

# NORTHERN PACIFIC RAILWAY COMPANY.

## SEATTLE DIVISION

# TIME 22 TABLE

TO TAKE EFFECT AT 12:01 A. M.  
(PACIFIC OR 120th MERIDIAN TIME)  
(One hour slower than Mountain or 105th Meridian Time.)

## THURSDAY, JUNE 11th, 1903.

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,**  
Assistant General Manager.

**F. W. GILBERT,**  
General Superintendent.

**A. E. LAW,**  
Assistant General Superintendent.

**G. B. CLIFF,**  
Superintendent.

**I. B. RICHARDS,**  
Superintendent Car Service.

West Bound.

Station	Water, Coal Scales, Tables and Wyes	Station Numbers	TIME TABLE NO. 22. June 11th, 1903. Succeeding No. 21. Telegraph Offices and Calls	Distance from Seattle	PASSENGER	PASSENGER	PASSENGER	PASSENGER				
					No. 1	No. 3	No. 5	No. 7				
					First Class	First Class	First Class	First Class				
					DAILY	DAILY	DAILY	EX. SUNDAY				
SEATTLE		31	SEATTLE	0.0	De 8.40 A M	De 4.10 P M C 12	De 5.40 P M M 2					
INTERBAY		35	INTERBAY	4.0	F 8.54	4.27	5.54					
FREMONT		37	FREMONT	5.9	8.59	4.32 M 46	5.59					
KEITH		42	KEITH	11.1	9.12 M 6	4.45	F 6.11					
LAKE		46	LAKE	15.1	* 9.21	4.55 M 2	F 6.20					
BOTHELL		53	BOTHELL	22.0	9.36 P 45	5.10	6.35					
WOODINVILLE		55	WOODINVILLE	23.7	9.41	5.15	Ar 6.40 P M					
MALTBY		60	MALTBY	29.4	10.00	5.33						
SNOHOMISH		69	SNOHOMISH	38.1	10.24 P 41 C 8	5.57	De 1.35 P M					
MACHIAS		74	MACHIAS	43.3	10.36 M 4	6.10	1.47					
HARTFORD		77	HARTFORD	46.3	10.45 M 42	6.20	Ar 1.55 P M					
GETCHELL		82	GETCHELL	50.8	10.58	6.32						
EDGEComb		88	EDGEComb	56.7	11.13	6.47						
ARLINGTON		91	ARLINGTON	60.0	11.22	6.56						
BRYANT		95	BRYANT	63.9	11.33	7.07						
McMURRAY		101	McMURRAY	70.0	11.49 A M	7.23						
MONTBORNE		107	MONTBORNE	75.6	* 12.04 P M	F 7.36 M 44						
BIG LAKE		109	BIG LAKE	77.7	12.09	7.41						
CLEAR LAKE		114	CLEAR LAKE	83.0	12.22	7.53						
SEDRO-WOOLLEY		117	SEDRO-WOOLLEY	85.9	12.33	8.03						
THORNWOOD		122	THORNWOOD	91.1	12.48	8.18						
WICKERSHAM		128	WICKERSHAM	97.5	1.05	Ar 8.35 P M						
SAXON		131	SAXON	99.9	1.15 M 2							
ACME		133	ACME	102.2	1.23							
DEMING		141	DEMING	110.0	1.41							
EUREKA		142	EUREKA	110.7	* 1.42							
NOOKSACK		151	NOOKSACK	119.4	1.55 M 48							
SUMAS		157	SUMAS	125.8	Ar 2.10 P M							
					DAILY							
					(.30)	(4.00)	(3.30)	(7.30)	(9.45)			
					16.0	10.0	6.8	11.5	8.6			
					Time over District				(5.30)	(4.25)	(1.00)	(.20)
					Average Speed per Hour				22.9	21.7	23.7	24.6

Register and Bulletin Stations—Seattle, Woodinville, Snohomish, Hartford, Sedro-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 keep under control within yard limits at Seattle, Interbay, Woodinville, Snohomish, Hartford, Arlington, Sedro-Woolley, Wickersham and Sumas, expecting to find trains occupying main track.

Seattle yard limits extend west to yard limit board 500 feet west of west switch at Roslyn coal bunk-

ers. 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 is displayed.

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 and Snohomish as are required of second and inferior class trains by Rule 298 F.

The maximum rate speed over truss bridges and high trestles must not exceed 20 miles per hour. All trains will come to full stop before crossing drawbridges.

East Bound.

PASSENGER No. 8	PASSENGER No. 6	PASSENGER No. 4	PASSENGER No. 2	Distance from Sumas	TIME TABLE NO. 22. June 11th, 1903. Succeeding No. 21.	Capacity of Sidings	WAY FRGT No. 42	FREIGHT No. 44	FREIGHT No. 46	WAY FRGT No. 48	FREIGHT No. 56
First Class	First Class	First Class	First Class		STATIONS.		Third Class	Third Class	Third Class	Third Class	Second Cl'ss
EX. SUNDAY	DAILY	DAILY	DAILY		Telegraph Offices and Calls		EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
	Ar 9.45 A M	Ar 12.30 P M	Ar 5.40 P M	125.8	SEATTLE	500	Ar 4.05 P M	Ar 4.00 A M	Ar 5.00 P M		
	9.30	12.14	F 5.23	121.8	4.0	300	3.40	3.45	4.45		
	9.25	12.09 P M	5.18	119.9	INTERBAY	80	3.30	3.30	De 4.32 M3		
	9.12 M1	* 11.55 A M	* 5.05	114.7	1.9	22	3.00	3.00	Ar 4.20 C 5		
	F 9.02 M45	* 11.48	4.55 M3	110.7	FREMONT	30	2.30	2.30	3.30		
	8.46	11.32	4.39	103.8	5.2	50	1.55	2.00	3.00		
	De 8.41 A M	11.27	4.34	102.1	4.0	65	1.40	1.45	De 2.45 P M		
		11.12	4.22	96.4	6.9	42	12.55	1.15 M43			
See 15, Page 3				87.7	BOTHELL	134	12.05 P M	12.20 A M			See 57, Page 3
Ar 9.45 A M	(Snoqualmie Bch)	10.50 M41	3.58	82.5	1.7	80	11.20 A M	11.55 P M			Ar 3.40 P M
9.33		10.36 M1	3.45	79.5	5.7	60	De 10.45 M1	11.35			3.25
De 9.25 A M		10.27 P 42	3.36	75.0	8.7	45	Ar 10.15 4 P	11.00			De 3.10 P M
EX. SUNDAY		10.17	3.25	69.1	5.2	64	9.45	9.50			C 2
(MonteCristo Bch)		10.04	3.09	65.8	5.9	80	9.00	9.25			EX. SUNDAY
		9.55	3.00	61.9	3.3	40	8.50	8.55			(MonteCristo Bch)
		9.44	2.50	55.8	3.9	65	8.30	8.25			
		9.24	2.35 M41	50.2	6.1	25	8.00	8.25			
		F 9.09	* 2.20	48.1	MCMURRAY	40	7.20	De 7.36 M 3			
		9.05	2.15	42.8	5.6	40	7.00	Ar 7.20			
		8.53	2.03	39.9	2.1	135	6.30	7.10			
		8.43	1.53	34.7	5.3	160	De 6.15 A M	De 6.30 P M			Ar 5.15 P M
		8.31 M47	1.39	28.3	2.9	15	EX. SUNDAY	DAILY			4.30
		De 8.15 A M	1.23	25.9	5.2	75					3.40
		DAILY	1.15 MI	23.6	6.4	200					3.10
		(Whatcom Bch)	1.08	15.8	THORNWOOD	18					2.40
			12.50	15.1	6.4	20					2.20
			* 12.48	6.4	2.4	18					De 1.55 M1
			12.30	0.0	2.3	18					Ar 1.45
			De 12.15 P M		2.3	18					De 1.15 P M
			DAILY		7.8	90					
					0.7						
					8.7						
					6.4						
					SUMAS						
(.20)	(1.04)	(4.15)	(5.25)		Time over District	(9.50)	(9.30)	(2.15)	(4.00)	(.30)	
24.6	23.3	21.8	22.8		Average Speed per Hour	8.6	9.0	11.0	10.0	16.0	

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. 2, 3 and 4.

Ehrlich regular stop for Nos. 3 and 4.

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

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

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

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.

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 (Monte Cristo) Second Cl'ss EX. SUNDAY		Water, Coal, Scales, Tables and Wyes	Station Numbers	TIME TABLE NO. 22. June 11th, 1903. Succeeding No. 21. STATIONS.		Distance from Snohomish	PASSENGER No. 9 First Class DAILY		PASSENGER No. 11 First Class DAILY		PASSENGER No. 13 First Class DAILY		PASSENGER No. 15 (Monte Cristo) First Class EX. SUNDAY		PASSENGER No. 17 (G. N. No. 2) First Class DAILY		PASSENGER No. 19 (G. N. No. 6) First Class DAILY		
Ar 1.10 P M		Ar 5.25 P M		EX. SUNDAY				SNOHOMISH 0.7			De 10.50 A M	De 4.00 P M	De 6.00 P M	De 9.47 A M									
								GRAVEL PIT 4.8	0.7														
								EBEY JCT. 0.7	5.5								10.03 M 10						
								LOWELL 1.5	6.2	11.10	4.20	6.20	10.06										
								EVERETT 1.2	7.7	Ar 11.15 A M	Ar 4.25 P M	Ar 6.25 P M	Ar 10.10 A M	De 9.38 A M	De 6.50 P M								
								G. N. JUNCTION 2.6	8.9	DAILY	DAILY	DAILY	EX. SUNDAY	Ar 9.41 A M	Ar 6.55 P M								
								SMELTER	11.5														
								Time over District															
								Average Speed per Hour															

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. 22 June 11th, 1903. Succeeding No. 21. STATIONS.		Distance from North Bend	Capacity of Siding	PASSENGER No. 6 First Class DAILY		FREIGHT No. 46 Third Class EX. SUNDAY	
De 10.45 A M		De 6.40 P M					WOODINVILLE 1.0				See Page 2 Ar 8.40 A M	See Page 2 Ar 2.35 P M		
							KIRKLAND JUNC. 2.9	35.3					2.25	
							YORK 2.7	32.4	3 Spur					
							REDMOND 2.1	29.7	43		8.25	2.00		
							ADELAIDE 2.4	27.6	3 Spur					
							SAMAMISH 0.4	25.2	6 Spur					
							INGLEWOOD 3.6	24.8						
							MONOHON 4.0	21.2	33		8.05	1.15		
							ISSAQUAH 7.1	17.2	240		7.52	De 12.45 P M Ar 11.20 A M		
							PRESTON 3.3	10.1	18		7.33	10.45		
							FALLS CITY 2.7	6.8	12		7.23	10.00		
							SNOQUALMIE FALLS 1.1	4.1	4 Spur		7.13	9.45		
							SNOQUALMIE 3.0	3.0	18		7.10	7.30		
							NORTH BEND	0.0	18		De 7.00 A M	De 7.10 AM C 6		
								Time over District						
								Average Speed per Hour						

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 and 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.

MONTE CRISTO BRANCH

East Bound.

FREIGHT No. 59 Second Cl'ss EX. SUNDAY		PASSENGER No. 7 First Class EX. SUNDAY		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Hartford	TIME TABLE NO. 22 June 11th, 1903. Succeeding No. 21. STATIONS.		Distance from Monte Cristo	Capacity of Siding	PASSENGER No. 8 First Class EX. SUNDAY		FREIGHT No. 56 Third Class EX. SUNDAY	
De 9.25 A M M 8		De 1.55 P M					HARTFORD 3.0				See Page 2 Ar 9.25 AM M 59	See Page 2 Ar 3.00 P M		
							LOCHLOY 2.0	39.0	164 Spur					
							PARKER 1.2	37.0	20 Spur					
							GRANITE FALLS 3.8	35.8	70 Spur	9.10	De 2.12 M 7	Ar 1.30		
							TUNNEL NO. 1 2.0	32.0	10	F 8.55		1.10		
							TUNNEL NO. 2 1.8	30.0	10	F				
							ROBE 5.2	28.2	10	De 8.40 Ar 8.35	De 12.40 P M			
							GRAVEL PIT 1.0	23.0	5 Spur			EX. SUNDAY		
							GOLD BASIN 8.8	22.0	6 Spur	F				
							SILVERTON 1.0	15.2	16	De 7.50 Ar 7.40				
							BONANZA QUEEN 7.2	12.2	3 Spur	F				
							BARLOW PASS 5.0	5.0	1 Spur	F				
							MONTE CRISTO	0.0	100	De 7.00 A M				
								Time over District						
								Average Speed per Hour						

Register and Bulletin Stations—Hartford and Monte Cristo. Trains will approach Hartford under full control expecting to find main track occupied. Trains must not exceed five miles per hour around 18 and 24 degree curves on Shoofly, two miles west of Gold Basin. Mountain grades descending Monte Cristo to Sauk river bridge, Barlow Pass to Bonanza Queen and from Robe to Tunnel No. 1. East bound trains must not exceed schedule within above limits. Trains will approach all bluffs where slides are liable to occur, under full control. While switching at concentrator at Monte Cristo, air brakes of all cars must be coupled with engine. Derailing switches—Siding at Tunnel No. 2 and 45 spur.

EVERETT BRANCH.

East Bound.

PASSENGER No. 20 (G. N. No. 1) First Class DAILY	PASSENGER No. 18 (G. N. No. 5) First Class DAILY	PASSENGER No. 16 (Monte Cristo) First Class EX. SUNDAY	PASSENGER No. 14 First Class DAILY	PASSENGER No. 12 First Class DAILY	PASSENGER No. 10 First Class DAILY	Distance from Smelter	TIME TABLE NO. 22 June 11th, 1903. Succeeding No. 21. STATIONS. Telegraph Offices and Calls	Capacity of Sidings	FREIGHT No. 58 (Monte Cristo) Second Cl'ss EX. SUNDAY	FREIGHT No. 64 (G. N. No. 16) Second Cl'ss DAILY	FREIGHT No. 66 (G. N. No. 10) Second Cl'ss DAILY
		See 7, Pg. 1 Ar 1.35 P M	Ar 5.50 P M	Ar 3.50 P M	Ar 10.20 A M	11.5	OM SNOHOMISH 0.7	134	See 59, Pg 1 Ar 7.50 A M		
						10.5	GRAVEL PIT 4.8	S Spur			
					10.03 M15	6.0	EBEY JCT. 0.7				
		1.15	5.30	3.30	10.00	5.3	W LOWELL 1.5	16	De 7.25 See 66 Ar 7.05	Ar 3.35 A M	Ar 7.25 A M See 58
Ar 3.30 P M	Ar 9.46 A M	De 1.10 P M	De 5.25 P M M63	De 3.25 P M	De 9.55 A M	3.8	EV EVERETT 1.2	100	De 7.00 A M	3.25	7.10
De 3.25 P M	De 9.40 A M	EX. SUNDAY	DAILY	DAILY	DAILY	2.6	PG G. N. JUNCTION 2.6	40	EX. SUNDAY	De 3.15 A M	De 7.00 A M
DAILY	DAILY					0.0	SMELETER	175		DAILY	DAILY

(.5) (.6) (.25) (.25) (.25) (.25) Time over District (.50) (.20) (.25)  
 14.4 12.0 18.5 18.5 18.5 18.5 Average Speed per Hour 9.2 8.1 6.7

Register and Bulletin Stations—Snohomish and Everett. Engineers will examine registers. Standard Clock—Everett. 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. Trains will not move between Lowell and Everett and between Everett and G. N. Jct. without card train order properly filled out.

Everett yard limits—Yard limit board 1000 feet east of east switch to overhead bridge at Everett ave. 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. DARRINGTON BRANCH. East Bound.

MIXED No. 21 Sec'd Cl's Mon., Wed. & Fri.	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Arlington	TIME TABLE NO. 22 June 11th, 1903. Succeeding No. 21. STATIONS. Telegraph Offices and Calls	Distance from Darrington	Capacity of Sidings	MIXED No. 22 Sec'd Cl's Mon., Wed. & Fri.
De 7.00 AM	CY	CF 91	0.0	ARLINGTON 4.7	28.0	80	Ar 11.50 AM
	W	PL4	4.7	COOPER 0.5	23.3	4 Spur	
F 7.30		PL5	5.2	TRAFTON 2.3	22.8	18	11.15 F
		PL7	7.5	CICERO 0.8	20.5	5 Spur	
		PL8	8.3	AUGUST 2.9	19.7	3 Spur	
8.10		PL 11	11.2	OSO 3.5	16.8	40	10.45
		PL 15	14.7	SHERIDAN 1.3	13.3	5 Spur	
		PL 16	16.0	McMARTIN 6.0	12.0	14 Spur	
	W 2 MW	PL 17	17.0	HAZEL 3.2	11.0	11 Spur	
		PL 20	20.2	LAMPSON 1.8	7.8	7 Spur	
		PL 22	22.0	CHAPMAN 6.0	6.0	15 Spur	
Ar 9.10 AM Mon., Wed. & Fri.	CY	PL 28	28.0	DARRINGTON	0.0	24	De 9.40 AM Mon., Wed. & Fri.

(2.10) (2.10) Time over District (2.10)  
 13.5 13.5 Average Speed per Hour (13.5)

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. 21 has right over No. 22.

West Bound. WHATCOM BRANCH. East Bound.

FREIGHT No. 49 Th'd Cl's EX. SUN.	PAS'NG'R No. 3 First Cl's DAILY	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Wickersham	TIME TABLE NO. 22 June 11th, 1903. Succeeding No. 21. STATIONS. Telegraph Offices and Calls	Distance from Fairhaven	Capacity of Sidings	PAS'NG'R No. 4 First Cl's DAILY	FREIGHT No. 50 Th'd Cl's EX. SUN.
De 9.25 AM	De 8.35 PM	Y	CF128	0.0	WICKERSHAM 1.2	28.1	75	See Page 2 Ar 8.15 AM	8.40 AM Ar
9.33	F 8.40	W	PM 1	1.2	MIRROR LAKE 2.6	21.9	15	F 8.10	8.30
9.45	F 8.47		PM 4	3.8	PARK 1.0	19.3	15	8.00	8.20
9.50	8.50		PM 5	4.8	BLUE CANYON 1.8	18.3	20	7.57	8.15
	F		PM 7	6.6	IDLEWILD 2.4	16.5	No Sdg	F	
	F	W	PM 9	9.0	SUNNYSIDE 2.4	14.1	No Sdg	F	
10.20	F 9.20	IME	PM11	11.4	WOODLAWN 3.7	11.7	20	F 7.37 P50 Ar 7.22	De 7.47 4 P Ar 7.22
	9.30		PM15	15.1	SILVER BEACH 1.1	8.0	No Sdg	7.27	7.00
11.00	F 9.34		PM16	16.2	LARSON 4.1	6.0	30	F 7.22	6.55
11.25 AM Ar	9.45	WY C	PM20	20.3	WHATCOM 2.8	2.8	50	7.10	6.30 AM De
	Ar 9.55 PM		PM23	23.1	FAIRHAVEN	0.0	50	6.55 AM De	

(2.00) (1.20) Time over District (1.20) (2.10)  
 10.1 17.3 Average Speed per Hour 17.3 9.3

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 Larson to Whatcom and Mirror Lake to Wickersham. Freight trains will come to full stop and test air brakes before descending these grades. Wye 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 governs trains at water tanks outside of switches. Reduce speed to six miles per hour over street car crossing between Silver Beach and Larson. Come to full stop before crossing G. N. Ry. track between Whatcom and Fairhaven.

**West Bound. KIRKLAND BRANCH. East Bound.**

Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Kirkland Junction	TIME TABLE NO.	Distance from Kirkland	Capacity of Sidings
			STATIONS.		
		0.0	Telegraph Offices and Calls		
			<b>KIRKLAND JUNCTION</b>	5.1	
		0.9	<b>DANNER</b>	4.2	4
			1.8		
		2.7	<b>JENES</b>	2.4	8
			0.5		
		3.2	<b>LAUDER</b>	1.9	4
			1.9		
		5.1	<b>KIRKLAND</b>	0.0	15

**AUTHORIZED SURGEONS.**

LOCATION OF STRETCHERS (S)

F. H. COE, Seattle Pass. Sta. (S)	W. C. COX, Everett. (S)
DR. P. W. WILLIS, Seattle.	H. R. CORSON, Issaquah. (S)
M. B. MATTICE, Sedro-Woolley. (S)	R. H. PORT, Sumas. (S)
N. S. McCREADY, Snohomish. (S)	W. H. AXTELL, WHATCOM. (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
Ballard Bd D	5.1	1 E	300	Ehrlich F 1	73.0	1 W	8
Edgewater	6.1	1 E	8	Baker	75.1	1 E	29
Latona	7.4	1 E	4	Campbell's	81.0	1 E	3
Brooklyn F 3, 4, 5 & 6	8.0	1 E	4	Sedro Quarry	84.0	1 E	7
Power House Spur	9.0	1 W	3	Daniels	91.0	1 E	6
Wood Spur	9.9	1 E	6	Shrewsbury	92.5	1 E	20
Pontiac F 5 & 6	12.7	1 E	4	Prairie F 3 & 4	93.6	Siding	10
Kenmore F 5 & 6	18.4	1 E	7	Kane F 3 & 4	94.0	1 W	4
Wayne F 5 & 6	21.0			Brannain	95.2	1 E	2
Bear Creek	24.8	1 E	17	Abel	96.7	1 W	3
Melville	25.0	1 E	6	Reynold's	97.8	1 E	3
Grace	25.9	1 E	25	Doran	99.5	1 W	4
Brace	28.5	1 E	3	Canedy	100.5	1 W	5
XL Spur	29.5	1 E	4	Green's Spur	104.0	1 E	20
Cathcart F 3 & 4	33.1	1 W	12	McDonald's S F 1, 2	105.1	1 W	2
Sinnitt'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 F 3 & 4	55.0	1 E	8	Merrill	115.5	1 E	5
Hiners	57.6	1 E	8	McKee's	11.9	1 W	14
Kelly's Spur	59.0	1 W	4	Hastings	118.5	1 E	4
Saunders	64.5	1 E	18	Gillie's	120.5	1 E	2
Pilchuck F 1	65.4	1 E	88	Crescent	121.4	1 W	5
O'Connell's	66.0	1 W	5				
Day's Camp F 3 & 4	67.6	1 W	13				

**SNOQUALMIE BRANCH.**

Distance from Woodville.

Derby	1.3			Lovegreen	27.6	1 E	5
Coutues	4.5	1 E	5	Meadow Brook	33.3	1 E	16
Bush F 5 and 6	16.3	1 E	3	Burke Spur	35.0	1 W	2
Moeller's	19.7	1 W	5	Allen and Nelson	38.3	1 E	100
Grand Ridge	21.7		18				

**MONTE CRISTO BRANCH**

Distance from Hartford.

Johnson	2.0		65	Hubbard's	8.5		2
Van Horn	2.5		5	Bridge 12	9.0		8
Diffley	4.0		10	Lemons	15.0		3
Lasts	7.5		5	"45" Spur	28.0		5

**J. O. WHITMARSH,**  
CHIEF DISPATCHER.

NORTHERN PACIFIC RAILWAY COMPANY

Office of The Division Superintendent

BULLETIN NO. 652

Seattle, Wash., June 27th, 1903

ALL CONCERNED:

Spur track known as Mill Creek located on the Main Line  
34-1/2 miles from Seattle has been taken up.

G. B. CLIFF,

Superintendent

Date Received \_\_\_\_\_

Date Posted \_\_\_\_\_

f

BR

*6 copies*

NORTHERN PACIFIC RAILWAY COMPANY.

Office of the Division Superintendent

Seattle, Washington, July 13th, 1903

- : BULLETIN NO. 259 : -

TO CONDUCTORS:-

Reynolds Spur, located on the main line 97.8 miles from Seattle, has been taken up.

Yours truly,

G. B. Cliff

Superintendent

*6 Copies*



NORTHERN PACIFIC RAILWAY COMPANY

Office of the Division Superintendent

Seattle, Wash., Oct., 3rd, 1903 -W

CIRCULAR NO. 300

TO AGENTS:

Effective November 10th Trains 3 and 4 will be discontinued between Whatcom and Fairhaven, making Whatcom terminal for the above trains.

G. E. Cliff

Superintendent

*APB  
Did you see this  
P/M*

6

## Northern Pacific Railway Company.

Office of the Chief Dispatcher.

190

Effective Dec 1-03

Nos 9-11-13-10-12<sup>and</sup> 14 are

abandoned acct Everett

also to operating cars

on our line between

Aurora<sup>and</sup> Everett.

AB  
 put in  
 new card  
 Book 998

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y .

Office of the Division Superintendent

CIRCULAR #302

2  
Seattle, Wash., December 8th, 1903 w

TO ALL CONCERNED:

Effective Friday, December 11th, 1903, service between Everett and points on the Monte Cristo Branch will be changed as follows:

On Mondays, Wednesdays and Fridays a mixed train will leave Everett at 7:15 A.M., and run as far as Robe and return, handling passengers and freight. On Tuesdays, Thursdays and Saturdays a mixed train will leave Everett at 7:15 A.M. and run through to Monte Cristo and return, handling passengers between Everett and Monte Cristo, and freight business between Robe and Monte Cristo.

For time of trains on the Monte Cristo Branch provide yourselves with Supplement A to Time-table 22.

G. B. Cliff

Superintendent

NORTHERN PACIFIC RAILWAY COMPANY.

Supplement A to Time Table No 22, effective FRIDAY DECEMBER 11th, 1903.  
Succeeding Time Table No 22 covering Monte Cristo Branch.

West Bound.		MONTE CRISTO BRANCH.		East Bound.	
Mixed.	Mixed.	<i>Effective 120 am</i>		Mixed.	Mixed.
Second Class	Second Class	STATIONS.		Second Class	Second Class.
No 23.	No 17.			No 18.	No 24.
Mon, Wed, Fri.	Tue, Thur, Sat.			Tue, Thur, Sat.	Mon, Wed, Fri.
De. 9:25 A. M.	De 8:15 A. M.	HARTFORD.		Ar 2:35 P. M.	Ar 3:00 P. M.
		5.0			
	F.	LOCALOY.		F.	
		2.0			
	F.	PARLER.		F.	
		1.2			
10.25	8.50	GRANITE FALLS		2.20	2.15
		3.8			
11.00	F.	TUNNELL NO 1		2.05	1.10
		2.0			
	F.	TUNNELL NO 2		F.	
		1.6			
Ar 11:40 A.M.	9.00	ROBE.		1.50	De 12:40 P.M.
		5.2			
Mon, Wed, Fri.	F.	GRAVEL PIT.		F.	Mon, Wed, Fri.
	F.	1.0		F.	
	F.	COLD BASIN.		F.	
		8.8			
	10.05	SILVERTON.		1.00	
		1.0			
	F.	BONANZA QUEEN.		F.	
		7.2			
	F.	BARLOW PASS.		F.	
		5.2			
	Ar 11:15 A. M.	MONTE CRISTO.		De 12:15 P.M.	
	Tue, Thur, Sat.			Tue, Thur, Sat.	

No. 17 has right over No 18 Hartford to Monte Cristo.

No. 18 has right over No 24 Hartford to Robe.

G. B. CLIFF,  
Superintendent

A. E. LAW,  
Assistant General Superintendent.