

# NORTHERN PACIFIC RAILWAY COMPANY.

## SEATTLE DIVISION

# TIME 22A TABLE

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

## MONDAY, JUNE 13, 1904.

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.

**H. J. HORN,**  
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.**

WAY FRGT No. 47		FREIGHT No. 45		FREIGHT No. 43		WAY FRGT No. 41		MIXED No. 25		MIXED No. 19		STATIONS.		Distance from Seattle	PASSENGER No. 1		PASSENGER No. 3		PASSENGER No. 5	
Third Class		Third Class		Third Class		Third Class		Second Cl'ss		Second Cl'ss		STATIONS.		Distance from Seattle	First Class		First Class		First Class	
DAILY		EX. SUNDAY		DAILY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		Telegraph Offices and Calls			DAILY		DAILY		DAILY	
		De 8.30 A M		De 10.00 P M		De 6.30 A M						SEATTLE	0.0	De 12.55 P M		De 7.35 A M		De 5.55 P M		
		9.00		10.30		6.50						INTERBAY	4.0	F 1.09		7.49		6.08		
		Ar 9.16 M 6		10.40		7.00						FREMONT	5.9	1.14		7.54		6.13		
		De 9.21		9.45		7.28						KEITH	11.1	* 1.28		F 8.07		F 6.26		
				10.03		7.45						LAKE	15.1	* 1.36		F 8.15		F 6.36		
				10.30		11.25						BOTHELL	22.0	1.51		8.31 P 41		6.55		
		Ar 10.45 A M		12.20 A M		9.00						WOODINVILLE	23.7	1.56 M42		8.36 M6		Ar 7.00 P M M 4		
				EX. SUNDAY		9.35						MALTBY	29.4	2.15 M 2		8.51				
				See Page 3 to (Snoqualmie Brch)		1.50						SNOHOMISH	38.1	2.37		9.12				
						2.10						MACHIAS	43.3	2.50		9.25				
						2.25						HARTFORD	46.3	2.59		9.34				
						2.50						GETCHELL	50.8	3.11		9.46				
						3.20						EDGEComb	56.7	3.24		10.01 M42				
						3.40						ARLINGTON	60.0	3.33		10.10				
						3.55						BRYANT	63.9	3.43		10.20				
						4.20						McMURRAY	70.0	4.00		10.35				
						4.40						MONTBORNE	75.6	* 4.13		10.49				
						4.50						BIG LAKE	77.7	4.18		10.54				
						5.15						CLEAR LAKE	83.0	4.30 M4		11.06				
		De 8.30 A M		Ar 5.30 A M		Ar 4.15 P M M 4		De 7.30 A M				SEDRO-WOOLLEY	85.9	4.40 M26		11.16				
		8.58		DAILY		EX. SUNDAY		7.58				THORNWOOD	91.1	4.55 M48		11.33 M 2				
		9.30						Ar 8.30 A M 0				WICKERSHAM	97.5	5.09		Ar 11.50 A M				
								EX. SUNDAY				SAXON	99.9	*		DAILY				
								See Page 4 to (Whatcom Brch)				ACME	102.2	5.19		See page 4 to (Whatcom Brch)				
												DEMING	110.0	5.35						
												ABBOTT	110.7	* 5.36						
		Ar 10.38 M 2										NOOKSACK	119.4	5.51						
		De 10.43										SUMAS	125.8	Ar 6.05 P M						
		11.25																		
		11.55 A M																		
		DAILY																		
		(3.25)		(2.15)		(7.30)		(9.45)		(1.00)			Time over District	(5.10)	(4.15)	(1.05)				
		11.6		10.5		11.4		8.8		11.6		Average Speed per Hour	24.3	22.9	21.8					

Register Stations—Seattle, Woodinville, Snohomish, Hartford, Sedro-Woolley, Wickersham and Sumas. Engineers will not be required to examine registers except at initial or starting points.  
 Standard clock—Seattle.  
 Bulletin Stations—Seattle, Arlington, Sedro-Woolley and Sumas.  
 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			Distance from Sumas	TIME TABLE NO. 22A. June 13th, 1904. Succeeding No. 22.		Capacity of Sidings	MIXED	MIXED	WAY FRGT	FREIGHT	FREIGHT	WAY FRGT
No. 6	No. 4	No. 2		No. 22	No. 26		No. 42	No. 44	No. 46	No. 48		
First Class	First Class	First Class		STATIONS.	Second Cl'ss	Second Cl'ss	Third Class	Third Class	Third Class	Third Class	Third Class	
DAILY	DAILY	DAILY		Telegraph Offices and Calls	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	DAILY	
Ar 9.40 A M	Ar 8.05 P M	Ar 3.35 P M	125.8	SEATTLE 4.0			Ar 4.15 P M	Ar 4.00 A M	Ar 5.00 P M			
9.26	7.49	F 3.22	121.8	INTERBAY 1.9			3.58	3.40	4.40			
9.21 M45	7.44	3.18	119.9	FREMONT 5.2			3.50	3.30	4.25			
F 9.06	F 7.30	* 3.05	114.7	KEITH 4.0			3.28	3.00	3.59			
F 8.57	F 7.21	* 2.56 P 42	110.7	LAKE 6.9			De 3.06 Ar 2.51	2.30	3.33			
8.41 M41	7.05	2.35	103.8	BOTHELL 1.7			2.10	2.00	2.55			
De 8.36 A M M 3	7.00 M 5	2.30	102.1	WOODINVILLE 5.7			De 1.56 Ar 1.51	1.45	De 2.45 P M			
DAILY (FROM Snoqualmie Bch)	6.46	2.15 M 1	96.4	MALTBY 8.7		See 17, Page 3	1.00 P M	1.15 M43	EX. SUNDAY (FROM Snoqualmie Bch)			
	6.21	1.50	87.7	SNOHOMISH 5.2		Ar 4.10 P M	11.55 A M	12.05 A M				
	6.08	1.37	82.5	MACHIAS 3.0			11.25 M41	11.40 P M				
	6.00	1.29	79.5	HARTFORD 4.5		De 3.35 P M	11.00	11.15				
	5.49	1.18	75.0	GETCHELL 5.9		EX. SUNDAY (FROM MonteCristo Bch)	10.35	10.50				
	5.36	1.02	69.1	EDGEComb 3.3			De 10.01 Ar 9.56	9.45				
	5.28	12.53 M41	65.8	ARLINGTON 3.9			9.30	9.20				
	5.18	12.43	61.9	BRYANT 6.1			8.55	8.55				
	5.02	12.28	55.8	McMURRAY 5.6			8.15	8.20				
	4.47	* 12.14	50.2	MONTBORNE 2.1			7.30	7.20				
	4.42	12.09 P M	48.1	BIG LAKE 5.3			7.15	7.10				
	4.30 M 1	11.57 A M	42.8	CLEAR LAKE 2.9			6.35	6.45				
	4.20 M41	11.47	39.9	SEDRO-WOOLLEY 5.2			Ar 4.35 P M M 1	De 6.15 A M	De 6.30 P M		Ar 5.25 P M	
	4.05 P 26	11.33 M 3	34.7	THORNWOOD 6.4			De 4.15 Ar 4.00	EX. SUNDAY	DAILY		De 4.55 M1 Ar 4.50	
	De 3.50 P M	11.18	28.3	WICKERSHAM 2.4			3.15 P M				4.10	
	DAILY (FROM Whatcom Bch)	*	25.9	SAXON 2.3			EX. SUNDAY (FROM Whatcom Bch)					
		11.06	23.6	ACME 7.8							3.45	
		10.45	15.8	DEMING 0.7							3.00	
		* 10.43 M47	15.1	ABBOTT 8.7							2.50	
		10.25	6.4	NOOKSACK 6.4							2.00	
		De 10.10 A M	0.0	SUMAS							De 1.30 P M	
		DAILY									DAILY	
(1.04)	(4.15)	(5.25)		Time over District	(.35)	(1.20)	(10.00)	(9.30)	(2.15)	(3.55)		
22.2	22.9	23.2		Average Speed per Hour	14.0	8.7	8.5	9.0	10.5	10.8		

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.

Engineers of all 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 Sedro-Woolley and Sumas.  
 No. 4 will take siding when meeting No. 1 at Clear Lake.



### Special Rules Covering Trains on Everett Branch

All trains will keep under full control in 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 high line switch.

EVERETT YARD LIMITS—Yard limit board 1000 feet east of east switch to overhead bridge at Everett Ave. Speed over draw bridges must not exceed six (6) miles per hour.

No steam or electric trains will occupy main track in either direction between Snohomish and Lowell, Everett and Lowell, or between Everett and G. N. Junction without first procuring *Card Order* from operator Snohomish, Lowell, Everett or G. N. Junction properly filled out. Cards will not be issued for steam trains to follow electric trains, until electric trains have cleared block.

Cards must be surrendered to operator at end of block immediately upon arrival.

West Bound.		DARRINGTON BRANCH.						East Bound.	
MIXED No. 23	Sec'd Cl's	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Arlington	TIME TABLE NO. 22A. June 13th, 1904. Succeeding No. 22.	Distance from Darrington	Capacity of Sidings	MIXED No. 24	Sec'd Cl's
Mon., Wed. & Fri.	De 10.15 AM	CY	CF 91	0.0	STATIONS. Telegraph Offices and Calls	28.0	80	Ar 3.15 PM	Mon., Wed. & Fri.
		W	PL4	4.7	ARLINGTON 4.7				
					COOPER 0.5	23.3	4 Spur		
	10.40 F		PL5	5.2	TRAFTON 2.3	22.8	18	F 2.50	
			PL7	7.5	CICERO 0.8	20.5	5 Spur		
			PL8	8.3	AUGUST 2.9	19.7	3 Spur		
	11.15 AM		PL 11	11.2	OSO 3.5	16.8	40	2.15	
			PL 15	14.7	SHERIDAN 5.1	13.3	5 Spur		
		W	PL 17	17.0	HAZEL 3.2	11.0	11 Spur		
		M	PL 20	20.2	LAMPSON 1.8	7.8	7 Spur		
		W	PL 22	22.0	CHAPMAN 6.0	6.0	15 Spur		
	Ar 12.15 PM	CY	PL 28	28.0	DARRINGTON	0.0	24	De 1.15 PM	Mon., Wed. & Fri.
	Mon., Wed. & Fri.								
	(2.00)				Time over District			(2.00)	
	14.0				Average Speed per Hour			14.0	

Register and Bulletin Station—Arlington.  
Trains will keep under control where landslides or washouts are liable to occur.  
No. 23 has right over No. 24.

West Bound.		WHATCOM BRANCH.						East Bound.	
MIXED No. 25	Sec'd Cl's	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Wickersham	TIME TABLE NO. 22A. June 13th, 1904. Succeeding No. 22.	Distance from Fairhaven	Capacity of Sidings	PAS'NG'R No. 4	MIXED No. 26
EX. SUN.	See page 1 De 8.30 AM	See page 1 De 11.50 AM	Y	CF128	0.0	23.1	75	See Page 2 Ar 3.50 PM	See page 2 Ar 3.15 PM
	8.35	11.55 AM	W	PM 1	1.2	21.9	15	3.43	3.05
	8.45	12.02 PM		PM 4	3.8	19.3	15	3.38	2.55
	8.50	12.05		PM 5	4.8	18.3	20	3.35	2.50
		F		PM 7	6.6	16.5	No Sdg		
		F	W	PM 9	9.0	14.1	No Sdg		
	9.15	12.20	IME	PM11	11.4	11.7	20	3.20	2.30
		12.30		PM15	15.1	8.0	No Sdg	3.10	
	9.40	12.33		PM16	16.2	6.9	30	3.08	2.05
	10.00 AM	12.45 PM	WY	PM20	20.3	2.8	50	2.55 PM	1.45 PM
	Ar	Ar	C	PM23	23.1	0.0	50	De	De
	EX. SUN.	DAILY						DAILY	EX. SUN.
	(1.30)	(.55)			Time over District			(.55)	(1.30)
	13.5	23.2			Average Speed per Hour			23.2	13.5

Register Stations—Wickersham and Bellingham. Bulletin Station—Bellingham.  
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 Bellingham and Wickersham. Maximum grades Larson to Bellingham 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, Bellingham.  
Engineers of all trains will sound warning signal when approaching curves where the view is obstructed, to warn deck 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.  
No. 3 has right over No. 4.

**West Bound. BALLARD BRANCH. East Bound.**

Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Interbay	TIME TABLE NO. 22A. June 13th, 1904. Succeeding No. 22.		Distance from Ballard	Capacity of Sidings
			STATIONS.			
	CF	0.0	Telegraph Offices and Calls			
	35		INTERBAY		1.1	300
	B5	1.1	BA	1.1	N	
			BALLARD		0 0	50
			BD		D	

**AUTHORIZED SURGEONS.**

LOCATION OF STRETCHERS (S)

F. H. COE, Seattle Pass. Sta. (S)	W. C. COX, Everett. (S)
Seattle Yard Office. (S)	
DR. P. W. WILLIS, Seattle.	H. R. CORSON, Issaquah. (S)
M. B. MATTICE, Sedro-Woolley. (S)	E. D. CLARK, 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
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
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 F 3 & 4	93.6	Siding	10
Wayne F 5 & 6	21.0			Kane F 3 & 4	94.0	1 W	4
Bear Creek	24.8	1 E	17	Brannain	95.2	1 E	2
Melville	25.0	1 E	6	Abel	96.7	1 W	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	4
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	Fenton	111.6	1 E	11
Sisco F 3 & 4	55.0	1 E	8	Lawrence F 1 & 2	113.2	1 E	6
Hiners	56.2	1 E	3	McKee's	116.9	1 W	14
Kelly's Spur	59.0	1 W	4	Hastings	118.5	1 E	4
Saunders	64.5	1 E	18	Crescent	121.4	1 W	5
Milidale	65.0	1 E					
Pilchuck F 1	65.4	1 E	88				
O'Connell's	66.0	1 W	5				
Day's Camp F 3 & 4	67.6	1 W	13				
Ehrlich F 1	73.0	1 W	8				

**SNOQUALMIE BRANCH.**

Distance from Woodenville.

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	Allen and Nelson	38.3	1 E	100
Moeller's	19.7	1 W	5				
Grand Ridge	21.7		18				

**MONTE CRISTO BRANCH**

Distance from Hartford.

Johnson	2.0		65	Wayside	8.3		5
Denmark	2.5		5	Bridge 12	9.0		8
Diffley	4.0		10	"45" Spur	28.0		5
Enos Quarry	7.3		30	Weiden Creek	39.0		0
Lasts	7.5		5				

**WHATCOM BRANCH**

Distance from Wickersham.

Gale	1.7	1 E	5	Anderson	14.5	1 W	7
------	-----	-----	---	----------	------	-----	---

**E. W. MASON,**  
CHIEF DISPATCHER.