GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION

TIME TABLE NO. 36.

EFFECTIVE 12:01 A. M.

SUNDAY, NOVEMBER 10th, 1901

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.

BETWEEN SPOKANE AND LEAVENWORTH.

WEST BOUND.																				EAST BOUND.									
				Third Class.		Second Class		First Class		First Class		Water, Coal, Scales, Tables and Wyes.	Car Capacity.	Distance from St. Paul.	EFFECTIVE 12:01 A. M. NOVEMBER 10th.	Distance from Spokane.	Telegraph Calls.	Telegraph Offices.	First Class		First Class		Second Class		Third Class					
				No. 9		No. 15		No. 13		No. 3									No. 4		No. 14		No. 16		No. 10					
				Way Freight Daily		Time Freight Daily		Passenger Daily		Passenger Daily									Passenger Daily		Passenger Daily		Time Freight Daily		Way Freight Daily					
				1.10	P M De	11.30	A M De	8.00	P M De	7.20	A M De	W. O. T.	....	1476.2	Spokane	0.0	Q	DN	9.00	A M Ar	9.45	P M Ar	12.10	P M Ar	11.10	P M Ar				
				1.25	.....	11.45	Mt 16	8.08	.....	7.26	.....	.....	55	1479.2	3.0 Fort Wright	3.0	.....	.....	85.1	.....	9.36	.....	11.45	Mt 15	10.55	.....				
				2.15	.....	12.25	P M	8.23	.....	7.43	.....	.....	67	1485.2	6.0 Highland	9.0	.....	.....	8.39	.....	9.20	.....	11.05	.....	10.30	.....				
				3.00	.....	12.55	.....	f 8.36	.....	7.55	.....	W.	7	1488.6	3.4 Lyons	12.4	YA	DN	8.31	.....	f 9.10	.....	10.40	.....	10.15	.....				
				3.30	.....	1.20	.....	f 8.46	.....	8.05	.....	.....	67	1493.7	5.3 Galena	17.7	.....	.....	8.22	.....	f 9.00	.....	10.00	.....	9.55	.....				
				3.55	.....	1.35	.....	f 8.53	Mt 14	8.14	Mt 4	W.	66	1498.0	4.2 Espanola	21.8	.....	.....	8.14	Mt 3	f 8.53	Mt 13	9.30	.....	9.35	.....				
				4.30	.....	2.05	.....	f 9.04	Mt 10	8.25	.....	.....	121	1504.6	6.6 Waukon	28.4	WA	D	7.58	.....	f 8.41	.....	9.05	.....	9.04	Mt 13				
				5.05	.....	2.40	.....	s 9.15	.....	f 8.36	Mt 16	W.	105	1510.2	5.6 Edwall	34.0	WH	D	f 7.43	.....	s 8.31	Ps 10	8.36	Mt 3	8.31	14 Ps				
				5.45	.....	3.20	.....	f 9.33	.....	8.55	.....	.....	130	1519.4	9.2 Moscow	43.2	SC	D	7.21	Ps 16	f 8.12	.....	7.21	4 Ps	7.39	.....				
				6.40	Mt 10	4.00	.....	s 9.47	.....	s 9.09	.....	W. C.	150	1527.0	7.6 Harrington	50.9	HR	DN	s 7.01	....	s 7.55	.....	6.30	.....	6.40	Mt 9				
				7.40	Mt 14	4.30	.....	f 9.59	.....	9.20	.....	.....	62	1533.8	5.7 Mohler	57.6	CO	D	6.42	.....	f 7.40	Mt 9	5.45	.....	5.55	.....				
				.....	.....	.....	.....	.....	.....	.....	.....	.....	22	1537.5	3.7 Downs	61.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....				
				8.25	.....	5.10	Mt 10	f 10.13	.....	9.34	.....	W.	111	1542.1	4.6 Lamona	65.9	PA	D	6.23	.....	f 7.25	.....	5.05	.....	5.10	Mt 15				
				9.15	.....	6.05	.....	s 10.28	.....	f 9.51	.....	.....	76	1552.2	10.1 Odessa	76.1	OD	DN	f 6.02	.....	s 7.06	.....	4.05	.....	4.05	.....				
				10.00	.....	6.50	Mt 14	f 10.42	.....	10.04	.....	W.	56	1561.2	9.0 Irby	85.0	.....	.....	5.44	.....	f 6.50	Mt 15	3.20	.....	3.10	.....				
				10.30	.....	7.25	.....	f 10.54	.....	10.15	.....	.....	67	1568.6	7.4 Krupp	92.5	.....	.....	5.31	.....	f 6.37	.....	2.45	.....	2.35	.....				
				11.00 / 12.05	P M Ar / 13 Ps / A M De	8.00 / 8.20	Ar / De	11.05 / 11.10	(Ar / Ps 9 / De	10.27 / 10.32	Ar / De	W. C. T.	228	1575.2	6.6 Wilson Creek	99.0	Z	DN	5.18 / 5.13	De / Ar	¶ 8.24 / 6.04	De / Ar	2.15 / 1.25	De / Ar	2.00 / 11.30	P M De / A M Ar				
				12.55	Mt 16	8.55	.....	f 11.23	.....	10.45	Mt 10	.....	66	1583.1	7.9 Stratford	105.9	.....	.....	5.00	.....	f 5.51	.....	12.55	Mt 9	10.45	Mt 3				
				1.20	.....	9.25	.....	f 11.35	.....	10.57	.....	.....	65	1590.5	7.4 Adrian	114.4	.....	.....	4.48	.....	f 5.39	.....	12.25	AM	10.00	.....				
				2.00	.....	10.05	.....	f 11.48	Mt 16	f 11.09	.....	W.	105	1598.2	7.7 Ephrata	122.1	FR	DN	f 4.36	.....	f 5.27	.....	11.48	Mt 13	9.20	.....				
				2.45	.....	10.50	Mt 16	f 12.03	AM	11.24	.....	.....	43	1608.4	10.2 Winchester	132.3	.....	.....	4.20	.....	f 5.12	.....	10.50	Mt 15	8.20	.....				
				3.15	.....	11.15	.....	f 12.13	.....	11.32	.....	.....	67	1614.5	6.1 Quincy	138.3	.....	.....	4.11	.....	f 5.03	.....	10.20	.....	7.40	.....				
				4.03	Mt 4	11.35	.....	12.20	.....	11.38	.....	.....	55	1619.5	5.0 Crater	143.4	.....	.....	4.03	Mt 9	4.54	.....	9.50	.....	7.00	.....				
				4.40	.....	12.05	A M	f 12.31	.....	11.50	.....	C. W. Smi. E.	76	1625.7	6.2 Trinidad	149.6	DI	DN	3.50	.....	f 4.42	.....	8.55	.....	6.00	.....				
				5.00	Mt 10	12.40	13 Ps	12.40	Ps 15	11.58	.....	.....	67	1630.5	4.8 Vulcan	154.4	.....	.....	3.39	.....	4.31	.....	8.15	.....	5.00	Mt 9				
				5.25	.....	1.00	.....	f 12.46	.....	12.04	P M	.....	66	1634.7	4.2 Columbia River	158.6	.....	.....	3.31	.....	f 4.24	.....	7.50	.....	4.25	.....				
				5.55	.....	1.20	.....	f 12.54	.....	12.12	.....	W.	55	1639.1	4.4 Rock Island	163.0	.....	.....	3.23	.....	f 4.16	.....	7.30	.....	4.00	.....				
				6.20	.....	1.45	.....	f 1.02	.....	12.20	.....	.....	67	1644.7	4.6 Malaga	167.6	.....	.....	3.14	.....	f 4.08	.....	7.05	.....	3.30	.....				
				7.20	.....	3.02	Mt 4 / Mt 10	s 1.17	.....	s 12.31	.....	W.	117	1651.0	7.5 Wenatchee	178.9	WC	DN	s 3.02	Mt 15 / Ps 10	s 3.53	.....	6.40	.....	3.02	4 Ps / Mt 15				
				8.30	.....	3.50	.....	f 1.37	Mt 10	f 12.52	.....	W.	65	1661.6	10.6 Old Mission	185.4	OM	D	f 2.39	.....	f 3.28	.....	5.40	.....	1.37	Mt 13				
				9.30	.....	4.45	.....	f 1.57	.....	1.12	.....	.....	55	1669.7	8.1 Peshastin	193.6	.....	.....	2.23	.....	f 3.08	.....	5.05	.....	12.45	.....				
				10.00	3 Ps / A M Ar	5.10	A M Ar	2.05	Mt 4 / AM Ar	1.20	Ps 9 / P M Ar	W. C. T.	231	1672.8	4.0 Leavenworth	197.6	CH	DN	2.15	Mt 13 / A M De	3.00	P M De	4.45	P M De	12.30	A M De				
				No. 9 daily		No. 15 daily		No. 13 Daily		No. 3 daily									No. 4 daily.		No. 14 Daily		No. 16 daily		No. 10 daily					

West Bound Trains have Absolute Right Over East Bound Trains of the Same Class. See Rule 42.

NOTE--No. 4 will stop on signal at any Agency Station or open Telegraph Station East of Leavenworth to take on passengers for points east of Spokane.

☞ 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 Spokane, Wilson Creek and Leavenworth, stating whether they are or not carrying signals. No

case of omission, Conductors of trains affected will govern themselves accordingly and report the fact to the Superintendent.

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

All trains will reduce speed to 8 miles per hour through city of Spokane, over Crab Creek bridge west of Edwall, and Bridge No. 347, 1½ miles west of Crater. When trains have double headers the engines

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. Fort Wright and Highland, Old Mission and Leavenworth.

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.

All except first-class trains must be under absolute control while pass-

WEST BOUND

EFFECTIVE 12:01 A. M. NOV. 10th

Third Class No. 9 Freight Daily		Third Class No. 9 Freight Daily		Second Class No. 15 Time Freight Daily		First Class No. 5 Passenger Daily		First Class No. 1 Passenger Daily		First Class No. 13. Passenger Daily.		First Class No. 3 Passenger Daily		Water, Coal, Scales, Tables and Wyes.	Car Capacity	Distance from St. Paul.	Miles	Stations
		1.45	PM De 3 Ps	6.10	A M De					2.10	AM De Mt 4	1.25	P M De Ps 9	W. C. T.	231	1673.8		Leavenworth
		2.40	Mt 14	7.00						2.28		1.46			42	1681.4	6.4	Drury
		3.10	Mt 16	7.30						f 2.42		1.57		W.	55	1685.6	4.2	Chiwaukum
		3.50		8.00						f 2.58		2.15	Mt 14 Mt 16		55	1692.6	7.0	Nason Creek
		4.15		8.25						f 3.08		2.25		W.	55	1695.6	3.0	Merritt
		4.45		9.00						3.21		2.39			43	1700.0	4.4	Gaynor
		5.15		9.40						3.32		2.50		W.	42	1703.1	3.1	Berne
		6.00		10.20						s 3.45		s 3.05		W. T.	214	1707.4	4.3	Cascade Tunnel
		6.20		10.35						f 3.55		3.15		W. C. T.	92	1711.0	3.6	Wellington
		6.40		10.55						4.05		3.25		W.	35	1714.6	3.6	Alvin
		7.00	Mt 10	11.10	Mt 16					4.13		3.33			43	1717.3	2.7	Corea
		7.20		11.25						f 4.23		f 3.42		W. T.	53	1720.3	3.0	Madison
		7.40		11.45						4.33		3.52		W.	41	1723.5	3.2	Nippon
		8.00		12.05	P M Mt 14					4.43		4.02			50	1726.9	3.4	Tonga
7.00	AM De Mt 15	8.30	PM Ar	12.25 / 1.10	Ar / De					4.58 / 5.03	Ar / De	4.15 / 4.20	Ar Mt 10 / De	W. C. T. O.	165	1732.1	5.2	**Skykomish**
7.20				1.25						5.14		4.29			68	1736.1	4.0	Grotto
7.40				1.50	Mt 10					f 5.24		4.36			58	1741.2	5.0	Baring
8.15				2.15						s 5.38	Mt 16	f 4.52		W.	56	1746.2	5.0	Index
9.00				2.55						f 5.57		5.10			113	1755.1	8.9	Gold Bar
										s 6.02		5.15			17	1757.4	2.3	Wallace
9.35				3.30						s 6.10		f 5.25		W. C.	76	1760.8	3.4	Sultan
10.27	Mt 14 Mt 10			4.00						s 6.25		f 5.39			68	1768.3	7.5	Monroe
11.10				4.30						s 6.40		s 5.55			83	1775.3	7.0	Snohomish
11.40				5.00						f 6.53		6.08		W.		1781.1	5.8	**Lowell**
11.50				5.20						6.56		6.11			127	1782.8	1.7	Pacific Avenue
										s 7.05		s 6.25				1783.9	1.1	Ever'tt Pass Depot
12.10 / 12.40	PM Ar / PM De			5.50		9.50	AM De Mt 14	3.50	PM De	7.10	Mt 10	6.30	Mt 6			1784.8	0.9	**Everett Junction**
1.00				6.20	Mt 6	f 9.58		f 3.58		f 7.18		f 6.40			51	1788.4	3.6	Mukilteo
																1794.7	6.3	Mosher
1.50				7.05	3 Ps	s 10.19		s 4.19		s 7.43		f 7.05	Ps 15	W	103	1799.4	4.7	Edmonds
2.25				7.40		f 10.39		4.39		8.05	Mt 2	7.27			26	1808.6	9.2	Metum
						s 10.48		s 4.48		f 8.12		f 7.38			102	1811.4	2.8	Ballard
2.50	PM Ar			8.00	P M Ar	s 10.55		s 4.55		s 8.15		f 7.43		W. C. T O	706	1812.5	1.1	**Interbay**
						11.10	A M Ar	5.10	Mt 6 P M Ar	8.30	Mt 14 AM Ar	8.00	Mt 4 P M Ar		538	1816.7	4.2	**Seattle**
No. 9 Daily		No. 9 Daily		No. 15 Daily		No. 5 daily		No. 1 Daily		No. 13 daily		No. 3 Daily						

EAST BOUND

Stations	Distance from Spokane.	Telegraph Calls.	Telegraph Offices.	First Class No. 4 Passenger Daily		First Class No. 14. Passenger Daily		First Class No. 2 Passenger Daily		First Class No. 6. Passenger Daily		Second Class No. 16 Time Freight Daily		Third Class No. 10 Freight Daily	
Leavenworth	197.6	CH	DN	2.10	A M Ar Mt 13	2.55	PM Ar					4.00	P M Ar	11.05	PM Ar
Drury	204.0			1.52		2.40	Mt 9					3.30		10.35	
Chiwaukum	208.2	CY	D	1.42		f 2.30						3.10	Mt 9	10.15	
Nason Creek	215.2			1.27		f 2.15	Mt 3 Ps 16					2.40 / 2.15	De Mt 3 / Ar 14 Ps	9.45	
Merritt	218.2	CK	N	1.22		f 2.07						1.55		9.30	
Gaynor	222.6			1.12		1.56						1.35		9.10	
Berne	225.7			1.04		1.47						1.20		8.55	
Cascade Tunnel	230.0	CN	DN	12.53		s 1.36						12.55		8.35	
Wellington	233.6	WN	DN	s 12.43		s 1.26						12.15	P M	8.10	
Alvin	237.2			12.28		1.10						11.40		7.30	
Corea	239.9			12.17		1.00						11.10	Mt 15	7.00	Mt 9
Madison	242.9	MA	DN	12.05	A M	¶ 12.28						10.25		6.25	
Nippon	246.0			11.51		12.17						9.40		5.50	
Tonga	249.5			11.40		12.05	P M Mt 15					9.10		5.10	
Skykomish	254.7	KY	DN	11.25 / 11.15	De / Ar	11.50 / 11.44	De / Ar					8.25 / 7.00	De Mt 9 / Ar	4.30 / 3.00	PM De Mt 3 / PM Ar
Grotto	256.7			11.08		11.35						6.40		2.30	
Baring	263.8			10.59		f 11.27						6.20		1.50	Mt 15
Index	268.8	NX	DN	10.46		s 11.15						5.38	Mt 13	1.15	
Gold Bar	277.7		DN	10.25		f 10.55						4.10		12.15	P M
Wallace	280.0			10.20		s 10.50									
Sultan	283.4	SU	D	f 10.12		s 10.41						3.30		11.10	
Monroe	291.0	RO	D	f 9.57		s 10.27	Mt 9 Ps 10					2.40		10.27	14 Ps Mt 9
Snohomish	297.8	S	DN	s 9.42		s 10.13						2.05		9.00	
Lowell	303.7	ND	D	9.29		f 10.00						1.40		8.00	
Pacific Avenue	305.4	D	DN	9.25		9.55						1.25		7.30	
Ever'tt Pass Depot	306.4			s 9.20		s 9.50									
Everett Junction	307.1	JN	DN	9.15		9.45	Mt 5	8.53	AM Ar	s 6.30	PM Ar Mt 3	12.45		7.15 / 6.40	AM De / Mt 12 Ar
Mukilteo	310.7			9.06		f 9.35		f 8.45		s 6.20	Mt 15	12.30	A M	6.25	
Mosher	317.0														
Edmonds	321.7	DR	D	8.43		s 9.15		s 8.25		s 5.55		11.50		5.30	
Metum	330.9			8.23		8.55		8.05	Mt 13	f 5.37		11.20		4.50	
Ballard	333.7	BD	D			f 8.48		f 7.55		s 5.28					
Interbay	334.8	RB	DN	8.15		8.45		s 7.50		s 5.25		11.00	PM De	4.30	AM De
Seattle	339.0	BA	DN	8.00	Mt 3 P M De	8.30	Mt 13 AM De	7.35	AM De	5.10	Mt 1 P M De				
				No. 4 Daily		No. 14 daily		No. 2 Daily		No. 6 daily		No. 16 daily		No. 10 daily	

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.

Nos. 13 and 14 will stop on Signal at Berlin, one and one-half miles west of Skykomish. No. 14 will stop 20 minutes for dinner at Great Northern Hot Springs Hotel, one-fourth mile east of Madison.

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 due to leave terminals. 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 bridge 423, 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 25 minutes after departure of the preceding train. These 25 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 brake, no train will leave Cascade Tunnel until the air brakes have been carefully tested. Engineer 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 retainers must be used from Cascade Tunnel to Merritt, and from Chiwaukum to Leavenworth, and from Cascade Tunnel to Skykomish.

NOTE—All trains (and light engines) are operated under a block system between the depot at Cascade Tunnel, and the east switch of the passing track at Wellington.

No westbound train (or engine) must pass the depot at Cascade Tunnel, and no eastbound train (or engine) must pass the east switch of the passing track at Wellington, to enter the block, without a clearance card, properly filled out, in the possession of the conductor and engineer, respectively.

Only one train is permitted to enter or use the block at the same time.

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 Baring and the east mile-board at Gold Bar.

All except first class trains must be under absolute control while passing through yard limits Leavenworth, Skykomish, Lowell, Pacific Avenue and Everett.

BETWEEN EVERETT JUNCTION AND BROWNSVILLE.

EAST-BOUND												WEST-BOUND			
Second Class No. 7 Freight Daily	Second Class No. 11 Mixed. Daily Except Sunday	First Class No. 5 Passenger Daily	First Class No. 1 Passenger Daily	Water, Coal, Scales, Tables, Wyes and R. R. Crossings.	Telegraph Offices.	EFFECTIVE 12:01 A. M. NOV. 10th.		Distance from Seattle	Telegraph Calls.	First Class No. 2 Passenger Daily	First Class No. 6 Passenger Daily	Second Class No. 12 Mixed Daily Except Sunday	Second Class No. 8 Freight Daily
	7.30 AM De		10.30 AM De			**Brownsville**		143.5		2.00 PM Ar		5.30 P M Ar	
	s 7.35		s 10.35	W. Y.	D.	Liverpool	2.0	141.5	MN	s 1.50		s 5.20	
	f 7.40		f 10.40			Bon Accord	2.1	139.4		f 1.39		f 5.12	
	s 7.58		f 10.55			Port Kells	6.7	132.7		f 1.25		s 4.50	
	s 8.14		f 11.07			Cloverdale	5.2	127.5		f 1.14		s 4.32	
	f 8.30		f 11.19			Hazelmere	5.1	122.4		f 1.03		f 4.15	
	8.35 / 8.40		11.27 / 11.29			Douglass B.C.	3.1	119.3		f 12.56 / 12.51		s 4.02 / 3.56	
	8.42 Ar / 9.02 De		s 11.30 / 11.40		D.	Blaine	0.3	119.0	BN	s 12.50 / 12.45		3.55 De. / 3.50 Ar.	
	s 9.30		f 11.55			Custer	7.4	111.6		f 12.28		s 3.30	
	f 9.41		f 12.01 PM			Enterprise	2.4	109.2		f 12.22		f 3.20	
	s 9.52		s 12.15 Mt 2		D.	Ferndale	3.1	106.1	FD	s 12.15 Mt1		s 3.05	
	f 10.03		f 12.20			Brennan	2.1	104.0		f 12.04 PM		f 2.50	
9.40 AM De	s 10.30 AM Ar	7.00 A M De	12.40		D.	**Whatcom**	6.8	97.2	HM	s 11.50	9.25 P M Ar	2.30 P M De	6.00 P M Ar
9.45	Daily Ex Sunday	7.01	12.41	C. X.		Sehome Junction	0.7	96.5		11.45	9.24	Daily Ex Sunday	5.55
9.50		s 7.06	s 12.50		D.	Fairhaven	1.3	95.2	FN	s 11.40	s 9.16		5.30
10.15		s 7.11	s 12.59	W.C.O.Y.		Happy Valley	1.5	93.7		f 11.30	s 9.10		4.55
11.15 Mt 2		f 7.27	f 1.19			Chuckanut	4.9	88.7		f 11.15 Mt 7	f 8.51		4.20
		f 7.37	f 1.30			Samish Lake	3.7	85.1		f 11.04	f 8.40		
		f 7.42	f 1.36			Alger	2.5	82.6		f 10.57	f 8.33		
12.15 PM		s 7.57	s 1.52		D.	Belfast	5.0	77.6	F	s 10.43	s 8.20		2.15
12.50		f 8.02	f 1.57 Mt 8			Belleville	2.0	74.6		f 10.38	f 8.15		1.57 Mt 1
1.30 Mt 8		s 8.10	s 2.05	Y. X.	D.	Burlington	2.6	72.0	BU	s 10.33	s 8.07		1.30 Mt 7
2.17 1 Ps		s 8.23	s 2.17 Ps 7		D.	Mt. Vernon	4.2	67.8	NR	s 10.21	s 7.55		12.30 PM
2.45		s 8.35	f 2.29	W.		Fir	5.3	62.5		f 10.10	s 7.43		11.40
3.15		s 8.50	s 2.47		D.	Stanwood	6.9	55.6	B	s 9.56	s 7.29		11.05
3.45		s 9.02	s 3.00	W.	D	Silvana	5.7	49.9	NA	s 9.43	s 7.16		10.20
4.30		s 9.22 Mt 2 Mt 8	s 3.20		D.	Marysville	11.1	38.8	MS	s 9.22 Mt 5 Ps 8	s 6.56		9.22 2 Ps Mt 5
5.00		9.30	3.30			Long Siding	3.2	35.6		9.10	6.46		8.15
5.30 PM Ar		s 9.40	s 3.40		D. N.	Everett	2.6	33.6	D	s 9.02	s 6.38		7.30 A M De
		9.45 Mt 14 A M Ar	3.43 P M Ar		D. N.	**Everett Junction**	0.9	32.1	H	8.58 A M De	6.35 P M De		
No. 7 Daily		No. 5 daily	No. 1 Daily							No. 2 Daily	No. 6 daily		No. 8 Daily

East-Bound Trains have absolute right over trains of the same class in opposite direction. (See Rule 43.)

SPECIAL RULES---Everett Junction to Brownsville.

All except first-class trains must be under absolute control while passing through yard limits at Everett, Burlington, and between Happy Valley and Whatcom.

Switch at Everett Junction will be kept set for main line.

Between Everett and Everett Junction on Coast Line, freight trains may work without orders, protecting against each other and moving cautiously, expecting to find track occupied, but will keep clear of passenger trains.

Destroy all time tables of previous date. See rule No. 5.

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, Everett Junction, 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.

Everett, Whatcom and Brownsville are terminals for all trains.

All trains 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.

Trains 7 and 8 will not carry passengers.

Passenger trains must not exceed 30 miles per hour, and freight trains 15 miles per hour descending Chuckanut Hill.

☞ 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.

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR	Location M. P.	STATION EAST	STATION WEST	Distance	Track Opens	Capacity Cars
Fort Wright Spur	1480.7	.....	Fort Wright	0.5	West	46
Sand Spur	1629 0	.....	Trinidad	2 0	West	16
Gravel Spur	1629 5	.....	Trinidad	2 5	West	25
Boat Track	1652 3	Wenatchee	.....	.0	West	87
Woods Spur	1688.1	.....	Chiwaukum	2 5	East	3
Foss River Spur	1728.0	.....	Tonga	1.0	East	5
Kirby Mill Spur	1732.0	Skykomish	.....	.1	East	12
Skykomish Mill Co.'s Spur	1732.4	.....	Skykomish	.3	East	13
Berlin Spur	1733.6	.....	Skykomish	1.5	West	1
G N. Shingle Co.'s Siding	1739.6	.....	Grotto	3.5	Both ends	24
Heybrook Spur	1744.7	Index	.....	1.5	East	2
Ellis Quarry Spur	1745.7	Index	.....	0.5	West	5
Soderburg Spur	1746 9	.....	Index	7	West	12
Gold Bar Lumber Co. Spur	1754.6	Gold Bar	.....	0.5	West	3
Robinson's Spur	1755.6	.....	Gold Bar	.5	East	26
Black Bros. Spur	1757 4	Wallace	.....	0.0	West	26
Rileys Spur	1757 7	Sultan	.....	3.1	East	4
Caseys Spur	1759.5	Sultan	.....	1 3	East	5
Owens Spur	1763 6	Monroe	.....	4 7	East	16

NAME OF SPUR	Location M. P.	STATION EAST	STATION WEST	Distance	Track Opens	Capacity Cars
Holmquist Spur	1767 3	Monroe	.....	1.0	East	4
Monroe Gravel Pit	1768 3	Monroe	.....	0 0	West	56
Wood and Iverson Spur	1771.3	.....	Monroe	3 0	East	5
Creosote Spur	1780 6	Lowell	.....	0 5	West	25
House Track	1781 1	Lowell	.....	0.0	East	25
Sand Spur	14 0	.....	Edmonds	3.4	West	7
Hall Hill Mill Co.	32.5	Everett	.....	.5	East	4
Bell Mill Spur	32.8	Everett	.....	0.0	East	36
Nail House Spur	32.8	Everett	.....	0.0	West	24
Everett Milling Co.	33 5	.....	Everett	.5	East	10
Clark-Nickerson Mill	34.0	.....	Everett	1.0	West	45
Neffs Spur	34 5	.....	Long Siding	1.0	East	50
Blackman Spur	36 0	Long Siding	.....	0.4	East	9
Union Slough	37 3	Marysville	.....	1.5	East	8
Zindorf Spur	42.7	.....	Marysville	3 9	East	2
British Spur.	45.5	Silvana	.....	4.4	East	15
English Spur	47.0	Silvana	.....	2.9	East	87
Norman Spur	51.0	.....	Silvana	1.1	East	5
Rabels Spur	51 7	.....	Silvana	1.8	West	5
Manley & Church Spur	54.2	Stanwood	.....	1 4	East	6

NAME OF SPUR	Location M. P.	STATION EAST	STATION WEST	Distance	Track Opens	Capacity Cars
Hals Spur	54 3	Stanwood	.....	1 5	West	4
Morrison Mill Spur	59 6	Fir	.....	2.5	East	6
Williams & Henrys Spur	60.3	Stanwood	.....	2.2	East	6
Skagit Spur	69.8	.....	Mt. Vernon	2.0	East	5
Burlington Quarry	72 5	.....	Burlington	.5	East	14
Samish Pit	77 0	Belfast	.....	.6	East	33
Desmond Spur	81 7	Alger	.....	1.4	West	6
Gaudett Spur	82.5	Alger	.....	0.0	East	12
Samish Lake Spur	85.2	.....	Samish Lake	1	East	80
Owens Spur	85.2	.....	Off Samish Sp'r	.1	West	8
Lindley Spur	85 2	.....	Off " Lake	.1	East	3
Puget Sound Mill Track	94.9	.....	Fairhaven	0.0	West	9
Export Mill Spur	95.0	.....	Fairhaven	0.0	West	10
Cannery Track	95 2	.....	Fairhaven	0.0	Both Ends	15
Pacific Sheet Mill	95.3	.....	Fairhaven	.4	East	3
Mill Spur (Simpson)	98.3	.....	New Whatcom	1.0	West	8
Henry Spur	103.0	Brennan	.....	1.0	East	6
Enterprise Spur	109 2	.....	Ferndale	3.1	East	6
McDonald Spur	113 0	.....	Custer	1.2	East	3
Hazelmere Spur	122 4	.....	Blaine	3 4	West	4

DERAIL SWITCHES.

Derail Switches must always be set for derail except when in actual use, whether there are any cars on these tracks or not.
Fort Wright Spur, 200 feet from main track.
Galena, on Industry Track 174 feet east of west head block.
Harrington, Coal Chute track.
Wilson Creek, Coal Chute track.

Chiwaukum on siding 90 feet west of head block, east end.
Cascade Tunnel east passing track lead, 30 feet from main line.
Wellington, west end passing track.
Wellington, 70 feet west of station, on main line.
Alvin, 150 feet east of west passing track switch head block.

Samish Lake, M. P. 85.2, on Spur, 3635 feet north from head block.
Chuckanut, east end siding.
B. B. & E. Transfer Track east end.

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

COING EAST

STATIONS.	Ruling 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	1065	815	730
Gold Bar to Skykomish	1.0	1000	865	775	715	575	435	385
Skykomish to Wellington	2 2	480	410	367	340	276	200	183
Cascade Tunnel to Leavenworth	Down	.....	.....	.....	.....	.....	.....	.....
Leavenworth to Rock Island	Down	.....	.....	.....	.....	.....	.....	.....
Rock Island to Quincy	1 0	1000	890	800	740	600	460	410
Quincy to Wilson Creek	.8	1200	1050	960	890	740	560	500
Wilson Creek to Spokane	.8	1200	1050	960	890	840	560	500

COING WEST.

STATIONS.	Ruling Grade	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb
Spokane to Galena	1.0	1000	890	800	740	610	460	416
Galena to Harrington	.84	1400	1250	1120	1000	810	630	570
Harrington to Wilson Creek	.0	1700	1545	1390	1280	1060	815	730
Wilson Creek to Adrian	.0	1700	1545	1390	1280	1060	815	730
Adrian to Ephrata	1.0	1100	960	860	800	650	500	450
Ephrata to Wenatchee	Down	.....	.....	.....	.....	.....	.....	.....
Wenatchee to Leavenworth	1.0	1000	890	800	740	612	460	416
Leavenworth to Cascade Tunnel	2.2	490	400	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, GEO. H. DOERR; Leavenworth, F. S. TAYLOR; Everett, S. O. WALLGREN; Seattle, J. F. HUNTER.

M. K. JONES,
Assistant Superintendent.

H. E. BYRAM,
Superintendent.

H. A. KENNEDY,
Assistant General Superintendent.

F. E. WARD,
General Superintendent.

CONTENTS OF MEDICAL CASE.

Conductors Must Study and Familiarize Themselves with the List of Articles in the Case, and Their Uses.

No. 1. Rubber Bandage and Tourniquet, for stopping hemorrhage; apply on sound flesh above the wound, **draw tightly** each time, and encircle the limb until the whole bandage is used. **Fasten securely** in slot.

No. 2. Twelve Assorted Muslin Bandages, to hold dressings in place, assist in stopping hemorrhages, and hold splints upon fractured limbs; wind around the injured part **from below upward.**

No 3. Six packages of Borated Gauze, a prepared dressing for open wounds, always used to cover large wounds; **apply wet** (by dipping in solution, see No. 7) directly to the wound.

No. 4. Four packages Absorbent Cotton. This is for making compresses, and to assist in covering a large wound; **Do not apply directly to the wound.**

No. 5. One ounce Styptic Cotton. This Cotton is permeated with a substance which stops small hemorrhages: apply directly to small wounds and hold in place with muslin bandage.

No. 6. Two ounces Bicarbonate Soda, for burns and scalds, one tablespoonful to a quart of water; saturate a piece of the gauze and apply over a burn or scald, and fasten with bandage.

No. 7. One bottle Corrosive Sub. Tablets. These small tablets are to be dissolved in clean water, preferably warm, in the proportion of one tablet to a pint of water; with this solution you disinfect a wound and keep it free from infection. **THEY ARE POISONOUS** if swallowed or the solution be drunk.

No. 8. Four Surgical Needles, to be used for closing small cuts or jagged wounds, after thoroughly cleansing with the sublimate solution.

No. 9. One Pair Scissors, used in cutting dressings, bandages, clothing, etc.

No. 10. One Pair Forceps, used for removing bits of gravel, and to seize a bleeding artery while it is being tied.

No. 11. One Dozen Envelopes Catgut (two sizes), to be used in tying an artery when it is seen free and bleeding in a wound, also for closing small wounds. **Never Save** any **Catgut** once the envelope is open. Note directions on envelopes.

No. 12. One Roll Adhesive Plaster, for closing small torn or cut wounds, after they are cleansed with the sublimate solution. **It needs no heat; apply** directly **to the skin,** which must be **perfectly dry.**

No. 13. One Cake Red Cross Soap, used in cleansing an injured part around a wound.

No. 14. One Can Chloroform, for anæsthesia.

No. 15. One Ounce Antifebrine, an antiseptic powder for dusting on fresh wounds.

No. 16. One Hand Brush, for brushing the hands and nails thoroughly with the Red Cross Soap before handling an open wound.

No. 17. One Enamel Tray, for corrosive sublimate solution (see No. 7).

No. 18. One Yard Wire Gauze, for making splints (see directions under fractures, No. 5).

No. 19. One Dozen Safety Pins.

No. 20. One Pyramid of Pins.

RULES FOR TREATMENT OF THE INJURED IMMEDIATELY AFTER AN ACCIDENT.

1. Shock. This condition usually follows every severe injury. The chief point is to restore heat to the body as soon as the injured person is put in a comfortable position. Do this by covering with heavy coats, previously warmed, if practicable. Cut off the shoes or boots and wrap the feet in a warmed coat or blanket. Give only small dose of whiskey in hot water.

2. Hemorrhage (Bleeding). This follows shock, and is rarely severe until reaction takes place. Too much stimulation increases hemorrhage and for this reason it is best to give only a little stimulant, well warmed, and repeat the dose if reaction is delayed.

Bleeding of two kinds: First, arterial, when the blood comes out bright and red and in spurts. Second, venous, when the blood is dark and flows in an even stream.

A. To stop hemorrhage when the wound is large and the blood comes out in spurts. Apply the rubber band tightly just above the wound, previously raising the wounded part, especially if it be a limb. Be careful to put the band on **UNINJURED FLESH** if the limb be badly crushed and about three inches above the crushed tissues, else it would slip down and increase the hemorrhage. **Be very careful** to see **that** the **band be** firmly **fixed** before leaving it. Small wounds, even though the hemorrhage be arterial, require only a firm compress of the sublimated gauze placed immediately over the wound and bandaged tightly in place with one of the muslin bandages. It is best after this to bandage firmly from the extremity (hand or foot) upward to beyond the wound with muslin bandages.

B. Venous bleeding, which occurs when the wound is shallow (does not go deeper than the skin), as a rule requires firm pressure over the wound and especially below it. If the wound be quite small, put a wad of styptic cotton into and over it and bandage tightly in place, and then apply a bandage **from below upwards** over and beyond the wound. If the wound be extensive, fill it full of sublimated gauze and then put a thick wad of absorbent cotton over it and **bandage tightly from below upward.**

C. Bleeding from the head, if only the scalp is involved, may be controlled by bringing the wounded or torn surfaces together and applying along the wound a thick layer of styptic cotton, and over this another layer of absorbent cotton and a tight bandage. It is well to pass the bandage under the chin if the wound be on top of the head, as this holds it firmer and tighter.

3. Remove the clothing from the wounded part by cutting it away. Do not attempt to tear or draw clothing off, as this may further injure the wounded part. **Always see the wound and know by your eye** just what the nature of it is.

4. After Hemorrhage has been stopped. The next point is to prevent the wound from being infected and thus prevent blood poisoning. To accomplish this the wound should be cleaned if badly soiled. If soiled by oil and soot or dirt, [illegible] quantity of antiseptic soap and warm water. After it is apparently clean, wash it out carefully [illegible] using a piece of gauze to do wet in the solution of corrosive sublimate (one tablet to a pint of water) before transporting the wounded man. Never allow an open wound to remain unprotected longer than the time employed in stopping hemorrhage. **Remember a soiled covering is worse than none at all,** however.

5. Fractures. If a bone be broken in any of the limbs the member should be firmly fixed before the injured individual be moved. If this be not done, great injury may result by the movements of the sharp fragments of the bone while the individual is being transported. Use flat piece of wire gauze, broken or cut into strips long enough to reach beyond the two nearest joints, will do. A bundle of twigs or stout straws may also serve when nothing else is to be had. Always put one of the improvised splints on either side of the limb, then tie a bandage over the splints at either extremity and in the middle. If there be a wound treat it according to the foregoing rules and then apply the splints, using some clean gauze as padding or some strips torn from clothing. If there be no wound, apply the splints over the trousers or sleeve. If nothing of any kind can be obtained to make a splint, tie the fractured leg or thigh to the sound one, or the fractured arm firmly to the side of the body, by a muslin bandage.

6. Compound fractures are fractures accompanied by a wound of the soft tissues at the point of fracture, so that the bone is exposed to the air. In these cases treat hemorrhage and the wound according to the foregoing rules and then apply splints. If the bones project beyond the skin, remember to bring them back into place **by pulling** the extremity in the **direction of the displacement,** never in the direction the bone normally should be, until the ends of the fragments are quite **free from any over-riding.** Be very careful always to **cover these WOUNDS with** the wet sublimate **GAUZE** and bandage it on.

7. Burns. Carefully remove the clothing by cutting it off, if the part be clothed, and apply immediately three or four thicknesses of the borated gauze wet in warm water, in which one tablespoonful of the bicarbonate of soda to the quart has been dissolved. As a rule never attempt to clean burns immediately after they occur. Cover the wounded part immediately as directed above and leave the cleansing to the surgeon afterward.

Extensive burns are attended by great shock as a rule, and require free stimulation. As burns are very rarely followed by hemorrhage, stimulants may be and should be given in considerable quantities.

8. Prostration from Excessive Heat. In these cases (not sunstroke) the face is pale, lips colorless or blue, breathing slow and quite, pulse slow and very weak. Place the patient on his back, with his head level with his body, and loosen clothing. Apply heat to the surface of the body and extremities. Bathe the face with warm water into which a little alcohol or whiskey has been poured, and if he can swallow, give the patient an ounce of whiskey is as much warm water.

B. Prostration from Drinking too much Ice Water when Overheated. The face is red or even purple, the breathing heavy and irregular, pulse irregular. Loosen clothing, place on back with head slightly elevated. Give hot drinks, apply heat to the spine and the extremities.

9. Position in which a Patient should be Placed after Injury. Injuries to the head require that the head be raised higher than the level of the body. In all cases, if practical, lay the patient on his back with the limbs stretched out in their natural positions; loosen the collar and waistbands, and unless the head be injured, remember to have the head on the same level as the body. Do not bolster it up with anything.

INSTRUCTION FOR STRETCHERS.

The equipment includes—

1 Stretcher,
1 Pair of Blankets,
1 Pillow,
1 Pillow Case,
1 Rubber Pillow Case,
1 Water-proof Cover.
1 Pair Wall Brackets.

The bedding and side pieces are to be kept strapped on the stretcher, and the latter placed on the wall bracket.

When about to use the stretcher, unbuckle the straps from the side pieces which hold down the bedding, and buckle them tightly underneath, to guard against the breaking of a spring; place the side pieces properly on the sides, place the rubber cover over the stretcher for protection against blood and discharges. The blanket is to be used double, as a cover for the patient.

Whenever necessary to do so, the patient may be lifted on the inner portion of the stretcher, resting on the springs, without lifting the whole stretcher. In cramped positions, and for purposes of examination, this will be found convenient.

When storing the stretcher away, fold the blanket and pillow neatly into a narrow, even and compact parcel, and envelop this in the rubber cover, folding in the ends first. Place this on the stretcher with the side pieces on top, to assist in holding it in position, then pass the straps through the keepers on the side pieces, and fasten all snugly in place. This will protect the bedding, if properly done, from moths and wet. The whole stretcher should then be placed on the brackets.

The blanket should be taken out occasionally and shaken, to prevent damage from moths, as well as to keep it cleanly at all times. Replace at once, so that the stretcher is ready for immediate use whenever required.

The stretcher and bedding must not be used for any other purpose than in transporting injured persons.

Agents will be personally responsible for the care of property, and will be particular to take proper receipts whenever it is allowed to go out of his possession, and will notify his Division Superintendent when sent out and by whom.

Stations where stretchers are kept are as follows:

St. Paul Frt. Office,
St. Paul Shops,
Minneapolis Jct.,
Hamline Transfer,
St. Cloud Shops,
Melrose,
Barnesville,
Willmar,
Sioux Falls,
Sioux City,
Breckenridge,
Grand Forks,
Larimore,
Devils Lake,
Minot,
Williston,
Glasgow,
Havre,
Great Falls Shops,
Cut Bank,
Kalispell,
Libby,
Spokane Shops,
Leavenworth,
Everett,
Carman,
Cass Lake,
West Superior,
Sandstone,
Swan River.

COMPANY SURGEONS.

[illegible] E. F. EAKIN
Spokane.....D. G. RUSSELL
[illegible] G. W. HOXSIE
Seattle..... A. B. KIBBEE, Oculist
Spokane...R. L. THOMPSON, Oculist
H. A. COMPTON