GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION

TIME TABLE NO. 50.

EFFECTIVE 12:01 A. M.

SUNDAY, APRIL 2, 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--West Bound

PACIFIC STANDARD TIME

EFFECTIVE 12:01 A. M. APRIL 2, 1905.	Distance from Seattle	Telegraph Calls.	Telegraph Offices.	Third Class No. 719 Way Freight Daily	Third Class No. 717 Way Freight Daily	Third Class No. 713 Way Freight Daily	Third Class No. 711 Way Freight Daily	Second Class No. 401 Time Freight Daily	First Class No. 275 Passenger Daily.	First Class No. 273 Passenger Daily	First Class No. 271 Passenger Daily	First Class No. 3 Passenger Daily	First Class No. 1 Passenger Daily	Water, Coal, Scales, Tables and Wyes.	Car Capacity	Distance from St. Paul.	Distance from Leavenworth.	
Leavenworth	141.8	CH	DN				10.00 AM De	6.10 A M De				2.35 AM De Mt 2	2.20 PM De Mt 4	W. C. T.	231	1690.0	0	**Leavenworth**
6.3																		6.3
Drury	135.5						10.40	6.45				2.54	2.38		42	1696.3	6.3	Drury
4.2																		4.2
Chiwaukum	131.3	CY	DN				11.05	7.10				3.07 f	2.53	W.	89	1700.5	10.5	Chiwaukum
7.0																		7.0
Nason Creek	124.3						11.30	7.40				3.23	3.08		55	1707.5	17.5	Nason Creek
3.0																		3.0
Merritt	121.3	CK	D				11.55	8.05				3.33 f	3.15	W.	55	1710.5	20.5	Merritt
4.4																		4.4
Gaynor	116.9						12.25 PM	8.35				3.47	**3.28** Mt 402		43	1714.9	24.9	Gaynor
3.1																		3.1
Berne	113.8						1.08 Mt 4	9.05				3.59	3.40	W.	42	1718.0	28.0	Berne
4.3																		4.3
Cascade Tunnel	109.5	CN	DN				**2.15** Mt 402	9.50				s 4.13	s 3.55	W. T.	214	1722.3	32.3	Cascade Tunnel
3.6																		3.6
Wellington	105.9	WN	DN				2.45	10.10				s 4.28	s 4.05	W. C.	92	1725.9	35.9	Wellington
3.6																		3.6
Alvin	102.3						3.05	10.30				4.33	4.14	W.	65	1729.5	39.5	Alvin
2.7																		2.7
Corea	99.6						3.20	10.45				4.41	4.23		43	1732.2	42.2	Corea
3.0																		3.0
Madison	96.6	MA	DN				3.50	**11.10** Mt 402				4.51	s 4.33	W.	53	1735.2	45.2	Madison
3.1																		3.1
Nippon	93.5						4.15	**11.49** Mt 4				5.01	4.42	W.	41	1738 3	46.3	Nippon
3.5																		3.5
Tonga	90.0						4.30	12.05 P M				5.11	4.51		50	1741.8	51.8	Tonga
5.2																		5.2
Skykomish	84.8	KY	DN			**3.15** AM De Mt 402	4.55 Mt 712 PM Ar	1.15				5.25 Ar / 5.30 De	**5.05** Ar M712 / 5.10 De	W. C. Y. O.	145	1747.0	57.0	**Skykomish**
4.1																		4.1
Grotto	80.7					8.35		1.30				5.40 f	5.20		68	1751.1	61.1	Grotto
5.0																		5.0
Halford	75.7					9.10		**2.00** Mt 714				5.50 f	5.30	W.	69	1756.1	66.1	Halford
5.1																		5.1
Index	70.6	NX	DN			9.50		2.20				6.02 s	5.43		56	1761.2	71.2	Index
5.1																		5.1
Roby	65.5					**10.28** Mt 4		2.35				**6.12** Mt 402	5.53	W	81	1766.3	76.3	Roby
3.7																		3.7
Gold Bar	61.8	GB	D			**11.30** Mt 714		2.50				6.18 f	6.00	Y	113	1770 0	80.0	Gold Bar
2.4																		2.4
Startup	59.4											6.23 f	6.05		17	1772.4	82.4	Startup
3.4																		3.4
Sultan	56.0	SU	DN			12.20 P M		3.15				s 6.33	s 6.15	W.	76	1775.8	85.8	Sultan
7.5																		7.5
Monroe	48.5	RO	D			1.40		3.45				f 6.50	s 6.32		68	1783.3	93.3	Monroe
6.9																		6.9
Snohomish	41.6	S	DN			2.30		4.15				s 7.06	s 6.49		83	1790.2	100.2	Snohomish
5.8																		5.8
Lowell	35.8	W	DN			3.00		4.45				**7.16** Mt 714	6.59		34	1796.0	106.0	**Lowell**
1.6																		1.6
Via N. P. RY. Delta						3.25 P M Ar		5.15 P M Ar										Via N. P. RY. Delta
Pacific Avenue	34.2	D	DN						s 9.20 AM De Mt 4	3.05 PM De	8.36 PM De	7.20	**7.05** Mt 276		127	1797.6	107.6	**Pacific Avenue**
1.1																		1.1
Everett	33.1	ND	DN						s 9.30	s 3.16	s 8.42	s 7.30	s 7.18			1798.7	108.7	Everett
0.8																		0.8
Everett Junction	32.3			7.20 PM De Ps Mt 276	6.00 AM De				9.32	**3.18** Mt 718	8.44	7.32	**7.20** Ps 719		0	1793 5	109.5	Everett Junction
3.8																		3.8
Mukilteo	28.8	MU	D	7.55	6.15				s 9.42 Mt 274	s 3.28	8.51	7.41	7.30		51	1803.3	113.3	Mukilteo
4.2																		4 2
Mosher	24.3			8.10	6.35				f 9.52	f 3.37	**9.00** Mt 2	7.50	7.42		65	1807 5	117.5	Mosher
2.7																		2.7
Meadowdale	21.6			8.20	6.45				9.59	f 3.43	9.06	7.55	7.50		55	1810.2	120.2	Meadowdale
4.2																		4.2
Edmonds	17.4	DR	D	**8.45** Mt 2	7.00				s 10.12	s 3.53	9.15	f 8.03	8.02	W.	103	1814.4	124.4	Edmonds
3.0																		3.0
Richmond Beach	14.4			9.22 271 Ps	7.15				f 10.21	s 4.00	9.22 Ps 719	8.11	8.10		58	1817.4	127.4	Richmond Beach
6.2																		6.2
Metum	8.2			9.55	7.40				10.37	**4.14** Mt 272	9.35	**8.25** Mt 4	**8.26** Mt 2		26	1823 6	133.6	Metum
2.9																		2.9
Ballard	5.3	BD	D	10.05	7.55				s 10.46	s 4.23	9.42	8.38	8.33		102	1826 5	136.5	Ballard
1.1																		1.1
Interbay	4.2	RB	DN	10.10 PM Ar	**8.00** Mt 4 AM Ar				s 10.50	s 4.30	9.45	**8.45** Mt 274	8.35	W. C. T. O	706	1827 6	137 6	**Interbay**
4.2																		4.2
Seattle	0	BA	DN						11.05 AM Ar	4.45 PM Ar	10.00 PM Ar	9.00 AM Ar	8.50 P M Ar		538	1831 8	141 8	**Seattle**
				No. 719 daily	No. 717 daily	No. 713 daily	No. 711 Daily	No. 401 daily	No. 275 daily	No. 273 daily	No. 271 daily	No. 3 daily	No. 1 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.)

Trains 273 and 274 will stop on signal for passengers at the Great Northern Clay Co.'s works at M. P. 10, between Metum and Richmond Beach.

Edmonds and Mukilteo will be a flag stop for No. 4 to take passengers destined Spokane or points east.

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

All trains must register their arrival and departure at Leavenworth, Cascade Tunnel, Skykomish, Lowell, Delta, Pacific Avenue, Everett, 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.

Bulletin Boards are located at Leavenworth, Cascade Tunnel, Skykomish, Delta, 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.

All trains will reduce speed to eight miles per hour passing through town limits of Edmonds.

All trains must use 15 minutes between Seattle and Interbay.

Trains will date from time due to leave terminals. Leavenworth and Seattle will be considered terminals for passenger trains; Leavenworth, Everett Junction, Interbay and Lowell for freight trains.

Skykomish will be considered terminal for Nos. 711, 712, 713 and 714.

All trains will stop at drawbridge one-fourth mile east of Snohomish.

All trains will reduce speed to eight miles per hour through Martin Creek tunnel and over bridges at each end.

Freight trains will not exceed speed of schedule freight trains in same direction between Leavenworth and Skykomish.

Passenger trains descending the two and two-tenths per cent grade between Leavenworth and Skykomish must not exceed thirty-five miles per hour and west bound trains should not exceed schedule time through Cascade Tunnel. Passenger trains between Everett and Seattle must not exceed time card schedule.

Additional to other required tests of the air brake, no train will leave Cascade Tunnel until the air brakes have been carefully tested. Engineer will set the brakes and leave them set until trainmen examine each car, then release them, and train-

(See next page.)

BETWEEN LEAVENWORTH AND SEATTLE--East Bound.

PACIFIC STANDARD TIME.

	Distance from Seattle.	Telegraph Calls.	Telegraph Offices.	First Class No. 2 Passenger Daily		First Class No. 4 Passenger Daily		First Class No. 272 Passenger Daily	First Class No. 274 Passenger Daily	First Class No. 276 Passenger Daily	Second Class No. 402 Time Freight Daily		Third Class No. 712 Way Freight Daily		Third Class No. 714 Way Freight Daily		Third Class No. 718 Way Freight Daily	Second Class No. 720 Time Freight Daily				Water, Coal, Scales, Tables and Wyes.	Car Capacity	Distance from St. Paul	Distance from Leavenworth	EFFECTIVE 12.01 A. M. APRIL 2, 1905.
Leavenworth	141.8	CH	DN	2.25	AM Ar Mt 3	2.20	PM Ar Mt 1				5.15	PM Ar	12.55	AM Ar								W. C. T.	231	1690.0	0	**Leavenworth**
6.3																										6.3
Drury	135.5			2.06		2.01					4.45		12.25										42	1696.3	6.3	Drury
4.2																										4.2
Chiwaukum	131.3	CY	DN	1.55		f 1.50					4.25		12.05	AM								W.	89	1700.5	10.5	Chiwaukum
7.0																										7.0
Nason Creek	124.3			1.38		1.34					4.00		11.30										55	1707.5	17.5	Nason Creek
3.0																										3.0
Merritt	121.3	CK	D	1.30		f 1.26					3.45		11.20									W.	55	1710.5	20.5	Merritt
4.4																										4.4
Gaynor	116.9			1.19		1.16					3.28	Mt 1	11.05										43	1714.9	24.9	Gaynor
3.1																										3.1
Berne	113.8			1.11		1.08	Mt 711				2.45		10.50									W.	42	1718.0	25.0	Berne
4.3																										4.3
Cascade Tunnel	109.5	CN	DN	s 1.00		s 12.57					2.15	Mt 711	10.20									W. T.	214	1722.3	32.3	Cascade Tunnel
3.6																										3.6
Wellington	105.9	WN	DN	s 12.46		s 12.45					1.15		9.30									W. C.	92	1725.9	35.9	Wellington
3.6																										3.6
Alvin	102.3			12.32		12.28	Ps 402				12.28	PM 4 Ps	8.45									W.	65	1729.5	39.5	Alvin
2.7																										2.7
Corea	99.6			12.23		12.17					11.45		8.10										43	1732.2	42.2	Corea
3.0																										3.0
Madison	96.6	MA	DN	12.10	A M	s 12.05	PM				11.10	Mt 401	7.35									W.	53	1735.2	45.2	Madison
3.1																										3.1
Nippon	93.5			11.54		11.49	Mt 401				10.25		6.50									W.	41	1738.3	48.3	Nippon
3.5																										3.5
Tonga	90.0			11.42		11.37					9.50		6.10										50	1741.8	51.8	Tonga
5.2																										5.2
Skykomish	84.8	KY	DN	11.25	De	11.20	De				9.00	De	5.20	Mt 1 Mt 711	3.00	PM Ar						W. C. Y. O.	145	1747.0	57.0	**Skykomish**
4.1				11.20	Ar	11.15	Ar				3.15	Ar Mt 713		P M De												4.1
Grotto	80.7			11.10		f 11.06					7.55				2 30								68	1751.1	61.1	Grotto
5.0																										5.0
Halford	75.7			10.59		f 10.57					7.30				2.00	Mt 401						W.	69	1756.1	66.1	Halford
5.1																										5.1
Index	70.6	NX	DN	10.44		s 10.44					6.50				1.05								56	1761.2	71.2	Index
5.1																										5.1
Roby	65.5			10.30		10.28	Mt 713				6.12	Mt 3			12.10	P M						W.	81	1766.3	76.3	Roby
3.7																										3.7
Gold Bar	61.8	GB	D	10.20		f 10.19					5.30				11.30	Mt 713						Y.	118	1770.0	80.0	Gold Bar
2.4																										2.4
Startup	59.4			10.15		f 10.15																	17	1772.4	82.4	Startup
3.4																										3.4
Sultan	56.0	SU	DN	s 10.10		s 10.07	Ps 714				5.00				10.07	4 Ps						W.	76	1775.8	85.8	Sultan
7.5																										7.5
Monroe	48.5	RO	D	f 9.54		s 9.52					4.25				9.20								68	1783.3	93.3	Monroe
6.9																										6.9
Snohomish	41.6	S	DN	s 9.40		s 9.37					4.00				8.25								83	1790.2	100.2	Snohomish
5.8																										5.8
Lowell	35.8	W	DN	9.29		9.25					3.35				7.40	Mt 3							34	1796.0	106.0	**Lowell**
1.6																										1.6
Via N. P. RY. Delta											3.15	AM De			7.15	AM De										Via N. P. RY. Delta
Pacific Avenue	34.2	D	DN	9.25		9.20	Mt 275	5.10	PM Ar	10.02	AM Ar	7.05	PM Ar Mt 1										127	1797.6	107.6	**Pacific Avenue**
1.1																										1.1
Everett	33.1	NE	DN	s 9.21		s 9.16		s 5.06		s 9.58		s 6.58												1798.7	108.7	Everett
0.8																										0.8
Everett Junction	32.3			9.16		9.11		5.01		9.49		6.48	Mt 719				3.15	PM Ar Mt 273	12.45	AM Ar			0	1799.5	109.5	Everett Junction
3.8																										3.8
Mukilteo	28.8	MU	D	9.09		9.04		4.54		s 9.42	Mt 275	s 6.40					2.50		12.30				51	1803.3	113.3	Mukilteo
4.2																										4.2
Mosher	24.3			9.00	Mt 271	8.56		4.46		f 9.32		f 6.30					2.15		12.15				65	1807.5	117.5	Mosher
2.7																										2.7
Meadowdale	21.6			8.54		8.51		4.41		f 9.27		6.25					2.05		12.05	AM			55	1810.2	120.2	Meadowdale
4.2																										4.2
Edmonds	17.4	DR	D	8.45	Mt 719	8.43		4.33		s 9.18		s 6.17					1.40		11.55			W.	103	1814.4	124.4	Edmonds
3.0																										3.0
Richmond Beach	14.4			8.38		8.37		4.26		s 9.09		f 6.08					1.05		11.40				68	1817.4	127.4	Richmond Beach
6.2																										6.2
Metum	8.2			8.26	Mt 1	8.25	Mt 3	4.14	Mt 273	8.55		5.55					12.30		11.20				26	1823.6	133.6	Metum
2.9																										2.9
Ballard	5.3	BD	D	8.18		8.18		4.03		f 8.48		s 5.48					12.15		11.05				102	1826.5	136.5	Ballard
1.1																										1.1
Interbay	4.2	RB	DN	8.15		8.15	Mt 717	4.00		s 8.45	Mt 3	s 5.45					12.05	PM De	11.00	PM De		W. C. T. O.	706	1827.6	137.6	**Interbay**
4.2																										4.2
Seattle	0	BA	DN	8.00	PM De	8.00	AM De	3.45	PM De	8.30	AM De	5.30	PM De										538	1831.8	141.8	**Seattle**
				No 2 daily		No. 4 daily		No. 272 daily	No. 274 daily		No. 276 daily		No. 402 daily		No. 712 daily		No. 714 daily		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 Chiwaukum 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 Chiwaukum.

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 Third Class No. 721 Way Freight Daily Except Sunday	Third Class No. 715 Way Freight Daily	First Class No. 275 Passenger Daily	First Class No. 273 Passenger Daily	First Class No. 271 Passenger Daily	Water, Coal, Scales, Tables, Wyes and R. R. Crossings.	Car Capacity	Distance from Delta	EFFECTIVE 12:01 A. M. APRIL 2, 1905.	Distance from Seattle	Telegraph Calls	Telegraph Offices.	WEST BOUND First Class No. 272 Passenger Daily	First Class No. 274 Passenger Daily	First Class No. 276 Passenger Daily	Third Class No. 716 Way Freight Daily	Third Class No. 722 Way Freight Daily Except Sunday
8.00 AM De			9.30 AM De	3.45 PM De Mt 274		..	119.1	Vancouver	157.6	V. N.	D. N.	10.00 PM Ar	3.45 PM Ar Mt 271			5.30 PM Ar

ALL TRAINS BETWEEN WESTMINSTER AND VANCOUVER WILL BE COVERNED BY V. W. & Y. TIME TABLE

No. 721	No. 715	No. 275	No. 273	No. 271	Water, Coal, etc.	Car Capacity	Distance from Delta	Station	Distance from Seattle	Telegraph Calls	Telegraph Offices	No. 272	No. 274	No. 276	No. 716	No. 722
10.30 AM De			10.15 AM De	4.25 P M De		0	107.0	Westminster	143.8	MN	D. N,	9.20 PM Ar	3.00 PM Ar			3.20 P M Ar
								1.5								
10.45			f 10.25	4.33	Y.	47	105.5	Liverpool	142.3			9.12	s 2.50			3.05
								2.3								
			f 10.30		W. 1 Mi. East	0	103.2	Bon Accord	140.0				f 2.43			
								6.6								
11.20			f 10.43	4.50		42	96.6	Port Kells	133.4			8.55	f 2.30 Ps 722			2.30 274 Ps
								5.3								
11.55			f 10.54	s 5.00		44	91.3	Cloverdale	128.1			s 8.46	f 2.18			1.50
								5.1								
			f 11.05			0	86.2	Hazelmere	123.0				s 2.04			
								3.1								
12.45 PM Ar 12.47 De			11.12 Ar 11.13 De	5.15 Ar 5.16 De		27	83.1	Douglass B.C.	119.9			8.32 De 8.31 Ar	1.57 De 1.56 Ar			12.55 De 12.53 Ar
								0.3								
12.50 Ar Mt 722 1.48 De Mt 274			11 14 Ar 11 20 De	5.17 Ar 5.23 De	W.	18	82.8	Blaine	119.6	BN	D.	8.30 De 8 25 Ar	1.55 De 1.48 Ar Mt 721			12.50 PM De Mt 721 12.05 PM Ar
								7.4								
2.55			f 11.35 Mt 722	f 5.37		42	75.4	Custer	112.2	CU	D.	f 8.13	f 1.34			11.35 Mt 273
								2.7								
			f 11.41			0	72.9	Enterprise	109.7				f 1.28			
								2.9								
3.50			s 11.50	s 5.48		42	70.0	Ferndale	106.8	FD	D.	s 8.04	s 1.21			10.35
								2.3								
			f 11.55			0	67.7	Brennan	104.5				f 1.15			
								7.5								
5.00 PM Ar	7.30 AM De	6.45 A M De	s 12.15 P M	s 6.08	C. T.	....	60.2	Bellingham	97.0	HM	D.	s 7.46	s 1.00	10.00 PM Ar	4.00 PM Ar	9.30 AM De
								2.0								
	8.15	s 6.53	s 12.25	s 6.17	W.	42	58.2	Harris Ave	95.0	FN	D.	s 7.38	s 12.50	s 9.55	3.45	
								4.2								
	8.35	f 7.03	f 12.36 Mt 274	6 28		67	54.0	Chuckanut	90.8			7.24	f 12.36 Mt 273	f 9.40	2.55	
								5.9								
	9.05	s 7.15	f 12.50	6.39	W.	70	48.1	Samish	84.9			7.13	f 12.22	f 9.24	2 15	
								3.7								
	9.40	f 7.23	f 12.59	6.46		67	41.4	Bow	81 2	BO	D.	7.05	f 12.12	f 9.14	1.45	
								4.7								
	10.10	s 7.32	s 1.09 Mt 716	s 6.55 Mt 272		30	39.7	Belleville	76.5			s 6 55 Mt 271	s 12.02 PM	s 9.00	1.09 Mt 273	
								2.6								
	10.25 Ar Mt 274 11.55 De Mt 716	s 7.40	s 1.20	s 7.04	W. X. Y. O.	100	37.1	Burlington	73.9	BU	D	s 6.45	s 11.53 Mt 715 Ps 716	s 8.50	12.40 PM 274 Ps 11.45 AM Mt 715	
								4.1								
	12.45 PM	s 7.52	s 1.35	s 7.16		60	33.0	Mt. Vernon	69.8	NR	D	s 6.35	s 11.38	s 8.36	11.15	
								5.4								
	1.15	s 8.03	f 1.48	7.27		84	27.6	Fir	64.4	FR	D.	6.22	f 11.23	s 8.20	10.30	
								7.1								
	2.05 273 Ps	s 8.17	s 2.05 Ps 715	7.40		100	20.5	Stanwood	57.3	B	D.	6.08	s 11.09	s 8.06	9.10	
								5.5								
	2.50	s 8.29 Mt 716	s 2.18	7 53 Mt 276	W.	29	15.0	Silvana	51.8	NA	D.	5.57	s 10.55	s 7.53 Mt 271	8.29 Mt 275	
								11.1								
	4.10	s 8.52	s 2.41	8.14		95	3.9	Marysville	40.7	MS	D.	5.36	s 10.32	s 7.30	7.00	
								3.9								
	4.45 PM Ar	9.10	2.55	8.28	W C.O.Y.T	670	0.0	Delta	36.8	PG	D. N.	5.25	10.20	7.19	6.15 A M De	
								1.7								

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

No. 721	No. 715	No. 275	No. 273	No. 271	Water, Coal, etc.	Car Capacity	Distance from Delta	Station	Distance from Seattle	Telegraph Calls	Telegraph Offices	No. 272	No. 274	No. 276	No. 716	No. 722
		9.15	3.00	8.32		0		N. P. Junction	35.1			5.14	10.06	7.09		
								1.0								
		9.20 AM Ar	3.05 P M Ar	8.36 P M Ar		127		Pacific Avenue	34.1	D	D. N.	5.10 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 failing 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 Bayside (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 Frazer 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 Westminister, stating whether or not they are 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 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.

WESTMINISTER INTERLOCKING SYSTEM.—Signal tower is located 3094 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 Westminister.

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

J. C. DEVERY, Chief Train Dispatcher.

SKAGIT BRANCH.

PACIFIC STANDARD TIME

EAST BOUND							EFFECTIVE 12:01 A. M. APRIL 2, 1905				WEST BOUND			
Second Class No. 395 Mixed Daily		First Class No. 277 Passenger Daily		Water, Coal, Scales, Tables, Wyes and R. R. Crossings	Station Numbers	Distance from Anacortes			Telegraph Calls	Capacity of Sidings in Cars	First Class No. 278 Passenger Daily		Second Class No. 396 Mixed Daily	
7.00	AM De			Y W	c n 54	53.7	Rockport	5.8	R K	42			6.00	PM Ar
7.25					c n 48	47.9	Faber	4.4		67			5.25	
7.50				W	c n 44	43 5	Grassmere	5.3		42			4.55	
8.20					c n 39	38.2	Birdsview	5.1		44			4.25	
9.05				T	c n 34	33.1	Hamilton	3.3	H	47			3.55	
9.30				W	c n 30	29.8	Lyman	5.3					3.05	
10.00						24.5	Cokedale Junction	3.2		22			2.25	
10.55				Y X	c n 22	21.3	Woolley	2.3	W L	27			2.00	
					c n 20	19.0	Sterling	2.5		8				
11.40 / 1.30	A M Ar Mt 396 P M De	7.10	PM De	Y O W X	c n 17	16.5	Burlington	2.8	B U	54	6.30	PM Ar	1.30 / 11.30	P M De Mt 395 A M Ar
1.45		f 7.18			c n 15	13.7	Avon	2.6		16	f 6.18		11.15	
2.00		f 7.26			c n 13	11.1	Fredonia	1.5		5	f 6.08		11.00	
2.15		f 7.31			c n 11	9.6	Whitney	2.2		20	f 6.03		10.45	
					c n 8	7.4	Draw Bridge	3.3						
2.45		f 7.47			c n 5	4.1	Fidalgo	3.6			f 5.44		10.15	
3.00		7.57		T W C	c n 2	0.5	Tenth Street	0.8		20	5.33		9.50	
3.05	PM Ar	8.00	PM Ar		c n 0	0.0	Anacortes		A C	63	5.30	PM De	9.45	A M De
No. 395 Daily		No. 277 Daily									No. 278 Daily		No. 396 Daily	

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 and Rockport, stating whether or not they are carrying signals.

☞ No. 278 has right over No. 277.

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 limits.

Bulletin boards located at Anacortes, Burlington and Rockport.

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

All Trains will come to Full Stop before passing over R. R. Crossing at Burlington and Woolley.

Outfit cars must be hauled next to caboose.

Water tank at Minkler's Mill, two miles east of Lyman.

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR	Location M. P.	STATIONS WEST	STATIONS EAST	Distance	Track Opens	Capacity Cars
House Track	0.0	Anacortes		0.1	West	4
Repair Track	0.6	Tenth St.		0.2	West	15
Store Track	0 6	Tenth St.		0.2	West	7
Skagit Mill Spur	1.1	Tenth St.		0 7	West	28
Storm Mill Spur	1.5	Tenth St.		0.9	West	12
E. S. Cook Spur	1 5	Tenth St.		0.8	East	4
Cavanaugh Spur	2.2	Tenth St.		1 4	East	4
Skagit Mfg Spur	2.3	Tenth St.		1.7	West	6
Log Rollway	2.5	Tenth St.		1.9	Both ends	22
Fidalgo Mill Spur	3.6	Tenth St.		2.0	East	3
Gravel Pit Spur	6 5	Tenth St.		5.9	East	9
Fox Lumber Co. Spur	11 8		Fredonia	0 5	West	6
Hawkins Spur	11.7	Fredonia		0 7	West	5
Dickey and Angel	11.4		Fredonia	0 3	West	40
J. C. Waugh Spur	13.6		Avon	0.3	East	2
Burlington Mill Spur	16 0		Burlington	0.6	East	6
Holbrook's Spur	20 8		Woolley	0.4	East	8
Sound Iron Spur	21.2			0.0	East	7
Tyee Spur,	22 6	Woolley		1.4	Both ends	
Green Mill Spur	24 5	Woolley		3.3	East	22
Minkler's Mill	27.6	Cokedale Jct.		3.0	Both ends	13
Child's Spur	28 2	Cokedale Jct.		3.6	East	3
Hitchock-Kelly	29 4	Lyman		...	East	3
McLeod's Spur	30.1	Lyman		0.2	East	2
Hop Ranch Spur	30.6	Lyman		0.8	East	3
L. L. Spur	33.0		Hamilton	0.2	East	
Alder Spur	35.1	Hamilton		1.9	East	17
Hightower No. 2	36.5		Birdsview	1.8	East	19
Wiley Spur	44.6	Grassmere		1.0	East	9
Van Horne's Spur	47.2		Faber	0.5	West	16
Tower Mill Co.	46.0		Faber	0 3	West	19
Hightower No. 3	46.8		Faber	1.0	West	15
F. A. Wheelihan Spur	50.2	Faber		1 9	East	15
Sauk Spur	51.5		Rockport	2.0	East	2

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR	Location M. P.	STATION East	STATION West	Distance	Track Opens	Capacity Cars
Woods Spur	1688.1		Chiwaukum	2.5	East	11
Kirby Mill Spur	1732.0	Skykomish		0.1	East	12
Skykomish Mill Co.'s Spur	1732.4		Skykomish	0.3	East	20
Great Republic Mining Co.	1733.6		Skykomish	1.5	West	14
Berlin Spur, Miller Riv Co.	1733.6		Skykomish	1.5	West	4
G. N. Shingle Co.'s Siding	1739.6		Grotto	3.5	Both ends	24
Smith Lbr. Co.	1744.3	Index		0.5	East	12
Heybrook Spur	1744.7	Index		1.5	East	2
Ellis Quarry Spur	1745.7	Index		0.5	West	9
Soderburg Spur	1746.9		Index	0.7	West	10
Robinson's Spur	1755.6		Gold Bar	0.5	East	26
Black Bros. Spur	1757.4	Startup		0.0	West	26
Caseys Spur	1759.5	Sultan		1.3	East	5
Sultan Lumber Co. Spur	1763.2	Sultan		1.5	West	
Owens Spur	1763.6	Monroe		4.7	East	3
Holmquist Spur	1767.3	Monroe		1.0	East	4
Monroe Mill Spur	1768.0	Monroe		1.0	East	9
Monroe Gravel Pit	1768.3	Monroe		0.0	West	56
Wood and Iverson Spur	1771.3		Monroe	3.0	East	8
Cascade Cedar Spur	1775.2	Snohomish		0.3	East	27
Creosote Spur	1780.6	Lowell		0.5	West	25
House Track	1781.1	Lowell		0.0	East	25
State Mil Co.	35.2		Everett	0.5	East	12
Power House Spur	1782.2		Everett	0.1	West	5
G. N. Clay Co. Spur	10.2		Metum	2.0	West	10
E. W. Mills Spur	12.0	Richmond Bch		2.3	East	2
Brady's Spur	17.4		Edmonds	0.0	West	3
Sand Spur	14.0		Edmonds	3.4	West	7
Mukilteo Lumber Co.	31.4	Mukilteo		2.1	West	10
McNeeley No. 2	32.5		Everett Jct.	0.5	East	9
Weyerhauser Timber Co.	32.8		Everett Jct.	1.0	East	38
Nail House Spur	32.8		Everett Jct.	1.0	West	24
Nickerson Mach'y Co.	33.1	Everett		0.0	West	4
Everett Milling Co.	33.5		Everett Jct.	1.5	East	15
Clark-Nickerson Mill	34.0		Everett Jct.	1.8	West	31
Log Dump Spur	34.0		Everett Jct.	1.8		21
Wheelihan Spur	34.1	Everett Jct.		1.9	West	7
Neffs Spur	34.5		Long Siding	1.0	East	50
Blackman Spur	36.0	Long Siding		0.4	East	7
Union Slough	37.3	Marysville		1.5	East	6
Kruse Bros. Spur	42.1		Marysville	1.4	West	4
Cox's Spur	42.7		Marysville	2.0	West	2
Zindorf Spur	44.6		Marysville	3.9	East	2
Kennedy Spur	45.2		Marysville	4.2	East	6
British Spur	45.5	Silvana		4.4	East	2
Summit Mill Co.	46.0		Marysville	4.7	East	2
English Spur	47.0	Silvana		2.9	East	16
Norman Spur	51.0		Silvana	1.1	East	2
Rabels Spur	51.7		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	2
Ketchum Spur	59.6		Stanwood	2.0	East	2
Morrison Mill Spur	61.6	Fir		2.5	East	8
Milltown	62.2	Fir		2.2	East	6
Hawley Spur	62.4	Fir		2.0	West	5
Skagit Crossing Tr. Track	63.4	Fir		1.0	East	2
Little Mountain Spur	67.7	Mt. Vernon		2.0	East	3
Skagit Spur	69.8		Mt. Vernon	2.0	East	3
Burlington Quarry	72.5		Burlington	0.5	East	11
Butler Spur	77.0		Bellville	0.1	East	2
Belfast Mfg. Co.	76.5	Belfast		0.5	East	10
Samish Pit Spur	76.6	Belfast		0.6	East	52
Burlington Mill Spur	76.9	Belfast		0.1	East	6
Desmond Spur	81.7	Alger		1.4	West	3
Alger Mineral Spur	82.5	Alger			East	9
Gaudette's Spur	82.5	Alger		0.0	East	8
Samish Lake Spur	85.2		Samish Lake	0.1	East	90
Owens Spur	85.2	Off Samish	Spur		West	5
Lindley Spur	85.2	Off Samish	Spur		East	1
Sound Shingle Co.'s Spur	79.4		Belleville	2.9	Both Ends	3
McCoy's Tfr. Track	80.3	Bow		1.2	West	3
Winner Shingle Co.'s Spur	81.2	Bow		0.2	West	6
Blanchard Spur	84.1	Samish		1.0	West	3
Chuckanut Quarry Spur	91.8	Chuckanut		1.0	West	38
Marietta Spur	101.0		Bellingham	0.9	East	2
Henry Spur	103.0	Brennan		1.0	East	2
LaPointe Spur	104.2		Brennan	0.0	East	2
Sand Pit Spur	108.7	Enterprise		1.0	East	15
Shields Spur	108.9	Enterprise		0.8	East	2
Enterprise Spur	109.2	Enterprise		0.5	East	3
Red Cedar Shingle Co.	110.5	Custer		2.5	East	9
McDonald Spur	113.0		Custer	1.2	East	2
Melrose Spur	114.3		Custer	2.5	East	5
Blaine Shingle Co.'s Spur	117.0	Blaine		2.0	West	12
Blaine Spur	119.0	Blaine		1.9	East	
Shelton Spur (off Blaine spr.)					East	2
City Dock Spur (off Blaine spur)					East	81
Erie Mill Spur (off City Dock Spur)					East	6
Monarch Mill Spur (off City Dock Spr.)					East	14
Hazelmere Spur	122.4		Blaine	3.4	West	3
McNair Spur	129.6		Cloverdale	2.0	East	5
Gravel Spur	137.0		Port Kells	2.4	East	3
Liverpool Wharf Spur	141.8		Liverpool	0.6	East	21
Brownsville Spur	144.5	Liverpool		2.1	East	9

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.

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.
Roby, west end passing track.
Ellis Quarry Spur.
Monroe Mill Spur, 200 feet from head block.
Sultan Jct., 143 feet from head block.
Power House Spur, 105 feet from head block.
Mukilteo Lumber Co. Spur, 144 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

STATIONS	Ruling Grade	CLASS F4 to F9 20x32 210 lb	G 3 19x32 200 lb	G 1 20x26 180 lb	F1&D5 19x26 180 lb	D 4 19x24 180 lb	D 1&2 19x24 150 lb	B 20 18x24 145 lb	B 6 17x24 145 lb
Everett to Skykomish	1.0	1200	1000	865	775	715	575	435	385
Skykomish to Cascade Tunnel	2.2	600	480	410	360	340	276	200	183
Cascade Tunnel to Leavenworth	Down								

GOING WEST

STATIONS	Ruling Grade	CLASS F4 to F9 20x32 210 lb	G 3 19x32 200 lb	G 1 20x26 180 lb	F1&D5 19x26 180 lb	D 4 19x24 180 lb	D 1&2 19x24 150 lb	B 20 18x24 145 lb	B 6 17x24 145 lb
Leavenworth to Cascade Tunnel	2.2	600	480	400	360	340	275	200	185
Cascade Tunnel to Lowell	Down								

The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

Time Inspectors: Leavenworth, TAYLOR & CATCHADAL; Everett, S. O. WALLGREN; Seattle, J. F. HUNTER; Bellingham, BEVENS & SONS; Anacortes, H. L. DODGE.

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 envelopes.

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 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.

1. 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.

2. 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.

A. 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 sublimated 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.

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 upward.**

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 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 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 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 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, 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,
Minneapolis Jct.,	Breckenridge,	Great Falls Shops,	Carman,
Hamline Transfer,	Grand Forks,	Cut Bank,	Cass Lake,
St. Cloud Shops,	Larimore,	Whitefish,	West Superior,
Melrose,	Devils Lake,	Libby,	Sandstone,
Barnesville,	Minot,	Hillyard Shops,	Swan River.
Willmar,	Williston,		

COMPANY SURGEONS.

St. Paul	J. A. QUINN, Chief Surgeon.	St. Paul	J. W. CHAMBERLIN, Opthalmic Surgeon		
Everett	W. C. COX	Seattle	J. B. EAGLESON	Bellingham	H. A. COMPTON
Leavenworth	G. W. HOXSIE	Seattle	E. W. PERRY, Oculist	Anacortes	GEO. B. SMITH