

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

CASCADE DIVISION

TIME TABLE No. 65

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

SUNDAY, MARCH 28th, 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.

THIRD CLASS.		SECOND CLASS.				FIRST CLASS.			Car Capacity of Other Stages.	Car Capacity of Passing Trains.	Distance from Leavenworth.	TIME TABLE No. 65. IN EFFECT MAR. 28, 1909.	Distance from Delta.	Water, Coal, Wagon, Turn Tables, Scales, and Cranes.	FIRST CLASS.		
715	451	401	487	435	1	3	25	4							26	2	
Mds. Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger				STATIONS.		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	2.15pm	6.05am	2.20am	492	60		DN-R.....LEAVENWORTH.....CH	107.6	Y	3.20pm	12.55am	3.45am	
	8.40	1.20	9.40	5.40	2.36	6.23	2.38	67	6.3		N.....DRURY.....DY	101.3		3.02	12.38	3.28	
	9.10	1.50	10.10	6.05	2.50	6.34	2.49	22	67	10.5	DN.....CHIWAWUKUM.....CY	97.1	W	2.50	12.27	3.18	
	9.45	2.36	10.45	6.48	3.05	6.48	3.05	5	69	17.5	.....NASON CREEK.....	90.1		401 2.36	12.12	3.05
	10.20	3.18	11.20	7.25	401 3.18	7.00	3.19	5	68	20.5	DN.....MEKRITT.....CK	87.1	W	2.30	12.06am	2.56	
	11.00	3.50	11.55	8.00	3.34	7.14	3.32	70	24.9		.....GAYNOR.....GR	82.7		2.20	11.55	2.46
	11.47	4.20	12.30pm	8.30	3.52	7.27	3.44	67	28.0		.....BERNE.....BR	79.6	W	2.12	451 11.47	2.37
	12.40am	5.15	1.20	9.20	4.12	7.45	4.00	165	75	32.3	DN-R.....CASCADE TUNNEL.....CW	75.3	WT	2.00	11.35	2.25	
	12.55	5.30	1.45	9.35	4.25	7.58	4.12	91	90	35.9	DN.....WELLINGTON.....WN	71.7	WC	1.45	11.20	2.10	
	1.10	5.45	2.00	9.50	4.35	8.08	4.22	63	39.5		D.....ALVIN.....NY	68.1	W	1.30	11.08	1.56	
	1.20	5.55	2.15	10.05	4.44	8.17	4.30	12	64	42.2	.....CORIA.....	65.4		1.20	10.56	1.47
	1.35	6.10	2.30	10.20	4.56	8.27	4.39	6	69	45.2	DN.....SCENIC.....MA	62.4	W	1.07	451 10.45	1.35	
	1.50	6.25	2.45	10.35	5.05	8.37	4.48	6	60	48.3	.....NIPPON.....NI	59.3	W	12.50	10.30	1.19
	2.05	6.40	3.00	10.50	5.15	8.47	4.57	68	51.8		.....TONGA.....G	55.8		12.38	10.15	1.07
9.15am	2.25	7.00	3.20	11.10	5.30	9.00	5.10	184	73	57.0	DN-R.....SKYKOMISH.....KY	50.6	Y WC	12.20 12.15	9.55 9.50	12.50 12.45	
9.35	2.50	7.25	3.50	11.35	5.35	9.05	5.15	7	68	61.1	.....GROTTO.....	46.5		435 12.04pm	9.36	12.35
10.00	3.20	7.55	4.30	12.20	5.46	9.15	5.26	67	66.1		.....HALFORD.....SA	41.5	W	11.53	9.22	12.24
10.25	3.40	8.10	4.50	12.40	5.57	9.26	5.38	18	78	71.2	DN.....INDEX.....NX	36.4		11.38	9.09	12.10am	
10.45	4.00	8.25	5.10	1.00	6.10	9.37	5.52	20	68	76.3	.....REITER.....	31.3	W	11.21	8.54	11.58
11.13	4.15	8.44	5.25	1.15	6.22	9.47	6.02	45	69	80.0	D.....GOLD BAR.....GB	27.6		715 11.13	401 8.44	11.46	
					6.37	9.59	6.20	18		82.4	.....STARTUP.....	25.2		11.08	8.37	11.41
11.55	4.35	9.15	5.50	1.45	6.46	10.07	6.28	22	55	85.8	D.....SULTAN.....SU	21.8		11.02	8.28	11.35	
12.55pm	5.05	9.50	6.20	2.20	7.00	10.21	6.48	18	50	93.3	DN.....MONROE.....RO	14.3	W	10.49	8.08	11.20	
1.56	5.35	10.20	6.50	2.50	7.14	10.35	7.05	25	52	100.2	DN.....SNOHOMISH.....S	7.4		3 10.35	7.50	11.05	
2.35	6.00	10.50	7.15	3.20	7.24	10.45	7.20	30	106.0		DN-R.....LOWELL.....W	1.6		10.20	7.35	401 10.53	
					7.30pm	10.50am	7.25am	100	44	107.6	DN-R.....PACIFIC AVENUE.....		CY	277 10.15am	7.30pm	10.50pm	
3.10pm	7.00am	11.40pm	8.00pm	4.00pm						108.7	DN-R.....DELTA.....PG		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 8.6	11.0 9.9	11.0 9.9	11.0 9.9	11.0 9.9	5.15 20.5	4.45 22.5	5.05 21.2						5.05 21.2	5.25 19.9	4.55 22.0		

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. Berlin and Baring will be flag stops for No. 26. Heybrooks Spur will be flag stop for Nos. 25 and 26.

SECOND DISTRICT—PACIFIC AVENUE TO SEATTLE.

WEST BOUND.

TIME TABLE No. 65.
IN EFFECT MARCH 28, 1909.

THIRD CLASS.										FIRST CLASS.					Car Capacity of Other Rollings.	Car Capacity of Pulling Tractor.	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	Leave Daily									
		8.30pm	³⁶ 7.30pm	2.22pm	10.50am	⁴ 10.15am	7.25am	5.35am	100	44	DN-R.....	PACIFIC AVENUE.....	D					
		8.40	7.43	2.32	11.00	10.24	7.35	5.45			1.1	DN-R.....	^{1.1} EVERETT.....	ND				
2.45pm	1.40am	8.42	7.45	2.34	11.02	10.26	7.37	5.48			1.9	.....	^{0.8} EVERETT JUNCTION.....	JH			
3.15	1.55	8.50	7.55	2.44	11.11	10.35	7.47	5.58	68	51	5.7	DN.....	^{3.8} MUKILTEO.....	MU				
3.45	2.10	9.00	8.06	2.54	11.19	10.44	7.56	6.09		66	9.9	.....	^{4.2} MOSEY.....	MO			
4.00	2.20	9.06	8.13	3.00	^{7.18} 11.25	10.51	8.02	6.15	5	70	12.6	DN.....	^{2.7} MEADOWDALE.....	AD				
4.30	2.35	9.15	8.24	3.10	11.35	^{7.18} 11.01	8.13	6.27	37	67	16.8	DN.....	^{4.2} EDMONDS.....	DR				
²⁷² 5.00	2.45	9.22	8.30	3.17	11.42	11.09	8.20	6.35		45	19.8	DN.....	^{3.0} RICHMOND BEACH.....	R				
5.25	3.05	9.35	8.45	3.31	11.56	11.24	²⁷⁴ 8.34	6.50			26.0	DN.....	^{6.2} METUM.....	UN				
5.35	3.15	9.42	8.53	3.40	12.05pm	11.31	8.40	6.56	183		28.9	D.....	^{2.9} BALLARD.....	BD				
²⁷⁸ 5.40pm	3.20am	² 9.45	8.57	3.45	12.08	11.35	8.43	7.00	626	80	30.0	DN-R.....	^{1.1} INTERBAY.....	RB				
		9.50	9.03	3.50	12.14	11.40	8.49	7.05	415		31.7	DN.....	^{1.7} G. N. DOCK.....	Z				
		10.00pm	² 9.15pm	4.00pm	12.25pm	11.50am	⁴ 9.00am	7.15am	538		34.2	DN-R.....	^{2.5} SEATTLE.....	UD				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
717	711	271	1	273	3	277	25	275										
2.55	1.40	1.30	1.45	1.38	1.35	1.35	1.35	1.40										
10.	16.9	22.8	19.5	20.9	21.6	21.6	21.6	20.5										
													Time Over District Average Speed Per Hour.					

TIME TABLE No. 65.
IN EFFECT MAR. 28, 1909

STATIONS.	Distance from Seattle	Water, Coal, Wire, Turn Tables, Scales and Crossings.	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											Mdse. Freight Arrive Daily
DN-R.....PACIFIC AVENUE.....D	34.2	Y	9.50am	10.15am ²⁷⁷	5.40pm	7.05pm	7.30pm	10.50pm	1.10am	12.10am											
DN-R.....EVERETT.....ND	33.1		9.45	10.11	5.36	7.00	7.25	10.46	1.05	11.55											
DN.....EVERETT JUNCTION.....JN	32.3		9.31	10.06	5.31	6.51	7.17	10.40	12.54	11.50	12.15pm										
DN.....MUKILTEO.....MU	28.5		9.23	9.59	5.24	6.45	7.09	10.32	12.45	11.35	12.01										
DN.....MOSHER.....MO	24.3		9.13	9.52	5.17	6.35	7.00	10.24	12.35	11.20	11.40										
DN.....MEADOWDALE.....AD	21.6		9.05	9.47	5.12	6.28	6.55	10.18	12.29	11.10	11.25 ³										
DN.....EDMONDS.....DR	17.4	W	8.55	9.40	5.05	6.18	6.46	10.10	12.20	10.55	11.01										
DN.....RICHMOND BEACH.....R	14.4		8.48	9.35	5.00 ⁷¹⁷	6.09	6.39	10.05	12.12am	10.40	10.35										
DN.....METUM.....UN	8.2		8.34 ²⁵	9.23	4.48	5.55	6.25	9.53	11.55	10.15	9.55										
D.....BALLARD.....BD	5.3		8.28	9.18	4.43	5.48	6.19	9.48	11.48	10.05	9.40										
DN-R.....INTERBAY.....RB	4.2	WCTO	8.25	9.15	4.40	5.45 ⁷¹⁷	6.15	9.45 ²⁷¹	11.45	10.00pm	9.30am										
DN.....G. N. DOCK.....Z	2.5		8.20	9.10	4.35	5.40	6.10	9.40	11.40												
DN-R.....SEATTLE.....UD	0	WT	8.10am	9.00am ²⁵	4.25pm	5.30pm	6.00pm	9.30pm ¹	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	1.15	1.15	1.35	1.30	1.20	1.40	1.50	2.40										
Average Speed Per Hour.			20.5	27.4	27.4	21.6	22.8	25.7	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.

THIRD CLASS.		FIRST CLASS.					Car Capacity of Other Tracks	Car Capacity of Passenger Tracks	Distance from Bellingham.	TIME TABLE No. 65. IN EFFECT MAR. 28, 1909.		Distance from Pacific Avenue.	Water, Coal, Wye, Turn Tables, Scales and Etc. Crossings.	FIRST CLASS.					THIRD CLASS.		
713	711	279	277	275	273	271				STATIONS.				272	274	276	278	280	712	714	
Mds. 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			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Fast Freight Arrive Daily	Mds. Freight Arrive Daily Except Sun.	
713 6.30am	6.40pm	5.35pm	7.30am	2.30am	11.25am	6.08pm	202	42	0.0	DN-R.....	7.5 BELLINGHAM.....	HM	62.9	CWT	8.03pm	12.50pm	4.00am	10.00pm	9.45am	6.30am	3.30pm
7.10	7.00	5.46	7.40	2.40	11.38	6.18		47	2.0	D.....	2.0 SOUTH BELLINGHAM.....	FN	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		7.11	12.28	3.38	9.36	9.19	5.50	2.36
8.02	8.00	6.10	8.02	3.05	12.04pm	6.37		68	12.1	.....	5.9 SAMISH.....		50.8	W	7.29	12.04pm	3.25	9.23	9.06	5.30	2.05
8.25	8.10	6.19	8.10	3.15	12.14	6.44		17	68	15.8	3.7 BOW.....	BOW	47.1		7.21	11.53	3.15	9.14	8.56	5.15	1.40
8.44	8.25	6.30	8.19	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	4.55	1.05
9.00	8.54	6.40pm	8.30	3.38	12.35	7.05		29	48	23.1	2.6 BURLINGTON.....	BU	39.8	O WYX	7.05	11.36	2.55	8.54	8.35am	4.45	12.35pm 11.20am
10.40	9.15		8.42	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	10.40	
11.07	9.30		8.54	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		9.09	4.22	1.20	7.36		33	68	39.7	7.1 STANWOOD.....	B	23.2		6.38	10.52	2.20	8.15	3.35	9.09	
12.45pm	10.00		9.22	4.36	1.34	7.47		29	45.2	D.....	5.5 SILVANA.....	NA	17.7	W	6.24	10.43	2.05	8.03	3.20	8.15	
1.42	10.20		9.30	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		9.45	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		10.00	5.23	2.12	8.24				60.2	3.9 DELTA.....	PG	2.7	Y WCTO	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.																					
			10.04	5.28	2.17	8.28				61.9	1.7 N. P. JUNCTION.....		1.0		5.44	9.54	1.14	7.09			
			10.07am	5.35am	2.22pm	8.32pm				62.9	1.0 PACIFIC AVENUE.....	D	0.0	Y	5.40pm	9.50am	1.10am	7.05pm			
Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.
713	711	279	277	275	273	271									272	274	276	278	280	712	714
8.40 6.9	4.20 13.6	1.05 21.3	2.37 24.	3.05 20.4	2.37 21.3	2.24 26.2									2.23 25.4	3.00 21.0	2.50 22.2	2.55 21.6	1.10 19.8	4.30 13.4	9.15 6.5
Time Over District. Average Speed Per Hour.																					

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.

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.			Car Capacity of Other Holdings.	Car Capacity of Pulling Trucks.	Distance from Vancouver.	TIME TABLE No. 65.		Distance from Bellingham.	Water, Coal, Wagon, and By-Carriage.	FIRST CLASS.			SECOND CLASS.	THIRD CLASS.	
719	397	275	273	271	272				274	276			398	720				
Misc. Freight Leave Daily Except Sun.	Mixed Leave Friday	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Arrive Daily				Passenger Arrive Daily	Passenger Arrive Daily			Mixed Arrive Friday	Misc Freight Arrive Daily Except Sun.				
STATIONS.																		
5.00am	2.45pm	11.30pm	8.35am	274-720 4.00pm	0.0	DN-R.....VANCOUVER.....VN	59.6	WCO	10.30pm	3.45pm	7.00am	10.00am	271 4.00pm					
5.05	2.50	11.34	8.40	4.04	0.7	.....WYE.....	58.9	Y	10.23	3.37	6.54	9.55	3.50				
5.15	3.00	11.42	8.48	4.10	2.8	.....STILL CREEK.....	56.1		10.17	3.28	6.45	9.45	3.40				
5.25	3.07	11.47	8.52	4.14	1.9	.....BURRARD.....	54.2		10.13	3.23	6.40	9.40	3.30				
5.40	274-720 3.17	11.52	8.57	4.19	2.5	.....BURNABY.....	51.7		10.08	3.17	6.35	9.30	274-397 3.17				
					12.9	.....SAPPERTON WYE.....	46.7	Y									
5.55	3.30	12.05am	9.10	4.30	0.2	.....SAPPERTON.....	46.5		9.58	3.04	6.24	273 9.10	2.50				
6.00	3.35	12.10	9.15	4.35	0.7	DN.....NEW WESTMINSTER.....MN	45.8		9.55	3.00	6.20	8.45	2.40					
6.20	3.50				62								1.45					
6.25	4.00pm	12.15	9.19	4.39	0.5	.....FRASER RIVER JUNCTION.....	45.3		9.50	2.54	6.13	8.35am	1.40				
6.45		12.30	9.30	4.50	5.2	.....TOWNSEND.....	40.1	WY	9.39	2.40	6.00		1.20				
7.20		12.45	9.45	5.00	5.3	DN-R.....OLIVER.....	34.8		9.25	2.26	5.45		1.00					
7.35		12.55	9.55	5.07	3.6	.....CRESCENT.....	31.2		9.15	2.14	5.30		12.10pm				
7.55		1.10	10.10	5.16	4.8	DN.....WHITE ROCK.....	26.4		9.00	2.00	5.15		11.45					
					36.2	.....INTERNATIONAL BOUNDARY.....	23.4										
8.10		1.30	720 10.25	5.26	0.5	DN.....BLAINE.....BN	22.9	WO	8.45	1.45	5.00		273 10.25					
9.00		1.48	10.43	5.39	7.5	D.....CUSTER.....CU	15.4		8.32	1.28	4.43		719 9.40					
720 9.40		1.56	10.50	5.48	2.7	.....ENTERPRISE.....	12.7			1.20	4.35						
		2.08	719 10.59	5.48	2.9	D.....FENDALE.....FD	9.8		8.22	1.13	4.25		8.50					
		2.10	11.05		2.3	.....BRENNAN.....	7.5			1.05	4.18						
12.30pm		2.30am	11.25am	6.08pm	7.5	DN-R.....BELLINGHAM.....HM	0.0	CWT	8.03pm	12.50pm	4.00am		8.00am					
Arrive Daily Except Sun.	Arrive Friday	Arrive Daily	Ar-ive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Friday	Leave Daily Except Sun.					
719	397	275	273	271					272	274	276	398	720					
7.30	1.15	3.0	2.50	2.08					2.27	2.55	3.00	1.25	8.00					
8.0	11.2	20.5	21.5	25.5					24.5	20.8	20.3	10.0	7.5					

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS.

All trains must register their arrival and departure at Bellingham, Oliver and New Westminster.
Switches at Oliver Jet., Guichon Line Jet. and Fraser River Junction to be kept set for Third District Main Line.

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 Nos. 397 and 398. See general rules for speed regulations.

WEST BOUND.

FOURTH DISTRICT—ANACORTES TO ROCKPORT.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.		Car Capacity of Other Trains.	Car Capacity of Passing Trains.	Distance from Rockport.	TIME TABLE No. 65. IN EFFECT MAR. 28, 1909.		Distance from Anacortes.	Water, Coal, Wood, Turn Tables, Scales and Crossings.	FIRST CLASS.		SECOND CLASS.	THIRD CLASS.	
	724	400	284	280				279	283			399	723			
	Mds. Freight Leave Daily Except Sun.	Mixed Leave Daily	Passenger Leave Daily	Passenger Leave Daily				Passenger Arrive Daily	Passenger Arrive Daily			Mixed Arrive Daily	Mds. Freight Arrive Daily Except Sun.			
STATIONS.																
	7.00am			6.15am		42		D-R.....ROCKPORT.....RK	53.7	WY		9.10pm				2.20pm
	7.25			f 6.32		67	5.8	5.8.....FABER.....	47.9		f	8.54				1.45
	7.50			s 6.42	3		9.1	3.3 D.....CONCRETE.....BA	44.6	W	s	8.44				1.25
	7.55			f 6.47		39	10.2	1.1.....GRASSMERE.....	43.5		f	8.39				1.05
	8.15			s 7.04		43	15.5	5.3.....BIRDSVIEW.....	38.2		s	8.25				12.40
	8.55			s 7.20	10	38	20.6	5.1 D.....HAMILTON.....H	33.1		s	8.10				12.10pm
	9.20			s 7.34			23.9	3.3.....LYMAN.....	29.8	W	s	7.55				11.20
	9.50			f 7.50		22	29.2	5.3.....COKEDALE JUNCTION.....	24.5		f	7.40				10.40
	⁷²³ 10.15			6.40pm	s	64		3.2 D.....WOOLLEY.....WL	21.3	YX	s	7.31	6.15pm			⁷²⁴ 10.15
				f 6.48	f	7		2.3.....STERLING.....	19.0		f	7.19	f 6.06			
	11.30 12.45pm	8.50am		²⁷⁹ 6.55 7.15	⁷²³ 8.20am	29	48	2.5 DN-R.....BURLINGTON.....BU	16.5	CW OYX	²⁸⁴ 7.10pm	s	5.55	8.15am		²⁸⁰ 9.15 8.00
	1.00	9.00		s 7.25		25		2.8.....AVON.....	13.7		s	5.44	8.04			7.40
	1.15	9.10		f 7.35		7		2.6.....FREDONIA.....	11.1		f	5.34	f 7.54			7.20
	1.30	9.17		s 7.42		25	44.1	1.5.....WHITNEY.....	9.6		s	5.28	s 7.46			7.10
								2.2.....DRAW BRIDGE.....	7.4							
	2.00	9.36		f 8.01		4	49.6	3.3.....FIDALGO.....	4.1		f	5.13	f 7.30			6.50
	2.20pm	9.50am		8.15pm		94	53.7	4.1 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 7.2	1.00 16.5		13.35 12.9	2.05 12.9			Time Over District. Average Speed Per Hour.			2.00 15.6	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 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 these limits.
See general rules for speed restrictions.

THIRD CLASS.			SECOND CLASS.	FIRST CLASS.			Car Capacity of Other Sidings.	Car Capacity of Passing Tracks.	Distance from Sumas	TIME TABLE No. 65.			Distance from Guichon	Water, Coal, Wood, Turn Tables, Scales and Crossings.	FIRST CLASS.			SECOND CLASS.	THIRD CLASS.					
			397												IN EFFECT MAR. 28, 1909						398			
			Mixed												STATIONS.						Mixed			
			Leave Friday													Arrive Friday								
									0.0		.....	SUMAS, WASH.	46.5										
									0.0		.....	INTERNATIONAL BOUNDARY	46.5										
								30	0.1		.....	HUNTINGDON	46.4										
								21	42	3.6	.....	ABBOTSFORD	42.9	W									
								6		8.1	.....	PINEGROVE	38.4										
								22	60	12.7	.....	ALDERGROVE	33.8										
								28		16.9	.....	OTTER	29.6										
								20	67	21.6	.....	LINCOLN	24.9	W									
			4.50pm					67	29.4	DN-R	CLOVERDALE	CL	17.1				7.40am						
								5		33.4	.....	ALLUVIA	15.1										
			5.15					4		34.9	.....	SOUTHPORT	11.6						7.20				
			5.20							35.9	.....	OLIVER JCT.	10.6	Y					7.15				
			5.30					62	67	35.9	DN-R	.....	OLIVER	G	10.6	W			7.10				
			5.35							36.7	.....	GUICHON LINE JCT.	9.8	Y					7.00				
			5.50					10		42.7	.....	INVERHOLM	3.8						6.45				
			6.00					3		45.1	.....	CHALLUCHAN	1.4	W 1/2 M East					6.35				
			6.05pm					10	10	46.5	.....	GUICHON	0.0	W					6.30am				
			Arrive Friday															Leave Friday						
			397															398						
			1.15															1.10						
			15.7															14.7						

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

Switches Oliver Jct. and Guichon Line Jct. to be kept set for Third District main line. All trains will register at Guichon, Oliver and Cloverdale.

All trains Fifth District will protect against all Third District trains between Oliver Jct. and Guichon Line Jct. See general rules for speed restrictions.

SOUTH BOUND. SIXTH DISTRICT--FRAZER RIVER JCT. TO CLOVERDALE. NORTH BOUND.

SECOND CLASS.			Car Capacity of Other Sidings.	Car Capacity of Passing Tracks.	Distance from Frazer River Jct.	TIME TABLE No. 65.			Distance from Cloverdale.	Water, Coal, Wood, Turn Tables, Scales and Crossings.	SECOND CLASS.						
						397						IN EFFECT MAR. 28, 1909.					
						Mixed						STATIONS.					
			Leave Friday													Arrive Friday	
			4.00pm			0.0	.....	FRAZER RIVER JCT	15.2				8.35am			
			4.05		25	1.0	.....	LIVERPOOL	14.2				8.30			
						3.3	.....	BON ACCORD	11.9	W 1/2 M East						
			4.25		67	9.0	.....	PORT KELS	5.3				8.05			
			4.40pm		67	15.2	DN-R	CLOVERDALE	CL	0.0			7.45am				
			Arrive Friday										Leave Friday				
			397										398				
			.40										.50				
			23.										18.3				

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

Trains will register at Cloverdale.

All north bound Sixth District trains will protect against all Third District trains between Frazer River Junction and New Westminster.

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 Chiwaukum.....	East		11	Sound Shingle Co.'s Spur.....	2.9 Miles north of Belleville.....	South		6
Seattle-Boston Copper Co. Spur.....	0.8 Miles west of Tonga.....	East	300 feet	3	McCoys' Transfer Track.....	0.8 Miles south of Bow.....	North		3
Skykomish Mill Co.'s Spur.....	0.3 Miles west of Skykomish.....	East		20	Winner Shingle Co.'s Spur.....	0.2 Miles south of Bow.....	North		6
Great Republic Mining Co., Berlin.....	1.5 Miles west of Skykomish.....	East		14	Blanchard Spur.....	0.5 Miles south of Samish.....	North		30
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 Siding.....	1.5 Miles west 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
Soderburg Spur.....	0.7 Miles west of Index.....	West		10	Enterprise Spur.....	1.2 Miles north of Enterprise.....	South		3
Robinson's Spur.....	0.5 Miles west of Gold Bar.....	East		26	Red Cedar Shingle Co.....	1.2 Miles north of Custer.....	South		2
Black Bros. Spur.....	0.0 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
Owen's Spur.....	4.7 Miles east of Monroe.....	East		3	Blaine Spur.....	1.9 Miles south of Blaine.....	South		2
Holmquist Spur.....	0.5 Miles east of Monroe.....	East		4	Shelton Spur (off Blaine Spur).....		South		81
Monroe Mill Spur.....	0.3 Miles east of Monroe.....	East		18	City Dock Spur (off Blaine Spur).....		South		6
Monroe Gravel Pit.....	2.0 Miles west of Monroe.....	West		10	Erie 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	Barge Spur (off City Dock Spur).....	0 Blaine.....	South		5
Cascade Lumber Co. Spur.....	0.1 Miles east of Snohomish.....	East		27	Flummerfelt Spur.....	2.0 Miles north of Port Kells.....	South		4
Cresote Spur.....	0.5 Miles east of Lowell.....	West		25	Hazelmere Spur.....	3.4 Miles north of Blaine.....	South		4
House Track.....	0.0 Miles east of Lowell.....	East		25	Great Western Shingle Spur.....	0.5 Miles south of Port Kells.....	North		7
State Mill Co.....	0.5 Miles east of Everett.....	East		12	Washington Shingle Co.....	1.5 Miles north of Blaine.....	South		8
G. N. Clay Co. Spur.....	2.0 Miles east of Metum.....	West		10	McNair Spur.....	0.0 Miles north of Cloverdale.....	South		2
E. W. Mills Spur.....	2.3 Miles west of Richmond Beach.....	East		2	Brownville Spur.....	1.0 Miles north of Liverpool.....	South		15
Invincible Rail Joint Spur.....	0.4 Miles west of Edmonds.....	East		8	Davis Spur.....	0.5 Miles south of Liverpool.....	North		4
Brown Bay Logging Co. Connection.....	0.5 Miles west of Meadowdale.....	West		--	Distillery 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
Doucett Spur.....	0.5 Miles east of Mukilteo.....	West		2	Pifers Mill Spur.....	3.0 Miles north of Sapperton.....	South		8
Mukilteo Shgle. Spur &.....	0.7 Miles east of Mukilteo.....	West		3	Mill No. 2 Spur.....	0.7 Miles south of Hurmaby Lake.....	South		15
Weyerhaeuser Timber Co.....	0.2 Miles north of Everett Jct.....	North		38	Wolfs Spur.....	0.5 Miles north of Burnaby Lake.....	North		4
Nail 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.....	South		4	Mill No. 1 Spur.....	0.0 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.....	3.3 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
Wheellhan Spur.....	1.9 Miles north of Everett Jct.....	North		7	Matthew Road Spur.....	6.8 Miles east of Guichon.....	West		3
Neff's Spur.....	1.0 Miles south of Long Siding.....	North		50	Smith Road Spur.....	5.8 Miles east of Guichon.....	West		2
Weldauer & Lansdown Spur.....	0.0 Miles south of Long Siding.....	South		20	Patterson's Spur.....	5.7 Miles east of Guichon.....	West		1
Blackman Spur.....	0.4 Miles south of Long Siding.....	North		7	Gowdy Road Spur.....	2.9 Miles east of Guichon.....	East		3
Transfer Track.....	0.8 Miles north of Long Siding.....	North		14	Guichon Silp Spur.....	0.1 Miles east of Guichon.....	East		3
Old Main Line.....	1.5 Miles south of Marysville.....	South		30	Fidalgo Mill Spur.....	2.3 Miles east of Tenth Street.....	East		3
Union Slough.....	1.5 Miles south of Marysville.....	South		6	Fidalgo Island Shingle Co. Spur.....	4.6 Miles east of Tenth Street.....	East		2
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.....	2.5 Miles north of Marysville.....	North		2	Gravel Pit Spur.....	5.9 Miles east of Tenth Street.....	West		9
Kennedy Spur.....	4.2 Miles north of Marysville.....	South		6	Fredonia.....	0.7 Miles east of Fredonia.....	West		6
Summit Mill Co.....	0.1 Miles north of English.....	South		2	Hawkin's Spur.....	0.3 Miles west of Avon.....	West		2
Norman Spur.....	1.1 Miles north of Silvana.....	South		2	North Avon Lumber Co. Spur.....	0.6 Miles west of Burlington.....	West		6
Rabel's Spur.....	1.8 Miles north of Silvana.....	North		2	Holbrook's Spur.....	0.4 Miles west of Woolley.....	West		8
Banner.....	2.0 Miles south of Stanwood.....	North		2	Sound Iron Spur.....	Woolley.....	West ends		7
Florence.....	1.5 Miles south of Stanwood.....	North		4	Green Mill Spur.....	3.3 Miles east of Woolley.....	Both ends		22
Hal's Spur.....	1.4 Miles south of Stanwood.....	South		2	Minkler's Mill.....	3.0 Miles east of Cokedale Jct.....	Both ends		13
Ketchum Spur.....	2.5 Miles north of Stanwood.....	South		4	Child's Spur.....	3.6 Miles east of Cokedale Jct.....	West		3
Morrison Mill Spur.....	2.1 Miles south of Fir.....	South		8	Hitchcock-Kelly.....	0.1 Miles west of Lyman.....	West		3
Milltown.....	1.7 Miles south of Fir.....	South		6	Lyman.....	0.8 Miles east of Lyman.....	West		22
Hawley Spur.....	1.3 Miles south of Fir.....	North		6	Skagit Mill Co. Spur.....	0.2 Miles west of Hamilton.....	West		3
Skagit Crossing Tr. Track.....	0.9 Miles south of Fir.....	South		6	L. L. Spur.....	0.2 Miles west of Grassmere.....	West		--
Little Mountain Spur.....	1.7 Miles south of Mt. Vernon.....	South		3	Burpee Shgle. Spur.....	0.4 Miles west of Grassmere.....	West		3
Lamar Spur.....	1.5 Miles north of Burlington.....	South		2	Anna Shgle. Spur.....	2.0 Miles west of Grassmere.....	West		2
Burlington Quarry.....	0.5 Miles north of Burlington.....	South		11	Cement Spur.....	0.7 Miles west of Concrete.....	West		28
Butler Spur (Old Line).....	0.1 Miles north of Belleville.....	South		2	Baker River Shingle Co. Spur.....	0.0 Miles west of Concrete.....	East		30
Belfast Mfg. Co. (Old Line).....	0.5 Miles south of Belfast.....	South		10	Washington Port Cement Co.....	0.7 Miles east of Concrete.....	East		16
Samish Pit Spur (Old Line).....	0.6 Miles south of Belfast.....	South		52	Van Horne's Spur.....	0.5 Miles west of Faber.....	East		19
Burlington Mill Spur (Old Line).....	0.1 Miles south of Belfast.....	South		3	Tower Mill Co.....	0.3 Miles west of Rockport.....	West		2
Desmond Spur (Old Line).....	1.4 Miles south of Alger.....	North		3	Sauk Spur.....	2.0 Miles west of Rockport.....	West		2
Alger Mineral Spur (Old Line).....	0.0 Miles south of Alger.....	South		9					
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).....	-- Miles south Off Samish Spur.....	North		5					
Lindley Spur (Old Line).....	-- Miles south Off Samish Spur.....	South		1					

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.
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 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 engineer and the engine man 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 Seenic, 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 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 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. 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. R. Crossing one mile south of Fir.
41. Bridges 69 and 70 over Nicomekl and Serpentine Rivers between Crescent and Oliver are interlocked. At Nicomekl and Serpentine draw bridges, derrails and home semaphores are located 900 feet from the end of draw span. Day indications are semaphore arm horizontal (or straight out) for stop, and the semaphore arm inclined downward 65 degrees for clear (or proceed.) Caution fixed semaphores are located 3000 feet from home semaphores. The caution semaphore arms are fish tail and painted yellow and show a yellow light at night.
42. The distant signal on the Old Line, Fraser River Bridge south of New Westminster, will govern the movement of trains over the New Line as well.

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. HOXSEY. 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.

TIME INSPECTORS.

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

TRAIN DISPATCHERS.

First District: E. O. WADHAMS,
 G. E. WELLIN,
 P. E. TALTY.
 Second, Third and Fourth Districts: T. H. REED,
 C. E. LAMKIN.
 Extra: H. L. CAULKINS.

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

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOSES.

STATIONS.	Rating Grade.	Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324 " G5- 800- 807				Class G2-700-719 " G3-720-769				Class F1-500-565 " D5-450-476				Class D2-300-359				Class D4-400-426				Class B6-232-238				Class B16-135-138 " B17-145-149 " B18-268-282 " B19-152-181				Class B20-197-206 " B21-207-225 " B22-226-230			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
		Everett to Skykomish.....	1.0	1200				1000				775				575				715				385								435	
Skykomish to Cascade Tunnel.....	2.2	600				480				360				276				340				183								200			
Cascade Tunnel to Leavenworth.....	Down	1500				1250				900																							
Leavenworth to Cascade Tunnel.....	2.2	600				480				360				275				340				185								200			
Seattle to Delta.....	0.5	2100				1750				1350				1050												675				750			
Delta to Seattle.....	0.4	2500				2100				1460				1120												780				870			
Cascade Tunnel to Lowell.....	Down	1500				1250				900																							
Silvana to Delta.....	0.5	1800				1400				1080				875												600				675			
Delta to Silvana.....	0.4	2500				1800				1460				1120												780				870			
Bellingham to Silvana.....	0.5	2100				1800				1350				1050												675				750			
Silvana to Bellingham.....	0.5	2100				2100				1350				1050												675				750			
Bellingham to New Westminster.....	1.1	1080				900				700				515												345				490			
New Westminster to Bellingham.....	1.5	800				675				600				485												280				310			

WEATHER RATING: { 1—When temperature is 25 degrees above zero or over.
2—Very frosty or wet. 5 to 25 degrees above zero or over.
3—Five degrees above to 10 below zero.
4—Ten below zero and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

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

Average weights of empty cars will be estimated as follows when not marked:

Box Cars, 28 to 30 foot.....	11 Tons
Box Cars, 33 foot.....	12 Tons
Box Cars, 34 foot.....	13 Tons
Box Cars, 36 foot.....	16 Tons
Box Cars, 40 foot.....	17 Tons
Refrigerators.....	20 Tons
Furniture, 30 to 40 foot.....	17 Tons
Furniture, 40 to 50 foot.....	19 Tons
Caboose, 8-wheel.....	17 Tons
Caboose, 4-wheel.....	10 Tons
Flat Cars, 28 to 30 foot.....	9 Tons
Flat Cars, 33 and 34 foot.....	11 Tons
Flat Cars, 40 foot.....	12 Tons

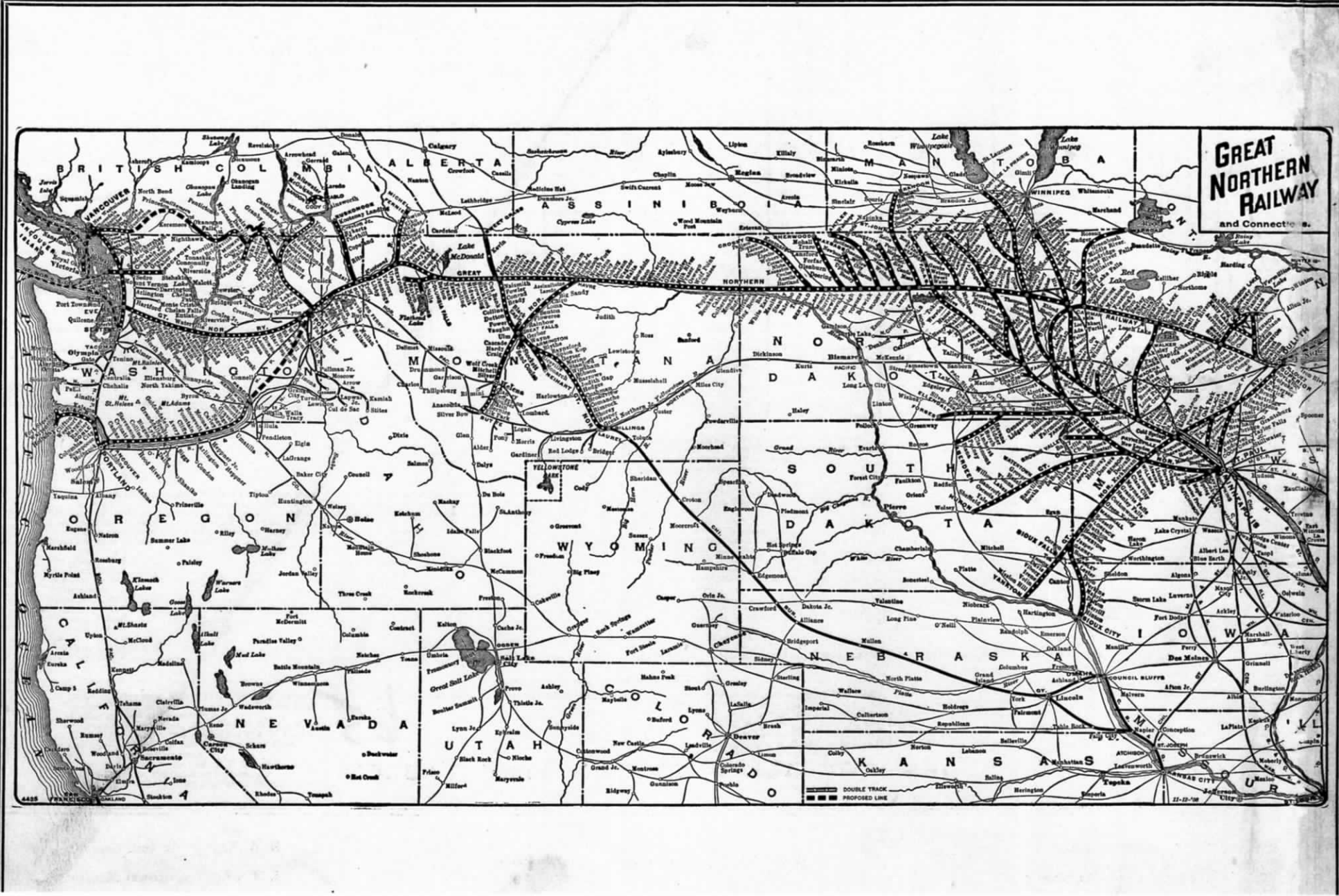
Coal Cars.....	12 Tons
Gondola Cars.....	13 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	12 Tons
Steam Wreckers.....	75 Tons
Engine Tank, (Empty).....	30 Tons
Standard Engine and Tank.....	81 Tons
Small Mogul Engine and Tank.....	102 Tons
Large Mogul Engine and Tank.....	108 Tons
Consolidated Engine and Tank.....	111 Tons
Mail.....	25 Tons
Baggage.....	17 Tons
Coches, 8-wheel.....	30 Tons
Coches, 12-wheel.....	35 Tons
Dining Cars.....	40 Tons
Sleeping Cars.....	41 Tons
Ore Cars, Wood, 12; Steel.....	15 Tons

Yardmasters will at all times make up trains in accordance with the above instructions.

DERAIL SWITCHES.

Derail Switches must always be set for derail except when in actual use, whether there are any cars on the tracks or not.
Cascade Tunnel east passing track lead, 30 feet from main line.
Wellington, west end passing track.
Wellington Safety Switch, 70 feet west of station, on main line.
Alvin, 150 feet east of west passing track switch head block.
Index passing track 120 feet from west head block.
Roby, west end passing track.
Richmond Beach, 120 feet west H. B. Industry track.
Monroe Mill Spur, 200 feet from head block.
Grotto, 150 feet east of west head block Industry track.

Sultan Jct., 143 feet from head block.
Derail Brewery Spur, Pacific Ave., 210 feet from head block.
Frye-Bruhn Spur, 120 feet from Crossing Agnew Hdw. Co. Spur.
Power House Spur, 105 feet from head block.
Mukilteo Lumber Co., Spur, 144 feet from head block.
Samish Lake, M. P. 85.2, on Spur, 3,635 feet north from head block.
Chuckanut, east end siding.
B. B. & E. Transfer Track east end.
Ferdale, 200 feet from east head block passing track.



**GREAT
NORTHERN
RAILWAY**
and Connections.

DOUBLE TRACK
PROPOSED LINE

11-22-18

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