Pilehuck river.

East Bound.

M. C. Ry. No. 52	PASSENGER No. 4	PASSENGER No. 2	Distance from Sumas	TIME TABLE No. 19, May 20th, 1902 Succeeding No. 18A	Capacity of Sidings	WAY FRGT No. 42	FREIGHT No. 44	FREIGHT No. 46	WAY FRGT No. 48	M. C. Ry. No. 54									
First Class	First Class	First Class		STATIONS		Third Class	Third Class	Third Class	Third Class	Sec'nd Class									
EX. SUNDAY	DAILY	DAILY		Tel. Offices and Calls		EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY									
	Ar 11:00 A.M.	Ar 5:10 P.M.	125.8	Seattle CF 4.0 N	500	Ar 4:35 P.M.	Ar 3:25 A.M.	Ar 3:40 P.M. C3											
	10:45	F 4:55	121.8	Interbay BA 1.9 N	300	De 4:15 M 3 Ar 4:10	3:05	3:15											
	10:40	4:50	119.9	Fremont 5.2	80	4:00	2:55	3:05											
	F 10:29	* 4:36 M 3	114.7	Keith 4.0	22	3:30	2:30	2:40											
	F 10:20	* 4:27	110.7	Lake 6.9	30	3:00	2:05	2:15											
	10:03 M 1	4:10	103.8	Bothell B 1.7 D	50	2:12	1:35	1:45											
	9:57	4:04	102.1	Woodinville CJ 5.7 N	65	De 2:00 Ar 1:45	1:20	De 1:30 P.M.											
	9:37 M 41	F 3:49	96.4	Maltby MB 8.7 D	42	1:10	12:45 A.M.	EX. SUNDAY											
Ar 4:57 P.M.	9:08	3:25	87.7	Snohomish OM 5.2 N	134	De 12:15 P.M. Ar 11:50 A.M.	11:55 P.M. M 43			Ar 3:40 P.M.									
F 4:45	8:58	3:10	82.5	Machias MA 3.0 D	80	De 11:30 M 41 Ar 11:02 M 1	10:50			3:25									
De 4:40 P.M.	8:49	3:01	79.5	Hartford FD 4.5 D	25	10:35 C 51 & 53	10:35			De 3:15 P.M. C 2									
EX. SUNDAY	8:38	F 2:50	75.0	Getchell 5.9	45	10:00	10:15			EX. SUNDAY									
	8:20	2:36	69.1	Edgecomb 3.3	64	9:10	9:25												
	8:11 P 42	2:27	65.8	Arlington A 3.9 D	80	De 8:21 4 P Ar 8:05	9:10												
	8:01	2:17	61.9	Bryant BT 6.1 D	40	7:30	8:45												
	7:47	2:03 M 41	56.8	McMurray MU 5.6 D	65	6:55	8:20												
	F 7:32	* 1:48	50.2	Montborne 2.1	25	6:25	De 7:50 M 3 Ar 7:45												
	7:28	1:43	48.1	Big Lake BI 5.3 D	40	6:05	7:30												
	7:14	1:31	42.8	Clear Lake CA 2.9 D	135	5:25	7:05												
	De 7:05 A.M.	1:22	39.9	Woolley WL 5.2 N	160	De 5:00 A.M.	De 6:50 P.M.		Ar 5:45 P.M.										
	DAILY	F 1:10 M 1	34.7	Thornwood 6.4	15	EX. SUNDAY	DAILY			5:10									
		12:55	28.3	Wickersham WK 2.4 D	18					4:35									
		* 12:47	25.9	Saxon 2.3	200					4:15									
		12:40	23.6	Acme 7.8	18					3:35									
		12:22	15.8	Deming DM 0.7 D	20					3:10									
		* 12:20	15.1	Eureka 8.7	18					3:00									
		12:01 P.M.	6.4	Nooksack NC 6.4 D	18					De 2:23 M 1 Ar 2:18									
		De 11:45 A.M.	0.0	Sumas SU D	90					De 1:45 P.M.									
		DAILY								DAILY									

The maximum rate of speed between Clay street and depot, Seattle, must not exceed 6 miles per hour.

All trains will keep under control and look out carefully for slides between Mile Posts 14 to 17 and 18 to 19.

Trains must not exceed schedule time descending grades, and must be handled under control where view of tracks 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. 4 will take siding when meeting No. 1 at Bothell.

No. 47 has right over No. 48 between Woolley and Sumas.

West Bound.

EVERETT BRANCH.

FREIGHT No. 65 (G. N. No. 9) Second Class				FREIGHT No. 63 (C. N. No. 15) Second Class				M. C. Ry. No. 57 EX. SUNDAY				Water, Coal Scales, Tables and Wyes		Station Numbers		Time Table No. 19 May 20th, 1902 Succeeding No. 18A		PASSENGER No. 31 First Class		PASSENGER No. 33 First Class		PASSENGER No. 35 First Class		PASSENGER No. 37 First Class		M. C. Ry. No. 55 EX. SUNDAY		PASSENGER No. 59 (G. N. No. 2) First Class		PASSENGER No. 61 (G. N. No. 6) First Class	
DAILY				DAILY				EX. SUNDAY						STATIONS Tel. Offices and Calls		DAILY		DAILY		DAILY		DAILY		EX. SUNDAY		DAILY		DAILY			
De 12:55 P.M.				De 5:05 P.M.				Ar 4:15 De 4:40				Y		C43		Snohomish 0.0		De 9:15 A.M. M68		De 11:00 A.M.		De 3:30 P.M.		De 6:15 P.M.		De 5:00 P.M.					
														C39		Gravel Pit 0.7															
														C43		Ebey Jct. 0.7															
														C44		Lowell 1.5		9:35 M56		11:20		3:50		6:40		5:16					
1:00				5:15 C 38				Ar 4:45 P.M.				W.C.		C46		Everett 1.2		Ar 9:40 A.M. C 60		Ar 11:25 A.M.		Ar 3:55 P.M.		Ar 6:45 P.M.		Ar 5:20 P.M. M38		De 9:06 A.M.		De 6:42 P.M.	
Ar 1:10 P.M.				Ar 5:25 P.M.				EX. SUNDAY						C48		G. N. Junction 2.6		DAILY		DAILY		DAILY		DAILY		EX. SUNDAY		Ar 9:12 A.M.		Ar 6:47 P.M.	
DAILY				DAILY										C49		Smelter 11.5												DAILY		DAILY	

See Foot Notes Page 4.

West Bound

SNOQUALMIE BRANCH.

East Bound

FREIGHT No. 45 Third Class				PASSENGER No. 29 First Class				TIME TABLE NO. 19 May 20th, 1902 Succeeding No. 18A				Distance from North Bend		Capacity of Sidings		PASSENGER No. 30 First Class		FREIGHT No. 46 Third Class	
EX. SUNDAY				EX. SUNDAY				STATIONS Tel. Offices and Calls								EX. SUNDAY		EX. SUNDAY	
De 8:50 A.M.				De 5:20 P.M.				Woodinville 1.0				36.3		65		Ar 9:45 A.M.		See 46, Pg 2 Ar 1:15 P.M.	
9:00				F				Kirkland Jct. 2.9				35.3		3		F		1:05	
				F				York 2.7				32.4		Spur		F			
Ar 9:26 De 9:31 M30				5:35				Redmond 2.1				29.7		28		9:31 M45		12:40	
				F				Adelaide 2.4				27.6		F					
				F				Samamish 0.4				25.2		6		F			
				F				Inglewood 3.6				24.8		Spur		F			
10:20				6:00				Monohon 4.0				21.2		33		9:06		12:01 P.M.	
Ar 10:50 De 11:20 AM 46				6:15				Issaquah 7.1				17.2		240		8:52		De 11:30 Ar 10:20 M 45	
12:10 P.M.				6:37				Preston 3.3				10.1		18		8:27		9:45	
				W				Falls City 2.7				6.8		12		8:12		9:00	
				W				Snoqualmie Falls 1.1				4.1		4		8:02		8:40	
				W				Snoqualmie 3.0				3.0		18		7:58		8:30	
Ar 1:30 P.M.				Ar 7:15 P.M.				North Bend				0.0		18		De 7:45 A.M.		De 8:00 A.M.	
EX. SUNDAY				EX. SUNDAY												EX. SUNDAY		EX. SUNDAY	

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.

Freight trains will not leave Preston when following passenger train, until 15 minutes after departure of same.

Passing track at Preston, located one half mile east of station.

All trains will reduce speed to 10 miles per hour crossing Raging River Bridge, and 4 miles per hour between Bridge 49 and Snoqualmie Falls.

West Bound

DARRINGTON BRANCH.

East Bound

MIXED No. 39 Sec'd Cl's				Water, Coal Scales, Tables and Wyes				TIME TABLE No. 19 May 20th, 1902 Succeeding No. 18A				Distance from Darrington		Capacity of Sidings		MIXED No. 40 Sec'd Cl's			
Mon. Wed. Fri. <th colspan="4"> <th colspan="4">STATIONS Tel. Offices & Calls</th> <th colspan="2"></th> <th colspan="2"></th> <th colspan="4">Tue. Thur. Sat.</th> </th>				<th colspan="4">STATIONS Tel. Offices & Calls</th> <th colspan="2"></th> <th colspan="2"></th> <th colspan="4">Tue. Thur. Sat.</th>				STATIONS Tel. Offices & Calls								Tue. Thur. Sat.			
De 2:30 P.M.				CY				Arlington 3.4				28.0		81		Ar 8:00 A.M.			
				W				Hudson 1.3				24.6		3		F			
				F				Cooper's 0.5				23.3		4		F			
2:55				D				Trafton 3.1				22.8		18		7:15			
				D				August 2.9				19.7		3		Spur			
3:25				D				Oso 3.5				16.8		40		6:50			
				D				Sheridan 1.3				13.3		5		Spur			
				W				McMartin 12.0				12.0		14		F			
Ar 4:40 P.M.				D				Darrington 0.0				0.0		24		De 6:00 A.M.			
Mon. Wed. Fri.																Tue. Thur. Sat.			

Register and Bulletin Stations—Arlington and Darrington. Engineers will examine registers.

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

EVERETT BRANCH.

East Bound.

PASSENGER No. 62 (G. N. No. 1)	PASSENGER No. 60 (G. N. No. 5)	M. C. RY. No. 56	PASSENGER No. 38	PASSENGER No. 36	PASSENGER No. 34	PASSENGER No. 32	Distance from Smelter	Time Table No. 19 May 20th, 1902 Succeeding No. 18A	Capacity of Sidings	M. C. RY. No. 58	FREIGHT No. 64 (G. N. No. 16)	FREIGHT No. 66 (G. N. No. 10)
First Class	First Class	First Class	First Class	First Class	First Class	First Class		STATIONS		Second Cl'ss	Second Cl'ss	Second Cl'ss
DAILY	DAILY	EX. SUNDAY	DAILY	DAILY	DAILY	DAILY		Tel. Offices and Calls		EX. SUNDAY	DAILY	DAILY
		Ar 9:57 A.M.	Ar 5:50 P.M.	Ar 3:05 P.M.	Ar 10:35 A.M.	Ar 8:55 A.M.	11.5	Snohomish	134	Ar 9:10 A.M.		
							10.8	Gravel Pit	8			
							6.0	Ebey Jct.	Spur			
		De 9:40	5:30	2:45	10:15	8:35 P. 58	5.3	Lowell	16	De 8:50	Ar 3:35 A.M.	Ar 7:35 A.M.
Ar 3:35 P.M.	Ar 9:36 A.M.	Ar 9:35 M31	De 5:25 P.M.	De 2:40 P.M.	De 10:10 A.M.	De 8:30 A.M.	3.8	Everett	100	Ar 8:15	C 35	7:25
De 3:30 P.M.	De 9:31 A.M.	EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	2.6	G. N. Junction	40	EX. SUNDAY	De 3:15 A.M.	De 7:15 A.M.
DAILY	DAILY						0.0	Smelter	175		DAILY	DAILY

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.

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

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 draw bridges 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.

West Bound

KIRKLAND BRANCH.

East Bound

Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Kirkland Junction	Time Table No.	Distance from Kirkland	Capacity of Sidings
		0.0	STATIONS		
			Tel. Offices and Calls		
			Kirkland Junction	5.1	
		3.0	3.0		
			Wipplers	2.1	
			2.1		
		5.1	Kirkland	0.0	200

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.

SAML CAMPBELL,
Chief Dispatcher.

AUTHORIZED SURGEONS.

LOCATION OF STRETCHERS (S)

F. H. COE, Seattle Pass. Sta. (S) R. H. PORT, Sumas. (S)
 M. B. MATTICE, Woolley. (S) H. R. CORSON, Issaquah. (S)
 N. S. McCREADY, Snohomish. (S) W. C. COX, Everett. (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 service 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 especially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

COMMERCIAL SPURS.

Distance from Seattle.

STATIONS	Miles	How Connected	Cars Capacity	STATIONS	Miles	How Connected	Cars Capacity
Edgewater	6.1	1 E	8	Pilchuck F 1, 2, 3 & 4	65.4	1 E	88
Latona	7.4	1 E	4	Day's Camp F 3 & 4	67.6		13
Brooklyn	8.0	1 E	4	Ehrlich F 1, 3 & 4	73.0	1 W	8
Power House Spur	9.0	1 W	3	Nookechamps	78.0	1 E	19
Wood Spur	9.9	1 E	6	Campbell's	81.0	1 E	3
Pontiac F 3 & 4	12.7	1 E	4	Sedro Quarry	84.0	1 E	7
Kenmore	18.4	1 E	7	Daniels	91.0	1 E	6
Folsom	19.1	1 E	4	Shrewsbury	92.5	1 E	20
Wayne F 3 & 4	21.0		0	Prairie	93.6		10
Bear Creek	24.8	1 E	17	Kane F 1, 2	94.0	1 W	4
Melville	25.0	1 E	6	Mills Creek	94.5	1 E	2
Grace	25.9	1 E	25	Brannain	95.2	1 E	2
Brace	28.5	1 E	3	Abel	96.7	1 W	3
XL Spur	29.5	1 E	4	Reynold's	97.8	1 E	3
Cathcart F 3 & 4	33.1	1 W	12	Doran	99.5	1 W	4
Blackmans	36.0	1 E	3	Canedy	100.5		5
Buck's	38.8	1 E	3	Green's Spur	104.0	1 E	20
Dubuque	43.0		8	McDonald's SF 1, 2	105.1	1 W	2
Simmitt's	43.5	1 E	69	Van Zant's F 1 & 2	107.2	1 W	6
Riverside Spur	43.9	1 E	2	Case's Spur	108.3	1 E	5
Lake Cassidy	49.3	1 W	2	Lawrence F 1 & 2	113.2	1 E	6
Sisco	55.0	1 E	8	Merrill	115.5	1 E	5
Barrett's	57.2	1 E	3	McKee's	116.9	1 W	14
Hiatt's	57.7	1 E	8	Hastings	118.5	1 E	4
Kelley's Spur	59.0	1 W	4	Gillie's	120.5	1 E	2
Saunder's	64.5	1 E	18				

SNOQUALMIE BRANCH.

Distance from Woodville.

Derby	25.0			Hop Ranch	57.2	1 E	16
Bush F 29 and 30	40.0	1 E	3	Burke Spur		1 W	2
Grand Ridge	45.4		18	Allen and Nelson	62.0	1 E	100
Lovegreen	51.3	1 E	5				

NORTHERN PACIFIC RY.

GENERAL TIME TABLE NO. 19.

MAY 4th, 1902.

No. 53	No. 13	No. 11	No. 7	No. 5	No. 3	No. 1	STATIONS	No. 2	No. 4	No. 6	No. 8	No. 12	No. 14	No. 54
No. 51 12.30 A					4.10 P	8.20 A	ASHLAND 75.5	7.00 P	11.00 A					No. 52 11.50 A
4.35 A														6.30 A
No. 53 5.25 P	7.30 P	8.40 A					DULUTH 4.2	4.00 P	8.00 A					No. 54 5.55 A
5.40 P	7.45 P	8.55 A					W. SUPERIOR 4.1					4.55 P	7.55 A	5.40 A
5.55 P							S. SUPERIOR 109.8					4.38 P	7.40 A	5.30 A
6.10 P	7.55 P	9.05 A										4.25 P	7.30 A	5.10 A
6.40 P							BRAINERD 29.4					4.23 P		5.00 A
1.20 A	11.55 P	12.35 P		No. 5 1.05 P						No. 6 1.05 P		1.10 P	4.05 A	9.35 P
2.00 A	12.05 A	12.45 P		1.25 P			STAPLES 142.3			12.45 P		1.00 P	3.55 A	8.55 P
4.15 A	1.00 A	1.35 P		* 2.15 P						* 11.55 A		12.05 P	3.05 A	7.30 P
				2.20 P										
8.00 P			8.00 P	8.30 A	10.35 P	9.30 A	ST. PAUL 10.9	2.20 P	7.45 A	5.45 P	7.15 A			8.30 P
			8.45 P	9.05 A	11.15 P	10.10 A	MINNEAP'LIS 3.8	1.45 P	7.05 A	5.10 P	6.35 A			
11.00 P			9.05 P	9.20 A	11.30 P	10.25 A	N'TOWN JC. 93.5	1.25 P	6.45 A	4.50 P	6.15 A			6.45 P
5.05 A			12.05 A	12.05 P	1.58 A	12.53 P	LITTLE F'LS 34.1	10.56 A	3.40 A	2.05 P	3.18 A			1.30 P
5.20 A														12.30 P
7.25 A			1.12 A	* 2.15 P	2.58 A	1.45 P	STAPLES 82.6	10.02 A	2.30 A	* 11.55 A	2.05 A			10.15 A
8.45 A			1.25 A	2.20 P	3.05 A	1.52 P		9.55 A	2.20 A	11.50 A	1.50 A			7.30 A
2.00 P			4.20 A				WINNIPEG JC. 95.7					11.00 P		1.12 A
3.30 P			4.40 A				GR'D. FORKS 93.9					10.35 P		6.30 P
11.15 P			7.45 A				PEMBINA 68.1					7.25 P		8.55 A
5.00 A			11.02 A				WINNIPEG (From 00.0 Stpls)					4.02 P		2.00 A
			1.30 P									1.45 P		
3.25 P			5.45 A	6.00 P	6.10 A	4.30 P	FARGO 92.8	7.00 A	11.10 P	8.00 A	9.40 P			11.20 P
4.05 P			7.30 A		6.20 A	4.40 P		6.50 A	11.00 P		9.30 P			10.45 P
10.25 P			10.25 A		9.05 A	7.20 P	JAMESTOWN 106.7	3.55 A	7.30 P		6.10 P			4.25 P
10.50 P			10.30 A		9.08 A	7.25 P		3.50 A	7.20 P		5.50 P			3.35 P
5.25 A			2.00 P		12.35 P	10.20 P	MANDAN 109.5	12.40 A	3.25 P		2.30 P			8.35 A
5.15 A					11.45 A	9.30 P		11.30 P	2.15 P					6.25 A
12.30 P					3.05 P	12.40 A	DICKINSON 106.3	7.55 P	10.45 A					11.05 P
12.50 P					3.15 P	12.45 A		7.50 P	10.40 A					10.35 P
8.15 P				No. 5 B. & M. R.	6.30 P	3.55 A	GLENDIVE 123.7	4.10 P	7.10 A	No. 6 B. & M. R.				2.30 P
9.15 P				No. 41	6.40 P	4.00 A		4.00 P	7.00 A	No. 42				1.30 P
4.00 A				10.30 P	7.31 A		FORSYTHE 102.1	12.22 P	2.42 A	7.25 A				5.30 A
4.50 A			Huntley	10.40 P	7.38 A			12.15 P	2.35 A					4.30 A
11.35 A				4.05 A	1.45 A	10.27 A	BILLINGS 115.4	9.10 A	11.35 P	7.00 A				10.30 P
1.00 P				4.20 A	1.55 A	10.37 A		9.00 A	11.25 P	6.30 A				9.00 P
9.15 P				7.45 A	5.30 A	1.50 P	LIVINGSTON 49.3	6.15 A	8.10 P	3.00 A				12.50 P
10.30 P				7.55 A	5.43 A	2.00 P		6.05 A	8.00 P	2.50 A				11.40 A
2.35 A	No. 13	No. 11		9.55 A	7.25 A	3.45 P	LOGAN 73.8	3.50 A	5.50 P	12.45 A		No. 12	No. 14	7.25 A
2.40 A	7.40 A	3.55 P		10.00 A	7.30 A	3.50 P		3.45 A	5.45 P			3.15 A	3.30 P	7.20 A
7.55 A		5.50 P		12.35 P	9.50 A		HELENA 50.8 (To Garrison)		2.55 P	10.15 P		12.45 A		1.55 A
8.55 A				12.45 P	10.00 A				2.45 P	10.05 P				12.55 A
11.45 A	10.55 A					7.10 P	BUTTE 51.2 (To Garrison)	12.50 A					12.30 P	10.30 P
	9.55 A					7.20 P		12.40 A					2.10 P	
							ANACONDA							
1.58 P	11.35 A			2.45 P	11.59 A	8.55 P	GARRISON 74.0	10.20 P	12.09 P	7.45 P			12.20 P	7.25 P
				2.50 P	12.04 P	8.57 P		10.15 P	12.04 P	7.40 P				7.10 P
5.40 P				5.00 P	2.05 P	11.00 P	MISSOULA 173.0	7.35 P	9.10 A	5.00 P				12.30 P
6.40 P				* 5.10 P	2.15 P	11.10 P		7.25 P	9.00 A	4.50 P				11.30 A
7.50 A				11.10 P	7.50 P	5.00 A	HOPE 85.1	1.45 P	3.00 A	10.45 A				11.10 P
7.50 A				10.15 P	6.55 P	4.10 A		12.40 P	1.55 A	9.40 A				8.55 P
1.00 P				12.55 A	9.20 P	6.55 A	SPOKANE 145.7	10.05 A	11.05 P	6.55 A				4.00 P
3.05 P				1.05 A	9.30 P	7.05 A		9.55 A	10.55 P	6.45 A				2.45 P
11.30 P				5.35 A	1.55 A	11.25 A	PASCO JC. 126.8	5.05 A	6.10 P	1.55 A				5.35 A
12.35 A				5.45 A	2.05 A	11.30 A		4.55 A	6.00 P	1.45 A				3.45 A
10.25 A				9.55 A	6.20 A	3.10 P	ELLENSBURG 126.9 (To Tacoma)	1.23 A	2.10 P	9.50 P				7.50 P
11.35 A				10.03 A	6.28 A	3.17 P		1.15 A	2.00 P	9.40 P				5.30 P
	No. 5's Connection	No. 1's Connection	No. 7 10.00 A	3.15 P	12.10 P	8.00 P	SEATTLE 148.2 (Fr. Ellg.)	7.50 P	7.45 A	3.50 P	No. 9	No. 4's Connection	No. 6's Connection	
7.35 P	3.05 P	7.53 P	11.30 A	5.00 P	11.20 A	11.00 P	TACOMA 144.3	7.50 P	5.40 A	2.05 P	4.25 P	8.35 A	3.40 P	7.45 A
11.50 P			11.45 A	5.20 P	11.35 A	11.45 P		7.30 P	5.30 A	1.55 P	4.15 P			4.30 A
10.00 A			* 6.45 P	11.10 P	5.20 P	7.00 A	PORTLAND	2.00 P	11.30 P	8.25 A	9.25 A			8.30 P

Nos. 3 and 4 Ashland to Duluth, and 5 and 6 St. Paul to Fargo, daily except Sunday, all others daily.

Continued.