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--West Bound

PACIFIC STANDARD TIME

EFFECTIVE 12:01 A. M. MAY 28, 1905.	mo.	Calla	Office		100	F #	Third		Third		Third		Third	•	Second	Class	First (lass	First Cla		First C	Jan-	First Class		First Class		, p	b 8		
MAY 28,	Distance	Telegraph C	dan		1		7-5-	2-501-		No. 717 Way Freight Daily		7(3	No. 7		-	401	No. s		No. 27		No. S		No.	.3	No. 1		Water. Coal, coales, Tables an Wyes. Car Capacity		Distance from Leavenworth.	
1908.		P.	ž									Way Preight Daily		Way Freight Daily		reight	Dail		Passeng		Passenger Daily		Passer		Passe	nger	Wat Soules,	Distr	Dist	
6.3 DRURY	141.8	OH	DN													AM De		ļ					2.35	AM De	2.20	PM De	W. O. T.	233 1690	.0 0	Leaveny
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	116.9			 				1		1			9.80		12.35								3.33	f	3.15	M t 402	w.	55 1710	.5 20.5	МЕНЕ
BRANK	113.8			 						1			10.05		1.16		•••••						3.47		3.28			43 1714.	9 24.9	GAYNO
ABCADE TUNNEL	109.5	CN	DN	 									10.35	Mt 712	100000	Mt 402							3.59		3.40		w.	42 1718.	0 28.0	3.1 BEAR
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3.5 Tonga	90.0			 									12.55		4.80	Ma Las							5.01		4.42		w.	41 1738.	2 46 3	8.1
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HALFORD	75.7			 							9.10				6.05							*******	5.40	t				68 1751.	1 61.1	GROT
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4.2 Мония 2.7	24.8		*** **	 			11.55		6.35								1	Mt 274			8.51		7-41	**** ***	7 30	M1718 .		51 1808.1	100000	Микп
	21.6			 			12.10	A 8 M 728	6.45								9.59				9.00	Mt 2	7.50		7.42			100	\$ 117 B	4 B Mosni 2.7
4-2 EDMONDS	17.4	DR	D	 			12-80		7.00								10-12						7-55		7.50	100 00 00		55 1810.1		MEADOW
BLE BEACH.	14.4			 			12.45		7.15								10.12		3.10		9.15		8.03		8.02	*******		108 1814.4		Komon
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BALLARD	5.8	BD	D	 			1.20		7.55								10.46		3.40	*****	9.35		8.25	Mt 4	8.26	Mt 2		26 1823.6		Mweet
Interbay	4.2		DN	 			1.80	AM Ar	8.00	Mt 4							10.50		3.45		9.42		8-38 8-45	No. 274	8.33			102 1825 8		BALL
Seattle-	0	BA	DM	 													1550 1650 11	AM AT	4.00 Mi	272	10.00	M Ar		Mt 274 AM Ar	8.35	PM Ar		706 1877 0 A:8 1831.8	100000	Inter
							No. 710			daily																				Sentt

West Bound Trains are Superior to East Bound Trains of the same class. See Rule 43.

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 provious date. (See Rule 43.)

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 Leaven-

worth, 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.

Destroy all Time Tables of previous date. (See Rule 5.)

Trains will date from time due to leave terminals. Leaventrains in same direction between Leaventrains.

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 cease 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 Scattle 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-(flee next page)

BETWEEN LEAVENWORTH AND SEATTLE-East Bound.

PACIFIC STANDARD TIME.

	e	#	100	First C	lass	First (Class	First Cl	lane	First C	***	First Cl	***	Second	Class	Third	Class	Third C	lass	Third (lass	Second)	Class					, a	h 8	E-1	EFFECT
	eattle.	raph Calls	Telegraph Office	No.	2	No. 4		No. 272		No. 274		No. 276		No. 4	02	No. 7	712	No. 7	14	No. 7	18	No. 7	20					Water, Coal, ales, Tables a Wrea.	Car Capacity Distance from	St. Paul Distance from Leavenworth	12.01 A.
	Dista	Telegraph	Telegr	Passer		Passe Da		Passen		Passen Dall		Passen Dail	ger	Time Fr Dail		Way Pa		Way Fre		Way Fro		Time Fr Dail						Wa Scales,	Car	St. Dista	1905
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	113.8			1.11		1.08								2.30	Mt 401	10.35	Mt 711											w.		18.0 28.0	4.9
4-3	109.5	CN	DN	1.00		12.57								2.10		10.05												W. T.	214 17	22.3 32.3	CASCADE TU
VELLINGTON	106.9	WN	DN	12.46		1245								1.15		9.10												W. C.	92 17	25.9 35.1	
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.MUKILTEO	24.8			9.00	Mt 271	8-56		4.52		1 9.32	******	t 6.30								6.50		12.20	Mt 719						. 65 18	907. b 117.	6Mosne
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4.8 MOSHER 2.7	55,553	in case		5.54	1	8.43		4.40		9.18	Ē.	6.17	Ps 718						1	6.17	276 Pa						1	w	1	14.4 124	4.9
4.8 MOSHER 2.7	21.6	DR	n	9.46		D-96		0.000		1 10000000		F 2000		1	1		1		1	32.000000	1222	10000000	1				1			117 4 127	3.0
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4-8 MOSHER 2-7 MEADOWDALE 4-2 REMONDS 3-0 CHMOND BEACH	21.6 17.4 14.4		D	8-39		8.37		4-35		• 9.09		1 6.08			1		1	1			1			1							6.2
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4.2 MOSHER	21.6 17.4 14.4			8-39		37.232	Mt 3			8-55		500.00								4-55		11.05							. 26 18		6.2 Martus 2.9
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MEADOWDALE 4.2RDMONDS. 3.0 CHMOND REACH 6.2METUM	21.6 17.4 14.4 6.2 6.8	BD RB	D DN	8-38 8-26 (8-18 8-15		8-25 8-18 8-15	5 Mt 3	4.24 4.17 4.15		8-55 f 8-48 s 8-45		5.55 5.48 5.45	PM De							4-40		11.05							. 26 18 . 102 18 0. 706 18	828 ,6 133 . 826 ,6 136 .	6BALLARI

West Bound Trains are Superior to East Bound Trains of the same class. See Rule 43.

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

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, expect-

ing 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 fiats 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.

BETWEEN PACIFIC AVENUE AND VANCOUVER

					EA	ST BOU	ND					Wyer Ings		Delta		esttl							WES	ST BOL	IND					
		Third 6	Cines	Third	Class	First (lass	First C	1===	First (lass	t, Coal,	pacity	from	EFFECTIVE	H S	Calls	44	Pirst C	1	First 0	lass	Pirst C	Inne	Third	Cinna	Third 6			
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	,	Way Fre	eight y unday	Way Freight Daily		Passes	-	Passenger Daily			Daily		2	Dista	1905.	Distan	Teleg	P	Passer Dat		Passenger Daily		Passenger Daily		Way Pr	1,000	Way Fr Duil Except 8	*		
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	. I	11.30	AM De		1		1	9.20	AM De	4.35	P M De		1 0	107.0	Westminster	143.8	MN	D. N.	9.80	PM Ar	3.00	PM Ar		1			9.55	PHAF		1
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		11.40						1 9.35				W. I ML Eas		108.2	Bon Accord	140.0					1 2.43						*********			
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		1.00						1 9.59					. 44	91.3	5.3 Cloverdale	. 128.1	CI.	D,	8.46		2.18						8.05		***********	
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		1.58 2.00 2.05	Ar De					10 28	Ar	5.21 5.22 5.28	Ar De	w.	18	82.8	Blaine	119 6	BN	D.	B-30 i	De	1.55	De Ar] [255.4000.4000.0				7.08	De	*******	
		3.55						1 10.43		5.41	Mt 722		42	75.4	Custer	112.3	cu	D.	1 8 13		1 1.34						5 41	Mt 271	v-returns.	
				****				1 10.50					. 0	72.9	Enterprise	109.7					1 1.28									
44407		4.50	Mt 722					10.59		5.50			42	70,0	Ferndale	. 106.8	FD	D,	* 804		1.21	,					4.50	Mt 721		
								11.05					0	67.7	Brennan	104					1 1.15	1000000								
		6.00	PM Ar	7.30	AM De	6.45	A M De	11.25		6.10		с. т.		60 2	Bellingham	97.0	HM	D	* 7.46	*****	* 1.00	1.1.1.4+1.2.1	10.00	PM Ar	3.00	I'M Ar	3.45	PM De		
				8.15		. 6.53		11.37		6.18		w.	42	58.2	Harris Ave	. 95 (FN	D.	* 7.38		12.50		* 9.55	1000	2.45					100
				8.35		1 7.03		111.48		6 28			67	54.0	Chuckanut	. 90.8			7.24	*****	112.35		1 9.40		2.05			1111 8811	*******	100
				9.05		• 7.15		1 12.02	PM	6.39	141000	W.	70	48 1	Samish	84.1			7.13		12.22	-	9.24		1 30	-		****		1
			1711 11	9.40		1 7.23		112.12	Mt 274	6.46			67	44.4	Bow	1	во	D.	7.05		11212	Mt 273	f 9.14		1.00	N				1
				10-10		• 7.32		1222	Mt 716	6 55	Mt 272		30	39,7	Belleville	. 76 /			655	1	12.02	Ps 716	* 9.00		2 02	NI 213				1
				10.25	le M 274	• 7.40		12.35		7.04		W. X. Y.), 100	37.1	Burlington	1000	ne	n	* 6.45		11.53	Mt 715			10 45	NI 7/5				1
	**			12.50	P # 273 ps	• 7.52		1250	Pa 715	A CONTRACTOR			- 60	33.0	Mt Vernon		NR	b	* 6.35	******	11.38				10-15					
				1.20		. 803		5 BEET		7.27			84	27.6	Fir	1	PR	D,	6.22	- "	11123		9.20	1111	0.30	100000				Torr
				2.10			Mt 716			7.40			., 100	222	Stanwood	1 1000	B	D	6.10	1	* 11.09	*******	s 8.06	******	817	Mt 276				
				3.00				0.555		7 53	Mt 276	w.	29	15.0	Bilvana 11-1	2.224	NA Mo	D.	6.00		* 10.55	1	7.53		7.25					1
				4-20	Mt 272	8.52		1.57		8.14			96		Marysville		M8 PG	D. N.	5.40	Mt 715	* 10.32		10120	47447777	6.00	A M De				1
				5.00	PM Ar	9.10		2.12		8.28		W C.O.Y.	T 670	0.0	Pelta	- 36.7	1	D. 14.	5.30	1411	10.20		7.19		5-15	A m De				-
-						A	LL T	RAINS	WILL	. USE.	NOR	THER	N P	ACII	IC TRACKS BE	TW	EN	DELT	AND	N. P	. JUN	CTIO	N, 1.2	MILE	s					
	- 1		I	ļ		9.15	-		ļ	8.32		ļ			N. P. Junction	-					10.08		7.09		q.					1
						2000000	AM Ar	100000000	PMAT						Pacific Avenue		D	D. N.	5.15	PM De	10.02	AM De	7.05	PAT De						10
	-	No. 7		No. 718		No. 275	-			No. 271	-	-	-			-			No. 272	daily	No. 274	daily	No. 276	daily	No. 716	daily	No. 7	22		

East Bound Trains are Superior to West Bound Trains of the same class. See Rule 43.

FT 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 through town limits of Mt. Vernon. Avenue and Bellingham.

West yard-limit board Bellingham is located 400 feet west of through town limits of Burlington. 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 and Bellingham. (7) p. m. and seven (7) n. m., the yard-limit rules are suspended is west bound).

All trains will reduce speed to 10 miles per hour passing

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

between Everett Junction and Delta yard and all trains will be Avenue, N. P. Junction, Delta, Burlington, Belleville, Bellingham, and 716. operated by train orders over this district (going towards Seattle Blaine, Cloverdale and Westminister, stating whether or not they are carrying signals. No train will be considered registered un- a distance not exceeding 200 feet from same.

All trains will reduce speed to 8 miles per hour passing less such notation is made and in case of omission conductors of trains affected will govern themselves accordingly and report the and see that brakes are properly set before descending grade. fact to the Superintendent.

Bulletin boards are located at Delta, Burlington and Belling-

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. Bellinghum and Vancouver are terminals for trains 721 All trains must register their arrival and departure at Pacific and 722. Delta and Bellingham are terminals for trains 715

All trains must stop at drawbridges and railroad crossings at

Conductors of trains handing logs need step on all summits Freight trains will not carry passengers.

Outfit cars must be placed next to caboose.

WESTMINISTER INTERLOCKING SYSTEM .-- Signal tower is located 3051 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 cast and west end of bridge. Rules for operation of semaphores will govern.

J. C. DEVERY, Chief Train Dispatcher.