

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

CASCADE DIVISION

TIME TABLE No. 60

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

SUNDAY, DECEMBER, 9, 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.

WEST BOUND.

FIRST DISTRICT—LEAVENWORTH TO DELTA.

EAST BOUND.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.			Car Capacity of Sidings.	Distance from Leavenworth.	TIME TABLE No. 60. IN EFFECT DEC. 9, 1906.	Distance from Delta.	Water, Coal, Wagon, Turn Tables, Scales, and Crossings.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
713	711	401		283	3	1	2						4	284		402		712	714
Way Freight	Way Freight	Fast Freight		Passenger	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				Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily			
	7.00pm		2.25pm			712 12.40am	1.05pm	231		DN-R.....	107.6	WCT	3.45pm	2.25am		4.30pm	3 12.20am		
	7.40		3.28			12.58	1.25	42	6.3	D.....	101.3		401 3.28	2.08		4.00	11.50		
	8.06		402 3.45			1.10	1.38	89	10.5	DN.....	97.1	W	3.18	1.57		401 3.45	11.30		
	8.35		4.10			1.25	1.53	55	17.5	.....	90.1		3.02	1.43		3.15	11.00	
	9.05		4.35			4 1.35	2.05	55	20.5	DN.....	87.1	W	402 2.56	3 1.35		2 2.56	10.45		
	9.40		5.10			402 1.50	2.20	43	24.9	.....	82.7		2.46	1.20		1 2.20	10.30	
	712 10.15		5.35			2.08	2.37	42	28.0	DN.....	79.6	W	1 2.37	1.11		2.00	711 10.15		
	11.10		6.30			2.20	2.55	214	32.3	DN-R.....	75.3	WT	2.25	1.00		1.40	9.50		
	11.30		6.45			2.30	3.07	92	35.9	DN.....	71.7	WC	2.10	12.46		12.45	8.40		
	11.50		7.00			2.40	3.17	65	39.5	D.....	68.1	W	1.56	12.32		12.15pm	7.50		
	4 12.23am		712 7.10			2.49	3.25	35	42.2	.....	65.4		1.47	711 12.23		11.50	401 7.10	
	12.40		7.30			3.00	3.37	53	45.2	DN.....	62.4	W	1.85	12.10am		11.25	6.30		
	12.55		7.45			3.10	3.46	41	43.3	.....	59.3	W	1.19	11.54		10.50	5.55	
	1.10		8.00			3.20	3.56	50	51.8	D.....	55.8		1.07	11.43		10.20	5.35		
8.00am	1.30am		8.20 8.50			6.00am	3.34 3.40	145	57.0	DN-R.....	50.6	O WCTY	12.50 12.45	11.25 11.20		10.30pm	9.35 8.50	5.00pm	
402 8.25			9.10			6.12	3.50	68	61.1	.....	46.5		12.35	11.10		713 8.25	3.00	
8.55			9.25			6.25	4.00	69	66.1	.....	41.5	W	12.24	10.59		10.05	2.30	
9.35			284 9.50			6.40	4.12	56	71.2	DN.....	36.4		12.10pm	10.44		401 9.50	1.55		
10.00			4 10.29			402 6.50	4.22	81	76.3	.....	31.3	W	11.55	401 10.29		283 6.50	1.05	
10.30			10.50			7.00	4.28	113	80.0	D.....	27.6		11.45	10.20		9.22	12.35pm		
						7.08	4.33	17	82.4	.....	25.2		11.39	10.15		9.12		
2-714 11.33			11.20			7.18	4.43	76	85.8	D.....	21.8		713-714 11.33	10.10		9.02	6.10		
12.55pm			11.50			7.35	5.00	68	93.3	DN.....	14.3	W	11.17	9.54		8.45	10.25		
1.50			12.20am			402 7.57	5.16	83	100.2	DN.....	7.4		11.01	9.40		3 5.16	9.00		
2.30			12.50			714 8.10	5.26	34	106.0	DN-R.....	1.6		10.48	9.29		8.10	283 8.10		
						8.14am	5.30am		107.6	.....			10.45am	9.25pm		8.05pm		
3.00pm			1.30am				272 6.00pm		670	DN-R.....	108.7	WCT OY				4.30am	7.40am		
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		
713	711	401		283	3	1							2	4	284		402	712	714
7.0 7.2	6.30 8.8	11.05 9.8		2.14 22.7	4.50 22.3	4.55 21.9				Time Over District. Average Speed Per Hour.			5.00 21.5	5.00 21.5	2.25 20.9		12.0 8.9	7.20 7.8	7.50 6.4

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. 283, 284, 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.

SECOND DISTRICT—PACIFIC AVENUE TO SEATTLE.

WEST BOUND.

										THIRD CLASS.		FIRST CLASS.					Car Capacity of Sidings.	Distance from Pacific Avenue.	TIME TABLE No. 60. IN EFFECT DEC. 9, 1906.			
										719	717	283	277	275	273	271			3	1	STATIONS.	
										Way Freight	Way 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				
												s 8.14Am	s ²⁷⁴ 10.05Am	s 5.20 Am	s 2.22Pm	s 8.32Pm	s 5.30Am	s ²⁷² 6.00Pm	127	DN-R.....	PACIFIC AVENUE..... D	
												s 8.28	s 10.15	s 5.28	s 2.32	s 8.40	s 5.40	s 6.13		1.1	DN-R.....	^{1.1} EVERETT..... ND
										² 10.36Am	4.00Am	s 8.30	s 10.17	f 5.33	s 2.34	s 8.42	s 5.42	s 6.15		1.9	.....	^{0.8} EVERETT JUNCTION.....
										11.10	4.15	s 8.38	s ² 10.29	s 5.43	s 2.44	s 8.50	s 5.51	s 6.24	51	5.7	DN.....	^{3.8} MUKILTEO..... MU
										11.30	4.35	f 8.47	s 10.40	f 5.53	f 2.54	⁴ 9.00	s 6.00	²⁷⁸ 6.35	65	9.9	.....	^{4.2} MOSHER.....
										11.45	4.45	s 8.53	s 10.50	f 6.00	f 3.00	s 9.06	s 6.05	s 6.44	55	12.6	.....	^{2.7} MEADOWDALE.....
										12.15Pm	5.00	s 9.04	s 11.01	s 6.10	s 3.10	s 9.15	s 6.13	s 6.58	103	16.8	DN.....	^{4.2} EDMONDS..... DR
										12.40	5.10	s ²⁷⁴ 9.11	s 11.09	f 6.15	s ⁷¹⁸ 3.17	s 9.22	s 6.21	²⁸⁴ 7.08	58	19.8	D.....	^{3.0} RICHMOND BEACH..... R
										1.10	5.30	f 9.30	s 11.24	f 6.32	s 3.31	s 9.35	s 6.35	s 7.22	26	26.0	.....	^{6.2} METUM.....
										1.20	5.40	s 9.40	s 11.31	s 6.40	s 3.40	s 9.42	s 6.42	s 7.28	102	28.9	.....	^{2.9} BALLARD..... BD
										1.30Pm	5.50Am	s ² 9.45	s 11.35	s 6.45	s 3.45	s 9.45	s 6.45	s 7.30	706	30.0	DN-R.....	^{1.1} INTERBAY..... RB
												9.50	11.40	f 6.50	s 3.50	s 9.50	s 6.50	s 7.35	100	31.7	D.....	^{1.7} G. N. DOCK..... DK
												10.00Am	11.50Am	f 7.00Am	s 4.00Pm	s 10.00Pm	s 7.00Am	s 7.45Pm	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				
										719	717	283	277	275	273	271	3	1				
										2.54 11.7	1.50 15.4	1.51 18.5	1.45 19.5	1.40 20.6	1.38 21.0	1.28 23.3	1.30 22.8	1.45 19.5				
																				Time Over District Average Speed Per Hour.		

THIRD CLASS.		SECOND CLASS	FIRST CLASS.				Car Capacity of Sid-ing.	Distance from Van-couver.	TIME TABLE No. 60. IN EFFECT DEC. 9, 1906.		Distance from Delta.	Water, Coal, Wires, Ties, Tables, Stakes and R.R. Crossings.	FIRST CLASS.				SECOND CLASS	THIRD CLASS.	
721	715	397	277	275	273	271			272	274			276	278	398	716	722		
Way Freight	Way Freight	Mixed Mon. Wed. Fri.	Passenger	Passenger	Passenger	Passenger	Passenger	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	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tri-Weekly	Arrive Daily	Arrive Daily			
5.00Am		2.45Pm		11.30Pm	8.35Am	274 4.00Pm		DN-R.....VANCOUVER.....VN.	123.7	WCY	10.30Pm	271 3.45Pm	7.00 Am	10.00Am		6.15Pm			
ALL TRAINS BETWEEN NEW WESTMINSTER AND VANCOUVER WILL BE GOVERNED BY V. W. & Y. TIME TABLE.																			
6.00Am		3.50Pm		12.10Am	9.20Am	722 4.35Pm	13.8	DN-R.....NEW WESTMINSTER.....NW	109.9		9.55Pm	3.00Pm		8.45Am		271 4.15Pm			
276 6.10		722 4.00		12.20	9.30	4.42	47	15.3	108.4	Y	9.47	2.50	721 6.10	8.35		397 4.00			
				12.25	9.35			17.6	106.1	WlmE		2.43	6.00						
6.35		4.25		12.40	9.48	4.57	42	24.2	99.5		9.30	2.30	5.45	8.05		3.25			
7.10		4.40Pm		12.55	9.59	5.06	44	29.5	94.2	D-R.....	9.20	2.18	5.32	7.45Am		8.00			
				1.07	10.10			34.6	89.1			2.04	5.20						
8.00				1.18	10.17	5.19		37.7	86.0		9.06	1.57 722 1.56	5.12			1.57 274 1.50			
8.05				1.19	10.18	5.20	27				9.05	1.56	5.11						
8.10				1.20	10.19	5.21		35.0	85.7	W	9.04	1.55	5.10			1.45			
8.50				1.30	10.28	5.26	18				8.56	1.48	5.00			12.45			
273 10.43				1.48	10.43	5.39	42	45.4	78.3		8.44	1.34	4.43			12.15Pm			
				1.56	10.50			48.1	75.6			1.28	4.35						
722 11.30				2.03	10.59	5.48	42	51.0	72.7		8.35	1.21	4.25			11.30 273 10.50 721			
				2.10	11.05			53.3	70.4			1.15	4.18						
12.45Pm 1.30 274	8.00Am		7.30Am	2.30	11.25	6.08	150	60.8	62.9	CWT	8.18	721 1.00	4.00	10.00Pm	3.30Pm	9.45 9.00			
2.10	722 8.45		7.40	2.40	11.37	6.18	42	62.8	60.9	W	8.10	12.50	3.50	9.50	3.15	715 8.45			
716 2.35	9.10		7.50	2.50	11.48	6.27	67	67.0	56.7		7.58	12.35	3.38	9.36	721 2.35	8.25			
			722 8.02	3.05	12.02Pm	6.37	70	72.9	50.8	W	7.48	12.22	3.25	9.23	2.05	277 8.02			
3.10	10.05		8.10	3.15	12.12	6.44	67	76.6	47.1		7.41	12.12	3.15	9.14	1.40	7.30			
3.30	10.30		8.19	3.25	12.22	6.54	30	81.3	42.4		7.38	12.02Pm	3.03	9.02	1.05	7.00			
4.00	10.45 274 11.55 716		8.30	3.35	12.35	7.04	100	83.9	39.8	WYX	7.25	715-716 11.53	2.55	8.54	273 12.35Pm 274 11.20 715	6.40			
4.30	273 12.50Pm		8.41	3.46	12.50	7.15	60	88.0	35.7		7.15	11.38	2.45	8.42	10.55	6.00			
5.00	1.20		8.52	3.58	1.04	7.24	84	93.4	30.3		7.04	11.23	2.35	8.28	10.10	5.40			
5.35	2.10		716 9.06	4.15	1.20	7.36	100	100.5	23.2		6.53	11.09	2.20	8.15	277 9.06	5.15			
6.00	3.00		9.18	4.28	1.34	7.47	29	106.0	17.7	W	6.44	10.55	2.05	8.08	8.15	4.55			
272 6.36	3.30		9.26	4.40	1.42	7.55	79	110.0	13.7		721 6.36	10.47	1.55	7.55	7.40	275 4.40			
7.00	4.20		9.40	4.55	1.57	8.09	95	117.1	6.6		6.24	10.32	1.38	7.38	7.00	4.10			
278 7.20Pm	5.00Pm		9.55	5.10Am	2.12	8.24	670	121.0	2.7	WCTO	6.15	10.20	1.25Am	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	5.15	2.17	8.28		122.7	1.0		6.04	10.09	1.14	7.09					
			274 10.05Am	5.28Am	2.22Pm	8.32	125	123.7		Y	6.00Pm	277 10.05Am	1.10Am	7.05Pm					
Arrive Daily	Arrive Daily	Arrive Tri-Weekly	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tri-Weekly	Leave Daily			
721	715	397	277	275	273	271					272	274	276	278	398	716	722		
14.20 8.4	9.0 6.7	1.55 15.4	2.35 24.3	6.02 20.5	5.47 21.4	4.32 27.3					4.30 27.5	5.40 21.8	5.50 21.3	2.55 21.5	2.15 13.1	9.15 6.5	14.30 8.3		
Time Over District. Average Speed Per Hour.																			

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. 277 and 278. Seattle and Vancouver are terminals for Nos. 271, 272, 273 and 274, 275, 276. 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.

SECOND CLASS.			FIRST CLASS.			Car Capacity of Sid-ing.	Distance from Rock-port.	TIME TABLE No 60. IN EFFECT DEC. 9, 1906.			Distance from Ana-cortes.	Water, Coal, Wye, Turbines, Boats and Cranes.	FIRST CLASS.			SECOND CLASS.				
395			281		279			STATIONS.					280		282		396			
Mixed Leave Daily			Passenger Leave Daily		Passenger Leave Daily								Passenger Arrive Daily		Passenger Arrive Daily		Mixed 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 10.50		s	8.05	27	32.4	D	3.2 WOOLLEY	WL	21.3	YX	7.51				10.15 ³⁹⁵			
				f	8.15	8	34.7		2.3 STERLING		19.0	f	7.39							
		11.30 12.45Pm		s	7.30Pm	54	37.2	D-R	2.5 BURLINGTON	BU	16.5	CW OYX	7.30 6.55		7.10Pm		9.15 ²⁷⁹ 8.10			
		1.00		s	7.40	16	40.0		2.8 AVON		13.7	s	6.44	s	6.59		7.55			
		1.15		f	7.50	5	42.6		2.6 FREDONIA		11.1	f	6.35	f	6.49		7.25			
		1.30		s	7.57	20	44.1		1.5 WHITNEY		9.6	s	6.29	s	6.43		7.10			
							46.3		2.2 DRAW BRIDGE		7.4									
		2.00		f	8.17	25	49.6		3.3 FIDALGO		4.1	f	6.13	f	6.28		6.50			
		2.15		s	8.27	20	53.2		3.6 TENTH STREET		0.5	TWC	6.03	s	6.18		6.35			
		2.20Pm			8.30Pm	63	53.7	D-R	0.5 ANACORTES	AC			6.00Pm		6.15Pm		6.30Am			
		Arrive Daily			Arrive Daily								Leave Daily		Leave Daily		Leave Daily			
		395			281								280		282		396			
		7.20 7.2			1.00 16.5								3.30 15.3		.55 20.		7.50 6.5			
									Time Over District. 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 CABOOSSES.

STATIONS.	Ruling 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				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.

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	Burlington Mill Spur	0.1 Miles east of Belfast	East		6
Seattle-Boston Copper Co. Spur	0.8 Miles west of Tonga	East	300 feet	3	Desmond Spur	1.4 Miles east of Alger	West		3
Skykomish Mill Co.'s Spur	0.3 Miles west of Skykomish	East		20	Alger Mineral Spur	0.0 Miles east of Alger	East		9
Great Republic Mining Co., Berlin	1.5 Miles west of Skykomish	West		14	Gaudette's Spur	0.0 Miles east of Alger	East		8
Berlin Spur, Miller River Co.	1.5 Miles west of Skykomish	West		4	Samish Lake Spur	0.1 Miles east of Samish Lake	East		90
Grotto Lumber Co.	0.5 Miles east of Grotto	East	1200 feet	25	Owen's Spur	0.0 Miles east Off Samish Spur	West		5
G. N. Shingle Co.'s Siding	3.5 Miles east of Grotto	Both ends		24	Lindley Spur	0.0 Miles east Off Samish Spur	East		1
Heybrook Spur	1.5 Miles east of Index	East		2	Sound Shingle Co.'s Spur	2.9 Miles west of Belleville	East		3
Smith Lumber Co	0.5 Miles east of Index	East		12	McCoy's Transfer Track	1.2 Miles east of Bow	West		3
Soderburg Spur	0.7 Miles west of Index	West		10	Winner Shingle Co.'s Spur	0.2 Miles west of Bow	West		6
Robinson's Spur	0.5 Miles west of Gold Bar	East		26	Blanchard Spur	1.0 Miles east of Samish	West		3
Black Bros. Spur	0.0 Miles east of Startup	West		26	Chuckanut Cannery Spur	0.7 Miles east of Chuckanut	West		8
Casey's Spur	1.3 Miles east of Sultan	East		5	Chuckanut Quarry Spur	1.0 Miles east of Chuckanut	West		38
Sultan Ry. & Timber Co.	1.5 Miles west of Suitan	West			Marietta Spur	0.9 Miles west of Bellingham	East		2
Owen's Spur	4.7 Miles east of Monroe	East		3	Henry Spur	1.0 Miles east of Brennan	East		2
Holmquist Spur	0.5 Miles east of Monroe	East		4	LaPointe Spur	0.0 Miles west of Brennan	East		2
Monroe Mill Spur	1.2 Miles east of Monroe	East		9	Sand Pit Spur	1.0 Miles east of Enterprise	East		15
Monroe Gravel Pit	0.0 Miles east of Monroe	West		56	Shield's Spur	0.8 Miles east of Enterprise	East		2
Woodruff	3.0 Miles west of Monroe	Both ends		35	Enterprise Spur	Enterprise	East		3
Cascade Lumber Co. Spur	0.1 Miles east of Snohomish	East		27	Red Cedar Shingle Co.	2.5 Miles east of Custer	East		9
Cresote Spur	0.5 Miles east of Lowell	West		25	McDonald Spur	1.2 Miles west of Custer	East		2
House Track	0.0 Miles east of Lowell	East		25	Melrose Spur	2.5 Miles west of Custer	East		5
State Mill Co	0.5 Miles west of Everett	East		12	Blaine Shingle Co.'s Spur	2.0 Miles east of Blaine	West		12
G. N. Clay Co. Spur	2.0 Miles west of Metum	West		10	Blaine Spur	1.9 Miles east of Blaine	East		
E. W. Mills Spur	2.3 Miles east of Richmond Beach	East		2	Shelton Spur (off Blaine Spur)		East		2
Brown Bay Logging Co. Connection	1.0 Miles west of Meadowdale	West			City Dock Spur (off Blaine Spur)		East		81
Mukilteo Lumber Co	2.1 Miles east of Mukilteo	West		10	Erie Mill Spur (off City Dock Spur)		East		6
Weyerhaeuser Timber Co	1.0 Miles east of Everett Jct	East		38	Monarch Mill Spur (off City Dock Spur)		East		14
Nail House Spur	1.0 Miles west of Everett Jct	West		24	Hazelmere Spur	3.4 Miles west of Blaine	West		3
Nickerson Machinery Co	0.0 Miles west of Everett	West		4	McNair Spur	2.0 Miles west of Cloverdale	East		5
Everett Milling Co	1.5 Miles west of Evefett Jct	East		15	Brownville Spur	1.0 Miles west of Liverpool	East		9
Clark-Nickerson Mill	1.8 Miles west of Everett Jct	West		31	Fidalgo Mill Spur	2.3 Miles west of Tenth Street	East		3
Log Dump Spur	1.8 Miles west of Everett Jct	West		21	Fidalgo Island Shingle Co. Spur	4.6 Miles west of Tenth Street	West		2
Wheehlan Spur	1.9 Miles east of Everett Jct	West		7	Log Rollway	1.5 Miles west of Tenth Street	Both ends		22
Neff's Spur	1.0 Miles west of Long Siding	East		50	Gravel Pit Spur	5.9 Miles west of Tenth Street	East		9
Blackman Spur	0.4 Miles east of Long Siding	East		7	Fox Lumber Co. Spur	0.5 Miles east of Fredonia	West		6
Transfer Track	0.8 Miles east of Long Siding	East		14	Callahan-Abbott Spur	Fredonia	East		6
Union Slough	1.5 Miles east of Marysville	East		6	Hawkin's Spur	0.7 Miles west of Fredonia	West		5
Kruse Bros. Spur	1.4 Miles west of Marysville	West		4	North Avon Lumber Co. Spur	0.3 Miles east of Avon	East		2
Cox's Spur	2.0 Miles west of Marysville	West		2	Burlington Mill Spur	0.6 Miles east of Burlington	East		6
Kennedy Spur	4.2 Miles west of Marysville	East		6	Holbrook's Spur	0.4 Miles east of Woolley	East		8
British Spur	4.4 Miles east of Silvana	East		2	Sound Iron Spur	Woolley	East		7
Summit Mill Co	4.7 Miles west of Marysville	East		2	Tyee Spur	1.4 Miles west of Woolley	Both ends		22
Norman Spur	1.1 Miles west of Silvana	East		2	Green Mill Spur	3.3 Miles west of Woolley	East		22
Rabel's Spur	1.8 Miles west of Silvana	East		2	Minkler's Mill	3.0 Miles west of Cokedale Jct	Both ends		13
Washington Shingle Co.	1.1 Miles east	East		3	Child's Spur	3.6 Miles west of Cokedale Jct	East		3
Manley & Church Spur	1.4 Miles east of Stanwood	East		4	Hitchcock-Kelly	0.1 Miles west of Lyman	East		3
Hal's Spur	1.5 Miles east of Stanwood	West		2	Skagit Mill Co. Spur	Lyman	East		22
Ketchum Spur	2.0 Miles west of Stanwood	East		2	Hop Ranch Spur	0.8 Miles west of Lyman	East		3
Morrison Mill Spur	2.5 Miles east of Fir	East		8	L. L. Spur	0.2 Miles east of Hamilton	East		
Milltown	2.2 Miles east of Fir	East		6	Hightower No. 2	1.8 Miles east of Birdview	East		19
Hawley Spur	2.0 Miles east of Fir	West		5	Baker River Shingle Co. Spur	1.0 Miles west of Grassmere	East		9
Skagit Crossing Tr. Track	1.0 Miles east of Fir	East		2	Concrete	1.7 Miles east of Grassmere	West		30
Little Mountain Spur	2.0 Miles east of Mt. Vernon	East		3	Van Horne's Spur	0.5 Miles east of Faber	West		16
Skagit Spur	2.0 Miles west of Mt. Vernon	East		3	Tower Mill Co	0.3 Miles east of Faber	West		19
Lamar Spur	1.5 Miles east of Burlington	East		3	Hightower No. 3	1.0 Miles east of Faber	West		15
Burlington Quarry	0.5 Miles west of Burlington	East		11	Sauk Spur	2.0 Miles east of Rockport	East		2
Butler Spur	0.1 Miles west of Belleville	East		2					
Belfast Mfg. Co	0.5 Miles east of Belfast	East		10					
Samish Pit Spur	0.6 Miles east of Belfast	East		52					

SPECIAL RULES.

1. Bulletin Boards are located at Leavenworth, Cascade Tunnel, Skykomish, Delts, 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 engineman and the engineman of helper engine each has in their possession a section of a staff, which will be handed to them by operators and will be retained by them until entire train has cleared block, then sections of staff must be handed to operator. When no helper engine is used, a conductor or brakeman located on rear of train must be in possession of one-half of the staff.
8. Only one train is permitted to enter or use the block at the same time.
9. Seattle yard limit extends to the yard-limit board east of Ballard 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.....	DR. 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.
Skykomish.....	DR. G. E. GREASON		

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.
 A. R. BLACKBURN, Trainmaster.
 N. C. CHAPMAN, Assistant Superintendent.

GREAT NORTHERN RAILWAY and Connections.

