

# NORTHERN PACIFIC RAILWAY COMPANY.

## SEATTLE DIVISION

# TIME 22B TABLE

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

**SUNDAY, OCTOBER 9<sup>th</sup>, 1904.**

For the government of employees 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.

**F. E. WEYMOUTH,**  
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		Water, Coal, Stages, Tables and Wyes	Station Numbers	TIME TABLE NO. 22B. October 9, 1904. Succeeding No. 22A.		Distance from Seattle	PASSENGER No. 1		PASSENGER No. 3		PASSENGER No. 5	
Third Class DAILY		Third Class EX. SUNDAY		Third Class DAILY		Third Class EX. SUNDAY		Second Cl'ss EX. SUNDAY		Second Cl'ss EX. SUNDAY				STATIONS: Telegraph Offices and Calls			First Class DAILY		First Class DAILY		First Class DAILY	
		De 8.45 A M		De 11.00 P M		De 6.30 A M						W C	CF 31	SEATTLE	0.0	De 10.10 A M		De 4.30 P M		De 5.30 P M		
		Ar 9 15 De 9.26	M 6	11.30		6.50						S	CF 35	INTERBAY	4.0	F 10.25		4.45 M 2		5.43		
		9.36		11.40	PM	7.00						BA	CF 37	FREMONT	5.9	10.30		4.50		5.48		
		10.00		12.00	A M	7.28							CF 42	KEITH	11.1	* 10.45		F 5.03		6.01		
		10.20		12.25		7.45						W	CF 46	LAKE	15.1	* 10.53		F 5.12		6.11		
		10.45		12.55		8.15							CF 53	BOTHELL	22.0	11.08		5.27		6.30		
		Ar 10.55 A M		1.20		8.25	C 6					W C	CF 55	WOODINVILLE	23.7	11.15 M 4	5.32		Ar 6.35 P M			
		EX. SUNDAY See Page 3 to (Snoqualmie Brch)		2.50	M 44	8.55						T	CF 60	MALTBY	29.4	11.36		5.47		DAILY See Page 3 to (Snoqualmie Brch)		
				3.10		Ar 10.25 De 10.35	M 4			De 8.35 A M		W	CF 69	SNOHOMISH	38.1	11.58 M 42 A M	6.08					
				3.25		11.25	M 42			9.00		W	CF 74	MACHIAS	43.3	12.11 P M	6.21					
				3.45		11.40	A M			Ar 9.20 A M			CF 77	HARTFORD	46.3	12.20		6.30				
				4.15		12.01	PM			EX. SUNDAY See Page 3 to (MonteCristo Brch)			CF 82	GETCHELL	50.8	12.32		6.42				
				4.30		12.30						W	CF 88	EDGEComb	56.7	12.45		6.57				
				4.45		Ar 12.45 De 1.10	1 P					Y	CF 91	ARLINGTON	60.0	12.53 P 41	7.06					
				5.10		Ar 1.45 De 2.05	M 2					8-10ME	CF 95	BRYANT	63.9	1.04		7.16				
				5.30		2.35						W	CF 101	McMURRAY	70.0	1.21		7.31				
				5.35		3.05							CF 107	MONTBORNE	75.6	* 1.36 M 2	7.45					
				5.55		3.15							CF 109	BIG LAKE	77.7	1.41		7.50				
						3.50							CF 114	CLEAR LAKE	83.0	1.53		8.02 M 44				
		De 8.35 A M M 4		Ar 6.10 A M C 42		Ar 4.15 PM		De 7.30 A M				W C	CF 117	SEDRO-WOOLLEY	85.9	2.03		8.12				
		9.05		DAILY		EX. SUNDAY		Ar 8.00 De 8.24	M 4			T	CF 122	THORNWOOD	91.1	2.18		8.27				
		9.35						Ar 8.45 A M					CF 128	WICKERSHAM	97.5	2.32		Ar 8.43 P M				
								EX. SUNDAY See Page 4 to (Whatcom Brch)					CF 131	SAXON	99.9	*		DAILY See page 4 to (Whatcom Brch)				
												W	CF 133	ACME	102.2	2.42						
													CF 141	DEMING	110.0	2.58						
													DM	CF 142	ABBOTT	110.7	* 2.59 M 48					
														CF 151	NOOKSACK	119.4	3.20					
		Ar 11.25 De 11.50	M 2									W	CF 157	SUMAS	125.8	Ar 3.35 P M						
		Ar 12.20 P M										ST	SU									
		DAILY														DAILY						
		(3.45)		(2.10)		(7.10)		(9.45)		(1.15)					Time over District	(5.25)	(4.13)	(1.05)				
		10.6		10.9		12.		8.8		9.3				Average Speed per Hour	23.2	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 No. 6			PASSENGER No. 4			PASSENGER No. 2			Distance from Sumas	TIME TABLE NO. 22B. October 9, 1904. Succeeding No. 22A.		Capacity of Sidings	MIXED No. 22		MIXED No. 26		WAY FRGT No. 42		FREIGHT No. 44		FREIGHT No. 46		WAY FRGT 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	Third Class				
DAILY			DAILY			DAILY			Telegraph Offices and Calls		EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	DAILY		
Ar 9.40 A M			Ar 12.20 P M			Ar 5.00 P M			125.8	S	SEATTLE 4.0	500			Ar 4.15 P M C 3		Ar 4.40 A M		Ar 3.15 P M					
9.26 M45			12.04 P M			F 4.45 M 3			121.8	BA	INTERBAY 1.9	300					4.20		2.50					
9.21			11.59 A M			4.40			119.9		FREMONT 5.2	80					4.10		2.35					
F 9.06			F 11.45			* 4.27			114.7		KEITH 4.0	22					3.50		2.10					
F 8.57			F 11.36			* 4.18			110.7		LAKE 6.9	30					3.20		1.45					
8.41			11.20			3.57			103.8		BOTHELL 1.7	50					2.50		1.10					
De 8.36 C 41 A M			11.15 M 1			3.52			102.1	B	WOODINVILLE 5.7	65					2.45		De 1.00 P M					
DAILY FROM (Snoqualmie Bch)			10.59			3.37			96.4	OJ	MALTBY 8.7	42					2.15 M43		EX. SUNDAY					
			10.35 M41			3.12			87.7	MB	SNOHOMISH 5.2	134	See 17, Page 3 Ar 4.10 P M		De 12.05 P M Ar 11.53 A M		1.00		EX. SUNDAY FROM (Snoqualmie Bch)					
			10.22			2.59			82.5	OM	MACHIAS 3.0	80	3.50		11.25 M41		12.30							
			10.14			2.51			79.5	MA	HARTFORD 4.5	60	De 3.35 P M				12.15 A M							
			10.03			2.40			75.0	FD	GETCHELL 5.9	45	EX. SUNDAY FROM (MonteCristo Bch)		De 10.01 Ar 9.45 4 P		10.35							
			9.51 P 42			2.24			69.1		EDGECOMB 3.3	64					10.10							
			9.43			2.15			65.8	A	ARLINGTON 3.9	80					9.50							
			9.33			2.05 M41			61.9	BT	BRYANT 6.1	40					9.10							
			9.17			1.50			55.8	MU	McMURRAY 5.6	65					8.35							
			9.02			* 1.36 M 1			50.2		MONTBORNE 2.1	25					8.25							
			8.57			1.31			48.1	BI	BIG LAKE 5.3	40					De 8.02 Ar 7.45 M 3							
			8.45			1.19			42.8	CA	CLEAR LAKE 2.9	135			Ar 4.35 P M	De 6.15 C 43 A M	De 7.30 P M							
			8.35 M47			1.09			39.9	WL	SEDRO-WOOLLEY 5.2	160			4.00	EX. SUNDAY	DAILY							
			8.20 M25			12.55			34.7		THORNWOOD 6.4	45												
			De 8.05 A M			12.40			28.3	WK	WICKERSHAM 2.4	75			De 3.15 P M									
			DAILY FROM (Whatcom Bch)			*			25.9		SAXON 2.3	16			EX. SUNDAY FROM (Whatcom Bch)									
						12.28			23.6		ACME 7.8	18												
						12.09			15.8		DEMING 0.7	20												
						* 12.08 P M			15.1	DM	ABBOTT 8.7	18												
						11.49 A M M47			6.4	NC	NOOKSACK 6.4	18												
						De 11.35 A M			0.0	SU	SUMAS	90												
						DAILY																		

(1.04)	(4.15)	(5.25)	Time over District	(.35)	(1.20)	(10.00)	(9.10)	(2.15)	(3.55)
22.2	22.9	23.2	Average Speed per Hour	14.0	8.7	8.5	9.4	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 Woodville.





NORTHERN PACIFIC RAILWAY COMPANY

Office of the Division Superintendent

Seattle, Wash. Dec. 14, 1904.

BULLETIN NO. 839.

ALL CONCERNED:

The switch and frog at Melville Spur has been taken out, and spur cannot be used until further notice.

F. E. Weymouth,

Superintendent.

tt Branch

nohomish, expecting to

st high line switch.  
erhead bridge at Ever-

Snohomish and Lowell,  
Card Order from oper-  
not be issued for steam

val.

HATCOM BRANCH.

East Bound.

Sec'd Cl's Mon., Wed. & Fri.	Water Stages and Cable	Sec Nbr	Dist Ark	STATIONS.	Dist Dist	Caps Sp	Sec'd Cl's Mon., Wed. & Fri.
De 10.15 AM	CY	CF 91	0.0	ARLINGTON 4.7	28.0	80	Ar 3.15 PM
	W	PL 4	4.7	COOPER 0.5	23.3	4 Spur	
10.40 F		PL 5	5.2	TRAFTON 2.3	22.8	18	F 2.50
		PL 7	7.5	CICERO 0.8	20.5	5 Spur	
		PL 8	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 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 12.15 PM Mon., Wed. & Fri.	CY	PL 28	28.0	DARRINGTON	0.0	24	De 1.15 PM 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.

Sec'd Cl's EX. SUN.	First Cl's DAILY	Water Stages and Cable	Sec Nbr	Dist Wickersham
See page 1 De 8.45 AM	See page 1 De 8.43 PM	Y	CF 128	0.0
8.50	8.48	W	PM 1	1.2
9.00	8.55		PM 4	3.8
9.05	8.58		PM 5	4.8
	F		PM 7	6.6
	F	W	PM 9	9.0
	F	IME	PM 11	11.4
9.30	9.18		PM 15	15.1
	9.28		PM 16	16.2
9.55	9.33		PM 20	20.3
10.15 AM Ar	Ar 9.45 PM	WY C	PM 23	23.1

(1.30)	Time over District	(1.30)
13.5	Average Speed per Hour	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 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.  
No. 25 has right over No. 26.

TIME TABLE NO. 22B. October 9, 1904. Succeeding No. 22A.	Distance from Harris Ave	Capacity of Sidings	PAS'NG'r No. 4	MIXED No. 26
STATIONS.			First Cl's	Sec'd Cl's
Telegraph Offices and Calls			DAILY	EX. SUN.
WICKERSHAM	23.1	75	See Page 2 Ar 8.05 AM	See page 2 Ar 3.15 PM
MIRROR LAKE	21.9	15	F 7.58	3.05
PARK	19.3	15	F 7.53	2.55
BLUE CANYON	18.3	20	7.50	2.50
IDLEWILD	16.5	No Sdg	F	
SUNNYSIDE	14.1	No Sdg	F	
WOODLAWN	11.7	20	F 7.35	2.30
SILVER BEACH	8.0	No Sdg	7.25	
LARSON	6.9	30	7.23	2.05
BELLINGHAM	2.8	50	7.10 AM De	1.45 PM De
HARRIS AVE.	0.0	50		

(1.30)	Time over District	(1.30)
13.5	Average Speed per Hour	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 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.  
No. 25 has right over No. 26.

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

Water, Coal Seales, Tables and Wyes	Station Numbers	Distance from Interbay	TIME TABLE NO. 22E. October 9, 1904. Succeeding No. 22A.	Distance from Ballard	Capacity of Sidings
	CF 35	0.0	<b>STATIONS.</b> Telegraph Offices and Calls	1.1	300
	B5	1.1	<b>INTERBAY</b> 1.1	0 0	50
			<b>BALLARD</b>		

**COMMERCIAL SPURS.**

Distance from Seattle.

STATION	Miles	How Connected	Cars Capacity	STATIONS.	Miles	How Connected	Cars Capacity
Edgewater	6.1	1 E	8	Ehrlich F 1	73.0	1 W	8
Latona	7.4	1 E	4	Baker	75.1	1 E	29
Brooklyn F 4, 5 & 6	8.0	1 E	4	Campbell's	81.0	1 E	3
Wood Spur	9.9	1 E	6	Sedro Quarry	84.0	1 E	7
Pontiac F 5 & 6	12.7	1 E	4	Daniels	91.0	1 E	6
Kenmore F 5 & 6	18.4	1 E	7	Shrewsbury	92.5	1 E	20
Wayne F 5 & 6	21.0			Prairie F 3 & 4	93.6	Siding	10
Bear Creek	24.8	1 E	17	Kane F 3 & 4	94.0	1 W	4
Melville	25.0	1 E	6	Brannain	95.2	1 E	2
Sand Spur	25.3	1 E	12	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	8
Riverside Spur	43.9	1 E	2	Case's Spur	108.3	1 E	5
Lake Cassidy	49.3	1 W	3	Fenton	111.6	1 E	11
Sisco F 3 & 4	55.0	Siding	40	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
Milldale	64.9	1 E	20				
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				

**AUTHORIZED SURGEONS.**

LOCATION OF STRETCHERS (S)

- |                                      |                             |
|--------------------------------------|-----------------------------|
| P. W. WILLIS, Seattle Pass. Sta. (S) | W. C. COX, Everett. (S)     |
| Seattle Yard Office. (S)             | 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.

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