

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION

TIME TABLE NO. 55.

EFFECTIVE 12:01 A. M.

SUNDAY, JAN. 21, 1906.

General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employe in train service while on duty.

This Time Table is not intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employes only.

B. B. GREER,
Asst. Superintendent.

W. D. SCOTT,
Superintendent.

H. A. KENNEDY,
Asst. Gen'l Superintendent.

GEORGE T. SLADE,
General Superintendent.

F. E. WARD,
General Manager.

BETWEEN LEAVENWORTH AND SEATTLE--West Bound

PACIFIC STANDARD TIME

EFFECTIVE 12:01 A. M. JAN. 21, 1906.	Distance from Seattle	Telegraph Code	Telegraph Office	Third Class	Third Class	Third Class	Third Class	Second Class	First Class	First Class	First Class	First Class	First Class	First Class	Water, Coal, Scales, Tables and Wyes.	Car Capacity	Distance from St. Paul.	Distance from Leavenworth.	
				No. 719	No. 717	No. 713	No. 711	No. 401	No. 277	No. 275	No. 273	No. 271	No. 3	No. 1					
				Way Freight Daily	Way Freight Daily	Way Freight Daily	Way Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily					
Leavenworth	141.8	CH	DN				7.00	PM De	2.20	Mt 4 PM De									Leavenworth
DRURY	135.5						7.40		3.00					12.58					6-3
CHIWAKUM	131.3	CY	DN				8.05		3.45	Mt 402				1.10					4-2
NASON CREEK	124.3						8.35		4.15					1.25					7-0
MERRITT	121.3	CK	D				9.05		4.45					1.35	Mt 2				3-0
GAYNOR	116.9						9.40		5.25					1.50					4-4
BERNE	113.8						10.15	Mt 712	5.55					2.03					3-1
CASCADE TUNNEL	109.5	CN	DN				11.10		6.50					2.20					4-3
WELLINGTON	105.9	WN	DN				11.30		7.05					2.30					3-6
ALVIN	102.3						11.50		7.20					2.40					3-6
CORBA	99.6						12.23	AM Mt 2	7.35	Mt. 712				2.49					2-7
MADISON	96.6	MA	DN				12.40		7.50					3.00					3-0
NIFFON	93.5						12.55		8.05					3.10					3-5
LONGA	90.0						1.10		8.20					3.20					5-2
Skykomish	84.8	KY	DN				8.15	AM De Mt 402	1.30	AM Ar				3.34	Ar De				5-2
GROTTO	80.7						8.35		9.30					3.40					5-0
HILFORD	75.7						9.10		9.56	Mt 278				4.00					5-1
INDEX	70.4	KX	DN				9.50		10.1	Mt 402				4.12					5-1
ROBY	65.5						10.28	Mt 4	10.30	Mt. 2				4.22					3-7
GOLD BAR	61.8	GB	D				11.30	Mt 714	10.50					4.28					5-1
STARTUP	59.4													4.33					5-1
SULTAN	56.0	SU	DN				12.20	P M	11.20					4.43	Mt 402				3-4
MONROE	48.5	RO	D				1.40		11.50					5.00					7-5
SNODGRASS	41.6	S	DN				2.30		12.20	AM				5.16					6-9
Lowell	35.8	W	DN				3.00		12.50					5.26					5-8
Vis N. P. RY. DELTA							3.25	PM Ar	1.80	AM Ar									1-6
Pacific Avenue	34.2	D	DN						8.09					8.36	PM De				1-1
EVERETT	33.1	ND	DN						8.23					8.42					1-1
EVERETT JUNCTION	32.8						9.49	Mt 714	8.25					8.44					0.8
MUKILTEO	28.8	MU	D				10.35		8.35					9.00	Mt 2				3-8
MOSSER	24.3						10.55		8.45					9.00					4-2
MEADOWDALE	21.6						11.10		8.51	Mt 4				9.06					2-7
EDMONDS	17.4	DR	D				11.40		9.03					9.15					4-2
RICHMOND BEACH	14.4						12.05	PM	9.10	Mt 274				9.22					3-0
METUM	8.2						12.30		9.26					9.35					3-2
BALLARD	5.3	BD	D				12.40		9.40					9.42					2-9
Interbay	4.2	IB	DN				12.50	PM Ar	9.45					9.45					1-1
G. N. DOCK	2.5	DK	D						9.50					9.50					1-1
Seattle	.0	BA	DN						10.00	AM Ar				10.00	PM Ar				2-5
							No. 719 daily	No. 717 daily	No. 713 daily	No. 711 Daily	No. 401 daily	No. 277 Daily	No. 275 daily	No. 273 daily	No. 271 daily	No. 3 daily	No. 1 daily		

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

All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rock are liable to be encountered. Trains must not follow each other out of Stations less than 15 minutes apart. Destroy all Time Tables of previous date. (See Rule 5.)

Trains 273 and 274 will stop on signal for passengers at the Great Northern Clay Co.'s works at M. P. 10, between Metum and Richmond Beach. Edmonds and Mukilteo will be a flag stop for No. 4 to take passengers destined Spokane or points east.

unless such notation is made, and in case of omissions, conductors of trains affected will govern themselves accordingly and report the fact to the Superintendent. Bulletin Boards are located at Leavenworth, Cascade Tunnel, Skykomish, Delta, Interbay and Seattle.

Trains will date from time due to leave terminals. Leavenworth and Seattle will be considered terminals for passenger trains; Leavenworth, Everett Junction, Interbay and Lowell for freight trains. Skykomish will be considered terminal for Nos. 711, 712, 273 and 274.

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

		Distance from Seattle	Telegraph Code	Telegraph Office	No. 2	No. 4	No. 272	No. 274	No. 276	No. 278	No. 402	No. 712	No. 714	No. 718	No. 720	Water, Coal, Switches and Wyes	Car Capacity	Distance from Seattle	Distance from Leavenworth	EFFECTIVE 12.01 A. M. JAN. 21, 1906.		
					Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Way Freight Daily	Way Freight Daily	Way Freight Daily	Time Freight Daily							
Leavenworth	101.8	CH	DN	2:25 AM Ar	2:20	PM Ar					4:30	PM Ar	12:20	AM Ar		W. C. T.	221	1690.0	0	Leavenworth		
Drury	135.5			2:08	2:01	Mt 401					4:00		11:50							Drury		
Chiwaukum	131.5	CY	DN	1:57	1:50	Mt 1					3:45	Mt 401	11:30			W	89	1700.5	10.5	Chiwaukum		
Nason Creek	124.5			1:42	1:34						3:20		11:00							Nason Creek		
Merritt	121.5	CK	D	1:35	1:28						3:10		10:45			W	55	1710.5	20.5	Merritt		
Gaynor	116.9			1:20	1:16						2:50		10:30							Gaynor		
Berne	113.8			1:11	1:08						2:39	Mt 1	10:15	Mt 711		W	42	1718.0	25.0	Berne		
Cascade Tunnel	109.5	CN	DN	1:00	12:57						2:10		9:50			W	27	1722.5	28.5	Cascade Tunnel		
Wellington	105.9	WN	DN	12:46	12:45						1:15		8:50			W	92	1725.9	35.9	Wellington		
Alvin	102.3			12:32	12:28	Pa 402					12:28	PM 4 Pa	8:05			W	63	1729.5	39.5	Alvin		
Corra	99.6			12:23	12:17						11:45		7:35	Mt 401						Corra		
Madison	96.6	MA	DN	12:10 AM	12:05	PM					11:10		6:55			W	53	1735.7	45.2	Madison		
Nippon	93.5			11:54	11:49						10:25		6:10			W	41	1738.5	48.3	Nippon		
Tonga	90.0			11:42	11:37						9:50		5:40			W	50	1741.8	51.8	Tonga		
Skyskornish	84.8	KY	DN	11:25 De Ar	11:20 De Ar					10:20	PM Ar	9:00 De Ar	5:00	PM De	3:00	PM Ar	W. C. Y. O.	145	1747.0	57.0	Skyskornish	
Skyskornish	80.7			11:10	11:06					f 10.08		7:50			2:30					Groto		
Groto	75.7			10:59	10:57					f 9.56	Mt 401	7:25			2:00		W	69	1756.1	66.1	Halford	
Halford	70.6	NX	DN	10:44	10:44					f 9.45		6:40	Mt 277		1:05		W	56	1761.2	71.2	Halford	
Halford	55.5			10:30	10:28	Mt 401				f 9.30		5:45			12:10	P M	Y	81	1766.3	76.3	Halford	
Gold Bar	61.8	GB	D	10:20	10:19					f 9.22		5:15			11:30	Mt 713		Y	113	1770.0	80.0	Gold Bar
Starbuck	59.4			10:15	10:15					f 9.14					10:07	4 Pa		W	76	1775.8	85.8	Starbuck
Sultan	56.0	SU	DN	10:10	10:07	Pa 714				f 9.05		4:43	Mt 3		9:15		W	65	1783.3	93.3	Sultan	
Monroe	48.5	RO	D	9:54	9:52					f 8.50		4:10			9:15					Monroe		
Snodgrass	41.6	S	DN	9:40	9:37					f 8.35		3:45			7:55	Mt 277				Snodgrass		
Lowell	35.8	W	DN	9:29	9:25					f 8.20		3:25			7:25					Lowell		
Via N. P. Ry.																				Via N. P. Ry.		
Delta											3:00	AM De			7:00	AM De				Delta		
Pacific Avenue	34.2	D	DN	9:25	9:20	Mt 275	5:45	PM Ar	10:02	AM Ar	7:00	PM Ar	8:15									
Pacific Avenue	33.1	NE	DN	9:21	9:16		5:40		9:58		6:55		8:10									
Everett Junction	32.5			9:16	9:11		5:34		9:49	Mt 719	6:48		7:58									
Murkito	28.8	MU	D	9:09	9:04		5:28		9:42	Mt 275	6:40		7:50			5:25	PM Ar	12:25	AM Ar			
Mohrer	24.3			9:00	8:56		5:16		9:32		6:30		7:40			4:30						
Meadowdale	21.6			8:54	8:51	Mt 277	5:11		9:27		6:25	Mt 1	7:35			4:15						
Edmonds	17.4	DR	D	8:45	8:43		5:03		9:18		6:15		7:25			3:50						
Richmond Beach	14.4			8:38	8:37		4:57		9:10	Mt 277	6:07		7:16			3:47	Mt 273	11:10				
Mettum	8.2			8:26	8:25		4:44		8:55		5:54		7:03	Mt 1		2:25						
Ballard	8.8	BD	D	8:18	8:18		4:37		8:48		5:48		6:50			2:10						
Interbay	4.2	RB	DN	8:15	8:15		4:35		8:45		5:45		6:45			2:00	PM De	10:30	PM De			
G. N. Dock	2.5	DK	D	8:10	8:10		4:30		8:40		5:40		6:40									
Seattle	0	BA	DN	8:00	8:00	AM De	4:20	PM De	8:30	AM De	5:30	PM De	6:30	PM De								

West Bound Trains are Superior to East Bound Trains of the same class. See Rule 43. All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rock are liable to be encountered. Trains must not follow each other out of Stations less than 15 minutes apart.

men will again examine each car and see that brakes release before giving the signal to start the train. Conductors must inform engineers how many cars loaded and empty in the train, and how many cars of "air" are working.

to be handed to them by operators and will be retained by them until entire train is passing out of block, when sections of staff must be handed to operator. When no helper engine is used, a conductor or brakeman located on rear car of train must be in possession of one-half of the staff.

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.

Under no circumstances must distant signals be used as flags by trains standing between switches, nor will they use modify in any way the existing rule in regard to the protection of trains standing at stations.

All retainers must be used from Cascade Tunnel to Merritt, and from Chiwaukum to Leavenworth, and from Cascade Tunnel to Skyskornish.

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 limits mentioned unless train engineer and the engineer of helper engine each has in their possession a section of a staff, which will

West-bound trains will not exceed schedule time between Halford and the east mile-board at Gold Bar.

All except first class trains must be under absolute control while passing through yard limits Leavenworth, Skyskornish,

Horizontal position of the semaphore blades by day and yellow light shown by night indicates that switches with which the distant signals are connected are open and approaching trains should immediately be brought under control ready to either stop before reaching the open switch or to enter it at a proper rate of speed.

Diagonal position of the blades and green lights displayed at night indicate that switches with which the distant signals are connected are properly set and train should proceed as per rule.

Cars must not be set out on passing tracks without an order from the Superintendent.

Empty flats and gondolas must be hauled in trains behind all loaded and empty box, stock and refrigerator cars, and when helper engine used they must be put behind it and ahead of caboose.

Outfit cars must be placed next to caboose. When helper engine used they must be put behind it and ahead of caboose.

J. C. DEVERY, Chief Train Dispatcher.

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

BETWEEN PACIFIC AVENUE AND VANCOUVER

PACIFIC STANDARD TIME

EAST BOUND					EFFECTIVE 12:01 A. M. JAN. 21, 1906.	WEST BOUND					
Third Class No. 721	Third Class No. 715	First Class No. 275	First Class No. 273	First Class No. 271		First Class No. 272	First Class No. 274	First Class No. 276	Third Class No. 716	Third Class No. 722	
Way Freight Daily Except Sunday	Way Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily		Passenger Daily	Passenger Daily	Passenger Daily	Way Freight Daily	Way Freight Daily Except Sunday	
9:30 AM De			8:35 AM De	4:00 PM De Mt 274		120.8 Vancouver	157.6 V. N.	D. N.	10:15 PM Ar	3:45 PM Ar Mt 271	11:30 PM Ar
ALL TRAINS BETWEEN NEW WESTMINSTER AND VANCOUVER WILL BE COVERED BY V. W. & Y. TIME TABLE											
11:30 AM De			9:20 AM De	4:35 PM De	0 107.0		D. N.	9:35 PM Ar	3:00 PM Ar		9:25 PM Ar
11:45			9:30	4:42	47 105.5	Y.		9:27	2:50		9:10
12:20 PM			9:35		0 103.2	W. I. M. East			2:43		
1:00			9:48	4:58	42 96.6			9:10	2:30		8:30
1:57			9:59	5:07	44 91.3			9:01	2:18		8:00
1:58			10:10		0 86.3				2:04		
2:00			10:17		27 83.1			8:47	1:57		7:00
2:05			10:18		18 82.8		W.	8:46	1:56		6:55
3:55			10:19		42 75.4			8:45	1:55		6:55
			10:28		42 75.4			8:40	1:48		6:05
			10:43		0 72.9			8:29	1:34		5:42
4:50			10:50		42 70.0			8:20	1:28		4:50
			10:59		0 67.7			8:12	1:21		
			11:05		60.2	C. T.		8:03	1:15		
6:00			11:25		42 58.2			8:00	1:00	10:00	3:00
	7:30	8:45	11:37		67 54.0			7:55	12:50	9:55	2:45
	8:15	6:53	11:48		70 48.1			7:43	12:35	9:40	2:05
	8:35	7:03	12:02		67 44.4			7:33	12:22	9:24	1:30
	9:05	7:15	12:12		30 39.7			7:26	12:12	9:14	1:00
	9:40	7:23	12:22		100 37.1			7:18	12:02	9:00	12:22
	10:10	7:32	12:35		60 32.0			7:10	11:53	8:50	12:02
	10:25	7:40	12:50		84 27.6			7:00	11:38	8:36	10:45
	11:55	7:52	1:04		100 20.5			6:49	11:23	8:20	9:30
	1:20	8:03	1:20		29 15.0			6:38	11:09	8:06	8:17
	2:10	8:17	1:34		96 3.9			6:29	10:55	7:53	7:25
	3:00	8:29	1:57		670 0.0			6:20	10:32	7:27	6:00
	4:20	8:52	2:12					6:00	10:20	7:15	5:15
	5:00	9:10									A M De

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

9:15	2:17	8:32	0	N. P. Junction	35.1	D. N.	5:49	10:06	7:04
9:20	2:22	8:36	127	Pacific Avenue	34.1	D. N.	5:45	10:02	7:00
No. 721 Daily Except Sunday	No. 715 daily	No. 275 daily	No. 273 daily	No. 271 daily	No. 272 daily	No. 274 daily	No. 276 daily	No. 716 daily	No. 722 Daily Except Sunday

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

All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rock are liable to be encountered. Trains must not follow each other out of Stations less than 15 minutes apart. Destroy all Time Tables of previous date. (See Rule 5.)

All except first class trains must be under absolute control while passing through yard limits at Delta, Burlington, Harris Avenue and Bellingham.

West yard-limit board Bellingham is located 400 feet west of round house track switch.

Delta yard limit commences 500 feet east of junction switch, east of coal chute, and extends to west end of drawbridge 11 on Coast line and around the point on Bayside (old Coast line) to Everett Junction yard-limit board. Between the hours of seven (7) p. m. and seven (7) a. m., the yard-limit rules are suspended between Everett Junction and Delta yard and all trains will be operated by train orders over this district (going towards Seattle is west bound).

All trains will reduce speed to 8 miles per hour passing through town limits of Mt. Vernon.

All trains will reduce speed to 10 miles per hour passing through town limits of Burlington.

All trains will reduce speed to ten miles per hour over Frazer River Bridge.

Switch at Everett Junction will be kept set for main-line. Standard clocks are located in telegraph offices at Delta and Bellingham.

All trains must register their arrival and departure at Pacific Avenue, N. P. Junction, Delta, Burlington, Belleville, Bellingham, Blaine, Cloverdale and New Westminister, stating whether or not they are carrying signals. No train will be considered registered

unless such notation is made and in case of omission conductors of trains affected will govern themselves accordingly and report the fact to the Superintendent.

Bulletin boards are located at Delta, Burlington and Bellingham.

No trains will cross International Boundary at Blaine without permission of Customs officers. Seattle and Bellingham are terminals for trains 275 and 276. Seattle and Vancouver are terminals for trains 271, 272, 273 and 274. Bellingham and Vancouver are terminals for trains 721 and 722. Delta and Bellingham are terminals for trains 715 and 716.

All trains must stop at drawbridges and railroad crossings at a distance not exceeding 200 feet from same.

Conductors of trains hauling logs must stop on all summits and see that brakes are properly set before descending grade.

Freight trains will not carry passengers. Outfit cars must be placed next to cabooses.

NEW WESTMINSTER INTERLOCKING SYSTEM.—Signal tower is located 3094 feet west of west end of Fraser River bridge opposite crossing of the C. P. Ry. This apparatus controls the crossing of the C. P. Ry., also switches leading to and from the Fraser River bridge tracks and New Westminister.

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

SKAGIT BRANCH.

PACIFIC STANDARD TIME

EAST BOUND

WEST BOUND

**EFFECTIVE
12:01 A. M.
JAN. 21,
1906**

Second Class No. 395		First Class No. 279		Water, Coal, Stables, Tables, Wyes and R. R. Crossings.	Station Numbers	Distance from Anacortes	TELEGRAPH CALLS	Capacity of Sidings in Cars	First Class		Second Class			
Mixed Daily		Passenger Daily							No. 280		No. 396			
7:00	AM De			Y W	cn 54	33.7	Rockport	RK	42			5:30	PM Ar	
7:25					cn 48	47.9	Faber		67			4:50		
7:50				W	cn 44	43.5	Grassmere		42			4:25		
8:20					cn 39	38.2	Birdview		44			3:50		
9:00				T	cn 34	33.1	Hamilton	H	47			3:20		
9:25				W	cn 30	29.8	Lyman					2:30		
9:55					cn 24	24.5	Cokedale Junction		27			1:50		
10:50				Y X	cn 22	21.5	Woolley	W L	27			1:25		
					cn 20	19.0	Sterling		8					
11:30	AM Ar				cn 17	14.5	Burlington	BU	54	6:30	PM Ar	12:40	PM De	
12:45	PM De	7:15	PM De	Y O W X	cn 15	12.7	Avon		16	f 6:18		11:30	AM Ar	
1:00		f 7:23			cn 12	11.1	Fredonia		5	f 6:08		11:00		
1:15		f 7:31			cn 11	9.6	Whitney		20	f 6:03		10:45		
1:30		f 7:36			cn 8	7.4	Draw Bridge							
2:00		f 7:52			cn 5	4.1	Fidalgo			f 5:44		10:15		
2:15		8:02		T W C	cn 2	0.5	Tenth Street		20	5:33		9:50		
2:20	PM Ar	8:05	PM Ar		cn 0	0.0	Anacortes	A C	63	5:30	PM De	9:45	AM De	
No. 395 Daily		No. 279 Daily								No. 280 Daily	No. 396 Daily			

DESTROY ALL TIME TABLES OF PREVIOUS DATE. (SEE RULE 5.)

East Bound Trains are superior to West Bound Trains of same class. (See rule 43.)

All Trains will Register at Anacortes, Burlington and Rockport, stating whether or not they are carrying signals.

No. 280 has right over No. 279.

Yard limit at Burlington 2,500 feet west of transfer switch. All trains must be moved under perfect control expecting to find trains occupying main line within these limits.

Bulletin boards located at Anacortes, Burlington and Rockport.

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

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

Outfit cars must be hauled next to cabooses.

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

J. C. DEVERY, Chief Train Dispatcher.

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR	Location M. P.	STATION		Distance	Track Opens	Capacity Cars	NAME OF SPUR	Location M. P.	STATION		Distance	Track Opens	Capacity Cars	NAME OF SPUR	Location M. P.	STATION		Distance	Track Opens	Capacity Cars
		EAST	WEST						EAST	WEST						EAST	WEST			
Woods Spur	1688.1		Chiwaukum	2.5	East	11	Nickerson Mach'y Co.	33.1	Everett		0.0	West	4	Alger Mineral Spur	82.5	Alger		0.0	East	9
Kirby Mill Spur	1732.0	Skykomish		0.1	East	12	Everett Milling Co.	33.5	Everett Jct.		1.5	East	15	Gaudette's Spur	82.5	Alger		0.0	East	8
Skykomish Mill Co.'s Spur	1732.4		Skykomish	0.3	East	20	Clark-Nickerson Mill	34.0	Everett Jct.		1.8	West	31	Samish Lake Spur	85.2		Samish Lake	0.1	East	90
Great Republic Mining Co.	1733.6		Skykomish	1.5	West	14	Log Dump Spur	34.0	Everett Jct.		1.8		21	Owens Spur	85.2	Off Samish			West	5
Berlin Spur, Miller Riv. Co.	1733.6		Skykomish	1.5	West	4	Wheelihan Spur	34.1	Everett Jct.		1.9	West	7	Lindley Spur	85.2	Off Samish			Spur	1
G. N. Shingle Co.'s Siding	1739.6		Grotte	3.5	Both ends	24	Neffa Spur	34.5	Long Siding		1.0	East	50	Sound Shingle Co.'s Spur	79.4		Belleville	2.9	Both Ends	3
Smith Lbr. Co.	1744.3	Index		0.5	East	12	Blackman Spur	36.0	Long Siding		0.4	East	7	McCoy's Tr. Track	80.3	Bow			West	3
Heybrook Spur	1744.7	Index		1.5	East	2	Union Slough	37.3	Marysville		1.5	East	6	Winner Shingle Co.'s Spur	81.2	Bow			West	6
Ellis Quarry Spur	1745.7	Index		0.5	West	9	Kruse Bros. Spur	42.1	Marysville		1.4	West	4	Blanchard Spur	84.1	Samish			West	3
Soderburg Spur	1746.9		Index	0.7	West	10	Cox's Spur	42.7	Marysville		2.0	West	2	Chuckanut Cannery Spur	91.5	Chuckanut			West	8
Robinson's Spur	1755.6		Gold Bar	0.5	East	26	Zindorf Spur	44.6	Marysville		3.9	East	2	Chuckanut Quarry Spur	91.8	Chuckanut			West	38
Black Bros. Spur	1757.4	Startup		0.0	West	26	Kennedy Spur	45.2	Marysville		4.2	East	6	Marietta Spur	101.0		Bellingham	0.9	East	2
Caseys Spur	1759.5	Sultan		1.3	East	5	British Spur	45.5	Silvana		4.4	East	2	Henry Spur	103.0	Brennan			East	2
Sultan Lumber Co. Spur	1763.2		Sultan	1.5	West		Summit Mill Co.	46.0	Marysville		4.7	East	2	LaPointe Spur	104.2		Brenna	0.0	East	2
Owens Spur	1763.6	Monroe		4.7	East	3	English Spur	47.0	Silvana		2.9	East	16	Sand Pit Spur	108.7	Enterprise			East	15
Holmquist Spur	1767.3	Monroe		1.0	East	4	Norman Spur	51.0	Silvana		1.1	East	2	Shields Spur	108.9	Enterprise			East	2
Monroe Mill Spur	1768.0	Monroe		1.0	East	9	Rabals Spur	51.7	Silvana		1.8	West	2	Enterprise Spur	109.2	Enterprise			East	3
Monroe Gravel Pit	1768.3	Monroe		0.0	West	36	Washington Shingle Co.	53.4			1.1	East	3	Red Cedar Shingle Co.	110.5	Custer			East	9
Wood and Iverson Spur	1771.3		Monroe	3.0	East	8	Manley & Church Spur	54.2	Stanwood		1.4	East	4	McDonald Spur	113.0		Custer	1.2	East	2
Cascade Cedar Spur	1775.2	Snohomish		0.3	East	27	Hals Spur	54.3	Stanwood		1.5	West	2	Blairose Spur	114.3		Custer	2.5	East	5
Creosote Spur	1780.6	Lowell		0.3	West	25	Ketchum Spur	59.6	Stanwood		2.0	East	2	Blaine Shingle Co.'s Spur	117.0	Blaine			West	12
House Track	1781.1	Lowell		0.0	East	25	Morrison Mill Spur	61.6	Fir		2.5	East	8	Blaine Spur	119.0	Blaine			East	
State Mill Co.	35.2		Everett	0.5	East	12	Miltown	62.2	Fir		2.2	East	6	Shelton Spur (off Blaine spr.)					East	2
Power House Spur	1782.2		Everett	0.1	West	5	Hawley Spur	62.4	Fir		2.0	West	5	City Dock Spur (off Blaine spr.)					East	81
G. N. Clay Co. Spur	10.2		Metum	2.0	West	10	Skagit Crossing Tr. Track	63.4	Fir		1.0	East	2	Brie Mill Spur (off City Dock Spur)					East	6
E. W. Mills Spur	12.0	Richmond Bch		2.3	East	2	Little Mountain Spur	67.7	Mt. Vernon		2.0	East	3	Monarch Mill Spur (off City Dock Spur)					East	14
Brady's Spur	17.4		Edmonds	0.0	West	3	Skagit Spur	69.8			2.0	East	3	Hazelmere Spur	122.4		Blaine	3.4	West	3
Sand Spur	14.0		Edmonds	3.4	West	7	Burlington Quarry	72.5			0.5	East	11	McNair Spur	129.6		Cloverdale	2.6	East	5
Mukilteo Lumber Co.	31.4	Mukilteo		2.1	West	10	Butler Spur	77.0			0.1	East	2	Gravel Spur	137.0		Port Kells	2.4	East	3
McNeeley No. 2	32.5		Everett Jct.	0.5	East	9	Belfast Mfg. Co.	76.5	Belfast		0.5	East	10	Liverpool Wharf Spur	141.8		Liverpool	0.6	East	21
Weyerhaeuser Timber Co.	32.8		Everett Jct.	1.0	East	38	Samish P.t Spur	76.6	Belfast		0.6	East	52	Brownsville Spur	144.5		Liverpool	2.1	East	9
Nali House Spur	32.8		Everett Jct.	1.0	West	24	Burlington Mill Spur	76.9	Belfast		0.1	East	6							
							Desmond Spur	81.7	Alger		1.4	West	3							

NAME AND LOCATION OF SPUR TRACKS---SKAGIT BRANCH.

NAME OF SPUR	Location M. P.	STATIONS		Distance	Track Opens	Capacity Cars	NAME OF SPUR	Location M. P.	STATIONS		Distance	Track Opens	Capacity Cars	NAME OF SPUR	Location M. P.	STATIONS		Distance	Track Opens	Capacity Cars
		WEST	EAST						WEST	EAST						WEST	EAST			
House Track	0.0	Anacortes		0.1	West	4	Hawkins Spur	11.7	Fredonia		0.7	West	5	Hop Ranch Spur	30.6	Lyman		0.8	East	3
Repair Track	0.6	Tenth St.		0.2	West	15	Dickey and Angel	11.4	Fredonia		0.3	West	40	L. L. Spur	33.0		Hamilton	0.2	East	
Store Track	0.6	Tenth St.		0.2	West	7	J. C. Waugh Spur	13.6	Avon		0.3	East	2	Alder Spur	35.1	Hamilton			East	17
Skagit Mill Spur	1.1	Tenth St.		0.7	West	28	Burlington Mill Spur	16.0	Burlington		0.6	East	6	Hightower No. 2	36.5			1.8	East	19
Storm Mill Spur	1.5	Tenth St.		0.9	West	12	Holbrook's Spur	20.8	Woolley		0.4	East	8	Wiley Spur	44.6	Grassmere			East	9
E. S. Cook Spur	1.5	Tenth St.		0.8	East	4	Sound Iron Spur	21.2			0.0	East	7	Cement Spur	44.8	Grassmere			West	40
Cavanaugh Spur	2.2	Tenth St.		1.4	East	4	Tye Spur	22.6	Woolley		1.4	Both ends		Van Horne's Spur	47.2		Faber	0.5	West	16
Skagit Mfg. Spur	2.3	Tenth St.		1.7	West	6	Green Mill Spur	24.5	Woolley		3.3	East	22	Tower Mill Co.	46.0		Faber	0.3	West	19
Log Railway	2.5	Tenth St.		1.9	Both ends	22	Minkler's Mill	27.6	Cokedale Jct.		3.0	Both ends	13	Hightower No. 3	46.8		Faber	1.0	West	15
Fidalgo Mill Spur	3.6	Tenth St.		2.0	East	3	Child's Spur	28.2	Cokedale Jct.		3.6	East	3	F. A. Wheelihan Spur	50.2	Faber			East	15
Gravel Pit Spur	6.5	Tenth St.		5.9	East	9	Hitchcock-Kelly	29.4	Lyman			East	3	Sauk Spur	51.5		Rockport	2.0	East	2
Fox Lumber Co. Spur	11.8		Fredonia	0.5	West	6	McLeod's Spur	30.1	Lyman		0.2	East	2							

Capacity of Different Classes of Engines in Tons in Addition to Weight of Engine, Tender and Caboose—Cascade Division.

COINC EAST										
	Ruling	F4 lb F9	D2 & D3	F1 & D5	D2	D4	D6	D16 to D19	D20	D21 & D22
	Grade	20x32 210 lb	19x32 200 lb	19x26 180 lb	19x24 150 lb	19x24 180 lb	17x24 145 lb	17x21 140 lb	18x24 145 lb	18x24 150 lb
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	.....	.....	.....	.....	.....	.....
Seattle to Delta	.5	2100	1750	1350	1050	.....	.....	675	750	750
Silvana to Delta	.55	1800	1400	1080	875	.....	.....	600	675	675
Bellingham to Silvana	.5	2100	1800	1350	1050	.....	.....	675	750	750
Westminster to Bellingham	1.5	800	675	600	485	.....	.....	280	310	310

COINC WEST										
	Ruling	F4 lb F9	D2 & D3	F1 & D5	D2	D4	D6	D16 to D19	D20	D21 & D22
	Grade	20x32 210 lb	19x32 200 lb	19x26 180 lb	19x24 150 lb	19x24 180 lb	17x24 145 lb	17x24 140 lb	18x24 145 lb	18x24 150 lb
Leavenworth to Cascade Tunnel	2.2	600	480	360	275	340	185	.....	200	.....
Cascade Tunnel to Lowell	Down	1500	1250	900	.....	.....	.....	.....	.....	.....
Delta to Seattle	.4	2500	2100	1460	1120	.....	.....	780	870	870
Delta to Silvana	.4	2500	2100	1460	1120	.....	.....	780	870	870
Silvana to Bellingham	.5	2100	1800	1350	1050	.....	.....	675	750	750
Bellingham to Westminster	1.1	1080	900	700	515	.....	.....	345	490	490

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.

DERAIL SWITCHES.

Derail Switches must always be set for derail except when in actual use, whether there are any cars on these tracks or not.

Cascade Tunnel, east passing track lead, 30 feet from main line.

Wellington, west end passing track.

Wellington Safety Switch, 70 feet west of station, on main line.

Alvin, 150 feet east of west passing track switch head block.

Index Passing track 120 feet from west head block.

Roby, west end passing track.

Ellis Quarry Spur.

Monroe Mill Spur, 200 feet from head block.

Sultan Jct., 143 feet from head block.

Power House Spur, 105 feet from head block.

Mukilteo Lumber Co. Spur, 144 feet from head block.

Samish Lake, M. P. 85.2, on Spur, 3635 feet north from head block.

Chuckanut, east end siding. B. B. & E. Transfer Track east end.

Ferndale, 200 feet from east head block passing track.

TIME INSPECTORS.

Leavenworth.....T. M. HILSABEK
 Everett..... J. E. SWALWELL & CO.
 Seattle.....J. F. HUNTER
 Bellingham.....BEVENS & SONS
 Anacortes..... H. L. DODGE

COMPANY SURGEONS.

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

