

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION

TIME TABLE NO. 42.

EFFECTIVE 12:01 A. M.

SUNDAY, APRIL 12th, 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, Seals, Tables and Wye.	Car Capacity.	Distance from St. Paul.	EFFECTIVE 12:01 A. M. APR. 12th. 1903				Distance from Spokane.	Telegraph Cables.	Telegraph Offices.	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					
AM	De	AM	De	AM	De	AM	De				AM	De	AM	De				AM	De	AM	De	AM	De		
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	PM Ar	8.30	AM Ar	12.10	PM Ar	11.10	PM Ar				
5.15		11.45	Mt 215	8.08		7.28			1479.2	Fort Wright	3.0			8.53		8.21		11.45	Mt 215	10.55					
6.05		12.25	PM	8.23		7.46			1485.2	Highland	9.0			8.43		8.09		11.20		10.30					
6.45		12.55		8.35	Mt 2	8.00	Mt 4	W.	1488.6	Lyon	12.4	YA	DN	8.35	Mt 3 f	8.00	Mt 1	11.05		10.15					
7.20		1.20		8.46		8.10			1493.9	Galena	17.7			8.22	f	7.52		10.45		9.55					
7.44		1.35		8.54		8.18		W.	1498.0	Espanola	21.8			8.11	f	7.44	Mt 401	10.25		9.35					
8.29	1 Pz	2.05		9.05	Mt 402	8.29	Ps 401		1504.6	Watson	28.4			7.59	f	7.28		10.00		9.05	Mt 3				
9.30	Mt 215	2.40		9.17		8.40		W.	1510.2	Edwall	34.0	WH	D	7.48		7.13		9.30	Mt 401	8.31					
10.15		3.20		9.35		8.58	Mt 215		1519.4	Moscow	43.2	SC		7.27	Ps 402	6.51		8.58	Mt 1	7.27	2 Pz				
11.15		4.00		9.50		9.12		W. C. T.	1526.8	Harrington	50.6	HR	DN	7.12		6.31		8.00		6.40					
				9.59					1531.5	Adonis	55.3				f	6.16									
				10.10		9.29			1537.3	Downs	61.1	DN	D	6.52	f	6.03		7.00		5.30					
1.00		5.00	Mt 402	10.19		9.37		W.	1541.9	Lamona	65.7			6.44	f	5.53		6.30		5.00	Mt 215				
2.15		5.40		10.35		9.54			1552.1	Odessa	75.9	OD	DN	6.25		5.32	Pa 215	5.32	4 Pz	4.05					
3.10	Mt 402	6.10	Mt 2	10.50		10.07		W.	1561.0	Libby	84.8			6.10	Mt 215	5.14		4.40		3.10	Mt 401				
3.50		6.50		11.03		10.18			1568.4	Krupp	92.2			5.57	f	5.02		4.10		2.35					
4.30	Ps 401	7.30	Ar	11.15	Ar	10.30	Ar	W. C. T.	1575.0	Wilson Creek	98.8	Z	DN	5.48	Mt 401	4.50	De	3.40	De	2.00	PM De				
6.00	Ps 401	8.20	De	11.20	De	10.35	De		1579.0	Stratford	106.7			5.41	Ar	4.45	Ar	3.10	Ar	11.30	AM Ar				
6.35		8.55		11.33		10.47	Mt 402		1582.9	Adrian	108.7			5.29	Ar	4.33		2.40		10.47	Mt 1				
7.05		9.25		11.45		10.59			1590.4	Ephrata	114.2			5.17	f	4.21		2.10		10.00					
8.00		10.05		11.58		11.11		W.	1598.1	Winchester	121.9	FR	DN	5.05	f	4.09		1.35		9.20					
8.50		10.50		12.13	AM	11.26			1608.3	Quincy	138.1			4.50	f	3.44		1.23	AM	7.40					
9.20		11.15		12.23	Mt 215	11.34			1614.9	Crater	148.1			4.29		3.35		1.35	Mt 215	7.00					
9.45		11.35	Mt 215	12.31		11.42			1619.3	Trinidad	149.8	DI	DN	4.15	f	3.20		1.20	Mt 401	6.00					
10.20	Mt 215	12.05	AM	12.43		11.55		W. Sm. E.	1625.5	Vulcan	154.2			4.03		3.08		9.45		5.00					
10.50		12.30		12.52		12.03	PM		1630.4	Columbia River	158.3			3.54	f	2.59		9.20		4.25					
11.15		1.00	3 Pz	1.00	Ps 215	12.09			1634.5	Rock Island	162.5			3.48	f	2.51		9.00		4.05					
11.40		1.20		1.08		12.18		W.	1639.0	Malaga	167.3			3.37	f	2.41		8.40		3.35					
12.15	AM	1.45		1.12		12.27			1643.5	Wenatchee	174.6	WC	DN	3.25		2.27	Mt 401	8.15		3.00	Mt 401				
1.00	3 Pz	2.25	Mt 401	1.16	Ps 401	12.39		W.	1650.8	Old Mission	185.2	OM	D	3.05	f	2.02	Ps 402	7.25		2.02	Mt 3				
3.30	Ps 401	3.00	Mt 402	1.21	Mt 402	1.01		W.	1661.4	Peshastin	193.3			2.50	f	1.47	Mt 3	6.50		1.15	Mt 3				
4.30		3.50		1.23		1.21			1669.5	Leavenworth	197.4	CH	DN	2.43	PM De	1.40	AM De	6.30	PM De	12.45	AM De				
5.20		4.45																							
5.45	AM Ar	5.10	AM Ar	2.33	AM Ar	1.30	PM Ar	W. C. T.	1673.6																
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 are Superior to 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 be present and departures at Spokane, Wilson Creek

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 separate.

Trains will not exceed 20 miles per hour over bridge 345, 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. No passing track at Adonis; trains cannot meet or pass.

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

WEST BOUND

EAST BOUND

Main schedule table with columns for Third Class, Second Class, First Class, and Freight Daily for both West and East Bound directions. Includes station names like Leavenworth, Drury, Chiwaukum, Nason Creek, Merritt, Gwynor, Burne, Cascade Tunnel, Wellington, Coren, Madison, Nippon, Tonga, Skykomish, Groto, Halford, Index, Ropy, Gold Bar, Startup, Sultan, Monroe, Snohomish, and Lowell.

West Bound Trains are Superior to 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.

Nos. 107 and 108 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 Halford. Trains 101 and 102 will stop on signal for passengers at the Great Northern Clay Co.'s works at M. P. 10, between Metum and Richmond Beach.

Standard Clocks are located at telegraph offices at Leavenworth, Skykomish, Delta, Interbay and Seattle.

Trains on this division will be governed by Pacific Standard Time.

Conductors of all trains, and engineers running without conductors, must register their arrival and departure at Leavenworth, Cascade Tunnel, Skykomish, Lowell, Delta, Pacific Avenue, Everett Junction, Interbay and Seattle, stating whether they are or not carrying signals. No trains 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 15 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, Everett Junction, Interbay 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.

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 terminals 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 departures 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 Halford 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 Delta.

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					EFFECTIVE 12:01 A. M. APR. 12th, 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	144.8		3:00 PM Ar		8:10 PM Ar		
		6:05		10:25	142.4	W. Y. D.	2:50		7:55		
		6:15		10:30	139.7		2:43		7:45		
		6:35		10:45	133.1		2:27		7:30		
		6:50		10:57	127.8	D	2:12		7:00		
		7:10		11:09	122.7		1:58		6:40		
		7:20 Ar		11:17	119.6		1:45	6:25 De			
		7:25 Ar		11:19	119.5		1:40	6:18 Ar			
		7:27 Ar		11:20	119.3	W. D.	1:35	6:10 De			
		8:00		11:30	112.1		1:38	6:00 Ar			
		8:40		11:45	109.4		1:16		5:35		
		8:55		11:51	106.6		1:10		5:15		
		9:30		12:01 PM	103.9	D.	1:02		5:00		
		9:45		12:06	103.9		12:55		4:35		
	10:40 AM De	10:25 AM Ar	7:10 AM De	12:25	97.1	T. D.	12:40	9:30 PM Ar	4:00 PM Ar		
	10:55	Mixed Daily Except Sunday	7:18	12:30	95.2	W. D.	12:30	9:25	Mixed Daily Except Sunday	3:45	
	11:25		7:28	12:43	91.0		12:18	9:10		3:10	
	12:01 PM	Mt 102	7:40	1:00	85.1	W.	12:01	8:57		2:30	
	12:35		7:49	1:09	81.4	D.	11:52	8:47		1:55	
	1:20	101 Ps Mt 408	8:00	1:20	78.5		11:40	8:35		1:20	
8:40 AM De	1:58		8:10	1:28	78.5	Y. X. W. D.	11:30	8:27	12:50 PM De 11:10 PM De 10:25 AM Ar	7:00 PM Ar	
9:10	3:00		8:29	1:40	80.8	D.	11:14	8:13		6:30	
9:40 Mt 408	3:30		8:41	1:52	84.4		10:58	7:59	9:40 Mt 408	6:00	
10:39 Mt 102	4:20		8:57 Mt 408	2:09	87.3	D.	10:39	7:44	8:57 Mt 105	5:30	
11:10	5:05	Mt 410	9:10	2:22	81.8	W. D.	10:24	7:31		5:05 Mt 407	
12:10	6:10		9:30	2:42	80.7	D.	10:00	7:10		6:45	
12:50 PM Ar	7:00	PM Ar Mt 108	9:43 Mt 102	2:57	88.8	D.N.	9:48 De 9:43 Ar	7:00 Mt 407	5:45 AM De	4:10 PM De	

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	31.1	H	9:40		6:50			
		9:55	Mt 2 A M Ar	3:09	P M Ar	Pacific Avenue	34.0	D	9:38 AM De		6:45	P M De		
No. 409 daily ex. Sunday	No. 407 daily			No. 105 daily		No. 101 daily			No. 102 daily		No. 106 daily		No. 408 daily	No. 410 daily ex. Sunday

East Bound Trains are superior to 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 Delta, 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 Jet. 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, Belleville, 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 train 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 schedule time at all points where land or snow slides or falling rock are liable to be encountered.
J. C. DEVERY, Chief Train Dispatcher, Everett.

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR	Locality M. P.	STATION		Distance	Track Opens	Capacity Cars	NAME OF SPUR	Locality M. P.	STATION		Distance	Track Opens	Capacity Cars	NAME OF SPUR	Locality M. P.	STATION		Distance	Track Opens	Capacity Cars
		EAST	WEST						EAST	WEST						EAST	WEST			
Fort Wright Spur	1480.7	Fort Wright	Fort Wright	0.5	West	46	Brady's Spur	17.4	Edmonds	Edmonds	0.0	West	3	Samish Pit	77.0	Belfast	Belfast	0.6	East	33
Portland Mill Co.	1552.3	Gdessa	Gdessa	0.0	East	17	Sand Spur	14.0	Edmonds	Edmonds	3.4	West	7	Sound Shingle Co.'s Siding	79.4	Bellville	Bellville	2.9	Both Ends	8
Sand Spur	1629.0	Trinidad	Trinidad	2.0	West	16	Hall Hill Mill Co.	32.5	Everett Jct.	Everett Jct.	0.5	East	4	Butler Spur	77.6	Bellville	Bellville	1.0	East	2
Gravel Spur	1629.5	Trinidad	Trinidad	2.5	West	25	Bell Mill Spur	32.8	Everett Jct.	Everett Jct.	1.0	East	36	Desmond Spur	81.7	Alger	Alger	1.4	West	6
Boat Track	1652.3	Wenatchee	Wenatchee	0.0	West	87	Nail House Spur	32.8	Everett Jct.	Everett Jct.	1.0	West	24	Gaudett Spur	82.5	Alger	Alger	0.0	East	12
Woods Spur	1688.1	Chiwaukum	Chiwaukum	2.5	East	3	Nickerson Mach'y Co.	33.1	Everett	Everett	0.0	West	4	Samish Lake Spur	85.2	Samish Lake	Samish Lake	0.1	East	80
Foss River Spur	1728.0	Tonga	Tonga	1.0	East	5	Everett Milling Co.	33.5	Everett Jct.	Everett Jct.	1.5	East	10	Owens Spur	85.2	Off Samiah Sp'r	Off Samiah Sp'r	0.1	West	8
Kirby Mill Spur	1732.0	Skykomish	Skykomish	0.1	East	12	Clark-Nickerson Mill	34.0	Everett Jct.	Everett Jct.	1.8	West	45	Lindley Spur	85.2	Off "Lake"	Off "Lake"	0.1	East	3
Skykomish Mill Co.'s Spur	1732.4	Skykomish	Skykomish	0.3	East	13	Wheelihan Spur	34.1	Everett Jct.	Everett Jct.	1.9	West	3	Winner Shingle Co.'s Spur	81.2	Bow	Bow	0.2	West	6
Berlin Spur	1733.6	Skykomish	Skykomish	1.5	West	1	Neffs Spur	34.5	Long Siding	Long Siding	1.0	East	50	McCoy Spur	80.3	Bow	Bow	1.2	West	3
Grotto Mill Spur	1735.6	Grotto	Grotto	0.5	East	8	Blackman Spur	36.0	Long Siding	Long Siding	0.4	East	9	Alger Mineral Spur	82.5	(Old Line)	(Old Line)	...	...	9
G. N. Shingle Co.'s Siding	1739.6	Grotto	Grotto	3.5	Both ends	24	Union Slough	37.3	Marysville	Marysville	1.5	East	8	Blanchard Spur	84.1	Samish	Samish	1.0	West	3
Heybrook Spur	1744.7	Index	Index	1.5	East	2	Cox's Spur	42.7	Marysville	Marysville	2.0	West	2	Puget Sound Mill Track	94.9	Fairhaven	Fairhaven	0.0	West	9
Ellis Quarry Spur	1745.7	Index	Index	0.5	West	5	Marysville Shingle Co.	42.7	Marysville	Marysville	2.0	East	3	Export Mill Spur	95.0	Fairhaven	Fairhaven	0.0	West	10
Soderburg Spur	1746.9	Index	Index	0.7	West	12	Zindorf Spur	42.7	Marysville	Marysville	3.9	East	2	Cannery Track	95.2	Fairhaven	Fairhaven	0.0	Both Ends	15
May Creek Spur	1754.6	Gold Bar	Gold Bar	0.5	West	3	Summit Mill Co.	46.0	Marysville	Marysville	4.7	East	2	Pacific Sheet Mill	95.3	Fairhaven	Fairhaven	0.4	East	3
Robinson's Spur	1755.6	Gold Bar	Gold Bar	0.5	East	26	British Spur	45.5	Silvana	Silvana	4.4	East	15	Mill Spur (Simpson)	98.3	Whitcom	Whitcom	1.0	West	8
Black Bros. Spur	1757.4	Wallace	Wallace	0.0	West	26	English Spur	47.0	Silvana	Silvana	2.9	East	87	LaPointe Spur	104.2	Brennan	Brennan	0.0	East	2
Rileys Spur	1757.7	Sultan	Sultan	3.1	East	4	Norman Spur	51.0	Silvana	Silvana	1.1	East	5	Henry Spur	103.0	Brennan	Brennan	1.0	East	6
Caseys Spur	1759.5	Sultan	Sultan	1.3	East	5	Rabels Spur	51.7	Silvana	Silvana	1.8	East	5	Sand Pit Spur	108.7	Enterprise	Enterprise	0.5	East	12
Owens Spur	1763.6	Monroe	Monroe	4.7	East	16	Manley & Church Spur	54.2	Stanwood	Stanwood	1.4	East	6	Shields Spur	108.9	Enterprise	Enterprise	0.3	East	2
Holmquist Spur	1767.3	Monroe	Monroe	1.0	East	4	Hals Spur	54.3	Stanwood	Stanwood	1.5	West	4	Enterprise Spur	109.2	Ferndale	Ferndale	3.1	East	6
Monroe Gravel Pit	1768.3	Monroe	Monroe	0.0	West	26	Ketchum Spur	59.6	Stanwood	Stanwood	2.0	East	2	McDonald Spur	113.0	Custer	Custer	1.2	East	3
Wood and Iverson Spur	1771.3	Monroe	Monroe	3.0	East	5	Skagit	63.4	Fir	Fir	1.0	East	3	Melrose Spur	114.3	Custer	Custer	2.5	East	4
Cascade Cedar Spur	1775.2	Snohomish	Snohomish	0.3	East	40	Morrison Mill Spur	61.6	Fir	Fir	2.5	East	6	Blaine Spur	119.0	Blaine	Blaine	1.9	East	2
Cresote Spur	1780.6	Lowell	Lowell	0.5	West	23	Miltown	62.2	Fir	Fir	2.2	East	6	Shelton Spur (off Blaine sp.)	...	...	...	...	...	2
House Track	1781.1	Lowell	Lowell	0.0	East	25	Hawley Spur	62.4	Fir	Fir	2.0	West	3	City Dock Spur (off Blaine spur)	...	...	...	...	...	65
Seiffert Spur	1781.3	Pacific Ave.	Pacific Ave.	...	East	9	Little Mountain Spur	67.7	Mt. Vernon	Mt. Vernon	2.0	East	2	Erie Mill Spur (off City Dock Spur)	...	...	...	...	...	4
State Mill Co.	35.2	Everett	Everett	0.5	East	12	Skagit Spur	69.8	Mt. Vernon	Mt. Vernon	2.0	East	5	Monarch Mill Spur (off City Dock Spur)	...	...	...	...	...	9
Power House Spur	1782.2	Everett	Everett	0.1	West	5	Burlington Quarry	72.5	Burlington	Burlington	0.5	East	14	Hazelmere Spur	122.4	Blaine	Blaine	3.4	West	4
G. N. Clay Co. Spur	10.2	Metum	Metum	2.0	West	6								Gravel Spur	137.0	Port Kells	Port Kells	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.
 Fort 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.
 Index Passing track 120 feet from west head block.
 Ellis Quarry Spur.
 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.

GOING EAST										GOING WEST									
STATIONS	Rating Grade	CLASS								STATIONS	Rating Grade	CLASS							
		38, 45, 48	45, 48, 48	38	39-43	37	35-36	33-34	30			38, 45, 48	45, 48, 48	38	39-43	37	35-36	33-34	30
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.

WM. WILLERTON,
Trainmaster.

R. C. MORGAN,
Assistant Superintendent.

W. D. SCOTT,
Superintendent.

H. A. KENNEDY,
Assistant General Superintendent.

F. E. WARD,
General Manager.

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 envelope.
- 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 anaesthesia.
- 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.

- 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.
- 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.
 - 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 sublimate 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.
 - 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 sublimate gauze and then put a thick wad of absorbent cotton over it and bandage tightly **from below upward.**
 - 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.
 - 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.**
 - 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 quiet, 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 as is much warm water.

9. 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.

10. 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, unhook 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.

St. Paul.....	J. A. QUINN, Chief Surgeon.	Seattle.....	A. B. KIBBEE, Oculist
East Spokane.....	H. F. EAKIN	Spokane.....	D. G. RUSSELL
Everett.....	W. C. COX	Leavenworth.....	G. W. HOXSIE
		Seattle.....	J. B. EAGLESON
		Spokane.....	R. L. THOMPSON, Oculist
		Fairhaven.....	H. A. COMPTON

