

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 25B TABLE

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

SUNDAY, MAY 6th, 1906.

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 No. 47		FREIGHT No. 45		FREIGHT No. 43		WAY FRGT No. 41		WAY FRT. No. 25		MIXED No. 19		Water, Coal Scales, Tables and Wyes	Station Numbers	TIME TABLE NO. 25B May 6, 1906. Succeeding No. 25A		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		Third Class EX. SUNDAY		Second Cl's EX. SUNDAY				STATIONS. Telegraph Offices and Calls			First Class DAILY		First Class DAILY		First Class DAILY		
		De 8.45 A M	C3	De 11.00 P M		De 7.00 A M						W C	CF 31	S	SEATTLE	0.0	De 12.35 P M		De 8.35 A M		De 4.50 P M		
		9.15		Runs via Argo, Black River and Lake Wash. Belt Line.		Runs via Argo, Black River and Lake Wash. Belt Line.						W	CF 35	BA	INTERBAY	4.0	* 12.51		F 8.49		Runs via Argo, Black River and Lake Wash. Belt Line.		
		9.30											CF 37		FREMONT	5.9	* 12.56		8.54				
		10.00											CF 42		KEITH	11.1	* 1.11		F 9.03				
		10.25		DAILY From Lake Washington Belt Line Branch.		EX. SUN. From Lake Washington Belt Line Branch.						W	CF 46		LAKE	15.1	* 1.20		F 9.17				
		10.50											CF 53	B	BOTHELL	22.0	* 1.36 M46		9.35				
		Ar 11.00 A M		De 1.00 A M		De 9.50 A M	C3					W C	CF 55	CJ	WOODINVILLE	23.7	1.42		9.40				
		EX. SUNDAY See Page 3 to (Snoqualmie Brh)		2.45 M44		10.30						T	CF 60	MB	MALTBY	29.5	* 2.08 M2 & 42		10.00				
				3.15		11.30 A M						W	CF 69	OM	SNOHOMISH	38.0	2.30		10.24				
				3.35		12.05 P M	M42					W	CF 74	MA	MACHIAS	43.2	2.42		10.37				
				3.45		12.30							CF 77	FD	HARTFORD	46.3	2.48		10.46				
				4.05		Ar 1.00 De 1.10	M2						CF 82		GETCHELL	50.7	* 3.01		F 10.58 M42				
				4.25		1.40							W	CF 88	ME	EDGEComb	56.9	* 3.13		F 11.12			
				4.45		1.55						Y	CF 91	A	ARLINGTON	59.9	3.20		11.19				
				4.55		2.20						8-10ME	CF 95		BRYANT	63.7	* 3.27		11.27				
				5.15		3.20						W	CF 101	MU	McMURRAY	70.0	3.42		11.48 A M				
				5.30		Ar 3.45 De 4.05	1 P						CF 107		MONTBORNE	75.6	* 3.54 P41		F 12.06 P M		M2		
				5.35		4.20							CF 109	BG	BIG LAKE	77.2	* 3.57		12.10				
				5.50		Ar 4.50 De 5.00	M4						CF 114	CA	CLEAR LAKE	82.7	4.08		12.21				
		De 7.30 A M		Ar 6.00 A M		Ar 5.15 P M		De 8.40 A M				W C	CF 117	WL	SEDRO-WOOLLEY	85.9	4.16 C48		12.30				
		8.25		DAILY		EX. SUNDAY		9.15					CF 122		THORNWOOD	91.4	* 4.34 M4		F 12.45				
		9.00						Ar 9.45 A M					CF 128	WK	WICKERSHAM	97.2	4.49 C26		Ar 1.00 P M				
								EX. SUNDAY See Page 4 to (Whatcom Brh)					CF 131		SAXON	100.0	*		DAILY See page 4 to (Whatcom Brh)				
		9.30										W	CF 133		ACME	102.2	4.59						
		10.15											CF 141	DM	DEMING	110.1	5.19						
		Ar 10.25 De 10.35	M2										CF 142		ABBOTT	110.7	* 5.20						
		11.10											CF 151	NC	NOOKSACK	119.6	5.39						
		Ar 11.30 A M										W	CF 157	SU	SUMAS	125.9	Ar 5.53 P M						
		DAILY															DAILY						
		(4.00)		(2.15)		(5.00)		(7.25)		(1.05)		(.22)			Time over District		(5.18)		(4.25)				
		10.0		5.6		12.4		8.4		10.4		22.6			Average Speed per Hour		23.8		22.0				

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.
 Nos. 5, 41 and 43 will run Extra Seattle to Black River.

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, Snohomish and Woodinville 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 No. 48, Sedro-Woolley to Sumas.
 No. 1 has right over No. 4, Seattle to Wickersham. See foot note Page 2 governing use of track between Seattle and Black River.

East Bound.

PASSENGER No. 6	PASSENGER No. 4	PASSENGER No. 2	Distance from Sumas	TIME TABLE NO. 25B May 6, 1906. Succeeding No. 25A		Capacity of Sidings	MIXED	WAY FRGT	WAY FRGT	FREIGHT	FREIGHT	WAY FRGT			
				Second Class	No. 26		No. 42	No. 44	No. 46	No. 48					
				EX. SUNDAY	EX. SUNDAY		EX. SUNDAY	DAILY	EX. SUNDAY	DAILY					
First Class	First Class	First Class		STATIONS.											
DAILY	DAILY	DAILY		Telegraph Offices and Calls											
Ar 10.05 A M	Ar 8.45 P M	Ar 3.25 P M	125.9	SEATTLE 4.0		870									
	F 8.30	* 3.10	121.9	S INTERBAY 1.9		300				5.40	3.40				
Runs via Lake Wash. Belt Line, Black River and Argo.	8.25	* 3.05	120.0	BA FREMONT 5.2		80				5.30	3.30				
	F 8.11	* 2.53 P 46	114.8	KEITH 4.0		22				5.10	De 3.05 Ar 2.45 2 P				
	F 8.01	* 2.44	110.8	LAKE 6.9		30				4.55	2.20				
	7.44	* 2.26	103.9	B BOTHELL 1.7		50				4.30	De 1.40 Ar 1.20 M 1				
	7.38	2.20	102.2	CJ WOODINVILLE 5.8		85				4.20	De 1.00 P M				
	7.24	* 2.08 M 1 P 42	96.4	MB MALTBY 8.5		60				De 2.25 M 1 Ar 1.55 2 P	De 3.55 M 43 Ar 2.30				
	6.57	1.40	87.9	OM SNOHOMISH 5.2		134	See 17, Page 3 Ar 5.27 P M			12.35	1.30				
	6.43	1.25	82.7	MA MACHIAS 3.1		80	5.15			12.05 P M M 41	1.00				
	6.35	1.17	79.6	FD HARTFORD 4.4		60	De 5.05 P M			11.25 A M	12.50				
	F 6.25	* 1.06 M 41	75.2			45	EX. SUNDAY			De 11.00 Ar 10.50 M 3	12.35				
	F 6.09	* 12.50	69.0			64	FROM (MonteCristo Bch)			10.15	12.10 A M				
	6.00	12.44	66.0	A ARLINGTON 3.8		80				9.45	11.55 P M				
	5.50	* 12.35	62.2	BRYANT 6.3		40				9.20	11.40				
	5.33	12.20	55.9	MU McMURRAY 5.6		65				8.40	11.20				
	F 5.17	* 12.06 M 3	50.3	MONTBORNE 1.6		25				7.50	11.00				
	5.13	* 12.03 P M	48.7	BG BIG LAKE 5.5		40				7.40	10.55				
	5.00 M 41	11.50 A M	43.2	CA CLEAR LAKE 3.2		135				6.55	10.40				
	4.50	11.39	40.0	WL SEDRO-WOOLLEY 5.5		160		Ar 5.50 P M	De 6.30 A M	De 10.30 P M				Ar 4.00 P M C 1	
	F 4.34 M 1	* 11.24	34.5	THORNWOOD 5.8		45		5.20	EX. SUNDAY	DAILY				3.30	
	De 4.16 P M	11.09	28.7	WK WICKERSHAM 2.8		75		De 4.50 P M C 1						3.00	
	DAILY FROM (Whatcom Bch)	*	25.9	SAXON 2.2		16		EX. SUNDAY							
		10.57	23.7	ACME 7.9		18		FROM (Whatcom Bch)						2.20	
		10.37	15.8	DEMING 0.6		20								1.35	
		* 10.35 M 47	15.2	DM ABBOTT 8.9		18								1.30	
		10.19	6.3	NOOKSACK 6.3		18								12.55	
		De 10.05 A M	0.0	SU SUMAS		90								De 12.30 P M	
		DAILY												DAILY	
	(4.29)	(5.20)		Time over District		(.22)	(1.00)	(8.20)	(7.30)	(3.00)	(3.30)				
	21.8	23.6		Average Speed per Hour		22.6	11.3	7.4	11.4	7.8	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. 1 has right over No. 4, Seattle to Wickersham.
 No. 4 will wait at Arlington 15 minutes, Tuesdays, Thursdays and Saturdays, for No. 24's connection when necessary.

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.

West Bound.					EVERETT BRANCH.										East Bound.				
FREIGHT G. N. 401		FREIGHT G. N. 713		PASSENGER G. N. 276	PASSENGER G. N. 272	PASSENGER G. N. 274	MIXED No. 17	TIME TABLE NO. 25B May 6, 1906. Succeeding No. 25A			MIXED No. 18	PASSENGER G. N. 275	PASSENGER G. N. 273	PASSENGER G. N. 271	FREIGHT G. N. 402	FREIGHT G. N. 714			
Second Cl'ss	Third Class	First Class	First Class	First Class	Second Cl'ss	Station Numbers	Distance from Snohomish	STATIONS.			Second Cl'ss	First Class	First Class	First Class	Second Cl'ss	Third Class			
DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUNDAY	Water, Coal, Scales, Tables and Wyes	Capacity of Sidings	Telegraph Offices and Calls			EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY			
					De 5.30 P M	W Y S	CF 69	0.0	SNOHOMISH			Ar 9.40 A M							
							PI 1	0.7	GRAVEL PIT										
							PI 5	5.5	EBEY JCT.										
					5.50		PI 6	6.2	LOWELL										
De 12.50 A M	De 3.00 P M						PI 8	7.7	EVERETT			Ar 9.15 A M	Ar 2.17 P M	Ar 8.32 P M	Ar 3.25 A M	Ar 7.25 A M			
1.00	3.10	De 7.04 P M	De 5.49 P M	De 10.06 A M	Ar 6.00 P M	W C Y	PI 9	8.9	G. N. JUNCTION			De 9.10 A M	De 2.12 P M	De 8.28 P M	3.15	7.15			
Ar 1.15 A M	Ar 3.25 P M	Ar 7.15 P M	Ar 6.00 P M	Ar 10.16 A M	EX. SUNDAY		PI 12	11.5	SMELTER			De 9.10 A M	De 2.12 P M	De 8.28 P M	De 3.00 A M	De 7.00 A M			
DAILY	DAILY	DAILY	DAILY	DAILY					See foot notes Page 4.			DAILY	DAILY	DAILY	DAILY	DAILY			
					(.30)	Time over District					(.30)								
					15.4	Average Speed per Hour					15.4								

West Bound.				SNOQUALMIE BRANCH.					East Bound.				West Bound.				MONTE CRISTO BRANCH					East Bound.			
FREIGHT No. 45		PASSENGER No. 5		TIME TABLE NO. 25B May 6, 1906. Succeeding No. 25A		PASSENGER No. 6		FREIGHT No. 46		MIXED No. 21		MIXED No. 19		TIME TABLE NO. 25B May 6, 1906. Succeeding No. 25A		MIXED No. 22		MIXED No. 20							
Third Class	First Class	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Woodinville	Distance from North Bend	Capacity of Sidings	First Class	Third Class	Second Cl'ss	Second Cl'ss	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Hartford	Distance from Monte Cristo	Capacity of Sidings	Second Cl'ss	Second Cl'ss								
EX. SUNDAY	DAILY	STATIONS.		Telegraph Offices and Calls		EX. SUNDAY		EX. SUNDAY	MON. WED. FRI.	TUES. THUR. SAT.	STATIONS.		Telegraph Offices and Calls		TUES. THUR. SAT.		MON. WED. FRI.								
		C T	CF 55	0.0		85	See Page 4	See Page 2	See 19 page 1	See page 1	CF 77	0.0	FD	42.0	60	See Page 2	See 22 Page 2								
De 11.10 A M	De 6.14 P M	W	PG 4	3.9	CJ	36.3	Ar 8.40 A M	Ar 12.35 P M	De 10.47 A M	De 10.47 A M	PK 3	3.0				Ar 5.00 P M	Ar 5.00 P M								
			PG 7	6.6	RM	32.4	8.25	De 12.01 P M			PK 5	5.0													
Ar 11.50 AM	Ar 6.34 PM		PG 9	8.7		29.7		Ar 11.55 AM			PK 6	6.2													
			PG 11	11.1		27.6			Ar 11.40 A M	11.09	PK 10	10.0													
			PG 12	11.5		25.2			De 12.40 P M		PK 12	12.0													
12.50	6.55		PG 15	15.1		24.8	8.04	10.50			PK 14	13.8													
1.20	7.08	W C SY	PG 19	19.1		17.2	7.52	10.10	MON. WED. FRI.		PK 19	19.0													
2.00	7.29		PG 26	26.2		10.1	7.31	9.30			PK 20	20.0													
2.20	7.39	W	PG 29	29.5		6.8	7.21	7.50			PK 29	28.8													
2.40	7.49		PG 32	32.2		4.1	7.12	7.35			PK 30	29.8													
2.54	7.53		PG 33	33.3		3.0	7.09	7.30			PK 37	37.0													
Ar 3.15 P M	Ar 8.00 P M	Y	PG 36	36.3		0.0	De 7.00 A M	De 7.10 AM	Ar 1.40 PM		PK 42	42.0													
EX. SUNDAY	DAILY	STATIONS.		Telegraph Offices and Calls		DAILY		EX. SUNDAY	(2.53)	(2.53)	Time over District		(2.50)	(2.40)											
(4.05)	(1.46)							(1.40)	4.8	14.5	Average Speed per Hour		14.8	5.2											
8.9	20.2							20.4						6.7											

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.

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. Nos. 19 and 21 will wait at Hartford for No. 3's connection, unless otherwise instructed.
Derailing Switch—Siding at Tunnel No. 2.
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 No. 43		FREIGHT No. 41		PASSENGER No. 5		TIME TABLE NO. 25B May 6, 1906. Succeeding No. 25A		PASSENGER No. 6		FREIGHT No. 42	
Third Class		Third Class		First Class		STATIONS.		First Class		Third Class	
DAILY		EX. SUNDAY		DAILY		Telegraph Offices and Calls		DAILY		EX. SUNDAY	
De 11.35 P M		De 7.40 A M		De 5.12 P M		BLACK RIVER 2.1	0.0	60	Ar 9.42 A M		Ar 4.25 P M
11.50 P M		7.50		5.18		RENTON 3.3	2.1	50	9.36		4.15
				F		KENNYDALE 6.4	5.4	F			
				F		WILBURTON 1.8	11.8	6 Spur	F		
12.25 A M	Ar 9.00 M 6	Ar 9.10 M 6		5.47		NORTHROP 3.8	13.6	50	9.10 M 41		3.40
				F		KIRKLAND 6.7	17.4	7 Spur	F		
Ar 12.55 A M	Ar 9.45 A M	Ar 6.12 P M				WOODINVILLE	24.1	85	De 8.42 A M		De 2.55 P M
See page 1	See page 1	See page 3							From Snoqualmie Branch		See 42 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 No. 23		TIME TABLE NO. 25B May 6, 1906. Succeeding No. 25A		MIXED No. 24	
Sec'd Cl's		STATIONS.		Sec'd Cl's	
EX. SUN.		Telegraph Offices and Calls		EX. SUN.	
De 11.30 AM	C, Y	ARLINGTON	28.0	Ar 5.20 PM	
	W	COOPER	23.3		
		TRAFTON	22.8		
F 12.01 PM		CICERO	20.5		
		AUGUST	19.7		
		OSO	16.8	3.40	
12.40		SHERIDAN	13.3		
		HAZEL	11.0		
	W	LAMPSON	7.8		
	M W	CHAPMAN	6.0		
Ar 2 10 PM	CY	DARRINGTON	0.0	De 2.40 PM	
EX. SUN.				EX. SUN.	
(2.40)		Time over District	(2.40)		
10.7		Average Speed per Hour	10.7		

Register and Bulletin Station—Arlington.
Trains will keep under control where landslides or washouts are liable to occur.
No. 23 will connect with No. 3 at Arlington, unless otherwise instructed.
No. 23 has right over No. 24.

West Bound. WHATCOM BRANCH. East Bound.

WAY FRGT No. 25		PAS'NG'R No. 3		TIME TABLE NO. 25B May 6, 1906. Succeeding No. 25A		PAS'NG'R No. 4		WAY FRGT No. 26	
Th'd Cl's		First Cl's		STATIONS.		First Cl's		Th'd Cl's	
EX. SUN.		DAILY		Telegraph Offices and Calls		DAILY		EX. SUN.	
De 9.50 AM		De 1.01 PM		WICKERSHAM	23.1	75	Ar 4.15 PM	See page 2	
10.00		F 1.06		MIRROR LAKE	21.9	15	F 4.07	4.25	
10.10		F 1.13		PARK	19.3	15	F 4.01	4.15	
10.15		F 1.17		BLUE CANYON	18.3	20	F 3.57 P 26	De 4.10 4 P	Ar 3.50
		F		IDLEWILD	16.5	No Sdg	F		
		F		TOWANDA	14.1	No Sdg	F		
10.40		F 1.38		WOODLAWN	11.7	20	F 3.37	3.15	
		1.47		SILVER BEACH	8.0	No Sdg	3.29		
11.10		* 1.50		LARSON	6.9	30	* 3.26	2.55	
11.30 AM	Ar	Ar 2.01 PM		BELLINGHAM	2.8	50	De 3.15 PM	De 2.30 PM	
				HARRIS AVE.	0.0	50			
EX. SUN.		DAILY					DAILY	EX. SUN.	
(1.40)		(1.00)		Time over District		(1.00)		(2.05)	
12.2		20.0		Average Speed per Hour		20.0		9.7	

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.
No. 3 has right over No. 4, 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	Milldale	64.9	1 E	20
Latona	7.4	1 E	4	Pilchuck	65.4	1 E	88
Brooklyn F 3 & 4	8.0	1 E	4	Day's Camp F 3	67.6	1 W	13
Wood Spur	9.9	1 E	6	Ehrlich	73.0	1 W	8
Pontiac F 3 & 4	12.7	1 E	4	Baker	75.1	1 E	29
McAleer	18.0	1 E	8	Nookechamp	78.6	1 E	5
Kenmore F 3 & 4	18.4	1 E	7	Campbell's	81.0	1 E	3
Wayne F 3 & 4	21.0			Sedro Quarry	84.0	1 E	7
Bear Creek	24.8	1 E	17	Daniels	91.0	1 E	6
Sand Spur	25.3	1 E	12	Lomond	92.0	1 W	20
Grace F 3 & 4	25.9	1 E	25	Shrewsbury	92.5	1 E	20
Brace	28.5	1 E	3	Prairie F 3 & 4	93.6	Siding	10
XL Spur	29.5	1 E	4	Kane F 3 & 4	94.0	1 W	4
Bolton	30.1	1 E	3	Brannain	95.2	1 E	2
Cathcart F 3 & 4	33.1	1 W	12	Abel	96.7	1 W	3
Sinnett's	43.5	1 E	69	Doran	99.5	1 W	4
Riverside Spur	43.9	1 E	2	Canedy	100.5	1 W	5
Redsmith	44.8	1 E	9	Green's Spur	104.0	1 E	20
Lake Cassidy	49.3	1 W	3	McDonald's F 1 & 2.	105.1	1 W	4
Ryton	51.2	1 E	3	Van Zant's F 1 & 2	107.2	1 W	8
Sisco F 3 & 4	55.0	Siding	40	Case's Spur	108.3	1 E	5
Hiners	56.2	1 E	3	Fenton	111.6	1 E	11
Kelly's Spur	59.0	1 W	4	Lawrence F 1 & 2	113.2	1 E	6
Springfield	62.1	1 E	4	McKee's	116.9	1 W	14
Saunder's	64.5	1 E	18	Crescent	121.4	1 W	5

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	Niblock	32.4	1 W	
Bush F 5 and 6	16.3	1 E	3	Meadow Brook	33.4	1 E	16
Grand Ridge	21.7		18	Allen and Nelson	38.3	1 E	100

MONTE CRISTO BRANCH.
Distance from Hartford.

Johnson	2.0		65	Lasts	7.5		5
Denmark	2.5		5	Wayside	8.3		5
Beechwood	2.7		7	Bridge 12	9.0		8
Diffley	4.0		10	Tyree	23.2	1 E	21
Enos Quarry	7.3		30	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.

Norman	10.5		35	McCaughey	20.6	1 E	11
Halterman	13.1	1 E	33	Nicomen	21.2	1 E	26

LAKE WASHINGTON BELT LINE.
Distance from Woodinville.

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

West Bound. BALLARD BRANCH. East Bound.

Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Interbay	TIME TABLE NO. 25B May 6, 1906. Succeeding No. 25A	Distance from Ballard	Capacity of Sidings
	CF 35	0	STATIONS.		
	B5	1.1	Telegraph Offices and Calls		
			INTERBAY	1.1	300
			BA 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 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.

E. W. MASON,
CHIEF DISPATCHER.



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

Office of Division Superintendent

Circular 587

Seattle, Wn. Oct. 8, 1906.

TO ALL CONCERNED:

Spur track for Andersen Bros. Shingle Company has been put in at a point 540 ft. West (time card direction) of mile post 4 or mile post 4.1 Everett Branch and is now ready for use. Capacity 2 cars, and is connected at the East end.

This spur will be known as "SHERWOOD" and will be used for carload shipments only. A switching charge of \$1.00 per car will be assessed on all carloads handled on this spur.

F. E. Weymouth,

Superintendent.

NORTHERN PACIFIC RAILWAY COMPANY
Office of Division Superintendent

NOTICE

Seattle, Wn. Oct. 8, 1906.

TO ALL CONCERNED:

The following Agents have been appointed:

A. J. Baker, Big Lake, Sept. 26, 06.

Phil. Denzer, Bothell, Oct. 1, 06.

F. E. Weymouth,
Superintendent.



NORTHERN PACIFIC RAILWAY COMPANY

Office of Division Superintendent

Circular 588

Seattle, Wn. Oct. 10, 1906.

TO ALL CONCERNED:

Spur for J. D. Custer has been put in at a point a quarter mile East (Time card direction) of Park Station, or mile post 3.6, Whatcom Branch, and is now ready for use - capacity 7 cars, and is connected at the West end. This spur will be known as "ROXBURY" and will be used for carload shipments only. A switching charge of \$1.00 per car will be assessed on all carloads handled on this spur.

F. E. Weymouth,

Superintendent.