

# GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

## CASCADE DIVISION

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# TIME TABLE No. 64

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

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TUESDAY, MARCH 2nd, 1909

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.			TIME TABLE No. 64. IN EFFECT MAR. 2, 1909.			FIRST CLASS.				
715		451	401	487	435	1	3	25	STATIONS.			4	26	2			
Misc. Freight		Fast Freight	Fast Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger	Distance from Delta	Water, Coal, Wye, Salt, Gravel, Soda, and Cinders	Distance from Delta	Passenger	Passenger	Passenger			
Leave Daily Except Sun.		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily			
		8 00pm	12 40pm	9 00am	5 00am	9 10pm	6 05am	1 05am	492	60	DN-R	LEAVENWORTH.....CH	107.6	WCT	8 10pm	12 55am	3 45am
		8 40	1 20	9 40	5 40	9 34	6 23	1 28		67	N	5.3 DRURY.....DY	101.3		9 58	12 58	3 28
		9 10	1 50	10 10	6 05	2 47	6 34	1 40	22	67	DN	4.2 CHIWAUKUM.....CY	97.1	W	2 47	12 27	3 18
		9 45	2 32	10 45	6 48	3 08	6 45	1 56	5	69		7.0 NASON CREEK.....	90.1		4.01 2 32	12 12	3 03
		10 20	3 18	11 20	7 25	4.01 3 18	7 00	2 10	5	68	DN	3.0 MERRITT.....CK	87.1	W	2 26	12 08am	2 55
		11 00	3 50	11 55	8 00	3 34	7 14	2 28		70		4.4 JOAYTOR.....GR	82.7		2 16	11 55	2 46
		11 47	4 20	12 30pm	8 30	3 52	7 27	2 37		67		3.1 BERNE.....BR	79.6	W	2 07	11 47	2 37
		12 40am	5 15	1 20	9 20	4 12	7 45	2 55	165	75	DN-R	4.3 CASCADE TUNNEL.....CN	75.3	WT	1 55	11 35	2 25
		12 55	5 30	1 40	9 35	4 25	7 58	3 07	91	90	DN	3.6 WELLINGTON.....WN	71.7	WC	1 40	11 20	2 10
		1 10	5 45	2 00	9 50	4 35	8 08	3 16		63	D	3.6 ALVIN.....NY	68.1	W	1 25	11 06	1 56
		1 20	5 55	2 15	10 05	4 44	8 17	3 24	12	64		2.7 CORRA.....	65.4		1 15	10 56	1 47
		1 35	6 10	2 30	10 20	4 56	8 27	3 34	6	69	DN	3.0 SCENIC.....MA	62.4	W	1 02	10 45	1 35
		1 50	6 25	2 45	10 35	5 05	8 37	3 42	6	60		3.1 NIPPON.....MI	60.3	W	12 45	10 30	1 10
		2 05	6 40	3 00	10 50	5 15	8 47	3 51		68		3.5 TONGA.....G	55.8		12 33	10 15	1 07
9 15am		2 25	7 00	3 20	11 10	5 30	9 00	4 05			DN-R	5.2 SKYKOMISH.....KY	50.6	Y WC	12 15	9 55	12 50
		2 50	7 25	3 50	11 35	5 35	9 05	4 10	184	73		4.1 GROTTA.....	46.5		11 59	9 36	12 35
9 35		3 05	7 40	4 10	11 50	5 45	9 15	4 22	7	68		5.0 HALFORD.....SA	41.5	W	11 48	9 22	12 24
10 00		3 20	7 55	4 30	12 20pm	5 57	9 25	4 35		67	DN	5.1 INDEX.....NX	36.4		11 38	9 09	12 10am
10 25		3 40	8 10	4 50	12 40	6 10	9 35	4 50	18	78		6.1 REITER.....	31.3	W	11 17	8 54	11 56
10 45		4 00	8 35	5 10	1 00	6 22	9 43	5 00	20	68	D	3.7 GOLD BAR.....GB	27.6		11 08	8 44	11 46
11 05		4 15	8 44	5 25	1 15	6 31	9 50	5 10	45	69		2.4 STARTUP.....	25.2		1 08	8 37	11 41
						6 37	9 56	5 15	18			3.4 SULTAN.....SU	21.8		10 57	8 28	11 35
11 55		4 35	9 15	5 50	1 45	6 46	10 08	5 27	22	55	D	7.5 MONROE.....RO	14.3	W	10 44	8 08	11 20
12 55pm		5 05	9 50	6 20	2 20	7 00	10 17	5 43	18	50	DN	6.9 SROKOMISH.....S	7.4		10 30	7 50	11 05
1 55		5 35	10 20	6 50	2 50	7 14	10 30	6 02	25	52	DN	5.8 LOWELL.....W	1.6		10 15	7 35	10 53
2 35		6 00	10 50	7 15	3 20	7 24	10 45	6 15	30	106.0	DN-R	1.6 PACIFIC AVENUE.....		Y	10 10am	7 30pm	10 50pm
3 10pm		7 00am	11 40pm	8 00pm	4 00pm	7 30pm	10 50am	6 20am	100	44	DN-R	1.6 DELTA.....PG	106.7	WCT OY			
Arrive Daily Except Sun.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily
715		451	401	487	435	1	3	25							4	26	2
5.55 5.0		11.0 9.9	11.0 9.9	11.0 9.9	11.0 9.9	5.15 20.5	4.45 22.5	5.15 20.2							5.05 21.2	5.25 19.9	4.55 22.0
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 44.)

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 No. 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. 64.  
IN EFFECT MARCH 2, 1909.

THIRD CLASS.										FIRST CLASS.										Car Capacity of Other Sidings.	Car Capacity of Sleeping Trucks.	Distance from Pacific Avenue.	STATIONS.
717		711		271		1		273		3		277		25		275							
Misc. Freight		Fast Freight		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger							
Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily							
				8.30pm	<sup>26</sup> 7.30pm	2.22pm		10.50am	<sup>4</sup> 10.10am	6.20am		5.35am	100	44			DN-R	PACIFIC AVENUE	D				
				8.40	7.43	2.32		11.00	10.20	6.30		5.45					1.1	DN-R	EVERETT	ND			
				8.49	7.45	2.34		11.02	10.22	6.32		5.48					1.9	DN-R	EVERETT JUNCTION	JN			
	5.45pm	1.40am		8.50	7.55	2.44		11.11	10.32	6.42		5.58	68	51	5.7	DN	MUKILTEO	MU					
	6.10	1.55		9.00	8.08	<sup>718</sup> 2.54		11.19	10.42	6.52		6.09	66	9.9				4.2	MOJIBER	MO			
	<sup>274</sup> 6.35	2.10		9.06	8.13	3.00		11.25	10.50	6.59		6.15	5	70	12.6	DN	MEADOWDALE	AD					
	<sup>26</sup> 6.55	2.20		9.15	8.24	3.10		11.35	11.01	7.10		6.27	37	67	16.8	DN	EDWARDS	DR					
	7.25	2.35		9.22	8.30	3.17		11.42	11.09	7.17		6.35					19.8	DN	RICHMOND BEACH	R			
	7.50	2.45		9.25	8.45	3.31		11.56	11.24	7.31		6.50					26.0	DN	METUM	DN			
	8.15	3.05		9.42	8.53	3.40		12.05pm	11.31	7.40		6.56	183		28.9	D		9.9	BALLARD	BD			
	8.25	3.15		9.45	8.57	3.45		12.08	11.35	7.43		7.00	626	80	30.0	DN-R		1.1	INTERBAY	RB			
	8.30pm	3.20am		9.50	9.03	3.50		12.14	11.40	7.49		7.05	415		31.7	DN		1.7	G. W. DOCK	Z			
				10.00pm	<sup>2</sup> 9.15pm	4.00pm		12.25pm	11.50am	8.00am		7.15am	538		34.2	DN-R		2.0	SEATTLE	UD			
				Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily											
				717	711	271		1	273	3		277			25								
				2.45	1.40	1.30		1.45	1.38	1.35		1.40			1.40								
				10.7	16.9	22.8		19.5	20.9	21.5		20.5			20.5								

Time Over District  
Average Speed Per Hour.

## EAST BOUND.

## SECOND DISTRICT—PACIFIC AVENUE TO SEATTLE.

5

TIME TABLE No. 64. IN EFFECT MAR. 2, 1909		Distance from Seattle	Water, Coal, Oil, Gas, etc., and Crewing	FIRST CLASS.						THIRD CLASS.							
				274	4	272	278	26	2	276	712	718					
				Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Fast Freight Arrive Daily	Mod. Freight Arrive Daily					
DN-R	PACIFIC AVENUE	D	34.2	Y	9:50am	10:10am	5:40pm	7:00pm	7:30pm	10:50pm	1:10am						
DN-R	EVERETT	ND	33.1		9:45	10:05	5:35	7:00	7:25	10:45	1:05						
DN	EVERETT JUNCTION	JN	32.3		9:31	9:59	5:31	6:51	7:17	10:40	12:54	11:50pm	3:40pm				
DN	MUKILTEO	MU	28.5		9:23	9:52	5:24	6:45	7:09	10:32	12:45	11:35	3:25				
DN	MOSHER	MO	24.3		9:13	9:44	5:17	6:35	7:00	10:24	12:35	11:20	2:54				
DN	MEADOWDALE	AD	21.6		9:05	9:39	5:12	6:28	6:55	10:18	12:29	11:10	2:35				
DN	EDMONDS	DR	17.4	W	8:55	9:30	5:05	6:18	6:48	10:10	12:20	10:55	2:15				
DN	RICHMOND BEACH	R	14.4		8:48	9:23	5:00	6:09	6:39	10:05	12:12am	10:40	1:50				
DN	METUM	UN	8.2		8:34	9:10	4:48	5:55	6:25	9:53	11:55	10:15	1:20				
D	BALLARD	BD	5.3		8:28	9:03	4:43	5:48	6:19	9:48	11:48	10:05	1:05				
DN-R	INTERBAY	RB	4.2	WCTU	8:25	9:00	4:40	5:45	6:15	9:45	11:45	10:00pm	1:00pm				
DN	G. M. DOCK	Z	2.5		8:20	8:55	4:35	5:40	6:10	9:40	11:40						
DN-R	SEATTLE	UD	0	WT	8:10am	8:45am	4:25pm	5:30pm	6:00pm	9:30pm	11:30pm						
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
					274	4	272	278	26	2	276	712	718				
	Time Over District.				1:40	1:25	1:15	1:35	1:30	1:20	1:40	1:50	2:40				
	Average Speed Per Hour.				20.5	24.1	27.4	21.5	22.5	23.7	20.5	15.8	10.9				

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS. (See Rule 44.)

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.

SOUTH BOUND.

THIRD DISTRICT—BELLINGHAM TO PACIFIC AVENUE.

NORTH BOUND.

THIRD CLASS.		FIRST CLASS.					Car Capacity of Other Trains	Car Capacity of Passenger Trains	Distance from Bellingham.	TIME TABLE No. 64. IN EFFECT MAR. 2, 1909.			Distance from Pacific Avenue.	Water, Coal, Wood, and Ry. Crossing	FIRST CLASS.					THIRD CLASS.	
713	711	279	277	275	273	271				STATIONS.					272	274	276	278	280	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				Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Fast Freight Arrive Daily	Misc. Freight Arrive Daily Except Sun.
712 6:30am	6:40am	6:35am	7:30am	2:30am	11:25am	6:08pm	202	42	0.0	DN-R	BELLINGHAM	HM	62.9	GWT	8:00pm	12:50pm	4:00am	10:00pm	9:45am	713 6:30am	3:30pm
7:10	7:00	6:46	7:40	2:40	11:38	6:18	47	2.0	D	SOUTH BELLINGHAM	FN	60.9	W	7:58	12:38	3:50	9:50	9:35	6:15	3:15	
7:35	7:41	6:57	7:50	2:50	11:49	6:27	67	6.2		CHUCKANUT		56.7		7:41	12:28	3:38	9:36	9:19	6:50	2:35	
7:57	8:00	7:10	8:02	3:05	12:04pm	6:37	68	12.1		SAMISH		50.8	W	7:29	12:04pm	3:25	9:28	9:08	6:30	2:05	
8:25	8:10	6:19	8:10	3:15	12:14	6:44	17	15.8	D	BOW	BO	47.1		7:21	11:58	3:15	9:14	8:56	6:15	1:40	
8:44	8:26	6:30	8:19	3:27	12:22	6:54	27	20.5	D	BELLEVILLE	BV	42.4		7:18	11:43	3:03	9:02	8:44	5:55	1:05	
9:00	8:45	6:40pm	8:30	3:38	12:35	7:05	29	44	23.1	DN-R	BURLINGTON	BU	39.8	WYX	7:05	11:36	2:55	8:54	8:35am	4:45	12:35pm 713 12:00pm 714
10:40	9:15		8:42	3:50	12:50	7:15	38	44	27.2	DN	MT. VERNON	NR	35.7		6:55	11:22	2:45	8:42	4:20	713 10:40	
11:07	9:30		8:54	4:03	1:04	7:24	20	67	32.6	D	FIR	FR	30.3		6:44	11:07	2:35	8:28	4:03	10:00	
11:55	9:45		9:09	4:22	1:20	7:36	33	66	39.7	DN	STARWOOD	B	23.2		6:38	10:52	2:20	8:15	3:35	713 9:00	
12:45pm	10:00		9:22	4:36	1:34	7:47	20	45.2	D	SILVANA	NA	17.7	W	6:24	10:43	2:05	8:08	3:20	8:15		
1:42	10:20		9:50	4:52	1:42	7:55	17	66	49.2		ENGLISH		13.7		6:14	10:33	1:55	7:55	3:05	7:40	
2:30	10:40		9:45	5:08	1:57	8:09	17	67	56.0	DN	MARYSVILLE	MS	6.6		6:04	10:18	1:38	7:38	2:25	7:00	
3:10pm	11:00pm		10:00	5:23	2:12	8:24		60.2	DN-R	DELTA	PG	2.7	WYX	5:55	10:05	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
713	711	279	277	275	273	271	272	274	276	278	280	712	714								
8:40	4:20	1:05	2:37	3:05	2:57	2:24	2:23	3:00	2:50	2:55	1:10	4:30	9:15								
6:9	12:0	21:3	34:	20:4	21:3	26:2	25:4	21:0	22:7	21:6	19:8	13:4	6:5								

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS. (See Rule 44.)

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.  
Rockport and Bellingham are terminals for Nos. 279 and 280.  
Interbay 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.			FIRST CLASS.			Car Capacity of Other Suburbs.	Car Capacity of Passing Trains.	Distance from Vancouver.	TIME TABLE No. 64. IN EFFECT MAR. 2, 1909.		Distance from Bellingham.	Water, Coal, Wye, Fuel, Grease, Scales and 1/2 Charge.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
719	397		275	273	271				272	274			276	398	720				
Leave Daily Except Sun.	Mixed Leave Tues., Fri.		Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily				DN-R	VN			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Mixed Arrive Tues., Fri.	Mixed Arrive Tues., Fri.	Mixed Arrive Tues., Fri.	
5 00am	2 45pm		11 30pm	8 35am	274-720 4 00pm		0 0	DN-R	VANCOUVER	VN	60.8	WCX	10 30pm	271 3 45pm	7 00am	10 00am	271 4 00pm		
5 05	3 50		11 34	8 40	4 04		0 7		0 7		60.1	Y	10 28	3 37	6 54	9 55	3 50		
5 15	3 00		11 42	8 48	4 10	43	3 5		2 8	STILL CREEK	57.3		10 17	3 28	6 45	9 45	3 40		
5 25	3 07		11 47	8 52	4 14	15	5 4		1 9	BURNARD	55.4		10 18	3 23	6 40	9 40	3 30		
5 40	274-720 3 17		11 52	8 57	4 19	41	7 0		2 5	BURNABY	52.9		10 08	397-720 3 17	6 35	9 30	274-720 3 17		
							12 9		5 0	SAPPERTON WYE	47.0	Y							
5 55	3 30		12 05am	398 9 10	4 30	29	13 1		0 2	SAPPERTON	47.7		9 58	3 04	6 24	273 9 10	2 50		
6 00	3 35		12 10	9 16	4 35	62	13 8	DN	0 7	NEW WESTMINSTER	47.0		9 55	3 00	6 20	8 45	2 40		
6 20	3 50		12 20	9 25	4 42	25	15 3		1 5	LIVERPOOL	45.5		9 45	2 50	6 10	8 35	1 20		
6 35	4 00		12 25	9 31	4 48		17 6		2 3	BON ACCORD	43.2	W1mS	9 42	2 42	6 00				
7 05	4 25		12 40	9 45	4 57	67	24 2		6 5	PORT KELLS	36.6		9 25	2 25	5 45	8 05	12 40		
7 40	4 40pm		12 55	9 57	5 00	41	29 5	DN-R	5 3	CLOVERDALE	31.3		9 14	2 15	5 32	7 45am	12 15pm		
			1 07	10 09			34 6		5 1	HAZELMERE	26.2			2 00	5 20				
8 30			1 18	10 19	5 19		37 7		3 1	DOUGLAS, B. C.	23.1		8 55	1 52	5 12		11 20		
8 35			1 19	10 17	5 20	27	37 7		0 3	BLAINE	22.8	W	8 47	1 45	5 05		10 50		
8 40	273 10 28		1 20	10 19	5 21		38 0	DN-R	0 3	BLAINE	22.8	W	8 46	1 44	5 04		10 45	273 10 10	
8 45	720		1 30	10 28	5 30		38 0	DN-R	7 4	CUSTER	15.4		8 44	1 42	5 00		10 10		
11 45			1 48	10 43	5 39	5	42	D	2 7	ENTERPRISE	12.7		8 32	1 28	4 48		9 40		
			1 58	10 50			48 1		2 7	ENTERPRISE	12.7			1 20	4 35				
1 13pm			2 03	10 59	5 48	43	51 0	D	2 0	FERRDALE	9.8		8 22	719 1 13	4 25		8 50		
			2 10	11 05			53 3		2 3	BRENNAN	7.5			1 05	4 18				
2 30pm			2 30am	11 25am	6 08pm	202	42	DN-R	7 5	BELLINGHAM	0 0	CWT	8 08pm	12 50pm	4 00am		8 00am		
Arrive Daily Except Sun.	Arrive Tues., Fri.		Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Tues., Fri.	Leave Daily Except Sun.		
719	397		275	273	271								272	274	276	398	720		
9 30	1 55		3 00	2 50	2 08								2 27	2 55	3 00	2 15	8 00		
6 4	15 4		20 3	21 5	25 5								24 8	20 8	20 3	13 1	7 6		

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS. (See Rule 44.)

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 Stages.	Car Capacity of Passing Trains.	Distance from Rockport.	TIME TABLE No. 64. IN EFFECT MAR. 2, 1909.	Distance from Anacortes.	Water, Coal, Wynn, Scales and Crowding.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		
724	400	284	280	279	283							399	723	279	283	399	723	
Miles Freight	Mixed	Passenger	Passenger	Passenger	Passenger	Mixed	Miles Freight	Passenger	Passenger	Mixed	Miles Freight	Passenger	Passenger	Mixed	Miles Freight	Passenger	Passenger	
Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	
	7.00am		6.15am		42		D-R.....ROCKPORT.....RK	53.7	WY			9.10pm						2.30pm
	7.25		6.32		67	5.8	5.8 FABER.....	47.9				8.54						1.45
	7.50		6.42		3	9.1	D.....PUNTA.....BA	44.6	W			8.44						1.25
	7.55		6.47		30	10.2	1.1 GRASSMERE.....	43.5				8.39						1.05
	8.15		7.04		43	15.5	5.3 BIRDSVIEW.....	38.2				8.25						12.40
	8.55		7.20		10	38	D.....HAMILTON.....H	33.1				8.10						12.10pm
	9.20		7.34				3.3 LYMAN.....	29.8	W			7.55						11.20
	9.50		7.50		22	29.2	5.3 COKEDALE JUNCTION.....	24.5				7.40						10.40
	723 10.15		8.40pm		64	32.4	D.....WOOLLEY.....WL	21.3	YX			7.31	6.15pm					724 10.15
	11.30		8.55		7	34.7	2.3 STERLING.....	19.0				7.19	6.06					
	12.45pm	8.50am	7.15	279	20	48	DN-R.....BURLINGTON.....BU	16.6	CV OYX			7.10pm	5.55	8.15am	9.15	8.00	280	
	1.00	9.00	7.25		25	40.0	2.8 AVON.....	13.7				5.44		8.04	7.40			
	1.15	9.10	7.35		7	42.6	2.6 FREDONIA.....	11.1				5.34		7.54	7.20			
	1.30	9.17	7.42		25	44.1	1.6 WHITNEY.....	9.6				5.28		7.48	7.10			
						46.3	2.2 DRAW BRIDGE.....	7.4										
	2.00	9.26	8.01		4	49.6	3.3 FIDALGO.....	4.1				5.13		7.30	6.50			
	2.20pm	9.50am	8.15pm		94	53.7	D-R.....ANACORTES.....AC						5.00pm	7.15am	6.30am			
	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun			
	724	400	284	280								279	283	399	723			
	7.20	1.00	1.35	2.05			Time Over District.					2.00	1.15	1.00	7.50			
	7.2	16.5	13.5	12.9			Average Speed Per Hour.					18.6	17	16.5	8.9			

EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS. (See Rule 44.)

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.

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 those limits.  
See general rules for speed restrictions.

WEST BOUND.

FIFTH DISTRICT—CLOVERDALE TO GUICHON.

EAST BOUND.

SECOND CLASS.		Car Capacity of Other Stages.	Car Capacity of Passing Trains.	Distance from Cloverdale.	TIME TABLE No. 64. IN EFFECT MAR. 2, 1909.	Distance from Guichon.	Water, Coal, Wynn, Scales and Crowding.	SECOND CLASS.	
397	398							Mixed	398
Leave Tues., Fri.	Leave Tues., Fri.	Leave Tues., Fri.	Leave Tues., Fri.	Leave Tues., Fri.	Leave Tues., Fri.	Leave Tues., Fri.	Leave Tues., Fri.	Leave Tues., Fri.	
	4.50pm		44	0.0	DN-R.....CLOVERDALE.....CL	17.1		7.40am	
			5	4.0	4.0 ALLUVIA.....	13.1			
	5.15		4	6.5	1.5 SOUTHPORT.....	11.6		7.15	
			3	9.5	4.0 EMBREY SPUR.....	7.6			
	5.45		10	13.3	3.8 INVERHOLME.....	3.8		6.45	
			3	16.7	2.4 CHALLUETHAN.....	1.4			
	6.00pm		10	17.1	1.4 GUICHON.....	0.0	YC	6.30am	
	1.10				Time Over District.			1.10	
	14.7				Average Speed Per Hour.			14.7	

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS. (See Rule 44.)

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



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

9

NAME.	LOCATION.	OPENS.	LENGTH.	CAR CAPACITY.	NAME.	LOCATION.	OPENS.	LENGTH.	CAR CAPACITY.
Woods Spur	2.5 Miles west of Chiwaukum.	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 Tonga.	East	300 feet	3	McCoy's Transfer Track	0.8 Miles south of Bow.	North		3
Skykomish Mill Co.'s Spur	0.3 Miles west of Skykomish.	East		20	Wiener Shingle Co.'s Spur	0.5 Miles south of Bow.	North		6
Great Republic Mining Co. Herlin	1.5 Miles west of Skykomish.	West		14	Blauard Spur	0.6 Miles south of Blauard.	South		30
Berlin Spur, Miller River Co.	1.5 Miles west of Skykomish.	West		4	Chuckanut Quarry Spur	0.7 Miles north of Chuckanut.	North		3
Grotto Lumber Co.	1.3 Miles east of Grotto.	East	1200 feet	25	Chuckanut Quarry Spur	1.0 Miles north of Chuckanut.	North		3
G. N. Shingle Co.'s Siding	1.5 Miles east of Grotto.	Both ends		24	Marietta Spur	3.3 Miles north of Bellingham.	South		2
B. B. & R. Spur	2.0 Miles east of Index.	West		5	Henry Spur	1.0 Miles south of Brennan.	South		2
Heybrook Spur	1.5 Miles east of Index.	East		2	Sand Pit Spur	0.8 Miles south of Enterprise.	South		13
Smith Lumber Co.	0.5 Miles east of Index.	East		12	Shield's Spur	0.7 Miles south of Enterprise.	South		3
Soderberg Spur	0.7 Miles west of Index.	West		10	Enterprise Spur	0.7 Miles north of Enterprise.	South		3
Robinson's Spur	1.5 Miles west of Gold Bar.	East		26	Red Cedar Shingle Co.	1.2 Miles north of Custer.	South		8
Black Bros. Spur	1.0 Miles east of Startup.	West		26	McDonald Spur	1.2 Miles north of Custer.	South		2
Casey's Spur	0.1 Miles east of Sultan.	East		5	Melrose Spur	2.5 Miles north of Custer.	South		4
Sultan Ry. & Timber Co.	1.5 Miles west of Sultan.	West			Blaine Shingle Co.'s Spur	2.0 Miles south of Blaine.	South		9
Owens's Spur	1.7 Miles east of Monroe.	East		3	Blaine Spur	1.9 Miles south of Blaine.	South		
Holmquist Spur	1.5 Miles east of Monroe.	East		4	Shelton Spur (off Blaine Spur)		South		2
Monroe Mill Spur	0.3 Miles east of Monroe.	East		18	City Dock Spur (off Blaine Spur)		South		81
Monroe Gravel Pit	0.0 Miles west of Monroe.	West		10	Erle 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	1.0 Miles west of Monroe.	Both ends		24	Barge Spur (off City Dock Spur)	0.0 Blaine.	South		5
Cascade Lumber Co. Spur	1.1 Miles east of Saubomish.	East		27	Fiummerfelt Spur	1.4 Miles north of Blaine.	South		4
Croonets Spur	1.5 Miles east of Lowell.	West		25	Hazlemere Spur	1.5 Miles north of Blaine.	North		7
House Track	1.0 Miles east of Lowell.	East		25	McNair Spur	1.5 Miles south of Port Kells.	North		4
State Mill Spur	1.5 Miles east of Everett.	East		12	Great Western Shingle Spur	2.0 Miles north of Port Kells.	South		8
G. N. Clay Co. Spur	2.0 Miles west of Metum.	West		2	Washington Shingle Co.	2.0 Miles north of Cloverdale.	South		2
K. W. Mills Spur	2.3 Miles west of Richmond Beach.	East		10	Brownville Spur	1.0 Miles north of Liverpool.	South		15
Invincible Halfjoint Spur	0.4 Miles west of Edmonds.	East		8	Davis Spur	0.5 Miles south of Liverpool.	North		4
Brown Day Logging Co. Connection	1.5 Miles west of Meadowdale.	West			Diatillery Spur	0.0 Miles north of Sapperton.	South		25
Mukilteo Lumber Co.	2.1 Miles east of Mukilteo.	West		10	Sand Pit Spur	0.7 Miles north of Sapperton.	South		18
Donsett Spur	1.5 Miles east of Mukilteo.	West		2	Peters Mill Spur	1.0 Miles north of Sapperton.	South		8
Mukilteo Shingle Spur &	0.7 Miles east of Mukilteo.	West		3	Mill No. 2 Spur	0.7 Miles south of Hurnaby Lake.	South		15
Weyerhaeuser Timber Co.	1.0 Miles north of Everett Jct.	North		38	Wolf Spur	0.7 Miles north of Burnard Lake.	North		4
Nash House Spur	1.0 Miles north of Everett Jct.	South		24	Maddougs-Shaw Spur	0.7 Miles north of Burrard.	North		5
Nickerson Machinery Co.	0.0 Miles north of Everett Jct.	South		4	Mill No. 1 Spur	1.0 Miles north of Still Creek.	North		25
Everett Milling Co.	1.5 Miles north of Everett Jct.	North		26	Surry Spur	1.1 Miles west of Cloverdale.	West		3
Clark-Nickerson Mill.	1.8 Miles north of Everett Jct.	North		31	Gravel Pit Spur	2.3 Miles west of Cloverdale.	West		9
Log Dump Spur	1.8 Miles north of Everett Jct.	North		21	Oliver Road Spur	8.2 Miles west of Cloverdale.	West		5
Wheatlan Spur	1.9 Miles north of Everett Jct.	North		7	Matthew Road Spur	5.8 Miles east of Guichon.	West		3
Neil's Spur	1.0 Miles north of Long Sliding.	North		50	Smith Road Spur	5.8 Miles east of Guichon.	West		2
Weidauer & Landown Spur	1.0 Miles south of Long Sliding.	South		20	Patterson's Spur	2.8 Miles east of Guichon.	West		9
Blackman Spur	1.4 Miles south of Long Sliding.	North		7	Gowdy Road Spur	2.9 Miles east of Guichon.	West		1
Transfer Track	0.8 Miles north of Long Sliding.	North		14	Guichon Slip Spur	0.1 Miles east of Guichon.	East		3
Old Main Line	1.5 Miles south of Marysville.	South		20	Pidaigo Mill Spur	2.3 Miles east of Tenth Street.	East		3
Union Blough	1.5 Miles south of Marysville.	South		6	Pidaigo Island Shingle Co. Spur	1.6 Miles east of Tenth Street.	East		
Cox's Spur	1.4 Miles north of Marysville.	North		4	Log Rollway	1.5 Miles east of Tenth Street.	Both ends		22
Kruse Bros. Spur	1.5 Miles north of Marysville.	North		2	Gravel Pit Spur	5.9 Miles east of Tenth Street.	West		9
Kennedy Spur	1.2 Miles north of Marysville.	South		6	Callahan-Abbott Spur		West		6
Summit Mill Co.	0.1 Miles north of English.	South		2	Hawkin's Spur	0.7 Miles east of Fredonia.	East		2
Norman Spur	1.1 Miles north of Silvana.	South		2	North Avon Lumber Co. Spur	0.3 Miles west of Avon.	West		2
Rabel's Spur	1.8 Miles north of Silvana.	North		2	Burlington Mill Spur	0.6 Miles west of Burlington.	West		6
Banner	2.0 Miles south of Stanwood.	South		3	Holbrook's Spur	0.4 Miles west of Woolley.	West		8
Florence	1.6 Miles south of Stanwood.	North		4	Sound Iron Spur	Woolley	West		7
Hai's Spur	1.4 Miles south of Stanwood.	South		2	Tyce Spur	1.4 Miles east of Woolley.	West		
Ketchum Spur	1.5 Miles south of Stanwood.	South		4	Green Mill Spur	1.3 Miles east of Woolley.	Both ends		22
Morrison Mill Spur	2.1 Miles south of Fir.	South		13	Minkler's Mill	1.0 Miles east of Cokedale Jct.	Both ends		13
Milltown	1.7 Miles south of Fir.	South		6	Child's Spur	1.6 Miles east of Cokedale Jct.	West		3
Hawley Spur	1.3 Miles south of Fir.	North		6	Hitchcock-Kelly	0.1 Miles east of Lyman.	West		3
Skagit Crossing Tr. Track	1.9 Miles south of Fir.	South		6	Lyman		West		22
Little Mountain Spur	1.7 Miles south of Mt. Vernon.	South		3	Hop Ranch Spur	0.8 Miles east of Lyman.	West		3
Skagit Spur	2.0 Miles north of Mt. Vernon.	South		6	L. L. Spur	0.2 Miles east of Hamilton.	West		
Lamar Spur	1.5 Miles north of Burlington.	South		2	Burpee Shingle Spur	0.4 Miles west of Grassmere.	West		3
Burlington Spur	0.5 Miles north of Burlington.	South		11	Anna Shale Spur	2.0 Miles west of Grassmere.	West		2
Butler Spur (Old Line)	0.1 Miles north of Belleville.	South		2	Conent Spur	0.7 Miles west of Punta.	West		28
Belfast Mfg. Co. (Old Line)	1.5 Miles south of Belfast.	South		10	Baker River Shingle Co. Spur	0.0 Miles west of Punta.	West		30
Samish Pt Spur (Old Line)	0.6 Miles south of Belfast.	South		52	Concrete	0.7 Miles east of Punta.	East		9
Burlington Mill Spur (Old Line)	0.1 Miles south of Belfast.	South		3	Van Horne's Spur	0.5 Miles west of Faber.	East		16
Diamond Spur (Old Line)	1.4 Miles south of Alger.	North		3	Tower Mill Co.	0.3 Miles west of Faber.	East		19
Alger Mineral Spur (Old Line)	0.0 Miles south of Alger.	South		9	Sauk Spur	2.0 Miles west of Rockport.	West		2
Gaudette's Spur (Old Line)	0.0 Miles south of Alger.	South		8					
Samish Lake Spur (Old Line)	0.1 Miles south of Samish Lake.	South		90					
Owen's Spur (Old Line)	0.1 Miles south Off Samish Spur.	North		5					
Lindley Spur (Old Line)	0.1 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 retainers must be used from Cascade Tunnel to Merritt, and from Chivaukum 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 Chivaukum, 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 cabooses.
19. Outfit cars must be placed next to cabooses. When helper engine used they must be put behind it and ahead of cabooses.
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 and all draw bridges.
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 3,094 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 1,200 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. Derrails 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-B-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. HOKSEY.	Bellingham.....	DR. H. A. COMPTON.
Skykomish.....	DR. C. E. GREASON.	Bellingham.....	DR. D. E. BIGGS.
Everett.....	DR. W. C. COX.	Blaine.....	DR. A. S. REEDY.
Interbay.....	DR. F. A. BOOTH.	Vancouver.....	DR. A. S. MONRO.
Seattle.....	DR. H. M. READ.	Anacortes.....	DR. GEO. B. SMITH.
Seattle.....	DR. R. W. PERRY, Oculist.	Woolley.....	DR. M. B. MATTICE.

## TRAIN DISPATCHERS.

First District: E. O. WADHAMS,  
 G. E. WELLLEN,  
 P. E. TALTY.

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

Extra: H. L. CAULKINS.

## TIME INSPECTORS.

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

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