

# GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

## CASCADE DIVISION

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# TIME TABLE No. 61

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

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## SUNDAY, JUNE 9th, 1907.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

W. D. SCOTT, Superintendent.

F. S. FOREST, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst. Gen. Manager.

F. E. WARD, General Manager.



WEST BOUND.

FIRST DISTRICT—LEAVENWORTH TO DELTA.

EAST BOUND.

THIRD CLASS.				FIRST CLASS.				Car Capacity of Shillings.	Distance from Leavenworth	TIME TABLE No. 61.		Distance from Delta.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.			
713	711	417	401	283	3	1	283			3	1		2	4	284	402	712	714			
Way Freight	Way Freight	Fast Freight	Fast Freight	Passenger	Passenger	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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily						
	7:00pm	1:00am	2:20pm		7:12 12:40am	9:15pm	231		DN-R	LEAVENWORTH	CH	107.9	WCT	3:45pm	2:25am		4:30pm		12:20am		
	7:40	1:30	3:28		12:58	9:34	42	6.3	D	DRURY	DY	101.3		3:25	2:08		4:00		11:50		
	8:05	1:57	3:45			1:10	89	10.5	DN	CHIWAUKUM	CY	97.1	W	3:18	1:57		4:01		11:30		
	8:35	2:45	4:10		1:35	3:03	65	17.5		NASON CREEK		90.1		3:03	1:42		3:03		11:00		
	9:05	3:20	4:35		1:35	3:18	72	20.5	DN	MERRITT	CK	87.1	W	2:56	1:35		2:35		10:45		
	9:40	4:00	5:10		1:50	3:34	65	24.9	N	GAYNOR	GR	82.7		2:46	1:20		2:15		10:30		
	10:15	4:35	5:35		2:03	3:52	64	28.9	D	HERNE	BR	79.6	W	2:37	1:11		2:00		10:15		
	11:10	5:30	6:30		2:30	4:12	214	32.3	DN-R	CASCADE TUNNEL	CR	75.3	WT	2:25	1:00		1:40		9:55		
	11:30	5:50	6:45		2:30	4:25	92	35.9	DN	WELLINGTON	WN	71.7	WC	2:10	12:45		12:45		9:00		
	11:50	6:05	7:00		2:40	4:35	65	39.5	D	ALVIN	NY	68.1	W	1:55	12:32		12:15pm		8:20		
	12:23am	6:20	7:10		2:49	4:44	36	42.2		COREA		65.4		1:47	12:23		11:50		7:55		
	12:40	6:40	7:30		3:00	4:55	53	45.2	DN	SCERIC	MA	62.4	W	1:35	12:10am		11:25		7:30		
	12:55	6:55	7:45		3:10	5:05	65	48.3		RIFTON		59.3	W	1:10	11:54		10:50		6:45		
	1:10	7:10	8:00		3:20	5:15	65	51.8	D	TONGA	G	55.8		1:07	11:42		10:20		6:20		
402 8:50am	1:30am	7:30 8:00	8:20 8:50		6:00am	3:34 3:40	145	57.0	DN-R	SKYKOMISH	KY	50.6	WCTV	12:50 12:45	11:25 11:20	10:40pm	9:35 8:50	713	6:45pm	5:00pm	
9:15		8:25	9:10		6:12	3:50	80	61.1		GROTTO		46.5		12:35	11:10	10:28	8:25		4:35		
9:45		8:40	9:25		6:25	4:00	69	66.1	D	HALFORD	SA	41.5	W	12:24	10:59	10:15	8:00		4:05		
10:30		9:00	10:00		6:40	4:12	56	71.2	DN	INDEX	NK	36.4		12:10pm	10:44	10:00	7:30		3:30		
10:55		9:20	10:29		6:50	4:22	81	76.3		REITER		31.3	W	11:55	10:29	9:42	6:50		2:40		
11:45		9:35	10:50		7:00	4:28	113	80.9	DN	GOLD BAR	GB	27.6		11:45	10:20	9:32	6:30		2:00		
					7:08	4:33	17	82.4		STARTUP		25.2		11:39	10:15	9:22					
714 12:45pm		10:00	11:20		7:18	4:41	76	85.8	D	SULTAN	SU	21.8		11:33	10:10	9:12	6:10		12:45pm		
2:00		10:30	11:50		7:35	4:56	68	93.3	DN	MONROE	RO	14.3	W	11:17	9:54	8:55	5:45		11:17	10:30	
2:55		11:01	12:20am		7:57	5:11	83	100.2	DN	SNOHOMISH	S	7.4		11:01	9:40	8:37	5:11		9:25		
3:35		11:25	12:50		8:10	5:21	34	106.0	DN-R	LOWELL	W	1.6		10:45	9:29	8:20	4:45		8:25		
					8:14am	5:25am		107.6		PACIFIC AVENUE				10:45am	9:25pm	8:16pm					
4:10pm		11:50am	1:30am				670	108.7	DN-R	Via N. P. Ry. DELTA	PG		WCT OY				4:30am		7:40am		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	
713	711	417	401		283	3	1							2	4	284		402		712	714
7:20 7:1	8:30 8:8	10:50 10:0	11:05 9:8		2:14 22:7	4:50 22:3								3:00 21.5	5:00 21.5	2:25 20.9		12:0 8:9		7:20 7:8	9:20 8:7

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.

										Car Capacity of Rtd- Ings.	Distance from Pas- senger Avenue.	TIME TABLE No. 61.	
												IN EFFECT JUNE 9, 1907.	
												STATIONS.	
THIRD CLASS.		FIRST CLASS.											
719	717	283	277	275	273	271	3	1					
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					
		* 8.14am	* 10.05am <sup>274</sup>	* 8.35am	* 9.22pm	8.32pm	* 8.25am	* 7.50pm	127		DN-R	PACIFIC AVENUE..... D	
		* 8.28	* 10.15	* 5.45	* 9.32	* 8.40	* 5.35	* 7.43		1.1	DN-R	EVERETT.....ND	
		8.30	10.17	5.48	9.34	8.42	5.37	7.45		1.9		EVERETT JUNCTION.....	
<sup>2</sup> 10.30am	2.00am	* 8.38	* 10.29 <sup>2</sup>	* 5.58	* 9.44	8.50	5.40	7.55	51	5.7	DN	MUKILTEO..... MU	
11.10	2.15	f 8.47	10.40	f 6.09	f 2.54	<sup>4</sup> 9.00	5.56	8.06	65	9.9		MOSHER.....	
11.30	2.35	* 8.53	10.50	f 6.15	f 3.00	9.06	6.02	8.13	55	12.6		MEADOWDALE.....	
12.15pm	3.00	* 9.04	11.01	* 6.27	* 3.10	9.15	6.12	8.26	103	16.8	DN	EDMONDS..... DR	
12.40	3.10	* <sup>274</sup> 9.11	11.09	f 6.35	* <sup>718</sup> 3.17	9.22	6.20	<sup>4</sup> 8.38	54	19.8	DN	RICHMOND BEACH..... R	
1.10	3.30	f 9.30	11.24	f 6.50	3.31	9.35	6.35	8.51	26	26.0		METUM.....	
1.20	3.40	* 9.40	11.31	* 6.56	* 3.40	9.42	6.42	8.56	102	28.9	D	BALLARD..... BD	
1.30pm	3.50am	* <sup>2</sup> 9.45	11.35	* 7.00	* 3.45	9.45	6.45	9.00	706	30.0	DN-R	INTERBAY..... RB	
		9.50	11.40	f 7.05	3.50	9.50	6.50	9.05	100	31.7	DN	G. N. DOCK..... Z	
		10.00am	11.50am	7.15am	4.00pm	10.00pm	7.00am	9.15pm	538	34.2	DN-R	SEATTLE..... UD	
		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	1.50	1.51	1.45	1.40	1.38	1.28	1.35	1.45			Time Over District		
11.7	15.4	18.5	19.5	20.6	21.0	23.3	21.5	19.5			Average Speed Per Hour.		

## EAST BOUND.

## SECOND DISTRICT—PACIFIC AVENUE TO SEATTLE.

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TIME TABLE No. 61. IN EFFECT JUNE 9, 1907.	Stations	Distance from Seattle	Water, Coal, Wagon, and Crews	FIRST CLASS.						THIRD CLASS.			
				2	4	272	274	276	278	284	718	720	
				Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Way Freight Arrive Daily	Way Freight Arrive Daily	
DN-R	PACIFIC AVENUE	D	34.2	Y	10-45Am	9-25Pm	6-00Pm	10-05Am	1-10Am	7-05Pm	8-15Pm		
DN-R	EVERETT	ND	33.1		10-41	9-21	5-55	10-00	1-05	7-00	8-10		
	EVERETT JUNCTION		32.3		10-36	9-16	5-49	9-50	12-54	6-51	8-08	6-25Pm	1-20Am
DN	MUKILTEO	MU	28.5		10-29	9-09	5-41	9-42	12-45	6-45	7-55	6-05	12-45
	MOSHER		24.3		10-22	9-00	5-31	9-33	12-35	6-35	7-42	4-30	12-20
	MEADOWDALE		21.6		10-17	8-54	5-26	9-27	12-29	6-28	7-35	4-15	12-10Am
DN	EDMONDS	DR	17.4	W	10-10	8-45	5-18	9-18	12-20	6-18	7-23	3-50	11-55
D	RICHMOND BEACH	R	14.4		10-05	8-38	5-12	9-11	12-12Am	6-09	7-13	3-17	11-40
	METUM		8.2		9-53	8-26	4-59	8-55	11-55	5-55	6-58	2-25	11-15
D	BALLARD	BD	5.3		9-48	8-18	4-52	8-48	11-48	5-48	6-50	2-10	11-05
DN-R	INTERBAY	RB	4.2	WCTU	9-45	8-15	4-50	8-45	11-45	5-45	6-45	2-00Pm	11-00Pm
DN	G. N. DOCK	Z	2.5		9-40	8-10	4-45	8-40	11-40	5-40	6-40		
DN-R	SEATTLE	UD	0		9-30Am	8-00Pm	4-35Pm	8-30Am	11-30Pm	5-20Pm	6-30Pm		
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					2	4	272	274	276	278	284	718	720
	Time Over District.				1-15	1-25	1-25	1-35	1-40	1-35	1-45	2-25	2-20
	Average Speed Per Hour.				27.1	24.3	24.3	21.6	20.6	21.6	21.2	18.2	12.8

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

125- 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.				Car Capacity of Station.	Distance from Vancouver.	TIME TABLE No. 61. IN EFFECT JUNE 9, 1907.		Distance from Delta.	Water, Coal, Wye, Turn Tables, Scales and 10% Allowance.	FIRST CLASS.				SECOND CLASS	THIRD CLASS.	
721	715	397	277	275	273	271			STATIONS.	272			274	276	278	398	716	722	
Way Freight	Way Freight	Mixed Mon. Wed. Fri	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		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tri-Weekly	Arrive Daily	Arrive Daily					
6 00Am		2 46Pm		11 30Am	8 35Am	4 00Pm	DN-R VANCOUVER	123.7	WCY	10 30Am	3 45Pm	7 00Am	10 00Am	6 00Pm					
ALL TRAINS BETWEEN NEW WESTMINSTER AND VANCOUVER WILL BE GOVERNED BY V. W. & Y. TIME TABLE.																			
6 20Am		3 50Pm	12 10Am	9 20Am	4 35Pm	13.8	DN-R NEW WESTMINSTER	109.9		9 55Pm	3 00Pm	7 21	8 45Am	3 30Pm					
6 35		4 00	12 20	9 30	4 42	47	15.3	1.5	Y	9 47	2 50	8 10	8 35	3 20					
7 05		4 25	12 25	9 35	4 57	17.6	2.3	BON ACCORD	106.1	WinE	2 43	8 00							
7 40		4 40Pm	12 40	9 48	5 09	42	24.2	6.0		9 30	2 30	5 45	8 05	2 40					
8 30			1 07	10 10		34.6	5.1	HAZELMERE	89.1		2 18	5 32	7 45Am	2 15					
8 35			1 18	10 17	5 19	27	37.7	3.1		9 06	1 57	5 12		1 30					
9 00			1 19	10 18	5 20	18	38.0	DN	86.0	W	8 59	5 01	5 02	12 00					
10 28 273			1 30	10 19	5 21	18	38.0	DN	85.7	W	8 58	1 50	5 04	12 45					
11 45			1 48	10 43	5 39	42	45.4	DN	78.3		8 44	1 34	4 43	11 45					
			1 56	10 50		46.1		ENTERPRISE	75.6		1 28	4 35							
1 21Pm			2 03	10 59	5 48	42	51.0	DN	72.7		8 35	1 21	4 25	10 59					
			2 10	11 05		53.3		BRENNAN	70.4		1 15	4 18							
2 30	6 30 271	6 30Am	7 30Am	2 30	11 25	6 05	159	60.8	DN-R	8 18	1 00	4 00	10 00Pm	8 30Pm					
6 55		7 10	7 40	2 40	11 37	6 18	42	62.3	D	8 10	12 50	3 50	9 50	8 45					
7 30		7 35	7 50	2 50	11 48	6 27	67	67.0		7 58	12 35	3 38	9 36	8 35					
7 48	272 722	8 02	7 15 722	3 05	12 02Pm	6 37	70	72.9		7 48	12 22	3 25	9 23	8 25					
8 05		8 30	3 15	3 15	12 12	6 44	67	76.6	DN	7 41	12 12	3 15	9 14	8 02					
8 35		8 55	3 19	3 27	12 22	6 54	30	81.3	D-R	7 38	12 02Pm	3 03	9 02	7 00					
8 54		9 10	3 30	3 38	12 35	7 04	100	83.9	DN-R	7 25	11 53	2 55	8 54	6 40					
9 30		9 55	3 41	3 50	12 50	7 15	60	88.0	DN	7 15	11 38	2 45	8 42	6 00					
9 55		11 23	3 52	4 03	1 04	7 24	84	93.4	DN	7 04	11 23	2 35	8 28	5 40					
10 20		12 05Pm	3 58	4 22	1 20	7 36	100	100.5	DN	6 53	11 09	2 20	8 15	5 20					
10 45		12 50	4 18	4 36	1 34	7 47	29	106.0	DN	6 44	10 55	2 05	8 03	5 05					
11 10		1 42	4 26	4 52	1 42	7 55	79	110.0		6 36	10 47	1 55	7 55	4 52					
11 35		2 30	4 40	5 08	1 57	8 09	95	117.1	DN	6 24	10 32	1 38	7 38	4 10					
11 55Pm		3 10Pm	4 55	5 23Am	2 12	8 24	670	121.0	DN-R	6 15	10 20	1 25Am	7 22	3 45Am					
ALL TRAINS WILL USE NORTHERN PACIFIC TRACKS BETWEEN DELTA AND N. P. JUNCTION—1.2 MILES.																			
			10 00	5 28	2 17	8 28	122.7	DN-R	1.0	6 04	10 09	1 14	7 09						
			10 05Am	5 35Am	2 25Pm	8 39Pm	125	123.7	DN-R	6 00Pm	10 05Am	1 10Am	7 08Pm						
Arrive Daily	Arrive Daily	Arrive Tri-Weekly	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Y	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
721	715	397	277	275	273	271				272	274	276	278	398					
18 55	8 40	1 55	2 35	6 05	5 47	4 32				4 30	5 40	5 59	2 55	2 15					
6 4	6 9	15 4	24 3	20 4	21 4	27 3				27 5	21 8	21 3	21 5	13 1					
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.

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SECOND CLASS.				FIRST CLASS.			TIME TABLE No. 61. IN EFFECT JUNE 9, 1907.		FIRST CLASS.		SECOND CLASS.		
395				281	279	Car Capacity of Eng- ing.	Distance from Rock- port.	STATIONS.	Distance from Anac- ortes.	Water, Coal, Wye, Fuel, Scales and Lumber.	280	282	396
Mixed	Passenger	Passenger	Passenger	Passenger	Passenger						Mixed		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
7 00am		6 15am	42			D-R	ROCKPORT	RR	53.7	WY	9 30pm		2 20pm
7 25		6 32	67	5.8			FABER.		47.9		9 14		1 45
7 50		6 47	42	10.2			GRASSMERE		43.5	W	9 00		1 15
8 15		7 04	44	15.5			BIRDSVIEW		38.2		8 45		12 40
8 55		7 20	47	20.6		D	HAMILTON	H	33.1		8 30		12 10pm
9 20		7 34		23.9			LYMAN		29.8	W	8 15		11 20
9 50		7 50	22	29.2			COKE DALE JUNCTION		24.5		8 00		10 40
10 15 395		8 05	27	32.4		D	WOOLLEY	WL	21.3	YX	7 51		10 15
10 50		8 15	8	34.7			STERLING		19.0		7 39		
11 30		7 30pm	54	37.2		D-R	BURLINGTON	BU	16.5	WY OYX	7 30 6 55	7 10pm	9 15 279 8 10
12 45pm		8 35 395		40.0			AVON		13.7		6 44	6 59	7 55
1 00		7 40	16	42.6			FREDONIA		11.1		6 35	6 49	7 25
1 15		7 50	8	44.1			WHITNEY		9.6		6 29	6 43	7 10
1 30		7 57	20	46.3			DRAW BRIDGE		7.4				
			25	49.6			FIDALGO		4.1		6 13	6 28	6 50
2 00		8 17	20	53.2			TENTH STREET		0.5	TWC	6 08	6 18	6 35
2 15		8 27	20	53.7		D-R	ANACORTES	AC			6 00pm	6 15pm	6 30am
2 30pm		8 30pm	63								Leave Daily	Leave Daily	Leave Daily
Arrive Daily		Arrive Daily									280	282	396
395		281									3 30	.55	7 50
7 20		1 00		3 20			Time Over District.				15.3	20	6 5
7 2		16.5		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 CABOSES.

STATIONS.	Rating Grade.	Class F4-1005-1009 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324 " G5- 800- 807				Class G2-700-719 " G3-720-709				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 B20-107-206 " 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								315								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
3 opening 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 Jet., 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.	OPENR.	LENGTH.	CAR CAPACITY.	NAME.	LOCATION.	OPENR.	LENGTH.	CAR CAPACITY.
Woods Spur	2.5 Miles west of Clivankum	East		11	Burlington Mill Spur	0.1 Miles east of Belfast	East		3
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	Gaulettes Spur	0.0 Miles east of Alger	East		8
Berlin Spur, Miller River Co.	1.5 Miles west of Skykomish	East	1200 feet	25	Samish Lake Spur	0.1 Miles east of Samish Lake	East		10
Grotto Lumber Co.	0.3 Miles east of Grotto	Both ends		24	Owen's Spur	0.3 Miles east of Samish Spur	West		1
G. N. Shingle Co.'s Siding	3.5 Miles west of Grotto	East		4	Lansley Spur	0.3 Miles east of Samish Spur	East		1
Haybrook Spur	1.5 Miles east of Index	East		12	Sound Shingle Co.'s Spur	2.9 Miles west of Belleville	East		6
Smith Lumber Co.	0.5 Miles east of Index	East		2	McCoy's Transfer Track	0.8 Miles east of Bow	West		3
Soderburg Spur	0.7 Miles west of Index	West		2	Winner Shingle Co.'s Spur	0.2 Miles east of Bow	West		6
Robinson's Spur	0.5 Miles west of Gold Bar	East		26	Blanchard Spur	0.5 Miles east of Samish	West		30
Black Bros. Spur	0.0 Miles east of Startup	West		26	Chuckanut Cannery Spur	0.7 Miles west of Chuckanut	West		3
Cassy's Spur	0.1 Miles east of Sultan	West		5	Chuckanut Quarry Spur	1.0 Miles west of Chuckanut	East		38
Sultan Ry. & Timber Co.	1.5 Miles west of Sultan	West		4	Marietta Spur	3.3 Miles west of Bellingham	East		2
Owen's Spur	1.7 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 east of Brennan	East		2
Monroe Mill Spur	0.3 Miles east of Monroe	East		18	Sand Pit Spur	0.8 Miles east of Enterprise	East		13
Monroe Gravel Pit	0.0 Miles west of Monroe	West		10	Shield's Spur	0.7 Miles east of Enterprise	East		3
Wagner & Wilson Lbr. Co. Spur	0.5 Miles west of Monroe	West		25	Enterprise Spur	Enterprise	East		3
Woodruff	2.0 Miles west of Monroe	Both ends		24	Red Cedar Shingle Co.	1.2 Miles east of Custer	East		8
Cascade Lumber Co. Spur	0.1 Miles east of Skunkomish	East		27	McDonald Spur	1.2 Miles west of Custer	East		3
Crescent Spur	0.5 Miles east of Lowell	West		25	Melrose Spur	2.5 Miles west of Custer	East		2
House Track	0.0 Miles east of Lowell	East		25	Blaine Shingle Co.'s Spur	2.0 Miles east of Blaine	East		9
State Mill Co.	0.5 Miles east of Everett	East		12	Blaine Spur	1.9 Miles east of Blaine	East		1
G. N. Clay Co. Spur	2.0 Miles west of Methun	West		10	Shelton Spur (off Blaine Spur)		East		2
E. W. Mills Spur	2.3 Miles west of Richmond Beach	East		2	City Dock Spur (off Blaine Spur)		East		81
Brown Bay Logging Co. Connection	0.5 Miles west of Mukahaville	West		2	Ernie Mill Spur (off City Dock Spur)		East		6
Muliken Lumber Co.	2.1 Miles east of Mukahaville	West		10	Monarch Mill Spur (off City Dock Spur)		East		14
Weyerhaeuser Timber Co.	0.2 Miles east of Everett Jet	East		38	Barge Spur (off City Dock Spur)		East		5
Nail House Spur	1.0 Miles east of Everett Jet	West		24	Washington Shingle Co.	0.5 Miles east of Port Kells	East		4
Nickerson Machinery Co.	0.0 Miles east of Everett	West		26	Haachere Spur	3.4 Miles west of Blaine	West		7
Everett Milling Co.	1.5 Miles east of Everett Jet	East		4	McVair Spur	2.0 Miles west of Cloverdale	East		8
Clark-Nickerson Mill	1.8 Miles east of Everett Jet	East		31	Great Western Shingle Spur	1.5 Miles west of Blaine	East		2
Log Dump Spur	1.8 Miles east of Everett Jet	East		21	Brownville Spur	1.0 Miles west of Liverpool	East		15
Wheelman Spur	1.0 Miles east of Everett Jet	East		7	Fidalgo Mill Spur	2.3 Miles west of Tenth Street	East		3
Neff's Spur	1.0 Miles west of Long Siding	East		50	Fidalgo Island Shingle Co. Spur	4.6 Miles west of Tenth Street	West		2
Wechsauer & Landsdown Spur	0.0 Miles east of Long Siding	West		20	Log Rollway	1.5 Miles west of Tenth Street	Both ends		22
Blackman Spur	0.4 Miles east of Long Siding	East		17	Gravel Pit Spur	5.9 Miles west of Tenth Street	East		9
Transfer Track	0.8 Miles east of Long Siding	East		14	Fox Lumber Co. Spur	0.5 Miles east of Fredonia	West		6
Old Main Line	1.5 Miles east of Marysville	West		30	Fredonia	Fredonia	East		6
Union Slough	1.5 Miles east of Marysville	East		6	Hawkin's Spur	0.7 Miles west of Fredonia	West		5
Cox's Spur	1.4 Miles west of Marysville	West		4	North Avon Lumber Co. Spur	0.3 Miles east of Avon	East		2
Kruse Bros. Spur	2.5 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	0.5 Miles east of English	East		2	Sound Iron Spur	Woolley	East		7
Summit Mill Co.	0.1 Miles west of English	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		3
Habel's Spur	1.4 Miles west of Silvana	West		2	Minkler's Mill	3.0 Miles west of Cokedale Jet	Both ends		13
Hanner	2.0 Miles east of Stanwood	East		3	Child's Spur	3.6 Miles west of Cokedale Jet	East		3
Florence	1.5 Miles east of Stanwood	East		4	Hitchcock-Kelly	0.1 Miles west of Lyman	East		3
Hal's Spur	1.4 Miles east of Stanwood	West		2	Skagit Mill Co. Spur	Lyman	East		22
Ketchum Spur	2.5 Miles west of Stanwood	East		4	Top Ranch Spur	0.8 Miles west of Lyman	East		3
Morrison Mill Spur	2.1 Miles east of Fir	East		8	L. L. Spur	0.2 Miles east of Hamilton	East		19
Milltown	1.7 Miles east of Fir	East		6	Hightower No. 2	1.8 Miles east of Birdview	East		19
Hawley Spur	1.3 Miles east of Fir	West		6	Baker River Shingle Co. Spur	1.0 Miles west of Grassmere	East		9
Skagit Crossing Tr. Track	0.0 Miles east of Fir	East		6	Concrete	1.7 Miles east of Grassmere	West		30
Little Mountain Spur	1.7 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		6	Tower Mill Co.	0.3 Miles east of Faber	West		19
Lamar Spur	1.5 Miles east of Burlington	East		2	Hightower No. 3	1.0 Miles east of Faber	West		15
Burlington Quarry	0.5 Miles west of Burlington	East		11	Sank 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, Delta, Interbay, Seattle, Burlington, Bellingham, Anacortes and Rockport.
2. Trains will start 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 cabooses.
19. Outfit cars must be placed next to caboose. When helper engine used they must be put behind it and ahead of cabooses.
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. H. M. READ.      Bellingham.....DR. H. A. COMPTON.  
 Seattle.....DR. E. W. PERRY, Oculist.      Anacortes.....DR. GEO. B. SMITH.  
 Skykomish.....DR. C. E. GREASON

## TRAIN DISPATCHERS.

First District: E. O. WADHAMS,  
 P. R. LEO,  
 P. E. TALTY.  
 Second, Third and Fourth Districts: G. E. WELLIEN,  
 C. E. LAMKIN,  
 H. L. CAULKINS.

## TIME INSPECTORS.

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

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