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7  
GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

CASCADE DIVISION

**TIME TABLE No. 62**

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

**SUNDAY, NOVEMBER 17th, 1907**

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

J. H. O'NEILL, Superintendent.

E. L. BROWN, General Superintendent.

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

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

J. M. GRUBER, General Manager.



THIRD CLASS.		SECOND CLASS.		FIRST CLASS.			Car Capacity of Shipment.	Distance from Leavenworth.	TIME TABLE No. 62. IN EFFECT NOVEMBER 17, 1907.		Distance from Delta.	Water, Coal, Wood, Turn Tables, Scales, and Cranes.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
715	721	417	401	285	3	1			2	4			286	402	722	716			
Way Freight	Way Freight	Fast 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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily						
	7.00 <sup>am</sup>	1.00 <sup>am</sup>	3.15 <sup>pm</sup>		722 12.40 <sup>am</sup>	2.15 <sup>pm</sup>	231		DN-R	LEAVENWORTH	CH	107.6	WCT	3.45 <sup>am</sup>	401 3.15 <sup>pm</sup>		4.30 <sup>pm</sup>	3 12.20 <sup>am</sup>	
	7.40	1.45	4.00			2.34	42	6.3	D	DRURY	DY	101.3		3.28	2.58		4.00	11.50	
	8.05	2.15	4.30			1.10	89	10.5	DN	CHIWAUKUM	CY	97.1	W	3.18	2.47		3.45	11.30	
	8.35	3.03	5.00		402 1.25	3.03	65	17.5		NASON CREEK		90.1		3.03	2.32		3.03	11.00	
	9.05	3.35	5.30			3.18	72	20.5	DN	MERRITT	CK	87.1	W	2.56	2.26		2.40	10.45	
	9.40	4.10	6.05			3.34	65	24.9	N	GAYTOR	GR	82.7		2.46	2.16		2.16	10.30	
	10.15	4.45	6.30		722 2.03	3.52	64	28.0	D	BERNE	BR	79.6	W	2.37	2.07		1.55	721 10.15	
	11.10	5.40	7.25			4.12	214	32.3	DN-R	CASCADE TUNNEL	CN	75.3	WT	2.25	1.55		1.35	9.55	
	11.30	5.55	7.40			4.25	92	35.9	DN	WELLINGTON	WN	71.7	WC	2.10	1.40		12.35	9.00	
	11.50	6.10	7.55			4.35	65	39.5	D	ALVIN	NY	68.1	W	1.56	1.25		12.05 <sup>pm</sup>	8.30	
	12.05 <sup>am</sup>	6.25	8.05		722 2.55	4.44	35	42.2		COREA		65.4		1.47	1.15		11.40	401 8.05	
	12.25	6.40	8.20			4.56	53	45.2	DN	SCENIC	MA	62.4	W	1.35	1.02		11.15	7.30	
	12.40	6.55	8.35			5.05	65	48.3	N	NIPPON	NI	59.3	W	1.19	12.45		10.40	6.45	
	1.07	7.10	8.50			5.15	65	51.8	D	TONGA	G	55.8		721 1.07	12.33		10.10	6.20	
402 8.50 <sup>am</sup>	1.30 <sup>am</sup>	7.30	9.10		6.00 <sup>am</sup>	3.35	145	57.0	DN-R	SKYKOMISH	KY	50.6	WCTY	12.40	12.15	10.40 <sup>pm</sup>	8.35	1 5.45 <sup>pm</sup>	
	9.15	8.25	9.50			5.46	80	61.1		GROITTO		46.5		12.35	11.59	10.28	8.25	4.05	
	9.45	8.45	10.15			5.57	69	66.1	D	HALFORD	SA	41.5	W	12.24	11.48	10.15	8.00	3.35	
	10.30	9.05	10.40			6.10	56	71.2	DN	INDEX	NX	36.4		12.10 <sup>am</sup>	11.33	10.00	7.30	3.00	
	10.50	9.25	11.00		402 6.50	6.22	81	76.3		REITER		31.3	W	11.55	11.17	9.42	6.50	2.10	
	11.05	9.40	11.45			6.31	113	80.0	DN	GOLD BAR	GB	27.6		401 11.45	715 11.08	9.32	6.30	1.30	
	12.05 <sup>pm</sup>	10.05	12.15 <sup>am</sup>			6.46	76	85.8	D	SULTAN	SU	21.8		11.33	10.58	9.12	6.10	715 12.05	
	1.00	10.42	12.45			7.00	68	93.3	DN	MORROE	RO	14.3	W	11.17	417-716 10.42	8.55	5.40	4-417 10.42	
	1.55	11.05	1.15			7.14	83	100.2	DN	SNOHOMISH	S	7.4		11.01	10.27	8.37	5.10	9.25	
	2.35	11.25	1.45		716 8.10	7.24	34	106.0	DN-R	LOWELL	W	1.6		10.48	10.15	8.20	4.45	285 8.25	
	3.10 <sup>pm</sup>	11.59 <sup>am</sup>	2.30 <sup>am</sup>			7.30 <sup>pm</sup>	107.6			PACIFIC AVENUE				10.45 <sup>pm</sup>	10.10 <sup>am</sup>	8.15 <sup>pm</sup>			
	3.10 <sup>pm</sup>						670	108.7	DN-R	Via N. P. Ry. DELTA	PG		WCT OY				4.30 <sup>am</sup>	7.40 <sup>am</sup>	
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
715	721	417	401	285	3	1								2	4	286	402	722	716
6.20	6.30	10.59	11.15	2.15	4.45	5.15								5.00	5.05	2.25	12.0	6.45	8.50
7.9	8.8	10.0	9.8	22.7	22.8	20.7								21.5	21.2	20.9	8.9	8.7	5.7

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.

Freight trains on ascending grade either direction between Leavenworth and Skykomish will take siding at meeting points.

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. 285, 286, 721, 722, 715 and 716.

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.

See general rules for speed restrictions.

SECOND DISTRICT—PACIFIC AVENUE TO SEATTLE.

WEST BOUND.

TIME TABLE No. 62.  
IN EFFECT NOVEMBER 17, 1907.

										THIRD CLASS.		FIRST CLASS.					Car Capacity of Sid-ing.	Distance from Pac-ific Avenue.	STATIONS.	
		717	711	285	277	275	273	271	3	1										
Way Freight	Way Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Car Capacity of Sid-ing.	Distance from Pac-ific Avenue.			STATIONS.	
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	Leave Daily	Leave Daily						
				8.15am	10.10am	5.35am	3.22pm	8.30pm	5.26am	7.30pm	127		DN-R	PACIFIC AVENUE	D					
				8.30	10.20	5.45	3.32	8.40	5.35	7.43		1.1	DN-R	EVERETT	ED					
												1.9	DN	EVERETT JUNCTION	JN					
	10.30am	3.10am	8.32	10.22	5.48	2.34	8.42	5.37	7.45											
	11.10	3.25	8.44	10.32	5.58	2.44	8.50	5.46	7.55	51	5.7	DN	MUKILTEO	MU						
	11.30	3.40	8.55	10.42	6.09	2.54	9.00	5.55	8.06	65	9.9	DN	MOSHER	MO						
	11.45	3.50	9.05	10.50	6.15	3.00	9.06	6.01	8.13	55	12.6	DN	MEADOWDALE	AD						
	12.15pm	4.05	9.15	11.01	6.27	3.10	9.15	6.10	8.25	103	16.8	DN	EDMONDS	ED						
	12.40	4.15	9.23	11.09	6.35	3.17	9.22	6.17	8.32	58	19.8	DN	RICHMOND BEACH	R						
	1.10	4.35	9.40	11.24	6.50	3.31	9.35	6.32	8.48	26	25.0	DN	METUM	UN						
	1.20	4.45	9.50	11.31	6.56	3.40	9.42	6.42	8.56	102	28.0	D	BALLARD	BD						
	1.30pm	4.50am	9.55	11.35	7.00	3.45	9.45	6.45	9.00	706	30.0	DN-R	INTERBAY	RB						
			10.00	11.40	7.05	3.50	9.50	6.50	9.05	100	31.7	DN	G. N. DOCK	Z						
			10.10am	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	Arrive Daily										
			717	711	285	277	275	273	271	3	1									
			3.00 9.3	1.40 16.8	1.55 17.1	1.40 20.6	1.40 20.6	1.35 21.0	1.30 22.8	1.35 21.5	1.45 19.5									
																	Time Over District Average Speed Per Hour.			

## EAST BOUND.

## SECOND DISTRICT—PACIFIC AVENUE TO SEATTLE.

5

TIME TABLE No. 62. IN EFFECT NOVEMBER 17, 1907.		Distance from Seattle	Water, Coal, Wyes, Turn Tables, Scales and Crossings.	FIRST CLASS.						THIRD CLASS.									
				2	4	272	274	276	278	286	712	718							
				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							
STATIONS.																			
DN-R	PACIFIC AVENUE	D	34.2	Y	10.46pm	10.10am	5.40pm	9.60am	1.10am	7.06pm	8.15pm								
DN-R	1.1 EVERETT	ND	33.1		10.41	10.05	5.36	9.45	1.05	7.00	8.10								
DN	0.5 EVERETT JUNCTION	JN	32.3		10.36	9.59	5.31	9.31	12.54	6.51	8.03	1.20am	5.15pm						
DN	3.8 MUKILTEO	MU	28.5		10.29	9.52	5.24	9.23	712 12.45	6.45	7.55	276 12.45	4.55						
DN	4.2 MOSHER	MO	24.3		10.22	9.44	5.17	9.13	12.35	6.35	7.42	12.20	4.30						
DN	2.7 MEADOWDALE	AD	21.6		10.17	9.39	5.12	285 9.05	12.29	6.28	7.35	12.10am	4.10						
DN	4.2 EDMONDS	DR	17.4	W	10.10	9.30	5.05	8.55	12.20	6.18	7.23	11.55	3.40						
DN	3.0 RICHMOND BEACH	R	14.4		10.05	285 9.23	5.00	8.48	12.12am	6.09	7.13	11.40	273 3.17						
DN	0.2 METUM	UN	8.2		9.53	9.10	4.48	8.34	11.55	5.55	6.58	11.15	2.25						
D	2.9 BALLARD	BD	5.3		9.48	9.03	4.43	8.25	11.48	5.48	6.50	11.05	2.10						
DN-R	1.1 INTERBAY	RB	4.2	WCIO	271 9.45	9.00	4.40	8.25	11.45	5.45	6.45	11.00pm	2.00pm						
DN	1.7 G. N. DOCK	Z	2.5		9.40	8.55	4.35	8.20	11.40	5.40	6.40								
DN-R	2.5 SEATTLE	UD	0		1 9.30pm	8.45am	4.25pm	8.10am	11.30pm	5.30pm	6.30pm	Leave Daily	Leave Daily						
					2	4	272	274	276	278	286	712	718						
	Time Over District.				1.15	1.25	1.15	1.40	1.35	1.45	2.20	3.15							
	Average Speed Per Hour.				27.1	24.3	27.1	20.6	20.6	21.5	19.5	12.8	10.5						

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

⚠ All trains will be handled under absolute control and without regard to making schedule time at all points where land or snow slides or falling rock are liable to be encountered.

Trains must not follow each other out of stations less than 15 minutes apart.

Destroy all Time Tables of previous date. (See Rule 5.)

Trains 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. 4 to take passengers destined Spokane or points east.

Ballard will be flag stop for No. 2 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.

⚠ Controlled Manual Block System is in operation between Pacific Avenue and East Portal Seattle Tunnel.

See general rules for speed restrictions.

THIRD CLASS.		FIRST CLASS.					Car Capacity of Bellingham.	Distance from Bellingham.	TIME TABLE No. 62. IN EFFECT NOV. 17, 1907.		Distance from Pacific Avenue.	Water, Coal, Wye, Turn Tables, Scales and Dry Circuits.	FIRST CLASS					THIRD CLASS.				
713	711	279	277	275	273	271			STATIONS.				272	274	276	278	280	712	714			
Way Freight.	Way Freight	Passenger.	Passenger.	Passenger	Passenger	Passenger	Car Capacity of Bellingham.	Distance from Bellingham.	STATIONS.	Distance from Pacific Avenue.	Water, Coal, Wye, Turn Tables, Scales and Dry Circuits.	Passenger	Passenger	Passenger	Passenger	Passenger	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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
6.30am	7.30pm	5.36pm	7.30am	2.30am	11.25am	6.08pm	150	0.0	DN-R.....	7.5	BELLINGHAM.....	HM	62.9	CWT	8.03pm	12.50pm	4.00am	10.00pm	9.45am	9.00am	3.30pm	
7.10	7.53	5.46	7.40	2.40	11.38	6.18	42	2.0	D.....	2.0	SOUTH BELLINGHAM.....	FN	60.9	W	7.53	13.38	3.50	9.50	9.35	8.45	3.15	
7.35	8.15	5.57	7.50	2.50	11.49	6.27	67	6.2	.....	4.2	CHUCKANUT.....		56.7		7.41	13.28	3.38	9.36	9.19	8.25	3.35	
712-277 8.02	8.35	6.10	712-713 8.02	3.05	12.04pm	6.37	70	12.1	.....	5.9	SAMISH.....		50.8	W	7.29	12.04pm	3.25	9.23	9.06	277-713 8.02	2.05	
8.25	8.45	6.19	8.10	3.15	12.14	6.44	67	15.8	DN.....	3.7	BOW.....	BO	47.1		7.21	11.53	3.15	9.14	8.56	7.80	1.40	
280 8.44	9.02	6.30	8.19	3.27	12.22	6.54	30	20.5	D.....	4.7	BELLEVILLE.....	BV	42.4		7.13	11.43	3.03	9.02	8.44	7.00	1.05	
9.00 9.45	9.25	6.40pm	280 8.30	3.38	12.35	7.05	100	23.1	DN-R.....	2.6	BURLINGTON.....	BU	39.8	WYX	7.05	11.36	2.55	8.54	277 8.35am	6.40	12.35pm 11.20am	273 274
714 10.40	9.50		714 8.42	3.50	12.50	7.15	60	27.2	DN.....	4.1	MT. VERNON.....	NR	35.7		6.55	11.22	2.45	8.42		6.00	713 10.40	
274 11.07	10.10		714 8.54	4.03	1.04	7.24	84	32.6	DN.....	5.4	FIR.....	FR	30.3		6.44	11.07	2.35	8.28		5.40	10.00	
11.55	10.30		714 9.09	4.22	1.20	7.36	100	39.7	DN.....	7.1	STANWOOD.....	B	23.2		6.33	10.52	2.20	8.15		5.20	9.09	
12.45pm	10.50		9.22	4.36	1.34	7.47	29	45.2	DN.....	5.5	SILVANA.....	NA	17.7	W	6.24	10.43	2.05	8.03		5.05	8.15	
273 1.42	11.10		712 9.30	4.52	1.42	7.55	79	49.2	.....	4.0	ENGLISH.....		13.7		6.14	10.33	1.55	7.55		275 4.52	7.40	
2.30	11.35		9.45	5.08	1.57	8.09	95	56.0	DN.....	7.1	MARYSVILLE.....	MS	6.5		6.04	10.18	1.38	7.38		4.10	7.00	
3.10pm	11.55pm		274 10.00	5.28	2.12	8.24	670	60.2	DN-R.....	3.9	DELTA.....	PG	2.7	WCTC	5.55	10.05 10.00	1.25	7.22		3.45am	6.15am	
ALL TRAINS WILL USE NORTHERN PACIFIC TRACKS BETWEEN DELTA AND N. P. JUNCTION—1.2 MILES.																						
			10.04	5.28	2.17	8.28		61.9	DN-R.....	1.7	N. P. JUNCTION.....		1.0		5.44	9.54	1.14	7.09				
			10.07am	5.35am	2.22pm	8.32pm	125	62.9	DN-R.....	1.0	PACIFIC AVENUE.....	D	0.0	Y	5.40pm	9.50am	1.10am	7.05pm				
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	
713	711	279	277	275	273	271									272	274	276	278	280	712	714	
8.40 6.9	5.25 16.1	1.05 21.3	2.37 23.	3.05 20.4	2.57 21.3	2.24 26.3									2.23 26.3	2.00 20.9	2.50 22.2	2.55 21.5	1.10 19.8	5.15 11.2	9.15 6.5	
Time Over District. Average Speed Per Hour.																						

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS. (See Rule 43.)

NOTE CHANGE IN DIRECTION.

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, Bellingham.  
Blanchard will be flag stop for 273, 274, 277, 278, 279, 280.  
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 and Bellingham are terminals for Nos. 713 and 714.  
Roel port and Bellingham are terminals for Nos. 279 and 280.  
Interbay and Bellingham are terminals for Nos. 711 and 712.  
See general rules for speed restrictions.

## SOUTH BOUND.

## THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

## NORTH BOUND.

7

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.			Car Capacity of Sleeping Car.	Distance from Vancouver.	TIME TABLE No. 62. IN EFFECT NOVEMBER 17, 1907.		Distance from Bellingham.	Water, Coal, Wagon, and Fly Crossings.	FIRST CLASS.			SECOND CLASS.	THIRD CLASS.	
719	397	275	273	271	272			274	276			398	720				
Way Freight	Mixed Mon. Wed. Fri.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed Mon. Wed. Fri.	Way Freight							
Leave Daily	Leave Tri-Weekly	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tri-Weekly	Leave Daily							
5.00am	2.45pm	11.30am	8.35am	4.00pm	0.0	DN-R	VANCOUVER	VM	60.8	WCO	10.30pm	3.45pm	7.00am	10.00am	6.00pm		
					0.7		WYE		60.1	Y	10.23	3.37	6.54	9.55	5.55		
5.05	2.50	11.34	8.40	4.04	2.8		STILL CREEK		57.3		10.17	3.28	6.45	9.45	5.45		
5.15	3.00	11.42	8.49	4.10	1.9		BURRARD		55.4		10.13	3.23	6.40	9.40	5.25		
5.25	3.07	11.47	8.54	4.14	2.5		BURNABY		52.9		10.08	3.17	6.35	9.30	5.10		
5.40	3.17	11.52	9.01	4.19	5.0		SAPPERTON WYE		47.9	Y							
					0.2		SAPPERTON		47.7		9.58	3.04	6.24	9.15	4.55		
5.55	3.30	12.05am	9.15	4.30	0.7	DN	NEW WESTMINSTER	MN	47.0		9.55	3.00	6.20	8.45	4.40 271 3.40 397		
6.00 270 6.20	3.35 720 3.50	12.10	9.20	4.35	1.5		LIVERPOOL		45.5	Y	9.46	2.50	6.10	8.35	3.20		
6.35	4.00	12.20	9.30	4.42	2.3		BON ACCORD		43.2	Wms	9.42	2.42	6.00				
		12.25	9.35		6.6		PORT KELLS		36.6		9.26	2.28	5.45	8.05	2.40		
7.05	4.25	12.40	9.48	4.57	5.3	DN-R	CLOVERDALE	CL	31.3		9.14	2.15	5.32	7.19 7.45am	2.15		
398 7.40	4.40pm		9.59	5.08	5.1		HAZELMERE		26.2		9.00	2.00	5.20				
		1.07	10.10		3.1		DOUGLAS, B. C.		23.1		8.55 8.47	1.52 1.45	5.12 5.05		1.20 12.50		
8.30 8.35		1.18 1.19	10.17 10.18	5.19 5.20	0.3	DN-R	BLAINE	BN	22.8	W	8.46 8.44	1.44 1.42	5.04 5.00		12.45 12.10pm		
8.40 273 10.25		1.20 1.30	10.19 10.28 719	5.21 5.26	7.4	DN	CUSTER	CU	15.4		8.32	1.28	4.43		7.19 11.45		
720 11.45		1.48	10.43	5.39	2.7		ENTERPRISE		12.7		8.20	1.20	4.35				
		1.56	10.50		2.9	DN	FERNDALE	FD	9.8		8.22	1.13	4.25		273 10.59		
274 1.13pm		2.03	10.59	5.48	2.3		BRENNAN		7.5		8.05	1.05	4.18				
		2.10	11.05		7.5	DN-R	BELLINGHAM	HM	0.0	CWT	8.03pm	12.00pm	4.00am		9.45am		
2.30pm		2.30am	11.25am	6.08pm													
Arrive Daily	Arrive Tri-Weekly	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Tri-Weekly	Leave Daily		
719	397	275	273	271							272	274	276	398	720		
9.30	1.55	3.00	2.50	2.5			Time Over District.				2.27	2.55	3.00	2.15	8.15		
6.4	15.4	20.2	21.7	25.5			Average Speed Per Hour.				24.8	21.2	20.8	19.1	7.3		

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS. (See Rule 43.)

Note change in direction.  
All trains must register their arrival and departure at Bellingham, Blaine, Cloverdale New Westminster.

Seattle and Vancouver are terminals for Nos. 271, 272, 273 and 274, 275, 276.  
Bellingham and Vancouver are terminals for Nos. 719 and 720.  
Guichon and Vancouver are terminals for 397 and 398.  
See general rules for speed restrictions.

## WEST BOUND.

## FOURTH DISTRICT—ANACORTES TO ROCKPORT.

## EAST BOUND.

THIRD CLASS.		SECOND CLASS	FIRST CLASS.		Car Capacity of Sidings.	Distance from Rockport.	TIME TABLE No. 62. IN EFFECT NOV. 17, 1907.		Distance from Anacortes.	Water, Coal, Wye, Turn Tables, Scales and Drawings.	FIRST CLASS.		SECOND CLASS	THIRD CLASS.	
Way Freight	724	400	284	280			Passenger	Passenger			STATIONS.	Passenger	Passenger	Mixed	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	Arrive Daily	Arrive Daily	Arrive Daily
	7.00am			6.15am	42		D-R	ROCKPORT	RE	53.7	WY	9.10am			2.20pm
	7.25			6.32	67	5.8		3.3 FABER		47.9	f	8.54			1.45
	7.50			6.47	42	10.2		4.4 GRASSMERE		43.5	W	8.40			1.15
	8.15			7.04	44	15.5		5.3 BIRDSVIEW		38.2	s	8.25			12.40
	8.55			7.20	47	20.6	D	5.1 HAMILTON	H	33.1	s	8.10			12.10pm
	9.20			7.34		23.9		3.3 LYMAN		29.8	W	7.55			11.20
	9.50			7.50		22		5.3 COKEDALE JUNCTION		24.5	f	7.40			10.40
	723 10.15			8.40pm		27	D	3.2 WOOLLEY	WL	21.3	YX	7.31	6.15pm		724 10.15
				8.48		8		2.3 STERLING		19.0	f	7.19	8.06		
	11.30 12.45pm	8.50am		8.55 7.15	279 280	54	D-R	2.5 BURLINGTON	BU	16.5	CW OYX	7.10pm	8.15am	8.15 8.00	280
	1.00	9.00		7.25		16		2.8 AVOR		13.7		5.44	8.04	7.40	
	1.15	9.10		7.35		5		2.6 FREDONIA		11.1	f	5.34	7.54	7.20	
	1.30	9.17		7.42		20		1.5 WHITNEY		9.6	s	5.28	7.46	7.10	
								46.3 DRAW BRIDGE		7.4					
	2.00	9.36		8.01		23		3.3 FIDALGO		4.1	f	5.13	7.30	6.50	
	2.20pm	9.50am		8.16pm		63	D-R	4.1 ANACORTES	AC			5.00pm	7.15am	6.30am	
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	724	400		284	280						279	283	399	723	
	7.20	1.00		1.35	2.05			Time Over District.			2.00	1.15	1.00	7.50	
	7.2	16.5		14.6	17.8			Average Speed Per Hour.			18.6	16.9	16.5	6.8	

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

No. 724 has right over No. 723.  
All trains will register at Anacortes, Burlington and Rockport.  
Nos. 279 and 280 will stop at Concrete to take on and let off passengers.  
Water Tank at Minkler's Mill, two miles west of Lyman.

Yard limit at Burlington 2,500 feet east of transfer switch. All trains must be moved under perfect control expecting to find trains occupying main line within these limits.  
Note change in directions.  
See general rules for speed restrictions.

## WEST BOUND.

## FIFTH DISTRICT--CLOVERDALE TO GUICHON.

## EAST BOUND.

SECOND CLASS.		Car Capacity of Sidings.	Distance from Cloverdale.	TIME TABLE No. 62. IN EFFECT NOV. 17, 1907.		Distance from Guichon.	Water, Coal, Wye, Turn Tables, Scales and Drawings.	SECOND CLASS.	
	397			STATIONS.				398	
	Mixed				Mixed				
	Leave Mon. Wed. Fri.				Arrive Mon. Wed. Fri.				
	4.50pm	44	0.0	DN-R	CLOVERDALE	CL	17.1	7.40am	
		5	4.0		4.0 ALLUVIA		13.1		
	5.15	4	5.5		1.3 SOUTHPORT		11.6	7.15	
		2	9.5		4.0 EMBREY SPUR		7.6		
	5.45	9	13.3		3.8 INVERHOLME		3.8	6.45	
		3	15.7		2.4 CHALLUCHAN		1.4		
	6.00pm	10	17.1		1.4 GUICHON		0.0	6.30am	

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

Water two miles east of Guichon.  
Trains will register at Guichon and Cloverdale.



## NAME AND LOCATION OF SPUR TRACKS—MAIN AND COAST LINES.

9

NAME.	LOCATION.	OPENS.	LENGTH.	CAR CAPACITY.	NAME.	LOCATION.	OPENS.	LENGTH.	CAR CAPACITY.
Woods Spur.....	2.5 Miles west of Chlwanukum	East		11	Sound Shingle Co.'s Spur.....	2.9 Miles north of Belleville.....	South		6
Seattle-Boston Copper Co. Spur.....	0.8 Miles west of Tonga	East	300 feet	3	McCoy's Transfer Track.....	0.8 Miles south of Bow.....	North		3
Skykomish Mill Co.'s Spur.....	0.3 Miles west of Skykomish	East		20	Winner Shingle Co.'s Spur.....	0.2 Miles south of Bow.....	North		6
Great Republic Mining Co., Berlin.....	1.5 Miles west of Skykomish	West		14	Blanchard Spur.....	0.5 Miles south of Samish	North		30
Berlic Spur, Miller River Co.....	1.5 Miles west of Skykomish	West		4	Chuckanut Cannery Spur.....	0.7 Miles north of Chuckanut	North		3
Grotto Lumber Co.....	0.3 Miles east of Grotto	East	1500 feet	25	Chuckanut Quarry Spur.....	1.0 Miles north of Chuckanut	North		38
G. N. Shingle Co.'s Sliding.....	3.5 Miles west of Grotto.....	Both ends		24	Marietta Spur.....	3.5 Miles north of Bellingham.....	South		2
Heybrook Spur.....	1.5 Miles east of Index.....	East		2	Henry Spur.....	1.0 Miles south of Brennan.....	South		2
Smith Lumber Co.....	0.5 Miles east of Index.....	East		12	LaPointe Spur.....	0.0 Miles north of Brennan.....	South		2
Soderburg Spur.....	0.7 Miles west of Index.....	West		10	Sand Pit Spur.....	0.8 Miles south of Enterprise.....	South		13
Robinson's Spur.....	0.5 Miles west of Gold Bar.....	East		26	Shield's Spur.....	0.7 Miles south of Enterprise.....	South		3
Black Bros. Spur.....	0.0 Miles east of Startup.....	West		26	Enterprise Spur.....	Enterprise.....	South		3
Casey's Spur.....	0.1 Miles east of Sultan.....	East		5	Red Cedar Shingle Co.....	1.2 Miles south of Custer.....	South		8
Owen's Spur.....	1.5 Miles west of Sultan.....	West		3	McDonald's Spur.....	1.2 Miles north of Custer.....	South		2
Holmquist Spur.....	4.7 Miles east of Monroe.....	East		3	Melrose Spur.....	2.5 Miles north of Custer.....	South		4
Monroe Mill Spur.....	0.5 Miles east of Monroe.....	East		4	Blaine Shingle Co.'s Spur.....	2.0 Miles south of Blaine.....	South		9
Monroe Gravel Pit.....	0.3 Miles east of Monroe.....	East		13	Blaine Spur.....	1.9 Miles south of Blaine.....	South		2
Wagner & Wilson Lbr. Co. Spur.....	0.0 Miles west of Monroe.....	West		10	Shelton Spur (off Blaine Spur).....		South		2
Woodruff.....	0.5 Miles west of Monroe.....	West		25	City Dock Spur (off Blaine Spur).....		South		81
Cascade Lumber Co. Spur.....	2.0 Miles west of Monroe.....	Both ends		27	Erle Mill Spur (off City Dock Spur).....		South		6
Cresote Spur.....	0.1 Miles east of Snohomish.....	East		24	Monarch Mill Spur (off City Dock Spur).....		South		14
House Track.....	0.5 Miles east of Lowell.....	West		25	Barge Spur (off City Dock Spur).....	0.0 Blaine.....	South		5
State Mill Co.....	0.5 Miles east of Everett.....	East		12	Washington Shingle Co.....	0.5 Miles south of Port Kells.....	South		4
G. N. Clay Co. Spur.....	2.0 Miles west of Metum.....	West		10	Hazelmere Spur.....	3.4 Miles north of Blaine.....	North		7
E. W. Mills Spur.....	2.3 Miles west of Richmond Beach.....	East		2	McNair Spur.....	2.0 Miles north of Cloverdale.....	South		2
Brown Bay Logging Co. Connection.....	0.5 Miles west of Meadowdale.....	West		10	Great Western Shingle Spur.....	1.5 Miles north of Blaine.....	South		2
Mukilteo Lumber Co.....	2.1 Miles east of Mukilteo.....	West		10	Brownsville Spur.....	1.0 Miles north of Liverpool.....	South		15
Weyerhaeuser Timber Co.....	0.2 Miles north of Everett Jct.....	North		38	Distillery Spur.....	0.0 Miles north of Sapperton.....	South		25
Nail House Spur.....	1.0 Miles north of Everett Jct.....	South		24	Sand Pit Spur.....	0.7 Miles north of Sapperton.....	South		18
Nickerson Machinery Co.....	0.0 Miles north of Everett.....	North		4	Pifers Mill Spur.....	3.0 Miles north of Sapperton.....	South		8
Everett Milling Co.....	1.5 Miles north of Everett Jct.....	North		26	Mill No. 2 Spur.....	0.7 Miles south of Hurnaby Lake.....	South		15
Clark-Nickerson Mill.....	1.8 Miles north of Everett Jct.....	North		31	Wolfs Spur.....	0.5 Miles north of Bunnaby Lake.....	North		4
Log Dump Spur.....	1.8 Miles north of Everett Jct.....	North		21	Maddoughs-Shaw Spur.....	0.7 Miles north of Burrard.....	North		25
Wheelhan Spur.....	1.9 Miles north of Everett Jct.....	North		7	Mill No. 1 Spur.....	0.0 Miles north of Still Creek.....	North		3
Neff's Spur.....	1.0 Miles south of Long Sliding.....	North		50	Surry Spur.....	1.1 Miles west of Cloverdale.....	West		9
Weidauer & Lansdown Spur.....	0.0 Miles south of Long Sliding.....	South		20	Gravel Pit Spur.....	2.3 Miles west of Cloverdale.....	West		5
Blackman Spur.....	0.4 Miles south of Long Sliding.....	North		7	Oliver Road Spur.....	8.2 Miles west of Cloverdale.....	West		3
Transfer Track.....	0.3 Miles north of Long Sliding.....	North		14	Matthew Road Spur.....	6.8 Miles east of Guichon.....	West		2
Old Main Line.....	1.5 Miles south of Marysville.....	South		30	Smith Road Spur.....	5.8 Miles east of Guichon.....	West		9
Union Slough.....	1.5 Miles south of Marysville.....	South		6	Patterson's Spur.....	5.7 Miles east of Guichon.....	West		1
Cox's Spur.....	1.4 Miles north of Marysville.....	North		4	Gowdy Road Spur.....	2.9 Miles east of Guichon.....	East		3
Kruse Bros. Spur.....	2.5 Miles north of Marysville.....	North		2	Guichon Slip Spur.....	0.1 Miles east of Guichon.....	East		2
Kennedy Spur.....	4.2 Miles north of Marysville.....	South		6	Fidalgio Mill Spur.....	2.3 Miles east of Tenth Street.....	West		3
British Spur.....	0.5 Miles south of English.....	South		2	Fidalgio Island Shingle Co. Spur.....	4.6 Miles east of Tenth Street.....	East		22
Summit Mill Co.....	0.1 Miles north of English.....	South		2	Log Rollway.....	1.5 Miles east of Tenth Street.....	Both ends		9
Norman Spur.....	1.1 Miles north of Silvana.....	South		2	Gravel Pit Spur.....	5.9 Miles east of Tenth Street.....	West		22
Rabel's Spur.....	1.8 Miles north of Silvana.....	North		2	Fox Lumber Co. Spur.....	0.5 Miles west of Fredonia.....	East		6
Banner.....	2.0 Miles south of Stanwood.....	South		2	Callahan-Abbott Spur.....	Fredonia.....	West		6
Florence.....	1.5 Miles south of Stanwood.....	South		4	Hawkin's Spur.....	0.7 Miles east of Fredonia.....	East		5
Hal's Spur.....	1.4 Miles south of Stanwood.....	South		2	North Avon Lumber Co. Spur.....	0.3 Miles west of Avon.....	West		1
Ketchum Spur.....	2.5 Miles north of Stanwood.....	South		4	Burlington Mill Spur.....	0.6 Miles west of Burlington.....	West		6
Morrison Mill Spur.....	2.1 Miles south of Fir.....	South		8	Holbrook's Spur.....	0.4 Miles west of Woolley.....	West		8
Milltown.....	1.7 Miles south of Fir.....	South		6	Soud Iron Spur.....	Woolley.....	West		7
Hawley Spur.....	1.3 Miles south of Fir.....	South		6	Tyee Spur.....	1.4 Miles east of Woolley.....	Both ends		22
Skagit Crossing Tr. Track.....	0.9 Miles south of Fir.....	South		6	Green Mill Spur.....	3.3 Miles east of Woolley.....	West		13
Little Mountain Spur.....	1.7 Miles south of Mt. Vernon.....	South		3	Minkler's Mill.....	2.0 Miles east of Cokedale Jct.....	Both ends		3
Skagit Spur.....	2.0 Miles north of Mt. Vernon.....	South		6	Child's Spur.....	2.6 Miles east of Cokedale Jct.....	West		3
Lamar Spur.....	1.5 Miles north of Burlington.....	South		2	Hitchcock-Kelly.....	0.1 Miles east of Lyman.....	West		3
Burlington Quarry.....	0.5 Miles north of Burlington.....	South		11	Skagit Mill Co. Spur.....	Lyman.....	West		22
Butler Spur (Old Line).....	0.1 Miles north of Belleville.....	South		2	Hop Ranch Spur.....	0.8 Miles east of Lyman.....	West		3
Belfast Mfg. Co. (Old Line).....	0.5 Miles south of Belfast.....	South		10	L. L. Spur.....	0.2 Miles west of Hamilton.....	West		19
Samish Pit Spur (Old Line).....	0.6 Miles south of Belfast.....	South		52	Hightower No. 2.....	1.8 Miles west of Birdsview.....	West		28
Burlington Mill Spur (Old Line).....	0.1 Miles south of Belfast.....	South		3	Cement Spur.....	0.5 Miles east of Grassmere.....	West		30
Desmond Spur (Old Line).....	1.4 Miles south of Alger.....	North		3	Baker River Shingle Co. Spur.....	1.0 Miles west of Grassmere.....	East		2
Alger Mineral Spur (Old Line).....	0.0 Miles south of Alger.....	South		9	Concrete.....	1.7 Miles west of Grassmere.....	East		16
Gaudette's Spur (Old Line).....	0.0 Miles south of Alger.....	South		8	Van Horne's Spur.....	0.5 Miles west of Faber.....	East		19
Samish Lake Spur (Old Line).....	0.1 Miles south of Samish Lake.....	South		90	Tower Mill Co.....	0.3 Miles west of Faber.....	East		15
Owen's Spur (Old Line).....	0.1 Miles south of Samish Spur.....	North		5	Hightower No. 3.....	1.0 Miles west of Faber.....	East		2
Lindley Spur (Old Line).....	0.1 Miles south of Samish Spur.....	South		1	Sauk Spur.....	2.0 Miles west of Rockport.....	West		15

## SPECIAL RULES.

1. Bulletin Boards are located at Leavenworth, Cascade Tunnel, Skykomish, Delta, Interbay, Seattle, Burlington, Bellingham Anacortes and Rockport.
2. Standard clocks are located in telegraph offices at Leavenworth, Skykomish, Vancouver, Interbay, Delta and Bellingham.
3. 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.
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 engine man 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. 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, South Bellingham and Bellingham.
12. Semaphores are located 1200 feet west of west switch Edmonds, 1200 feet east of east switch Scenic, 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 south and north ends 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 cabooses. When helper engine used they must be put behind it and ahead of cabooses.
20. North yard-limit board Bellingham is located 400 feet north of round house track switch.
21. Delta yard limit commences 500 feet north of junction switch, south of coal chute, and extends to north 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 south-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. All trains will reduce speed to eight miles per hour through Martin Creek tunnel and over bridges at each end.
27. No trains in either direction will cross International Boundary at Blaine without permission of Customs officers.
28. All trains must stop at drawbridges and railroad crossings at a distance not exceeding 200 feet from same.
29. Conductors of trains hauling logs must stop on all summits and see that brakes are properly set before descending grade.
30. Freight trains will not carry passengers.
31. NEW WESTMINSTER INTERLOCKING SYSTEM.—Signal tower is located 3,094 feet north of north 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 south and north and Home Signals are 600 feet south and north of tower, respectively.
32. INTERLOCKING SYSTEM.—Governing movement of trains N. P. crossing and Bridge 10 just north of Delta Wye.
33. All southbound trains from Vancouver to Bayside will be governed by a one blade home semaphore located 700 feet from north end of draw span and top blade on two blade semaphore located 20 feet north of N. P. crossing. A caution fixed signal is located 2500 feet north of one blade home signal (or 3200 feet north of draw span).
34. Train movements from Vancouver to Delta will be governed by same caution fixed signal and same home signal north of draw span as train movements from Vancouver to Bayside, but will receive lower blade on two blade semaphore, twenty feet north of N. P. crossing.
35. Train movements from Bayside to Vancouver will be governed by top blade on two blade home semaphore located 60 feet south of wye switch and by one blade home semaphore located on trestle 500 feet south of wye switch.
36. Train movements from Delta to Vancouver will be governed by top blade on two blade home semaphore located 60 feet south of wye switch and one blade home semaphore located on trestle 500 feet south of draw span.
37. Trains between Delta and Bayside will be governed by bottom blade on two blade semaphore located 60 feet south of wye switch.
38. A caution fixed signal is located 2000 feet south of wye switch.
39. Details are located 60 feet from home semaphores.
40. The day indications of these semaphore blades are HORIZONTAL for STOP; at an angle of FORTY-FIVE DEGREES UP for CAUTION; at NINETY DEGREES UP (or straight up) for CLEAR. The night indications are RED LIGHT for STOP; YELLOW LIGHT for CAUTION; GREEN LIGHT for CLEAR.

## SPEED RESTRICTIONS.

Passenger trains between Vancouver and New Westminster will not exceed a speed of 40 miles per hour; freight trains 30 miles per hour.  
 Passenger trains between New Westminster and Cloverdale will not exceed a speed of 25 miles per hour; freight trains 20 miles per hour.  
 Passenger trains between Cloverdale and Blanchard will not exceed a speed of 40 miles per hour; freight trains 30 miles per hour.

Passenger trains between Blanchard and Delta will not exceed a speed of 50 miles per hour; freight trains 30 miles per hour.  
 Passenger trains between Interbay and Everett will not exceed a speed of 40 miles per hour; freight trains 30 miles per hour.  
 Passenger trains on Skagit branch will not exceed a speed of 25 miles per hour; freight trains 20 miles per hour.  
 L-1 and L-2 engines will not exceed a speed of 20 miles per hour. F-7-8-9 engines will not exceed a speed of 30 miles per hour.

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.  
 T. H. REED,  
 Second, Third and Fourth Districts: G. E. WELLIEN,  
 C. E. LAMKIN.  
 H. I. 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 Dispatch  
 J. C. DEVERY, Chief Dispatcher  
 A. R. BLACKBURN, Trainmaster.  
 N. C. CHAPMAN, Assistant Superintendent.

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

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 " B18-208-282 " 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 Skykomiah.....	1.0	1200				1000				775				575				715				385												435	
Skykomiah to Cascade Tunnel.....	2.2	600				490				360				276				340				183												200			
Cascade Tunnel to Leavenworth.....	Down	1500				1250				900																											
Leavenworth to Cascade Tunnel.....	2.2	600				480				380				275				340				185												200			
Seattle to Delta.....	0.5	2100				1750				1350				1050																							
Delta to Seattle.....	0.4	2500				2100				1450				1120												675								750			
Cascade Tunnel to Lowell.....	Down	1500				1250				900																780								870			
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								400			
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.....	35 Tons
Coaches, 12-wheel.....	40 Tons
Dining Cars.....	41 Tons
Sleeping Cars.....	15 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 head, 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.  
Grotto, 150 feet east of west head block Industry track.

Sultan Jct., 143 feet from head block.  
Derail Brewery Spur, Pacific Ave., 210 feet from head block.  
Frye-Bruh'n 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. 85.5, 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.



**GREAT  
NORTHERN  
RAILWAY**  
and Connec.

DOUBLE TRACK  
PROPOSED LINE

4425

2-25-07

POOL BROS. CHICAGO.