TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120TH MERIDIAN TIME.) (One hour slower than Mountain or 105th Meridian Time.).

MONDAY, JULY 22TH, 1901.

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.

W. G. PEARCE.

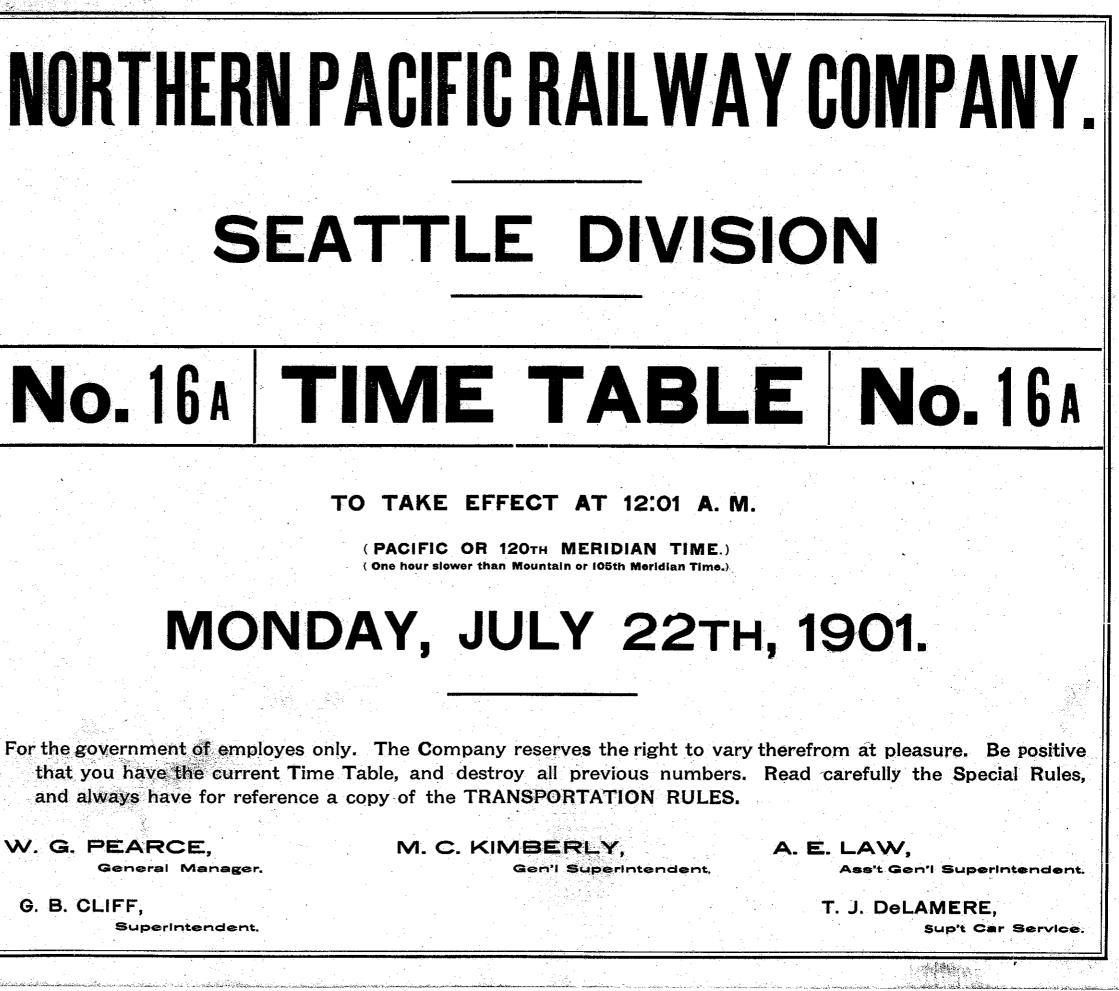
G. B. CLIFF,

General Manager.

Superintendent.

Ser.

M. C. KIMBERLY. Gen'l Superintendent.



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e 9.3 0	A. M.	De8.2	0 A. M			Ar7.45	; ; ;	7.48		10.09		w	38	38.1	5.0 Snohomish	87.7	134	N	3.43		9.10		De12.15		Ar4.83	Р. М.	A16.0	5 P. M.	Ar6.20	P. M.
9.45		* 8.3	4	10.2 [10.3		De8.30	3	8.05		10.22		¥S W	43	43.3		82.5	80	D	3.30	<u> </u>	8.58		At 11.30 11.05	A. M.	F 4.18		* 5.5		* 6.05	4.1
r9.55	A. M.	AI.8·4		Ar 10.38	A. M.			8.10		10.31	M 22	<u> </u>	46	46.3	Ma 3.0 Hartford Jct. Fd 4.5	79.5	36	D	3.21		8.49	See 53	De10.38	M.43	De4.13	В.М.	De5.4	5 р. м.	De5.55	P. M.
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Eastbound trains have right over westbound trains of the same or inferior class.
REGISTER STATIONS—Seattle, Woodinville, Snohomish, Hartford Junction, Woolley and Sumas. Engineers will examine registers.
No. 2. will register at Hartford Junction and Woodinville by ticket, and no clearance will be issued except as per Rule 420.
Trains will keep under control within yard limits at Seattle, Woodinville, Snohomish, Hartford Junction, Woolley, Sumas, expecting to find train occupying main track.
Seattle yard limits extend west to yard limit board 2000 feet west of Ballard Junction. Eastbound freight trains entering yard at Interbay will be kept under control inside of yard limit board.
Sumasy yard limits extend ast to yard limit board 1000 feet east of round house switch.
Arlington yard extends west to yard board one mile west of station and includes junction with Darrington Branch.
First-class trains when 15 minutes or more late will observe same precations in yard limits at Arlington as are required of second and inferior class trains by Rule 208 F.
The maximum rate of speed over truss bridges and high trestles must not exceed 20 miles per hour.
All trains will toop before crossing drawbridges.
Speed over drawbridges must not exceed 30 miles per hour.
Passenger trains will not exceed 20 miles per hour over bridge 40, crossing Pilchuck river.
The maximum rate of speed between Clay street and depot, Seattle, must not exceed 8 miles per hour.

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Trains will register by ticket and will not be required to get clearance at Hartford Junction between the hours of 7 p. m. and 7 a. m. unless Red Signal displayed.
All trains will keep under control and look out carefully for slides between Mile Posts 14 and 17 and 18 and 19.
Trainsmust not exceed schedule time descending grades and must be handled under control where view of switches is obstructed N. P. trains will keep under control and to obtain grades, and must be handled under control where view of switches is obstructed N. P. trains will not out carefully for M. C trains occupying main track at Snohomish and Hartford Junction, S. & N. trains occupying main track between Sedro and Woolley, and for Canadian Pacific trains occupying main track at Sumas.
Trains will not exceed 8 miles per hour through Snohomish yards.
All trains will not exceed 8 miles per hour through Snohomish yards.
All trains will not exceed 4 miles per hour through Snohomish yards.
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Trains will not exceed 4 miles per hour through Snohomish yards.
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 tra

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Kunze Camp Mile Post 3, and Hildebrandt are flag stops.

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	PASSEN No. First C Daily E	IGER 5	, Coal Tables Wyes	tion thers	ance om inville ction	TIME TABLE No. 16A July 22, 1901 Succeeding	ance om Prairie	Capacity of Sidings Telegraph Offices	PASSEN No.	6		STATIONS	Station Number	DIS. FRM. SEATTLE	How Con'ct'd	Cars Capaci'y	STATIONS	STATION NUMBER	Dis. frm. Seattle	How Con'ct'i	<u>п</u>
	First	lass	Water cales and	Sta	Jun Dist	Succeeding No. 16. STATIONS	Dist fi fallal	Capa Sic Tele	First C			Edgewater	7	6.1	15	8	Pilchuck F1,2,3,4	65	65.4	1 \$	
	De7.00	Р. М.	CT	24	0.0	w oount vine	·	i	Ar9.55		· [Latona	8	7.4	15	4	Day's Camp F 3,2	67	67.6	S & N	
	F			B 24	1.0	Cj 1.0 Kirkland Jct.	35-3		F			Brooklyn	8½	8.0	1.5	4	Royat's Spur	71	70.3	1 8	_
				B 27	3.9	2.9 York	32.4	3	F			Power House Spr	9	9.0	1 N	3	Ehrlich F 1, 3, 4	73	78.0	1 N	<u> </u>
	7.15			B 30	6.6	2.7 Redmond	29.7	28	9.41			RavennaPark	A 9	9.6			Nookechamps	78	78.0	1 \$	
	-			B 32	8.7	2.1 Adelaide	27.6					Wood Spur	10	9.9	1 \$	6	Campbell's	81 .	81.0	1 5	
			L	B 34	l	2.4 Samamish	25.2	6	F			Pontiac F 3&4	12	12.7	1 \$.4	Daniels	90½	91.0	1 \$	
	F	·		B 37		0.4 Inglewood	24.8		F			Folsom	19	19.1	1 S	4	Shrewsbury	92½	92.5	1 8	
	7.40			B 38	Í.	3.6 Monohon	21.2	33	9.16			Wayne F 3, 4	20	21.0		0	Prairie	93	93.6	S&N	
	7.55				19.1	4.0 Issaquah		240 D				Bear Creek	24½	24.8	1 5	17	Kane F 1, 2	94	94.0	1 N	
	8.17		SY	B 49		G 7.1 Preston		18 D				Melville	25	25.0	1 5	6	Mills Creek	94½	94.5	1 5	
	- 8.37		· ·	B 53		Rn 3.3		12	8.22			Grace	26	25.9	1 5	25	Brannain	95	95.2	1 5	
	- 8.47				ļ .	2.7 Snoq'ImieF'll			8.12			Stevens Spur	26½	26.5	1 \$	9	Abel	96	96.7	1 N	
<u> </u>				1	33.3	1.1	3.0					Brace	28	28.5	1 5	3	Reynold's	97½	97.8	1 \$	-[-
	Ar9.05				36.3	So 3.0 North Bend	0.0		De7.55		· · · · · · · · · · · · · · · · · · ·	XL Spur	29½	29.5	1 \$	4	Doran	99½	99.5	1 N	-
	-	P. 181.		<u> </u>		2.7			-		·	Blackmans	36	36.0	1 \$	3	Green's Spur	104	104.0	15	
	<u> </u>	l]]	I	1		1. 1	<u>.</u>		<u> </u>	Buck's	39	38.8	1.5	.3	McDonald's S	-	105.1	1 N	
						und trains of th will examine rea		or infe	rior class.	. Reg	rister stations,	Dubuque	421/2	43.0	S & N	8	Van Zant's F 1, 2	107	107.2	1 N	
11		-		-		mits at Woodin		d Issaq	uah.			Signitt's	43½		1 \$	69	Case's Spur	108	108.3	1 5.	
The maxin Trains	num rate o	f spee	d ove d sch	r trus edule	s bridş time	ges and high tr descending Pre	estles 1	nust n Fall C	ot exceed ity grade	l 20 n s, and	niles per hour. must be kept	Riverside Spi	·	43.9	1 S	5	Lawrence F 1, 2	113	118.2	1 S	
under	control w	here .	view	of sw	vitches	is obstructed. 5 minutes after	Freig	ght tra	ins will	not	leave Preston	Hartford	47	47.0	1 \$	2	Nolte	114	113.5	1 N	
track a	t Preston,	locate	d one	-half 1	mile ea	st of station.						Lake Cassidy	49	49.3	1 N	2	Merrill	115	115.5	1 \$	
All trains w	vill reduce n Bridge 4	speed	to ter	n mile nalmie	es per h Falls	iour crossing Ra	iging R	iver Br	idge, and	four 1	niles per høur	Barrett's	57	57.2	1 5	3	TicKee's	117	116.9	1 N	
Bulletins-		-	-		-	•		-				Hiatt's	58	57.7	1 \$	20	Gillie's	121	120.5	1 5	
	7			•		·.						Kelley's Spur		59.0 -	1 N	4					
West I	Bound		KI	RK	(LA	ND BR	AN	CH		Ea	st Bound	Haller	61	60.3	1 S	4		-			- -
			bles 78		ਹ ਹਰ	TIME TABLE No. 16/	و ر و	ы Ч	1			Saunder's	64½		1 S	18					
2			er. O	tation mber	Distance from Kirkland Junction	July 22, 1901 Succeeding No. 16	istanc from irklar	Capacity of Sidings Telegraph Offices								· · ·					
			Wat Scale and	8 ⁸ 2	a 12 f	STATIONS	A M	Le Can		·		·		SNO	OQU	ALM	IE BRA	NCH	I.	• • ••	
			· · .		0.0	Kirkland Jct.	5.1						-	·		· · · · · · · · · · · · · · · · · · ·		: 		<u> </u>	
<u>-</u>					3.0	Wipplers 2.1	2.1		-		٤	Derby	B 25	25.0	[-	Lovegreen	B 51	51.3	1 8]
		;	· .		5.1	Kirkland	0.0	200				Bush F 5 & 6]• <u>•</u> ••••	40.0	1 \$	3	Hop Ranch	B 57	57.2	1 \$	
												Grand Ridge	B 45	45.4			Allen and Nelson		62.0	18	
	-						· · .					Sinna Mage	0-0	1 10.1	IUCH	1 10	ji raten and trease	<u> </u>	·····		
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AUTHORIZED SURGEONS

F. H. COE, Seattle.

M. B. MATTICE, Woolley. N. S. MCCREADY, Snohomish. R. H. PORT, Sumas. H. R. CORSON, Issaquah. W. C. COX, Everett

LOCATION OF STRETCHERS

SEATTLE, PASSENGER DEPOT. SNOHOMISH. WOOLLEY. SUMAS. EVERETT. ISSAQUAH

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 services 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.

RAILROAD 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 services 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 specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury occurring in the discharge of duty.

SPECIAL RULES.

Kirkland Belt line will be operated without train orders under the following rules :

Before starting on the branch, register departure, ascertaining from train register that there is no other train on the branch, also location of any car or other obstruction on the main track. Engineer to be furnished written copy of register showing last departing or arriving train, including information as to cars or other obstructions on main track. On return to main line junction point, register arrival, also register number and exact location of all cars left on main track, and any other obstructions, or defective conditions, known to exist, and number of miles run on branch. Train will not leave main line junction point on branch when there is any other train on branch, except with the required protection against same, conferred by regular train orders. For completion of Dispatcher's record of service, operator at main line junction point will telegraph copy of register, showing departure and arrival, and mileage made on branch. If there is no operator at Junction point, conductor will telegraph this information from next open telegraph office.

> SAM'L CAMPBELL, Chief Dispatcher.

