

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION.

No. 19A

TIME TABLE

No. 19A

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

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

SUNDAY, JUNE 15th, 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,
Sup't Car Service.

West Bound.

FREIGHT No. 53 (M. C. Ry.)			WAY FRGT No. 47	FREIGHT No. 45		FREIGHT No. 43		WAY FRGT No. 41		Water, Coal, Scales, Tables and Wyes	Station Numbers	TIME TABLE No. 19A. June 15th, 1902. Succeeding No. 19.	Distance from Seattle	PASSENGER No. 1		PASSENGER No. 3		PASSENGER No. 51 (M. C. Ry.)	
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		W	C	Tel. Offices and Calls		DAILY	DAILY	EX. SUNDAY		EX. SUNDAY	
					De 8.00 AM	De 8.30 PM	De 6.45 AM			W C	0	Seattle	0.0	De 8.45 AM	De 4.00 PM				
					8.25	8.55	7.10			ST	4	Interbay	4.0	F 8.59	4.15 M42				
					Ar 8.58	9.05	7.20			CF	6	Fremont	5.9	9.03 P 45	4.20 M46				
					De 9.13 1 P	9.30	7.45			BA	11	Keith	11.1	* 9.16	F 4.34				
					9.38	9.55	8.10			W	15	Lake	15.1	* 9.25	F 4.47 M 2				
					9.58	10.25	8.40				22	Bothell	22.0	9.38	5.02				
					10.20	10.35	8.40			B	24	Woodinville	23.7	9.42 P 41	Ar 5.07				
					Ar 10.35 AM	11.15	Ar 9.15 1 P			W C	24	Woodinville	23.7	9.42 P 41	De 5.12				
					EX. SUNDAY	11.15	Ar 10.39			T	29	Maltby	29.4	10.00	5.32				
					See Page 3	11.15	De 10.44 M 4			CJ	29	Maltby	29.4	10.00	5.32				
					De 9.30 AM	11.55 PM	Ar 11.45 AM			MB	38	Snohomish	38.1	10.24 M 4	5.56			De 9.57 AM	
					* 9.45	M44	De 12.15 PM			W S Y	38	Snohomish	38.1	10.24 M 4	5.56			10.10 M 4	
					Ar 9.55 AM	12.20 AM	12.40			OM	43	Machias	43.3	10.37	6.09			Ar 10.20 AM	
					M 4	12.35	1.05			MA	46	Hartford	46.3	10.46	6.18			Ar 10.20 AM	
					EX. SUNDAY	1.00	1.30			FD	46	Hartford	46.3	10.46	6.18			Ar 10.20 AM	
						1.30	2.00				50	Getchell	50.8	10.58 M42	6.29			EX. SUNDAY	
						1.30	2.00			W	56	Edgecomb	56.7	11.12	6.42				
						1.55	Ar 2.30			1 M E	60	Arlington	60.0	11.21	6.51				
						2.20	De 2.59 M 2			Y	60	Arlington	60.0	11.21	6.51				
						2.20	3.22			10 M E	64	Bryant	63.9	11.30	7.01				
						2.45	3.50			BT	70	McMurray	70.0	11.47 AM	7.17				
						3.10	4.18			MU	75	Montborne	75.6	* 12.01 PM	F 7.32 M44				
						3.20	4.29				77	Big Lake	77.7	12.05	7.36				
						3.45	4.50			BI	83	Clear Lake	83.0	12.18	7.48				
						De 6.50 AM	Ar 4.00 AM	Ar 5.05 PM		CA	86	Woolley	85.9	12.28	7.58				
						7.20	DAILY	EX. SUNDAY		WL	91	Thornwood	91.1	F 12.45	8.13				
						Ar 7.50				Y	97	Wickersham	97.5	1.05	Ar 8.30 PM				
						De 7.55 M 4					100	Saxon	99.9	1.15 M 2	DAILY				
						8.10					102	Acme	102.2	1.25					
						8.20				W	110	Deming	110.0	1.40					
						9.05					111	Eureka	110.7	* 1.41					
						9.40				DM	120	Nooksack	119.4	1.56 M48					
						10.25					125	Sumas	125.8	Ar 2.10 PM					
						Ar 11.00 AM				W S T	125	Sumas	125.8	Ar 2.10 PM					
						DAILY				SU				DAILY					

Register and Bulletin Stations—Seattle, Woodinville, Snohomish, Hartford, Woolley, Wickersham 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 4-20.

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 Pilchuck river.

East Bound.

PASSENGER No. 52 (M. C. Ry.)	PASSENGER No. 4	PASSENGER No. 2	Distance from Sumas	TIME TABLE No. 19A June 15th, 1902 Succeeding No. 19	Capacity of Sidings	WAY FRGT No. 42	FREIGHT No. 44	FREIGHT No. 46	WAY FRGT No. 48	FREIGHT No. 54 (M. C. Ry.)
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 12.05 PM	Ar 5.30 PM	125.8	Seattle	500	Ar 4.35 PM	Ar 3.25 AM	Ar 5.00 PM		
	11.51 AM	5.14	121.8	Interbay CF 4.0 N	300	De 4.15 M 3 Ar 4.10	3.05	4.35		
	11.47	5.10	119.9	Fremont BA 1.9 N	80	4.00	2.55	De 4.20 M 3 Ar 4.15		
F 11.34	* 4.56		114.7	Keith 4.0	22	3.30	2.30	3.55		
F 11.25	F 4.47 M 3		110.7	Lake 6.9	30	3.00	2.05	3.30		
11.05	4.34		103.8	Bothell B 1.7 D	50	2.15	1.35	3.00		
11.00	4.30		102.1	Woodinville CJ 5.7 N	65	2.05	1.20	De 2.45 PM		
10.44 M41	F 4.16		96.4	Maltby MB 8.7 D	42	1.35	12.45 AM	EX. SUNDAY		
Ar 4.57 PM	10.24 M 1	3.53	87.7	Snohomish OM 5.2 N	134	De 12.45 Ar 12.15 PM M41	11.55 PM M43		Ar 3.40 PM	
F 4.45	10.10 M51	3.40	82.5	Machias MA 3.0 D	80	11.55 AM	10.45		3.25	
De 4.40 PM	10.01 M53	3.32	79.5	Hartford FD 4.5 D	25	11.25	10.30		De 3.15 PM	
EX. SUNDAY	9.51	F 3.21	75.0	Getchell 5.9	45	De 10.58 M 1 Ar 10.53	10.05		EX. SUNDAY	
	9.38	3.07	69.1	Edgecomb 3.3	64	10.05	9.10			
	9.30 P 42	2.59 M41	65.8	Arlington A 3.9 D	80	De 9.40 4 P Ar 9.20	8.55			
	9.20	2.49	61.9	Bryant BT 6.1 D	40	8.35	8.30			
	9.01	2.34	55.8	McMurray MU 5.6 D	65	8.00	8.05			
F 8.48	* 2.19		50.2	Montborne 2.1	25	7.20	De 7.32 M 3 Ar 7.27			
8.44	2.14		48.1	Big Lake BI 5.3 D	40	7.00	7.10			
8.32	2.02		42.8	Clear Lake CA 2.9 D	135	6.25	6.45			
8.23	1.53		39.9	Woolley WL 5.2 N	160	De 6.00 AM	De 6.30 PM	Ar 5.15 PM		
8.10	1.39		34.7	Thornwood 6.4	15	EX. SUNDAY	DAILY	4.35		
De 7.55 AM M47	1.23		28.3	Wickersham WK 2.4 D	18			4.00		
DAILY	1.15 M 1		25.9	Saxon 2.3	200			3.45		
	1.09		23.6	Acme 7.8	18			3.20		
	12.55		15.8	Deming DM 0.7 D	20			2.40		
	* 12.54		15.1	Eureka 8.7	18			2.30		
	12.38		6.4	Nooksack NC 6.4 D	18			De 1.56 M 1 Ar 1.51		
	De 12.25 PM		0.0	Sumas SU D	90			De 1.15 PM		
	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 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. 47 has right over No. 48 between Woolley and Sumas.

No. 4 will take siding when meeting No. 1 at Snohomish.

West Bound.

EVERETT BRANCH.

FREIGHT No. 65 (G. N. No. 9) Second Cl'ss DAILY		FREIGHT No. 63 (G. N. No. 15) Second Cl'ss DAILY		FREIGHT No. 57 (M. C. Ry.) Second Cl'ss EX. SUNDAY		Water, Coal Scales, Tables and Wyes.	Station Numbers	Time Table No. 19A June 15th, 1902 Succeeding No. 19 Tel. Offices and Calls	Distance from Snohomish	PASSENGER No. 7 First Class DAILY		PASSENGER No. 9 First Class DAILY		PASSENGER No. 11 First Class DAILY		PASSENGER No. 13 First Class DAILY		PASSENGER No. 55 (M. C. Ry.) First Class EX. SUNDAY		PASSENGER No. 59 (G. N. No. 2) First Class DAILY		PASSENGER No. 61 (G. N. No. 6) First Class DAILY	
De	Ar	De	Ar	De	Ar					De	Ar	De	Ar	De	Ar	De	Ar	De	Ar	De	Ar	De	Ar
				De 3.50		W Y	38	Snohomish	0.0	De 8.30		De 10.30		De 4.00		De 6.05		De 5.00					
								Gravel Pit	0.7														
								Ebey Jct.	5.5														
		De 12.55	PM	De 5.05	PM	Ar 4.15		Lowell	6.2	8.50	M 58	10.48		4.20		6.25		5.16	C 63				
		1.00		5.15	M 14	De 4.40		Everett	7.7	Ar 8.55	AM	Ar 10.55	AM	Ar 4.25	PM	Ar 6.30	PM	Ar 5.20	PM	De 9.00	AM	De 6.50	PM
		Ar 1.10	PM	Ar 5.25	PM	Ar 4.45	PM	G. N. Junction	8.9											Ar 9.13	AM	Ar 6.55	PM
						EX. SUNDAY		Smelter	11.5														

See Foot Notes Page 4.

West Bound

SNOQUALMIE BRANCH.

East Bound

FREIGHT No. 45 Third Class EX. SUNDAY		PASSENGER No. 5 First Class DAILY		Water, Coal Scales, Tables and Wyes.	Station Numbers	Distance from Woodinville	TIME TABLE NO. 19A June 15th, 1902 Succeeding No. 19 Tel. Offices and Calls		Distance from North Bend	Capacity of Sidings	PASSENGER No. 6 First Class DAILY		FREIGHT No. 46 Third Class EX. SUNDAY	
De	Ar	De	Ar				De	Ar			De	Ar	De	Ar
De 10.45	AM	De 5.12	PM	CT	24	0.0	Woodinville	1.0	36.3	65	Ar 10.57	AM	See Page 2	
Ar 10.50					B24	1.0	Kirkland Jct.	2.9	35.3		10.55	M 45	2.25	
De 10.55	M 6				B27	3.9	York	2.7	32.4	3				
		11.25	AM	5.26	B30	6.6	Redmond	2.1	29.7	28	10.39		2.00	
					B32	8.7	Adelaide	2.4	27.6					
					B34	11.1	Samamish	0.4	25.2	6				
					B37	11.5	Inglewood	3.6	24.8					
12.15	PM	5.47			B38	15.1	Monohon	4.0	21.2	33	10.18		1.15	
Ar 12.45	M 46	6.00		W C	B42	19.1	Issaquah	7.1	17.2	240	10.04	De 12.45	PM	
De 1.15		6.22		S Y	B49	26.2	Preston	3.3	10.1	18	9.42	Ar 11.20	AM	
2.00		6.34			B53	29.5	Falls City	2.7	6.8	12	9.30		10.00	
2.40		6.44		W	B55	32.2	Snoqualmie Falls	1.1	4.1	4	9.20		9.45	
2.54		6.49			B56	33.3	Snoqualmie	3.0	3.0	18	9.15		9.35	
Ar 3.15	PM	Ar 7.00	PM	Y	B60	36.3	North Bend		0.0	18	De 9.05	AM	De 9.15	AM
EX. SUNDAY		DAILY									DAILY		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.

DARRINGTON BRANCH.

West Bound

East Bound

MIXED No. 15 Sec'd Cl's Mon. Wed. Fri.		Water, Coal, Scales, Tables and Wyes.	Station Numbers	Distance from Arlington	TIME TABLE NO. 19A June 15th, 1902 Succeeding No. 19 Tel. Offices & Calls		Distance from Darrington	Capacity of Sidings	MIXED No. 16 Sec'd Cl's Tue. Thur. Sat.	
De	Ar				De	Ar			De	Ar
De 3.10	PM	CY	60	0.0	Arlington	3.4	28.0	81	Ar 9.00	AM
		W	D 63	3.4	Hudson	1.3	24.6	3		
			D 64	4.7	Cooper's	0.5	23.3	4		
3.35			D 65	5.2	Trafton	2.3	22.8	18	8.15	
			D 67	7.5	Wick	0.8	20.5	5		
			D 68	8.3	August	2.9	19.7	3		
4.05			D 71	11.2	Oso	3.5	16.8	40	7.50	
			D 74	14.7	Sheridan	1.3	13.3	5		
		W	D 76	16.0	McMartin	6.0	12.0	14		
		2 MW	D 82	22.0	Chapmans	6.0	6.0	15		
Ar 5.10	PM		D 88	28.0	Darrington		0.0	24	De 7.00	AM
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 washouts are liable to occur.

EVERETT BRANCH.

East Bound.

PASSENGER No. 62 (G. N. No. 1)	PASSENGER No. 60 (G. N. No. 5)	PASSENGER No. 56 (M. C. Ry.)	PASSENGER No. 14	PASSENGER No. 12	PASSENGER No. 10	PASSENGER No. 8	Distance from Smelter	Time Table No. 19A June 15th, 1902 Succeeding No. 19	Capacity of Sidings	FREIGHT No. 58 (M. C. Ry.)	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 9.55 AM	Ar 5.45 PM	Ar 3.40 PM M 57	Ar 10.15 AM M 9	Ar 8.25 AM M 7	11.5	Snohomish OM 0.7 N	134	Ar 9.10 AM					
							10.8	Gravel Pit 4.8	8						
							6.0	Ebey Jct. 0.7	Spur						
		9.40	5.25	3.20	9.55	8.05	5.3	Lowell W 1.5 N	16	De 8.50 M 7 Ar 8.15	Ar 3.35 AM	Ar 7.25 AM			
Ar 3.30 PM	Ar 9.46 AM	De 9.30 AM	De 5.20 PM M 63 & 55	De 3.15 PM	De 9.50 AM	De 8.00 AM	3.8	Everett EV 1.2 N	100	De 8.10 AM	3.25	7.10			
De 3.25 PM	De 9.40 AM	EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	2.6	G. N. Junction PG 2.6 N	40	EX. SUNDAY	De 3.15 AM	De 7.00 AM			
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.

West Bound			KIRKLAND BRANCH.			East Bound		
Water, Coal, Scalps, 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					
		3.0	Kirkland Junction 3.0	5.1				
		5.1	Wipplers 2.1	2.1				
			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.

SAM'L CAMPBELL,
 Chief Dispatcher.

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	O'Connell's	66.0	1 W	5
Brooklyn	8.0	1 E	4	Day's Camp F 3 & 4	67.6	1 W	13
Power House Spur	9.0	1 W	3	Ehrlich F 1, 3 & 4	73.0	1 W	8
Wood Spur	9.9	1 E	6	Nookechamps	78.0	1 E	19
Pontiac F 3 & 4	12.7	1 E	4	Campbell's	81.0	1 E	3
Kenmore F 3 & 4	18.4	1 E	7	Sedro Quarry	84.0	1 E	7
Folsom	19.1	1 E	4	Daniels	91.0	1 E	6
Wayne F 3 & 4	21.0		0	Shrewsbury	92.5	1 E	20
Bear Creek	24.8	1 E	17	Prairie	93.6	Siding	10
Melville	25.0	1 E	6	Kane F 3 & 4	94.0	1 W	4
Grace	25.9	1 E	25	Mills Creek	94.5	1 E	2
Brace	28.5	1 E	3	Brannain	95.2	1 E	2
XL Spur	29.5	1 E	4	Abel	96.7	1 W	3
Cathcart F 3 & 4	33.1	1 W	12	Reynold's	97.8	1 E	3
Blackmans	36.0	1 E	3	Doran	99.5	1 W	4
Buck's	38.8	1 E	3	Canedy	100.5	1 W	5
Dubuque	43.0		8	Green's Spur	104.0	1 E	20
Sinnitt's	43.5	1 E	69	McDonald's SF 1, 2	105.1	1 W	2
Riverside Spur	43.9	1 E	2	Van Zant's F 1 & 2	107.2	1 W	6
Lake Cassidy	49.3	1 W	2	Case's Spur	108.3	1 E	5
Sisco F 3 & 4	55.0	1 E	8	Lawrence F 1 & 2	113.2	1 E	6
Barrett's	57.2	1 E	3	Merrill	115.5	1 E	5
Hiatt's	57.7	1 E	8	McKee's	116.9	1 W	14
Kelley's Spur	59.0	1 W	4	Hastings	118.5	1 E	4
Saunder's	64.5	1 E	18	Gillie's	120.5	1 E	2

SNOQUALMIE BRANCH.

Distance from Woodinville.

Derby	25.0			Lovegreen	51.3	1 E	5
Bush F 29 and 30	40.0	1 E	3	Meadow Brook	57.2	1 E	16
Moeller's	43.4	1 W	5	Burke Spur		1 W	2
Grand Ridge	45.4		18	Allen and Nelson	62.0	1 E	100

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.

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					6.55 P	11.15 A	DULUTH 4.2	4.00 P	8.00 A					6.30 A
No. 53 5.25 P	7.30 P	8.40 A					W. SUPERIOR 4.1					4.55 P	7.55 A	No. 54 5.55 A
5.40 P	7.45 P	8.55 A					S. SUPERIOR 109.8					4.38 P	7.40 A	5.40 A
5.55 P												4.25 P	7.30 A	5.10 A
6.10 P	7.55 P	9.05 A										4.23 P		5.00 A
6.40 P							BRAINERD 29.4					1.10 P	4.05 A	9.35 P
1.20 A	11.55 P	12.35 P		No. 5 1.05 P						No. 6 1.05 P				
2.00 A	12.05 A	12.45 P		1.25 P			STAPLES 142.3			*11.55 A		12.05 P	3.05 A	7.30 P
4.15 A	1.00 A	1.35 P		*2.15 P										
				2.20 P			ST. PAUL 10.9	2.20 P	7.45 A	5.45 P	7.15 A			8.30 P
8.00 P			8.00 P	8.30 A	10.35 P	9.30 A	MINNEAP'LIS 3.8	1.45 P	7.05 A	5.10 P	6.35 A			
			8.45 P	9.05 A	11.15 P	10.10 A	N'TOWN JC. 93.5	1.25 P	6.45 A	4.50 P	6.15 A			6.45 P
11.00 P			9.05 P	9.20 A	11.30 P	10.25 A	LITTLE F'LS 34.1	10.56 A	3.40 A	2.05 P	3.18 A			1.30 P
5.05 A			12.05 A	12.05 P	1.58 A	12.53 P	STAPLES 82.6	10.02 A	2.30 A	*11.55 A	2.05 A			12.30 P
5.20 A				*2.15 P	2.58 A	1.45 P	WINNIPEG JC. 95.7	9.55 A	2.20 A	11.50 A	1.50 A			10.15 A
7.25 A			1.12 A	2.20 P	3.05 A	1.52 P	GR'D FORKS 93.9							7.30 A
8.45 A			1.25 A				PEMBINA 68.1							1.12 A
2.00 P			4.20 A				WINNIPEG (From 108.6 81/2)					11.00 P		6.30 P
3.30 P			4.40 A				FARGO 92.8	7.00 A	11.10 P	8.00 A	9.40 P			8.55 A
11.15 P			7.45 A				JAMESTOWN 106.7	6.50 A	11.00 P		9.30 P			2.00 A
5.00 A			11.02 A				MANDAN 109.5	7.00 A	11.10 P		9.40 P			11.20 P
			1.30 P				DICKINSON 106.3	6.50 A	11.00 P		9.30 P			10.45 P
3.25 P			5.45 A	6.00 P	6.10 A	4.30 P	GLENDIVE 123.7	3.55 A	7.30 P		6.10 P			4.25 P
4.05 P			7.30 A		6.20 A	4.40 P	FORSYTHE 102.1	3.50 A	7.20 P		5.50 P			3.35 P
10.25 P			10.25 A		9.05 A	7.20 P	BILLINGS 115.4	7.25 P	7.20 P		6.10 P			8.35 A
10.30 P			10.30 A		9.08 A	7.25 P	LIVINGSTON 49.3	12.40 A	3.25 P		5.50 P			6.25 A
5.25 A			2.00 P		12.35 P	10.20 P	LOGAN 73.8	11.30 P	2.15 P		2.30 P			11.05 P
5.15 A					11.45 A	9.30 P	HELENA 50.8 (To Garrison)	7.55 P	10.45 A					10.35 P
12.30 P					3.05 P	12.40 A	BUTTE 51.2 (To Garrison)	7.50 P	10.40 A					2.30 P
12.50 P				No. 5 B. & M. R. No. 41	3.15 P	12.45 A	ANACONDA	4.10 P	7.10 A	No. 6 B. & M. R. No. 42				1.30 P
8.15 P				3.40 A	6.30 P	3.55 A	GARRISON 74.0	4.00 P	7.00 A	7.25 A	Huntley			4.30 A
9.15 P				Huntley	6.40 P	4.00 A	MISSOULA 173.0	12.22 P	2.42 A					10.30 P
4.00 A					10.30 P	7.31 A	HOPE 85.1	12.15 P	2.35 A					9.00 P
4.50 A					10.40 P	7.38 A	SPOKANE 145.7	9.10 A	11.35 P	7.00 A				12.50 P
11.35 A					4.05 A	1.45 A	PASCO JC. 126.8	9.00 A	11.25 P	6.30 A				11.40 A
1.00 P					4.20 A	1.55 A	ELLENSBURG 126.9 (To Tacoma)	6.15 A	8.10 P	3.00 A				12.50 P
9.15 P					7.45 A	5.30 A	SEATTLE 148.2 (Fr. Elbg.)	6.05 A	8.00 P	2.50 A				11.40 A
10.30 P					7.55 A	5.43 A	TACOMA 144.3	3.50 A	5.50 P	12.45 A		No. 12 3.15 A	No. 14 3.30 P	7.25 A
2.35 A	No. 13 7.40 A	No. 11 3.55 P			9.55 A	7.25 A	PORTLAND	3.45 A	5.45 P					7.20 A
2.40 A					10.00 A	7.30 A								7.20 A
7.55 A					12.35 P	9.50 A								1.55 A
8.55 A					12.45 P	10.00 A								12.55 A
11.45 A	10.55 A							12.50 A						10.30 P
	9.55 A							12.40 A						2.10 P
1.58 P	11.35 A				2.45 P	11.59 A		10.20 P	12.09 P	7.45 P				7.25 P
					2.50 P	12.04 P		10.15 P	12.04 P	7.40 P				7.10 P
5.40 P					5.00 P	2.05 P								12.30 P
6.40 P					5.10 P	2.15 P								11.30 A
7.50 A					11.10 P	7.50 P								11.10 P
7.50 A					10.15 P	6.55 P								8.55 P
1.00 P					12.55 A	9.20 P								4.00 P
3.05 P					1.05 A	9.30 P								2.45 P
11.30 P					5.35 A	1.55 A								5.35 A
12.35 A					5.45 A	2.05 A								3.45 A
10.25 A					9.55 A	6.20 A								7.50 P
11.35 A					10.03 A	6.28 A								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		7.50 P	7.45 A	3.50 P	No. 8 5.55 P	No. 4's Connection	No. 6's Connection	
7.35 P	3.05 P	7.58 P	11.30 A	5.00 P	11.20 A	11.00 P		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		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.