GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION

TIME TABLE NO. 46.

EFFECTIVE 12:01 A. M.

SUNDAY, FEB. 28, 1904.

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.

									В	ET	WE	EN	LE	AV	ENWO	RT.	H A	IN	D S	EA	TT	LE.							
				WE	T BO	JND							9		EFFECTIVE			1						-	EAST BO	IND			
	Third (Second (Class	First C	inee	First (lass	First C	lass	First .	Class	00 a	from	12:01 A. M.	Str	1	5	First Cl	***	First C	lass	First Cia		First Class	Second	Class	Third Ci	
	No. 4	10	No. 2	15	No. I	05	No.	101	No.	3	No.	1	44	Capaci thee fr. Paul.		en a	4d 1	4	No.	2	No.	4	No. 10	2	No. 106	No.	218	No. 40	2
	Preigi Dail;		Time Fr		Passen	ger	Passe		Passer		Passe Dai		Beales,	Distan Bittan	1904.	Les	Telegr	1	Passen; Daily		Passen Dail		Passenge		Passenger Baily	Time I	reight	Freigh	
			0.00				-					law n					OH I	-		PM Ar	105	A M At		-		-	1		
	100.00	AM De	6.10	A M De					3.08	AM De	1.50 2.12	PM De	W.C. T.	231 1673. 42 1679.	6.3	1	JH L	,,,	2.55	I'M AF	1.25	A M AT	**************************************		1	5.15	P M Ar	11.40	N Ar
	11.20		7.25						3.42		1 2.30	Mt 2	w.	89 1684	Chiwaukum	10.5	CY I	N f		Mt1	18.57					4.55		10.50	
	12.25	PM	7.55						3.58		2.46			65 1691	7.0	17.5			2.15		12.43					4.30		10.25	
	12.50		8.20						4.08		2.54		w.	55 1694.	3.0	20.5		D	2.07		12.38					4.20		10.15	
	1.57	Mt. 2	8.55						4-21		3.06			43 1698	4-4	24.9				Mt 401	12.28					4.05		10.00	
	2.30	A1. 2	9.30					1	4.32		3.16		w.	42 1701	3.1	25.0			1.49		12.20					3.50		9.45	
	3.30	1 Ps Mt 218	10.10						4-45		. 3.30	Ps. 401 Mt 218	W.T.	214 1706.	4.3	22.3	CN D	N .	1.38		12-10			. !			Mt 1 Mt 401	9.25	
	4.00	Mt 218	10.25						4-55		3.40		W. C. T.	92 1709	3.6		WN D		1.25		11.58					2.20	341 401	8.30	
	4.30		10.45						5.05		3.50		w.	35 1713.	3.6	29.5			1.05		11.41					1.45		7.55	
	4.55		11.00						5.13		3.58			43 1715.	2.7	43.2			253	Pa 218	11.30					12.53	P M 2 Ps	7.20	
	5.25		11.30	M1 216					5.23		4.07		W. T.	53 1718.	3.0	45.2	MA D	N s	12.40		11.17					11.30	Mt 215	0.45	
		Mt 402	11.45						5.33		4-17		W.	41 1721	Nippon	6.8			12.24	P M	11-02					10.50		6.10	t. 401
	6.30	PM Ar	1212	PM Mt 2					5.43		4.27			50 1726.	Tongs	. 51.8			12.12	Mt 215	10.50					10.05		5.30	
	7.00 8.35	AM Da	1.05						5.58}	Ar De	2.49	ArM1 40	W. C.Y.O.	145 1780.	Skykomish	57.0	KY I	M	11.55	De Ar	10.35	De				8.20	Ar Mt 401	3.00	dt 1
	9.10	Mt 218	1.20						6.14		4.54	1000		68 1784.	Grotto	61.1			11.41		10.22						M t 401	2.30	Ar
	9.45		1.50	Mt 402					6.24		5.03		₩.	69 1789.	Halford	66.1			11.32		10.12					7.30		1.50	41 215
	10.25		2.10						6.38	Mt 218	5.20			56 1744.	Index	71.2	NX I	s MC	11.19		9.59					6.38	Mts	1.05	
	11.03	Mt 2	2.25						6.48		5.29		w	81 1749.		76.3			11.03	Mt 401	9.48					5.45		12-10	P M
	11.30	Mt 402	2.45						6.57		1 5.40		Y	113 1763	Gold Bar	80.0	GB	D	10.54		9.39					5.20		11.30	1 401
									7.02		£ 5.45			17 1786.	Startup	82.4		t	10.48		9.35	*******							
	12.50	PM	3.15						7.10		. 5.57		₩.	76 1759.	Sultan	85.8	4U 1	DM s	10.42	Pa 402	9.30					4.55		10.42	2 1's
	1.40		3.45						7.25		6.14			. 68 1766.	Monroe	93.3	RO I	9	10.27		9.16					4.20		9.30	
	2.30		4.15						7.40		. 6.30			83 1778.	Snohomish	100.2	8 I	N .	10.12		9.04					3.55		8.35	
	3.00		4.45						7.51	Mt 402	6-41			. 34 1779.	Lowell	. 106.0	w	N	10.00		8.53					3.35		7.51	M1 3
	3.25	PM Ar	5.15	PM AT											Via N. P. RY.											3-15	AM De	7.25	M De
1	No. 401 D	ally	No. 215 D	aily			30.00																			No. 21	1 lally	No. 402 d	nily
	Third C		Third C		9.55	AM De	3.09	PM De	7.55		6.44			127 1781.	Pacific Avenue	107.6	DD	N e	9.55	Mt. 105	8.49		9.34 A	M AI	7.15 PM	Third		Second C	
	No. 4		No. 4		10.05	Mtz	3.20		8.08		6.58			1782	1.1	1	I ON	N .	9.50		8.45				7.10	No.		No. 40	1 44 Mari
	Freight,		Freight, 1	-				100				W. 10		-	0.8	100 5				-	8.42		9.20	-		-		Preight to	
	7.30	PM De Mt 106	6.00	AM De	10-10		3.25	Mt 404	8.08		7.00	Mt 106			Everett Junction	109.0			9.46	******	8-42				7.00 Mt 40	3.20	PM Ar	1.05	M Ar
	7.50		6-15		10.18				8.16		7.10			51 1786.			MU	D	9.38		8.34		9.12		6.50		1	12.50	
	8.26	Mt 4	6.35		10.27		8-41	[8.24		7-19		••••••	65 1781.	Mosher	. 117.5		7.00	9.29		8.26	Mt 405			f 6.35			12.35	
	8-45		7.05		10-39		3.54		8-36		7.34		₩.	108 1798.	Edmonds	124.4	DR	D	9.14		8 13		8-50		6.20	1.45	A STATE OF THE STA	12-20	
	9.00		7.25		10.45		4-01		8.42	Mt 103	7.41				Richmond Beach	1		****	9.07		8.06			Mts	6.12	1.10		12.08	AM
	9.25		7.50		10.58		4.14		8.55	Mt 2	7.54	Mt 4		26 1807	9.9	188.6			8.55	Mts	7.54	Mt I	8.30		5.55	12.35	1	11.50	
	9.35		8.05	36. 100	11.08		4.23		9.10		8.09			102 1810.		136.5		D	8.48	****	7.48		8.20		5.45	12.15		11-35	
	9.45	PM Ar	8.15	AM A	11.15		4.30		9.15		8.15		W. C. T.O	706 1811.	Interbay	137.6	RB D	M	8.45		7.45		8 15 A	Mt. 403	5.40	12.05	PM De	11.30	M De
	0.40			****	11-30	AM AF		PM AT	9.30	AM Ar	8.30	PM A		538 1815.		141.8	BA D	N	8.30	AM De	7.30		8.00	AM De	5.25 PM				

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. Destroy all Time Tables of previous date. (See Rule 5.) Trains must not follow each other out of Stations less than 15 minutes apart. bound trains should not exceed schedule time through Cascade Tunnel. Passenger trains between Everett and Seattle must not exceed time card schedule.

Nos. 1 and 2 will stop on Signal at G. N. Shingle Co. siding one mile east of Halford.

No. 107 daily No. 405 daily No. 403 daily No. 105 daily No. 101 daily No. 3 daily

sast of Halford.

Trains 100 and 100 will stop on signal for passengers at the Great Northern Chy Co's works at M. P. 10, between Metum ann Richmond Beach.

Standard Clocks are located at telegraph offices at Lavesworth, Stykemish, Delta, Interbay and Seattle.

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

Conductors of all trains, and engineers running without conductors, must regulate the standard of the standard of the standard of the standard trains.

Particle Annual Pollar, Pacific Avenue, Everett, Interbay and Seatle, 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.

Buletin Boards are located at Lavenworth, Cascade Tunnel, Skykomish, Paleir Interbay and Seattle.

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.

Make step at seast 25 minutes between Seattle and Interbay.

All trains must use 25 minutes between Seattle and Interbay.

Trains will date from time due to leave terminale. Leavenworth and
Seattle will be considered terminals for Nos. 107, 105, 401 and 402.

Trains and light engines will stop at drawbridge one-fourth mile cast of
Snobenials.

Trains and light engines will stop at drawbridge one-fourth mile cast of
Snobenials.

Trains and light engines will stop at drawbridge one-fourth mile cast of
Snobenials.

Trains and water beigns at each exclusive per hour through Martin
Cred. Luncal and were beigns at each end.

Freight trains will not exceed appead of schoolseld freight trains in same
firection between Leavenworth and Skyhomish.

Passenger trains descending the two and two-tenth per cent grade between
Leavenworth and Skyhomish.

Additional to other required tests of the air brake, no train will leave Cas cade Tunnel until the air brakes have been earefully tested. Engineer will set the brakes and leave them set until trainness casmine each car, then release them, and trainness until signal examine each car and see that brakes clease 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.

No. 2 daily

All retainers must be used from Cascade Tunnel to Merritt, and from Clievaskem to Lasreeweeth, and from Cascade Tunnel to Skykonish. NOTE—All trains (and light engines) are operated under a block system between the depot at Cascade Tunnel, and the cast 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 cast 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.

No. 4 daily No. 102 daily No. 106 daily No. 404 daily No. 406 daily No. 108 daily

BETWEEN PACIFIC AVENUE AND BROWNSVILLE.

This	Class	7				AST BOU						- 6 4		De.		1 =	- 1		1									-	-
	409		d Class	Becond	_	Second	Class	First	Class	First	Class	C	l t	1	EFFECTIVE	8	Calls	4	-			W	EST BO	DUND					
		No	.407	No.	. 111	No.	109	No.	105	No.	101	Tab.	Cape	ı tı	12:01 A. M.	100	4ds	1	Piret	Class	First Class	Secon	d Class	Second	d Class	Second	Class	Third	Clas
Daily	Except		lght	Tuesday	ed	V. T.	RY.	Passe	nger	Passe		N S M		la n	FEB. 28, 1904.	8	87.8	Velegra	No.	102	No. 106	No	. 110	No.		No.		No.	
Sui	day	D	aily	days, Sat	urdays	Dai	ily	Da	ily	Dal		Beal	10	1 d	1904.	1	ž		Passe	enger	Passenger	V. 7	r RY.	Mix				-	
			l	6.00	AM De	10.35	A M De		1		1			-		A	_		Da	117	Daily	10	nily	Mondays, nesdays,	s, Wed-		tght	Frei	afly
				8.05		10.40			1	10.20	AM De				Brownaville		NW	D.	3.00	PM Ar		0.04	Jane					Ex. Su	bday
		·		6.15		10.45				10.25	*******	W.Y.	1 4	7 105,5	Liverpool	142.5	MN	D.	. 2.50						P M At			*********	
				6.35		11.00				10.30			- 0	0 103.2	Bon Accord	140.0			1 2.43			3.15	. 1	1.00		***************************************		******	
*****				8.50		11.15	AMA		1	10.45		**********	- 40	96.6	Port Kells	133.4			1 227	l		2.45	300	1				********	
*******				7.10						10.57			4	91.3	Cloverdale	125.1			1 2.12			230				********		*********	
				7.20 7.25 7.27 8.00	Ar De				1	11.09	Ar	******		86.2	Hazelmere	128.0			1 1.58			2.30		1 6.40				***********	
******				8.00	Ar				1	11.58	De Ar	***********	- 27	83.1	Douglass B.C	119 9			1:45	De Ar					De			*********	
				1 8.40						11.45	De	w.	18	82.8	Blaine	119.6	BN	D.	1.45 1.40 1.35 1.32	De				6.13 6.10 6.00	De.				
				8.55						11.51			- 42	75.4	Custer	112 2			f 1.16					6.001	Ar.				
*********				9.30						1201	PM		- 0	72,9	Enterprise	109.7			f 1.10					1 5.15	1	******************		******	
				9.45						12.06		••••••	142	1	Ferndale	106.8	FD	D.	1.02	******				5.00					1
		10.40	AM De	10.25	AM Ar			7.00	A M De s				1 9	67.7	7.5	104.5			1 12.55					1 435		***************************************	11	**********	-
		10.55						7.08			Mt 102	C. T. W.		60.2	Whatcom	97.0	HH	D.	12.40		9.45 PM				P M De	4.00		********	
	1	11.25					t	7.18		12.43			42	28.2	Fairhaven	95.0	FN	D.	12.30	Mt 101	9.40			4.10		3.45	PM AF	********	4
		12.01	Mt 102					7.30		1.00		w.	70		Chuckanut	90.8			1 12.16		9.30					3.10		********	
		12-35						7.39		1.09			1 1		Samish				112.01	PM Mt 407	9.18					230		**********	1
		1.20	101 Pa					7.50		1.20	Pa 407	**** *****	30		Bow	81 2 1		D.	11.52		9.10					1.55			1
8-40	AM De	1.56						8.00		1.28		W. X. Y.	100		Belleville	76.5			11.40		9.00					1.20	M1101		
9.10		3.00						8.19		1.40	25522.712		100	27.1	Burlington	78.9		D.	11.30	Ps 408	8.52					12:50	PM De	200	
9.40	Mt 408	3.30						8-31	t	1.52	- 1		84	27.6	Mt. Yernon		MH	D.	11.14		8.40					10.25	AM Ar	6.30	1
0.39	Mt 102	4.80						8.47	Mt 408	2.09		**********	100		7.1		FR	D. 1	10.56		8.26					9.40	Mt 409	6.00	*****
1-10	*********	5.05	Mt 410					9.00		2.22					Stanwood	7.5.3	В	D.	10.39	Mt 409	8.12					1200B	Mt 105	5.30	*****
2-10	PM	6.10						9.23		2.42		۳.	29	15.0	Silvana	51.8		D.	10.24		8.00					7.45		5.05	Mt 40
2.50	PM Ar	7.00	PM AF					9.43	-			V C.O.Y.T	670	3.9	Marysville		MB		10.00		7.40					6.45			1
									1	a.o.	······· \		9,0	0.0	1.7	36.8	PG	D.	9.48 De 9.43 Ar	Mt 106	7.30 Mt 40						A M De	3.25	
						A	LL TI	RAINS	WILL	USE	NORT	HERN	P	ACIE	IC TRACKS BET	wee	N P					-				5.40		3.20	PAL
														-		***		ELIA	AND	N. P.	JUNCTIO	N, 1.2	MILE	s.					
					- 1			9.47	Mt 2	1					N. P. Junction	M.1			9.38		7.20				T	- 1	-		_
0. 409	dalle			No. 111 N				9.55	A M Ar	8.09	P M Ar		127		Pacific Avenue	34.1	D	D.	9.34	A M De	7.15 PM D							*********	******
ex. Sur	day	No. 407	dally	No. 111 h Tuesdays, 7 days, Satu	Thurs-	V. T. I	RY.	No. 105	daily	No. 101 d	lally											No. 110	1	No. 112 M				********	******
							-	-							(See Rule 43.)				No. 102	tally	No. 106 daily	V. T.	ALE.	Mondays,	Wed-	No. 408 d	latty	No. 410	dail ;

SPECIAL RULES --- Pacific Avenue to Brownsville.

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, Fairhaven and Whatcom. West ard limit board Whatcom, 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 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 (?) p. m. and seven (?) 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.)

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, Burlington, Belleville, Whatcom, Blaine, Clotzerdale 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. Bulletin boards are located at Delta, Burlington, Whatcom

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

reign 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 sched ule time at all points where land or snow slides or falling rock are liable to be encountered.

J. C. DEVERY, Chief Train Dispatcher,

SKAGIT BRANCH.

EAST BOUN	D			1 1 1		1 1-	ī			WE	T BOUND		
	Second Class	First Class	First Class	#	RFFECTIVE	a ding	First Class	Fi	st Class	Second Class	BOUND	1	
	No. 125	No. 133	No. 121	from	12:01 A. M.	O Bi	No. 122	-	. 134	No. 126			
	Freight	Passenger	Mixed	a Do	FEB. 28,	rraph		-		Freight			
	Ex. Sunday	Daily	Daily	B D	1904	Teles	Mixed Daily		Daily	Daily Ex. Sunday			
			7.00 AM De	0 n 54 53 7	RockportYW	-							
					Faber		6.30 PM	At					
					Grassmerew		5.50	***			**********		
			8.10		Birdsview		4.50						
	6-25 AM D		8.55		HamiltonT	1 1	4.20			9.45 PM Ar			
			9.20	c n 30 29.8	Lymanw		3.20			0.00			
	7-15 8-00 Mt. 13				Cokedale Junction		2.40						
		7.45 AM D					2-10	7	5 AM A	9.00			
	830 AM A				Sterling			Del					
			L of De	9 1 1	Burlington YW		11.20	Ari		B-30 PM De		***************	
		8-16			2.6 Fredonia		10.55	7.	20				
		8 22						. 7					
					Draw Bridge			and the same					
			2.40	cn 5 4.1	Fidalgo		10.00	6.					
					Tenth StreetT W C			8 6					
	***************************************	8.55 AM A	2-55 PM AF	CB 0 0.0	Anacortes	X 10	10.00 AM	De 6.	O AM De				
	Daily Ex.Sunday	Passenger	Daily				Daily	P	Daily	Daily Ex.Sunday			

DESTROY ALL TIME TABLES OF PREVIOUS DATE. (SEE RULE 5.)
East Bound Trains are superior to West Bound Trains of same class. (See rule 43.)
All Trains will Register at Anacortes, Burlington, Wooley, Hamilton and Rockport.

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

Bulletin boards located at Anacortes, Burlington and

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 east of

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR	Loca- tion M. P.	STA	TIONS	la ne	Track Opens	4	NAME OF SPUR	Loca- tion M. P.	STA	TIONS	900	Track	in l		Loca-	STAT	IONS	90	Track	14.
	M. P.	WEST	HAST	ā	Opens	50		M. P.	WEST	HAST	3	Opens	20	NAME OF SPUR	tion M. P.			1	Opens	
House Track	0.0	Anacortes		0.1	West	-	Hawkins Spur	11.7	Fredonia	4431	-	-	0			WEST	RAST	4		3
Repair Track	0.6	Teath St.		0.2	West	15	J. C. Waugh Spur	_	Fredonia		0.7	West	_5	Hitchock-Kelly	29.4	Lyman			East	1 1
tore Track.	0.6	Tenth St.		0.3	West	1.3	Burlington Mill Spur	13.6	********* ****	Avon	0.3	East	2	McLeod's Spur	30.1	Lyman		0.2	East	3
kagit Mill Spur	1.1	Tenth St.		0.2	West	28			**********	Burlington	0.6	East	6	Hop Ranch Spur	30.6	Lyman		-	East	-
Storm Mill Spur.	1.5	The second second second		0 7			Holbrook's Spur	-		Woolley	0.4	Rast	8	L. L. Spur	33.0				East	- 3
avanaugh Spur		region on gate por management	11111	-	West	12	Sound Iron Spur	21.2			0.0	East	7	Alder Spur	35.1	Hamilton		-	Marie State of State	-
				1.4	East	4	Johnson's Spur	22.2	Woolley		1.0	East	1	Hightower No. 2			Birdaview		East	17
kagit Mfg. Spur		Tenth St.		. 1.7	West	6	Tyee Spur, Y	22.6	Woolley			Both ends	_3			Grassmere	Dirdsview		East	19
og Rollway		Teuth St.		1.9	Both end	32	Green Mill Spur	24.5	Woolley			East	22					1.0	Rast	9
idalgo Mill Spar	3.6	Tenth St.		2.0	East	1			Cokedale Jet.		-			Printer Committee of the Committee of th	47.2		Faber	0.5	West	1 16
Gravel Pit Spur	6.5	Teath St.		5.0	East	-			Cokedale Jet.			East	33	Tower Mill Co	40.0		Faber	0.3	West	10
ox Lumber Co. Spur	11.8				West	6			Cokedale Jct.			Both ends Bast	13	Hightower No. 3 Sauk Spur	46.8		Paber Rockport		West	15

NAME AND LOCATION OF SPUR TRACKS.

	Lesation	STAT	MON		Track	1
NAME OF SPUR	¥. 7.	EAST	WEST	Dietase	Opens	Capacity
Woods Spur	1688.1	**********	Chiwaukum	2 5	East	1
Kirby Mill Spur	1732.0	Skykomish		0.1	East	1
Skykomish Mill Co.'s Spur	1732.4		Skykomish	0 3	East	2
Great Republic Mining Co.	1733 6		Skykomish	1.5	V/est	1
Berlin Spur, Miller Riv Co.	1733.6		Skykomish	1.5	West	-
Grotto Mill Spur	1735 6	Grotto		0.5	East	-
G. N. Shingle Co.'s Siding	1739.6		Grotte	3.5	Both ends	1
Heybrook Spur	1744.7	Index		1 5	East	-
Ellis Quarry Spur	1745.7	Index			West	1
Soderburg Spur	1746 9		Index		West	1
May Creek Spur	1754.6	Gold Bar			West	-
Robinson's Spur	1755.6		Gold Bar	0.5	East	13
Black Bros. Spur	1757 4	Wallace		0.0	West	13
Caseys Spur	1759.5	Sultan	******	1.3	East	Г
Sultan Lumber Co. Spur	1763.2	Sultan	*******			r
Owens Spur	1763.6	Monroe				T
Holmquist Spur	1767 3	Monroe				1
Monroe Mill Spur	1758.0	Monroe				1
Monroe Gravel Pit	1768 3	Monroe		0.0	West	T
Wood and Iverson Spur	1771.3		Monroe	3 0	East	r
Cascade Cedar Spur	1775.2	Snohomish		0.3	East	13
Creosote Spur	1780 6	Lowell		0 5	West	T
House Track	1781.1	Lowell			East	П
State Mill Co.	35.2		Everett	0.5	East	Т
Power House Spur	1782 2		Bverett	0.1		1
G. N. Clay Co. Spur	10 2		Metum	2 0	West	
E. W. Mills Spur	12	Richmond Bch		2.3	East	T
Brady's Spur	17.4		Edmonds	0.0	West	T
Sand Spur	14 0		Edmonds	3.4	West	1
Hall Hill Mill Co.	32.5		Everett Jct.	0.5	East	1
Weyerhauser Timber Co.	32.8		Everett Jct.	1.0	Bast	1

NAME OF SPUR	Location	STA	NOI	THE STREET	Track	Christin
01 01 01	¥. ?.	EAST	WEST	Z	Opens	20
Nail House Spur	12.8		Everett Jct.	1 0	West	24
Nickerson Mach'y Co.	33.1				West	4
Everett Milling Co.	33.5		Everett Jct.	1 5	East	15
Clark-Nickerson Mill	34.0		Everett Jct.	1 8	West	31
Log Dump Spur			Everett Jct.	1.8		21
Wheelihan Spur	34.1	Everett Jct.		1 9	West	3
Neffs Spur	34.5		Long Siding	1.0	East	50
Blackman Spur		Long Siding		0 4	East	7
Union Slough	37-3	Marysville		1.5	East	7
Cox's Spur			Marysville	2 0	West	2
Zindorf Spur			Marysville	3 9	East	2
Kennedy Spur		22 1211111	Marysville	4.2	East	6
British Spur		Silvana		4.4	East	1 2
Summit Mill Co.	46 0	**********	Marysville	4.7	Bust	1 2
English Spur	47.0	Silvana		2.9	East	16
Norman Spur	51 0		Silvana	II	East	2
Rabels Spur			Silvana	1.8	West	2
Washington Shingle Co.	53 4			1.1	East	3
Manley & Church Spur	54.2	Stanwood		1 4	East	4
Hals Spur	54.3	Stanwood		1.5	West	1
Ketchum Spur	59.6		Stanwood		East	1 2
Morrison Mill Spur	61 6	Fir		2.5	Rast	1 8
Milltown	62.2	Pir		2.2	East	1 6
Hawley Spur	62 4	Pir		2 0	West	1
Skagit Crossing Tr. Track		Fir		1.0	East	
Little Mountain Spur				2 0	East	1
Skagit Spur			Mt. Vernon	2.0	East	1
Burlington Quarry	72.5		Burlington	0 5	East	1
Samish Pit		Belfast		1000	East	5
Sound Shingle Co.'s Siding			FR 14 133		Bith Ends	
Butler Spur	-				East	1
Desmond Spur		Alger		-	West	-

NAME OF SPUR	Location	STA	TION	inter	Track	in a
NAME OF SPOR	W. P.	EAST	WEST	1	Opens	6
Gaudett Spur	82.5	Alger		0.0	East	8
Samish Lake Spur	85.2		Samish Lake	0 1	East	90
Owens Spur			Off Samish Sp'	0 1	West	5
Lindley Spur			Off " Lak	1.0	Rast	1
Winner Shingle Co.'s Spur	81 2			0.2	West	6
McCoy Spur	80.3	Bow		11.2	West	3
Alger Mineral Spur	82 5	(01			2.77.5	9
Blanchard Spur	84 1	Samish		1.0	West	3
Fairhaven Dock Spur	94.8		Fairbaven	0 0	West	23
Puget Sound Mill Track	94.9	***********	Fairbaven	0.0	West	9
Fairhaven Log Dump Spur	95.0	*****	Fairbaven	0 0	West	1 19
Export Mill Spur	95 0		Fairhaven	0.0	West	10
Cannery Track	95 2		Fairhaven	0.0	B:th Zade	17
Pacific Sheet Mill	95.3		Fairbaven	0.4	East	3
Loggie Spur	97		Whatcom	0 0	V'est	21
Mill Spur (Simpson)	98 3		Whatcom	1.0	West	8
LaPointe Spur	104.2		Brequan	0.0	East	2
Henry Spur	103 0	Brennan		1 6	East	2
Sand Pit Spur	108 7	Enterprise		10.5	East	17
Shields Spur	108 9	Enterprise		0.3	East	2
Enterprise Spur	109.2		Ferndsie	1.1		3
Red Cedar Shingle Co.	110 5		Custer	2.5	-	3
McDonald Spur			Custer	1.2	Contract Contract	- 2
Melrose Spur	114 3		Custer	2.5	East	5
Blaine Spur		Blaine		-		
Shelton Spur (off Blaine spr.)					East	2
City Dock Spur (of Blains spur)					East	81
Brie Mili Spur (off City Dock Spur)			THE RESIDENCE OF THE PARTY OF T		East	6
Monarch Mill Spur(off City Dock Spr.)						14
Hazelmere Spur	122 4			3 4	-	3
Gravel Spur	137 6	The state of the s	THE RESERVE OF THE PARTY OF THE	2.4		3
Liverpool Wharf Spur	141 8				East	21
Dominion Bridge Co.	142 6	-			East	11
Brownville Spur	144				East	9
	-33.5		-	1		

DEPAIL SWITCHES

Derail Switches must always be set for derail except when in actual use, whether there are any cars on these tracks or not.

Cascade Tunnel, east passing track lead, 30 feet from main line.

Wellingtons, west end passing track.

Wellington Safety Switch, 70 feet west of station, on main line.

Alvin, 130 feet east of west passing track switch head block.

Index Passing track 120 feet from west head block.

Roby, west end passing track.

Rillis Quarry Spur.

Power House Spur, 105 feet from head block.

Samish Lake, M. P. 85.3, on Spur, 363 feet north from head block.

Chuckanut, east end siding.

B. B. & H. Transfer Track east end.

Capacity of Different Classes of Engines in Tons in Addition to Weight of Engine, Tender and Caboose—Cascade Division.

		COIN	IC EA	ST					
	I				CL	ASS			
STATIONS	Ruling	F4 to F9	8 3	81	FIA D 5	04	0142	B 20	8.6
	20	20x32 210 lb	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 18o lb	19x24 150 lb	18x24 145 lb	17x24
Everett to Skykomish	1.0	1200	1000	865	775	715	575	435	385
Skykomish to Cascade Tunnel	2.3	600	480	410	360	340	276	200	183
Cascade Tunnel to Leavenworth	Down								
		COINC	WE	T					
	T				C L	ASS			
STATIONS	Ruling	F4 to F9	83	6 1	F1405	0 4	0142	8 20	8.6
	a S	30x 32	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17×24
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 30 empty cars in a train, add do actual weight 5 tons for each empty car for wheel friction; with more than 30 empty cars in a train add 6 tons per car for wheel friction.

Time Inspectors: Leavenworth, F. S. TAYLOR; Everett, S. O. WALLGREN; Seattle, J. F. HUNTER.

F. S. ELLIOTT,
Assistant Superintendent.

W. D. SCOTT,

H. A. KENNEDY,

GEO. T. SLADE,

F. E. WARD,

Superintendent. Asst. General Superintendent,

General Superintendent. 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. Faster accuracy 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. Pour 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 cleaned 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 anæsthesia.

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.

I. 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 beavy 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 raiely 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 rabber band tightly just above the wound, previously raising the wounded part, especially if it be a limb. Be careful to put the band on UMINJURED FLESH if the limb be addy crushed and about three inches above the crushed tissue, sies 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 gause 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 upwards.

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 disolved, 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 tay 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 soil-of 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 in lividual 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 pauze, 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 land. 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 from from clothing. If there be no wound, apply the splints over the trousers of slever. 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 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 akin, remember to bring them back into place by puilling 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 CAULE 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 cleaning 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 alltitle alcohol or whiskey has been poured, and if he can swallow, give the patient an ounce of whiskey in 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 seme level as the body. Do not bolster it up with anything.

INSTRUCTION FOR STRETCHERS.

The equipment includes-

I Stretcher,

I Pair of Blankets,

r Pillow,

I Rubber Pillow Case,

I Water-proof Cover. I 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, Minnespolis Jct., Breckenridge. Great Falls Shops Carman. Hamline Transfer, Grand Forks, Cut Bank, Cass Lake, St. Cloud Shops, Kalispell. Larimore West Superior, Melrose. Devils Lake. Libby. Sandstone. Barnesville, Minot, Spokane Shops, Swan River Willmar. Williston

COMPANY SURCEONS.

St.	PaulJ. A. QUINN, Chief Surg	eon.	
Sverett	Seattle J. B. RAGLESON	Fairbaven	H. A. COMPTON
eavenworthG. W. HOXSIE	Seattle A. B. KIBBEE, Oculist	Anacortes	GEO, B. SMITH