

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

CASCADE DIVISION

TIME TABLE No. 63

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.

SUNDAY, DECEMBER 27th, 1908

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

J. H. O'NEILL, Superintendent.

E. L. BROWN, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst. Gen. Manager.

J. M. GRUBER, General Manager.

WEST BOUND.

FIRST DISTRICT—LEAVENWORTH TO DELTA.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.				FIRST CLASS.			Car Capacity of Other Stages.	Car Capacity of Passing Trains.	Distance from Leavenworth.	TIME TABLE No. 63. IN EFFECT DEC. 27, 1908.		Distance from Delta.	Water, Coal, Wood, Fuel, Grease, and Cruminals.	FIRST CLASS.		
715		451	401	453	435	285	1	3				STATIONS.	4			2	286	
Midn. Freight Leave Daily Except Sun.		Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Passenger Leave Daily Except Sun.	Passenger Leave Daily	Passenger Leave Daily				Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Except Sun.				
		8:00pm	12:40pm	9:00am	5:00am		2:15pm	12:20am	492	60	DN-R.....LEAVENWORTH.....CH	107.6	WCT	3:10pm	3:45am			
		8:40	1:20	9:40	5:40		2:34	12:38		67	6.3	N.....DRURY.....DY	101.3		2:58	3:28		
		9:10	1:50	10:10	6:10		2:47	12:49	22	67	10.5	DN.....CHIWAUKUM.....CY	97.1	W	2:47	3:18		
		9:45	2:32	10:45	6:45		3:03	1:03	8	69	17.5	.....NASON CREEK.....	90.1		2:32	3:03	
		10:20	3:18	11:20	7:20		3:18	1:13	7	68	20.5	DN.....MERRITT.....CK	87.1	W	2:26	2:56		
		10:55	3:50	11:55	7:55		3:34	1:26		70	24.9	.....GAYNOR.....GR	82.7		2:16	2:46	
		11:30	4:20	12:30pm	8:25		3:52	1:38		67	28.0	.....BERNE.....BR	79.6	W	2:07	2:37	
		12:20am	5:15	1:20	9:20		4:12	1:56	165	75	32.3	DN-R.....CASCADE TUNNEL.....CN	75.3	WT	1:55	2:25		
		12:40	5:30	1:40	9:35		4:25	2:10	91	119	35.9	DN.....WELLINGTON.....WN	71.7	WC	1:40	2:10		
		12:58	5:45	2:00	9:50		4:35	2:21		63	39.5	D.....ALVIN.....NY	68.1	W	1:25	1:55		
		1:10	5:55	2:15	10:05		4:44	2:30	12	64	42.2	.....COREA.....	65.4		1:15	1:47	
		1:35	6:10	2:30	10:20		4:56	2:39	6	69	45.2	DN.....SCENIC.....MA	62.4	W	1:02	1:35		
		1:50	6:25	2:45	10:35		5:05	2:48	6	37	48.3	.....NIPPON.....NI	59.3	W	12:45	1:19	
		2:05	6:40	3:00	10:50		5:15	2:58		68	51.5	.....TONGA.....G	55.8		12:33	1:07	
8:50am		2:25	7:00	3:20	11:10	6:00am	5:30	3:15	184	73	57.0	DN-R.....SKYKOMISH.....KY	50.6	WCT	12:15	12:50	10:40pm	
		2:50	7:25	3:50	11:35		5:35	3:20				.....GROTTO.....	46.5		11:59	12:35	10:28
9:15		3:05	7:40	4:10	11:50		5:45	3:31	7	68	61.1	DN-R.....HALFORD.....SA	41.5	W	11:48	12:24	10:15	
9:45		3:25	7:55	4:30	12:20pm		5:57	3:42		67	66.1	.....INDEX.....IX	36.4		11:33	12:10am	10:00
10:20		3:53	8:15	4:50	12:40		6:10	3:53	18	78	71.2	DN.....REITER.....	31.3	W	11:17	11:56	9:42	
10:45		4:15	8:30	5:10	1:00		6:22	4:05	20	68	76.3	D.....GOLD BAR.....GB	27.6		11:08	11:46	9:32	
11:08		4:30	8:45	5:25	1:15		6:31	4:12	45	69	80.0	.....STARTUP.....	25.2		11:03	11:41	9:24
							6:37	4:18	18		82.4	.....SULTAN.....SU	21.8		10:56	11:35	9:15
11:55		4:55	9:15	5:50	1:45		6:46	4:26	22	55	85.8	DN.....MONROE.....RO	14.3	W	10:42	11:20	8:57	
12:55		5:25	9:50	6:20	2:20		6:55	4:42	18	50	93.3	DN.....SNODOMISH.....S	7.4		10:27	11:05	8:37	
1:55		5:55	10:20	6:50	2:50		7:07	4:58	25	52	100.2	DN-R.....LOWELL.....W	1.6		10:15	10:53	8:20	
2:55		6:20	10:50	7:15	3:20		7:18	5:10	30	105.0	.....PACIFIC AVENUE.....			10:10am	10:50pm	8:15pm	
3:10pm		7:00am	11:40pm	8:00pm	4:00pm		7:30pm	5:15am	100	44	107.6	DN-R.....DELTA.....PG	108.7	WCT OY				
Arrive Daily Except Sun.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily Except Sun.	
715		451	401	453	435	285	1	3							4	2	286	
6:20 7:9		11:0 9:9	11:0 9:9	11:0 9:9	11:0 9:9	2:15 22.5	5:15 20.5	4:55 22.0							5:05 21.2	4:55 22.0	2:25 20.9	
Time Over District. Average Speed Per Hour.																		

Freight Trains will use Northern Pacific tracks between Lowell and Delta, and will be governed by N. P. time table between these points.

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 rocks 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 trains must register their arrival and departure at Leavenworth, Cascade Tunnel, Skykomish, Lowell and Delta.

Freight trains on ascending grade either direction between Leavenworth and Skykomish will take siding at meeting points.

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.

Skykomish will be considered terminal for Nos. 285, 286 and 715.

NOTE:—See general rules for operation of trains through Cascade Tunnel.

All trains will reduce speed to eight miles per hour through Martin Creek Tunnel.

See general rules for speed restrictions.

SECOND DISTRICT—PACIFIC AVENUE TO SEATTLE.

WEST BOUND.

TIME TABLE No. 63.
IN EFFECT DECEMBER 27, 1901

		THIRD CLASS.		FIRST CLASS.							Car Capacity of Other Stations.	Car Capacity of Pulling Trains.	Distance from Pacific Avenue.	STATIONS.	
		717	711	285	277	275	273	271	1	3					
		Misc. Freight	Fast Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
		Leave Daily	Leave Daily	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
				8.15Am	10.10Am	5.35Am	2.22Pm	8.30Pm	7.30Pm	5.15Am	100	41	DN-R	PACIFIC AVENUE..... D	
				8.30	10.20	5.45	2.32	8.40	7.43	5.25			1.1	DN-R	EVERETT..... ED
				8.32	10.22	5.48	2.34	8.42	7.45	5.27			1.9		EVERETT JUNCTION..... JR
		5.45Pm	1.40Am	8.32	10.22	5.48	2.34	8.42	7.45	5.27					
		6.10	1.55	8.44	10.32	5.58	2.44	8.50	7.55	5.37	68	51	5.7	DN	MURKITEO..... MU
		6.35	2.10	8.55	10.42	6.09	2.54	9.00	8.00	5.48	66	66	9.9		MOSHER..... MO
		6.50	2.20	9.05	10.50	6.15	3.00	9.08	8.13	5.57	5	70	12.6	DN	MEADOWDALE..... AD
		7.23	2.35	9.15	11.01	6.27	3.10	9.15	8.24	6.07	37	67	16.8	DN	EDMONDS..... DR
		7.50	2.45	9.23	11.09	6.35	3.17	9.22	8.30	6.15		45	19.8	DN	RICHMOND BEACH..... R
		8.10	3.05	9.40	11.24	6.50	3.31	9.35	8.48	6.30			26.0	DN	METUM..... UR
		8.20	3.15	9.50	11.31	6.58	3.40	9.42	8.53	6.38	153		28.0	D	BALLARD..... BD
		8.30Pm	3.20Am	9.55	11.35	7.00	3.45	9.45	8.57	6.42	625	80	30.0	DN-R	INTERBAY..... RB
				10.00	11.40	7.05	3.50	9.50	9.03	6.48	415		31.7	DN	G. N. DOCK..... Z
				10.10Am	11.50Am	7.15Am	4.00Pm	10.00Pm	9.15Pm	7.00Am	538		34.2	DN-R	SEATTLE..... UD
		Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
		717	711	285	277	275	273	271	1	3					
		2.45	1.40	1.55	1.40	1.40	1.38	1.30	1.45	1.45					
		10.7	10.9	17.8	10.5	20.5	20.0	22.8	19.5	19.5					

Time Over District
Average Speed Per Hour.

EAST BOUND.

SECOND DISTRICT—PACIFIC AVENUE TO SEATTLE.

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TIME TABLE No. 63. IN EFFECT DECEMBER 27, 1908		Distance from Seattle	Water, Coal, Wyes, Turn Tables, Scales and Cranes	FIRST CLASS.						THIRD CLASS.			
				4	2	272	274	276	278	286	712	718	
				Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Except Sun.	Fast Freight Arrive Daily	Slow Freight Arrive Daily	
DN-R.	PACIFIC AVENUE	D	34.2	Y	²⁷⁷ 10 10Am	10 50Pm	5 40Pm	9 50Am	1 10Am	7 05Pm	8 15Pm		
DN-R.	EVERETT	ND	33.1		10 05	10 46	5 36	9 45	1 05	7 00	8 10		
	EVERETT JUNCTION	JN	32.3		9 59	10 40	5 31	9 31	12 54	6 51	8 03	11 50Pm	3 40Pm
DN.	MUKILTEO	MU	28.5		9 52	10 32	5 24	9 23	12 45	6 45	¹ 7 55	11 35	3 25
	MOSIER	MO	24.3		9 44	10 24	5 17	9 13	12 35	⁷¹⁷ 6 35	7 42	11 20	²⁷³ 2 54
DN.	MEADOWDALE	AD	21.6		9 39	10 18	5 12	²⁸⁵ 9 05	12 29	6 28	7 35	11 10	2 35
DN.	EDMONDS	DR	17.4	W	9 30	10 10	5 05	8 55	12 20	6 18	⁷¹⁷ 7 23	10 55	2 15
DN.	RICHMOND BEACH	R	14.4		²⁸⁵ 9 23	10 05	5 00	8 48	12 12Am	6 09	7 13	10 40	1 50
DN.	METUM	UN	8.2		9 10	9 53	4 48	8 34	11 55	5 55	6 58	10 15	1 20
D.	BALLARD	BD	5.3		9 03	9 48	4 43	8 28	11 48	5 48	6 50	10 05	1 05
DN-R.	INTERBAY	RU	4.2	WC10	9 00	²⁷¹ 9 45	4 40	8 25	11 45	5 45	6 45	10 00Pm	1 00Pm
DN.	G. N. DOCK	Z	2.5		8 55	9 40	4 35	8 20	11 40	5 40	6 40		
DN-R.	SEATTLE	UD	0		8 45Am	¹ 9 30Pm	4 25Pm	8 10Am	11 30Pm	5 30Pm	6 30Pm		
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily
					4	2	272	274	276	278	286	712	718
	Time Over District.				1 25	1 20	1 15	1 10	1 40	1 35	1 45	1 50	2 30
	Average Speed Per Hour.				24 1	25 7	27 4	28 5	20 5	21 6	19 5	15 8	10 9

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS. (See Rule 43.)

NOTE 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 No. 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.

Ballard, Edmonds and Mukilteo will be flag stops for No. 4 to take passengers destined Spokane or points east.

Ballard will be flag stop for No. 2 to take passengers for Spokane or points east.

All trains must use 15 minutes between Seattle and Interbay.

All trains must register their arrival and departure at Pacific Av., Everett, Interbay and Seattle.

Controlled Manual Block System is in operation between Pacific Avenue and East Portal Seattle Tunnel.

See general rules for speed restrictions.

THIRD CLASS.		FIRST CLASS.					Car Capacity of Other Tracks	Car Capacity of Paving Tracks	Distance from Bellingham.	TIME TABLE No. 63. IN EFFECT DEC. 27, 1907.		Distance from Pacific Avenue.	Water, Coal, Wood, and By-Crossings	FIRST CLASS.					THIRD CLASS.		
713	711	279	277	275	273	271				STATIONS.					712	714					
Misc. Freight Leave Daily Except Sun.	Fast Freight Leave Daily	Passenger Leave Daily.	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily				Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Fast Freight Arrive Daily	Misc. Freight Arrive Daily Except Sun.
713 6 30am	711 6 40pm	279 5 35pm	277 7 30am	275 2 30am	273 11 25am	271 6 08pm	202	42	0.0	DN-R	7.5 BELLINGHAM	HM	62.9	CWT	713 8 03pm	711 12 50pm	279 4 00am	277 10 00pm	275 9 45am	273 6 30am	271 3 30pm
7 10	7 00	5 40	7 40	2 40	11 38	6 18		47	2.0	D	2.0 SOUTH BELLINGHAM	FR	60.9	W	7 53	12 38	3 50	9 50	9 35	6 15	3 15
7 35	7 41	5 57	7 50	2 50	11 49	6 27		67	6.2		4.2 CHUCKANUT		56.7		7 41	12 23	3 38	9 36	9 19	5 50	2 35
277 8 02	8 00	6 10	7 13	3 05	12 04pm	6 37		68	12.1		5.0 SAMISH		50.8	W	7 39	12 04pm	3 25	9 23	9 08	5 30	2 08
8 25	8 10	6 10	7 13	3 15	12 14	6 44		17	68	15.8	3.7 BOW	BO	47.1		7 21	11 53	3 15	9 14	8 56	5 15	1 40
280 8 44	8 25	6 30	7 13	3 27	12 22	6 54		27	20.5	D	4.7 BELLEVILLE	BV	42.4		7 13	11 43	3 03	9 02	8 44	4 56	1 06
9 03	8 45	6 40pm	7 13	3 38	12 35	7 06		29	48	23.1	3.6 BURLINGTON	BU	39.8	WYX	7 05	11 36	2 55	8 54	8 35am	4 46	12 35pm 11 20am
10 40	9 15		7 13	3 50	12 50	7 15		38	44	27.2	4.1 MT. VERNON	NR	35.7		6 55	11 22	2 45	8 42		4 20	713 10 40
11 07	9 30		7 13	4 03	1 04	7 24		20	67	32.6	5.4 FIR	FR	30.3		6 44	11 07	2 35	8 28		4 03	10 00
11 55	9 45		7 13	4 22	1 20	7 36		31	68	39.7	7.1 STARWOOD	B	23.2		6 33	10 52	2 20	8 15		3 35	277 9 09
12 45pm	10 00		7 13	4 36	1 34	7 47		20	45.2	D	5.5 SILVANA	NA	17.7	W	6 24	10 43	2 05	8 03		3 20	8 15
271 1 42	10 20		7 13	4 52	1 42	7 55		17	68	49.2	4.0 ENGLISH		13.7		6 14	10 33	1 55	7 55		3 05	7 40
2 30	10 40		7 13	5 08	1 57	8 09		17	67	56.0	7.1 MARYSVILLE	MS	6.6		6 04	10 18	1 38	7 38		2 25	7 00
3 10pm	11 00pm		7 13	5 23	2 12	8 24				60.2	3.0 DELTA	PG	2.7	WCTQ	5 55	10 05 10 00	1 25	7 22		2 00am	6 15am

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

Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
713	711	279	277	275	273	271																
8 40	4 20	1 05	2 37	3 05	2 57	2 24																
6 9	11 6	21 3	24	20 4	21 3	26 2																

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS. (See Rule 43.)

Switch at Everett Junction will be kept set for Main Line.
All trains must register their arrival and departure at Pacific Av., N. P. Junction, Delta, Burlington, Bellingham.
Blanchard will be flag stop for 277, 278, 279, 280.
Seattle and Bellingham are terminals for Nos. 277 and 278.

Seattle and Vancouver are terminals for Nos. 271, 272, 273 and 274, 275, 276.
Delta and Bellingham are terminals for Nos. 713 and 714.
Roel port and Bellingham are terminals for Nos. 279 and 280.
Intersect and Bellingham are terminals for Nos. 711 and 712.
See general rules for speed restrictions.

SOUTH BOUND.

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

NORTH BOUND.

7

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.			Capacity of Other Buildings.	Car Capacity of Passing Tracks.	Distance from Vancouver.	TIME TABLE No. 63. IN EFFECT DEC. 27, 1928.			Distance from Bellingham.	Water, Coal, Wood, and Oil Carriages.	FIRST CLASS.			SECOND CLASS.	THIRD CLASS.	
719	397	275	273	271	272				274	276	398			720					
Misc. Freight	Mixed	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Mixed			Misc. Freight					
Leave Daily Except Sun	Leave Tues. Fr.	Leave Daily	Leave Daily	Leave Daily	274-720	274-720	274-720	274-720	274-720	274-720	274-720	274-720	274-720	274-720	274-720	274-720	274-720	274-720	
8 00am	8 40pm	11 30am	8 35am	4 00pm	0.0	DN-R	VANCOUVER	VN	60.8	W	10 30pm	3 45pm	7 00am	10 00am	4 00pm				
8 05	8 50	11 34	8 40	4 04	0.7		WYE		60.1	Y	10 28	3 37	6 54	9 55	3 50				
8 15	9 00	11 42	8 48	4 10	43	3.5	STILL CREEK		57.3		10 17	3 28	6 45	9 45	3 40				
8 25	9 07	11 47	8 52	4 14	15	5.4	BURRARD		55.4		10 13	3 23	6 40	9 40	3 30				
8 40	274-720 3 17	11 52	8 57	4 19	41	7.9	BURNABY		52.9		10 08	397-720 3 17	6 35	9 30	274-720 3 17				
						12.9	SAPPERTON WYE		47.9	Y									
8 55	9 30	12 05am	398 9 10	4 30	29	13.1	SAPPERTON		47.7		9 58	3 04	6 24	273 9 10	2 50				
9 00 270 9 20	3 35 3 50	12 10	9 15	4 35	62	13.8	NEW WESTMINSTER	MN	47.0		9 55	3 00	6 20	719 8 45	2 40 1 40				
9 35	4 00	12 20	9 25	4 42	25	15.3	LIVERPOOL		45.5	Y	9 46	2 50	6 10	8 35	1 20				
		12 25	9 31			17.6	BON ACCORD		43.2	Wms	2 42	6 00							
7 05	4 25	12 40	9 45	4 57	67	24.2	PORT KELLS		36.6		9 26	2 28	5 45	8 05	12 40				
7 40 208 7 40	4 40pm	12 55	9 57	5 06	41	29.5	CLOVERDALE	CL	31.3		9 14	2 15	5 32	719 7 45am	12 15pm				
		1 07	10 09			34.6	HAZELMERE		26.2		2 00	5 20							
8 30 8 35		1 18 1 19	10 16 10 17	5 19 5 20	27	37.7	DOUGLAS, B. C.		23.1		8 55 8 47	1 52 1 45	5 12 5 05		11 30 10 50				
8 40 273 10 28 720		1 20 1 30	10 19 720 10 28 719	5 21 5 26	38.0	DN-R	BLAINE	BN	22.8	W	8 46 8 44	1 44 1 42	5 04 5 00		10 45 273 10 10 719				
11 45		1 48	10 43	5 39	5	42	CUSTER	CU	15.4		8 32	1 28	4 43		9 40				
		1 56	10 50			48.1	ENTERPRISE		12.7		1 20	4 35							
274 1 13pm		2 03	10 59	5 48	43	51.0	FERRDALE	FD	9.8		8 22	1 13	4 25		8 50				
		2 10	11 05			53.3	BRENNAN		7.5		1 05	4 18							
2 30pm		2 30am	11 25am	6 08pm	202	42	BELLINGHAM	HM	0.0	CWT	8 03pm	12 50pm	4 00am		8 00am				
Arrive Daily Except Sun	Arrive Tues. Fr.	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Tues. Fr.	Leave Daily Except Sun				
719	397	275	273	271							272	274	276	398	720				
9 30 8 4	1 55 15 4	3 50 29.3	2 50 21.5	2 08 25.5			Time Over District, Average Speed Per Hour.				2 27 24.8	2 55 20.8	3 00 20.3	2 15 13.1	8 00 7.9				

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS. (See Rule 43.)

All trains must register their arrival and departure at Bellingham, Blaine, Cloverdale, New Westminster.

Seattle and Vancouver are terminals for Nos. 271, 272, 273 and 274, 275, 276 Bellingham and Vancouver are terminals for Nos. 719 and 720. Guichon and Vancouver are terminals for 397 and 398. See general rules for speed restrictions.

WEST BOUND.

FOURTH DISTRICT—ANACORTES TO ROCKPORT.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.		Car Capacity of Other Sidings.	Car Capacity of Passing Tracks.	Distance from Rockport.	TIME TABLE No. 63. IN EFFECT DEC. 27, 1902		Distance from Anacortes.	Water, Coal, Wood, Turn Tables, Scales and Crossings.	FIRST CLASS.		SECOND CLASS.	THIRD CLASS.	
	724	400	284	280				Passenger	Passenger			STATIONS.	Passenger	Passenger	399	723
	Mixed Freight Leave Daily Except Sun.	Mixed Leave Daily	Passenger Leave Daily	Passenger Leave Daily								Passenger Arrive Daily	Passenger Arrive Daily	Mixed Arrive Daily	Mixed Freight Arrive Daily Except Sun.	
	7:00am			8:15am		42	42	D-R	ROCKPORT	RK	53.7	WY	9:10pm			9:30pm
	7:25			8:32		67	5.8		5.8 FABER		47.9		8:54		1:45	
	7:50			8:47		30	10.2		4.4 GRASSMERE		43.5	W	8:40		1:15	
	7:55			8:50		3	11.2	D	1.0 PUNTA	BA	4.25		8:37		1:10	
	8:15			7:04		43	15.5		1.3 BIRDSVIEW		38.2		8:25		12:40	
	8:55			7:20		10	38	D	5.1 HAMILTON	R	33.1		8:10		12:10pm	
	9:20			7:34					3.3 LYMAN		29.8	W	7:55		11:20	
	9:50			7:50					5.3 COKEDALE JUNCTION		24.5		7:40		10:40	
	10:15		6:40pm	8:05		64	32.4	D	3.2 WOOLLEY	WL	21.3	YX	7:31	8:15pm	724 10:15	
			6:48	8:11		7	31.7		2.3 STERLING		19.0		7:19	8:06		
	11:30 12:45pm	8:50am	6:55 7:15	8:20am	270	20	18	DN-R	2.5 BURLINGTON	BU	16.5	WY OYX	7:10pm	8:55	8:15am 9:15 8:00	
	1:00	9:00	7:25		25		40.0		2.8 AVON		13.7		8:44	8:04	7:40	
	1:15	9:10	7:35		7		42.5		2.6 FREDONIA		11.1		8:34	7:04	7:20	
	1:30	9:17	7:42			25	44.1		1.5 WHITNEY		9.6		8:28	7:46	7:10	
							46.3		2.2 DRAW BRIDGE		7.4					
	2:00	9:36	8:01		4		49.6		3.3 FIDALGO		4.1		8:13	7:30	6:50	
	9:20pm	9:50am	8:15pm		94		53.7	D-R	4.1 ANACORTES	AC			8:00pm	7:15am	6:30am	
	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily Except Sun.		
	724	400	284	280								279	283	399	723	
	7:20 7:2	1:00 10:5	1:35 13:5	2:05 12:30								2:00 18:6	1:15 17:	1:00 16:5	7:50 6:9	

EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS. (See Rule 43.)

Yard limit at Burlington 2,500 feet east of transfer switch. All trains must be moved under perfect control expecting to find trains occupying main line within these limits. See general rules for speed restrictions.

No. 724 has right over No. 723.
All trains will register at Anacortes, Burlington and Rockport.
Water Tank at Minkler's Mill, two miles west of Lyman.

WEST BOUND.

FIFTH DISTRICT—CLOVERDALE TO GUICHON.

EAST BOUND.

SECOND CLASS.		Car Capacity of Other Sidings.	Car Capacity of Passing Tracks.	Distance from Cloverdale.	TIME TABLE No. 63. IN EFFECT DEC. 27, 1902		Distance from Guichon.	SECOND CLASS.	
	397				STATIONS.			398	
	Mixed Leave Tue., Fri.							Mixed Arrive Tue., Fri.	
	4:50pm		44	0.0	DN-R	CLOVERDALE	CL	17.1	7:40am
			5	5	4.0	4.0 ALLUVIA		13.1	
	5:15		4	4	5.5	1.5 SOUTHPORT		11.6	7:15
			3	2	9.5	4.0 EMBREY SPUR		7.6	
	5:45		10	9	13.3	3.8 INVERHOLME		3.8	6:45
			3	3	15.7	2.4 CHALLUCHAN		1.4	
	6:00pm		10	10	17.1	1.4 GUICHON		0.0	8:30am
	1:10 14:7								1:10 14:7

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS. (See Rule 43.)

Water two miles east of Guichon.
Trains will register at Guichon and Cloverdale.

NAME AND LOCATION OF SPUR TRACKS—MAIN AND COAST LINES.

NAME.	LOCATION.	OPENS.	LENGTH.	CAR CAPACITY.	NAME.	LOCATION.	OPENS.	LENGTH.	CAR CAPACITY.
Woods Spur.....	2.5 Miles west of Chitwaukum.....	East		11	Sound Shingle Co.'s Spur.....	2.9 Miles north of Belleville.....	South		6
Seattle-Hoston Copper Co. Spur.....	0.8 Miles west of Tonka.....	East	300 feet	3	McCoy's Transfer Track.....	0.8 Miles south of Bow.....	North		3
Skykomish Mill Co.'s Spur.....	0.3 Miles east of Skykomish.....	East		20	Winnier Shingle Co.'s Spur.....	0.2 Miles south of Bow.....	North		30
Great Republic Mining Co. Berlin.....	1.5 Miles west of Skykomish.....	West		14	Blanchard Spur.....	0.5 Miles south of Samish.....	North		3
Berlin Spur, Miller River Co.....	1.5 Miles west of Skykomish.....	West		4	Chuckanut Cannery Spur.....	0.7 Miles north of Chuckanut.....	North		3
Grotto Lumber Co.....	0.3 Miles east of Grotto.....	East	1200 feet	25	Chuckanut Quarry Spur.....	1.0 Miles north of Chuckanut.....	North		38
G. N. Shingle Co.'s Sliding.....	2.0 Miles west of Grotto.....	Both ends		24	Marietta Spur.....	1.3 Miles north of Bellingham.....	South		2
B. L. & R. Spur.....	2.0 Miles east of Index.....	West		5	Henry Spur.....	1.0 Miles south of Brennan.....	South		2
Heybrook Spur.....	1.0 Miles east of Index.....	East		2	LaBlato Spur.....	0.0 Miles north of Brennan.....	South		2
Smith Lumber Co.....	0.5 Miles east of Index.....	East		12	Sand Pit Spur.....	0.0 Miles north of Enterprise.....	South		2
Soderburg Spur.....	0.7 Miles west of Index.....	West		10	Shield's Spur.....	0.7 Miles south of Enterprise.....	South		13
Robinson's Spur.....	0.5 Miles west of Gold Bar.....	East		26	Enterprise Spur.....	0.7 Miles north of Enterprise.....	South		3
Black Iron Spur.....	0.0 Miles east of Startup.....	West		26	Red Cedar Shingle Co.....	1.2 Miles south of Custer.....	South		3
Casey's Spur.....	0.1 Miles east of Sultan.....	East		5	McDonald Spur.....	1.2 Miles north of Custer.....	South		2
Sultan Ry. & Timber Co.....	1.5 Miles west of Sultan.....	West		5	McLrose Spur.....	2.5 Miles north of Custer.....	South		4
Owen's Spur.....	1.7 Miles east of Monroe.....	East		3	Blaine Shingle Co.'s Spur.....	2.0 Miles south of Blaine.....	South		9
Holmquist Spur.....	0.5 Miles east of Monroe.....	East		1	Shelton Spur (off Blaine Spur).....	1.9 Miles south of Blaine.....	South		1
Monroe Mill Spur.....	0.3 Miles east of Monroe.....	East		18	City Dock Spur (off Blaine Spur).....		South		2
Monroe Gravel Pit.....	0.0 Miles west of Monroe.....	West		10	Eric Mill Spur (off City Dock Spur).....		South		6
Wagner & Wilson Lbr. Co. Spur.....	0.5 Miles west of Monroe.....	West		25	Monarch Mill Spur (off City Dock Spur).....		South		14
Woodruff.....	2.0 Miles west of Monroe.....	Both ends		24	Large Spur (off City Dock Spur).....	0.0 Blaine.....	South		5
Cascade Lumber Co. Spur.....	0.1 Miles east of Snohomish.....	East		27	Washington Shingle Co.....	0.5 Miles south of Port Kells.....	South		4
Crescote Spur.....	0.5 Miles east of Lowell.....	West		25	Flummerfelt Spur.....	2.0 Miles north of Port Kells.....	North		4
House Track.....	0.0 Miles east of Lowell.....	East		25	Hazelmore Spur.....	1.4 Miles north of Blaine.....	North		7
State Mill Co.....	0.5 Miles east of Everett.....	East		12	McNair Spur.....	2.0 Miles north of Cloverdale.....	South		8
G. N. Clay Co. Spur.....	2.0 Miles west of Motom.....	West		10	Great Western Shingle Spur.....	1.5 Miles north of Blaine.....	South		2
E. W. Mills Spur.....	2.3 Miles west of Richmond Beach.....	East		8	Brownsville Spur.....	1.0 Miles north of Liverpool.....	South		15
Invincible Halfpoint Spur.....	0.4 Miles west of Edmonds.....	East		2	Davis Spur.....	0.5 Miles south of Liverpool.....	North		4
Brown Bay Logging Co. Connection.....	0.5 Miles west of Meadowdale.....	West		10	Distillery Spur.....	0.0 Miles north of Sapperton.....	South		25
Mukilton Lumber Co.....	2.1 Miles east of Mukilton.....	West		3	Sand Pit Spur.....	0.7 Miles north of Sapperton.....	South		18
Davenport Spur.....	0.5 Miles east of Mukilton.....	West		2	Pifers Mill Spur.....	1.0 Miles north of Sapperton.....	South		8
Mukilton Shale Spur & Weyerhaeuser Timber Co.....	0.7 Miles north of Everett Jet.....	North		28	Mill No. 2 Spur.....	0.7 Miles south of Burnaby Lake.....	South		15
Nail House Spur.....	1.0 Miles north of Everett Jet.....	North		4	Wolfe Spur.....	0.5 Miles north of Burnaby Lake.....	North		4
Nickerson Machinery Co.....	0.0 Miles north of Everett.....	South		21	Maddough-Shaw Spur.....	0.7 Miles north of Burrard.....	North		5
Everett Milling Co.....	1.5 Miles north of Everett Jet.....	North		26	Mill No. 1 Spur.....	0.0 Miles north of Still Creek.....	North		25
Clark-Nickerson Mill.....	1.8 Miles north of Everett Jet.....	North		21	Surry Spur.....	1.1 Miles west of Cloverdale.....	West		3
Ldg Dump Spur.....	1.5 Miles north of Everett Jet.....	North		7	Gravel Pit Spur.....	3.3 Miles west of Cloverdale.....	West		9
Whoolhan Spur.....	1.3 Miles north of Everett Jet.....	North		29	Oliver Road Spur.....	5.8 Miles west of Cloverdale.....	West		5
Neff's Spur.....	1.0 Miles south of Long Sliding.....	North		50	Matthew Road Spur.....	5.8 Miles east of Gulchon.....	West		3
Weldauer & Landown Spur.....	0.0 Miles south of Long Sliding.....	North		29	Smith Road Spur.....	5.7 Miles east of Gulchon.....	West		2
Blackman Spur.....	0.4 Miles south of Long Sliding.....	North		7	Patterson's Spur.....	5.7 Miles east of Gulchon.....	West		9
Transfer Track.....	0.8 Miles north of Long Sliding.....	North		14	Gowdy Road Spur.....	2.9 Miles east of Gulchon.....	West		1
Old Main Line.....	1.5 Miles south of Marysville.....	South		20	Gulchon Silp Spur.....	0.1 Miles east of Gulchon.....	East		3
Upton Slough.....	1.5 Miles south of Marysville.....	South		5	Fidalgo Mill Spur.....	2.3 Miles east of Tenth Street.....	West		3
Cox's Spur.....	1.4 Miles north of Marysville.....	North		4	Fidalgo Island Shingle Co. Spur.....	1.6 Miles east of Tenth Street.....	East		2
Krause Bros. Spur.....	2.5 Miles north of Marysville.....	North		2	Log Hollow.....	1.5 Miles east of Tenth Street.....	Both ends		22
Kennedy Spur.....	1.2 Miles north of Marysville.....	South		6	Gravel Pit Spur.....	5.9 Miles east of Tenth Street.....	West		9
British Spur.....	0.6 Miles south of English.....	South		2	Fox Lumber Co. Spur.....	1.5 Miles west of Fredonia.....	West		6
Summit Mill Co.....	0.1 Miles north of English.....	South		2	Callahan-Abbott Spur.....	0.7 Miles west of Fredonia.....	West		5
Norman Spur.....	1.1 Miles north of Silvana.....	North		2	Hawkin's Spur.....	0.7 Miles west of Fredonia.....	West		2
Rabel's Spur.....	1.8 Miles north of Silvana.....	North		2	North Avon Lumber Co. Spur.....	0.3 Miles west of Avon.....	West		2
Banner.....	2.0 Miles south of Stanwood.....	South		3	Burlington Mill Spur.....	0.6 Miles west of Burlington.....	West		6
Florence.....	1.5 Miles south of Stanwood.....	South		4	Holbrook's Spur.....	0.4 Miles west of Woolley.....	West		8
Hal's Spur.....	1.4 Miles south of Stanwood.....	South		2	Sound Iron Spur.....	Woolley.....	West		7
Ketchum Spur.....	2.5 Miles south of Stanwood.....	South		4	Tyce Spur.....	1.4 Miles east of Woolley.....	Both ends		22
Morrison Mill Spur.....	2.1 Miles south of Fir.....	South		8	Green Mill Spur.....	3.0 Miles east of Woolley.....	West		13
Milltown.....	1.7 Miles south of Fir.....	South		6	Minkler's Mill.....	3.0 Miles east of Cokedale Jet.....	West		3
Hawley Spur.....	1.3 Miles south of Fir.....	North		6	Child's Spur.....	1.6 Miles east of Cokedale Jet.....	West		3
Skagit Crossing Tr. Track.....	1.9 Miles south of Fir.....	South		6	Hitchcock-Kelly.....	0.1 Miles east of Lyman.....	West		3
Little Mountain Spur.....	1.7 Miles south of Mt. Vernon.....	South		3	Skagit Mill Co. Spur.....	Lyman.....	West		22
Skagit Spur.....	2.0 Miles north of Mt. Vernon.....	South		6	Hop Ranch Spur.....	0.8 Miles east of Lyman.....	West		3
Lamar Spur.....	1.5 Miles north of Burlington.....	South		2	L. L. Spur.....	0.2 Miles west of Hamilton.....	West		3
Burlington Quarry.....	0.5 Miles north of Burlington.....	South		11	Durpee Shingle Spur.....	1.5 Miles west of Punta.....	West		2
Butler Spur (Old Line).....	0.1 Miles north of Belleville.....	South		2	Anna Shgle. Spur.....	0.7 Miles west of Punta.....	West		2
Belfast Mfg. Co. (Old Line).....	0.5 Miles south of Belfast.....	South		10	Cement Spur.....	0.5 Miles west of Punta.....	West		25
Samish Pit Spur (Old Line).....	0.6 Miles south of Belfast.....	South		52	Baker River Shingle Co. Spur.....	0.0 Miles west of Punta.....	West		30
Burlington Mill Spur (Old Line).....	0.1 Miles south of Belfast.....	South		3	Concrete.....	0.7 Miles east of Punta.....	East		16
Demmond Spur (Old Line).....	1.4 Miles south of Alger.....	North		9	Van Horne's Spur.....	0.5 Miles west of Faber.....	East		19
Alger Mineral Spur (Old Line).....	1.0 Miles south of Alger.....	South		8	Tower Mill Co.....	0.3 Miles west of Faber.....	East		15
Gaudette's Spur (Old Line).....	0.0 Miles south of Alger.....	South		90	Lightower No. 3.....	1.0 Miles west of Faber.....	East		2
Samish Lake Spur (Old Line).....	0.1 Miles south of Samish Lake.....	North		5	Sauk Spur.....	2.0 Miles west of Rockport.....	West		2
Owen's Spur (Old Line).....	Miles south Off Samish Spur.....	North		1					
Lindley Spur (Old Line).....	Miles south Off Samish Spur.....	South		1					

SPECIAL RULES.

1. Bulletin Boards are located at Leavenworth, Cascade Tunnel, Skykomish, Delta, Interbay, Seattle, Burlington, Bellingham Anacortes and Rockport.
2. Standard clocks are located in telegraph offices at Leavenworth, Skykomish, Vancouver, Interbay, Delta and Bellingham.
3. 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.
4. 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.
5. 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 trainmen 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.
6. All trains must be used from Cascade Tunnel to Merritt, and from Chiwaukum to Leavenworth, and from Cascade Tunnel to Skykomish.
7. Trains are operated between a block post, 125 feet west of the east crossover switch Cascade Tunnel and the east switch of the passing track at Wellington, by a train staff block system. No train or engine will be run in either direction between the limits mentioned unless train engineman and the engineman of helper engine each has in their possession a section of a staff which will be handed to them by operators and will be retained by them until entire train has cleared block, then sections of staff must be handed to operator. When no helper engine is used, a conductor or brakeman located on rear of train must be in possession of one-half of the staff.
8. Only one train is permitted to enter or use the block at the same time.
9. 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.
10. Freight trains will not carry passengers.
11. All except first class trains must be under absolute control while passing through yard limits Leavenworth, Skykomish, Lowell, Pacific Avenue, Delta, Burlington, South Bellingham and Bellingham.
12. Semaphores are located 1200 feet west of west switch Edmonds, 1200 feet east of east switch Scenic, 1200 feet west of west switch at Chiwaukum, 1200 feet east of switch Holmquist spur, half mile east of Monroe.
13. SEMAPHORES for protection of draw on Fraser River bridge between Liverpool and New Westminster are located on the south and north ends of bridge.
14. 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.
15. 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.
16. 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.
17. Cars must not be set out on passing tracks without an order from the Superintendent.
18. 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.
19. Outfit cars must be placed next to cabooses. When helper engine used they must be put behind it and ahead of caboose.
20. North yard-limit board Bellingham is located 400 feet north of round house track switch.
21. Delta yard limit commences 500 feet north of Junction switch, south of coal chute, and extends to north end of draw bridge 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 south-bound.)
22. All trains will reduce speed to 8 miles per hour passing through town limits of Mt. Vernon and Edmonds.
23. All trains will reduce speed to 10 miles per hour passing through town limits of Burlington.
24. All trains will reduce speed to 10 miles per hour over Fraser River Bridge.
25. Switch at Everett Junction will be kept set for main line.
26. All trains will reduce speed to eight miles per hour through Martin Creek tunnel and over bridges at each end.
27. No trains in either direction will cross International Boundary at Blaine without permission of Customs officers.
28. All trains must stop at drawbridges and railroad crossings at a distance not exceeding 200 feet from same.
29. Conductors of trains hauling logs must stop on all summits and see that brakes are properly set before descending grade.
30. NEW WESTMINSTER INTERLOCKING SYSTEM.—Signal tower is located 3,000 feet north of north 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 New Westminster. Distant Semaphores are located 1200 feet south and north and Home Signals are 500 feet south and north of tower, respectively.
31. INTERLOCKING SYSTEM.—Governing movement of trains N. P. crossing and Bridge 10 just north of Delta Wye.
32. All southbound trains from Vancouver to Bayside will be governed by a one blade home semaphore located 700 feet from north end of draw span and top blade on two blade semaphore located 20 feet north of N. P. crossing. A caution fixed signal is located 2500 feet north of one blade home signal (or 3200 feet north of draw span).
33. Train movements from Vancouver to Delta will be governed by same caution fixed signal and same home signal north of draw span as train movements from Vancouver to Bayside, but will receive lower blade on two blade semaphore, twenty feet north of N. P. crossing.
34. Train movements from Bayside to Vancouver will be governed by top blade on two blade home semaphore located 60 feet south of wye switch and by one blade home semaphore located on trestle 500 feet south of wye switch.
35. Train movements from Delta to Vancouver will be governed by top blade on two blade home semaphore located 60 feet south of wye switch and one blade home semaphore located on trestle 500 feet south of draw span.
36. Trains between Delta and Bayside will be governed by bottom blade on two blade semaphore located 60 feet south of wye switch.
37. A caution fixed signal is located 2000 feet south of wye switch.
38. Derails are located 60 feet from home semaphores.
39. The day indications of these semaphore blades are HORIZONTAL for STOP; at an angle of FORTY-FIVE DEGREES UP for CAUTION; at NINETY DEGREES UP (or straight up) for CLEAR. The night indications are RED LIGHT for STOP; YELLOW LIGHT for CAUTION; GREEN LIGHT for CLEAR.
40. Interlocking system in use bridge 11 and 12 between Delta and Marysville and at Skagit. R. Crossing one mile south of Fir.

SPEED RESTRICTIONS.

Passenger trains between Skykomish and Everett will not exceed a speed of 45 miles per hour.
 Passenger trains between Vancouver and New Westminster will not exceed a speed of 40 miles per hour; freight trains 30 miles per hour.
 Passenger trains between New Westminster and Cloverdale will not exceed a speed of 25 miles per hour; freight trains 20 miles per hour.
 Passenger trains between Cloverdale and Blanchard will not exceed a speed of 40 miles per hour; freight trains 30 miles per hour.

Passenger trains between Blanchard and Delta will not exceed a speed of 50 miles per hour; freight trains 30 miles per hour.
 Passenger trains between Interbay and Everett will not exceed a speed of 35 miles per hour; freight trains 30 miles per hour.
 Passenger trains on Skagit branch will not exceed a speed of 25 miles per hour; freight trains 20 miles per hour.

L-1 and L-2 engines will not exceed a speed of 20 miles per hour. F-7-8-9 engines will not exceed a speed of 30 miles per hour.

Reference Marks: S—regular stop; F—stop on signal; D—day telegraph office; N—night telegraph office; W—water; C—coal; O—scales; T—turntable; Y—wye; R—registering station.

COMPANY'S SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Ernst Building, Cor. 5th and Wabasha, St. Paul.
 Dr. J. W. Chamberlin, Ophthalmic Surgeon, Lowry Building, St. Paul.

Leavenworth	DR. G. W. HOXSIE.	Bellingham	DR. H. A. COMPTON.
Seattle	DR. H. M. READ.	Blaine	DR. A. S. REEDY.
Seattle	DR. E. W. PERRY, Oculist.	Vancouver	DR. A. S. MUNRO.
Skykomish	DR. C. E. GREASON	Anacortes	DR. GEO. B. SMITH.
Everett	DR. W. C. COX.	Woolley	DR. M. B. MATTICE.

TRAIN DISPATCHERS.

First District: E. O. WADHAMS,
 P. R. LEO,
 P. E. TALTY.

Second, Third and Fourth Districts: T. H. REED,
 G. E. WELLLEN,
 C. E. LAMKIN.

Extra: H. L. CAULKINS.

TIME INSPECTORS.

Leavenworth	F. E. CARLQUIST	Everett	R. G. COLVIN & CO.
Seattle	J. F. HUNTER.	Bellingham	BEVINS & SONS.
	Anacortes		TINKER BROS.

D. MOORE, Night Chief Dispatcher.
 J. C. DEVERY, Chief Dispatcher.
 A. R. BLACKBURN, Trainmaster.
 N. C. CHAPMAN, Assistant Superintendent.