

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION.

TIME TABLE NO. 32.

EFFECTIVE 12:01 P. M.

THURSDAY, DECEMBER 20th, 1900

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.				STATIONS										EAST BOUND.			
Third Class		Second Class		First Class		Water, Coal Switching and Taxes	Distance from St. Paul.	Distance from East Spokane.	Telegraph Calls.	Telegraph Office.	First Class		Second Class		Third Class		
No. 9		No. 15		No. 3							No. 4		No. 16		No. 10		
Way Freight Daily	Time	Way Freight Daily	Time	Way Freight Daily	Time						Passenger Daily	Time	Passenger Daily	Time	Way Freight Daily	Time	
12.05	Mt 15 P M De	10.30	Mt 15 A M De	7.15	A M De	W. C. O. T.	1475.9		92	DN	10.30	Mt 15 A M Ar	12.05	P M Ar	12.01	A M Ar	
19.20		10.45		7.24			1475.9		2.9	JO	10.20		11.35		11.35		
19.30		11.30		7.30		W. O. T.	1477.2		4.6	Q	10.15		11.15	Mt 15	11.15		
1.30		11.48		7.57			1481.3		8.7		9.47		10.25		10.30		
2.00		12.10	P M	8.12			1486.1		13.5		9.39		10.05		10.10		
3.00		12.46		8.25		W.	1490.3		17.7	YA	DN	9.25		9.45		9.50	
3.30		1.10		8.37			1496.8		22.9		9.15	Pa 16	9.15	4 Pa	9.30		
3.55		1.25		8.46	Mt 15	W.	1499.7		27.1		9.07		8.46	Mt 15	9.10		
4.30		1.55		8.56	Mt 15		1505.9		33.4	W. A.	D	8.59	Mt 15	8.00	8.40		
5.05		2.20		9.10		W.	1511.9		39.3	WH	D	8.40		7.30	8.15		
6.45		3.10		9.28			1520.3		45.3	MO	D	8.15		6.25	7.25		
6.45	Mt 15	3.50		9.42		W. O.	1526.9		51.0	HR	DN	7.55		5.35	6.45	Mt 15	
7.20		4.20		9.54			1533.2		56.8	CO	D	7.38		4.50	5.50		
8.00		5.00	Mt 15	10.08		W.	1541.3		62.8	PA	D	7.20		4.10	5.00	Mt 15	
8.40		5.40		10.22			1549.9		68.2	D	7.00		3.15	4.05			
9.40		6.30		10.40		W.	1559.0		73.9		6.42		2.30	3.10			
10.15		7.00		10.52			1570.1		77.5		6.28		1.55	2.35			
11.40	P M Ar	7.50		11.04		W. O. T.	1576.9		84.3	Z	DN	6.15	1.20	2.00	P M De		
12.20	Mt 15	8.45		11.21	Mt 15		1584.9		112.0		5.57		12.26	Mt 15	11.21	Mt 15	
1.05		9.20		11.33			1589.2		118.0		5.44		12.01	A M	10.10		
1.45		10.00		11.46		W.	1599.3		127.2	FR	DN	5.30		11.80	9.30		
2.35		10.45	Mt 15	12.01	P M		1610.0		137.4		5.12		10.45	Mt 15	8.20		
3.05		11.15		12.10			1616.0		143.2		5.02		9.55	7.40			
3.40		11.36		12.17			1618.6		148.0		4.53		9.15	7.00			
4.39	Mt 15	12.05	A M	12.28		W. Int. E.	1626.9		153.7	DI	DN	4.39	Mt 15	8.15	6.00		
5.00	Mt 15	12.30		12.37		W.	1631.3		158.5		4.27		7.20	5.00	Mt 15		
5.15		12.50		12.43			1636.9		162.4	CR		4.19	Pa 16	6.30	4.19	4 Pa	
5.16		1.10		12.49		W.	1639.4		166.8		4.10		5.45	3.45			
6.30		1.30		12.56			1643.0		171.3		4.01		5.20	3.15			
7.20		2.15	Mt 15	1.11		W.	1651.0		176.4	WC	DN	3.48		4.45	2.15	Mt 15	
8.10		3.24	Mt 15	1.33		W.	1661.9		189.3	OM	D	3.24	Mt 15	3.40	1.00		
9.10		4.15		1.50			1670.0		197.4		3.08		3.05	12.20			
10.10	A M Ar	4.40	A M Ar	2.00	Mt 15 P M Ar	W. C. T.	1674.0		201.4	CH	DN	3.00	A M De	2.45	P M De	12.01	A M De

West Bound Trains have Absolute Right Over East Bound Trains of the Same Class. See Rule 43.

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.

Destroy All Time Tables of Previous Date. (See Rule No. 5.)

Standard clocks are located at telegraph offices at Spokane and Leavenworth. 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 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. & E. track.

Trains will date from time due to leave terminals. East Spokane, Leavenworth and Seattle will be considered terminals for passenger trains; East Spokane, Wilson Creek 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 will reduce speed to 8 miles per hour through city of Spo-

kane, 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.

Trains will not exceed 20 miles per hour over bridge 325, 4 miles west of Odessa.

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

Nos. 9 and 10 will carry passengers when provided with ticket and freight train permit. See Rule 181.

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.

CASCADE DIVISION—Leavenworth to Seattle.

WEST BOUND										EAST BOUND									
Third Class		Second Class		First Class	First Class	First Class	STATIONS	Distance from at feet.	Direction from Leavenworth.	Telegraph Code.	Telegraph Office.	First Class	First Class	First Class	Second Class	Third Class			
No. 9		No. 15		No. 5	No. 1	No. 3						No. 4	No. 2	No. 6	No. 10	No. 10			
Freight Daily		Time Freight		Passenger Daily	Passenger Daily	Passenger Daily						Passenger Daily	Passenger Daily	Passenger Daily	Freights Daily	Freights Daily			
12.01	PM De	5.55	A M De			2.10	W. C. T.	1764.4	Leavenworth	OK	DN	2.50	A M Ar		1.20	P M Ar	10.45	P M Ar	
1.05	Mi 16	6.45				2.30		1800.4	Dray			2.30			1.05	Mi 9	9.15		
1.40		7.15				2.48	W.	1804.4	Chiwaukum		CV	2.20			12.45		9.55		
2.30		7.50				3.00		1821.7	Nason Creek			2.15			12.15		9.25		
3.10	3 Pm	8.20				3.10	W.	1847.7	Merritt		OK	2.18			12.01	PM	9.10		
3.45		9.05				3.20		1859.1	Gaynor			1.48			11.40		8.50		
4.20		9.50				3.37	W.	1902.9	Brice			1.40			11.25		8.35		
5.15		10.35				3.57	W. C. T.	1908.9	Cascade Tunnel		DN	1.28			11.00		8.15		
5.30		10.45	Mi 16			4.07	W. C. T.	1909.9	Wellington		DN	1.18			10.45	Mi 16	8.00		
5.50		11.05				4.17	W.	1913.9	Alvord			1.08			10.00		7.20		
6.10		11.20				4.24		1918.9	Corvallis			1.02			9.30		6.55		
6.30	Mi 10	11.35				4.34	W. T.	1918.9	Melrose		EA	12.30			9.00		6.30		
6.50		11.50				4.44	W.	1923.9	Nippon			12.18			8.30		6.10		
7.10		12.05	PM			4.54		1928.9	Tonga			12.01	A M		7.45		5.54	Mi 9	
7.30	PM Ar	12.20				5.07	W. U. T. O.	1936.6	Skykomish		RT	11.45			6.57		5.40	Mi 10	
8.00	PM De	1.10				5.16		1937.7	Groton			11.23			6.20		5.00	Mi 10	
8.20		1.25				5.27		1938.4	Baring			11.18			5.05		4.10		
8.35		1.40				5.37		1939.7	Ballard			11.13			4.55		1.50	Mi 15	
8.50		1.50	Mi 10			5.48	W.	1944.9	Index		YZ	11.00			4.10		1.00	PM	
9.40		2.15				5.48		1958.0	Gold Bar		DN	10.38	Mi 9		8.00		11.45		
10.38	Mi 4	2.55				5.48		1958.0	Gold Bar		DN	10.38	Mi 9		8.00		11.45		
11.25		3.30				5.59	W. C.	1959.5	Wallace			10.32			7.30		10.15		
12.10	AM	4.00				6.09		1959.5	Spinn		BU	10.20			6.20		9.50		
12.58	Mi 10	4.30				6.20		1959.5	Monroe		BO	10.05			1.30		9.00		
1.35		5.00				6.30	W.	1974.1	Snohomish		DN	9.50			12.45	Mi 9	8.00		
						6.40		1979.9	Lowell		ND	9.35			10.90		7.45		
						6.50		1981.0	Pacific Avenue										
						7.00		1981.1	Everett Pass Depot			9.25							
						7.10		1981.1	Everett Junction		W	9.20			9.00		8.00	AM De	
						7.20		1981.1	Everett Junction		W	9.20			8.55	AM Ar	7.50	AM De	
						7.30		1981.1	Everett Junction		W	9.20			8.50	Mi 9	7.45		
						7.40		1981.1	Mukilteo			9.10			8.15		11.15		
						7.50		1981.1	Mukilteo			9.10			8.15		11.15		
						8.00	W.	1981.1	Monroe			8.45			5.55		10.80		
						8.05		1981.1	Edmonds		DB	8.45			5.55		10.80		
						8.15		1981.1	Edmonds		DB	8.45			5.55		10.80		
						8.25		1981.1	Metz		DA	8.25	Mi 9		5.37		10.05		
						8.35		1981.1	Metz		DA	8.25	Mi 9		5.37		10.05		
						8.40		1981.1	Ballard		BD	8.18			5.18		9.50		
						8.45		1981.1	Ballard		BD	8.18			5.18		9.50		
						8.50		1981.1	Interbay		BB	8.15	Mi 15		5.25	Mi 11	9.45	PM De	
						8.55	W. C. T. O.	1810.7	Interbay		BB	8.15	Mi 15		5.25	Mi 11	9.45	PM De	
						9.00		1814.9	Seattle		BA	8.00	PM De		5.10	PM De			

West-Bound Trains have Absolute Right over East-Bound Trains of the same class. See Rule 42.

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.

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, Skykomish, Everett Junction, 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.

All trains must use 15 minutes between Seattle and Interbay.

Trains will date from time they 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 Merritt Creek tunnel and over bridge of east end and Pass Creek bridge, 2 1/2 miles east of Skykomish; bridge 1/2 mile west of Merritt, and 1/2, one and one-fourth miles west of Skykomish.

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

No train will leave Cascade Tunnel within 20 minutes after departure of the preceding train. These 20 minutes to be observed at all stations from Cascade Tunnel to Leavenworth and Skykomish, and operators will block trains as provided in this rule.

Additional to other required tests of the air brakes, no train will leave Cascade Tunnel until the air brakes have been carefully tested. Engineers will set the brakes and leave them set until trainmen examine each car then release them, and trainmen 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" are working.

All railroads must be used from Cascade Tunnel to Merritt and from Chitwanuk to Leavenworth, and from Cascade Tunnel to Skykomish.

No. 9 and 10 will carry passengers between Everett and Skykomish.

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

West-bound trains will not exceed schedule time between the yard limit board at Ballard and the east mile board at Gold Bar.

NAME AND LOCATION OF SPUR TRACKS

NAME OF SPUR	Location M. P.	STATION		Distance	Track Opens	Length	NAME OF SPUR	Location M. P.	STATION		Distance	Track Opens	Length	NAME OF SPUR	Location M. P.	STATION		Distance	Track Opens	Length
		EAST	WEST						EAST	WEST						EAST	WEST			
Holland-Horr Spur	1477.7		Spokane	3	West	6	Horse Track	1788.0	Lowell		0.0	East	36	Gandett Spur	87.3	Alger		6	East	6
Washington Mill Spur	1478.0		Spokane	8	East	9	Bell Mill Spur	32.8	Everett		0.0	East	36	Samish Lake Spur	85.2	Samish Lake		1	East	80
Soyy Works Spur	1478.3		Spokane	1.0	East	12	Nail House Spur	32.8	Everett		0.0	West	24	Owens Spur	85.2	Owens Lake		12	West	5
New Line	1480.3		G. N. Junction	3	West	110	Nails Spur	34.5	Everett Jctn.		1.3	East	50	Lindley Spur	85.2	Owens Lake		11	East	1
Kirby Mill Spur	1739.3			3	East	14	Blackman Spur	36.0	Everett Jctn.		0.0	East	9	Puget Sound Mill Track	92.0	Pullhaven		0.0	West	1
Wilbur Spur	1751.8	Index	Skykomish	2.1	West	4	Union Slough	37.3	Marysville		1.5	East	8	Export Mill Spur	95.0	Pullhaven		0.0	West	10
Haybrook Spur	1750.3	Index		1.5	East	4	Zindorf Spur	42.7	Marysville		3.9	East	2	Cannery Spur	95.2	Pullhaven		0.0	West	4
Soderburg Spur	1754.0	Index		7	West	14	English Spur	45.5	Silvana		4.4	East	15	Pacific Sheet Mill	95.4	Pullhaven		2	West	2
Robinson's Spur	1763.0		Gold Bar	5	East	25	Englell Spur	47.0	Silvana		7.9	East	87	Gas works Spur	95.8	Pullhaven		2	West	2
Black Bros. Spur	1764.3	Wallace		0	West	19	Norman Spur	51.0	Silvana		1.1	East	5	Mill Spur (Simpson)	98.3	Stow-Whatcom		0.0	West	3
Riley Spur	1769.4			3.1	East	6	Kabel Spur	51.7			7.8	West	3	Henry Spur	103.0	Brennan		1.0	East	5
Casey's Spur	1767.2	Sultan		1.3	East	7	Masley & Charch Spur	54.3	Stanwood		1.4	East	6	Enterprise Spur	109.2	Ferndale		3.0	East	3
Owens Spur	1771.1	Monroe		4.7	East	22	Bald Spur	54.3	Stanwood		5.5	West	1	McDonald Spur	113.0	Custer		1.2	East	3
Holmquist Spur	1774.8	Monroe		1.0	East	6	Williams & Henry's Spur	60.3	Stanwood		2.2	East	6	Hazelmere Spur	123.4	Blaine		3.4	West	1
Monroe Gravel Pit	1775.7	Monroe		0.0	West	30	Shed Spur	69.8			2.0	East	3	Royal City L. Spur	123.4	Blaine		4.1	East	20
Wood and Iverson Spur	1778.7		Monroe	3.0	East	3	Burlington Quarry	74.5			3	East	14	do	123.7	Blaine		4.7	West	25
							Samish Pt.	77.0	Belfeat		5	East	33	Bon Accord	120.0	Liverpool		2.1	East	15
							Desmond Spur	81.7	Alger		1.4	West	6							

DERAIL SWITCHES.

Waukon, M. P. 1506, on siding 174 feet west of east head block.
Derail Switches must always be set for derail except when in actual use.

Moscow, M. P. 1520.9, 204 feet east of east head block.
Chiwaukum, M. P. 1684.6, on siding 50 feet west of head block, east end.

Harrington, M. P. 1528.6, coal chute track, 144 feet from main line.
Samish Lake, M. P. 83.3, on Spur, 343 feet north from head block.

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

STATIONS.	Grade	GOING EAST							GOING WEST								
		19x32 200 lb	20x26 180 lb	19x26 180 lb	20x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 150 lb	18x24 150 lb	18x24 145 lb	17x24 145 lb		
Lowell to Gold Bar	.6	1750	1530	1400	1380	1065	815	730	Spokane to Galena	1.0	1000	890	800	740	610	416	
Gold Bar to Skykomish	1.0	1000	865	775	715	575	435	385	Galena to Harrington	.84	1400	1260	1160	1000	810	570	
Skykomish to Wellington	2.2	480	410	367	340	276	200	183	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	2100	1900	1800	1600	1300	950	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	950	890	740	560	500	Wenatchee to Leavenworth	1.0	1000	890	800	740	610	460	416
Wilson Creek to Spokane	.8	1200	1050	950	890	740	560	500	Leavenworth to Cascade Tunnel	2.2	490	420	360	340	275	200	185
									Wellington to Lowell	Down	.....	.....	.....	.....	.....	.....	.....

The following will govern when handling empty cars: With 10 or less empty cars in a train, no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train, add 6 tons per car for wheel friction.

Time Inspectors: Spokane, G. R. DOBSON; Leavenworth, F. S. TAYLOR; Seattle, J. F. HUNTER.

M. K. JONES,
Assistant Superintendent.

H. E. BYRAM,
Superintendent.

F. T. DOWNS
Assistant General Superintendent.

F. E. WARD
General Superintendent.

