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# **GREAT NORTHERN RAILWAY L**

GREAT NORTHERN RAILWAY.

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CASCADE DIVISION.

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## **TIME TABLE No. 12.**

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**EFFECTIVE 1.00 A. M.**

**SUNDAY, JULY 19th, 1896.**

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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.

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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.

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# SPECIAL RULES.

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1. Trains East-bound have absolute right of track over trains of same or inferior class West-bound. See Rule 84.
2. All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides and falling rock are liable to be encountered.
3. Destroy all previous time-tables. See Rule 20.
4. Full-faced figures denote meeting and passing points. Refer to corresponding figures on same line of time-table.
5. Trains will be governed by Pacific Standard Time. Clocks regulated to Standard Time are located at telegraph offices, Spokane, Leavenworth and Skykomish.
6. Trains will date from time due to leave terminals. East Spokane and Lowell will be considered terminals for passenger trains; East Spokane, Leavenworth, Skykomish and Lowell for freight trains.
7. Conductors will register at East Spokane, O. R. & N. Junction, Spokane, Leavenworth, Cascade Tunnel, Skykomish and Lowell, stating, under head of "Remarks," whether or not signals are carried, and, if carried, from and to what points.
8. Bulletin books are located at East Spokane, Spokane, Leavenworth and Skykomish, and must be examined by conductors and engineers daily.
9. Trains will use Oregon Railway & Navigation Company's track between O. R. & N. Junction and Spokane; Seattle, Lake Shore and Eastern track between Spokane and Great Northern Junction; Everett & Monte Cristo track between Lowell and Everett Junction. Train and engineers will provide themselves and be governed by time-tables of O. R. & N. Co. and E. & M. C. Ry. Great Northern time-table will govern use of S. L. S. & E. track.
10. Station Mile Boards indicate Yard Limits at East Spokane, Leavenworth, Skykomish and Lowell. Freight and irregular trains and light engines will move under absolute control between limits named, expecting to find main track occupied.
11. Trains and light engines will stop at crossing S. F. & N. Ry., Spokane; Spokane River bridge; and draw-bridge  $\frac{1}{4}$  mile east of Snohouish.
12. All trains reduce speed to eight (8) miles per hour through City of Spokane; over Spokane River bridge, Crab Creek bridge west of Edwall; all bridges between Quincy and Columbia River; through Martin Creek tunnel and bridges at each end, and Foss Creek Bridge three miles east of Skykomish.
13. Freight trains will not exceed speed of scheduled freight trains in same direction between Great Northern Junction and Highland, Quincy and Columbia River, Old Mission and Skykomish.
14. In passing over Switch Back between Cascade Tunnel and Wellington all trains will be under jurisdiction of Conductor in charge of Switch Back engines. All trains must have an engine on each end. Road crews will render necessary assistance in handling their trains.
15. This Time Table does not convey to trains the right to run between Cascade Tunnel and Wellington in either direction. All trains will be moved between these points by train orders only.
16. Trains 15 and 16 will not carry passengers between Leavenworth and Everett Junction.

H. L. BELL

Chief Train Dispatcher.

**Note Change in Classification, No. 16.**

REFERENCE MARKS: s—Stop; f—Stop on signal or let off passengers; D—Day Office; D. & N.—Day and Night Office; W.—Water; C—Coal; O—Scales; T—Tables; V—Wyes.

V. A. RITON,  
Superintendent.

R. HARDING,  
General Superintendent.

C. H. WARREN,  
General Manager.

### COMPANY SURGEONS.

Havre, . . . . .	J. S. ALMAS
Kalispell, . . . . .	A. D. McDONALD
Bonner's Ferry, . . . . .	T. A. BISHOP
Spokane, . . . . .	D. G. RUSSELL
Harrington, . . . . .	J. F. HARRIS
Leavenworth, . . . . .	G. W. HOXSIE
Everett, . . . . .	W. C. COX
Seattle, . . . . .	J. B. EAGLESON
Fairhaven, . . . . .	H. A. COMPTON

### TIME INSPECTORS.

Havre, . . . . .	W. A. SKUSA
Kalispell, . . . . .	N. B. NYE
Spokane, . . . . .	G. R. DODSON
Leavenworth, . . . . .	C. R. OWENS
Seattle, . . . . .	J. F. HUNTER