

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION.

No. 20

TIME TABLE

No. 20

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

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

SUNDAY, OCTOBER 19th, 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.

E. J. PEARSON,
Ass't Gen'l Superintendent,
ST. PAUL.

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

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, Excelsior, Sand, Wash, Wood, etc.	Station Numbers	TIME TABLE No. 29, October 14th, 1903. Succeeding No. 19A	Distance from Seattle	PASSENGER No. 1		PASSENGER No. 3		PASSENGER No. 5		PASSENGER No. 51 (M. C. Ry.)	
Second Class	Third Class	Third Class	Third Class	Third Class	Third Class	Third Class	Third Class	Third Class	First Class					First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	STATIONS. Tel. Offices and Calls			DAILY	DAILY	DAILY	DAILY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	
		De 7.40 AM		De 10.00 PM		De 6.30 AM				W C S T	0 Seattle	0.0		De 9.10 AM	De 4.00 PM	De 5.30 PM C 2					
				8.10		10.30		7.00		W	4 Interbay	4.0		9.23	4.15 M 42	5.43					
				8.25		10.40		7.10			6 Fremont	5.2		9.27 M 6	4.21 M 46	5.48					
		Ar 9.07 De 9.12 M 6		11.00		7.35		7.35			11 Keith	11.1	*	9.40	4.36 M 2	6.02					
		Ar 9.43 De 9.53 1 P		11.25		7.55		7.55		W	15 Lake	15.1	*	9.48 P 45	4.45	6.10					
		10.20		11.55 PM		8.25		8.25			22 Bothell	22.0		10.03	5.02	6.25					
		Ar 10.35 AM		12.20 AM		8.40 M 6		8.40 M 6		W C T	24 Woodinville	23.7		10.08	5.07	Ar 6.30 PM					
		EX. SUNDAY See Page 3		1.15 M 44		9.15		9.15			29 Maltby	29.4		10.28	5.27	DAILY See Page 3					
		De 9.30 AM		1.50		Ar 10.00 1 P De 11.00 M 4		Ar 10.00 1 P De 11.00 M 4		W S Y	38 Snohomish	38.1		10.52 P 41 M 4	5.53				De 10.22 AM		
		9.45		2.10		11.40 AM M 42		11.40 AM M 42		W	43 Machias	43.3		11.05	6.08				10.37 M 4		
		Ar 9.55 AM C 4		2.25		12.20 PM		12.20 PM			46 Hartford	46.3		11.14 M 42	6.18				Ar 10.50 AM C 42		
		EX. SUNDAY		2.50		12.40		12.40			50 Getchell	50.8		11.29	6.29				EX. SUNDAY		
				3.20		1.10		1.10		W L M E Y % M E	56 Edgecomb	56.7		11.41	6.42						
				3.40		1.40		1.40			60 Arlington	60.0		11.50 AM	6.52						
				3.55		Ar 2.10 De 2.25 M 2		Ar 2.10 De 2.25 M 2			64 Bryant	63.9		12.01 PM	7.02						
				4.20		3.15		3.15		W	70 McMurray	70.0		12.16	7.20						
				4.40		3.45		3.45			75 Montborne	75.6	*	12.29	F 7.32 M 44						
				4.50		4.00		4.00			77 Big Lake	77.7		12.33	7.36						
				5.15		4.30		4.30			83 Clear Lake	83.0		12.45	7.48						
		De 7.00 AM		Ar 5.30 AM		Ar 4.45 PM		Ar 4.45 PM		W C Y	86 Woolley	85.9		12.54	8.00						
		7.30		DAILY		EX. SUNDAY		EX. SUNDAY			91 Thornwood	91.1		1.10 M 2	8.15						
		Ar 8.00 De 8.10 M 4									97 Wickersham	97.5		1.30	Ar 8.30 PM						
		8.20									100 Saxon	99.9	*	1.36	DAILY See Page 5						
		8.30									102 Acme	102.2		1.45							
		9.05									110 Deming	110.0		2.04							
		9.40								DM	111 Eureka	110.7	*	2.05							
		10.25									120 Nooksack	119.4		2.23 M 48							
		Ar 11.00 AM								NC	125 Sumas	125.8		Ar 2.40 PM							
		DAILY								W S T 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 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, Wickersham 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 roundhouse 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.

PASSENGER No. 52 (M. C. Ry.)	PASSENGER No. 6	PASSENGER No. 4	PASSENGER No. 2	Distance from Sumas	TIME TABLE No. 20 October 19th, 1902 Succeeding No. 19A	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	First Class		STATIONS		Third Class	Third Class	Third Class	Third Class	Sec'nd Class
EX. SUNDAY	DAILY	DAILY	DAILY		Tel. Offices and Calls		EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
	Ar 9.55 AM	Ar 12.30 PM	Ar 5.10 PM	125.8	Seattle	500	Ar 4.35 PM	Ar 4.00 AM	Ar 5.00 PM		
	9.42	12.14	4.55 C 46	121.8	Interbay	300	De 4.15 M 3	3.45	4.35 C 2		
	9.27 M 1	12.09 PM	4.50	119.9	Fremont	80	Ar 4.00	3.30	De 4.21 M 3		
	9.12 M 45	* 11.55 AM	4.36 M 3	114.7	Keith	22		3.00	Ar 4.16		
	F 9.06	* 11.48	* 4.27	110.7	Lake	30		2.30	3.55		
	8.50	11.32	4.10	103.8	Bothell	50		2.00	3.00		
	De 8.45 AM	11.27	4.04	102.1	Woodinville	65		1.45	De 2.45 PM		
	M 41				Maltby	42		1.15 M 43	EX. SUNDAY		
	DAILY	11.12	3.49	96.4	Snohomish	134	12.30 PM	12.20 AM			
See 53, Page 3	Ar 4.57 PM	10.52 M 41 & 1	3.25	87.7	Machias	80	11.40 AM	11.55 PM			See 57, Page 3
	4.45	10.37 M 51	3.10	82.5	Hartford	25	De 11.14 M 1	11.35			Ar 3.40 PM
	De 4.40 PM	10.27	3.01	79.5	Getchell	45	Ar 11.00 C 51				3.25
	EX. SUNDAY	10.17 P 42	2.50	75.0	Edgecomb	64	De 10.25 4 P	11.00			De 3.15 PM
		10.04	2.36	69.1	Arlington	80	Ar 10.05	9.50			C 2
		9.55	2.27	65.8	Bryant	40	9.20	9.25			EX. SUNDAY
		9.44	2 17 M 41	61.9	McMurray	65	9.00	9.25			
		9.24	2.03	55.8	Montborne	25	8.30	8.55			
		F 9.09	* 1.48	50.2	Big Lake	40	8.00	8.25			
		9.03	1.43	48.1	Clear Lake	135	7.20	De 7.32 M 3			
		8.50	1.31	42.8	Woolley	160	Ar 7.27	7.10			
		8.40	1.22	39.9	Thornwood	15	De 6.00 AM	6.45			
		8.25	1.10 M 1	34.7	Wickersham	18	De 6.30 PM			Ar 5.30 PM	
		De 8.10 AM	12.55	28.3	Saxon	200	EX. SUNDAY	DAILY		4.45	
		M 47	* 12.46	25.9	Acme	18				4.05	
		DAILY	12.40	23.6	Deming	20				3.50	
			12.22	15.8	Eureka	18				3.35	
			12.20	15.1	Nooksack	18				3.00	
			12.01 PM	6.4	Sumas	90				2.50	
			De 11.45 AM	0.0						De 2.23 M 1	
			DAILY							Ar 2.18	
										De 1.30 PM	
										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.
 Pilchuck regular stop for Nos. 3 and 4.

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.
 No. 6 will take siding when meeting No. 1 at Fremont.

West Bound.

EVERETT BRANCH.

FREIGHT No. 65 (G. N. No. 9)	FREIGHT No. 63 (G. N. No. 15)	FREIGHT No. 57 (M. C. Ry.)	Water, Coal Seater, Tables and Wyes.	Station Numbers	Time Table No. 20 October 19th, 1902 Succeeding No. 19A	Distance from Snohomish	PASSENGER No. 7	PASSENGER No. 9	PASSENGER No. 11	PASSENGER No. 13	PASSENGER No. 55 (M. C. Ry.)	PASSENGER No. 59 (G. N. No. 2)	PASSENGER No. 61 (G. N. No. 6)
							First Class	First Class	First Class	First Class	First Class	First Class	First Class
Second Cl's	Second Cl's	Second Cl's			STATIONS Tel. Offices and Calls		DAILY	DAILY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY
DAILY	DAILY	EX. SUNDAY			De 3.50 PM	W Y 38	De 7.30 AM	De 11.05 AM	De 3.35 PM	De 6.05 PM	De 5.00 PM		
					Snohomish								
					Gravel Pit 4.8	C39							
					Ebey Jet. 0.7	C43							
De 12.55 PM	De 5.05 PM	Ar 4.15 PM		Y	Lowell 1.5	C44	7.50 M66	11.25	3.55	6.25	5.16 C 63		
1.00	5.15 M12	De 4.40		W	Everett 1.2	C46	Ar 7.55 AM	Ar 11.30 AM	Ar 4.00 PM	Ar 6.30 PM	Ar 5.20 PM	De 9.00 AM	De 6.50 PM
		Ar 4.45 PM		W C	G. N. Junction 2.6	C48						Ar 9.13 AM	Ar 6.55 PM
Ar 1.10 PM	Ar 5.25 PM	EX. SUNDAY			Smelter	C49	DAILY	DAILY	DAILY	DAILY	EX. SUNDAY		
DAILY	DAILY											DAILY	DAILY

See Bulletin

See Foot Notes Page 4.
No. 13 has right over No. 14.

West Bound

SNOQUALMIE BRANCH.

East Bound

FREIGHT No. 45	PASSENGER No. 5	Water, Coal Seater, Tables and Wyes.	Station Numbers	Distance from Woodinville	TIME TABLE NO. 20 October 19th, 1902 Succeeding No. 19A	Distance from North Bend	Capacity of Storage	PASSENGER No. 6	FREIGHT No. 46
Third Class	First Class							First Class	Third Class
EX. SUNDAY	DAILY				STATIONS Tel. Offices and Calls			DAILY	EX. SUNDAY
De 10.45 AM	De 6.32 PM		CT 24	0.0	Woodinville 1.0	36.3	65	See Page 2 Ar 8.45 AM	See Page 2 Ar 2.35 PM
					Kirkland Jct. 2.9	35.3			2.25
			B24	1.0	York 2.7	32.4	3 F		
11.25 AM	6.46		B30	6.6	Redmond 2.1	29.7	28	8.25	2.00
			B32	8.7	Adelaide 2.4	27.6	3 F		
			B34	11.1	Samamish 0.4	25.2	6 F		
			B37	11.5	Inglewood 3.6	24.8		F	
12.15 PM	7.08		B38	15.1	Monohon 4.0	21.2	33	8.05	1.15
Ar 12.45 M46 De 1.15	7.20	W C	B42	19.1	Issaquah 7.1	17.2	240	7.52	De 12.45 PM Ar 11.20 AM
2.00	7.42	S Y	B49	26.2	Preston 3.3	10.1	18	7.31	10.45
2.20	7.54	W	B53	29.5	Falls City 2.7	6.8	12	7.20	10.00
2.40	8.05		B55	32.2	Snoqualmie Falls 1.1	4.1	4	7.13	9.45
2.54	8.09		B56	33.3	Snoqualmie 3.0	3.0	18	7.10	7.30
Ar 3.15 PM EX. SUNDAY	Ar 8.20 PM DAILY	Y	B60	36.3	North Bend	0.0	18	De 7.00 AM DAILY	De 7.10 AM C6 EX. SUNDAY

West Bound

DARRINGTON BRANCH.

East Bound

MIXED No. 17	Water, Coal Seater, Tables and Wyes.	Station Numbers	Distance from Arlington	TIME TABLE NO. 20 Oct. 19th, 1902 Succeeding No. 19A	Distance from Darrington	Capacity of Storage	MIXED No. 18
Sec'd Cl's							Sec'd Cl's
EX. SUNDAY				STATIONS Tel. Offices & Calls			EX. SUNDAY
De 7.00 AM		CY 60	0.0	Arlington A 3.4 D	28.0	81	Ar 11.50 AM
		W D 63	3.4	Hudson 1.3	24.6	3	
		D 64	4.7	Cooper 0.5	23.3	4	F
7.30		D 65	5.2	Trafton 2.3	22.8	18	11.15
		D 67	7.5	Wick 0.8	20.5	5	
		D 68	8.3	August 2.9	19.7	3	
8.10		D 71	11.2	Oso 3.5 D	16.8	40	10.45
		D 74	14.7	Sheridan 1.3	13.3	5	
		W D 76	16.0	McMartin 6.0	12.0	14	
		2NW	22.0	Chapman 6.0	6.0	15	
Ar 9.10 AM EX. SUNDAY		D 88	28.0	Darrington DR	0.0	24	De 9.40 AM EX. SUNDAY

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

No. 17 has right over No. 18.

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.

NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent

Seattle, Wash., November 1st, 1902.

To ALL CONCERNED:

The following changes in train service will be made effective November 5th:

EVERETT BRANCH

Trains 7 and 14 discontinued.

MONTE CRISTO BRANCH

Passenger service Everett and Monte Cristo daily except Sunday, and supersedes former service.

Leave		Everett	3.25 P.M.	Arrive
7.50 A.M.				
8.20		Snohomish	5.01	
8.45		Hartford	4.30	
9.06		Granite Falls	4.15	
9.21		Tunnel No. 1	4.00	
9.50		Robe	3.40	
10.15		Gold Basin	3.10	
11.00		Silverton	2.40	
11.50		Barlow Pass	1.55	
12.10 P.M.		Monte Cristo	1.35	

BARRINGTON BRANCH

#17 and 18 will run Mondays, Wednesdays and Fridays only.

WHATCOM BRANCH

Trains 15 and 16 discontinued.

" 3 " 4 will run through to Fairhaven: #3 arriving at 9.40 P.M.; #4 leave at 7 A.M.

G. B. CLIFF
Superintendent

RANCH.

East Bound.

No. 20 b. 1902 to. 19A ONS ad Calls ish N Pit ct. N tt N ction N er	Capacity of Stalings	FREIGHT No. 58 (M. C. RY.) Second CI's EX. SUNDAY see 53, Pg. 1 Ar 9.10 AM	FREIGHT No. 64 (G. N. No. 16) Second CI's DAILY	FREIGHT No. 66 (G. N. No. 10) Second CI's DAILY
134				
16		De 8.40 Ar 8.15	Ar 3.35 AM	Ar 7.25 AM M 7
100		De 8.10 AM C 7	3.25	7.10
40		EX. SUNDAY	De 3.15 AM	De 7.00 AM
175			DAILY	DAILY

See Bulletin

ret yard limits—Yard limit board, 1000 feet east of east switch to overhead bridge at avenue.
Injurers of all trains not on schedule and delayed regular trains will sound warning signal approaching curves where the view is obstructed, to warn trackmen and others of the ching train.
Trains will stop before crossing draw bridges over Snohomish River at Lowell and Ebey one mile east of Lowell.
Trains over drawbridges must not exceed six miles per hour.

No. 14.

RANCH.

East Bound

Distance from K. & F. Road	Capacity of Stalings
5.1	
4.2	4
2.4	8
1.9	4
0.0	15

RULES.

is no other train on the branch, also location of any car or other obstruction on ring train, including information as to cars or other obstructions on main track. If cars left on main track, and any other obstructions, or defective conditions, it on branch when there is any other train on branch, except with the required d of service, operator at main line junction point will telegraph copy of register,

en telegraph office.

SAM'L CAMPBELL,
Chief Dispatcher.

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. 20 October 19th, 1902 Succeeding No. 19A	Capacity of Sidings	FREIGHT No. 58 (M. C. Ry.)	FREIGHT No. 64 (G. N. No. 10)	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 See 51, Pg. 1 Ar 10.20 A.M.	DAILY Ar 7.05 P.M.	DAILY Ar 5.45 P.M.	DAILY Ar 3.10 P.M.	DAILY Ar 10.30 A.M.	11.5	Tel. Offices and Calls Snohomish OM 0.7 N	-134	EX. SUNDAY see 53, Pg. 1 Ar 9.10 A.M.		
							10.8	Gravel Pit 4.8	8			
		10.00	6.45	5.25	2.50	10.10	6.0	Ebey Jct. 0.7	Spur			
							5.3	Lowell 1.5 N	16	De 8.40 Ar 8.15	Ar 3.35 A.M.	Ar 7.25 A.M. M 7
Ar 3.30 P.M.	Ar 9.46 A.M.	De 9.55 A.M.	De 6.40 P.M. M13	De 5.20 P.M. M 65 A 63	De 2.45 P.M.	De 10.05 A.M.	3.8	Everett 1.2 N	100	De 8.10 A.M. C 7	3.25	7.10
De 3.25 P.M.	De 9.40 A.M.	EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	2.6	G. N. Junction 2.6 N	40	EX. SUNDAY	De 3.15 A.M.	De 7.00 A.M.
DAILY	DAILY						0.0	Smelter	175		DAILY	DAILY

See Bulletin

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.

No. 13 has right over No. 14.

West Bound		KIRKLAND BRANCH.		East Bound	
Water, Coal, Saw 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 0.9	5.1	
		0.9	Danner 1.8	4.2	4
		2.7	Jenes 0.5	2.4	8
		3.2	Lauder 1.9	1.9	4
		5.1	Kirkland	0.0	15

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.

West Bound

WHATCOM BRANCH

East Bound

FREIGHT No. 49	PASSENGER No. 15	PASSENGER No. 3	Water, Coal, Soft and Wyes	Station Numbers	Distance from Wickersham	Time Table No. 20 Oct. 19th, 1902		Distance from Fairhaven	Capacity of Slidings	PASSENGER No. 4	PASSENGER No. 16	FREIGHT No. 50
						STATIONS Tel. Offices and Calls	STATIONS					
8.30 AM De	1.40 PM C4	8.30 PM De		Y 97	0.0	Wickersham 1.2	23.1	50	See Page 2 Ar 8.10 AM	12.45 PM Ar		5.40 PM Ar
				F 98	1.2	Mirror Lake 2.6	21.9	15	F	F		
8.45	1.50	8.39		F 101	3.8	Park 1.0	19.3	15	8.00	12.34		5.25
9.00	1.55	8.44	W C	F 102	4.8	Blue Canyon 1.8	18.3	20	7.57	12.30		5.10
				F 104	6.6	Idlewild 2.4	16.5		F	F		
9.25	F 2.10	F 9.00		F 106	9.0	Sunnyside 2.4	14.1		F 7.42	12.18 F		4.45
9.35	F 2.20	F 9.09		F 108	11.4	Woodlawn 3.7	11.7	20	F 7.37	12.13 F		4.32
9.50	F 2.31	F 9.19		F 112	15.1	Silver Beach 1.1	8.0		F 7.27	12.03 F		4.17
9.56	F 2.35	F 9.22		F 113	16.2	Larson 0.7	6.9	30	F 7.25	12.01 PM F		4.10
				F 114	16.9	Hillside 3.4	6.2		F	F		
10.05	2.43	9.30 PM Ar	W Y	F 117	20.3	Whatcom 2.8	2.8	50	7.14 AM De	11.50 AM		4.00
10.30 AM Ar	2.50 PM Ar			F 120	23.1	Fairhaven	0.0	50		11.40 AM De		3.40 PM De
DAILY	DAILY	DAILY							DAILY	DAILY		DAILY

Register and Bulletin Stations—Wickersham and Whatcom.

Trains will be kept under control between Sunnyside and Blue Canyon and at all other points where slides are liable to occur and in yard limits at Whatcom and Wickersham. Maximum grades Hillside to Whatcom and Mirror Lake to Wickersham. Freight trains will come to full stop and test air brakes before descending these grades.

We switch at Wickersham will be kept set for East Leg. All trains will come to full stop before crossing Holly street, Whatcom.

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.

Special attention is called to rules 298 and 299, which also govern trains at water tanks outside of switches.

No. 49 has right over No. 16.

AUTHORIZED SURGEONS.

LOCATION OF STRETCHERS (S)

- F. H. COE, Seattle Pass. Sta. (S)
- R. H. PORT, Sumas. (S)
- DR. P. W. WILLIS, Seattle.
- H. R. CORSON, Issaquah. (S)
- M. B. MATTICE, Woolley. (S)
- W. C. COX, Everett. (S)
- N. S. McCREADY, Snohomish. (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	Ehrlich F 1, 3 & 4	73.0	1 W	8
Latona	7.4	1 E	4	Nookechamps	78.0	1 E	19
Brooklyn	8.0	1 E	4	Campbell's	81.0	1 E	3
Power House Spur	9.0	1 W	3	Sedro Quarry	84.0	1 E	7
Wood Spur	9.9	1 E	6	Daniels	91.0	1 E	6
Pontiac F 5 & 6	12.7	1 E	4	Shrewsbury	92.5	1 E	20
Kenmore F 5 & 6	18.4	1 E	7	Prairie	93.6	Siding	10
Wayne F 5 & 6	21.0		0	Kane F 3 & 4	94.0	1 W	4
Bear Creek	24.8	1 E	17	Mills Creek	94.5	1 E	2
Melville	25.0	1 E	6	Brannain	95.2	1 E	2
Grace	25.9	1 E	25	Abel	96.7	1 W	3
Brace	28.5	1 E	3	Reynold's	97.8	1 E	3
XL Spur	29.5	1 E	4	Doran	99.5	1 W	4
Cathcart F 3 & 4	33.1	1 W	12	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	8	Merrill	115.5	1 E	5
Kelley's Spur	59.0	1 W	4	McKee's	116.9	1 W	14
Saunders	64.5	1 E	18	Hastings	118.5	1 E	4
Pilchuck F 1 & 2	65.4	1 E	88	Gillie's	120.5	1 E	2
O'Connell's	66.0	1 W	5	Crescent	121.4	1 W	5
Day's Camp F 3 & 4	67.6	1 W	13				

SNOQUALMIE BRANCH.

Distance from Woodinville.

Derby	25.0			Lovegreen	51.3	1 E	5
Bush F 5 and 6	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

NORTHERN PACIFIC RY.

GENERAL TIME TABLE NO. 20A.

SEPT. 1, 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 4.35 A					4.10 P	8.20 A	ASHLAND 75.5	7.00 P	11.00 A					No. 52 11.50 A
No. 53 5.25 P 5.40 P 5.55 P	7.30 P	8.40 A			6.55 P	11.15 A	DULUTH 4.2	4.00 P	8.00 A					No. 54 6.30 A
6.10 P 6.40 P	7.45 P	8.55 A					W. SUPERIOR 4.1					4.55 P	7.55 A	5.55 A
1.20 A	7.55 P	9.05 A					S. SUPERIOR 109.8					4.25 P	7.30 A	5.40 A
2.00 A	11.55 P	12.35 P		No. 5 1.05 P 1.25 P			BRAINERD 29.4			No. 6 1.05 P 12.45 P		1.10 P	4.05 A	5.30 A
4.15 A	1.00 A	1.35 P		* 2.15 P 2.20 P			STAPLES 142.3			* 11.55 A		12.05 P	3.05 A	5.00 A
8.00 P			8.00 P	8.45 A	10.35 P	9.30 A	ST. PAUL 10.9	5.20 P	2.15 P	6.05 P	7.25 A			9.35 P
			8.35 P	9.15 A	11.10 P	10.02 A	MINNEAP'LIS 3.8	4.47 P	1.43 P	5.27 P	6.50 A			8.30 P
11.00 P			8.55 P	9.30 A	11.25 P	10.17 A	N'TOWN JC. 93.5	4.32 P	1.28 P	5.10 P	6.35 A			6.45 P
4.50 A 5.15 A			12.05 A	12.05 P	1.58 A	12.53 P	LITTLE FLS 34.1	2.00 P	10.20 A	2.05 P	3.18 A			1.30 P
7.25 A 8.45 A			1.12 A 1.25 A	* 2.15 P 2.20 P	2.58 A 3.05 A	1.45 P 1.52 P	STAPLES 82.6	1.09 P 1.02 P	9.20 A 9.10 A	* 11.55 A 11.50 A	2.05 A 1.50 A			12.30 P
2.05 P 3.25 P			4.20 A 4.45 A				WINNIPEG JC. 95.7					11.00 P 10.40 P		1.12 A
11.15 P			7.45 A				GR'D FORKS 93.9					7.25 P		6.30 P
5.00 A			11.02 A				PEMBINA 68.1					4.02 P		8.55 A
			1.30 P				WINNIPEG (From 08.6 Stpls)					1.45 P		2.00 A
3.25 P 4.05 P			5.45 A 7.30 A	6.00 P	6.10 A 6.20 A	4.30 P 4.40 P	FARGO 92.8	10.10 A 10.00 A	5.45 A 5.30 A	8.00 A	9.40 P 9.20 P			11.20 P 10.45 P
10.25 P 10.50 P			10.45 A 10.50 A		9.05 A 9.08 A	7.20 P 7.22 P	JAMESTOWN 106.7	7.05 A 7.00 A	2.00 A 1.55 A		5.50 P 5.25 P			4.25 P 3.35 P
5.25 A 5.15 A			2.30 P		12.35 P 11.45 A	10.20 P 9.30 P	MANDAN 109.5	3.50 A 2.40 A	9.50 P 8.40 P		2.00 P			8.35 A 6.25 A
12.25 P 12.45 P					3.05 P 3.15 P	12.40 A 12.45 A	DICKINSON 106.3	11.05 P 11.00 P	5.15 P 5.10 P					11.10 P 10.35 P
8.15 P 9.15 P				No. 5 B. & M. R. No. 41	6.30 P 6.40 P	3.55 A 4.00 A	GLENDAVE 123.7	7.15 P 7.05 P	1.35 P 1.25 P	No. 6 B. & M. R. No. 42				2.30 P 1.15 P
3.55 A 4.45 A			Huntley	3.20 A	10.30 P 10.40 P	7.26 A 7.38 A	FORSYTHE 102.1	3.27 P 3.20 P	9.22 A 9.15 A	10.27 A	Huntley			5.30 A 4.30 A
11.35 A 1.00 P				3.45 A 4.05 A	1.45 A 1.55 A	10.27 A 10.37 A	BILLINGS 115.4	12.20 P 12.10 P	6.05 A 5.55 A	10.00 A 9.50 A				10.30 P 9.00 P
9.00 P 10.30 P				7.20 A 7.30 A	5.30 A 5.43 A	1.50 P 2.00 P	LIVINGSTON 49.3	9.20 A 9.10 A	2.40 A 2.30 A	6.15 A 6.05 A				2.00 P 12.50 P
2.40 A 2.45 A	No. 15 9.40 A	No. 13 7.40 A	No. 11 3.55 P		9.30 A 9.35 A	3.45 P 3.50 P	LOGAN 73.8	7.00 A 6.55 A	12.01 A 11.55 P	3.50 A 3.45 A		No. 12 6.30 A	No. 14 11.35 P	No. 16 3.25 A
7.55 A 8.55 A	12.15 P 12.25 P		5.50 P		9.50 A 10.00 A		HELENA 50.8 (To Garrison)		9.25 P 9.15 P			4.00 A		8.35 A 8.30 A
11.45 A	10.55 A			1.05 P 1.15 P		7.10 P 7.20 P	BUTTE 51.2 (To Garrison)	4.00 A 3.50 A		12.50 A 12.40 A			8.40 P	1.55 A 12.45 A
							ANACONDA							12.50 A
1.10 P	2.35 P			2.45 P 2.50 P	11.59 A 12.04 P	8.55 P 8.57 P	GARRISON 74.0	1.20 A 1.15 A	6.30 P 6.25 P	10.20 P 10.15 P			10.30 P	6.35 P 6.20 P
5.30 P 6.30 P				5.00 P 5.10 P	2.05 P 2.15 P	11.05 P 11.15 P	MISSOULA 173.0	10.35 P 10.25 P	3.40 P 3.30 P	7.30 P 7.20 P				12.30 P 11.30 A
7.50 A 8.50 A				11.10 P 11.15 P	7.50 P 7.55 P	5.00 A 5.05 A	HOPE 85.1	4.48 P 4.43 P	9.30 A 9.25 A	1.20 P 1.15 P				11.10 P 9.55 P
2.00 P 3.05 P				1.55 A 1.05 A	10.20 P 9.30 P	7.55 A 7.05 A	SPOKANE 145.7	2.15 P 1.05 P	6.35 A 5.25 A	10.30 A 9.20 A				5.00 P 2.45 P
11.30 P 1.00 A				5.35 A 5.45 A	1.45 A 1.55 A	11.35 A 11.40 A	PASCO JC. 126.8	8.20 A 8.10 A	12.40 A 12.30 A	4.25 A 4.15 A				5.35 A 3.45 A
10.25 A 11.35 A				9.55 A 10.03 A	6.20 A 6.28 A	3.10 P 3.17 P	ELLENSBURG 126.9 (To Tacoma)	4.40 A 4.32 A	8.45 P 8.35 P	12.15 A 12.05 A				7.50 P 5.30 P
8.25 P	No. 5's Connection 3.00 P	No. 1's Connection 7.55 P	No. 9 7.30 A	No. 7 10.00 A	3.15 P 3.30 P	1.05 P	SEATTLE 148.2 (Fr. Elbg.)	11.00 P 10.40 P	1.10 P	6.20 P 6.05 P	No. 8 3.55 P	No. 10 7.15 A		
7.40 P 10.30 P 10.00 A			9.10 A 9.20 A 3.05 P	11.30 A 11.45 A 6.50 P	5.00 P 5.20 P 11.10 P	11.20 A 11.10 P 7.00 A	TACOMA 144.3 PORTLAND	9.15 P 9.00 P 3.30 P	3.00 P	4.40 P 2.15 P 11.10 A	2.30 P 5.20 A 7.25 A	5.30 A		7.45 A 4.30 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.

