

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

CASCADE DIVISION

TIME TABLE No. 59

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

SUNDAY, OCTOBER 14, 1906

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

W. D. SCOTT, Superintendent.

H. A. KENNEDY, Asst. General Superintendent.

R. W. BRYAN, General Supt. Transportation.

GEO. T. SLADE, General Superintendent.

F. E. WARD, General Manager.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.			Car Capacity of Slidings.	Distance from Leavenworth	TIME TABLE No. 59. IN EFFECT OCT. 14, 1906.			Distance from Delta.	Water, Coal, Wagon, Turn Tables, Scales and Cranes.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
713	711	401		277	3	1	2			4	278	402				712					
Way Freight	Way Freight	Fast Freight		Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Fast Freight				Way Freight	Way Freight				
Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily								
	7:00pm	2:25pm			⁷¹² 12:40am	1:05pm	231		DN-R	LEAVENWORTH	CH	107.6	WCT	3:45pm	2:25am			4:30pm	³ 12:20am		
	7:40	² 3:28			12:58	1:25	42	6.3		^{6.3} DRURY		101.3		⁴⁰¹ 3:28	2:08			4:00	11:50		
	8:05	⁴⁰² 3:45			1:10	1:38	89	10.5	DN	^{4.2} CHIWAUKUM	CY	97.1	W	3:18	1:57			⁴⁰¹ 3:45	11:30		
	8:35	4:10			1:25	1:53	55	17.5		^{7.0} NASON CREEK		90.1		3:02	1:42			3:15	11:00		
	9:05	4:35			⁴ 1:35	2:05	55	20.5	DN	^{3.0} MERRITT	CK	87.1	W	⁴⁰² 2:56	³ 1:35			² 2:56	10:45		
	9:40	5:10			1:50	⁴⁰² 2:20	43	24.9		^{4.4} GAYNOR		82.7		2:46	1:20			¹ 2:20	10:30		
	⁷¹² 10:15	5:35			2:08	² 2:37	42	28.0	D	^{3.1} BERNE	BR	79.6	W	¹ 2:37	1:11			2:00	⁷¹¹ 10:15		
	11:10	6:30			ⁱ 2:20	^s 2:55	214	32.3	DN-R	^{1.3} CASCADE TUNNEL	CN	75.3	WT	^s 2:25	^s 1:00			1:40	9:50		
	11:30	6:45			^s 2:30	^s 3:07	92	35.9	DN	^{3.8} WELLINGTON	WN	71.7	WC	^s 2:10	^s 12:46			12:45	8:40		
	11:50	7:00			2:40	3:17	65	39.5	D	^{3.9} ALVIN	NY	68.1	W	1:56	12:32			12:10pm	7:50		
	⁴ 12:23am	⁷¹² 7:10			² 2:49	³ 3:25	35	42.2		^{2.7} COREA		65.4		1:47	⁷¹¹ 12:23			11:50	⁴⁰¹ 7:10		
	12:40	7:30			^f 3:00	^s 3:37	53	45.2	DN	^{3.0} SCENIC	MA	62.4	W	^s 1:35	^s 12:10am			11:25	6:30		
	12:55	7:45			3:10	3:46	41	48.3		^{3.1} NIPPON		59.3	W	1:19	11:54			10:50	5:55		
	1:10	8:00			^f 3:20	³ 3:56	50	51.8	D	^{3.5} TONGA	GA	55.8		1:07	11:42			10:20	5:35		
8:00am	1:30am	^{8:20} 8:50		6:00am	^{3:34} 3:40	^{4:10} 4:15	145	57.0	DN-R	^{5.2} SKYKOMISH	KY	50.6	WCTY	^O 12:45	^{12:50} 11:20	^s 10:30pm		^{9:35} 8:50	5:00pm		
⁴⁰² 8:25		9:10		^f 6:12	3:50	4:25	65	61.1		^{4.1} GROTTO		46.5		12:35	11:10	^f 10:18		⁷¹³ 8:25			
8:55	9:25			^s 6:25	4:00	4:35	69	66.1		^{5.0} HALFORD		41.5	W	12:24	10:59	^s 10:05		8:00			
9:35	²⁷⁸ 9:50			^s 6:40	4:12	4:47	56	71.2	DN	^{5.1} INDEX	NX	36.4		12:10pm	10:44	^s 9:50		7:30			
10:00	⁴⁰² 10:29			^f 6:50	4:22	4:56	81	76.3		^{5.1} REITER		31.3	W	11:55	⁴⁰¹ 10:29	^f 9:32		²⁷⁷ 6:50			
10:30	10:50			^s 7:00	4:28	5:05	113	80.0	D	^{3.7} GOLD BAR	GB	27.6		11:45	10:20	^s 9:23		6:30			
				^s 7:08	4:38	5:10	17	82.4		^{2.4} STARTUP		25.2		11:39	10:15	^s 9:12					
²⁻⁷¹⁴ 11:33		11:20		^s 7:18	4:43	5:18	76	85.8	D	^{3.4} SULTAN	SU	21.8		⁷¹³⁻⁷¹⁴ 11:33	10:10	^s 9:02		6:10			
12:15pm		11:50		^s 7:35	5:00	5:31	68	93.3	DN	^{7.5} MONROE	RO	14.3	W	11:17	9:54	^s 8:45		5:45			
1:50		12:20am		^s 7:57	⁴⁰² 5:16	5:44	83	100.2	DN	^{6.9} SNOHOMISH	S	7.4		11:01	9:40	^s 8:27		³ 5:16			
2:30		12:50		^s 8:14am	5:26	5:54	34	105.0	DN-R	^{5.8} LOWELL	W	1.6		10:48	9:29	^s 8:10		4:50			
3:00pm		1:30am		^s 8:14am	5:30am	²⁷² 6:00pm		107.6		^{1.6} PACIFIC AVENUE				10:45am	9:25pm	^s 8:05pm					
Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		670	108.7	DN-R	Via N. P. Ry. DELTA	PG	WCT OS					4:30am			
713	711	401		277	3	1								2	4	278		402	712		
7.0	6.30	11.05		2.14	4.50	4.55								5.00	5.00	2.25		12.0	7.20		
7.2	8.8	9.8		22.7	22.3	21.9								21.5	21.5	20.9		8.9	7.3		

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

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

All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rocks are liable to be encountered. Trains must not follow each other out of stations less than 15 minutes apart. Destroy all time Tables of previous date. (See Rule 5.) All trains must register their arrival and departure at Leavenworth, Cascade Tunnel, Skykomish, Lowell and Delta.

Trains in the same direction down grade between Skykomish and Leavenworth must keep at least 25 minutes apart and operators will block trains as provided in this rule. Skykomish will be considered terminal for Nos. 277, 278, 711, 712, 713 and 714. 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.

THIRD CLASS.		FIRST CLASS.						Car Capacity of Sid-ing.	Distance from Pacif-ic Avenue.	TIME TABLE No. 59. IN EFFECT OCT. 14, 1906.	Distance from Seattle	Water, Coal, Wye, Turn Table, Scales and Couplings.	FIRST CLASS.				THIRD CLASS.			
719	717	277	275	273	271	3	1						2	4	272	274	276	278	718	720
Way Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		STATIONS.			Passenger	Passenger	Passenger	Passenger	Way Freight	Way Freight			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		8:14am	²⁷⁴ 10:05am	2:32pm	8:32pm	5:30am	²⁷² 6:00pm	127	DN-R..... PACIFIC AVENUE..... D	34.2	Y	10:45am	9:25pm	¹ 6:00pm	²⁷⁶ 10:05am	7:00pm	8:05pm			
		8:28	10:15	2:32	8:40	5:40	6:13		1.1	DN-R..... ¹ EVERETT.....ND.	33.1		10:41	9:21	5:55	10:00	7:00	8:00		
² 10:36am	4:00am	8:30	10:17	2:34	8:42	5:42	6:15		1.9	.....^{0.8} EVERETT JUNCTION.....	32.3		⁷¹⁹ 10:36	9:15	5:49	9:50	6:51	7:52	¹ 5:25pm	12:55am
11:10	4:15	8:38	² 10:29	2:44	8:50	5:51	6:24	51	5.7	D..... ^{3.8} MUKILTEO.....MU.	28.5		²⁷⁵ 10:29	9:09	5:41	9:42	6:45	7:45	5:05	¹ 12:40
11:30	4:35	8:47	10:40	2:54	⁴ 9:00	6:00	²⁷⁶ 6:35	65	9.9	.....^{4.2} MOSHER.....	24.3		10:22	²⁷¹ 9:00	5:31	9:33	¹ 6:35	7:35	4:30	12:20
11:45	4:45	8:53	10:50	3:00	9:06	6:05	6:44	55	12.6	.....^{2.7} MEADOWDALE.....	21.6		10:17	8:54	5:26	9:27	6:28	7:28	4:15	12:10am
12:15pm	5:00	9:04	11:01	3:10	9:15	6:13	^{4.2} 6:58	103	16.8	DN..... ^{4.2} EDMONDS.....DR	17.4	W	10:10	8:45	5:18	9:18	6:18	7:17	3:50	11:55
12:40	5:10	²⁷⁴ 9:11	11:09	⁷¹⁸ 3:17	9:22	6:21	²⁷⁸ 7:08	58	19.8	.....^{3.0} RICHMOND BEACH.....	14.4		10:05	8:38	5:12	²⁷⁷ 9:11	6:09	¹ 7:08	²⁷³ 3:17	11:40
1:10	5:30	9:30	11:24	3:31	9:35	6:35	7:22	26	26.0	.....^{6.2} METUM.....	8.2		9:53	8:26	4:59	8:55	5:55	6:55	2:25	¹ 11:15
1:20	5:40	9:40	11:31	3:40	9:42	6:42	7:28	102	28.9	.....^{2.9} BALLARD.....BD.	5.3		9:48	8:18	4:52	8:48	5:48	6:48	2:10	11:05
1:30pm	5:50am	² 9:45	11:35	3:45	9:45	6:45	7:30	706	30.0	DN-R..... ^{1.1} INTERBAY.....RB.	4.2	WCTO	²⁷⁷ 9:45	8:15	4:50	8:45	5:45	6:45	2:00pm	¹ 11:00pm
		9:50	11:40	3:50	9:50	6:50	7:35	100	31.7	D..... ^{1.7} G. N. DOCK.....DK	2.5		9:40	8:10	4:45	8:40	5:40	6:40		
		10:00am	11:50am	4:00pm	10:00pm	7:00am	7:45pm	538	34.2	DN-R..... ^{2.5} SEATTLE.....UD	0		9:30am	8:00pm	4:35pm	8:30am	5:30pm	6:30pm		
Arrive Daily	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	Leave Daily	
719	717	277	275	273	271	3	1					2	4	272	274	276	278	718	720	
2:54	1:50	1:51	1:45	1:38	1:28	1:30	1:45					1:15	1:25	1:25	1:35	1:35	1:35	3:25	1:55	
11:7	15:4	18:5	19:5	21:0	23:3	22:8	19:5					27:1	24:3	24:3	21:6	21:5	21:6	8:2	14:6	

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 between Interbay and Junction, north of Signal Tower, North Portal Seattle Tunnel, will be handled by card block system, as per bulletin No. 205.

These cards as follows:

Form "A" Red, for movement G. N. Dock to Grand Boulevard, Interbay.

Form "B" Yellow, for movement G. N. Dock to Junction North Portal Seattle Tunnel.

Form "C" Green, for movement North Portal Seattle Tunnel to G. N. Dock.

Form "D" White, for movement Grand Boulevard, Interbay, to G. N. Dock.

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. 2 to take passengers destined Spokane or points east.

Ballard will be flag stop for No. 4 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.

EAST BOUND.

THIRD DISTRICT—PACIFIC AVENUE TO VANCOUVER.

WEST BOUND.

THIRD CLASS.			SECOND CLASS	FIRST CLASS.			Cap. Capacity of Single.	Distance from Vancouver.	TIME TABLE No. 59. IN EFFECT OCT. 14, 1906.	Distance from Delta.	Water, Coal, Wood, Turn, Tables, Scales and By. Containers.	FIRST CLASS.			SECOND CLASS	THIRD CLASS.	
721	715	397	275	273	271	272						274	276	398	716	722	
Way Freight	Way Freight	Mixed Mon. Wed. Fri.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed Mon. Wed. Fri.	Way Freight	Way Freight						
Leave Daily	Leave Daily	Leave Tri-Weekly	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
5.00am		2.45pm		8.35am	4.00pm		DN-R.	VANCOUVER	VN.	123.7	WCY	10.30pm	271 3.45pm	10.00am		6.15pm	
ALL TRAINS BETWEEN NEW WESTMINSTER AND VANCOUVER WILL BE GOVERNED BY V. W. & Y. TIME TABLE.																	
6.00am		3.50pm		9.20am	4.35pm		13.8	DN-R.	NEW WESTMINSTER	NW	109.9		9.55pm	3.00pm	8.45am	271 4.15pm	
6.10		4.00		9.30	4.42	47	15.3		LIVERPOOL		108.4	Y	9.47	2.50	8.35	397 4.00	
				9.35			17.6		BON ACCORD		106.1	W1mE	2.43				
6.35		4.25		9.48	4.57	42	24.2		PORT KELLS		99.5		2.30		8.05	3.25	
7.10		4.40pm		9.59	5.09	44	29.5	D-R.	CLOVERDALE	CL.	94.2		2.18		7.45am	3.00	
				10.10			34.6		HAZELMERE		89.1		2.04				
8.00				10.17	5.19				DOUGLAS, B. C.		86.0		9.06	1.57 ⁷²²		1.57 ²⁷⁴	
8.05				10.18	5.20	27	37.7						9.05	1.56		1.50	
8.10				10.19	5.21			D.	BLAINE	BN	85.7	W	8.56	1.48		1.45	
8.50				10.28	5.26	18	35.0									12.45	
10.43				10.43	5.39	42	45.4	D.	CUSTER	CU	78.3		8.44	1.34		12.10pm	
				10.50			48.1		ENTERPRISE		78.6		1.28				
722 11.30				10.59	5.48	42	51.0	D.	FERNDALE	FD.	72.7		8.35	1.21		11.30 ²⁷³ 10.50 ⁷²¹	
				11.05			53.3		BRENNAN		70.4		1.15				
12.45pm 1.30 ²⁷⁴	8.00am		7.30am	11.25	6.08	150	60.8	DN-R.	BELLINGHAM	HM	62.9	CWT	8.18	1.00 ⁷²¹	10.00pm	8.30pm 9.00	
2.10	8.45		7.40	11.37	6.18	42	62.8	D.	HARRIS AVE	FN.	60.9	W	8.10	12.50	9.50	715 8.45	
716 2.35	9.10		7.50	11.48	6.27	67	67.0		CHUCKANUT		56.7		7.58	12.35	9.36	721 2.35	
2.55	9.35		8.02	12.02pm	6.37	70	72.9		SANISH		50.8	W	7.48	12.22	9.23	275 8.02	
3.10	10.05		8.10	12.12	6.44	67	76.6	D.	BOW	BO	47.1		7.41	12.12 ²⁷³	9.14	1.40 7.30	
3.30	10.30		8.19	12.22	6.54	30	81.3	R.	BELLEVILLE		42.4		7.33	12.02pm	9.02	1.05 7.00	
4.00	10.45 ²⁷⁴ 11.55 ⁷¹⁶		8.30	12.35	7.04	100	83.9	D-R.	BURLINGTON	Bu	39.8	WYX	7.25	11.53 ⁷¹⁵⁻⁷¹⁶	8.54	27412.35pm 27411.20 ⁷¹⁵	
4.30	12.50pm		8.41	12.50	7.15	60	88.0	D.	MT. VERNON	NR.	35.7		7.15 ²⁷¹	11.38	8.42	10.55 6.00	
5.00	1.20		8.52	1.04	7.24	84	93.4	D.	FIR	FR	30.3		7.04	11.23	8.28	10.10 9.06	
5.35	2.10		9.06	1.20	7.36	100	100.5	D.	STANWOOD	B	23.2		6.53	11.09	8.15	275 9.06	
6.00	3.00		9.18	1.34	7.47	29	106.0	D.	SILVANA	NA.	17.7	W	6.44	10.55	8.03	8.15 4.55	
272 6.36	3.30		9.26	1.42	7.55	79	110.0		ENGLISH		13.7		721 6.36	10.47	271 7.55	7.40 4.40	
7.00	4.20		9.40	1.57	8.09	95	117.1	D.	MARYSVILLE	MS	6.6		6.24	10.32	7.38	7.00 4.10	
276 7.20pm	5.00pm		9.55	2.12	8.24	670	121.0	DN-R.	DELTA	PG	2.7	WCTO	6.15	10.20	721 7.22	6.15am 3.45am	
ALL TRAINS WILL USE NORTHERN PACIFIC TRACKS BETWEEN DELTA AND N. P. JUNCTION—1.2 MILES.																	
			10.00	2.17	8.28		122.7	DN-R.	N. P. JUNCTION		1.0		6.04	10.09	7.09		
			274 10.05am	2.22pm	8.32	125	123.7	DN-R.	PACIFIC AVENUE	D		Y	6.00pm	10.05am	7.05pm		
Arrive Daily	Arrive Daily	Arrive Tri-Weekly	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Tri-Weekly	
721	715	397	275	273	271								272	274	276	398	
14.30 8.4	9.0 6.7	15.4 15.4	2.35 24.3	5.47 21.4	4.32 27.3								4.30 27.5	5.40 21.8	2.55 21.5	2.15 13.1	
EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS. (See Rule 43.)																	
Switch at Everett Junction will be kept set for Main Line. All trains must register their arrival and departure at Pacific Av., N. P. Junction, Delta, Burlington, Belleville, Bellingham, Blaine, Cloverdale, New Westminster.									Seattle and Bellingham are terminals for Nos. 275 and 276. Seattle and Vancouver are terminals for Nos. 271, 272, 273 and 274. Delta, Bellingham and Vancouver are terminals for Nos. 721 and 722. Delta and Bellingham are terminals for Nos. 715 and 716.								

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

Switch at Everett Junction will be kept set for Main Line.
All trains must register their arrival and departure at Pacific Av., N. P. Junction, Delta, Burlington, Belleville, Bellingham, Blaine, Cloverdale, New Westminster.

Seattle and Bellingham are terminals for Nos. 275 and 276.
Seattle and Vancouver are terminals for Nos. 271, 272, 273 and 274.
Delta, Bellingham and Vancouver are terminals for Nos. 721 and 722.
Delta and Bellingham are terminals for Nos. 715 and 716.

EAST BOUND.

FOURTH DISTRICT—ANACORTES TO ROCKPORT.

WEST BOUND.

5

SECOND CLASS.				FIRST CLASS.			Car Capacity of Billings.	Distance from Rockport.	TIME TABLE No 59.		Distance from Anacortes.	Water, Coal, Wyes, and Crossings.	FIRST CLASS.		SECOND CLASS.	
395				281	279	IN EFFECT OCT. 14, 1906.			280	282			396			
Mixed	Passenger	Passenger		Passenger	Passenger	STATIONS.			Passenger	Passenger			Mixed			
Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily							
7.00am		6.15am	42			D-R.....ROCKPORT.....RK	53.7	WY	9.30pm			2.20pm				
7.25	f	6.32	67	5.8		5.8 FABER.....	47.9	f	9.14			1.45				
7.50	f	6.47	42	10.2		4.4 GRASSMERE.....	43.5	W	9.00			1.15				
8.15	s	7.04	44	15.5		5.3 BIRDSVIEW.....	38.2	s	8.45			12.40				
8.55	s	7.20	47	20.6	D.....	5.1 HAMILTON.....H	33.1	s	8.30			12.10pm				
9.20	s	7.34		23.9		3.3 LYMAN.....	29.8	W	8.15			11.20				
9.50	f	7.50	22	29.2		5.3 COKEDALE JUNCTION.....	24.5	f	8.00			10.40				
10.15 ³⁹⁶		8.05	27	32.4	D.....	3.2 WOOLLEY.....WL	21.3	YX	7.51			10.15 ³⁹⁵				
10.50	f	8.15	8	34.7		2.3 STERLING.....	19.0	f	7.39							
11.30		8.25 ³⁹⁶	54	37.2	D-R.....	2.5 BURLINGTON.....BU	16.5	CW OYX	7.30		7.10pm	8.15 ²⁷⁹				
12.45pm		7.30pm				2.8 AVON.....	13.7	s	6.44	s	6.59	8.10				
1.00	s	7.40	16	40.0		2.6 FREDONIA.....	11.1	f	6.35	f	6.49	7.55				
1.15	f	7.50	5	42.6		1.5 WHITNEY.....	9.6	s	6.29	s	6.43	7.25				
1.30	s	7.57	20	44.1		2.3 DRAW BRIDGE.....	7.4					7.10				
				46.3		3.3 FIDALGO.....	4.1	f	6.13	f	6.28		6.50			
2.00	f	8.17	25	49.6		3.6 TENTH STREET.....	0.5	TWC	6.03	s	6.18		6.35			
2.15	s	8.27	20	53.2		0.5 ANACORTES.....AC			6.00pm		6.15pm		6.30am			
2.20pm		8.30pm	63	53.7					Leave Daily		Leave Daily		Leave Daily			
Arrive Daily		Arrive Daily							280		282		396			
395		281		279					3.30		.55		7.50			
7.20		1.00		3.20		Time Over District.			15.3		20.		6.8			
7.2		10.5		16.1		Average Speed Per Hour.										

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

No. 282 has right over No. 281.
 All trains will register at Anacortes Burlington and Rockport.
 Nos. 279 and 280 will stop at Concrete to take on and let off passengers.
 Nos. 395 and 396 will have coach between Anacortes and Woolley, and carry passengers between those points

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

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

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 E20-197-206 " E21-207-222 " E22-226-230			
		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				1450				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				2100				1460				1120												780				870			
Bellingham to Silvana.....	0.5	2100				1800				1350				1050												675				750			
Silvana to Bellingham.....	0.5	2100				1800				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.....	30 Tons
Coaches, 8-wheel.....	30 Tons
Coaches, 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.

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.
Ferndale, 200 feet from east head block passing track.

SPECIAL RULES.

1. Bulletin Boards are located at Leavenworth, Cascade Tunnel, Skykomish, Delta, Interbay, Seattle, Burlington, Bellingham, Anacortes and Rockport.
2. 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.
3. All trains will reduce speed to eight miles per hour through Martin Creek tunnel and over bridges at each end.
4. Passenger trains descending the two and two-tenths per cent grade between Leavenworth and Skykomish must not exceed thirty-five miles per hour and west bound trains should not exceed schedule time through Cascade Tunnel. Passenger trains between Everett and Seattle must not exceed time card schedule.
5. Additional to other required tests of the air brake, no train will leave Cascade Tunnel until the air brakes have been carefully tested. Engineer will set the brakes and leave them set until trainmen examine each car, then release them, and trainmen will again examine each car and see that brakes release before giving the signal to start the train. Conductors must inform engineers how many cars loaded and empty in the train, and how many cars of "air" are working.
6. All retainers must be used from Cascade Tunnel to Merritt, and from 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 engineer 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 except that portion covered by card block system. All trains except regular passenger trains will run under control between this yard-limit board and Seattle, expecting to find main track occupied.
10. West-bound trains will not exceed schedule time between Halford and the east mile-board at Gold Bar.
11. All except first class trains must be under absolute control while passing through yard limits Leavenworth Skykomish, Lowell, Pacific Avenue, Delta, Burlington, Harris Avenue and Bellingham.
12. Semaphores are located 1200 feet west of west switch Edmonds, 1200 feet east of east switch Madison, 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 east and west end of bridge.
14. Horizontal position of the semaphore blades by day and yellow light shown by night indicates that switches with which the distant signals are connected are open and approaching trains should immediately be brought under control.
15. Diagonal position of the blades and green lights displayed at night indicate that switches with which the distant signals are connected are properly set and train should proceed as per rule.
16. Under no circumstances must distant signals be used as flags by trains standing between switches, nor will their use modify in any way the existing rule in regard to the protection of trains standing at stations.
17. Cars must not be set out on passing tracks without an order from the Superintendent.
18. Empty flats and gondolas must be hauled in trains behind all loaded and empty box, stock and refrigerator cars and when helper engine used they must be put behind it and ahead of caboose.
19. Outfit cars must be placed next to caboose. When helper engine used they must be put behind it and ahead of caboose.
20. West yard-limit board Bellingham is located 400 feet west of round house track switch.
21. Delta yard limit commences 500 feet east of junction switch, east of coal chute, and extends to west 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 west-bound.)
22. All trains will reduce speed to 8 miles per hour passing through town limits of Mt. Vernon and Edmonds.
23. All trains will reduce speed to 10 miles per hour passing through town limits of Burlington.
24. All trains will reduce speed to 10 miles per hour over Fraser River Bridge.
25. Switch at Everett Junction will be kept set for main line.
26. Standard clocks are located in telegraph offices at Leavenworth, Skykomish, Vancouver, Interbay, Delta and Bellingham.
27. 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.
28. No trains in either direction will cross International Boundary at Blaine without permission of Customs officers.
29. All trains must stop at drawbridges and railroad crossings at a distance not exceeding 200 feet from same.
30. Conductors of trains hauling logs must stop on all summits and see that brakes are properly set before descending grade.
31. Freight trains will not carry passengers.
32. NEW WESTMINSTER INTERLOCKING SYSTEM.—Signal tower is located 3,094 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. Distant Semaphores are located 1,200 feet east and west, and Home Signals are 500 feet east and west of tower, respectively.

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.

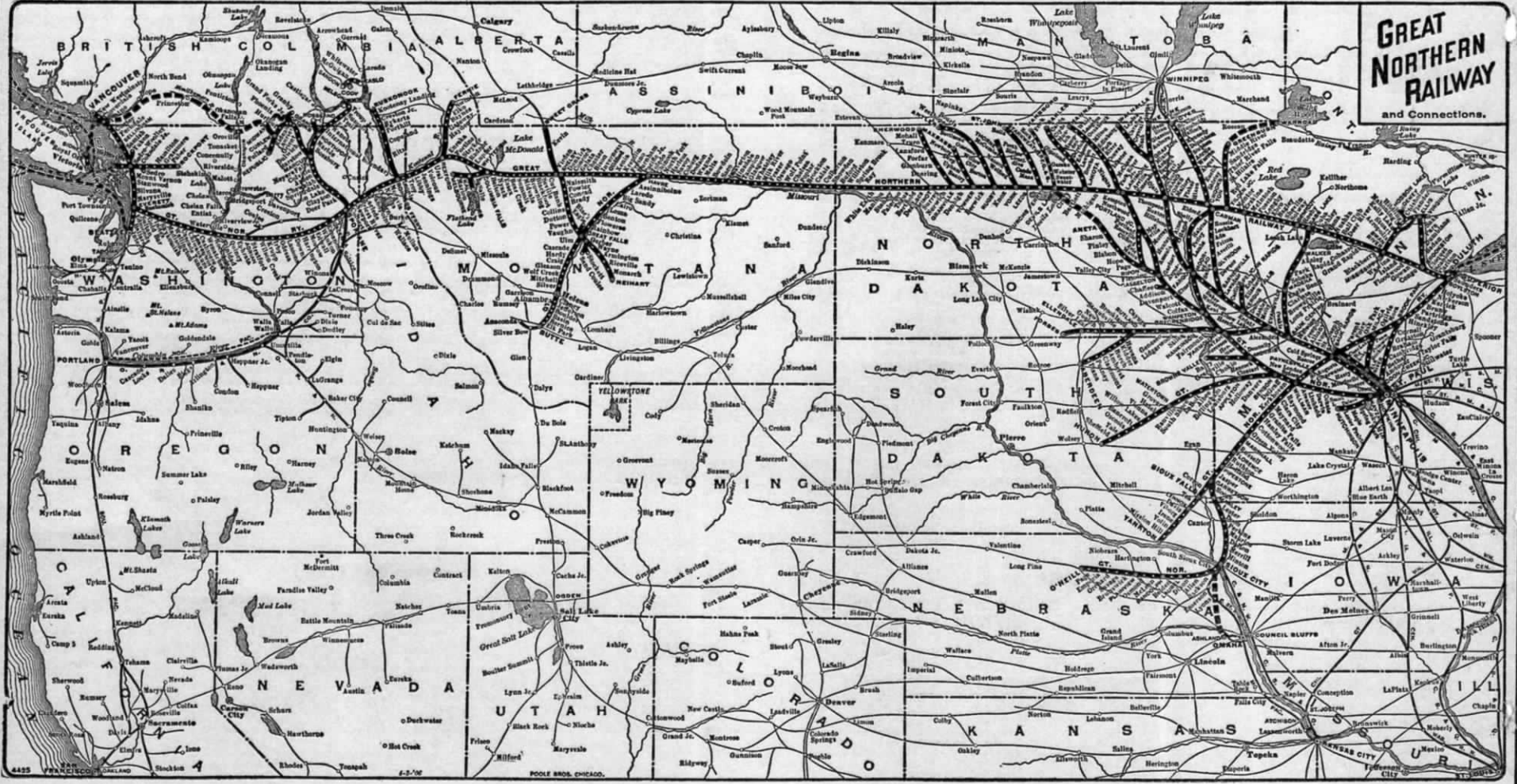
Leavenworth.....G. W. HOXSIE.	Everett.....DR. W. C. COX.
Seattle.....DR. J. B. EAGLESON.	Bellingham.....DR. H. A. COMPTON.
Seattle.....DR. E. W. PERRY, Oculist.	Anacortes.....DR. GEO. B. SMITH.

TIME INSPECTORS.

Leavenworth.....F. E. CARLQUIST.	Everett.....SWALLWELL & CO.
Seattle.....J. F. HUNTER.	Bellingham.....BEVINS & SONS.
Anacortes.....	H. L. DODGE.

J. C. DEVERY, Chief Dispatcher.
 N. C. CHAPMAN, Assistant Superintendent.

GREAT NORTHERN RAILWAY and Connections.



4425

POOLE BROS. CHICAGO.

