

# **GREAT NORTHERN RAILWAY LINE.**

GREAT NORTHERN RAILWAY.

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CASCADE DIVISION

## **TIME TABLE NO. 40.**

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EFFECTIVE 12:01 A. M.

**SUNDAY, SEPT. 21st, 1902.**

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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, Boxes, Tables and Wyes.	Car Capacity.	Distance from St. Paul.	EFFECTIVE 12:01 A. M. SEPT. 21st.	Distance from Spokane.	Telegraph Calls.	Telegraph Offices.	First Class		First Class		Second Class		Third Class	
No. 401		No. 215		No. 113		No. 3									No. 4		No. 114		No. 216		No. 402	
Way Freight Daily		Time Freight Daily		Passenger Daily		Passenger Daily									Passenger Daily		Passenger Daily		Time Freight Daily		Way Freight Daily	
AM De		AM De		PM De		AM De									AM Ar		PM Ar		PM Ar		PM Ar	
5.00	AM De	11.30	AM De	8.00	PM De	7.20	AM De	W. O. T.	1476.2	Spokane	0.0	Q	DN	9.00	AM Ar	9.30	PM Ar	12.10	PM Ar	11.10	PM Ar	
5.15		11.45	Mt 216	8.08		7.28			1479.3	Fort Wright	3.0			8.51		9.22		11.45	Mt 215	10.55		
6.05		12.25	PM	8.23		7.43			1485.3	Highland	9.0			8.39		9.07		11.20		10.30		
6.50		12.55		8.36		7.55		W.	1488.6	Lyons	12.4	YA	DN	8.31		8.59		11.05		10.15		
7.35		1.20		8.46	Mt 114	8.05			1495.4	Galena	17.7			8.22		8.46	Mt 113	10.45		9.55		
8.14	Mt 4 3 Ps	1.35		8.54		8.14	Ps 401 Mt 4	W.	1498.0	Espanola	21.8			8.14	Mt 3 Mt 401	8.35		10.25		9.35		
8.50		2.05		9.05	Mt 402	8.25			1501.6	Waukon	28.4			7.58		8.23		10.00		9.05	Mt 113	
9.30	Mt 216	2.40		9.17		8.36		W.	1505.3	Edwall	34.0	WH	D	7.43		8.12		9.30	Mt 401	8.31		
10.15		3.20		9.35		8.55	Mt 216		1509.4	Moscow	43.2	SC		7.21		7.50	Ps 402	8.55	Mt 3	7.50	114 Ps	
11.15		4.00		9.50		9.09		W. C.	1517.1	Harrington	50.9	HR	DN	7.01		7.34		8.00		6.40		
11.50		4.30		10.03		9.20			1523.7	Mohler	57.6	CO		6.42		7.19		7.20		5.55		
12.20	PM	4.43		10.10		9.26			1527.4	Lyons	61.3			6.33		7.11		7.00		5.30		
1.00		5.00	Mt 402	10.19		9.34		W.	1542.1	Lamona	65.9			6.23	Ps 216	7.02		6.23	4 Ps	5.00	Mt 215	
2.15		5.45		10.35		9.51			1562.3	Odessa	78.1	OD	DN	6.02		6.42		5.25		4.05		
3.10	Mt 402	6.26	Mt 114	10.50		10.04		W.	1561.2	Irby	85.0			5.44		6.26	Mt 215	4.40		3.10	Mt 401	
3.50		7.10		11.03		10.15			1568.7	Krupp	92.6			5.31		6.13		4.10		2.35		
4.30	PM Ar Mt 114 6.00	7.45 8.20	Ar De	11.15 11.20	Ar De	10.27 10.32	Ar De	W. C. T.	1575.2	Wilson Creek	99.0	Z	DN	5.15 5.18	De Ar	6.00 5.55	De Ar	3.40 3.10	De Ar	2.00 11.30	PM De AM Ar	
6.35		8.55		11.33		10.45	Mt 402		1583.1	Stratford	105.9			5.00		5.43		2.40		10.45	Mt 3	
7.05		9.25		11.45		10.58			1590.6	Adrian	114.4			4.48		5.30		2.10		10.00		
8.00		10.05		11.58		11.11		W.	1598.3	Ephrata	122.1	FR	DN	4.36		5.18		1.35		9.20		
8.50		10.50		12.13	AM	11.26			1608.5	Winchester	132.3			4.20		5.02		12.50		8.20		
9.20		11.15		12.23	Mt 216	11.34			1614.6	Quincy	138.3			4.11		4.53		12.23	Mt 113	7.40		
9.45		11.35	Mt 216	12.31		11.42			1619.7	Crater	143.4			4.03		4.43		11.35	Mt 215	7.00		
10.20	Mt 216	12.05	AM	12.43		11.55		W. Int. E.	1625.8	Trinidad	147.6	DI	DN	3.50		4.31		10.20	Mt 401	6.00		
10.50		12.30		12.52		12.03	PM		1630.7	Vulcan	154.4			3.39		4.20		9.45		5.00		
11.15		1.00	113 Ps	1.00	Ps 215	12.09			1634.8	Columbia River	158.6			3.31		4.12		9.20		4.25		
11.40		1.20		1.08		12.18		W.	1639.2	Rock Island	163.0			3.23		4.02		9.00		4.00		
12.15	AM	1.45		1.12		12.27			1643.7	Manga	167.6			3.14		3.52		8.40		3.30		
1.00	114 Ps 114 Ps 215 Ps	3.02	Ps 401 Mt 4 M 402	1.36	Ps 401	12.39		W.	1650.5	Wenatchee	173.9	WC	DN	3.02	Mt 401 Mt 215 Ps 402	3.37		8.15		3.02	Mt 401 4 Ps Mt 215 Mt 113	
3.30		3.50		2.00	Mt 402	1.01		W.	1661.7	Old Mission	185.4	OM	D	2.39		3.12		7.25		2.00		
4.30		4.45		2.22	Mt 4	1.21			1669.8	Pushstain	193.6			2.22	Mt 113	2.52		6.50		1.15		
5.20		5.10	AM Ar	2.33	AM Ar	1.30	PM Ar	W. C. T.	1673.3	Leavenworth	197.6	CH	DN	2.15	AM De	2.43	PM De	6.30	PM De	12.45	AM De	
No. 401 daily		No. 215 daily		No. 113 Daily		No. 3 daily									No. 4 daily.		No. 114 Daily		No. 216 daily		No. 402 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.

Trains must not follow each other out of Stations less than 15 minutes apart.

Destroy All Time Tables of Previous Date. [See Rule No. 5.]

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

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 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 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, 1 1/2 miles west of Crater. 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.

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 passing through yard limits of Spokane, Wilson Creek and Leavenworth.

F. S. ELLIOTT, Chief Train Dispatcher, Spokane.

WEST BOUND										EAST BOUND										
Third Class	Third Class	Second Class	First Class	First Class	First Class	First Class	Water, Coal, Sealer, Table and Wye.	Car Capacity	Distance from Mt. Rainier	EFFECTIVE 12:01 A. M. SEPT. 21st.	Distance from Spokane	Telegraph Office	Telegraph Office	First Class	First Class	First Class	First Class	Second Class	Third Class	
No. 401	No. 401	No. 215	No. 105	No. 101	No. 113	No. 3								No. 4	No. 114	No. 102	No. 106	No. 216	No. 402	
Freight Daily	Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily								Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Freight Daily	
	10:30 AM De	6:10 AM De			2:38 AM De	1:35 PM De	W. C. T.	231	1673.3	Leavenworth 6-4	197.6	CH	DN	2:10 AM Ar	2:38 PM Ar			5:45 PM Ar	11:05 PM Ar	
	11:20	7:00			2:58	1:55		42	1679.6	Drury 3-5	204.0			1:52	2:22			5:15	10:35	
	11:50	7:30			3:12	2:11	Mt 114	W.	55	1683.5	Chiwaukum 7-0	208.2	CY	D	2:11 Mt 3			4:55	10:15	
	12:25 PM	8:00			3:28	2:29		55	1690.9	Nason Creek 3-0	215.2			1:27	1:55			4:25	9:45	
	12:50	8:25			3:38	2:35		55	1699.9	Merritt 4-2	218.2	CK	N	1:22	1:50			4:10	9:30	
	1:38 Mt 114	9:00			3:51	2:49		43	1698.3	Gaynor 3-3	222.6			1:12	1:38 Mt 401			3:50	9:10	
	2:15	9:40			4:02	3:00		42	1701.4	Berne 4-4	225.7			1:04	1:29			3:35	8:55	
	3:15 3 Pa Mt 216	10:20			4:15	3:15	Pa. 401 Mt 216	W. T.	214	1705.9	Cascade Tunnel 3-3	230.0	CN	DN	12:53	1:18		3:15 Mt 3 Mt 401	8:35	
	4:00	10:35			4:25	3:25		92	1709.0	Wellington 3-5	235.6	WY	DN	12:41	1:08			2:00	8:10	
	4:25	10:55			4:35	3:35		70	1712.9	Alvin 3-2	237.2			12:27	12:52			1:15	7:30	
	4:45	11:10			4:43	3:43		43	1715.6	Corna 3-0	239.9			12:17	12:42	Pa 216		12:42	7:00	
	5:10	11:40	Mt 216		4:53	3:52		53	1718.6	Madison 3-0	242.9	MA	DN	12:05	12:30			11:40 Mt 215	6:25	
	5:50 Mt 402	12:18	P M Mt 114		5:03	4:02		41	1721.7	Nippon 3-4	246.0			11:51	12:18	Mt 215		11:05	5:50 Mt 401	
	6:10	12:38			5:13	4:12		50	1725.2	Tonga 5-1	249.4			11:40	12:05	P M		10:35	5:10	
9:10 AM De Mt 216	6:40 PM Ar	1:10			5:28 5:33	4:25 4:30	Ar Mt 402 De	W. C. T. O.	165	1730.3	Skykomish 4-1	254.7	KY	DN	11:25 De Ar	11:50		9:50 De Mt 3 Ar	4:30 De Mt 3 Ar	
9:45		1:25			5:44	4:38		68	1734.4	Grotto 5-2	258.7			11:08	11:38			9:10	3:30	
10:20		1:50	Mt 402		5:54	4:45		58	1739.4	Baring 5-1	263.8	SA	D	10:59	11:29			8:30	1:50 Mt 215	
11:16 Mt 114		2:15			6:08	5:00		56	1744.4	Index 5-3	268.8	NX	DN	10:48	11:16	Mt 401		7:40	1:15 P M	
11:55 Mt 402		2:55			6:27 Mt 216	5:18		113	1753.4	Gold Bar 8-5	277.7	GB	D	10:35	10:55			6:27 Mt 113	11:55 Mt 401	
					6:32	5:22		17	1755.7	Starup 3-5	280.0			10:20	10:50					
1:00 P M		3:30			6:40	5:31		76	1759.2	Sultan 7-5	283.4	GU	DN	10:12	10:41	Pa 402		5:55	10:41 114 Pa	
1:50		4:00			6:55	5:45		68	1766.7	Monroe 4-2	291.0	RO	D	9:57	10:27			5:10	9:30	
2:30		4:30			7:10	6:00		83	1773.6	Snohomish 1-2	297.8	S	DN	9:42	10:13			4:35	8:30	
3:00		5:00			7:22	6:11		58	1779.3	Lowell 1-7	303.7	W	DN	9:29	10:02			4:10	7:30	
3:25 Mt 101 PM Ar		5:25 PM Ar								Via N. P. R.Y. Terminal								3:45 AM De	7:05 AM De	
No. 401 Daily	No. 401 Daily																		No. 402 Daily	
Third Class No. 405	Third Class No. 403		9:55 Mt 114 AM De	3:35 PM De	7:26	6:14		127	1780.9	Pacific Avenue 2-0	305.4	D	DN	9:25	9:55 Mt 105	9:20 AM Ar	6:45 PM Ar		Third Class No. 404	
Freight Daily	Freight Daily		10:00	3:45	7:35	6:25		1782.1	Everett 0-8	306.4			9:20	9:50		9:15	6:40		Third Class No. 406	
7:00 PM De	6:15 AM De		10:10	3:50	7:40	6:30	Mt 106	1782.9	Everett Junction 3-8	307.1	JN	DN	9:15	9:46		9:05	6:30 Mt 3		Freight Daily	
7:15	6:30		10:18	3:58	7:48	6:40		51	1786.7	Mueliteo 3-3	310.7			9:06	9:38		8:55	6:20	3:00	
								1793.0	Mosher 4-2	317.0									1:20	
8:00	7:25		10:39	4:19	8:13	7:05	W.	103	1797.5	Edmonds 4-2	321.7	DR	DN	8:43	9:14		8:35	5:55	2:15	
8:33 Mt 4	7:50		10:49	4:29	8:25 Mt 102	7:17		26	1807.0	Richmond Beach 2-5	325.9			8:33 Mt 401	8:25	Mt 113	8:25	5:46	1:40	
8:50	8:15 Mt 102		10:59	4:39	8:35	7:27		102	1809.8	Metum 4-2	329.9			8:23	8:55		8:15 Mt 403	5:37	1:20	
9:05	8:30		11:08	4:48	8:41	7:38		102	1809.8	Ballard 1-2	333.7	BD	D	8:48	9:09		8:09	5:28	1:05	
9:10 PM Ar	8:35 AM Ar		11:15	4:55	8:45 Mt 114	7:43	W. C. T. O.	706	1810.9	Interbay 1-2	334.8	BR	DN	8:15	8:45 Mt 113	8:05	7:50	5:25	1:00 PM De	
			11:30	5:10	9:00 AM Ar	8:00	Mt 4 PM Ar	528	1815.2	Seattle 1-7	339.0	BA	DN	8:00	8:30 AM De	8:00 AM De	5:10		12:01 AM De	
No. 405, Daily	No. 403 Daily	No. 215 Daily	No. 105 Daily	No. 101 Daily	No. 113 Daily	No. 3 Daily								No. 4 Daily	No. 114 Daily	No. 102 Daily	No. 106 Daily	No. 216 Daily	No. 404 Daily	No. 406 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. Trains must not follow each other out of Stations less than 15 minutes apart.

No. 11 and 14 will stop on Signal at Berlin, one and one-half miles west of Skykomish and at G. N. Shingle Co. siding one mile east of Baring. Nos. 1 and 2, 5 and 6 will stop on signal for passengers at Spring Beach, between Metum and Richmond Beach.  
 Trains 1 and 2 will stop on signal for passengers at the Great Northern Clay Co.'s works at M. P. 20, between Metum and Richmond Beach.  
 Standard Clocks are located at Leavenworth, Skykomish, Lowell, 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, Lowell, Pacific Avenue, Everett Junction, Interbay and Seattle, stating whether they are or are 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 in the same direction down grade between Skykomish and Leavenworth must keep at least 25 minutes apart and operators will block trains as provided in this rule.  
 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 Lowell for freight trains.  
 Trains and light engines will stop at drawbridge one-fourth mile east of Snohomish.  
 All trains will reduce speed to eight miles per hour through Martin Creek tunnel and over bridges at each end.  
 Freight trains will not exceed speed of scheduled freight trains in same direction between Leavenworth and Skykomish.  
 Passenger trains descending the two and two-tenths per cent grade between Leavenworth and Skykomish must not exceed thirty-five miles per hour and west

bound trains should not exceed schedule time through Cascade Tunnel. Passenger trains between Everett Junction and Seattle must not exceed 45 miles per hour.  
 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.

**Freight trains will use Northern Pacific tracks between Lowell and Terminal, and will be governed by N.P. time table between these points**





**NAME AND LOCATION OF SPUR TRACKS.**

NAME OF SPUR	Location M. P.	STATION		Elevation	Track Opens	Capacity Cars	NAME OF SPUR	Location M. P.	STATION		Elevation	Track Opens	Capacity Cars	NAME OF SPUR	Location M. P.	STATION		Elevation	Track Opens	Capacity Cars
		EAST	WEST						EAST	WEST						EAST	WEST			
Fort Wright Spur	1480.7	Fort Wright	0.5	West	46	Wood and Iverson Spur	1771.3	Monroe	3.0	East	5	Hals Spur	54.3	Stanwood	1.5	West	4			
Sand Spur	1629.0	Trinidad	2.0	West	16	Cascade Cedar Spur	1775.2	Snohomish	0.3	East	40	Morrison Mill Spur	61.6	Fir	2.5	East	6			
Gravel Spur	1629.5	Trinidad	2.5	West	25	Creosote Spur	1780.6	Lowell	0.5	West	25	Miltown	62.2	Fir	2.2	East	6			
Boat Track	1652.3	Wenatchee	0.0	West	87	House Track	1781.1	Lowell	0.0	East	25	Hawley Spur	62.4	Fir	2.0	West	3			
Woods Spur	1688.1	Chiwaukum	2.5	East	3	Power House Spur	1782.2	Everett	0.1	West	5	Skagit Spur	69.8	MT. Vernon	2.0	East	5			
Foss River Spur	1728.0	Tonga	1.0	East	5	Sand Spur	14.0	Edmonds	3.4	West	7	Burlington Quarry	72.5	Burlington	0.5	East	14			
Kirby Mill Spur	1732.0	Skykomish	0.4	East	12	Hall Hill Mill Co.	32.5	Everett Jct.	0.5	East	4	Samish Pit	77.0	Belfast	0.6	East	33			
Skykomish Mill Co.'s Spur	1734.4	Skykomish	0.3	East	13	Bell Mill Spur	32.8	Everett Jct.	1.0	East	36	Desmond Spur	81.7	Alger	1.4	West	6			
Berlin Spur	1733.6	Skykomish	1.4	West	1	Nail House Spur	32.8	Everett Jct.	1.0	West	24	Gaudett Spur	82.5	Alger	0.0	East	12			
Grotto Mill Spur	1735.6	Grotto	0.5	East	8	Everett Milling Co.	33.5	Everett jct.	1.8	East	10	Samish Lake Spur	85.2	Samish Lake	0.1	East	80			
G. N. Shingle Co.'s Siding	1739.6	Grotto	3.5	Both ends	24	Clark-Nickerson Mill	34.0	Everett jct.	1.9	West	45	Owens Spur	85.2	Off S. mish Sp'r	0.1	West	8			
Heybrook Spur	1744.7	Index	1.5	East	2	Wheelihan Spui	34.1	Everett Jct.	1.9	West	3	Lindley Spur	85.2	Off " Lake	0.1	East	3			
Elias Quarry Spur	1745.7	Index	0.5	West	5	Neffs Spur	34.5	Long Siding	1.0	East	50	Puget Sound Mill Track	94.9	Fairhaven	0.0	West	10			
Soderburg Spur	1746.9	Index	0.7	West	12	Blackman Spur	36.0	Long Siding	0.4	East	9	Export Mill Spur	95.0	Fairhaven	0.0	West	10			
May Creek Spur	1751.6	Gold Bar	0.5	West	3	Union Slough	37.3	Marysville	1.5	East	8	Canary Track	95.2	Fairhaven	0.0	Both Ends	15			
Robinson's Spur	1755.6	Gold Bar	0.5	East	26	Cox's Spur	42.7	Marysville	2.0	West	2	Pacific Sheet Mill	95.3	Fairhaven	0.4	East	3			
Black Bros. Spur	1757.4	Wallace	0.0	West	26	Zindorf Spur	42.7	Marysville	3.9	East	2	Mill Spur (Simpson)	98.3	Whatcom	1.0	West	8			
Rileys Spur	1757.7	Sultan	3.1	East	4	British Spur	45.5	Silvana	4.4	East	15	Henry Spur	103.0	Brnnan	1.0	East	6			
Caseys Spur	1759.4	Sultan	1.3	East	5	English Spur	47.0	Silvana	2.9	East	87	Enterprise Spur	109.2	Ferndale	3.1	East	6			
Owens Spur	1763.6	Monroe	4.7	East	16	Norman Spur	51.0	Silvana	1.1	East	5	McDonald Spur	113.0	Custer	1.2	East	3			
Holmquist Spur	1767.3	Monroe	1.0	East	4	Rabels Spur	51.7	Silvana	1.8	West	5	Blaine Spur	119.0	Blaine	1.9	East	3			
Monroe Gravel Pit	1768.3	Monroe	0.0	West	16	Manley & Church Spur	54.2	Stanwood	1.4	East	6	Hazelere 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 200 feet east of west head block.  
 Harrington, House Track, 135 feet from west Switch.  
 Downs, 130 feet from west Switch.

Wilson Creek, Coal Chute track.  
 Trinidad Sand Spur, 145 feet from west head block.  
 Cascade Tunnel east passing track lead, 30 feet from main line.  
 Wellington, west end passing track.

Wellington Safety Switch, 70 feet west of station, on main line.  
 Alvin, 150 feet east of west passing track switch head block.  
 Power House Spur, 105 feet from 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.**

STATIONS.	Rating Grade	COINC EAST								STATIONS.	Rating Grade	COINC WEST.							
		20x32 210 lb	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb			20x32 210 lb	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb
Everett to Skykomish	1.0	1200	1000	865	775	715	575	435	385	Spokane to Wilson Creek	1.0	1200	1000	890	800	740	610	460	416
Skykomish to Cascade Tunnel	2.2	600	480	410	360	340	276	200	183	Wilson Creek to Leavenworth	1.0	1200	1000	890	800	740	610	460	416
Cascade Tunnel to Leavenworth	Down	.....	.....	.....	.....	.....	.....	.....	.....	Leavenworth to Cascade Tunnel	2.2	600	480	400	360	340	275	200	185
Leavenworth to Wilson Creek	1.0	1200	1000	890	800	740	600	460	410	Cascade Tunnel to Lowell	Down	.....	.....	.....	.....	.....	.....	.....	.....
Wilson Creek to Spokane	8	1330	1200	1050	960	890	840	560	500										

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.

J. F. STEVENS,  
General Manager.

## SKAGIT BRANCH.

WEST BOUND				Station Numbers Distance from Anacortes	EFFECTIVE 12:01 A. M. SEPT. 21st.	Telegraph Calls	Capacity of Sidings in Cars	EAST BOUND						
First Class No. 129	First Class No. 127	First Class No. 125	First Class No. 121					First Class No. 122	First Class No. 126	First Class No. 128	First Class No. 130			
Passenger Sunday only	Passenger Sunday only	Mixed Daily Ex. Sunday	Mixed Daily Ex. Sunday					Mixed Daily Ex. Sunday	Mixed Daily Ex. Sunday	Passenger Sunday only	Passenger Sunday only			
				7.15 AM De	cn 54 53.5	Rockport	Y W	RO	50	4.30 PM Ar				
				7.30	cn 49 47.8	Faber			70	4.00				
				7.45	cn 44 43.6	Grassmere	W		50	3.30				
				8.05	cn 39 38.3	Birdsview			50	3.00				
6.50 PM De	10.20 AM De	5.30 AM De	8.50	cn 34 33.2	Hamilton	T	H M	53	2.30	9.45 PM Ar	2.50 PM Ar	9.20 PM Ar	9.20 PM Ar	
7.05	10.30	5.50	9.10	cn 30 29.9	Lyman	W			1.30	9.20	2.38	9.08		
		6.35	9.35	cn 25 24.6	Cokedale Junction				12.50					
7.30	10.50	7.20	10.10	cn 22 21.2	Woolley	Y	W L	25	12.20 PM	9.00	2.15	8.45		
				cn 20 19.0	Sterling			8						
7.50 PM Ar	11.10	7.55	10.45	cn 17 16.6	Burlington	Y W	B U	30	11.35 De Mi 121 8.00 Ar Mi 123	8.30 PM De	2.00 PM De 1.45	8.30 PM De		
	11.15		12.01	cn 15 13.9	Avon			14	7.45		1.35			
	11.25		12.15	cn 13 11.0	Fredonia			5	7.35		1.25			
	11.30		12.30	cn 11 9.7	Whitney			20	7.30		1.20			
				cn 8 7.4	Draw Bridge									
	11.50		12.55	cn 5 4.1	Fidalgo			25	7.05		1.00			
	12.03		1.20	cn 2 0.6	Tent Street	T W C		20	6.50		12.48			
	12.05 PM Ar		1.30 PM Ar	cn 0 0.0	Anacortes		X	10	8.45 AM De		12.45 PM De			
Sunday Only	Sunday Only	Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Sunday Only		

West Bound Trains have absolute right over East Bound Trains of same or inferior class.

All Trains will Register at Anacortes, Burlington, Hamilton and Rockport.

Yard limit at Burlington 2,500 feet east of transfer switch. All trains must be moved under perfect control expecting to find trains occupying main line within these limits.

All Trains will come to full stop Two Hundred Feet from Draw Bridge, and will not proceed until they get signal from Bridge Tender, nor exceed Four Miles an hour while crossing Draw Bridge.

All Trains will come to Full Stop before passing over R. R. Crossing at Burlington and Woolley.

Water tank at Minkler's Mill, two miles west of Lyman.

## NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR	Location	STATIONS		Distance	Track Opens	Capacity Cars	NAME OF SPUR	Location	STATIONS		Distance	Track Opens	Capacity Cars
		EAST	WEST						EAST	WEST			
House Track	0 0	Anacortes		0 1	East	3	Burlington Mill Spur	16 0		Burlington	0 6	West	3
Repair Track	0 6	Tenth St.		0 2	East	15	Holbrook's Spur	20 8		Woolley	0 4	West	7
Store Track	0 6	Tenth St.		0 2	East	8	Johnson's Spur	22 2		Woolley	1 0	West	7
Skagit Mill Spur	1 1	Tenth St.		0 7	East	30	Tyee Spur, Y	22 6		Woolley	1 4	Both ends	
Storm Mill Spur	1 5	Tenth St.		0 9	East	8	Green Mill Spur	24 5		Woolley	3 3	West	17
Skagit Mfg Spur	2 3	Tenth St.		1 7	East	6	Duncan's Spur	26 0		Cokedale Jct.	1 5	West	35
Log Railway	2 5	Tenth St.		1 9	Both ends	25	Minkler's Mill	27 6		Cokedale Jct	3 0	Both ends	17
Gravel Pit Spur	6 5	Tenth St.		5 9	West	9	Child's Spur	28 2		Cokedale Jct.	3 6	West	3
McLeod's Spur	30 1	Lyman		0 2	West	5							
Hop Ranch Spur	30 6	Lyman		0 8	West	3							
L. L. Spur	33 0		Hamilton	0 2	West								
Hightower No. 1	33 9	Hamilton		0 7	West	17							
Alber Spur	35 1	Hamilton		1 0	West	17							
Hightower No. 2	36 5		Birdsview	1 8	West	16							
Wiley Spur	44 6	Grassmere		1 0	West	3							
Van Horne's Spur	47 2		Faber	0 5	East	18							
Sauk Spur	51 5		Rockport	2 0	West	2							



# 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 anesthesia.
- No. 15. One Ounce Antifibrin, 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, bathe it gently with a small quantity of antiseptic soap and warm water. After it is apparently clean, wash it out carefully with a pint of warm water in which one of the corrosive sublimate tablets has been dissolved, using a piece of gauze to do this. Then wet several layers of the borated gauze in a fresh solution of the same strength used in washing the wound and lay them over the wound and bandage in place with a muslin bandage. Always cover an open wound with a piece of gauze

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

## COMPANY SURGEONS.

East Spokane.....	E. F. EAKIN	Spokane.....	D. G. RUSSELL	Seattle.....	A. B. KITBEE, Oculist
Harrington.....	M. F. SETTERS	Leavenworth.....	G. W. HOKSIE	Spokane.....	R. L. THOMPSON, Oculist
Everett.....	W. C. COX	Seattle.....	J. B. EAGLESON	Fairhaven.....	B. A. COMPTON

