

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION.

TIME TABLE NO. 24.

EFFECTIVE 12.01 A. M.

SUNDAY, JUNE 18th, 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—East Spokane to Leavenworth.

WEST BOUND

EAST BOUND

Second Class		First Class		STATIONS	Distance from East Spokane	Telegraph Office	Time of Day	EAST BOUND	
No. 10	No. 8	No. 4	No. 10						
Time Freight Daily	Passenger Daily	Passenger Daily	Freight Daily						
7:30	8:30	8:00	12:05	East Spokane	0	DN	A M A	P M A	
7:47	8:47	8:50	11:35	O. R. & N. Junction	2.9	DN			
7:53	8:53	8:45	11:15	Spokane	4.0	DN	(Op)	(11:15)	
8:20	9:20	8:30	10:45	G. N. Junction	8.3	DN	(M 15)		
8:05	9:05	8:10	10:10	Highland	12.1	DN			
8:45	9:45	8:57	9:45	Spokane River	17.9	DN		M 15	
10:30	11:30	7:43	8:10	Edwall	24.4	DN			
10:30	11:30	7:43	8:10	Edwall	24.4	DN			
10:30	11:30	7:43	8:46	Edwall	24.4	DN		M 15	
11:00	12:00	7:50	8:16	Edwall	24.4	DN			
11:10	12:10	7:05	7:48	Edwall	24.4	DN			
11:20	12:20	6:45	7:10	Edwall	24.4	DN			
11:30	12:30	6:28	6:28	Edwall	24.4	DN	(M 15)		
1:00	2:00	6:15	6:25	Edwall	24.4	DN		(11:15)	
1:10	2:10	5:55	5:10	Edwall	24.4	DN			
1:30	2:30	5:35	4:40	Edwall	24.4	DN			
1:40	2:40	5:19	3:50	Edwall	24.4	DN			
1:50	2:50	5:04	3:20	Edwall	24.4	DN			
2:00	3:00	4:49	3:45	Edwall	24.4	DN			
2:10	3:10	4:37	3:30	Edwall	24.4	DN			
2:20	3:20	4:25	3:20	Edwall	24.4	DN			
2:30	3:30	4:12	3:00	Edwall	24.4	DN			
2:40	3:40	3:57	2:25	Edwall	24.4	DN		A M	
2:50	3:50	3:45	1:50	Edwall	24.4	DN			
3:00	4:00	3:25	1:45	Edwall	24.4	DN			
3:10	4:10	3:05	9:30	Edwall	24.4	DN		M 15	
3:20	4:20	2:56	9:00	Edwall	24.4	DN			
3:30	4:30	2:47	8:35	Edwall	24.4	DN			
3:40	4:40	2:38	8:00	Edwall	24.4	DN			
3:50	4:50	2:30	7:10	Edwall	24.4	DN			
4:00	5:00	2:25	6:35	Edwall	24.4	DN			
4:10	5:10	2:15	6:15	Edwall	24.4	DN			
4:20	5:20	2:05	5:45	Edwall	24.4	DN			
4:30	5:30	1:55	5:15	Edwall	24.4	DN			
4:40	5:40	1:45	4:45	Edwall	24.4	DN			
4:50	5:50	1:35	4:15	Edwall	24.4	DN			
5:00	6:00	1:25	3:45	Edwall	24.4	DN			
5:10	6:10	1:15	3:15	Edwall	24.4	DN			
5:20	6:20	1:05	2:45	Edwall	24.4	DN			
5:30	6:30	0:55	2:15	Edwall	24.4	DN			
5:40	6:40	0:45	1:45	Edwall	24.4	DN			
5:50	6:50	0:35	1:15	Edwall	24.4	DN			
6:00	7:00	0:25	0:45	Edwall	24.4	DN			
6:10	7:10	0:15	0:15	Edwall	24.4	DN			
6:20	7:20	0:05	0:05	Edwall	24.4	DN			

West Bound Trains will have Absolute Right of Track Over East Bound Trains of the Same Class. See Rule 84.

Destroy All Time Tables of Previous Date. (See Rule No. 20.)

Standard clocks are located at telegraph offices at Spokane and Leavenworth. Trains on this division will be governed by electric standard time.

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

Conductors of all trains, and Engineers running without Conductors, must register their arrival and departure at East Spokane, O. R. & N. Junction, Spokane, Wilson Creek and Leavenworth, stating whether they are or not carrying signals. No train will be considered registered unless such notation is made, and in case of unsatisfactory reporting, the conductor will govern themselves accordingly and report the fact to the Superintendent.

Trains will use the Oregon Railroad & Navigation Company's track between O. R. & N. Junction and Spokane, and the Seattle, Lake Shore & Eastern track between Spokane and Great Northern Junction.

Trains and engine men will provide themselves with and be governed by the following table of O. R. & N. Co. between O. R. & N. Junction and Spokane. Great Northern time table will govern the use of S. L. S. & E. track.

Trains will start from time due to have terminate, East Spokane, Leavenworth and Seattle will be considered terminals for passenger trains; East Spokane and Leavenworth for freight trains.

Trains will start from time due to have terminate at East Spokane and Leavenworth.

All trains and engine men will stop at crossing of S. L. S. & N. Ry. at Spokane. Conductors of all trains will send a brakeman to flag the crossing and report to the operator before proceeding.

All trains and engine men will stop before going on to Spokane river bridge and treatment with 1000 yds. their trains carefully and see that all is right before coming on to the bridge.

All trains will reduce speed to 5 miles per hour through city of Spokane.

same, over Spokane river bridge, Crab Creek bridge west of Edwall and all bridges between Quincy and Columbia River. When trains have double headers the engines must be uncoupled and run separately over these bridges.

Freight trains will not exceed speed of scheduled freight trains in same direction between G. N. Junction and Highland, Quincy and Columbia River, Old Mission and Leavenworth.

No. 15 and 16 will carry passengers when provided with ticket and a freight train permit. See Rule 284.

In doing switching on the boat track at Wenatchee the engine must, first be time set in and not drop third in. Any switching necessary to place case in right order to go to the boat track must be done on other tracks at Wenatchee.

REFERENCE MARKS: S—Stop. T—Stop on signal or let off passengers. D—Day Office. DN—Day and Night Office. W—Water. C—Coal. O—Scales. T—Tables. X—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.

CASCADE DIVISION—Leavenworth to Seattle.

WEST BOUND				EAST BOUND						
Third Class No. 7 Freight Daily Except Sunday	Second Class No. 15 Time Freight Daily	First Class No. 1 Passenger Daily	Passenger Daily	STATIONS.	Distance from East Boundary	Telegraph Office	First Class No. 4 Passenger Daily	Second Class No. 2 Passenger Daily	Third Class No. 16 Freight Daily	Third Class No. 8 Freight Daily Except Sunday
	1.45			Leavenworth	20.3	CH DN	1.35		4.00	
	2.45			Chiwaukum	22.0	CY D	1.05		4.05	
	3.15			Naselle Creek	29.1		12.45		3.35	
	3.45			Marrit	22.1	CE	12.40		3.20	Mt 1
	6.35			Cascade Tunnel	24.0	CN DN	12.05	A M	2.30	T.M.
	8.25			Wellington	25.0					
	9.30			Mallon	25.3	WA D	10.00		9.30	Mt 1
	11.25			Skykomish	31.0	KY DN	12.15		12.35	
	12.01			Harris	24.8		8.50		5.55	
	12.30			Gold Bar	29.0	WY D	8.30		5.05	
	1.05			Wellington	22.2		8.10		4.02	
	1.05			Rialto Spur	22.8					
	1.05			New Overland Spur	22.8		7.55	Mt 1	3.15	
	1.55			Mallon	25.3	RD DN	7.32		2.10	
	2.35			Skykomish	31.0	D	7.23		1.10	
	2.55			Lowell	22.5	SD DN	7.10		12.30	
8.25 P.M. De	3.30	T.M.	3.30	Everett Junction	21.3	H D	6.55	9.30 A.M. De	12.01	A.M. De
8.55 P.M. AT	4.00	D	3.35	Everett	22.4	EG DN	6.45	9.22	11.15	4.40 A.M. De
Daily Except Sunday	5.05	D	6.50	Mallon	25.3		6.38	9.00	10.25	Daily Except Sunday
	6.08	Mt 1	3.15	Falls	23.8	DR D	6.08	Mt 1	8.42	9.40
	6.55	A.M. De	4.40	Richmond Beach	24.2					
	7.00	H.M. De	4.15	Ballard	21.9	BD D	5.43	8.15	8.50	
	8.00	P.M. De	4.15	Interbay	23.1	EB DN	5.40	8.17	8.45	P.M. De
	8.50	P.M. De	4.15	Seattle	22.2	JA DN	5.25	P.M. De	8.00	A.M. De
	No. 15 Daily		No. 1 Daily				No. 4 Daily	No. 2 Daily	No. 16 Daily	

West-Bound Trains will have Absolute Right of Track over East-Bound Trains of the same class. See Rule 81.

Destroy all Time Tables of previous date. (See Rule 20.)

Standard Clocks are located at telegraph offices at Leavenworth, Skykomish, Everett, Interbay and Seattle.

Trains on 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 Leavenworth, Cascade Tunnel, Wellington, Skykomish, Lowell, Everett Junction, Everett, Interbay and Seattle, stating whether they are or not carrying signals. No train will be considered registered unless such notation is made, and in case of omissions, conductors of trains affected will govern themselves accordingly and report the fact to the Superintendent.

Trains will use the Everett & Monte Cristo Railway Company's track between Lowell and Everett Junction.

Train and engine men will provide themselves with and be governed by time tables of the E. & M. C. Ry. Co.

All trains must use 15 minutes between Seattle and Interbay.

Trains will date from three o'clock to leave terminals. East Spokane, Leavenworth and Seattle will be considered terminals for passenger trains; Leavenworth, Skykomish and Interbay for freight trains.

Signal mile boards indicate yard limits at Leavenworth, Skykomish, and Interbay.

Trains and light engines will stop at drawbridge one-fourth mile east of Skykomish, and west-bound trains will stop before going on to east line switch at Everett Junction.

All trains will reduce speed to eight miles per hour through Martin Creek bridge and over bridges at each end, and Falls Creek bridge, 3 miles east of Skykomish.

Freight trains will not exceed speed of scheduled freight trains in same direction between Leavenworth and Skykomish.

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

Skylark will leave Cascade tunnel east bound, or Wellington west bound, within 15 minutes after departure of the preceding train. This 15 minutes to be observed at all stations where the operators are on duty from Cascade tunnel to Leavenworth, and from Wellington to Skykomish.

In addition to other required tests of the air brake, no train will leave Cascade tunnel east bound, nor Wellington west bound, until the air brakes have been satisfactorily tested at three points, after the Switch-back engine has been coupled. Engineers will set the brakes and leave them set until train men examine wheels and then release them, and train men will again examine each car

and see that brakes release before giving the signal to start the train. Conductors must inform engineers how many cars loaded and empty in the train, and how many cars of "air" workings.

All retainers must be used from Cascade tunnel to Marrit, and from Chiwaukum to Leavenworth, and from Wellington to Skykomish.

In passing over Switch-back between Cascade tunnel and Wellington all trains will be under jurisdiction of Conductor in charge of Switch-back engines. All trains must have an engine on each end. Road crews will render necessary assistance in handling light trains.

This Time Table does not convey to trains the right to run between Cascade tunnel and Wellington in either direction. All trains will be moved between these points by the Switch-back crews.

Trains 13 and 16 will not carry passengers. See Rule 284.

Seattle yard limit extends to the yard limit board east of Ballard. All trains except regular passenger trains will run under control between this yard limit board and Seattle, expecting to find main track occupied.

West-bound trains will not exceed schedule time between the west mile-board at Burien and the east mile-board at Gold Bar.

Reference Marks: — Stop; C—Stop on signal or let off passengers; D—Day Office; DN—Day and Night Office; W—Water; C—Coal; Q—Scales; T—Tables; 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.

CASCADE DIVISION—Everett Junction to Brownsville.

SOUTH BOUND				STATIONS	Distance from Seattle Telephone Calls	NORTH BOUND		
Second Class No. 7	First Class No. 6	First Class No. 1	First Class No. 2			First Class No. 6	Second Class No. 8	
Freight Daily Except Sunday	Mixed Tues., Thurs. and Sat.	Freight (Daily)	Passenger Daily			Mixed Mon., Wed. and Fri.	Freight Daily Except Sunday	
	8:40 AM			Brownsville	145.0	6:15 PM Ar		
	8:45			Liverpool	141.5	4:09		
	8:58			Ben Accord	139.4	4:03		
	9:13			Port Wells	137.7	3:41		
	9:33			Cloverdale	137.5	3:21		
	9:52			Hazelton	137.4	3:03		
	10:04			Douglas B.C.	137.3	2:44		
	10:07			Blaine	136.0	2:32		
	10:27			Comox	135.6	2:08		
	11:06			Enterprise	130.0	1:58		
	11:17			Extondale	126.1	1:49		
	11:38			Bremnan	124.0	1:38		
12:10 PM MIXED	11:55 AM Ar	12:30 PM	12:10 PM Ar	New Whatcom	97.2	12:10 PM Ar	12:05 PM De	12:05 PM Ar
12:15	Tuesday, Thurs. and Sat.		12:05 PM	Schoone Junction	95.5	12:05 PM	Monday, Wed. and Fri.	11:55
12:30			11:59	Fairhaven	93.2	11:59		11:40
1:04 PM		1:04		Happy Valley	89.7	11:54		11:25
2:00				Chignaut	88.0	11:33		10:50
				Burnham Lake	86.1	11:23		
				Alsea	83.1	11:16		
				F. & S. Junction	79.0	11:03		0:50
				Behart	77.6	11:01		
				Balleville	74.5	10:54		0:40
				Burlington	72.0	10:47		8:50
				Mt. Vernon	67.8	10:38		8:15
				Stacywood	62.8	10:25		7:45
				Stacywood	58.6	10:12		7:15
				Sylvan	49.2	10:00		6:45
				Marysville	46.8	9:40		6:00
	8:25 PM Ar		8:30 AM De	Everett Junction	36.0	9:30 AM De		5:25 AM De

SEDRO BRANCH—F. & S. Junction to Cokedale.

SOUTH BOUND		STATIONS	Distance from Seattle Telephone Calls	NORTH BOUND	
		F. & S. Junction	0		
		German Prairie	2.0		
		Woolley	4.1		
		Sedro Junction	7.0		
		Cokedale	9.0		

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. 10.

Standard electric are 16.6112 at telegraph office at Everett.

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

Conductors of all engines and engineers running without conductors must register their arrival and departure at Everett Junction, P. & S. Junction, New Richmond, Baine and Brownsville, stating whether they are or not carrying signals. No train will be considered regular unless such announcements made. In case of omission, Conductors of trains affected will govern themselves accordingly, and report the fact to the Superintendent.

All trains must approach draw bridges 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 coal must stop on all descents and set that brakes are properly set before descending grades.

Between the hours of 10:00 p. m. and 5:00 a. m. first class trains will procure a clearance from the operator at all night telegraph offices.

Trains 7 and 8 will not carry passengers.

Trains must not exceed a full speed downhill Cheakum Hill.

REFERENCE MADE: S—Stop; P—stop on signal to let off passengers; D—Day Office; DN—Day and Night Office; W—Water; C—Coal; O—Orders; T—Tables; R—Wagon.

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.	CLASS OF TRAIN.	GOING EAST.							CLASS OF TRAIN.	GOING WEST.							
		19x22 260 lb.	20x29 180 lb.	16x25 190 lb.	16x24 180 lb.	18x24 180 lb.	18x24 180 lb.	17x24 180 lb.		19x23 260 lb.	20x26 180 lb.	16x25 180 lb.	19x24 180 lb.	19x24 180 lb.	18x24 145 lb.	17x24 145 lb.	
Lowell to Gold Bar	1-0	1700	1850	1400	1500	1500	1550	1700	Spokane to Galena	1-0	1000	800	800	740	610	460	416
Gold Bar to Skykomish	1-0	1000	800	775	790	815	835	885	Galena to Harrington	1-84	1400	1280	1120	1000	810	630	570
Skykomish to Wellington	2-2	1000	1100	1015	1000	1000	1000	1000	Harrington to Wilson Creek	0	1700	1545	1390	1280	1060	815	730
Cascade Tunnel to Leavenworth	Down								Wilson Creek to Adrian	0	1700	1545	1390	1280	1060	815	730
Leavenworth to Rock Island	Down								Adrian to Ephrata	1-0	1100	960	860	800	650	500	450
Rock Island to Quincy	1-0	1000	800	800	800	800	800	800	Ephrata to Wenatchee	Down							
Quincy to Wilson Creek	1-0	1000	1000	1000	1000	1000	1000	1000	Wenatchee to Leavenworth	1-0	1000	800	800	740	610	460	416
Wilson Creek to Spokane	1-8	1200	1000	1000	1000	1000	1000	1000	Leavenworth to Cascade Tunnel	2-2	450	400	360	340	275	200	185
									Wellington to Lowell	Down							

F. G. WILLIAMSON,
Assistant Superintendent.

J. W. HYNDMAN,
Chief Train Dispatcher.

R. H. BOWRON,
Superintendent.

C. SHIELDS,
Assistant General Superintendent.

F. E. WARD,
General Superintendent.

COMPANY SURGEONS

East Spokane	E. F. EAKIN
Spokane	D. G. RUSSELL
Spokane	R. L. THOMPSON, Oculist
Harrington	M. F. SETTERS
Leavenworth	G. W. HOXSIE
Wallington	A. V. MARION
Everett	W. C. COX
Seattle	J. B. EAGLESON
Palghaven	H. A. COMPTON

TIME INSPECTORS

Spokane	G. R. DODSON
Leavenworth	C. R. OWENS
Seattle	J. F. HUNTER