

NORTHERN PACIFIC RAILWAY COMPANY.

SEATTLE DIVISION

TIME 27 TABLE

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120th MERIDIAN TIME)

(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, JUNE 2nd, 1907.

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 FRGT. No. 25	MIXED No. 19	Water, Coal Scales, Tables and Wyes	Station Numbers	TIME TABLE NO. 27 June 2, 1907 Succeeding No. 26		Distance from Seattle	PASSENGER No. 1		PASSENGER No. 3		PASSENGER No. 5		PASSENGER No. 7		
								STATIONS. Telegraph Offices and Calls			First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY		
								Third Class EX. SUNDAY	Third Class MON. WED. FRI.		Third Class DAILY	Third Class EX. SUNDAY	Third Class EX. SUNDAY	Second Class EX. SUNDAY	YD	N	De	A M	De
	De 7.00 A M	De 1.00 A M	De 6.30 A M			W C	CF 31	SEATTLE YARD	0.0										
	Ar 7.40 3 P De 8.10	1.35	7.10			W S	CF 35	KING STREET STATION	0.8	De 12.15 P M	De 7.40 A M	De 4.50 P M	De 4.40 P M						
	8.25	1.45	7.25				CF 37	INTERBAY	5.2	* 12.30	F 8.00 P 45	Runs via Argo, Black River and Lake Wash. Belt Line.	F 4.57 M 46						
	9.00	2.30	Ar 8.05 3 P De 8.27				CF 42	FREMONT	7.1	* 12.35 M 4	8.05		5.03						
	9.30	2.55	8.45				CF 46	KEITH	12.3	* 12.47	F 8.17 P 41		F 5.16 M 42						
	10.20	3.25	9.10			W	CF 46	LAKE	16.3	* 12.53	F 8.26		F 5.24						
	Ar 10.30 A M	3.35	9.20				CF 53	BOTHELL	23.2	* 1.06	8.43		5.41						
	Mon. Wed. Fri. See Page 3 TO (Snoqualmie Brch)	5.35	10.20			W C	CF 55	WOODINVILLE	24.9	* 1.10	8.48		5.46						
		6.30	Ar 11.05 M 4 De 11.30			W C	CF 55	MALTBY	30.7	* 1.30	9.12		6.07						
		6.55	Ar 11.50 A M De 12.50 M 42 P M			W C	CF 69	SNOHOMISH	39.2	1.50 M 2 & 42	Ar 9.35 De 9.40		6.30						
		7.10	Ar 1.10 M 2 De 1.40			W	CF 74	MACHIAS	44.4	* 2.10	9.50		6.42 M 22						
		7.40	Ar 2.10 1 P De 2.40				CF 77	HARTFORD	47.5	* 2.17	9.58		6.52						
		8.00	3.20			EX. SUNDAY See Page 3 TO (MonteCristo Brch)	CF 82	GETCHELL	51.9	* 2.28 P 41	F 10.10		F 7.05						
		8.20	3.35			W	CF 88	EDGEComb	58.1	* 2.40	F 10.25 M 4		F 7.20 M 8						
		8.35	4.00			Y	CF 91	ARLINGTON	61.1	2.50	10.36 M 42		7.30						
		8.55 M 42	4.43			8-10ME	CF 95	BRYANT	64.8	* 3.00	10.45		7.41						
		Ar 9.20 M 4 De 9.28	5.20			W	CF 101	McMURRAY	71.2	* 3.15	11.03		7.59 M 44						
		9.40	5.30				CF 107	MONTBORNE	76.8	* 3.27	F 11.17		F 8.14						
		10.10	Ar 5.50 M 8 De 6.07				CF 109	BIG LAKE	78.4	* 3.30	11.20		8.19						
		Ar 10.30 A M	Ar 6.30 PM M 44 De 7.00 A M			W C	CF 117	SEDRO-WOOLLEY	87.1	3.50 M 26	11.42 M 2		8.45						
	De 1.30 P M		7.36			T	CF 122	THORNWOOD	92.6	* 4.07	F 11.58 A M M 48		F 9.00						
	2.10		Ar 8.15 A M C 4			Y	CF 128	WICKERSHAM	98.4	4.20	Ar 12.15 P M		Ar 9.15 P M						
	2.40 M 26		EX. SUNDAY See Page 4 TO (Whatcom Brch)			W	CF 131	SAXON	101.2	* 4.24	DAILY See page 4 TO (Whatcom Brch)		DAILY See Page 4 TO (Whatcom Brch)						
	2.56						CF 141	ACME	103.4	4.30									
	3.10						CF 142	DEMING	111.3	4.55									
	4.00						CF 142	ABBOTT	111.9	* 4.57									
	4.03						CF 151	NOOKSACK	120.8	5.20									
	4.50						CF 157	SUMAS	127.1	Ar 5.35 P M C 47									
EX. SUNDAY											DAILY								
	(3.50)	(3.30)	(9.30)	(12.00)	(1.15)	(.22)		Time over District	(5.20)	(4.35)		(4.35)							
	10.4	6.8	9.2	7.3	9.0	22.6		Average Speed per Hour	23.6	21.4		21.4							

127
3.
80
28
42
23
173
123
50

47
40
12
24
123

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 p. m. and 7 a. m., and need not obtain clearance at Hartford and Wickersham between these hours unless red signal is displayed.
Bulletin Stations—Seattle Yard, King Street Station, Everett, Arlington, Sedro-Woolley, Sumas and Bellingham. Standard Clocks—Seattle Yard, King Street Station, Everett and Sedro-Woolley.

All 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. This does not relieve inferior trains from protecting as per Rules 298 and 299. The maximum 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. 5 will run Extra Seattle to Black River.
No. 1 will register by ticket at Woodinville and Hartford.
No. 1 has right over No. 2 and No. 4.

East Bound.

PASSENGER No. 8	PASSENGER No. 6	PASSENGER No. 4	PASSENGER No. 2	Distance from Sumas	TIME TABLE NO. 27 June 2, 1907 Succeeding No. 26	MIXED No. 22	WAY FRT No. 26	FREIGHT No. 42	WAY FRGT No. 44	FREIGHT No. 46	WAY FRGT No. 48
First Class	First Class	First Class	First Class		STATIONS.	Second Class	Third Class	Third Class	Third Class	Third Class	Third Class
DAILY	DAILY	DAILY	DAILY		Telegraph Offices and Calls	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	DAILY	TUES. THUR. SAT	EX. SUNDAY
				127.1	SEATTLE YARD	1250		Ar 6.30 P M	Ar 4.25 A M	Ar 5.30 P M	
Ar 10.00 P M	Ar 10.45 A M	Ar 1.00 P M	Ar 3.30 P M	126.3	KING STREET STATION						
F 9.41	Runs via Lake Wash. Belt Line, Black River and Argo.	F 12.41	* 3.13	121.9	INTERBAY	300		5.57	Runs via Lake Wash. Belt Line, Black River and Argo.	De 5.00 M 7	
9.35		12.35 M 1	* 3.08	120.0	FREMONT	80		5.47		Ar 4.50 M 7	
F 9.22		F 12.18	* 2.55	114.8	KEITH	50		De 5.16 M 7		4.35	
F 9.13		F 12.09 P M	* 2.46	110.8	LAKE	60		Ar 5.10		4.00	
8.55		11.52 A M	* 2.30 P 46	108.9	BOTHELL	50		3.55		De 2.40 2 P	
8.50		11.47	* 2.26	102.2	WOODINVILLE	100		3.45	Ar 1.15 A M	De 2.10 P M	
8.34		11.35	* 2.13	96.4	MALTBY	80		3.00	12.45 A M		
8.10		11.12 M 41	De 1.50 M 1 Ar 1.40 P 42	87.9	SNOHOMISH	150	See 17, Page 3 Ar 6.55 P M	De 2.00 2 P Ar 1.30 M 1	10.30 P M		
7.55		10.59	* 1.28	82.7	MACHIAS	80	De 6.42 M 7 Ar 6.37	12.50 M 41	10.05		
7.47		10.51	* 1.20 M 41	79.6	HARTFORD	60	De 6.25 P M	12.25 P M	9.50		
F 7.36		F 10.41	* 1.08	75.2	GETCHELL	45	EX. SUNDAY	11.50 A M	9.30		
F 7.20 M 7		F 10.25 M 3	* 12.53	69.0	EDGEComb	64	FROM MonteCristo Bch	11.05	8.55		
7.10		10.15 P 42	12.45	66.0	ARLINGTON	100		De 10.45 4 P Ar 10.10 M 3	8.40		
6.57		10.02	* 12.35	62.2	BRYANT	40		9.40	8.25		
6.40		9.44	* 12.20	55.9	McMURRAY	65		8.55 M 43	De 8.00 M 7 Ar 7.50		
F 6.25		F 9.28 M 43	* 12.06	50.3	MONTBORNE	25		7.55	7.18		
6.20		9.23	* 12.03 P M	48.7	BIG LAKE	40		7.40	7.10		
6.07 M 41		9.10	* 11.50 A M	43.2	CLEAR LAKE	135		6.55	6.45		
5.57		9.00	11.42 M 3	40.0	SEDRO-WOOLLEY	290	Ar 3.45 P M M 1	De 6.30 A M	De 6.30 P M M 41	Ar 12.20 P M	
F 5.41		F 8.46	* 11.30	34.5	THORNWOOD	45	3.15	EX. SUNDAY	DAILY	De 12.01 PM Ar 11.52 AM M 3	
De 5.25 P M		De 8.30 A M C 25	11.15 P 48	28.7	WICKERSHAM	75	De 2.40 P M M 47			De 11.25 2 P Ar 11.10	
DAILY FROM Whatcom Brch.		DAILY FROM Whatcom Bch	* 11.11	25.9	SAXON	spur 50	EX. SUNDAY			10.53	
			11.07	23.7	ACME	18	FROM Whatcom Bch			10.40	
			10.43	15.8	DEMING	20				9.55	
			* 10.42	15.2	ABBOTT	18				9.50	
			10.25	6.3	NOOKSACK	18				9.00	
			De 10.10 A M	0.0	SUMAS	110				De 8.30 A M	
			DAILY							EX. SUNDAY	
(4.35)	(4.30)	(5.20)			Time over District	(.30)	(1.05)	(12.00)	(6.45)	(3.20)	(3.50)
21.4	21.8	23.6			Average Speed per Hour	16.6	10.3	7.3	9.4	7.3	10.4

The maximum speed between Clay street and Bell street, 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, 4, 7 and 8. Days regular stop for No. 4.
 Ehrlich regular stop for Nos. 3, 4, 7 and 8.
 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. 2 will register by ticket at Hartford and Woodinville.
 No. 1 has right over No. 2 and No. 4.

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 and West long siding switch at Woodinville expecting to find trains on main line.
 No. 6 and No. 44 will run Extra Black River to Seattle.

West Bound.							EVERETT BRANCH.							East Bound.				
FREIGHT G. N. 713	FREIGHT G. N. 401	PASSENGER G. N. 278	PASSENGER G. N. 272	PASSENGER G. N. 274	PASSENGER G. N. 276	MIXED No. 17	TIME TABLE NO. 27 June 2, 1907 Succeeding No. 26				MIXED No. 18	PASSENGER G. N. 275	PASSENGER G. N. 277	PASSENGER G. N. 273	PASSENGER G. N. 271	FREIGHT G. N. 402	FREIGHT G. N. 714	
Second Cl'ss	Second Cl'ss	First Class	First Class	First Class	First Class	Second Cl'ss	STATIONS.				Second Cl'ss	First Class	First Class	First Class	First Class	Second Cl'ss	Second Cl'ss	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUNDAY	Telegraph Offices and Calls				EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
						De 7.10 P M	W Y S C	CF 69	0.0	OM	SNOHOMISH							
								PI 1	0.7		GRAVEL PIT							
								PI 5	5.5		EBEY JCT.							
						7.35		PI 6	6.2	W	LOWELL					Ar 4.50 A M	Ar 8.10 A M	
De 2.30 P M	De 12.50 A M							PI 8	7.7	EV	EVERETT					4.40	7.55	
2.45	1.05	De 7.09 P M	De 6.04 P M	De 10.09 A M	De 1.14 A M	Ar 7.45 P M	W C Y	PI 8	7.7		G. N. JUNCTION	De 9.00 A M	Ar 5.15 A M	Ar 10.00 A M	Ar 2.17 P M	Ar 8.28 P M		
Ar 3.00 P M	Ar 1.20 A M	Ar 7.22 P M	Ar 6.15 P M	Ar 10.20 A M	Ar 1.25 A M	EX. SUNDAY		PI 9	8.9	PG	G. N. JUNCTION	EX. SUNDAY	De 5.10 A M	De 9.55 A M	De 2.12 P M	De 8.24 P M	De 4.30 A M	De 7.40 A M
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			PI 12	11.5		SMELTER		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY

See foot notes Page 4.

(.35) Time over District (.35)
13.2 Average Speed per Hour 13.2

West Bound.			SNOQUALMIE BRANCH.							East Bound.		
FREIGHT No. 45	PASSENGER No. 5		TIME TABLE NO. 27 June 2, 1907 Succeeding No. 26				PASSENGER No. 6	FREIGHT No. 46				
Third Class	First Class		STATIONS.				First Class	Third Class				
MON. WED. FRI.	DAILY		Telegraph Offices and Calls				DAILY	TUES. THUR. SAT.				
See page 1 De 11.00 A M	See page 4 De 6.35 P M	C T W	CF 55	0.0	CJ	WOODINVILLE	3.9	N	39.6	100	See Page 4 Ar 9.00 A M	See Page 2 Ar 1.35 P M
			PG 4	3.9		WILLOWS	2.7		35.7	3		
			PG 7	6.6	RM	REDMOND	2.1	D	33.0	43	8.38	1.00 P M
			PG 9	8.7		ADELAIDE	2.4		30.9	3		
			PG 11	11.1		SAMAMISH	0.4		28.5	6		
			PG 12	11.5		INGLEWOOD	3.6		28.1			
1.00	7.22		PG 15	15.1		MONOHON	4.0		24.5	33	8.13	11.50 A M
1.40	7.37	W	PG 19	19.1	G	ISSAQUAH	7.1	D	20.5	200	8.00	11.10
2.40	8.02		PG 26	26.2	RN	PRESTON	3.3	D	13.4	18	7.37	10.30
3.00	8.15	W	PG 29	29.5	FY	FALLS CITY	2.7	D	10.1	12	7.25	8.35
			PG 32	32.2		SNOQUALMIE FALLS	1.1		7.4	4	F	8.10
4.00	8.29		PG 33	33.3	SO	SNOQUALMIE	3.0	D	6.3	36	7.12	8.00
Ar 4.30 P M	Ar 8.40 P M	Y C	PG 36	36.3	BN	NORTH BEND	3.3	D	3.3	18	De 7.00 A M	De 7.10 A M
				39.6		SALLAL			0.0			
MON. WED. FRI.	DAILY		Time over District				DAILY	TUES. THUR. SAT.				
(5.30)	(2.05)		6.6				(2.00)	(6.25)				
	17.4		Average Speed per Hour				18.2	5.6				

Register Stations—Woodinville and North Bend.
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. North Bend yard limits extend to Sallal.
West "Y" switch at North Bend will be lined for "Y."

West Bound.			MONTE CRISTO BRANCH							East Bound.	
MIXED No. 21	MIXED No. 19		TIME TABLE NO. 27 June 2, 1907 Succeeding No. 26				MIXED No. 22	MIXED No. 20			
Second Cl'ss	Second Cl'ss		STATIONS.				Second Cl'ss	Second Cl'ss			
MON. WED. FRI.	TUES. THUR. SAT.		Telegraph Offices and Calls				TUES. THUR. SAT.	MON. WED. FRI.			
See 19 page 1 De 11.15 A M	See page 1 De 11.00 A M	CF 77	0.0	FD	HARTFORD	3.0	D	42.0	60	See Page 2 Ar 6.20 P M	See 22 Page 2 Ar 6.20 P M
		PK 3	3.0		LOCHLOY	2.0		39.0	164		
		PK 5	5.0		SOBEY	1.2		37.0	20		
Ar 12.15 P M De 1.15	11.25 A M	Y PK 6	6.2	GF	GRANITE FALLS	3.8	D	35.8	70	5.35	4.30
		W PK 10	10.0		TUNNEL NO. 1	2.0		32.0	10		
		PK 12	12.0		TUNNEL NO. 2	1.8		30.0	10		
Ar 2.45 P M	12.05 P M	W PK 14	13.8	RO	ROBE	5.2	D	28.2	10	5.05	De 3.35 P M
MON. WED. FRI.		PK 19	19.0		GRAVEL PIT	1.0		23.0	5		MON. WED. FRI.
		PK 20	20.0		GOLD BASIN	8.8		22.0	6		
		W C PK 29	28.8	VR	SILVERTON	1.0	D	13.2	16	4.10	
		PK 30	29.8		BONANZA QUEEN	7.2		12.2	3		
		PK 37	37.0		BARLOW PASS	5.0		5.0	1		
Ar 2.40 P M		W T PK 42	42.0		MONTE CRISTO			0.0	100	De 3.15 P M	
(3.30)	(3.40)		Time over District				(3.05)	(2.45)			
3.9	11.4		Average Speed per Hour				13.6	4.8			

Register 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 and 4's connection, unless otherwise instructed.
Derailing Switch—Siding at Tunnel No. 2.
No. 19 has right over No. 22. No. 21 has right over No. 20.

West Bound. Lake Washington Belt Line Branch East Bound.

PASSENGER No. 5					TIME TABLE NO. 27 June 2, 1907 Succeeding No. 26			PASSENGER No. 6		FREIGHT No. 44						
First Class					STATIONS.			First Class		Third Class						
DAILY					Telegraph Offices and Calls			DAILY		DAILY						
De	5.15	P M	W Y	Cf21	24.1	BI	BLACK RIVER	2.1	N	Ar	10.20	A M	Ar	3.45	A M	
	5.21			Ps22	22.0	RT	RENTON	3.3	D		10.15			3.30		
				Ps19	18.7		KENNYDALE	6.4		F						
	5.55			Ps12	12.3		WILBURTON	1.8		F	9.40			2.50		
	6.01			Ps10	10.5		NORTHROP	3.8		F	9.34			2.40		
	6.11			Ps 7	6.7		KIRKLAND	6.7		F	9.24			2.20		
Ar	6.30	P M	W 5-10ME C T W	Cf55	0.0	CJ	WOODINVILLE	24.1	N	De	9.05	A M	De	1.45	A M	
See page 3					Time over District			(1.15)			(1.15)			(2.00)		
					Average Speed per Hour			19.2			19.2			12.0		

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.

Register Stations—Woodinville and Black River.
Reduce speed to 6 miles per hour over bridges 19 and 20.
Engines must not use glass works spur at Renton.
When No. 5 fails to make transfer of mail with Pacific Division No. 8 at Seattle, such transfer will be made at Black River.

West Bound. DARRINGTON BRANCH. East Bound.

MIXED No. 23					TIME TABLE NO. 27 June 2, 1907 Succeeding No. 26			MIXED No. 24						
Sec'd Cl's					STATIONS.			Sec'd Cl's						
EX. SUN.					Telegraph Offices and Calls			EX. SUN.						
De	10.50	AM	C Y	CF 91	0.0	A	ARLINGTON	4.7	N	Ar	6.20	PM		
				PL4	4.7		COOPER	0.5						
	11.22	AM		PL5	5.2		TRAFTON	2.3			5.35			
				PL7	7.5		CICERO	3.7						
	12.01	PM		PL 11	11.2		OSO	3.5			4.50			
				PL 15	14.7		SHERIDAN	5.1						
	12.40		W 2 MW	PL 17	17.0		HAZEL	3.2			4.05			
				PL 20	20.2		LAMPSON	1.6						
	1.05			PL 22	21.8	VG	IRVING	6.2	D		3.40			
Ar	1.50	PM	C Y	PL 28	28.0	DR	DARRINGTON	0.0	D	De	3.20	PM		
EX. SUN.								EX. SUN.						
(3.00)					Time over District			(3.00)						
9.3					Average Speed per Hour			9.3						

Register Stations—Arlington and Darrington.
Bulletin Station—Arlington.
Trains will keep under control where landslides or washouts are liable to occur.
No. 23 will connect with Nos. 3 and 4 at Arlington, unless otherwise instructed.

West Bound. WHATCOM BRANCH. East Bound.

WAY FRGT No. 25					TIME TABLE NO. 27 June 2, 1907 Succeeding No. 26			PAS'NG'R No. 4		PAS'NG'R No. 8		WAY FRGT No. 26			
Th'd Cl's					STATIONS.			First Cl's		First Cl's		Thr'd Cl's			
EX. SUN.					Telegraph Offices and Calls			DAILY		DAILY		EX. SUN.			
De	8.30	AM	M 4	De	8.30	AM	WICKERSHAM	1.2	D	Ar	8.30	AM	Ar	2.30	PM
	8.40				8.40		MIRROR LAKE	2.6			8.24			5.20	2.20
	8.55				8.55		PARK	1.0			8.15			5.12	2.09
	9.00				9.00		BLUE CANYON	1.8			8.12			5.08	2.03
							IDLEWILD	2.4							
							TOWANDA	2.4							
	9.35				9.35		WOODLAWN	3.7			7.50			4.45	1.30
	9.50				9.50		SILVER BEACH	1.1	D		7.40			4.35	1.15
	10.05				10.05		LARSON	4.1			* 7.37			* 4.32	1.09 M 3 12.50
Ar	10.30	AM		Ar	10.20	PM	BELLINGHAM	2.8	D	De	7.25	AM	De	4.20	PM
							SO. BELLINGHAM	0.0	D						
EX. SUN.								DAILY		DAILY		EX. SUN.			
(2.00)					Time over District			(1.05)		(1.05)		(2.00)			
10.1					Average Speed per Hour			18.7		18.7		10.1			

Register Stations—Wickersham and Bellingham. **Bulletin Station**—Bellingham.
Trains will be kept under control between Towanda 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	Kelly's Spur	59.0	1 W	4
Latona	7.4	1 E	4	Springfield	62.1	1 E	4
Brooklyn F 3, 4, 7 & 8	8.0	1 E	4	Milldale	64.9	1 E	20
Wood Spur	9.9	1 E	6	Pilchuck	65.4	1 E	88
Pontiac F 3, 4, 7 & 8	12.7	1 E	4	Day's Camp F 3, 7 & 8	67.6	1 W	13
Lavilla F 3, 4, 7 & 8	14.0			Ehrlich	73.0	1 W	8
Kenmore F 3, 4, 7 & 8	18.4	1 E	7	Baker	75.1	1 E	29
Wayne F 3, 4, 7 & 8	21.0			Nookechamp	78.6	1 E	5
Hannan	22.8	1 E	14	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, 7 & 8	25.9	1 E	25	Prairie F 3, 4, 7 & 8	93.6	Siding	10
Brace	28.5	1 E	3	Kane F 3, 4, 7 & 8	94.0	1 W	4
XL Spur	29.5	1 E	4	Brannain	95.2	1 E	2
Bolton	30.1	1 E	3	Doran	99.5	1 W	4
Cathcart F 3, 4, 7 & 8	33.1	1 W	12	Canedy	100.5	1 W	5
Sinnett's	43.5	1 E	69	Green's Spur F 1 & 2	104.0	1 E	20
Riverside Spur	43.9	1 E	4	McDonald's F 1 & 2.	105.1	1 W	4
Redsmith	44.8	1 E	9	Coyne	107.0	1 E	7
Lake Cassidy	49.3	1 W	3	Van Zant's F 1 & 2	107.2	1 W	8
Kelmire	50.0	1 E	6	Case's Spur	108.3	1 E	5
Ryton	51.2	1 E	3	Lawrence F 1 & 2	113.2	1 E	6
Campark	53.9	1 W	4	Sleasman	114.1	1 E	17
Sisco F 3, 4, 7 & 8	55.0	1 E	15	McKee's	116.9	1 W	14
Hiners	56.2	1 E	3	Crescent	121.4	1 W	5

SNOQUALMIE BRANCH.

Distance from Woodinville.

Derby F 6	1.3			Wescott	24.8	1 E	9
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	1 W	18	Tanners	38.2	1 E	15
High Point F 5 & 6	23.1	1 E	4	Weeks	38.3	1 E	100

MONTE CRISTO BRANCH.

Distance from Hartford.

Johnson	2.0		65	Wayside F 19 & 22	8.3		5
Denmark	2.5		5	Bridge 12 F 19 & 22	9.0		8
Beechwood	2.7		7	Tyree	23.2	1 E	21
Diffley	4.0		10	Weiden Creek F 19&22	39.0		0
Enos Quarry	7.3		30				

WHATCOM BRANCH.

Distance from Wickersham.

Gale	1.7	1 E	5	Jensen	10.0	1 W	5
Roxbury	3.6	1 W	7	Anderson	14.5	1 W	7

DARRINGTON BRANCH.

Distance from Arlington.

Kinyon	9.5	1 E	12	Aplin	20.6	1 E	11
Halterman	13.1	1 E	33	McCaughey	21.2	1 E	26
Gorlock	18.4	Siding	25				

LAKE WASHINGTON BELT LINE.

Distance from Woodinville.

Lauderback F 5	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	Sanford F 5 & 6	24.0	1 E	2

West Bound. BALLARD BRANCH. East Bound.

Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Interbay	STATIONS.	Distance from Ballard	Capacity of Sidings
S	CF 35	0.0	Telegraph Offices and Calls		
	B5	1.1	INTERBAY 1.1	1.1	300
			BA		
			BD	0 0	50

AUTHORIZED SURGEONS.

LOCATION OF STRETCHERS (S)

DR. S. W. MOWERS, Chief Surgeon, Western Division, Tacoma.

P. W. WILLIS, Seattle Pass. Sta. (S)

W. C. COX, Everett. (S)

R. M. STITH, Seattle Yard Office. (S)

W. E. GIBSON, Issaquah. (S)

M. B. MATTICE, Sedro-Woolley. (S)

E. D. CLARK, Sumas. (S)

E. M. ADAMS, Arlington.

W. H. AXTELL, Bellingham. (S)

N. S. McCREADY, Snohomish. (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.

MISCELLANEOUS INSTRUCTIONS.

In double heading, no power heavier than Class "C" engines must cross Snohomish and Skagit river bridges coupled together.

F 1 or heavier engines must not use Eclipse log rollway at Everett.

F 1 or heavier engines must not be used on Snoqualmie Branch, or Monte Cristo Branch west of Granite Falls "Y," on Whatcom Branch or north of Wickersham.

Engines 923-924-1158 and heavier or long connected engines must not be used to switch piers on water front, Seattle. Class L-9 engines must not go north of Washington St., Seattle.

Helper power on freight trains will be cut in just ahead of or behind caboose, on three engine trains, second engine will be cut in fifteen cars behind train engine.

CROSSING GATE SITUATED WHERE G. N. MAIN LINE CROSSES FIELD ONE INTERBAY YARD.

Normal position blocks N. P. track. When N. P. trains or engines use this crossing, gate must be unlocked and swung to block G. N. Main Line and locked in that position while crossing is in use, after which gate will be locked to normal position across N. P. tracks.

CROSSING GATE SITUATED AT G. N. CROSSING, NEAR E. K. WOOD MILL, SO. BELLINGHAM.

Normal position blocks N. P. tracks. Same procedure to govern as at Interbay.

CROSSING GATE SITUATED WHERE PUGET SOUND & BAKER RIVER R. R. CO.'S TRACK CROSSES N. P. TRACKS AT SEDRO-WOOLLEY.

Normal position blocks P. S. & B. R. R. R. Co.'s track. Same procedure to govern as at Interbay.

Trains using transfer track between Seattle and Interbay will not exceed four miles per hour over G. N. crossing at Clay St. This also applies to switch engines.

Look out for trolley wires between tell-tales at Snohomish and Ebey Slough bridges on Everett Branch. WIRES WILL NOT CLEAR MAN ON BOX CAR.

All trains will come to full stop and flag across single track, extending from double track switch at Argo telegraph office, to Colorado St. and Second Ave. Line switches, at north end of Argo yard.

All trains will send man ahead and flag over C. & P. S. crossing at Renton.

All trains will come to full stop at crossing with M & N. Ry. at Bryant.

Do not exceed five miles per hour over scales in passing track at Interbay.

All trains occupying track between Seattle and Black River will provide themselves with copy of current Pacific Division Time Card. This track, however, is operated by and is under jurisdiction of Seattle Division.

The double track between Argo and Black River is operated by telegraph block system. Conductors and Engineers will provide themselves with copy of telegraph block rules. Extra trains do not require running orders on the double track.

On receipt of block clearance from operators at Argo or Black River such trains may proceed, clearing superior trains as per Rule 288.

Trains must procure Second Avenue line card Forms "M" or "N," before using Second Avenue Line between King St. Station and Argo, and procure Colorado St. Line card, Forms "A" or "B" before using Colorado St. Line between Argo and Seattle Yard.

King St. Station yard limits extend from Bell St. to Massachusetts St. Trains in this district will be governed by instructions issued by Superintendent King St. Station.

RULES GOVERNING USE OF INTERLOCKING PLANT AT SOUTH PORTAL OF TUNNEL.

Signals are of the dwarf type (low semaphores) and are located to right of track governed; where two arms are on one post, higher arm governs trains along main tracks and lower arm trains diverging from main track. Signal arm in horizontal position indicates "Stop."

Signal arm in diagonal position 60° below horizontal indicates "Proceed."

By night signal indications will be given by colored lights, as follows:

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with Caution."

RULES GOVERNING INTERLOCKING PLANT AT NORTH PORTAL OF TUNNEL.

All signals located at right hand side of tracks they govern.

Train movements to Main Line controlled by semaphore signals, about 25 feet in height.

Train movements to sidings or to main tracks against current of traffic controlled by dwarf semaphores, about two feet in height.

The home signal is the semaphore arm with a square end which in a horizontal position indicates "Stop" and 60° below horizontal indicates "Proceed."

The distant signal is the semaphore arm with a forked end, which in a horizontal position indicates "Caution, proceed with caution," and 60° below horizontal indicates "Proceed."

By night signal indications are given by colored lights as follows:

Red indicates "Stop."

Green indicates "Proceed."

Yellow indicates "Caution, proceed with caution."

West bound N. P. trains from tunnel are governed by upper arm of semaphore, located about 150 feet east of tower building.

East bound N. P. trains to the tunnel and to the water front are governed by the dwarf signal, located about 350 feet west of the tower.

West bound N. P. trains from the water front are governed by semaphore, located about 300 feet east of the tower. The dwarf signal, at the base of this semaphore, governs G. N. trains.

Trains will not exceed 15 miles per hour between Battery St., 400 feet east of tower and King Street Station.

At night and during foggy weather east bound trains will give one long blast of whistle for tunnel and two shorter blasts for water front.

West bound trains from water front will give one long blast of whistle for N. P. Main Line.

Hand signals must not be taken against interlocking signals, except when given by the towerman from the center of the track, with a yellow flag by day and a yellow light by night.

RULES GOVERNING TUNNEL BLOCK SEMAPHORES AND MOVEMENTS OF TRAINS THROUGH TUNNEL.

West bound trains are governed by the semaphore block signal, located about 50 feet south of the South Portal of the tunnel.

East bound trains are governed by the semaphore block signal, located 250 feet north of the north portal of the tunnel.

A semaphore arm in the horizontal position indicates "Stop."

A semaphore arm 60° below horizontal indicates "Proceed."

By night indications are given by colored lights as follows:

Red indicates "Stop."

Green indicates "Proceed."

Block signal rules do not modify train rules nor relieve trainmen from protecting as per Rule 299.

E. W. MASON,
Trainmaster.

C. J. CHALLAR,
Chief Dispatcher.