



Original in bad condition
but appears to show all
trains and instructions

NORTHERN PACIFIC RAILWAY COMPANY

SEATTLE DIVISION

TIME 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 13TH, 1907.

of employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table
previous numbers. Read carefully the Special Rules and always have for reference a copy of the TRANSPORTATION RULES.

General Manager.

B. E. PALMER,
General Superintendent.
F. E. WEYMOUTH,
Superintendent.

I. B. RICHARDS,
Superintendent Transportation

WAY FRGT No. 47	FREIGHT No. 43	WAY FRGT. No. 45	WAY FRGT No. 41	WAY FRGT. No. 25	MIXED No. 19	Water, Coal, Scales, Tables and Wyes	Station Numbers	TIME TABLE NO. 27A October 13, 1907 Succeeding No. 27	Distance from Seattle	PASSENGER No. 3	PASSENGER No. 1	PASSENGER No. 5	PASSENGER No. 7
Third Class EX. SUNDAY	Third Class DAILY	Third Class MON. WED. FRI.	Third Class EX. SUNDAY	Third Class EX. SUNDAY	Second Cl'ss EX. SUNDAY			STATIONS. Telegraph Offices and Call:		First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY
	De 9.00 P M M 8	De 7.30 A M	De 6.30 A M			W C	CF 31	SEATTLE YARD 0.8	0.0				
	9.27	Ar 8.00 3 P De 8.26	6.55			W S	CF 35	KING STREET STATION 4.4	0.8	De 8.00 A M	De 10.30 A M	De 4.50 P M	De 4.50 PM M42
	9.35	8.35	7.00				CF 37	INTERBAY 1.9	5.2	F 8.16 P45	* 10.45	Runs via Argo, Black River and Lake Wash. Belt Line.	F 5.05
	10.05	9.05	7.13				CF 42	FREMONT 5.2	7.1	8.21	* 10.50		F 5.10 M 2
	10.25	9.35	7.23			W	CF 46	KEITH 4.0	12.3	F 8.33	* 11.02		F 5.23
	11.00	10.20	7.40				CF 53	LAKE 6.9	16.3	F 8.43	* 11.11		F 5.33
	Ar 11.10 P M De 11.30	Ar 10.30 A M	8.00			W C	CF 55	BOTHELL 1.7	23.2	9.00	* 11.27		5.50
	1.30 A M M44	Mon. Wed. Fri. See Page 3	8.50				CF 60	WOODINVILLE 5.8	24.9	9.05	* 11.30		5.55
	Ar 2.00 De 2.20	TO (Snoqualmie Brch)	Ar 9.20 De 9.40		De 10.55 A M	W C	CF 69	MALTBY 8.5	30.7	Ar 9.45 De 9.55	* 11.55 A M M 4		Ar 6.35 De 6.45
	2.35		Ar 9.55 De 10.20	3 P	Ar 11.10 M 4 De 11.15	W	CF 74	SNOHOMISH 5.2	39.2	10.04 P 41	* 12.31		6.55 M 8 & 2 nd
	2.43		Ar 10.30 De 11.07	M 4	Ar 11.25 A M		CF 77	MACHIAS 3.1	44.4	10.12	* 12.38 M42		7.03
	3.10		11.59 A M M42		EX. SUNDAY See Page 3		CF 82	HARTFORD 4.4	47.5	F 10.24	* 12.50		F 7.15
	3.30		12.30 P M		TO (MonteCristo Brch)	W	CF 88	GETCHELL 6.2	51.9	F 10.40 M 4 & 42	* 1.03		F 7.30
	3.40		Ar 12.45 De 1.19	1 P		1 ME	CF 91	EDGECOMB 3.0	58.1	10.50	1.09 P 41		7.39
	3.50		1.35			8-10 ME	CF 95	ARLINGTON 3.8	61.1	11.00	* 1.18		7.50
	4.10		Ar 2.15 De 2.30	M 2		W	CF 101	BRYANT 6.3	64.8	11.18	* 1.31		8.07 M44
	4.28		3.25				CF 107	McMURRAY 5.6	71.2	F 11.35	* 1.42		8.24
	4.33		3.40				CF 109	MONTBORNE 1.6	76.8	11.40	* 1.46		8.29
	4.50		Ar 4.30 De 5.00	M 8			CF 114	BIG LAKE 5.5	78.4	11.52 A M	* 2.00 M 2		8.43
De 12.45 P M	Ar 5.00 A M		Ar 5.30 P M	De 7.15 A M		W C	CF 117	CLEAR LAKE 3.2	83.9	12.05 P M	2.10		8.55
Ar 1.30 M 2 De 1.35	DAILY		EX. SUNDAY	7.50			CF 122	SEDRO-WOOLLEY 5.5	87.1	F 12.23	* 2.30 M26		9.15
Ar 1.50 M26 De 2.00				Ar 8.30 A M C4		Y	CF 128	THORNWOOD 5.8	92.6	Ar 12.37 P M	2.45		Ar 9.30 P M
2.10				EX. SUNDAY See Page 4 TO (Whatcom Brch)		W	CF 131	WICKERSHAM 2.8	98.4	DAILY See page 4 TO (Whatcom Brch)	* 2.50		DAILY See Page 4 TO (Whatcom Brch)
2.30							CF 133	SAXON 2.2	101.2		* 2.55		
3.00							CF 141	ACME 7.9	103.4		3.15		
Ar 3.05 1 P De 3.26						DM	CF 142	DEMING 0.6	111.3		* 3.16 P 47		
4.05							CF 151	ABBOTT 8.9	111.9		3.35		
Ar 4.35 P M						NC	CF 157	NOOKSACK 6.3	120.8		Ar 3.50 P M		
EX. SUNDAY						W ST		SUMAS 6.3	127.1		DAILY		
(3.50)	(8.00)	(3.00)	(11.00)	(1.15)	(.30)			Time over District	(4.37)	(5.20)	(4.40)		
10.4	10.8	8.3	7.9	9.0	16.6			Average Speed per Hour	21.1	23.6	21.1		

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. 3 will wait at Woodinville 15 minutes for connection with No. 6, if necessary.

No. 43 has right over No. 44 Woodinville to Sedro-Woolley.

East Bound.

TIME TABLE NO. 27A October 13, 1907 Succeeding No. 27				Distance from Sumas	Capacity of Sidings	MIXED	WAY FRGT	WAY FRGT	FREIGHT	WAY FRGT	WAY FRGT	
PASSENGER No. 8	PASSENGER No. 2	PASSENGER No. 4	PASSENGER No. 6			No. 22	No. 26	No. 42	No. 44	No. 46	No. 48	
First Class	First Class	First Class	First Class									
DAILY	DAILY	DAILY	DAILY									
STATIONS.												
Telegraph Offices and Calls												
				127.1	YD	SEATTLE YARD						
Ar 9.00 P M M43	Ar 5.30 P M	Ar 1.10 P M	Ar 10.05 A M	126.3	UD	KING STREET STATION			Ar 4.45 P M M7	Ar 4.30 A M	Ar 4.30 P M C7	
F 8.42	* 5.15	F 12.55		121.9	BA	INTERBAY		4.15			3.45	
8.37	* 5.10 M 7	12.50		120.0	FR	FREMONT		4.10			3.30	
F 8.22	* 4.58	F 12.40		114.8		KEITH		3.50			2.45	
F 8.12	* 4.50	F 12.31		110.8		LAKE		3.30			2.05	
7.55	* 4.34	12.14		103.9	B	BOTHELL		3.05			1.30	
7.50	4.30	12.10 P M		102.2	CJ	WOODINVILLE		3.00	Ar 1.55 A M	De 1.15 P M		
7.35	* 4.15	11.55 A M M1		96.4	MB	MALTBY		2.35	1.30 A M M43	TUES. THUR. SAT FROM (Snoqualmie Bch)		
7.10	3.50	11.30 11.25		87.9	OM	SNOHOMISH	See 17, Page 3		De 1.40 Ar 1.20	10.30 P M		
6.55 M 7 P 22	* 3.38	11.15 M19		82.7	MA	MACHIAS	De 7.05 M 7 Ar 6.45 P 8		1.00	10.15		
6.45	* 3.30	11.07 M11		79.6	FD	HARTFORD	De 6.35 P M			De 12.38 M 1 Ar 12.15 P M	10.05	
F 6.30	* 3.20	F 10.57		75.2		GETCHELL				De 11.59 A M Ar 11.30 M41	9.45	
F 6.12	* 3.04	F 10.40 M3 P 12		69.0		EDGECOMB	EX. SUNDAY FROM (MonteCristo Bch)			De 10.50 M 3 Ar 10.15 P 4	9.00	
6.02	2.55	10.30		66.0	A	ARLINGTON				10.00	8.45	
5.50	* 2.45	10.18		62.2		BRYANT				9.30	8.25	
5.34	* 2.30 M41	10.00		55.9	MU	McMURRAY				8.45	De 8.07 M 7 Ar 8.02	
F 5.17	* 2.15	9.44		50.3		MONTBORNE				7.45	7.33	
5.12	* 2.12	9.39		48.7	BG	BIG LAKE				7.30	7.28	
5.00 M41	* 2.00 M 1	9.27		43.2	CA	CLEAR LAKE				6.55	7.13	
4.50	1.50	9.17		40.0	WL	SEDRO-WOOLLEY		Ar 3.00 P M	De 6.30 A M	De 7.00 P M	Ar 11.40 A M C3	
F 4.35	* 1.35 M47	F 9.00		34.5		THORNWOOD		De 2.30 Ar 2.20 M 1	EX. SUNDAY	DAILY	11.10	
De 4.20 P M	1.20	De 8.45 A M		28.7	WK	WICKERSHAM		De 1.50 P M M47			10.35	
DAILY	* 1.13	DAILY		25.9		SAXON		EX. SUNDAY			10.20	
(FROM Whatcom Brch.)	1.08	(FROM Whatcom Bch)		23.7		ACME		(FROM Whatcom Bch)			10.10	
	12.45			15.8	DM	DEMING					9.25	
	* 12.42			15.2		ABBOTT					9.10	
	12.25			6.3	NC	NOOKSACK					8.30	
	De 12.10 P M			0.0	SU	SUMAS					De 8.00 A M	
	DAILY										EX. SUNDAY	
(4.40)	(5.20)	(4.25)				Time over District	(.45)	(1.10)	(10.15)	(6.55)	(3.15)	(3.40)
21.1	23.6	22.3				Average Speed per Hour	11.0	9.7	8.4	8.9	7.6	10.9

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. 43 has right over No. 44 Woodinville to Sedro-Woolley.

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. 8 will wait at Arlington 15 minutes for connection with No. 24, if necessary. Nos. 6 and 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. 27A October 13, 1907 Succeeding No. 27		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 DAILY		Second Cl'ss DAILY		First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY		Second Cl'ss EX. SUNDAY		STATIONS.		Second Cl'ss EX. SUNDAY		First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY		Second Cl'ss DAILY		Second Cl'ss DAILY			
												De 7.30 P M		SNOHOMISH 0.7		See 19 Page 1 Ar 10.40 A M															
												7.55		GRAVEL PIT 4.8																	
De 2.30 P M		De 12.50 A M												EBEY JCT. 0.7																	
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 8.05 P M		LOWELL 1.5		10.15												Ar 4.50 A M		Ar 8.10 A 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		EVERETT 1.2		De 10.10 A M		Ar 5.15 A M		Ar 10.00 A M		Ar 2.17 P M		Ar 8.28 P M		4.40		7.55			
DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		EX. SUNDAY		G. N. JUNCTION 2.6		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			
														SMELTER				DAILY		DAILY		DAILY		DAILY		DAILY		DAILY			

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

West Bound.

SNOQUALMIE BRANCH.

East Bound.

WAY FRT. No. 45		PASSENGER No. 5		TIME TABLE NO. 27A October 13, 1907 Succeeding No. 27		PASSENGER No. 6		WAY FRT. No. 46	
Third Class MON. WED. FRI.		First Class DAILY		STATIONS.		First Class DAILY		Third Class TUES. THUR. SAT.	
See page 1 De 10.50 A M		See page 4 De 6.25 P M		Telegraph Offices and Calls		See Page 4 Ar 8.35 A M		See Page 2 Ar 1.00 P M	
12.01 P M		6.45		WOODINVILLE 3.9		8.20		12.01 P M	
				WILLOWS 2.7					
				REDMOND 2.1					
				ADELAIDE 2.4					
				SAMAMISH 0.4					
1.15		7.12		INGLEWOOD 3.6					
1.55		7.27		MONOHON 4.0		7.55		10.45 A M	
3.00		7.52		ISSAQUAH 7.1		7.45		10.05	
3.25		8.05		PRESTON 3.3		7.22		8.55	
				FALLS CITY 2.7		7.08		8.05	
3.50		8.19		SNOQUALMIE FALLS 1.1		6.55		7.30	
Ar 4.10 P M		Ar 8.30 P M		SNOQUALMIE 3.0		De 6.45 A M		De 7.15 A M	
				NORTH BEND 3.3					
				SALLAL 0.0					
MON. WED. FRI.		DAILY		Time over District		DAILY		TUES. THUR. SAT.	
(5.20)		(2.05)		19.8		(1.50)		(5.45)	
6.8		17.4		Average Speed per Hour		19.8		6.3	

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. 27A October 13, 1907 Succeeding No. 27		MIXED No. 22		MIXED No. 20	
Second Cl'ss MON. WED. FRI.		Second Cl'ss TUES. THUR. SAT.		STATIONS.		Second Cl'ss MON. WED. FRI.		Second Cl'ss MON. WED. FRI.	
See 19 page 1 De 11.40 A M		See page 1 Ar 11.40 A M		Telegraph Offices and Calls		See Page 2 Ar 6.30 P M		See 22 Page 2 Ar 6.30 P M	
Ar 12.30 P M		12.10 P M		HARTFORD 3.0		5.45		4.45	
De 1.30				LOCHLOY 2.0					
				SOBEY 1.2					
				GRANITE FALLS 3.8					
				TUNNEL NO. 1 2.0					
				TUNNEL NO. 2 1.8					
Ar 3.00 P M		12.50		ROBE 5.2		5.15		De 3.45 P M	
MON. WED. FRI.		TUES. THUR. SAT.		GRAVEL PIT 1.0					
				GOLD BASIN 8.8					
				SILVERTON 1.0		4.30			
				BONANZA QUEEN 7.2					
				BARLOW PASS 5.0					
				MONTE CRISTO		De 3.45 P M			
TUES. THUR. SAT.		TUES. THUR. SAT.		Time over District		(2.45)		(2.45)	
(3.20)		(3.10)		4.1		13.2		15.2	
4.1		13.2		Average Speed per Hour		15.2		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 Hartford to Monte Cristo. No. 21 has right over No. 20.

West Bound. Lake Washington Belt Line Branch East Bound.

PASSENGER No. 5				TIME TABLE NO. 27A October 13, 1907 Succeeding No. 27				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	WY	CF21	24.1	BLACK RIVER	0.0	60	Ar	9.40	A	M	Ar	3.55	AM
	5.22				Ps22	22.0	RENTON	2.1	50		9.35				3.15	
F					Ps19	18.7	KENNYDALE	5.4		F						
F	5.50				Ps12	12.3	WILBURTON	11.8	20	F	9.10				3.03	
F	5.55				Ps10	10.5	NORTHRUP	13.6	50	F	9.05				2.55	
F	6.03				Ps7	6.7	KIRKLAND	17.4	45	F	8.55				2.40	
Ar	6.20	P	M	W	CT	0.0	WOODINVILLE	24.1	100	De	8.35	A	M	De	2.10	AM
				W	W											
See page 3								From Snoqualmie Branch		See Page 2						
(1.05)				Time over District				(1.05)		(1.45)						
21.0				Average Speed per Hour				21.0		13.7						

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

West Bound. DARRINGTON BRANCH. East Bound.

MIXED No. 23				TIME TABLE NO. 27A October 13, 1907 Succeeding No. 27				MIXED No. 24				
Sec'd Cl's				STATIONS.				Sec'd Cl's				
EX. SUN.				Telegraph Offices and Calls				EX. SUN.				
De	11.00	AM	CY	CF	91	0.0	ARLINGTON	28.0	132	Ar	5.40	PM
F				W	PL4	4.7	COOPER	23.3	4			
F	11.30	AM			PL5	5.2	TRAFTON	22.8	18		5.05	
F					PL7	7.5	CICERO	20.5	5			
	12.10	PM			PL11	11.2	OSO	16.8	40		4.25	
F					PL15	14.7	SHERIDAN	13.3	5			
	12.50			W	PL17	17.0	HAZEL	11.0	11		3.50	
F				W	PL20	20.2	LAMPSON	7.8	7			
F	1.25				PL22	21.8	IRVING	6.2	28		3.25	
Ar	2.00	PM	CY		PL28	28.0	DARRINGTON	0.0	24	Ar	3.10	PM
EX. SUN.								EX. SUN.				
(3.00)				Time over District				(2.30)				
9.3				Average Speed per Hour				11.2				

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. No. 23 has right over No. 24.

West Bound. WHATCOM BRANCH. East Bound.

WAY FRGT No. 25				TIME TABLE NO. 27A October 13, 1907 Succeeding No. 27				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	8.45	AM	M4	Y	CF128	0.0	WICKERSHAM	23.1	75	Ar	8.45	AM	Ar	4.20	PM	Ar	1.20	PM
	8.55			W	PM1	1.2	MIRROR LAKE	21.9	15	F	8.40		F	4.15			1.12	
	9.10				PM4	3.8	PARK	19.3	15	F	8.33		F	4.08			1.00	
	9.15				PM5	4.8	BLUE CANYON	18.2	20	F	8.30		F	4.05			12.55	
					PM7	6.6	IDLEWILD	16.5	No Sdg	F			F				12.50	
					PM9	9.0	TOWANDA	14.1	No Sdg	F			F					
	9.50			W	PM11	11.4	WOODLAWN	11.7	20	F	8.10		F	3.43			12.20	
				IME	PM15	15.1	SILVER BEACH	8.0	No Sdg		8.01			3.35			12.09	
	10.10				PM16	16.2	LARSON	6.9	30	*7.58			*3.33				12.05	
	10.17				PM20	20.3	BELLINGHAM	2.8	50	De	7.45	AM	De	3.20	PM	De	11.45	
Ar	10.45	AM		WY	PM23	23.1	SO. BELLINGHAM	0.0	50									
				C														
EX. SUN.								DAILY		DAILY		EX. SUN.						
(2.00)				Time over District				(1.00)		(1.00)		(1.35)						
10.1				Average Speed per Hour				20.3		20.3		12.8						

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. No. 3 has right over No. 8, Wickersham to Bellingham.

COMMERCIAL SPURS.
MAIN LINE.
Distance from Seattle.

STATIONS.	Miles	How Connected	Cars Capacity	STATIONS.	Miles	How Connected	Cars Capacity
Interbay	6.1	1 E	8	Kelly's Spur	59.0	1 W	4
Green F 3, 4, 7 & 8	7.4	1 E	4	Springfield	62.1	1 E	4
Milldale	8.0	1 E	4	Milldale	64.9	1 E	20
Pilchuck	9.9	1 E	6	Pilchuck	65.4	1 E	88
Day's Camp F 3, 7 & 8	12.7	1 E	4	Day's Camp F 3, 7 & 8	67.6	1 W	13
Ehrlich	14.0			Ehrlich	73.0	1 W	8
Baker	18.4	1 E	7	Baker	75.1	1 E	29
Nookechamp	21.0			Nookechamp	78.6	1 E	5
Sedro Quarry	22.8	1 E	14	Sedro Quarry	84.0	1 E	7
Daniels	24.8	1 E	17	Daniels	91.0	1 E	6
Lomond	25.3	1 E	12	Lomond	92.0	1 W	20
Prairie F 3, 4, 7 & 8	25.9	1 E	25	Prairie F 3, 4, 7 & 8	93.6	Siding	10
Kane F 3, 4, 7 & 8	28.5	1 E	3	Kane F 3, 4, 7 & 8	94.0	1 W	4
Brannain	29.5	1 E	4	Brannain	95.2	1 E	2
Doran	30.1	1 E	3	Doran	99.5	1 W	4
Canedy	33.1	1 W	12	Canedy	100.5	1 W	5
Green's Spur F 1 & 2	43.5	1 E	69	Green's Spur F 1 & 2	104.0	1 E	20
McDonald's F 1 & 2	43.9	1 E	4	McDonald's F 1 & 2	105.1	1 W	4
Coyne	44.8	1 E	9	Coyne	107.0	1 E	7
Van Zant's F 1 & 2	49.3	1 W	3	Van Zant's F 1 & 2	107.2	1 W	8
Case's Spur	50.0	1 E	6	Case's Spur	108.3	1 E	5
Lawrence F 1 & 2	51.2	1 E	3	Lawrence F 1 & 2	113.2	1 E	6
Sleasman	54.2	1 W	10	Sleasman	114.1	1 E	17
McKee's	54.4	1 E	4	McKee's	116.9	1 W	14
Crescent	55.0	1 E	15	Crescent	121.4	1 W	5

SNOQUALMIE BRANCH.
Distance from Woodinville.

Wescott	1.3			Wescott	24.8	1 E	9
Lovegreen	8.6	1 E	6	Lovegreen	27.6	1 E	5
Niblock	16.3	1 E	3	Niblock	32.4	1 W	
Tanners	21.7	1 W	18	Tanners	38.2	1 E	15
Weeks	23.1	1 E	4	Weeks	38.3	1 E	100

MONTE CRISTO BRANCH.
Distance from Hartford.

Wayside F 19 & 22	2.0	1 E	65	Wayside F 19 & 22	8.3	1 E	5
Bridge 12 F 19 & 22	2.5	1 E	5	Bridge 12 F 19 & 22	9.0	1 E	8
Tyree	2.7	1 E	7	Tyree	23.2	1 E	21
Weiden Creek F 19 & 22	4.0	1 E	10	Weiden Creek F 19 & 22	39.0		0

WHATCOM BRANCH.
Distance from Wickersham.

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

DARRINGTON BRANCH.
Distance from Arlington.

Aplin	9.5	1 E	12	Aplin	20.6	1 E	11
Fortson F 23 & 24	13.1	1 E	33	Fortson F 23 & 24	21.2	1 E	26
	18.4	Siding	25				

LAKE WASHINGTON BELT LINE.
Distance from Woodinville.

Pines F 5 & 6	2.0	1 W	4	Pines F 5 & 6	17.2	1 E	6
May Creek F 5 & 6	3.9	1 E	5	May Creek F 5 & 6	17.5	1 E	4
Sanford F 5 & 6	4.3	1 E	4	Sanford F 5 & 6	24.0	1 E	2

EVERETT BRANCH.
Distance from Snohomish.

	4.1	1 E	2				
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West Bound. BALLARD BRANCH. East Bound.

Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Interbay	STATIONS.	Distance from Ballard	Capacity of Sidings
S	CF 35	0.0	INTERBAY	1.1	300
	B5	1.1	BALLARD	0 0	50

AUTHORIZED SURGEONS.

LOCATION OF STRETCHERS (S)

DR. S. W. MOWERS, Chief Surgeon, Western Division, Tacoma.
 P. W. WILLIS, King St. Sta. (S) N. S. McCREADY, Snohomish.
 R. M. STITH, Seattle Yard Office. (S) W. C. COX, Everett. (S)
 Seattle Tool Car. (S) W. E. GIBSON, Issaquah. (S)
 M. B. MATTICE, Sedro-Woolley. (S) E. D. CLARK, Sumas. (S)
 E. M. ADAMS, Arlington. (S) W. H. AXTELL, Bellingham.

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 district authority must be had in accordance with established regulations.

RAILWAY OFFICIALS are required to call on the nearest authorized surgeons, when practicable, when surgical or medical services are needed. When such are accessible, the Railway Company 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 unable 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.

Extra trains will run ahead of third class trains without authority of train order.

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. 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 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 Seattle 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 King St. St., Argo or Black River such trains may proceed, clearing superior trains as per Rule 288.

Trains must 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.

Location of Draw Spans—Snohomish river bridge, just east of Snohomish; Skagit river bridge, between Sedro-Woolley and Clear Lake; Ebey Slough and Snohomish river bridges on Everett Branch, between Snohomish and Lowell. All trains come to full stop before crossing giving whistle signal required by rule before proceeding.

All trains will reduce speed to six miles per hour at Public Road Crossing leading to G. N. Docks at Smith's Cove and engineers will keep vigilant lookout for teams and pedestrians at this point.

All freight trains must reduce speed to twenty miles per hour, Maltby to Woodinville, Maltby to Snohomish and Getchell to Hartford. Brakemen must also be on top of train between the above points.

All East Bound freight trains will come to full stop at Public Road Crossing just east of Hartford Station, to clear Monte Cristo Branch switch and ascertain that track is clear before proceeding.

Joint switches at Argo are the first on the east and the first on the west side of Valley St. They have been fitted with special targets. Green target by day and green light at night indicate set for C. P. S. track. Red target by day and red light at night indicate set for N. P. track. Normal position of these switches must be set for C. P. S. Tracks. N. P. trains going out or coming in via Colorado St. Line will come to full stop 100 feet from nearest joint switch, send man ahead to line up both switches for N. P. track. Train then pull through and rear brakeman or conductor line switches back for the C. P. S. track. Conductors will be required to personally see that these switches are lined for C. P. S. tracks after using.

E. W. MASON,
Trainmaster.

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 the 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 towermen from protecting as per Rule 299.

C. J. CHAMBERLAIN,
Chief Dispatcher.