

Received 5.35 PM 7/18

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION.

TIME TABLE NO. 21.

EFFECTIVE 12.01 A. M.

SUNDAY, FEBRUARY 19th, 1899.

General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employe in train service while on duty.

This Time Table is not intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employes only.

CASCADE DIVISION—Everett Junction to Brownsville.

SOUTH-BOUND			STATIONS			NORTH-BOUND		
First Class	Second Class	Passenger	First Class	Second Class	Passenger	First Class	Second Class	Passenger
No. 7	No. 8	No. 1	No. 7	No. 8	No. 1	No. 7	No. 8	No. 1
Freight Daily Except Sundays	Freight Cows, Hides, And Mail	Freight Daily	Freight Daily	Freight Cows, Hides, And Mail	Freight Daily	Freight Daily	Freight Cows, Hides, And Mail	Freight Daily
	2.40		Everett Junction			4.00		
	2.45		Maple Valley			4.05		
	2.50		Maple Valley			4.10		
	2.55		Maple Valley			4.15		
	2.60		Maple Valley			4.20		
	2.65		Maple Valley			4.25		
	2.70		Maple Valley			4.30		
	2.75		Maple Valley			4.35		
	2.80		Maple Valley			4.40		
	2.85		Maple Valley			4.45		
	2.90		Maple Valley			4.50		
	2.95		Maple Valley			4.55		
	3.00		Maple Valley			4.60		
	3.05		Maple Valley			4.65		
	3.10		Maple Valley			4.70		
	3.15		Maple Valley			4.75		
	3.20		Maple Valley			4.80		
	3.25		Maple Valley			4.85		
	3.30		Maple Valley			4.90		
	3.35		Maple Valley			4.95		
	3.40		Maple Valley			5.00		
	3.45		Maple Valley			5.05		
	3.50		Maple Valley			5.10		
	3.55		Maple Valley			5.15		
	3.60		Maple Valley			5.20		
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	3.80		Maple Valley			5.40		
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	3.95		Maple Valley			5.55		
	4.00		Maple Valley			5.60		
	4.05		Maple Valley			5.65		
	4.10		Maple Valley			5.70		
	4.15		Maple Valley			5.75		
	4.20		Maple Valley			5.80		
	4.25		Maple Valley			5.85		
	4.30		Maple Valley			5.90		
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	11.00		Maple Valley			12.60		
	11.05		Maple Valley			12.65		
	11.10		Maple Valley			12.70		
	11.15		Maple Valley			12.75		
	11.20		Maple Valley					

SPECIAL RULES--Everett Junction to Brownsville.

Trains going toward Brownsville will have absolute right of track over trains of the same class in opposite direction.

Destroy all time tables of previous date. See rule No. 20.

Standard clocks are located at telegraph office at Everett.

Trains in this division will be governed by Pacific Standard Time.

Conductors of all trains, and Engineers running without conductors, must register their arrival and departure at Everett Junction, N. & W. Spokane, New Whatcom, Blaine, and Brownsville, stating whether they are or are not carrying signals. No train will be considered registered unless such notation is made, and in case of omission, Conductors of trains affected will govern themselves accordingly and report the fact to the Superintendent.

All trains must approach E. & S. Junction under full control, and must stop at draw bridges and railroad crossings at a distance not exceeding 200 feet from same.

Conductors of trains handling logs must stop on all summits and see that brakes are properly set before descending grades.

Between the hours of 5 p.m. and 7 a.m. all except first class trains will procure a clearance from the operator at all night telegraph offices.

Trains 1 and 2 will not carry passengers.

Trains must not exceed schedule speed descending Chuska or Hill.

Intersections marked 1--Stop, 1--Stop on signal or for DR. passengers, D--Day Office, DN--Day and Night Office, W--Water, C--Coal, B--Bales, H--Holes, V--Wyes.

All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rock are liable to be encountered.

Capacity of Different Classes of Engines in Tons in Addition to Weight of Engine, Tender and Caboose--Cascade Division.

STATIONS.	GOING EAST							GOING WEST							
	Class	10x12	10x22	10x24	10x24	10x24	10x24	Class	10x12	10x20	10x24	10x24	10x24	10x24	10x24
		1000 lb	1200 lb	1200 lb	1200 lb	1200 lb	1200 lb		1000 lb	1200 lb	1200 lb	1200 lb	1200 lb	1200 lb	1200 lb
Lowell to Gold Bar	Up	1200	1200	1200	1200	1200	1200	Down	1200	1200	1200	1200	1200	1200	1200
Gold Bar to Skykomish	Up	1200	1200	1200	1200	1200	1200	Down	1200	1200	1200	1200	1200	1200	1200
Skykomish to Wellington	Up	1200	1200	1200	1200	1200	1200	Down	1200	1200	1200	1200	1200	1200	1200
Cascade Tunnel to Leavenworth	Down	1200	1200	1200	1200	1200	1200	Down	1200	1200	1200	1200	1200	1200	1200
Leavenworth to Rock Island	Down	1200	1200	1200	1200	1200	1200	Down	1200	1200	1200	1200	1200	1200	1200
Rock Island to Quincy	Up	1200	1200	1200	1200	1200	1200	Down	1200	1200	1200	1200	1200	1200	1200
Quincy to Wilson Creek	Up	1200	1200	1200	1200	1200	1200	Down	1200	1200	1200	1200	1200	1200	1200
Wilson Creek to Spokane	Up	1200	1200	1200	1200	1200	1200	Down	1200	1200	1200	1200	1200	1200	1200

R. H. BOWRON, Superintendent.
C. SHIELDS, Assistant General Superintendent.
J. W. HYNDMAN, Chief Train Dispatcher.
F. E. WARD, General Superintendent.