

# GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

CASCADE DIVISION

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## TIME TABLE No. 56.

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

SUNDAY, MARCH 18, 1906.

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THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

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W. D. SCOTT, Superintendent.

H. A. KENNEDY, Asst. General Superintendent.

GEO. T. SLADE, General Superintendent.

F. E. WARD, General Manager.

# BETWEEN LEAVENWORTH AND SEATTLE--West Bound

PACIFIC STANDARD TIME

EFFECTIVE 12:01 A. M. MARCH 18, 1906.	Distance from Seattle	Telegraph Cells.	Telegraph Offices.	Third Class	Third Class	Third Class	Third Class	Second Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	Water, Coal, Stables and Ways.	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	2.20													Leavenworth
DRURY	135.5						7.40	3.00							12.40						DRURY
CHIWAUKUM	131.3	CY	DN				8.05	3.45							1.10						CHIWAUKUM
NASON CREEK	124.3						8.35	4.15							1.25						NASON CREEK
MERRITT	121.3	CK	D				9.05	4.45							1.35						MERRITT
GAYNOR	116.9						9.40	5.25							1.50						GAYNOR
BERNE	113.8						10.15	5.55							2.03						BERNE
CASCADE TUNNEL	109.5	CN	DN				11.10	6.50							2.20						CASCADE TUNNEL
WELLINGTON	105.9	WN	DN				11.30	7.05							2.30						WELLINGTON
ALVIN	102.3						11.50	7.20							2.40						ALVIN
COREA	99.6						12.23	7.35							2.49						COREA
MADISON	96.6	MA	DN				12.40	7.50							3.00						MADISON
NIPPON	93.5						12.55	8.05							3.10						NIPPON
TONGA	90.0						1.10	8.20							3.20						TONGA
Skykomish	84.8	KY	DN				8.15	8.40							3.34						Skykomish
GROTTO	80.7						9.10	9.10							3.40						GROTTO
HALFORD	75.7						9.30	9.30							3.50						HALFORD
INDEX	70.6	NX	DN				9.50	9.56							4.00						INDEX
ROBY	65.5						10.28	10.12							4.12						ROBY
GOLD BAR	61.8	GB	D				11.30	10.30							4.22						GOLD BAR
STARTUP	59.4							10.50							4.28						STARTUP
SULTAN	56.0	SU	DN												4.33						SULTAN
MONROE	48.5	RO	D				12.20	11.20							4.43						MONROE
SNOHOMISH	41.6	S	DN				1.40	11.50							5.00						SNOHOMISH
Lowell	35.8	W	DN				2.30	12.20							5.16						Lowell
DELTA							3.00	12.50							5.26						DELTA
Pacific Avenue	34.2	D	DN												5.30						Pacific Avenue
EVERETT	33.1	ND	DN												5.45						EVERETT
EVERETT JUNCTION	32.3						9.49	8.25							5.58						EVERETT JUNCTION
MUKILTEO	28.8	MU	D				10.35	8.35							6.00						MUKILTEO
MOSHER	24.3						10.55	8.45							6.09						MOSHER
MEADOWDALE	21.6						11.10	8.45							6.19						MEADOWDALE
EDMONDS	17.4	DR	D				11.40	8.51							6.25						EDMONDS
RICHMOND BEACH	14.4						12.05	8.03							6.38						RICHMOND BEACH
METUM	8.2						12.30	8.10							6.47						METUM
BALLARD	5.3	BD	D				12.40	8.26							7.03						BALLARD
Interbay	4.2	RB	DN				12.50	8.40							7.11						Interbay
G. N. Dock	2.5	DK	D					8.45							7.15						G. N. Dock
Seattle	.0	BA	DN					8.50							7.20						Seattle
							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.**  
**Trains must not follow each other out of Stations less than 15 minutes apart.**  
 Berlin and Baring will be flag stops for trains 277 and 278. Trains 273 and 274 will stop on signal for passengers at the Great Northern Clay Co.'s works at M. P. 10, between Metum and Richmond Beach.  
 Edmonds and Mukilteo will be a flag stop for No. 4 to take passengers destined Spokane or points east.  
 Standard Clocks are located at telegraph offices at Leavenworth, Skykomish, Delta, Interbay and Seattle.  
 All trains must register their arrival and departure at Leavenworth, Cascade Tunnel, Skykomish, Lowell, Delta, Pacific Avenue, Everett, Interbay and Seattle, stating whether they are or not carrying signals. No trains will be considered registered unless such notation is made, and in case of omissions, conductors of trains affected will govern themselves accordingly and report the fact to the Superintendent.  
 Bulletin Boards are located at Leavenworth, Cascade Tunnel, Skykomish, Delta, Interbay and Seattle.  
 Trains in the same direction down grade between Skykomish and Leavenworth must keep at least 25 minutes apart and operators will block trains as provided in this rule.  
 All trains will reduce speed to eight miles per hour passing through town limits of Edmonds.  
 All trains must use 15 minutes between Seattle and Interbay.  
 Trains will date from time due to leave terminals. Leavenworth and Seattle will be considered terminals for passenger trains; Leavenworth, Everett Junction, Interbay and Lowell for freight trains.  
 Skykomish will be considered terminal for Nos. 711, 712, 713, 714, 277 and 278.  
 All trains will stop at drawbridge one-fourth mile east of Snohomish.  
 All trains will reduce speed to eight miles per hour through Martin Creek tunnel and over bridges at each end.  
 Freight trains will not exceed speed of schedule freight trains in same direction between Leavenworth and Skykomish. Passenger trains descending the two and two-tenths per 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. Additional to other required tests of the air brake, no train will leave Cascade Tunnel until the air brakes have been carefully tested. Engineer will set the brakes and leave them set until trainmen examine each car, then release them, and train-  
 (See next page.)



# BETWEEN PACIFIC AVENUE AND VANCOUVER

PACIFIC STANDARD TIME

EAST BOUND					Water, Coal, Seales, Tables, Wyes and R. R. Crossings.	Car Capacity	Distance from Delta.	EFFECTIVE 12:01 A. M. MARCH 18, 1906.	Distance from	Telegraph Cables.	Telegraph Offices.	WEST BOUND				
Third Class	Third Class	First Class	First Class	First Class								First Class	First Class	First Class	Third Class	Third Class
No. 721	No. 715	No. 275	No. 273	No. 271								No. 272	No. 274	No. 276	No. 716	No. 722
Way Freight Daily	Way Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Way Freight Daily	Way Freight Daily							
5.00 AM De			8.35 AM De	4.00 PM De			120.8 Vancouver	157.6 V. N.	D. N.	10.15 PM Ar	3.45 PM Ar			7.00 PM Ar		

### ALL TRAINS BETWEEN NEW WESTMINSTER AND VANCOUVER WILL BE COVERED BY V. W. & Y. TIME TABLE

6.45 AM De				9.20 AM De	4.35 PM De		0 107.0	New Westminster	143.8 NW	D. N.	9.35 PM Ar	3.00 PM Ar			5.00 PM Ar
7.00				9.30	4.42 Mt 722	Y.	47 105.5	Liverpool	142.3		9.27	2.50			4.42 Mt 271
				9.35		W. 1 Mi. East	0 103.2	Bon Accord	140.0			2.43			
7.30 PM				9.48	4.58		42 96.6	Port Kells	133.4		9.10	2.30			4.00
8.10				9.59	5.07		44 91.3	Cloverdale	128.1 CL	D.	9.01	2.18			3.35
				10.10			0 86.2	Hazelmere	123.0			2.04			
9.03 Ar				10.17 Ar	5.21 Ar		27 83.1	Douglas B.C.	119.9		8.47 De	1.57 De			2.40 De
9.05 De				10.18 De	5.22 De		18 82.8	Blaine	119.6 BN	D.	8.46 Ar	1.56 De			2.38 Ar
9.10 Ar				10.19 Ar	5.23 Ar		42 75.4	Custer	112.2 CU	D.	8.40 Ar	1.50 Ar			2.35 Ar
9.50 De				10.28 De	5.28 De	W.	0 72.9	Enterprise	109.7			1.34			12.30 PM
10.43 273 Ps				10.43 Ps 721	5.42		42 70.0	Ferndale	106.8 FD	D.	8.20	1.21			11.35 Mt 721
				10.50	5.51		0 67.7	Brennan	104.6			1.15			10.50 Mt 273
11.35 Mt 722				11.05			60.2	Bellingham	97.0 HM	D.	8.03	1.00	Mt 721	10.00 PM Ar	9.45 PM Ar
				11.25	6.12	C. T.	42 58.2	Harris Ave.	95.0 FN	D.	7.55	12.50	9.55	3.15	8.45 Mt 715
12.45 PM				11.48	6.32		67 54.0	Chuckanut	90.8		7.43	12.35	9.40	2.35	8.15 Mt 721
1.30 Mt 274	8.00 AM De			12.02 PM	6.43		70 48.1	Samish	84.9		7.33	12.22	9.24	2.05	7.50 Mt 275
2.10	8.45 Mt 722			12.02 PM	6.50		67 44.4	Bow	81.2 BO	D.	7.26	12.12	9.14	1.40	7.23 Mt 275
2.35 Mt 716	9.10			12.12 Mt 274	7.00		30 39.7	Belleville	76.5		7.18	12.02	9.00	1.05	6.55
3.00	9.35			12.22	7.10	W. X. Y. O.	100 37.1	Burlington	73.9 BU	D.	7.10	11.53	8.50	12.35 PM 273	6.40
3.15	10.05			12.35 Mt 716	7.21		60 33.0	Mt. Vernon	69.8 NR	D.	7.00	11.38	8.36	11.20 PM 274 Ps	6.05
3.40	10.30			12.50 Ps 715	7.30		84 27.6	Pit	64.4 FR	D.	6.49	11.23	8.20	10.10	5.45
4.15	10.45 Ar Mt 274			7.30	7.42		100 20.5	Stanwood	57.3 B	D.	6.38	11.09	8.06	9.10	5.15
4.45	11.55 De Mt 716			7.42	7.53	W.	29 15.0	Silvana	51.8 NA	D.	6.29	10.55	7.53	8.29	4.55
5.15	1.20			7.53	8.14		95 3.9	Marysville	40.7 MS	D.	6.09	10.32	7.30	7.00	4.10
5.45	2.10			8.14	8.28	W.C.O.Y.T	670 0.0	Delta	36.8 PG	D. N.	6.00	10.20	7.15	6.15	3.45 AM De
6.29 Mt 272	3.00			8.28											
7.30 Mt 276	4.20														
8.00 PM Ar	5.00 PM Ar														

### 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		5.49	10.06	7.04		
				9.20 AM Ar	2.22 PM Ar	8.36 PM Ar	127	Pacific Avenue	34.1	D	D. N.	5.45 PM De	10.02 AM De	7.00 PM De	
No. 721 Daily	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

**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 Westminster, 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 Westminster.

**SEMAPHORES** for protection of draw on Fraser River bridge between Liverpool and New Westminster 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																		
Second Class No. 395					First Class No. 279					Water, Coal, Scales, Tables, Wyes and R. R. Crossings.	Station Numbers	Distance from Anacortes	EFFECTIVE 12:01 A. M. MARCH 18, 1906	Telegraph Calls	Capacity of Sidings in Cars	First Class No. 280					Second Class No. 396							
Mixed Daily					Passenger Daily											Passenger Daily					Mixed Daily							
7.00	AM	De														Y W	cn 54	53.7	Rockport	R K	42						5.30	PM
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	33.2	Birdsview		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												24.5	Cokedale Junction		22						1.50							
10.50										Y X	cn 22	21.3	Woolley	W L	27						1.25							
11.30	AM	Ar									cn 20	19.0	Sterling		8													
12.45	PM	De			7.15	PM	De	Y O W X	cn 17	16.5	2.5	Burlington	B U	54	6.30	PM	Ar	12.40	PM	De	11.30	PM	De					
1.00					f 7.23				cn 15	13.7	2.8	Avon		16	f 6.18			11.15										
1.15					f 7.31				cn 13	11.1	2.6	Fredonia		5	f 6.08			11.00										
1.30					f 7.36				cn 11	9.6	1.5	Whitney		20	f 6.03			10.45										
2.00					f 7.52				cn 8	7.4	2.2	Draw Bridge																
2.15					8.02			T W C	cn 5	4.1	3.3	Fidalgo			f 5.44			10.15										
2.20	PM	Ar			8.05	PM	Ar		cn 2	0.5	3.6	Tenth Street		20	5.33			9.50										
									cn 0	0.0	0.8	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~~ 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 caboose.  
 Water tank at Minkler's Mill, two miles east of Lyman.

B. B. GREER, Assistant Superintendent.  
 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		Chiwaukee	2.5	East	11	Nickerson Mach'y Co.	33.1	Everett		0.0	West	4	Alger Mineral Spur	82.5	Alger		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		Spur	West	5	
Berlin Spur, Miller Riv. Co.	1733.6		Skykomish	1.5	West	4	Wheelihan Spur	34.1	Everett Jct.	1.9	West	7	Liudley Spur	85.2	Off Samish		Spur	East	1	
G. N. Shingle Co.'s Siding	1739.6		Grotto	3.5	Both ends	24	Neffs 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		1.2	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		0.2	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		1.0	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		0.7	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		1.0	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	Summit Mill Co.	45.5	Silvana	4.4	East	2	Henry Spur	103.0	Br-nuan		1.0	East	2	
Sultan Lumber Co. Spur	1763.2	Sultan		1.5	West		English Spur	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	Norman Spur	47.0	Silvana	2.9	East	16	Sand Pit Spur	108.7	Enterprise		1.0	East	15	
Holmquist Spur	1767.3	Monroe		1.0	East	4	Rabels Spur	51.0		Silvana	1.1	East	2	Shields Spur	108.9	Enterprise		0.8	East	2
Monroe Mill Spur	1768.0	Monroe		1.0	East	9	Washington Shingle Co.	51.7		Silvana	1.8	West	2	Enterprise Spur	109.2	Enterprise		0.5	East	3
Monroe Gravel Pit	1768.3	Monroe		0.0	West	56	Manley & Church Spur	53.4	Stanwood	1.1	East	3	Red Cedar Shingle Co.	110.5	Custer		2.5	East	9	
Wood and Iverson Spur	1771.3		Monroe	3.0	East	8	Hals 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	Ketchum Spur	54.3	Stanwood	1.5	West	2	Melrose Spur	114.3		Custer	2.5	East	5	
Creosote Spur	1780.6	Lowell		0.5	West	25	Morrison Mill Spur	59.6		Stanwood	2.0	East	2	Blaine Shingle Co.'s Spur	117.0	Blaine		2.0	West	12
House Track	1781.1	Lowell		0.0	East	25	Miltown	61.6	Fir	2.5	East	8	Blaine Spur	119.0	Blaine		1.9	East		
State Mill Co.	35.2		Everett	0.5	East	12	Hawley Spur	62.2	Fir	2.2	East	6	Shelton Spur (off Blaine spr.)					East	2	
Power House Spur	1782.2		Everett	0.1	West	5	Skagit Crossing Tr. Track	62.4	Fir	2.0	West	5	City Dock Spur (off Blaine spur)					East	81	
G. N. Clay Co. Spur	10.2		Metum	2.0	West	10	Little Mountain Spur	67.7	Mt. Vernon	2.0	East	3	Erie Mill Spur (off City Dock Spur)					East	6	
E. W. Mills Spur	12.0	Richmond Bch		2.3	East	2	Skagit Spur	69.8		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	Burlington Quarry	72.5		Burlington	0.5	East	11	Hazelmere Spur	122.4		Blaine	3.4	West	3
Sand Spur	14.0		Edmonds	3.4	West	7	Butler Spur	77.0		Bellville	0.1	East	2	McNair Spur	129.6		Cloverdale	2.0	East	5
Mukilteo Lumber Co.	31.4	Mukilteo		2.1	West	10	Belfast Mfg. Co.	76.5	Belfast	0.5	East	10	Gravel Spur	137.0		Port Kells	2.4	East	3	
McNeeley No. 2	32.5		Everett Jct.	0.5	East	9	Samish Pt Spur	76.6	Belfast	0.6	East	52	Liverpool Wharf Spur	141.8		Liverpool	0.6	East	21	
Weyerhauser Timber Co.	32.8		Everett Jct.	1.0	East	38	Burlington Mill Spur	76.9	Belfast	0.1	East	6	Brownsville Spur	144.5	Liverpool		2.1	East	9	
Nail House Spur	32.8		Everett Jct.	1.0	West	24	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	1.9	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		Birdsview	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		1.0	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		1.2	West	40
Cavanaugh Spur	2.2	Tenth St.		1.4	East	4	Tyee 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 Rollway	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		1.9	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.

GOING EAST										
Ruling	F4 to F9	B2 & B3	F1 & D6	D2	D4	B6	B16 to B19	B20	B21 & B22	
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	
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

GOING WEST										
Ruling	F4 to F9	B2 & B3	F1 & D6	D2	D4	B6	B16 to B19	B20	B21 & B22	
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