

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION

TIME TABLE NO. 52.

EFFECTIVE 12:01 A. M.

SUNDAY, MAY 28, 1905.

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.

F. S. ELLIOTT,
Asst. Superintendent.

W. D. SCOTT,
Superintendent.

H. A. KENNEDY,
Asst. Gen'l Superintendent.

GEO. T. SLADE,
General Superintendent.

F. E. WARD,
General Manager.

BETWEEN LEAVENWORTH AND SEATTLE—East Bound.

PACIFIC STANDARD TIME.

	Distance from Seattle.	Telegraph Calls	Telegraph Office.	First Class		First Class		First Class		First Class		First Class		Second Class		Third Class		Third Class		Third Class		Second Class		Water, Coal, Scales, Tables and Wye.	Car Capacity	Distance from SC Pool	Distance from Leavenworth	EFFECTIVE 12.01 A. M. MAY 28, 1905.																							
				No. 2		No. 4		No. 272		No. 274		No. 276		No. 402		No. 712		No. 714		No. 718		No. 720																													
				Passenger Daily	AM Ar Mt 3	Passenger Daily	PM Ar Mt 1	Passenger Daily		Passenger Daily		Passenger Daily		Time Freight Daily	PM Ar	Way Freight Daily	AM Ar	Way Freight Daily		Way Freight Daily		Way Freight Daily							Time Freight Daily																						
Leavenworth	111.8	CH	DN	2:25	AM Ar Mt 3	2:20	PM Ar Mt 1					4:30	PM Ar	12:40	AM Ar									W. C. T.	231	1690.0	0	Leavenworth																							
8 3																												8 3																							
4 2	135.5			2:08		2:01						4:05		12:10	AM								W.	39	1700.5	10.5	CHILWAUKUM																								
7 0	131.3	CY	DN	1:55		1:50						3:50		11:50													7 0																								
3 0	124.3			1:38		1:34						3:25		11:20									W.	55	1701.5	17.5	NASHO CREEK																								
4 4	121.3	CK	D	1:30		1:26						3:15	Mt 1	11:05									W.	55	1710.5	20.5	MERRITT																								
3 1	116.9			1:19		1:16	Mt 401					2:45		10:50													4 4																								
3 1	113.8			1:11		1:08						2:30	Mt 401	10:35	Mt 711							W.	43	1714.9	24.9	GAYNOR																									
4 3	109.5	CN	DN	1:00		12:57						2:10		10:05								W. T.	214	1722.3	32.3	CASCADE TUNNEL																									
3 6	106.9	WN	DN	12:40		12:45						1:15		9:10								W. C. T.	92	1725.9	35.9	WELLINGTON																									
3 8	102.3			12:32		12:32	Ps 402					12:28	PM 4 Ps	8:25								W.	65	1729.5	39.5	ALVIN																									
2 7	99.8			12:23	Mt 711	12:17						11:45		7:55													2 7																								
3 0	96.4	MA	DN	12:10	AM	12:05	PM					11:10		7:20								W.	58	1736.2	45.2	COREA																									
3 1	95.5			11:54		11:49						10:25		6:40								W.	41	1738.3	48.3	MADISON																									
3 5	90.0			11:42		11:37						9:50		6:05													3 5																								
5 2	81.8	KY	DN	11:25	De Ar	11:20	De Ar					9:00	De	5:20	8:15	3:00	PM Ar					W. C. Y. O.	145	1747.0	57.0	TONGA																									
4 1	80.7			11:10		11:00						7:55		5:20	8:15	3:00	PM Ar										4 1																								
5 0	75.7			10:59		10:57						7:30		5:00								W.	69	1756.1	65.1	SKYKOMLISH																									
5 1	70.6	NX	DN	10:44		10:44						6:50		4:30													5 1																								
8 1	65.5			10:30		10:28	Mt 713					6:12	Mt 3	4:00								W.	81	1766.3	76.3	HALFORD																									
3 7	61.8	GB	D	10:20		10:19						5:30		3:30								Y.	118	1770.9	80.0	INDEX																									
2 4	59.4			10:15		10:15								3:00													2 4																								
3 4	56.0	SU	DN	10:10		10:07	Ps 714					5:00		2:30								W.	76	1775.8	85.8	ROBY																									
7 5	48.5	HO	D	9:54		9:52						4:25		2:00													7 5																								
6 9	41.8	S	DN	9:40		9:37						4:00		1:30													6 9																								
5 8	35.8	W	DN	9:29		9:25						3:35		11:30	Mt 713												5 8																								
1 0														7:40	Mt 3												1 0																								
Via N. P. RY. DELTA.																																	3:15	AM De																	
Via N. P. RY. DELTA.																																																			
Pacific Avenue	84.2	D	DN	9:25		9:20	Mt 275					5:15	PM Ar	10:02	AM Ar	7:05	PM Ar Mt 1											127	1797.6	107.6	Pacific Avenue																				
1 1																												1 1																							
0 8	33.1	NE	DN	9:21		9:18						5:11		9:58		8:58												0 8																							
3 8	32.3			9:10		9:11						5:00		9:49		8:48												3 8																							
4 2	28.5	MU	D	9:09		9:04						5:00		9:42	Mt 275	8:40												4 2																							
2 7	24.8			9:00	Mt 271	8:56						4:52		9:32		8:30												2 7																							
2 7	21.6			8:54		8:51						4:47		9:27		8:25												2 7																							
4 2	17.4	DR	D	8:45		8:43						4:40		9:18		8:17	Ps 713											4 2																							
3 0	14.1			8:38		8:37						4:35		9:09		8:08												3 0																							
8 2	8.2			8:26	Mt 1	8:25	Mt 3					4:24		8:55		5:55												8 2																							
2 9	6.8	BD	D	8:18		8:18						4:17		8:48		5:48												2 9																							
1 1	4.2	HB	DN	8:15		8:15	Mt 717					4:15		8:45	Mt 3	5:45											1 1																								
4 2	0	BA	DN	8:00	PM De	8:00	AM De					4:00	PM De	8:30	AM De	5:30	PM De										4 2																								
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No. 718 daily																																																			
No. 720 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 5.)

men 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 Chilwaikum to Leavenworth, and from Cascade Tunnel to Skykomish.

NOTE—All trains are operated under a block system between Block Post 125 feet west of east cross-over switch, Cascade Tunnel, and the east switch of the passing track at Wellington.

No westbound train must pass the Block Post at Cascade Tunnel, and no eastbound train must pass the east switch of the passing track at Wellington, to enter the block, without a block

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.

Semaphores are located 1200 feet west of west switch Edmonds, 1200 feet east of east switch Madison and 1200 feet west of west switch at Chilwaikum.

Horizontal position of the semaphore blades by day and yellow light shown by night indicates that switches with which the distant signals are connected are open and approaching trains should immediately be brought under control ready to either stop before reaching the open switch or to enter it at a proper rate of speed.

Diagonal position of the blades and green lights displayed at night indicate that switches with which the distant signals are connected are properly set and train should proceed as per rule.

Under no circumstances must distant signals be used as flags by trains standing between switches, nor will their use modify in any way the existing rule in regard to the protection of trains standing at stations.

Cars must not be set out on passing tracks without an order from the Superintendent.

Empty flats and gondolas must be hauled in trains behind all loaded and empty box, stock and refrigerator cars, and when helper engine used they must be put behind it and ahead of caboose.

Outfit cars must be placed next to caboose. When helper engine used they must be put behind it and ahead of caboose.

J. C. DEVERY, Chief Train Dispatcher.

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 VANCOUVER

PACIFIC STANDARD TIME

EAST BOUND					Water Coal, Soda, Tables, Wyes and R. R. Crossover. Car Capacity Distance from Delta	EFFECTIVE 12:01 A. M. MAY 28, 1905.	Distance from Seattle Telegraph Calls Telegraph Offices	WEST BOUND					
Third Class No. 721	Third Class No. 715	First Class No. 275	First Class No. 273	First Class No. 271				First Class No. 272	First Class No. 274	First Class No. 276	Third Class No. 716	Third Class No. 722	
Way Freight Daily Except Sunday	Way Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily				Passenger Daily	Passenger Daily	Passenger Daily	Way Freight Daily	Way Freight Daily Except Sunday	
9:30 AM De			8:35 AM De	4:00 PM De Mt 274	120.8	Vancouver	107.6 V. N.	D. N.	10:00 PM Ar	3:45 PM Ar Mt 271			11:55 PM Ar
ALL TRAINS BETWEEN WESTMINSTER AND VANCOUVER WILL BE COVERED BY V. W. & Y. TIME TABLE													
11:30 AM De			9:20 AM De	4:35 PM De	0 107.0	Westminster	142.8 NN	D. N.	9:30 PM Ar	3:00 PM Ar			9:55 PM Ar
11:45			9:30	4:42	47 105.8	Liverpool	142.3		9:12	2:50			9:40
			9:35		0 103.2	Bon Accord	140.6			2:43			
12:20 PM			9:48	4:58	42 96.6	Port Kells	133.4		8:55 PM Ar	2:30			8:55 PM Ar
1:00			9:59	5:07	44 91.3	Cloverdale	128.1 CL	D.	8:48	2:18			8:05
			10:10		0 86.2	Hazelnere	123.0			2:04			
1:57 PM	De		10:17	5:05	27 83.1	Douglas B.C.	119.9		8:32 PM Ar	1:57 PM Ar Mt 272			7:10 PM De
2:00	Ar		10:18	5:06	18 82.8	Blaine	119.6 BN	D.	8:30 PM Ar	1:55 PM Ar			7:05 PM De
2:05	De		10:28	5:28	42 75.4	Cherwell	112.2 CU	D.	8:13	1:34			6:41 PM Ar
3:55			10:43	5:41	0 72.9	Enterprise	109.7			1:28			
			10:50		42 70.9	Fernside	106.8 PD	D.	8:04	1:21			4:50 PM Ar
4:50	Mt 272		10:59	5:50	0 67.7	Brennan	104.5			1:15			
			11:05		0 60.2	Bellingham	97.0 HM	D.	7:48	1:00	10:00 PM Ar	3:00 PM Ar	3:45 PM De
6:00	PM Ar	7:30 AM De	6:45 AM De	11:25	42 58.2	Harris Ave	95.0 PN	D.	7:38	12:50	9:55	2:45	
			6:53		67 54.1	Chuganaut	90.8		7:24	12:35	9:40	2:05	
			7:03	11:48	67 51.0	Samah	84.9		7:13	12:22	9:24	1:30	
			7:15	12:02	67 44.4	Bow	81.2 HO	D.	7:05	12:12	9:14	1:00	
			7:23	12:12	30 39.7	Belleville	76.5		6:55 PM Ar	12:02 PM Ar Mt 273	9:00	12:22 PM Ar Mt 273	1:00
			7:32	12:22	30 37.1	Burlington	73.9 BU	D.	6:45	11:53 PM Ar	8:50	11:35 PM Ar Mt 273	1:00
			7:40	12:35	60 33.0	Mt Vernon	69.8 NR	D.	6:35	11:38	8:30	10:15	
			7:52	12:50	84 27.6	Stanwood	64.4 FR	D.	6:22	11:23	8:20	9:30	
			8:03	1:04	100 20.5	Silvana	57.3 B	D.	6:10	11:09	8:06	9:17 PM Ar	1:00
			8:17	1:20	29 15.0	Marysville	51.8 NA	D.	6:00	10:55	7:53	7:25	
			8:29	1:34	96 3.9	Delta	40.7 MS	D.	5:40	10:32	7:30	6:00	
			8:52	1:57	670 0.0	Delta	36.8 PG	D. N.	5:30	10:20	7:19	5:15 AM De	
			9:10	2:12									

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

9:15	2:17	8:32	0	N. P. Junction	2.9	5:19	10:08	7:09		
9:20 AM Ar	2:22 PM Ar	8:36 PM Ar	127	Pacific Avenue	34.1 D	5:15 PM De	10:02 AM De	7:05 PM De		
No. 721 Daily Except Sunday	No. 715 daily	No. 275 daily	No. 273 daily	No. 271 daily		No. 272 daily	No. 274 daily	No. 276 daily	No. 716 daily	No. 722 Daily Except Sunday

East Bound Trains are Superior to West 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 5.)

All except first class trains must be under absolute control while passing through yard limits at Delta, Burlington, Harris Avenue and Bellingham.

West yard-limit board Bellingham is located 400 feet west of round house track switch.

Delta yard limit commences 500 feet east of junction switch, east of coal chute, and extends to west end of drawbridge 11 on Coast line and around the point on Bay-side (old Coast line) to Everett Junction 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 towards Seattle is west bound).

All trains will reduce speed to 8 miles per hour passing through town limits of Mt. Vernon.

All trains will reduce speed to 10 miles per hour passing through town limits of Burlington.

All trains will reduce speed to ten miles per hour over Fraser River Bridge.

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

Standard clocks are located in telegraph offices at Delta and Bellingham.

All trains must register their arrival and departure at Pacific Avenue, N. P. Junction, Delta, Burlington, Belleville, Bellingham, Blaine, Cloverdale and Westminster, stating whether or not they are carrying signals. No train will be considered registered un-

less such notation is made and in case of omission conductors of trains affected will govern themselves accordingly and report the fact to the Superintendent.

Bulletin boards are located at Delta, Burlington and Bellingham.

No trains will cross International Boundary at Blaine without permission of Customs officers.

Seattle and Bellingham are terminals for trains 275 and 276. Seattle and Vancouver are terminals for trains 271, 272, 273 and 274. Bellingham and Vancouver are terminals for trains 721 and 722. Delta and Bellingham are terminals for trains 715 and 716.

All trains must stop at drawbridges 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 grade.

Freight trains will not carry passengers. Outfit cars must be placed next to caboose.

WESTMINSTER INTERLOCKING SYSTEM.—Signal tower is located 3091 feet west of west end of Fraser River bridge opposite crossing of the C. P. Ry. This apparatus controls the crossing of the C. P. Ry. also switches leading to and from the Fraser River bridge tracks and Westminster.

SEMAPHORES for protection of draw on Fraser River bridge between Liverpool and Westminster are located on the east and west end of bridge. Rules for operation of semaphores will govern.

J. C. DEVERY, Chief Train Dispatcher.