

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION.

TIME TABLE NO. 26.

EFFECTIVE 12.01 A. M.

MONDAY, OCTOBER 16th, 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	Water, Coal, Scales, Tables and Wyes	Distance from St. Paul.	STATIONS	Distance from East Spokane.	Telegraph Office.	Telephone Office.	First Class		Second Class						
			No. 15	No. 3									No. 4		No. 16				
			Time Freight Daily	Passenger Daily			Passenger Daily		Freight Daily										
10.30	A M	Da	7.15	A M	Da	W. C. O. T.	1455.0	8Q	DN	8.15	A M	Ar	12.05	PM	Ar				
10.45			7.24				1458.0	2.9	JC	DN	8.05		11.35						
10.55	A M	Ar	7.30			W. O. T.	1472.0	4.0	Q	DN	8.00		11.15	MT	15				
11.30	MT	16	7.45			Da Mt 14	1480.0	4.8	Q	DN	7.45	Da	10.45	MT	15				
							1483.0	5.2											
							1488.0	5.8											
12.05	P M		8.10				1490.0	6.2			7.25		10.10						
12.45			8.25			W	1492.0	6.6	YA	D	7.14		9.45						
1.30			8.38				1497.0	7.1			7.02		9.10						
1.30			8.46			MT 18	1499.7	7.2			6.57		8.46	MT	13				
2.00			8.57				1506.0	7.9			6.48		8.20						
2.30			9.07			W	1511.9	8.3	WH	D	6.35		7.15						
3.10			9.23				1520.0	8.8	MO	D	6.20	Pa	6.20	4 Pa					
3.40			9.35			W. G.	1528.0	9.4	HR	D	6.05		5.20						
4.30			9.44				1536.9	10.0	CO	D	5.52		4.35						
5.00			9.57			W	1548.0	10.9	PA	D	5.35		3.55						
5.50			10.12				1558.0	11.7			5.16		3.00						
6.30			10.27			W	1562.0	12.0			4.59		2.10						
7.00			10.40				1570.7	12.5			4.45		1.35						
7.35			10.57			W. G.	1578.5	13.1	Z	DN	4.30		1.00						
7.50			11.05				1584.0	13.6			4.25		12.35						
8.30			11.14				1589.0	14.0			4.09		12.01	A M					
9.05			11.26				1592.2	14.3			3.55		11.35						
9.40			11.39			W	1599.5	14.8			3.40		11.05						
10.25	MT	16	11.53				1610.0	15.4			3.20		10.25	MT	15				
11.05			12.05	PM			1618.5	16.0			3.06		9.45						
11.45			12.23			W Smi. E.	1626.3	16.7	DI	D	2.40		8.15						
12.25	A M		12.40				1635.0	17.4			2.25		6.30						
12.45			12.47			W	1639.4	17.8			2.15		5.45						
1.05			12.55				1643.9	18.2			2.05		5.20						
1.50	MT	14	1.10			W. Y.	1651.0	18.8	WG	DN	1.50	MT	15	4.45					
2.40			1.25			W	1659.0	19.5			1.38		3.40						
3.30			1.54				1670.0	20.4			1.10		3.05						
3.50	A M	Ar	2.05	PM	Ar	W. O. T.	1674.0	20.4	GH	DN	1.00	A M	2.45	MT	15				
			No. 15 Daily							No. 4 Daily		No. 16 Daily							

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 Pacific 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 omission, Conductors of trains affected 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.

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

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

Station mile boards indicate yard limits at East Spokane and Leavenworth.

All trains and light engines will stop at crossing of S. F. & N. Ry. at Spokane. Conductors of all trains will send a Brakeman to flag this crossing, and Engineers will get signals from Brakeman before proceeding.

All trains and light engines will stop before going on to Spokane river bridge, and trainmen will look over their trains carefully and see that all is right before going on to the bridge.

All trains will reduce speed to 5 miles per hour through city of Spokane, 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, in every case, set cars in and not drop them in. Any switching necessary to place cars in right order to go to the boat track must be done on other tracks at Wenatchee.

REFERENCE MARKS: S—Stop. f—Stop on signal or let off passengers. D—Day Office. DN—Day and Night Office. W—Water. C—Coal. O—Scales. T—Tables. Y—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					STATIONS.										EAST BOUND				
Third Class No. 9 Freight Daily	Third Class No. 7 Freight Daily Except Sunday	Second Class No. 15 Time Freight Daily	First Class No. 1 Passenger Daily	First Class No. 3 Passenger Daily	Distance from St. Paul	Distance from East Spokane	Telegraphic Office	Distance from St. Paul	Distance from East Spokane	Telegraphic Office	First Class No. 4 Passenger Daily	First Class No. 2 Passenger Daily	Second Class No. 16 Freight Daily	Third Class No. 8 Freight Daily Except Sunday	Third Class No. 10 Freight Daily				
		5:05 A M De		2:15 P M De	1674.0	0.0	W. C. T.	Leavenworth	301.4	0.0	12:50 A M Ar		1:30 P M Ar						
		6:20		2:45	1684.6	10.6	W.	Chiwaukum	312.0	10.6	12:20 P M De		12:40 P M De						
		6:55		3:08	1691.7	17.7	W.	Nasos Crk.	319.1	17.7	12:02 A M		11:55 P M						
		7:25		3:16	1699.7	25.7	W.	Merritt	322.1	25.7	11:53		11:30						
					1702.3	28.3	W.	Berne	329.7	32.3									
		10:20 M T W		4:10	1706.6	36.6	W. C. T.	Cascade Tunnel	334.0	36.6	11:15		10:20 M T W						
					1711.2	41.2	W. C. T.	Cascade Summit	338.6	41.2									
		12:20 P M		5:25	1718.5	48.5	W. C. T.	Wellington	343.9	48.5	9:55		8:10						
		1:10		6:00	1727.9	57.9	W. T.	Madison	350.3	57.9			6:20						
6:30 A M De		2:00 P M Ar		6:38	1739.6	69.6	W. T. D.	Skykomish	357.0	69.6	8:15 De		8:25 P M Ar		2:45 M T W				
7:05		2:45 M T W		6:43	1747.4	77.4	W. T. D.	Baring	374.8	77.4	8:10 De		8:25 P M Ar		3:05 P M Ar				
7:45		3:20		7:08	1747.4	77.4	W. T. D.	Index	381.3	83.9	7:45		7:45		3:15				
8:25		4:30		7:25	1759.9	95.9	M T W	Gold Bar	390.0	92.6	7:25 M T W		1:55		1:15				
				7:45	1764.0	100.0	M T W	Wallace	392.2	96.8	7:05		12:45		12:15 P M				
					1764.8	100.8	M T W	Riley's Spur	392.2	96.8									
9:15		5:00		8:00	1768.5	104.5	W.	Sultan	396.9	100.5	6:50		12:15 A M		11:15				
					1771.1	107.1	W.	Owen's Spur	398.5	102.1									
10:10 M T W		5:35		8:16	1775.8	110.8	W.	Monroe	399.2	104.8			11:25		10:10				
11:10		6:15 M T W		8:39	1783.1	118.1	W. Y.	Snohomish	410.5	116.1	6:15 M T W		10:55		9:30				
11:40		6:40		8:43	1788.3	123.3	W. Y.	Lowell	415.7	121.3	6:00		10:30		8:45				
12:10 P M	7:25 P M De	7:05	3:10 P M De	8:58	1790.8	125.8	W. Y.	Everett Junction	421.2	126.8	5:45		9:30 A M Ar	7:45 A M Ar	8:15				
1:00	7:55 P M Ar	7:30	3:30 P M Ar	9:08	1796.9	131.9	W.	Everett	424.3	132.9	5:35	9:28	9:40	7:00 A M De	7:30 A M Ar				
1:30	Daily Except Sunday	7:50	3:33 P M Ar	9:20	1801.4	136.4	M T W	Mudlee	429.8	138.4	5:20	9:09	9:20 M T W	Daily Except Sunday	6:50 A M Ar				
					1808.4	143.4	W.	Monter	435.8	145.4					9:30				
2:35		8:30 M T W	3:05 P M Ar	9:43	1812.4	147.4	W.	Edmonds	439.8	149.4	4:55	8:42	8:30 M T W		5:30				
					1815.8	150.8	W.	Richmond Beach	443.2	152.8									
3:30		9:25	4:20 P M Ar	10:10	1823.5	158.5	W. C. T. O.	Ballard	451.9	160.9	4:28	8:18	7:35 P M De		4:35				
3:40 P M Ar		9:30 P M Ar	4:25 M T W	10:15	1825.7	160.7	W. C. T. O.	Interbay	453.1	162.1	4:25 M T W	8:15	7:30 P M De		4:30 A M De				
No. 9 Daily		No. 15 Daily	No. 1 Daily	No. 3 Daily	1828.8	163.8	W. C. T. O.	Seattle	457.2	166.2	4:10 P M De	8:00 A M De							

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 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 time due to leave terminals. East Spokane, Leavenworth and Seattle will be considered terminals for passenger trains; Leavenworth, Skykomish and Interbay for freight trains.

Trains and light engines will stop at drawbridge one-fourth mile east of Snohomish, and west-bound trains will stop before going on to coast line switch at Everett Junction.
All trains will reduce speed to eight miles per hour through Martin Creek tunnel and over bridges at each end, and Pass Creek bridge, 5 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 p. m. and 7 a. m., all except first-class trains will procure a clearance from the operator at all night telegraph offices.
No train will leave Cascade tunnel east bound, or Wellington west bound, within 25 minutes after departure of the preceding train. These 25 minutes to be observed at all stations where the operators are on duty from Cascade tunnel to Leavenworth, and from Wellington to Skykomish.
Additional 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 carefully tested at those points, after the Switch-back engine has been cut off. Engineer will set the brakes and leave them set until train men examine each car, then release them, and train men will again examine each car and see that brakes release before giving the signal to start the train. Con-

ductors must inform engineers how many cars loaded and empty in the train, and how many cars of "air" working.
All retainers must be used from Cascade tunnel to Merritt, 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 their 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 15 and 16 will not carry passengers. See Rule 24.
Nos. 9 and 10 will carry passengers between Everett and Skykomish. 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 Baring and the east mile-board at Gold Bar.
Reference Marks: —Stop; —Stop on signal or let off passengers; D—Day Office; DN—Day and Night Office; W—Water; C—Coal; O—Scales; T—Tables; Y—Yves.

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 Telegraph Calls	NORTH-BOUND			
Second Class No. 7 Freight Daily Except Sunday	First Class No. 5 Mixed Daily	First Class No. 1 Passenger Daily	Water, Coal, Sawyer, Timber, Wagon and R. R. Drawings, Telegraph Office			First Class No. 2 Passenger Daily	First Class No. 6 Mixed Daily	Second Class No. 8 Freight Daily Except Sunday	
	8:00 A M De			Brownsville	143.0		5:30 P M Ar		
	8:05		W. Y. D.	Liverpool	144.5 SN		5:24		
	8:13			Bon Accord	149.4		5:18		
	8:33			Port Kelly	152.5		4:56		
	8:53			Cloverdale	157.5		4:36		
	9:12			Hazelmere	162.1		4:17		
	9:24			Douglas B.C.	169.3		3:59		
	9:27 9:47	Ar De	W. U. D.	Blair	176.6 BN		3:57 3:47		
	10:15			Custer	181.4		3:23		
	10:26			Enterprise	189.2		3:13		
	10:37			Fernie	196.1 PD		3:01		
	10:48			Brennan	194.6		2:53		
11:30 A M De	11:15 A M Ar	12:30 P M De		New Whatcom	97.2 HM	12:10 P M Ar	2:30 P M De	2:15 P M Ar	
11:35	Daily	12:33	C. X.	Selkirk Junction	96.5	12:05 P M	Daily	2:05	
11:40		12:39		Fairhaven	95.2 FN	11:59		1:50	
11:54 M 2 M 8 P M 4 P		12:44	W.C.O.V.	Happy Valley	93.7	11:54 M 2		1:35	
1:00		1:00 M 8 P M 7		Chickanut	88.7	11:33		1:00 M 14	
		1:12		Samish Lake	85.4	11:22			
		1:18		Alger	83.1	11:16			
2:25		1:32	W	F. & S. Junction	78.5 FN	11:03		12:10 P M	
		1:35		Bellevue	77.6 F	11:01			
2:45		1:42		Belleville	74.6	10:54		11:40	
3:05		1:50	X. D.	Burlington	72.6 BU	10:47		11:10	
3:35		2:02		Mt. Vernon	67.8 NR	10:36 P M		10:36 P M	
4:15		2:13	W	Stimpwood	62.5	10:25		10:05	
4:45		2:28		Sylvania	59.9 SA	10:10		9:45	
5:15		3:00	W D.	Marysville	38.8 MS	9:40		8:20	
6:45		3:10 P M Ar		Everett Junction	26.0 H	9:30 A M De		7:45 A M De	
7:25 P M Ar									

No. 7 Daily Except Sunday

No. 1 Daily

No. 2 Daily

No. 8 Daily Except Sunday

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

SOUTH-BOUND		STATIONS	Distance between Stations	Telegraph Calls
		F. & S. Junction	0	JN
		Jarman Fratie	2.0	
		Woolley	8.1	
		Sedro Junction	9.1	
		Cokedale	12.1	

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 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 Everett Junction, F. & S. Junction, New Whatcom, Blaine and Brownsville, stating whether they are or 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 F. & 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 hauling logs must stop on all summits and see that brakes are properly set before descending grades.

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.

Trains 7 and 8 will not carry passengers.

Trains must not exceed schedule speed descending Chuokanut Hill.

REFERENCE MARKS: s--Stop. f--Stop on signal or let off passengers. D--Day Office. DN--Day and Night Office. W--Water. C--Coal. O--Scales. T--Tables. Y--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.

COINC EAST									COINC WEST.								
STATIONS.	Rating Grade	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb	STATIONS.	Rating Grade	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb
Lowell to Gold Bar	6	1750	1550	1400	1280	1095	815	730	Spokane to Galena	1.0	1000	890	800	740	610	460	416
Gold Bar to Skykomish	1.0	1000	865	775	715	575	435	385	Galena to Harrington	.84	1400	1250	1120	1000	810	630	570
Skykomish to Wellington	2.2	480	410	367	340	276	200	183	Harrington to Wilson Creek	.0	1700	1545	1390	1290	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	890	800	740	600	460	410	Ephrata to Wenatchee	Down							
Quincy to Wilson Creek	8	1200	1050	960	890	740	560	500	Wenatchee to Leavenworth	1.0	1000	890	800	740	612	460	416
Wilson Creek to Spokane	8	1200	1050	960	890	840	560	500	Leavenworth to Cascade Tunnel	2.2	490	400	360	340	275	200	185
									Wellington to Lowell	Down							

F. G. WILLIAMSON,
Assistant Superintendent.

J. W. HYNDMAN,
Chief Train Dispatcher.

H. E. BYRAM,
Superintendent.

C. SHIELDS,
Assistant General Superintendent.

F. E. WARD,
General Superintendent.

