

# NORTHERN PACIFIC RAILWAY COMPANY.

## SEATTLE DIVISION

# TIME **25A** 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 29<sup>th</sup>, 1905.

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.

B. E. PALMER,  
Assistant General Superintendent.

M. C. KIMBERLY,  
Assistant General Manager.

F. E. WEYMOUTH,  
Superintendent.

F. W. GILBERT,  
General Superintendent.

I. B. RICHARDS,  
Superintendent Car Service.

West Bound.

| WAY FRGT<br>No. 47   | FREIGHT<br>No. 45                                  | FREIGHT<br>No. 43  | WAY FRGT<br>No. 41   | WAY FRT.<br>No. 25                               | MIXED<br>No. 19                                     | Water, Coal<br>Scales, Tables<br>and Wyes | Station<br>Numbers | TIME TABLE NO. 25A<br>October 29, 1905<br>Succeeding No. 25 |       | Distance<br>from<br>Seattle | PASSENGER                                   | PASSENGER  | PASSENGER |
|----------------------|--|--|--|--|---|---|--------------------|---|-------|-----------------------------|---|--|-----------|
|                      |  |  |  |  |   |   |                    | No. 1   | No. 3 |                             | No. 5                                       |  |           |
| Third Class<br>DAILY | Third Class<br>EX. SUNDAY                          | Third Class<br>DAILY   | Third Class<br>EX. SUNDAY  | Third Class<br>EX. SUNDAY                        | Second Cl'ss<br>EX. SUNDAY                          | W C<br>S T                                | CF<br>31           | STATIONS.<br>Telegraph Offices and Calls                    |       | First Class<br>DAILY        | First Class<br>DAILY                        | First Class<br>DAILY   |           |
|                      | De 8.35 A M  | De 11.00 P M   | De 9.00 A M  |  |   | W C                                       | CF 31              | SEATTLE<br>4.0  | 0.0   | De 10.00 A M                | De 4.20 P M                                 | De 5.30 P M  |           |
|                      | 9.05   | Runs via<br>Argo, Black<br>River and<br>Lake Wash.<br>Belt Line. | Runs via<br>Argo, Black<br>River and<br>Lake Wash.<br>Belt Line. |  |   | W   | CF 35              | INTERBAY<br>1.9   | 4.0   | F 10.14                     | 4.34 M2                                     | Runs via<br>Argo, Black<br>River and<br>Lake Wash.<br>Belt Line. |           |
|                      | 9.15   |  |  |  |   |   | CF 37              | FREMONT<br>5.2  | 5.9   | 10.19                       | 4.39  |  |           |
|                      | 9.45   |  |  |  |   |   | CF 42              | KEITH<br>4.0  | 11.1  | * 10.33                     | F 4.53                                      |  |           |
|                      | 10.10  | DAILY<br>From Lake<br>Washington<br>Belt Line<br>Branch.         | EX. SUN.<br>From Lake<br>Washington<br>Belt Line<br>Branch.      |  |   | W   | CF 46              | LAKE<br>6.9   | 15.1  | * 10.42                     | F 5.04                                      |  |           |
|                      | 10.30  |  |  |  |   |   | CF 53              | BOTHELL<br>1.7  | 22.0  | 10.57                       | 5.22  |  |           |
|                      | Ar 10.45 A M                                       | De 1.00 A M  | De 11.40 A M<br>C 4  |  |   | W C                                       | CF 55              | WOODINVILLE<br>5.8  | 23.7  | 11.02                       | 5.27  |  |           |
|                      | EX. SUNDAY<br>See Page 3<br>to<br>(Snoqualmie Bch) | 2.45 M44   | 12.25 P M  |  |   |   | CF 60              | MALTBY<br>8.5   | 29.5  | 11.23 M4                    | 5.47  |  |           |
|                      |  | 3.15   | 1.10 M42   |  | De 8.05 A M   | W   | CF 69              | SNOHOMISH<br>5.2  | 38.0  | 11.45                       | 6.11  |  |           |
|                      |  | 3.35   | 1.45   |  | 8.17  | W   | CF 74              | MACHIAS<br>3.1  | 43.2  | 11.59 A M<br>M42            | 6.29  |  |           |
|                      |  | 3.45   | Ar 2.10 C 22<br>De 2.40 M 2                                      |  | Ar 8.30 A M   |   | CF 77              | HARTFORD<br>4.4   | 46.3  | 12.07 P M                   | 6.37  |  |           |
|                      |  | 4.05   | 3.05   |  | EX. SUNDAY<br>See Page 3<br>to<br>(MonteCristo Bch) | W   | CF 82              | GETCHELL<br>6.2   | 50.7  | 12.20                       | 6.50  |  |           |
|                      |  | 4.25   | 3.30   |  |   | W   | CF 88              | EDGECOMB<br>3.0   | 56.9  | 12.34                       | 7.08  |  |           |
|                      |  | 4.45   | 3.50   |  |   | Y   | CF 91              | ARLINGTON<br>3.8  | 59.9  | 12.42                       | 7.16  |  |           |
|                      |  | 4.55   | 4.20   |  |   | 8-10ME                                    | CF 95              | BRYANT<br>6.3   | 63.7  | 12.51                       | 7.24  |  |           |
|                      |  | 5.15   | 5.00   |  |   | W   | CF 101             | McMURRAY<br>5.6   | 70.0  | 1.08                        | 7.41  |  |           |
|                      |  | 5.30   | 5.30   |  |   |   | CF 107             | MONTBORNE<br>1.6  | 75.6  | * 1.26 M2                   | 7.55  |  |           |
|                      |  | 5.35   | 5.50   |  |   |   | CF 109             | BIG LAKE<br>5.5   | 77.2  | 1.31                        | 8.00  |  |           |
|                      |  | 5.50   | 6.20   |  |   |   | CF 114             | CLEAR LAKE<br>3.2   | 82.7  | 1.42                        | 8.12  |  |           |
|                      | De 7.30 A M  | Ar 6.00 A M  | Ar 6.40 P M  | De 8.40 A M<br>C 4                               |   | W C                                       | CF 117             | SEDRO-WOOLLEY<br>5.5  | 85.9  | 1.52                        | 8.21  |  |           |
|                      | Ar 8.10 M 4<br>De 8.25                             | DAILY  | EX. SUNDAY   | 9.15   |   | T   | CF 122             | THORNWOOD<br>5.8  | 91.4  | 2.10                        | 8.36  |  |           |
|                      | 8.55   |  |  | Ar 9.45 A M                                      |   |   | CF 128             | WICKERSHAM<br>2.8   | 97.2  | 2.26                        | Ar 8.55 P M                                 |  |           |
|                      |  |  |  | EX. SUNDAY<br>See Page 4<br>to<br>(Whatcom Brch) |   |   | CF 131             | SAXON<br>2.2  | 100.0 | *                           | DAILY<br>See page 4<br>to<br>(Whatcom Brch) |  |           |
|                      | 9.20   |  |  |  |   | W   | CF 133             | ACME<br>7.9   | 102.2 | 2.36 M48                    |   |  |           |
|                      | 9.55   |  |  |  |   |   | CF 141             | DEMING<br>0.6   | 110.1 | 2.56                        |   |  |           |
|                      | 10.00  |  |  |  |   | DM  | CF 142             | ABBOTT<br>8.9   | 110.7 | * 2.57                      |   |  |           |
|                      | 10.40  |  |  |  |   |   | CF 151             | NOOKSACK<br>6.3   | 119.6 | 3.14                        |   |  |           |
|                      | Ar 11.10 A M<br>C 2                                |  |  |  |   | W   | CF 157             | SUMAS   | 125.9 | Ar 3.30 P M                 |   |  |           |
| DAILY                | (3.40)   | (2.10)   | (5.00)   | (7.00)   | (1.05)  |   |                    | Time over District  |       | (5.30)                      | (4.35)                                      |  |           |
|                      | 10.9   | 11.2   | 12.4   | 8.8  | 10.4  |   |                    | Average Speed per Hour                                      |       | 22.9                        | 22.3  |  |           |

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.  
Third and inferior class trains will not register at Hartford between the hours of 7 a. m. and 7 p. m., and need not obtain clearance at Hartford and Wickersham between these hours, unless red signal is displayed.  
Bulletin Stations—Seattle, Arlington, Sedro-Woolley and Sumas.  
Standard clock—Seattle.

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.  
First-class trains when 15 minutes or more late will observe same precautions in yard limits at Sedro-Woolley, Arlington and Snohomish as are required of second and inferior class train 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.

No. 47 has right over 48, Sedro-Woolley to Sumas.  
No. 4 will take siding at Maltby for No. 1.  
Nos. 5, 41 and 43 will run extra Seattle to Black River.  
See foot note Page 2 governing use of track between these points.

East Bound.

| PASSENGER<br>No. 6   | PASSENGER<br>No. 4    | PASSENGER<br>No. 2   | Distance<br>from<br>Sumas | TIME TABLE NO. 25A<br>October 29, 1905<br>Succeeding No. 25<br>STATIONS.<br>Telegraph Offices and Calls | Capacity of<br>sidings | MIXED<br>No. 22            | WAY FRT<br>No. 26             | WAY FRGT<br>No. 42   | FREIGHT<br>No. 44    | FREIGHT<br>No. 46         | WAY FRGT<br>No. 48     |
|----------------------|-----------------------|----------------------|---------------------------|---|------------------------|----------------------------|-------------------------------|--|----------------------|---------------------------|------------------------|
| First Class<br>DAILY | First Class<br>DAILY  | First Class<br>DAILY |                           |   |                        | Second Cl'ss<br>EX. SUNDAY | Third Class<br>EX. SUNDAY     | Third Class<br>EX. SUNDAY  | Third Class<br>DAILY | Third Class<br>EX. SUNDAY | Third Class<br>DAILY   |
| Ar 10.00 A M         | Ar 12.45 P M          | Ar 4.50 P M          | 125.9                     | SEATTLE<br>4.0  | N                      | 870                        |                               | Ar 4.30 P M  | Ar 5.30 A M          | Ar 3.20 P M               |                        |
|                      | 12.30                 | F 4.34 M 3           | 121.9                     | INTERBAY<br>1.9   | D                      | 300                        |                               | Runs via<br>Lake Wash.<br>Belt Line,<br>Black River<br>and Argo. | 5.10                 | 2.50                      |                        |
|                      | 12.25                 | 4.29                 | 120.0                     | FREMONT<br>5.2  |                        | 80                         |                               |  | 5.00                 | 2.40                      |                        |
|                      | F 12.11               | * 4.17               | 114.8                     | KEITH<br>4.0  |                        | 22                         |                               |  | 4.35                 | 2.15                      |                        |
|                      | F 12.01 P M           | * 4.08               | 110.8                     | LAKE<br>6.9   |                        | 30                         |                               |  | 4.20                 | 2.00                      |                        |
|                      | 11.44 A M             | 3.49                 | 103.9                     | BOTHELL<br>1.7  | D                      | 50                         |                               | See page 4   | 3.50                 | 1.20                      |                        |
|                      | 11.38 C 41            | 3.44                 | 102.2                     | WOODINVILLE<br>5.8  | N                      | 85                         |                               | Ar 2.25 P M  | 3.35                 | De 1.00 P M               |                        |
|                      | 11.23 M 1             | 3.29                 | 96.4                      | MALTY<br>8.5  | D                      | 60                         |                               | 1.55   | 2.45 M 43            | EX. SUNDAY                |                        |
|                      | 10.55                 | 3.04                 | 87.9                      | SNOHOMISH<br>5.2  | N                      | 134                        | See 17, Page 3<br>Ar 2.40 P M | De 1.10<br>Ar 12.45 M 41   | 1.30                 | FROM<br>(Snoqualmie Bch)  |                        |
|                      | 10.40                 | 2.49                 | 82.7                      | MACHIAS<br>3.1  | D                      | 80                         | 2.25                          | De 12.05<br>Ar 11.50 P M 1 AM                                    | 1.00                 |                           |                        |
|                      | 10.30                 | 2.40 M 41            | 79.6                      | HARTFORD<br>4.4   | D                      | 60                         | De 2.16 P M<br>C 41           | 11.25  | 12.50                |                           |                        |
|                      | 10.17                 | 2.29                 | 75.2                      | GETCHELL<br>6.2   |                        | 45                         | EX. SUNDAY                    | 11.05  | 12.35                |                           |                        |
|                      | 10.01                 | 2.13                 | 69.0                      | EDGECOMB<br>3.0   |                        | 64                         | FROM<br>(MonteCristo Bch)     | 10.30  | 12.10 A M            |                           |                        |
|                      | 9.55 P 42             | 2.05                 | 66.0                      | ARLINGTON<br>3.8  | N                      | 80                         |                               | De 10.10<br>Ar 9.45 4 P  | 11.55 P M            |                           |                        |
|                      | 9.42                  | 1.55                 | 62.2                      | BRYANT<br>6.3   |                        | 40                         |                               | 9.25   | 11.40                |                           |                        |
|                      | 9.23                  | 1.40                 | 55.9                      | McMURRAY<br>5.6   | D                      | 65                         |                               | 8.45   | 11.20                |                           |                        |
|                      | 9.07                  | * 1.26 M 1           | 50.3                      | MONTBORNE<br>1.6  |                        | 25                         |                               | 7.55   | 11.00                |                           |                        |
|                      | 9.02                  | 1.22                 | 48.7                      | BIG LAKE<br>5.5   | D                      | 40                         |                               | 7.45   | 10.55                |                           |                        |
|                      | 8.48                  | 1.09                 | 43.2                      | CLEAR LAKE<br>3.2   | D                      | 135                        |                               | 7.00   | 10.40                |                           |                        |
|                      | 8.38 C 25             | 12.56                | 40.0                      | SEDRO-WOOLLEY<br>5.5  | N                      | 160                        | Ar 5.15 P M                   | De 6.30 A M  | De 10.30 P M         |                           | Ar 4.00 P M            |
|                      | 8.22 M 47             | 12.41                | 34.5                      | THORNWOOD<br>5.8  |                        | 45                         | 4.45                          | EX. SUNDAY   | DAILY                |                           | 3.35                   |
|                      | De 8.05 A M           | 12.26                | 28.7                      | WICKERSHAM<br>2.8   | D                      | 75                         | De 4.15 P M                   |  |                      |                           | 3.05                   |
|                      | DAILY                 | *                    | 25.9                      | SAXON<br>2.2  |                        | 16                         | EX. SUNDAY                    |  |                      |                           |                        |
|                      | FROM<br>(Whatcom Bch) | 12.14 P M            | 23.7                      | ACME<br>7.9   |                        | 18                         | FROM<br>(Whatcom Bch)         |  |                      |                           | De 2.40 M 1<br>Ar 2.20 |
|                      |                       | 11.55 A M            | 15.8                      | DEMING<br>0.6   | D                      | 20                         |                               |  |                      |                           | 1.95                   |
|                      |                       | * 11.51              | 15.2                      | ABBOTT<br>8.9   |                        | 18                         |                               |  |                      |                           | 1.30                   |
|                      |                       | 11.35                | 6.3                       | NOOKSACK<br>6.3   | D                      | 18                         |                               |  |                      |                           | 12.55                  |
|                      |                       | De 11.20 A M<br>C 47 | 0.0                       | SUMAS   | D                      | 90                         |                               |  |                      |                           | De 12.30 P M           |
|                      |                       | DAILY                |                           |   |                        |                            |                               |  |                      |                           | DAILY                  |
| (4.40)               | (5.30)                |                      |                           | Time over District  |                        | (.24)                      | (1.00)                        | (7.55)   | (7.00)               | (2.20)                    | (3.30)                 |
| 22.0                 | 22.9                  |                      |                           | Average Speed per Hour  |                        | 20.7                       | 11.3                          | 8.2  | 12.3                 | 10.1                      | 11.4                   |

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 be handled under control where view of switches is obstructed.  
 Pilchuck regular stop for Nos. 3 and 4. Days regular stop for No. 4.  
 Ehrlich regular stop for Nos. 3 and 4.  
 Engineers of all trains will sound whistle when approaching curves where the view is obstructed, to warn track men and others of the approaching train.  
 No. 4 will take siding at Maltby for No. 1.

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.  
 East bound trains will approach Belt Line Switch at Woodinville expecting to find trains on main line.  
 Trains using track between Black River and Seattle must be provided with copy of Current Pacific Division Time Card, and will conform to special rules governing block system between Argo and Black River.  
 No. 47 has right over No. 48, Sedro-Woolley to Sumas.  
 Nos. 6 and 42 will run extra, Black River to Seattle.

**West Bound. EVERETT BRANCH. East Bound.**

**TIME TABLE NO. 25A**  
October 29, 1905  
Succeeding No. 25

| West Bound.          |                      |                        | EVERETT BRANCH.        |                        |                 | East Bound.                               |                            |                 |                        |                        |                        |                      |                      |
|----------------------|----------------------|------------------------|------------------------|------------------------|-----------------|---|----------------------------|-----------------|------------------------|------------------------|------------------------|----------------------|----------------------|
| FREIGHT<br>G. N. 401 | FREIGHT<br>G. N. 713 | PASSENGER<br>G. N. 276 | PASSENGER<br>G. N. 272 | PASSENGER<br>G. N. 274 | MIXED<br>No. 17 | Station<br>Numbers                        | Distance from<br>Snohomish | MIXED<br>No. 18 | PASSENGER<br>G. N. 275 | PASSENGER<br>G. N. 273 | PASSENGER<br>G. N. 271 | FREIGHT<br>G. N. 402 | FREIGHT<br>G. N. 714 |
| Second Cl'ss         | Third Class          | First Class            | First Class            | First Class            | Second Cl'ss    | Water, Coal,<br>Seals, Tables<br>and Wyes | Distance from<br>Snohomish | Second Cl'ss    | First Class            | First Class            | First Class            | Second Cl'ss         | Third Class          |
| DAILY                | DAILY                | DAILY                  | DAILY                  | DAILY                  | EX. SUNDAY      | W Y S                                     | OM                         | EX. SUNDAY      | DAILY                  | DAILY                  | DAILY                  | DAILY                | DAILY                |
|                      |                      |                        |                        |                        | De 3.00 P M     | CF 69                                     | 0.0                        | Ar 8.00 A M     |                        |                        |                        |                      |                      |
|                      |                      |                        |                        |                        |                 | PI 1                                      | 0.7                        |                 |                        |                        |                        |                      |                      |
|                      |                      |                        |                        |                        |                 | PI 5                                      | 5.5                        |                 |                        |                        |                        |                      |                      |
| De 9.00 P M          | De 3.00 P M          |                        |                        |                        | 3.20            | PI 6                                      | 6.2                        |                 |                        |                        |                        |                      |                      |
| 9.10                 | 3.10                 | De 7.09 P M            | De 5.19 P M            | De 10.06 A M           | Ar 3.30 P M     | W C Y                                     | PI 8                       | 7.7             | Ar 9.15 A M            | Ar 2.17 P M            | Ar 8.32 P M            | 3.20                 | Ar 7.40 A M          |
| Ar 9.20 P M          | Ar 3.25 P M          | Ar 7.14 P M            | Ar 5.24 P M            | Ar 10.11 A M           |                 | PI 9                                      | 8.9                        | De 7.30 A M     | De 2.12 P M            | De 8.28 P M            |                        | De 7.15 A M          | De 7.15 A M          |
|                      |                      |                        |                        |                        | EX. SUNDAY      | PI 12                                     | 11.5                       |                 |                        |                        |                        |                      |                      |

See foot notes Page 4.

(.30) Time over District  
15.4 Average Speed per Hour

**West Bound. SNOQUALMIE BRANCH. East Bound.**

**TIME TABLE NO. 25A**  
October 29, 1905  
Succeeding No. 25

| West Bound.                |                    | SNOQUALMIE BRANCH.                        |                              |                       | East Bound.               |                              |
|----------------------------|--------------------|---|------------------------------|-----------------------|---------------------------|------------------------------|
| FREIGHT<br>No. 45          | PASSENGER<br>No. 5 | Station<br>Numbers                        | Distance from<br>Woodinville | Station<br>Numbers    | PASSENGER<br>No. 6        | FREIGHT<br>No. 46            |
| Third Class                | First Class        | Water, Coal,<br>Seals, Tables<br>and Wyes | Distance from<br>Woodinville | Capacity of<br>Siding | First Class               | Third Class                  |
| EX. SUNDAY                 | DAILY              | W C SY                                    | Distance from<br>Woodinville | Capacity of<br>Siding | DAILY                     | EX. SUNDAY                   |
| See page 1<br>De 11.10 A M | De 6 53 P M        | C T W                                     | 0.0                          | 36.3                  | See Page 4<br>Ar 8.43 A M | See Page 2<br>Ar 12.35 P M   |
|                            | F                  | CF 55                                     | 3.9                          | 35                    |                           |                              |
|                            |                    | PG 4                                      | 3.9                          | 32.4                  |                           |                              |
| Ar 11.50 AM<br>De 12.01 PM | 7.13               | PG 7                                      | 6.6                          | 29.7                  | 8.28                      | De 12.01 P M<br>Ar 11.55 A M |
|                            | F                  | PG 9                                      | 8.7                          | 27.6                  |                           |                              |
|                            | F                  | PG 11                                     | 11.1                         | 25.2                  |                           |                              |
|                            | F                  | PG 12                                     | 11.5                         | 24.8                  |                           |                              |
| 12.50                      | 7.34               | PG 15                                     | 15.1                         | 21.2                  | 8.07                      | 10.50                        |
| 1.20                       | 7.47               | W C SY                                    | 19.1                         | 17.2                  | 7.55                      | 10.10                        |
| 2.00                       | 8.08               | PG 19                                     | 26.2                         | 10.1                  | 7.34                      | 9.30                         |
| 2.20                       | 8.18               | W   | 29.5                         | 6.8                   | 7.23                      | 7.50                         |
| 2.40                       | 8.28               | PG 29                                     | 32.2                         | 4.1                   | 7.15                      | 7.35                         |
| 2.54                       | 8.33               | PG 32                                     | 33.3                         | 3.0                   | 7.12                      | 7.30                         |
| Ar 3.15 P M                | Ar 8.43 P M        | Y PG 33                                   | 36.3                         | 0.0                   | De 7.05 A M               | De 7.15 AM C 6               |
|                            |                    | PG 36                                     |                              | 18                    |                           |                              |

Time over District (4.05) (1.50)  
8.9 19.8 Average Speed per Hour 22.2 6.8

**Register and Bulletin Stations—Woodinville and Snoqualmie.**  
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.**

**TIME TABLE NO. 25A**  
October 29, 1905  
Succeeding No. 25

| West Bound.                  |                           | MONTE CRISTO BRANCH.                      |                           |                       | East Bound.               |                               |
|------------------------------|---------------------------|---|---------------------------|-----------------------|---------------------------|-------------------------------|
| MIXED<br>No. 21              | MIXED<br>No. 19           | Station<br>Numbers                        | Distance from<br>Hartford | Station<br>Numbers    | MIXED<br>No. 22           | MIXED<br>No. 20               |
| Second Cl'ss                 | Second Cl'ss              | Water, Coal,<br>Seals, Tables<br>and Wyes | Distance from<br>Hartford | Capacity of<br>Siding | Second Cl'ss              | Second Cl'ss                  |
| MON. WED. FRI.               | TUES. THUR. SAT.          | W C                                       | Distance from<br>Hartford | Capacity of<br>Siding | TUES. THUR. SAT.          | MON. WED. FRI.                |
| See 19 page 1<br>De 8.35 A M | See page 1<br>De 8.35 A M | CF 77                                     | 0.0                       | 42.0                  | See Page 2<br>Ar 2.15 P M | See 22 Pa ge 2<br>Ar 1.55 P M |
|                              | F                         | PK 3                                      | 3.0                       | 39.0                  |                           |                               |
|                              |                           | PK 5                                      | 5.0                       | 37.0                  |                           |                               |
| 9.15 A M                     | 8.55                      | PK 6                                      | 6.2                       | 35.8                  | 1.55                      | 12.55 P M                     |
|                              | F                         | W PK 10                                   | 10.0                      | 32.0                  |                           |                               |
|                              | F                         | PK 12                                     | 12.0                      | 30.0                  |                           |                               |
| Ar 10.40 A M                 | 9.20                      | W PK 14                                   | 13.8                      | 28.2                  | 1.30                      | De 11.40 A M                  |
| MON. WED. FRI.               |                           | Wye PK 19                                 | 0                         | 23.0                  |                           | MON. WED. FRI.                |
|                              |                           | PK 20                                     | 20.0                      | 22.0                  |                           |                               |
|                              | 10.10                     | W C PK 28                                 | 28.8                      | 13.2                  | 12.40                     |                               |
|                              | F                         | PK 29                                     | 8                         | 12.2                  |                           |                               |
|                              | F                         | PK 30                                     | 8                         | 5.0                   |                           |                               |
| Ar 10.55 AM                  |                           | W C PK 37                                 | 37.0                      | 0.0                   |                           | De 11.55 A M                  |
|                              |                           | T PK 42                                   | 42.0                      | 0.0                   |                           |                               |

(2.05) (2.20) Time over District (2.20) (2.15)  
6.6 18.0 Average Speed per Hour 18. 6.1

**Register and Bulletin Station—Hartford.**  
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.  
No. 19 has right over No. 22, Hartford to Monte Cristo. No. 21 has right over No. 20.

**West Bound. Lake Washington Belt Line Branch East Bound.**

| FREIGHT<br>No. 43    | FREIGHT<br>No. 41         | PASSENGER<br>No. 5   | Water, Coal<br>Scales, Tables<br>and Ways | Station<br>Number | Distance<br>from<br>Woodinville | TIME TABLE NO. 25A<br>October 29, 1905<br>Succeeding No. 25. |                    | Distance<br>from<br>Black River | Capacity of<br>Siding | PASSENGER<br>No. 6     | FREIGHT<br>No. 42         |             |
|----------------------|---------------------------|----------------------|---|-------------------|---------------------------------|--|--------------------|---------------------------------|-----------------------|------------------------|---------------------------|-------------|
|                      |                           |                      |   |                   |                                 | STATIONS.  | STATIONS.          |                                 |                       |                        |                           |             |
| Third Class<br>DAILY | Third Class<br>EX. SUNDAY | First Class<br>DAILY |   |                   |                                 | Telegraph Offices and Calls                                  |                    |                                 |                       | First Class<br>DAILY   | Third Class<br>EX. SUNDAY |             |
| De 11 35 P M         | De 9 36 A M<br>M6         | De 5 55 P M          | WY  | CF21              | 24.1                            | BI   | BLACK RIVER<br>2.1 | N                               | 0.0                   | 60                     | Ar 9.36 A M<br>M41        | Ar 4.00 P M |
| 11 50 P M            | 10.20                     | 6 00                 |   |                   | 22.0                            |  | RENTON<br>3.3      |                                 | 2.1                   | 50                     | 9.22                      | 3.45        |
|                      |                           | F                    |   |                   | 18.7                            |  | KENNYDALE<br>6.4   |                                 | 5.4                   |                        |                           |             |
|                      |                           | F                    |   |                   | 12.3                            |  | WILBURTON<br>1.8   |                                 | 11.8                  | 6<br>Spur              | F                         |             |
| 12 25 A M            | 11.00                     | F 6.27               |   |                   | 10.5                            |  | NORTHROP<br>3.8    |                                 | 13.6                  | 50                     | F 9.07                    | 3.05        |
|                      |                           | F                    |   |                   | 6.7                             |  | KIRKLAND<br>6.7    |                                 | 17.4                  | 7<br>Spur              | F                         |             |
| Ar 12.55 A M         | Ar 11 35 A M              | Ar 6.32 P M          | W<br>6-10ME<br>CT<br>W                    | CF55              | 0.0                             | CJ   | WOODINVILLE<br>6.7 | N                               | 24.1                  | 85                     | De 8.44 A M               | De 2.30 P M |
| See page 1           | See page 1                | See page 3           |   |                   |                                 |  |                    |                                 |                       | From Snoqualmie Branch | See 42<br>Page 2          |             |

Register Stations—Woodinville and Black River.  
Reduce speed to 6 miles per hour over bridges 19 and 20.  
No. 41 has right over No. 42, Black River to Woodinville.

## Special Rules Covering Trains on Everett Branch

**Register Stations**—Snohomish and Everett. **Bulletin Station**—Everett.  
All trains will keep under full control in yards 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 Avenue. 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<br>No. 23                    | Water, Coal,<br>Scales, Tables<br>and Ways | Station<br>Numbers | Distance from<br>Arlington | TIME TABLE NO. 25A<br>October 29, 1905<br>Succeeding No. 25. |           | Distance from<br>Darrington | Capacity of<br>Siding | MIXED<br>No. 24                    |
|------------------------------------|--|--------------------|----------------------------|--|-----------|-----------------------------|-----------------------|------------------------------------|
|                                    |  |                    |                            | STATIONS.  | STATIONS. |                             |                       |                                    |
| Sec'd Cl's<br>Mon., Wed.<br>& Fri. |  |                    |                            | Telegraph Offices and Calls                                  |           |                             |                       | Sec'd Cl's<br>Mon., Wed.<br>& Fri. |
| De 8.00 AM                         | CY   | CF 91              | 0.0                        | ARLINGTON  | 4.7       | D                           | 28.0                  | Ar 12.50 PM                        |
|                                    |  | W                  | 4.7                        | COOPER   | 0.5       |                             | 23.3                  |                                    |
| F 8.15                             |  | PL4                | 4.7                        | TRAFTON  | 2.3       |                             | 22.8                  |                                    |
|                                    |  | PL5                | 5.2                        | CICERO   | 0.8       |                             | 20.5                  |                                    |
|                                    |  | PL7                | 7.5                        | AUGUST   | 2.9       |                             | 19.7                  |                                    |
| 9.01                               |  | PL8                | 8.3                        | OSO  | 3.5       | D                           | 16.8                  | 11.50 AM                           |
|                                    |  | PL11               | 11.2                       | SHERIDAN   | 5.1       |                             | 13.3                  |                                    |
|                                    |  | PL15               | 14.7                       | HAZEL  | 3.2       |                             | 11.0                  |                                    |
|                                    | W<br>2 MW                                  | PL17               | 17.0                       | LAMPSON  | 1.8       |                             | 7.8                   |                                    |
|                                    |  | PL20               | 20.2                       | CHAPMAN  | 6.0       |                             | 6.0                   |                                    |
| Ar 10.00 AM                        | CY   | PL22               | 22.0                       | DARRINGTON   | 0.0       | D                           | 0.0                   | De 10.50 AM                        |
| Mon., Wed.<br>& Fri.               |  | PL28               | 28.0                       |  |           |                             |                       | Mon., Wed.<br>& 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.**

| WAY FRGT<br>No. 25    | PAS'NG'R<br>No. 3   | Water, Coal,<br>Scales, Tables<br>and Ways | Station<br>Numbers | Distance from<br>Wickersham | TIME TABLE NO. 25A<br>October 29, 1905<br>Succeeding No. 25. |           | Distance from<br>Harris Ave | Capacity of<br>Siding | PAS'NG'R<br>No. 4   | WAY FRGT<br>No. 26    |                          |
|-----------------------|---------------------|--|--------------------|-----------------------------|--|-----------|-----------------------------|-----------------------|---------------------|-----------------------|--------------------------|
|                       |                     |  |                    |                             | STATIONS.  | STATIONS. |                             |                       |                     |                       |                          |
| Th'd Cl's<br>EX. SUN. | First Cl's<br>DAILY |  |                    |                             | Telegraph Offices and Calls                                  |           |                             |                       | First Cl's<br>DAILY | Th'd Cl's<br>EX. SUN. |                          |
| De 9.50 AM            | De 8.55 PM          | Y  | CF128              | 0.0                         | WICKERSHAM   | 1.2       | D                           | 23.1                  | 75                  | Ar 8.04 AM            | See page 2<br>Ar 4.10 PM |
| 10.00                 | F 9.00              | W  | PM 1               | 1.2                         | MIRROR LAKE  | 2.6       |                             | 21.9                  | 15                  | F 8.00                | 4.00                     |
| 10.10                 | 9.07                |  | PM 4               | 3.8                         | PARK   | 1.0       |                             | 19.3                  | 15                  | 7.56                  | 3.55                     |
| 10.15                 | 9.11                |  | PM 5               | 4.8                         | BLUE CANYON  | 1.8       |                             | 18.3                  | 20                  | 7.53                  | 3.50                     |
|                       | F                   |  | PM 7               | 6.6                         | IDLEWILD   | 2.4       |                             | 16.5                  | No<br>Sdg           | F                     |                          |
|                       | F                   | W<br>1ME                                   | PM 9               | 9.0                         | SUNNYSIDE  | 2.4       |                             | 14.1                  | No<br>Sdg           | F                     |                          |
| 10.40                 | 9.30                |  | PM11               | 11.4                        | WOODLAWN   | 3.7       |                             | 11.7                  | 20                  | F 7.38                | 3.15                     |
|                       | 9.40                |  | PM15               | 15.1                        | SILVER BEACH   | 1.1       | D                           | 8.0                   | No<br>Sdg           |                       | 7.30                     |
| 11.10                 | * 9.43              |  | PM16               | 16.2                        | LARSON   | 4.1       |                             | 6.9                   | 30                  | * 7.28                | 2.55                     |
| 11.30 AM              | Ar 9.55 PM          | WY<br>C                                    | PM20               | 20.3                        | BELLINGHAM   | 2.8       | D                           | 2.8                   | 50                  | 7.15 AM               | 2.30 PM                  |
| Ar                    |                     |  | PM23               | 23.1                        | HARRIS AVE.  | 0.0       | D                           | 0.0                   | 50                  | De                    | De                       |
| EX. SUN.              | DAILY               |  |                    |                             | Time over District   |           |                             |                       | DAILY               | EX. SUN.              |                          |
| (1.40)                | (1.00)              |  |                    |                             | Average Speed per Hour                                       |           |                             | (.49)                 | (1.40)              |                       |                          |
| 12.2                  | 20.0                |  |                    |                             | Average Speed per Hour                                       |           |                             | 24.5                  | 12.2                |                       |                          |

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 whistle 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, Wickersham to Bellingham.

**COMMERCIAL SPURS.**  
MAIN LINE.  
Distance from Seattle.

| STATIONS.        | Miles | How Connected | Cars Capacity | STATIONS.           | Miles | How Connected | Cars Capacity |
|------------------|-------|---------------|---------------|---------------------|-------|---------------|---------------|
| Edgewater        | 6.1   | 1 E           | 8             | O'Connell's         | 66.0  | 1 W           | 5             |
| Latona           | 7.4   | 1 E           | 4             | Day's Camp F 3      | 67.6  | 1 W           | 13            |
| Brooklyn F 3 & 4 | 8.0   | 1 E           | 4             | Ehrlich             | 73.0  | 1 W           | 8             |
| Wood Spur        | 9.9   | 1 E           | 6             | Baker               | 75.1  | 1 E           | 29            |
| 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             |
| Wayne F 3 & 4    | 21.0  |               |               | Daniels             | 91.0  | 1 E           | 6             |
| Bear Creek       | 24.8  | 1 E           | 17            | Shrewsbury          | 92.5  | 1 E           | 20            |
| Melville         | 25.0  | 1 E           | 6             | Prairie F 3 & 4     | 93.6  | Siding        | 10            |
| Sand Spur        | 25.3  | 1 E           | 12            | Kane F 3 & 4        | 94.0  | 1 W           | 4             |
| Grace            | 25.9  | 1 E           | 25            | Brannain            | 95.2  | 1 E           | 2             |
| Brace            | 28.5  | 1 E           | 3             | Abel                | 96.7  | 1 W           | 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             |
| Sinnett's        | 43.5  | 1 E           | 69            | Green's Spur        | 104.0 | 1 E           | 20            |
| Riverside Spur   | 43.9  | 1 E           | 2             | McDonald's S F 1, 2 | 105.1 | 1 W           | 4             |
| Redsmith         | 44.8  | 1 E           | 9             | Van Zant's F 1 & 2  | 107.2 | 1 W           | 8             |
| Lake Cassidy     | 49.3  | 1 W           | 3             | Case's Spur         | 108.3 | 1 E           | 5             |
| Sisco F 3 & 4    | 55.0  | Siding        | 40            | Fenton              | 111.6 | 1 E           | 11            |
| Hiners           | 56.2  | 1 E           | 3             | Lawrence F 1 & 2    | 113.2 | 1 E           | 6             |
| Kelly's Spur     | 59.0  | 1 W           | 4             | McKee's             | 116.9 | 1 W           | 14            |
| Springfield      | 62.1  | 1 E           | 4             | Hastings            | 118.5 | 1 E           | 4             |
| Saunder's        | 64.5  | 1 E           | 18            | Crescent            | 121.4 | 1 W           | 5             |
| Milldale         | 64.9  | 1 E           | 20            |                     |       |               |               |
| Pilchuck F 1 & 2 | 65.4  | 1 E           | 88            |                     |       |               |               |

**SNOQUALMIE BRANCH.**  
Distance from Woodinville.

|                |      |     |    |                    |      |     |     |
|----------------|------|-----|----|--------------------|------|-----|-----|
| Derby          | 1.3  |     |    | High Point F 5 & 6 | 23.1 | 1 E | 4   |
| Coutues        | 4.5  | 1 E | 5  | Lovegreen          | 27.6 | 1 E | 5   |
| Ohio Spur      | 8.6  | 1 E | 3  | 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 | Tyree        | 23.2 | 1 E | 21 |
| Enos Quarry | 7.3 |  | 30 | "45" Spur    | 28.0 |     | 5  |
| Lasts       | 7.5 |  | 5  | Weiden Creek | 39.0 |     | 0  |

**WHATCOM BRANCH.**  
Distance from Wickersham.

|        |      |     |   |          |      |     |   |
|--------|------|-----|---|----------|------|-----|---|
| Gale   | 1.7  | 1 E | 5 | Anderson | 14.5 | 1 W | 7 |
| Jensen | 10.0 | 1 W | 5 |          |      |     |   |

**DARRINGTON BRANCH.**  
Distance from Arlington.

|           |      |     |    |         |      |     |    |
|-----------|------|-----|----|---------|------|-----|----|
| Halterman | 13.1 | 1 E | 33 | Nicomen | 21.2 | 1 E | 26 |
| McCaughy  | 20.6 | 1 E | 11 |         |      |     |    |

**LAKE WASHINGTON BELT LINE.**  
Distance from Woodinville.

|            |     |     |   |           |      |     |   |
|------------|-----|-----|---|-----------|------|-----|---|
| Lauderback | 2.0 | 1 W | 4 | Pines     | 17.2 | 1 E | 6 |
| Jones      | 3.9 | 1 E | 5 | May Creek | 17.5 | 1 E | 4 |
| Firloch    | 4.3 | 1 E | 4 |           |      |     |   |

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

| Water, Coal<br>Scales, Tables<br>and Wyes | Station<br>Numbers | Distance from<br>Interbay | TIME TABLE NO. 25A<br>October 29, 1905<br>Succeeding No. 25 |          | Distance from<br>Ballard | Capacity of<br>Sidings |
|---|--------------------|---------------------------|---|----------|--------------------------|------------------------|
|   |                    |                           | STATIONS.   |          |                          |                        |
|   | CF                 | 0.0                       | STATIONS.   |          |                          |                        |
|   | 35                 |                           | Telegraph Offices and Calls                                 |          |                          |                        |
|   | B5                 | 1.1                       | BA  | INTERBAY | 1.1                      | 300                    |
|   |                    |                           |   | 1.1      |                          |                        |
|   |                    |                           | BD  | BALLARD  | 0 0                      | 50                     |

**AUTHORIZED SURGEONS.**

LOCATION OF STRETCHERS (S)

DR. HAMILTON ALLAN, Chief Surgeon, Western Division, Tacoma.  
 P. W. WILLIS, Seattle Pass. Sta. (S)      W. C. COX, Everett. (S)  
 R. M. STITH, 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, Bellingham. (S)

**NOTE.**

SURGEONS will attend, when called upon officially, to all cases of accident occurring to employees 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.

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

OFFICE DIVISION SUPERINTENDENT

Seattle, Wash. February 17th. 1906

NOTICE

TO ALL CONCERNED:

Effective January 15th. ticket office only has been established at Monte Cristo with James Kyes, Agent in charge.

F. E. Weymouth Supt.

NORTHERN PACIFIC RAILWAY COMPANY.

Office of Division Superintendent.

Seattle, Wash., March 14th, 06.

BULLETIN NO. 1068.

TO ALL CONCERNED:

Effective Monday, March 19th, daily except Sunday, mixed train service will be inaugurated on Darrington Branch.

On Tuesday, Thursday and Saturday, train will be run as an extra on time of No's 23 & 24.

All concerned please be governed accordingly.

F.E. Weymouth,

Superintendent.

COPY



... must be written in ink on these blanks, which must not be used for other purposes, and those for  
 (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of  
 office and name of receiving station must be entered in proper spaces in every instance.  
 which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily  
 to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

| FROM | SENDER | RECEIVER | TIME REC'D | DATE REC'D | TIME FILED | NUMBER | SENT TO | TIME SENT | SENDER | RECEIVER |
|------|--------|----------|------------|------------|------------|--------|---------|-----------|--------|----------|
|      |        |          | _____M.    |            | _____M.    |        |         | _____M.   |        |          |

FROM TO Weymouth  
 DATED AT Seattle  
 April 24, 1906

Are you running trains 23 and 24 daily except Sunday Arlington-Darrington as per Time Table 25 A. If not what change and when.

I.B.Richards B

**TELEGRAM**

All Rail Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

| NUMBER | Rec'd From | SENDER | RECEIVER | TIME REC'D | DATE REC'D | TIME FILED | NUMBER | SENT TO | TIME SENT | SENDER | RECEIVER |
|--------|------------|--------|----------|------------|------------|------------|--------|---------|-----------|--------|----------|
| 151    | HN ON C    |        |          |            |            |            |        |         |           |        |          |
|        |            |        |          | _____M.    |            |            |        |         | _____M.   |        |          |

Seattle Apl 25th, 1906,

I. B. R.

FROM

TO

DATED

BY

ST. Paul,

Yes sir running 23 and 24 daily except sundays on New Card same as now.

F. R. W.

2:45 P.M.