

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION

TIME TABLE NO. 41.

EFFECTIVE 12:01 A. M.

SUNDAY, MARCH 1st, 1903.

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, Stacks, Tables and Wyes.	Car Capacity.	Distance from St. Paul.	EFFECTIVE 12:01 A. M. MAR. 1st. 1903	Distance from Spokane.	Telegraph Office.	First Class		First Class		Second Class		Third Class	
No. 401		No. 215		No. 3		No. 1								No. 2		No. 4		No. 216		No. 402	
Way Freight Daily		Time Freight Daily		Passenger Daily		Passenger Daily								Passenger Daily		Passenger Daily		Time Freight Daily		Way Freight Daily	
5.00	AM De	11.30	A M De	8.00	PM De	7.20	A M De	W. O. T.	1476.2		Spokane	0.0	Q DN	9.00	PM Ar	8.30	A M Ar	12.10	PM Ar	11.10	PM Ar
5.15		11.45	Mt 216	8.08		7.28			55 1479.2		Fort Wright	3.0		8.53		8.21		11.45	Mt 215	10.55	
8.05		12.25	PM	8.23		7.46			67 1485.2		Highland	9.0		8.43		8.09		11.20		10.30	
8.45		12.55		8.35	Mt 2	7.48	Mt 4	W.	73 1488.6		Lyons	12.4	YA DN	8.35	Mt 2	8.00	Mt 1	11.05		10.15	
7.20		1.20		8.46		8.10			131 1493.9		Galena	17.7		8.22		7.52		10.45		9.55	
7.44	Mt 4	1.35		8.54		8.18		W.	101 1498.0		Espanola	21.8		8.11		7.44	Mt 401	10.25		9.35	
8.29	1 Ps	2.05		9.05	Mt 402	8.29	Ps 401		121 1504.6		Wagon	28.4		7.59		7.28		10.00		9.05	Mt 3
9.30	Mt 216	2.40		9.17		8.40		W.	103 1510.3		Edwall	34.0	WII D	7.48		7.13		9.30	Mt 401	8.31	
10.15		3.20		9.35		8.58	Mt 216		130 1519.4		Moscow	48.2	SC	7.27	Ps 402	6.51		8.58	Mt 1	7.27	2 Ps
11.15		4.00		9.50		9.12		W. C.	160 1527.1		Harrington	60.9	HL DN	7.12		6.31		8.00		6.40	
11.50		4.30		10.03		9.23			62 1533.7		Mohler	61.3		6.58		6.12		7.20		5.55	
12.20	PM	4.43		10.10		9.29			127 1537.4		Downs	61.3		6.52		6.03		7.00		5.30	
1.00		5.00	Mt 402	10.19		9.37		W.	111 1542.1		Lamona	65.9		6.44		5.53		6.30		5.00	Mt 215
2.15		5.40		10.35		9.54			76 1552.3		Odessa	76.1	OD DN	6.25		5.32	Ps 216	5.32	4 Ps	4.05	
3.10	Mt 402	6.10	Mt 2	10.50		10.07		W.	86 1561.2		Jrpy	85.0		6.10	Mt 215	5.14		4.40		3.10	Mt 401
3.50		6.50		11.03		10.18			67 1568.6		Krupp	92.5		5.57		5.02		4.10		2.35	
4.30	PM Ar	7.30	Ar	11.15	Ar	10.30	Ar	W. C. T.	228 1575.2		Wilson Creek	99.0	Z DN	5.45	Mt 401	4.50	De	3.40	De	2.00	PM De
6.00	PM De	8.20	De	11.20	De	10.35	De		66 1583.1		Stratford	106.9		5.29		4.33	Ar	3.10	Ar	1.30	PM Ar
6.35		8.55		11.33		10.47	Mt 402		65 1590.6		Adrian	114.4		5.17		4.21		2.40		10.47	Mt 1
7.05		9.25		11.45		10.59			105 1598.3		Ephrata	121.1	FR DN	5.05		4.09		1.35		9.20	
8.00		10.05		11.58		11.11		W.	43 1606.5		Winchester	132.3		4.50		3.53		12.50		8.20	
8.50		10.50		12.13	AM	11.26			67 1614.6		Quincy	133.3		4.41		3.44		12.23	AM	7.40	
9.20		11.15		12.23	Mt 216	11.34			58 1619.7		Crater	148.4		4.29		3.35		11.35	Mt 215	7.00	
9.45		11.35	Mt 216	12.31		11.42			76 1625.6		Trinidad	147.6	DI DN	4.15		3.20		10.20	Mt 401	6.00	
10.20	Mt 216	12.05	A M	12.43		11.55		W. 2ml. E.	67 1630.7		Vulcan	154.4		4.03		3.08		9.45		5.00	
10.50		12.30		12.52		12.03	PM		66 1634.8		Columbia River	158.6		3.54		2.59		9.20		4.25	
11.15		1.00	2 Ps	1.00	Ps 215	12.09			55 1639.2		Rock Island	167.5		3.48		2.51		9.00		4.05	
11.40		1.20		1.08		12.18		W.	67 1643.7		Malaga	167.5		3.37		2.41		8.40		3.35	
12.15	A M	1.45		1.12		12.27			117 1650.5		Wenatchee	178.9	WC DN	3.25	Mt 401	2.27	Mt 216	8.15	Mt 401	3.00	Mt 401
1.00	1 Ps	2.25	Ps 401	1.36	Ps 401	12.39		W.	65 1661.7		Old Mission	185.4	OM D	3.05		2.02		7.25		2.02	Mt 3
3.30	1 Ps	3.00	Mt 402	2.02	Mt 402	1.01		W.	55 1669.9		Peshastin	193.6		2.50		1.47		6.50		1.15	
4.30		3.50		2.23		1.21			231 1673.3		Leavenworth	197.6	CH DN	2.43	PM De	1.40	A M De	6.30	PM De	12.45	AM De
5.20		4.45		2.23		1.21															
5.45	AM Ar	5.10	A M Ar	2.33	AM Ar	1.30	PM Ar	W. C. T.													
No. 401 daily		No. 215 daily		No. 3 daily		No. 1 daily								No. 2 daily		No. 4 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.]

Standard clocks are located at telegraph offices at Spokane, Wilson Creek 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, and over Bridge No. 347, 1 1/4 miles west of Crater. When trains have double headers the engines must uncouple and run separately over bridge 347.

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

In doing switching on the boat track in 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.

BETWEEN LEAVENWORTH AND SEATTLE.

WEST BOUND										EAST BOUND											
Third Class	Third Class	Second Class	First Class	First Class	First Class	First Class	Water, Coal, Seattle, Spokane and Other	Car Capacity	Distance from Pt. Fall.	EFFECTIVE 12:01 A. M. MARCH 1st, 1903.	Distance from Spokane	Telegraph Calls	Telegraph Offices	First Class	First Class	First Class	First Class	Second Class	Third Class		
No. 401	No. 401	No. 215	No. 105	No. 101	No. 3	No. 1							No. 2	No. 4	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 0-1	197.6	CH DN	2:38 PM Ar	1:35 AM Ar							
	11:20	6:55			2:58	1:55		42	1679.7	Drury 4-2	204.0		2:22	1:17							
	11:50	7:25			3:12	2:11	Mt 2	55	1683.5	Chiwaukum 4-2	206.2	CY D	2:11 Mt 1	1:07							
	12:25 PM	7:55			3:28	2:29		50	1690.9	Nason Creek 7-0	215.2		1:58	12:53							
	12:50	8:20			3:38	2:35	W.	55	1698.9	Merritt 4-4	218.2	CK DN	1:51	12:48							
	1:41	8:55			3:51	2:49		43	1698.3	Gaynor 3-1	222.6		1:41 Mt 401	12:38							
	2:15	9:30			4:02	3:00	W.	42	1701.4	Berne 4-4	225.7		1:33	12:30							
	4:00	10:25			4:15	3:15	P. Mt 216	214	1700.8	Cascade Tunnel 4-2	230.0	CN DN	1:23	12:20							
	4:25	10:45			4:25	3:25	W. C. T.	92	1700.0	Wellington 3-9	233.6	WN DN	12:58	12:05 AM							
	4:45	11:00			4:35	3:35	W.	85	1712.9	Alvin 2-0	187.2		12:38	11:44							
	5:10	11:25	Mt 216		4:43	3:43		43	1715.6	Corra 3-0	229.9		12:28	11:34							
	5:50	12:02	PM Mt 2		4:53	3:52	W. T.	53	1718.0	Madison 3-2	242.9	MA DN	12:16	11:22							
	6:10	12:25	PM Mt 2		5:03	4:02	W.	41	1721.8	Nippa 3-4	246.0		12:02	11:08							
	6:40	1:10			5:13	4:12	W. C. Y. O.	50	1726.2	Tonga 4-0	249.6		11:50	10:57							
8:35	6:40	1:25			5:28 Ar	4:25 De		165	1730.8	Skykomish 5-1	254.7	KY DN	11:35 De	10:32 Ar							
9:45		1:50			5:33 De	4:30 De		68	1734.4	Groto 4-8	256.7		11:20	10:25							
10:25		2:15			5:44	4:39	W.	58	1739.4	Ballard 5-0	303.8	BA D	11:12	10:17							
10:51		2:30			5:54	4:45		56	1744.5	Index 4-8	268.6	NX DN	11:02	10:05							
11:30		2:55			6:18	5:09	W	81	1749.3	Ruby 4-8	273.6		10:51 Mt 401	9:55							
		3:30			6:27	5:18	Y	113	1753.3	Gold Bar 2-4	277.7	GB D	10:42	9:45							
		4:00			6:32	5:22		17	1758.7	Starrup 4-2	280.0		10:37	9:40							
		4:30			6:40	5:31	W.	78	1759.2	Shiloh 4-8	283.4	SH DN	10:32	9:35							
		5:00			6:55	5:45		68	1766.7	Monroe 6-0	291.0	R D	10:20	9:22							
		5:30			7:10	6:00		83	1773.6	Snohomish 6-9	297.8	SD DN	10:10	9:10							
		5:50			7:22	6:11		17	1778.3	Lowell 5-7	303.7	W DN	9:59	8:59							
					Via N. P. RY. Delta																
3:25					3:25																
No. 401 Daily	No. 401 Daily																				
Third Class	Third Class																				
No. 405	No. 403																				
Freight Daily	Freight Daily																				
7:00	6:00																				
7:20	6:15																				
7:45	6:40																				
8:13	7:10																				
8:40	7:35																				
9:00	8:00																				
9:15	8:15																				
9:20	8:25																				
No. 105 daily	No. 403 daily	No. 215 daily	No. 105 daily	No. 101 daily	No. 3 daily	No. 1 daily							No. 2 daily	No. 4 daily	No. 102 daily	No. 106 daily	No. 216 daily	No. 401 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. 1 and 2 will stop on Signal at Berlin, one and one-half miles west of Skykomish and at G. N. Skinglie Crossing one mile east of Ballard. Trains no. 1 and 2 will stop on signal for passengers at the Great Northern Clay Co.'s works at M. P. 106 between Skilton and Richmond Beach. Standard Clacks are located at telegraph offices at Leavenworth, Skykomish, Everett, Intersbay and Seattle. Trains on this division will be governed by Pacific Standard Time. Conductors of all trains, and engineers running under conductors, must register their arrival and departure at Leavenworth, Cascade Tunnel, Skykomish, Everett, Pacific Avenue, Everett Junction, Intersbay and Seattle, stating whether they are or not carrying signals. No train will be considered regular 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 slow 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 Intersbay. Trains will date from time due to leave terminals. Spokane, Leavenworth and Seattle will be considered terminals for passenger trains; Leavenworth, Skykomish, Everett Junction, Intersbay 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-and-a-half 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 Ballard 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 Delta, and will be governed by N.P. time table between these points

BETWEEN PACIFIC AVENUE AND BROWNSVILLE.

EAST BOUND					Water, Coal, Scalps, Tallow, Waxes and R. R. Crossing.	Telegraph Offices	EFFECTIVE 12:01 A. M. MARCH 1st, 1903.	Distance from Seattle	Telegraph Calls	WEST BOUND				
Third Class No. 409	Second Class No. 407	Second Class No. 111	First Class No. 105	First Class No. 101						First Class No. 102	First Class No. 106	Second Class No. 112	Second Class No. 408	Third Class No. 410
Freight Daily Except Sunday	Freight Daily	Mixed Daily Except Sunday	Passenger Daily	Passenger Daily						Passenger Daily	Passenger Daily	Mixed Daily Except Sunday	Freight Daily	Freight Daily Ex. Sunday
		6.00 AM De		10.20 AM De		Brownsville	144.8				8.10 PM Ar			
		6.05		10.25	W. Y.	Liverpool	142.4				7.55			
		6.15		10.30		Ben Accord	139.7				7.45			
		6.35		10.45		Port Kells	133.1				7.20			
		6.50		10.57		Cloverdale	127.8				7.00			
		7.10		11.09		Hazwore	122.7				6.40			
		7.30 Ar		11.17		Douglas B.C.	119.6				6.25 De			
		7.35 Ar		11.19		Blaine	119.3				6.13 De			
		7.57 Ar		11.30	W. D.	Custer	112.1				6.01 Ar			
		8.00 De		11.30		Enterprise	109.4				5.55 Ar			
		8.40		11.45		Ferndale	106.5				5.15			
		8.55		11.51		Brennan	103.9				5.00			
		9.30		12.01 PM	D.	Whitcom	97.1				4.35			
		9.45		12.08		Fairhaven	93.2				4.15 PM De			
	10.40 AM De	10.25 AM Ar	7.10 AM De	12.25	T. D.	Chuganant	91.0			9.30 PM Ar	4.00 PM Ar			
	10.55	Mixed Except Sunday	7.18	12.30	W. D.	Samish	85.1			9.25 PM Ar	3.45 PM Ar			
	11.25		7.28	12.43		Belleville	78.5			9.10 PM Ar	3.10 PM Ar			
	12.01 PM		7.40	1.00	W.	Burlington	73.5			8.57 PM Ar	2.30 PM Ar			
	12.35 PM		7.49	1.09	D.	ML Vernon	69.8			8.47 PM Ar	1.55 PM Ar			
	1.20		8.00	1.20	Pa 407 Mt 408	Stagwood	64.4			8.35 PM Ar	1.20 PM Ar			
8.40 AM De	1.55		8.10	1.28	Y. X. W. D.	Silvana	51.8			8.27 PM Ar	12.60 PM De 11.10 AM Ar	7.00 PM Ar		
9.10	3.00		8.39	1.40	D.	Marysville	49.7			8.13 PM Ar	10.25 AM Ar	6.30 PM Ar		
9.40 Mt 108	3.30		8.41	1.52		Delta	36.8			7.59 PM Ar	9.40 AM Ar	6.00 PM Ar		
10.39 Mt 102	4.20		8.57 Mt 108	2.09	D.					7.44 PM Ar	8.57 AM Ar	5.30 PM Ar		
11.10	5.05 Mt 410		9.10	2.22	W. D.					7.31 PM Ar	7.45 AM Ar	5.05 PM Ar		
12.10 PM	6.10		9.30	2.42	D.					7.10 PM Ar	6.45 AM Ar	4.10 PM Ar		
12.50 PM Ar	7.00		9.43 Mt 102	2.57	W.C.O.V.T. D.N.					7.00 PM Ar	5.45 AM Ar	3.25 PM Ar		

ALL TRAINS WILL USE NORTHERN PACIFIC TRACKS BETWEEN DELTA AND N. P. JUNCTION, 1.2 MILES.

				9.50		3.02		D. N.	N. P. Junction	31.0	H	9.40		6.50				
				9.55	Mt 2 A M Ar	3.09	PM Ar	D. N.	Pacific Avenue	31.0	D	9.38	A M De	6.45	PM De			
No. 409 daily ex. Sunday	No. 407 daily			No. 105 daily	No. 101 daily							No. 102 daily	No. 106 daily			No. 108 daily	No. 410 daily ex. Sunday	

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

SPECIAL RULES---Pacific Avenue to Brownsville.

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

Delta yard limit commences 500 feet east of junction switch, east of coal chute and extends to draw bridge at west end of Delta yard on Coast Line and around the point on the Bay side (old Coast Line) to Everett Jct. yard limit board. Between the hours of seven (7) p. m. and seven (7) a. m. the yard limit rules are suspended between Everett Junction and Delta Yard and all trains will be operated by train orders over this district. (Going toward Seattle is west bound.)

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

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

Standard clocks are located at telegraph office at Delta and Whatcom.

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 Pacific Avenue, N. P. Junction, Delta, Pelleville, 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.

No trains will cross international boundary at Blaine without permission of customs officers.

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

Pacific Avenue, Whatcom and Brownsville are terminals for passenger trains. Delta, Whatcom and Brownsville for freight 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 407 and 408 will not carry passengers.

All trains will be handled under absolute control and without regard to making scheduled time at all points where land or snow slides or falling rock are liable to be encountered.

J. C. DEVERY, Chief Train Dispatcher, Everett.

SKAGIT BRANCH.

WEST BOUND				EAST BOUND							
First Class No. 129	First Class No. 127	First Class No. 125	First Class No. 121	EFFECTIVE 12:01 A. M. MAR. 1st. 1903				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	Station Numbers	Distance from Anacortes	Telegraph Calls	Capacity of Sidings in Cars	Mixed Daily Ex. Sunday	Mixed Daily Ex. Sunday	Passenger Sunday Only	Passenger Sunday Only
			7.15 AM De	54	53.5	Rockport	50	4.30 PM Ar			
			7.30	45	47.8	Faber	70	4.00			
			7.45	44	43.6	Grassmere	50	3.30			
			8.05	29	33.3	Birdsview	50	3.00			
8.50 PM De	10.40 AM De	8.00 AM De	8.50	31	33.2	Hamilton	55	2.30	9.45 PM Ar	2.35 PM Ar	9.20 PM Ar
7.05	10.50	8.20	9.10	30	29.9	Lyman	W	1.30	9.20	2.23	9.08
7.30	11.10	8.50	9.35	24	24.6	Cokedale Junction	W L	12.50			
		7.20	10.10	22	22.2	Woolley	25	12.20 PM	9.00	2.00	8.45
				20	19.0	Sterling	8				
7.50 PM Ar	11.30	7.55 Mt 12 AM Ar	10.45 Mt 12 AM Ar	17	16.6	Burlington	30	11.35 De Mt 12 Ar Mt 12	8.30 PM De	1.35 PM Ar	8.30 PM De
	11.37		11.45 PM	15	13.9	Avon	14	7.45		1.13	
	11.44		12.15	13	11.6	Fredonia	8	7.35		1.05	
	11.49		12.30	11	9.7	Whitney	20	7.30		1.00	
				8	7.4	Draw Bridge					
	12.06 PM		12.55	5	4.1	Fidalgo	25	7.05		12.43	
	12.18		1.20	2	0.6	Tenth Street	20	6.50		12.33	
	12.20 PM Ar		1.30 PM Ar	0	0.0	Anacortes	10	6.45 AM De		12.30 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	5
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, V.	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 Rollway	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.		0.7	East	4	Child's Spur	28.2	Cokedale Jct.		3.6	West	3
Hawkins Spur	11.7	Fredonia		0.7	East	4	McLeod's Spur	30.1	Lyman		0.2	West	5
J. C. Waugh Spur	13.6	Avon		0.3	West	2							
							Hop Ranch Spur	30.6	Lyman		0.8	West	3
							L. L. Spur	33.0	Hamilton		0.2	West	17
							Hightower No. 1.	33.9	Hamilton		0.7	West	17
							Alder Spur	35.1	Hamilton		1.9	West	16
							Hightower No. 2.	36.5			1.8	West	3
							Wiley Spur	44.6	Grassmere		1.0	West	18
							Van Horne's Spur	47.2			0.5	East	15
							Hightower No. 3.	46.8			1.0	East	15
							Sauk Spur	51.5	Rockport		2.0	West	2

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR	Location M. P.	STATION		Distance	Track Opens	Capacity Cars
		EAST	WEST			
Fort Wright Spur	1480.7	.....	Fort Wright	0.5	West	46
Portland Mill Co.	1552.3	Odessa	.....	0.0	East	17
Sand Spur	1629.0	.....	Trinidad	2.0	West	16
Gravel Spur	1629.5	.....	Trinidad	2.5	West	25
Boat Track	1652.3	Wenatchee	.....	0.0	West	87
Woods Spur	1688.1	.....	Chiwaukum	2.5	East	3
Poss River Spur	1728.0	.....	Tonga	1.0	East	5
Kirby Mill Spur	1732.0	Skymomiah	.....	0.1	East	12
Skymomiah Mill Co.'s Spur	1732.4	.....	Skymomiah	0.3	East	13
Berlin Spur	1733.6	.....	Skymomiah	1.5	West	1
Grotto Mill Spur	1735.6	Grotto	.....	0.5	East	8
G. N. Shingle Co.'s Siding	1739.8	.....	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	0.7	West	12
May Creek Spur	1754.6	Gold Bar	.....	0.5	West	3
Robinson's Spur	1755.6	.....	Gold Bar	0.5	East	26
Black Bros. Spur	1757.4	Wallace	.....	0.0	West	26
Rileys Spur	1757.7	Sultan	.....	3.1	East	4
Caesys Spur	1759.5	Sultan	.....	1.3	East	5
Owens Spur	1765.6	Monroe	.....	4.7	East	16
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
Cascade Cedar Spur	1775.3	Snohomiah	.....	0.3	East	40
Creosote Spur	1780.6	Lowell	.....	0.5	West	25
House Track	1781.1	.....	Lowell	0.0	East	25
State Mill Co.	1782.2	.....	Everett	0.5	East	12
Power House Spur	1782.2	.....	Everett	0.1	West	5
G. N. Clay Co. Spur	10.2	.....	Metum	2.0	West	6

NAME OF SPUR	Location M. P.	STATION		Distance	Track Opens	Capacity Cars
		EAST	WEST			
Brady's Spur	17.4	.....	Edmonds	0.0	West	3
Sand Spur	14.0	.....	Edmonds	3.4	West	7
Hill Hill Mill Co.	32.5	.....	Everett Jct.	0.5	East	4
Bell Mill Spur	32.8	.....	Everett Jct.	1.0	East	36
Nail House Spur	32.8	.....	Everett Jct.	1.0	West	24
Nickerson Mach'y Co.	33.1	.....	Everett	0.0	West	4
Everett Milling Co.	33.5	.....	Everett Jct.	1.5	East	10
Clark-Nickerson Mill	34.0	.....	Everett Jct.	1.8	West	45
Whicelihan Spur	34.1	.....	Everett Jct.	1.9	West	3
Neffs Spur	34.5	.....	Long Siding	1.1	East	50
Blackman Spur	35.0	Long Siding	.....	0.4	East	9
Union Slough	37.3	Marysville	.....	1.5	East	8
Cox's Spur	41.7	.....	Marysville	2.0	West	2
Marysville Shingle Co.	41.7	.....	Marysville	2.0	East	3
Zindorf Spur	41.7	.....	Marysville	3.9	East	2
Summit Mill Co.	46.0	.....	Marysville	4.7	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
Hals Spur	54.3	Stanwood	.....	1.5	West	4
Ketchum Spur	59.6	.....	Stanwood	2.0	East	2
Skagit	63.4	Pir	.....	1.0	East	2
Morrison Mill Spur	61.6	Pir	.....	2.5	East	6
Milltown	62.2	Pir	.....	2.2	East	6
Hawley Spur	62.4	Pir	.....	2.0	West	3
Little Mountain Spur	67.7	Mt. Vernon	.....	2.0	East	2
Skagit Spur	69.8	.....	Mt. Vernon	2.0	East	5

NAME OF SPUR	Location M. P.	STATION		Distance	Track Opens	Capacity Cars
		EAST	WEST			
Burlington Quarry	72.5	.....	Burlington	0.5	East	14
Samish Pit	77.0	Bellfast	.....	0.6	East	33
Butler Spur	77.6	.....	Bellville	1.0	East	2
Desmond Spur	81.7	Alger	.....	1.4	West	6
Gardlet Spur	82.5	Alger	.....	0.0	East	12
Samish Lake Spur	85.2	.....	Samish Lake	0.1	East	80
Owens Spur	85.2	.....	Off Samish Sp.	0.1	West	8
Lindley Spur	85.2	.....	Off " Lake	0.1	East	3
McCoy Spur	80.1	Bow	.....	1.2	West	3
Blanchard Spur	84.1	Samish	.....	1.0	West	3
Puget Sound Mill Track	91.0	.....	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	0.4	East	3
Mill Spur (Simpson)	98.3	.....	Whatcom	1.0	West	8
LaPointe Spur	104.2	.....	Brcnnon	0.0	East	2
Henry Spur	103.0	Brcnnon	.....	1.1	East	6
Sand Pit Spur	103.7	Enterprise	.....	0.5	East	12
Shields Spur	108.0	Enterprise	.....	0.3	East	2
Enterprise Spur	109.2	.....	Perndale	3.1	East	6
McDonald Spur	113.0	.....	Custer	1.2	East	3
Melrose Spur	114.3	.....	Custer	2.5	East	4
Blaine Spur	119.0	Blaine	.....	1.0	East	2
Shelton Spur (off Blaine spur)	.....	.....	.....	.....	East	2
Cox Spur (off Blaine spur)	.....	.....	.....	.....	East	65
Eric Mill Spur (off Cox Spur)	.....	.....	.....	.....	East	4
Monarch Mill Spur (off Cox Spur)	.....	.....	.....	.....	East	9
Hazlemere Spur	122.4	.....	Blaine	3.4	West	4
Gravel Spur	137.0	.....	Port Kelly	2.4	East	3

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.
 Port Wright Spur, 200 feet from main track.
 Galena, on Industry Track 209 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.
 Crater, 170 feet from west head block.
 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.
 Ellis Quarry Spur.
 Power House Spur, 105 feet from head block.
 Samish Lake, M. P. 85.2, on Spur, 365 feet north from head block.
 Cluckanut, 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	Railing Grade	COING EAST							
		C L A S S							
		M. H. 45, 45a, 48	38	39-43	37	35-36	33-34	30	
Everett to Skymomiah	1.0	1200	1000	865	775	715	575	435	385
Skymomiah to Cascade Tunnel	2.2	600	480	410	360	340	276	200	183
Cascade Tunnel to Leavenworth	Down	.....	.....	.....	.....	.....	.....	.....	.....
Leavenworth to Wilson Creek	1.0	1200	1000	890	800	740	600	460	410
Wilson Creek to Spokane	.8	1330	1200	1050	960	890	840	560	500

STATIONS	Railing Grade	COING WEST							
		C L A S S							
		M. H. 45, 45a, 48	38	39-43	37	35-36	33-34	30	
Spokane to Wilson Creek	1.0	1200	1000	890	800	740	610	460	416
Wilson Creek to Leavenworth	1.0	1200	1000	890	800	740	610	460	416
Leavenworth to Cascade Tunnel	2.2	600	480	400	360	340	275	200	185
Cascade Tunnel 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.

WM. WILLERTON,
Trainmaster.

R. C. MORGAN,
Assistant Superintendent.

W. D. SCOTT,
Superintendent.

H. A. KENNEDY,
Assistant General Superintendent.

F. E. WARD,
General Superintendent.

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