

**GREAT NORTHERN RAILWAY**  
**CASCADE DIVISION**  
**TIME TABLE No. 66**

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

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**SUNDAY, MAY 23rd, 1909**

SUPERSEDING TIME TABLE NO. 65 AND ALL SUPPLEMENTS THERETO

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

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.

**SPEED RESTRICTIONS.****FIRST DISTRICT:**

Between Leavenworth and Skykomish, in either direction, passenger trains 35 miles per hour, freight trains 20 miles per hour.

Through Cascade Tunnel, passenger trains 25 miles per hour, freight trains 15 miles per hour.

Between Skykomish and Gold Bar, passenger trains 40 miles per hour, freight trains 20 miles per hour.

Between Gold Bar and Pacific Avenue, passenger trains 50 miles per hour, freight trains 20 miles per hour.

**SECOND DISTRICT:**

Between Everett Junction and Seattle, passenger trains 40 miles per hour, freight trains 25 miles per hour.

**THIRD DISTRICT:**

Between Delta Wye and Samish, passenger trains 50 miles per hour, freight trains 25 miles per hour.

Between Samish and Bellingham, passenger trains 40 miles per hour, freight trains 20 miles per hour.

Between Bellingham and White Rock, passenger trains 45 miles per hour, freight trains 25 miles per hour.

Between White Rock and Still Creek, passenger trains 40 miles per hour, freight trains 20 miles per hour.

Between Still Creek and Vancouver, passenger trains 20 miles per hour, freight trains 15 miles per hour.

**SKAGIT BRANCH:**

Passenger trains 25 miles per hour, freight trains 15 miles per hour.

L-1 and L-2 Engines will not exceed speed of 20 miles per hour.

F-7, 8 and 9 Engines will not exceed speed of 30 miles per hour

## WEST BOUND.

## FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

## EAST BOUND.

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THIRD CLASS.	SECOND CLASS.				FIRST CLASS.				Car Capacity of Other Stages.	Car Capacity of Pulling Trains.	Distance from Leavenworth.	TIME TABLE No. 66. IN EFFECT MAY 23, 1909.	Distance from Delta.	Water, Coal, Wood, Turn Tables, Stakes, and Crossings.	FIRST CLASS.					
	715	451	401	487	435	43	1	3							25	4	26	2	44	
Hide Freight Leave Daily Except Sun.	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily			STATIONS.		Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily				
	8.15pm	12.25pm	9.30am	8.30am	4.05pm	1.35pm	6.05am	2.30am	492	50	DR-R.....LEAVENWORTH.....CH	109.5	WCT	3.15pm	12.10am	1.10am	4.07am			
	8.55	1.05	10.10	8.00	4.28	1.53	6.23	2.38	67	6.3	N.....DRURY.....DY	103.2		2.57	11.53	12.53	3.48			
	9.30	1.35	10.40	8.34	4.35	2.04	6.34	2.49	22	67	10.5	DR.....CHIWAUKUM.....CY	99.0	W	2.45	11.43	12.43	3.38		
	9.55	2.10 <sup>1-4</sup> 2.32	11.15	7.10	4.48	2.17	6.48	3.05	5	69	17.5	7.0 7.0	NASON CREEK.....	92.0		2.32	11.29	12.30	3.25	
	10.30	3.05	11.50	7.45	5.00	2.25	7.00	3.17	5	68	20.5	2.0	DN.....MERRITT.....CK	89.0	W	2.25	11.22	12.21	3.17	
	11.11	3.40	12.20pm	8.20	5.13	2.45	7.14	3.32	70	24.9		4.4	.....GAYNOR.....GR	84.6		2.15	11.11	12.11	3.06	
	12.02am	4.10	1.00	8.50	5.26	3.00	7.27	3.44	67	28.0		2.1	.....BERNE.....BR	81.5	W	2.07	11.02	12.02am	2.57	
	12.55	5.05	1.55	9.40	5.45	3.20	7.45	4.00	165	75	32.3	3.3	DR-R.....CASCADE TUNNEL.....CR	77.2	WT	1.55	10.50	11.50	2.45	
	1.10	5.20	2.15	10.00	5.58	3.33	7.58	4.12	91	90	35.9	3.0	DN.....WELLINGTON.....WN	73.6	WC	1.40	10.35	11.35	2.30	
	1.25	5.35	2.30	10.15	6.08	3.43	8.08	4.22	63	39.5	D.....ALVIN.....NY	70.0	W	1.25	10.20	11.20	2.15			
	1.35	5.45	2.45	10.30	6.17	3.52	8.17	4.30	12	64	42.2	2.7	.....CORIA.....	67.3		1.15	10.08	11.10	2.05	
	1.55	6.00	3.00	10.45	6.27	4.02	8.27	4.39	6	69	45.2	3.0	DN.....SCENIC.....MA	64.3	W	1.03	9.56	11.00	1.55	
	2.10	6.15	3.15	11.00	6.37	4.10	8.37	4.48	6	60	48.3	3.1	.....NIPPON.....NI	61.2	W	12.48	9.41	10.44	1.39	
	2.25	6.30	3.30	11.15	6.47	4.20	8.47	4.57	60	51.8		3.5	.....TONGA.....G	57.7		12.37	9.27	10.32	1.27	
9.10am	2.45	6.50 <sup>43</sup> 7.30	3.50 4.20	11.40 12.15pm	7.00 <sup>401</sup> 7.05	4.35 4.40	9.00 9.05	5.10 5.15	184	73	57.0	5.2	DR-R.....SKYKOMISH.....KY	52.5	WC	12.20 12.15 <sup>435</sup>	9.10 9.05	10.15 10.10	1.10 1.05	
9.35	3.25	7.45	4.50	12.35	7.15	4.50	9.15	5.28	7	68	61.1	4.1	.....GROTT.....	48.1		12.04pm	8.53	10.01	1.56	
10.00	3.40	8.00	5.20	12.55	7.25	5.00	9.26	5.38	67	66.1		5.0	.....HALFORD.....SA	43.4	W	11.53	8.40	9.51	1.24	
10.25	4.00	8.25	5.45	1.15	7.38	5.13	9.37	5.52	18	78	71.2	5.1	DN.....INDEX.....IX	39.3		11.38	8.25	9.41	1.36	
10.45	4.20	8.40	6.10	1.35	7.50	5.28	9.47	6.02	20	68	76.3	5.1	.....REITER.....	33.2	W	11.20	8.10	9.30	1.24	
11.15	4.35	8.50	6.25	1.50	8.05	5.32	9.54	6.14	45	69	80.0	3.7	D.....GOLD BAR.....GB	29.5	Y	7.15 11.13	7.59	9.20	1.14	
					8.05	5.37	9.59	6.20	18	82.4		2.4	.....STARTUP.....	27.1		11.08	7.49	9.15	1.05	
11.55	4.55	9.05	6.45	2.15	8.18	5.44	10.07	6.28	22	55	85.8	3.4	D.....SULTAN.....SU	23.7		11.02	7.38	9.08	1.01am	
12.50pm	5.25	9.45	7.15	2.45	8.28	6.00	10.21	6.43	18	50	93.3	7.5	DN.....MONROE.....RO	16.2	W	10.49	7.18	8.04	1.14	
1.55	5.55	10.15	7.50	3.15	8.40	6.17	10.35	7.05	25	52	100.2	6.9	DN.....SNOHOMISH.....S	9.3		10.35	7.00	8.40	1.31	
2.35	6.20	10.40	8.15	3.40	8.55	6.32	10.45	7.20	30	106.0		5.8	DR-R.....LOWELL.....W	3.5		10.20	6.44	8.27	1.17	
					9.00	6.40	10.50	7.25	100	44	107.6	1.6	DN.....PACIFIC AVENUE.....D	1.9	Y	10.15	6.40	8.24	1.14	
					9.10	6.50	11.00	7.35			108.7		.....EVERETT.....	0.8		10.10	6.35	8.20	1.10	
					9.12pm	6.52pm	11.02am	7.37am			109.5		DR-R.....EVERETT JUNCTION.....JN			10.05am	6.30pm	8.17pm	1.05pm	
3.10pm	7.00am	11.40pm	9.00pm	4.20pm					600	85	109.3		DR-R.....Via N. P. Ry. DELTA.....	WCT OY						
Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	
715	451	401	487	435	43	1	3	25								4	26	2	44	
5.55 8.6	11.0 9.9	11.0 9.9	11.30 9.5	11.0 9.9	5.07 21.3	5.17 20.7	4.57 22.1	5.17 20.7								5.10 21.2	5.40 19.3	4.55 22.2	5.0 21.9	

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS. (See Rule 44.)

Terminal Stations—Leavenworth for Nos. 4, 26, 2 and 44.

Trains in the same direction down grade between Skykomish and Leavenworth must keep at least twenty-five minutes apart and operators will block trains as provided in this rule.

NOTE—See General Rules for operating trains thru Cascade Tunnel.

All trains will reduce speed to eight miles per hour thru Martin Creek Tunnel and over bridges at either end.

Berlin and Baring will be flag stops for No. 26.

Freight trains will use N. P. tracks between Lowell and Delta and will be governed by N. P. time table and rules between these points.

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

The normal position of switch at Everett Junction is for main line.

Initial Stations—Leavenworth for trains Nos. 25, 3, 1, 43, 435, 487, 401 and 451-Skykomish for No. 715.

B. B. &amp; R. Spur two miles east of Index will be flag stop for Nos. 25 and 26. No. 3 stops at any station to let off passengers from east of Spokane. No. 43 stops at any station to let off passengers from east of Spokane. No. 44 stops at any station to pick up passengers for points south of Shelby. Yard limit boards placed each way from Skykomish and Leavenworth.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

WEST BOUND.

THIRD CLASS.				FIRST CLASS.										Car Capacity of Everett Station.	Car Capacity of Everett Tracks.	Distance from Everett Junction.	TIME TABLE No. 66. IN EFFECT MAY 23, 1909.
	717	711		43	271	1	269	273	3	277	25	275					
	Mde. Freight	Fast Freight		Passenger	Passenger	Passenger	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	Leave Daily	Leave Daily	Leave Daily				
	3.05pm	2.05am		9.12pm	8.22pm	6.52pm	2.37pm	2.00pm	11.02am	10.12am	7.37am	5.40am				DN-R ..... EVERETT JUNCTION ..... JN	
	3.40	2.20		9.21	8.30	7.00	2.45	2.10	11.10	10.22	7.45	5.51	65	51	3.8	DN ..... MUKILTEO ..... NU	
	4.10	2.55		9.34	8.40	7.10	2.55	2.21	11.20	10.34	7.55	6.02		56	7.9	DN ..... MOSHER ..... MT	
	4.30	2.45		9.44	8.47	7.17	3.02	2.29	11.27	10.43	8.02	6.10	5	70	10.9	DN ..... MEADOWDALE ..... AD	
	5.00	3.00		9.56	8.56	7.27	3.10	2.42	11.37	10.56	8.13	6.22	17	67	14.5	DN ..... EDMONDS ..... DR	
	5.30	3.10		10.04	9.02	7.35	3.17	2.52	11.45	11.06	8.20	6.30		45	17.8	DN ..... RICHMOND BEACH ..... P	
	5.78 6.12	3.30		10.25	9.15	7.49	3.30	3.07	11.58	11.21	8.34	6.45			24.0	DN ..... METUM ..... UN	
	6.30	3.40		10.32	9.21	7.56	3.37	3.15	12.06pm	11.30	8.41	6.55	183		26.9	D ..... BALLARD ..... BD	
	6.40pm	3.45am		10.35	9.25	8.00	3.40	3.20	12.10	11.35	8.45	7.00	626	80	28.0	DN-R ..... INTERFRAY ..... RH	
				10.40	9.30	8.05	3.45	3.25	12.15	11.40	8.50	7.05	415		29.3	DN ..... G. N. DOCK ..... Z	
				10.50pm	9.40pm	8.15pm	3.55pm	3.35pm	12.25pm	11.50am	9.00am	7.15am	538		32.7	DN-R ..... SEATTLE ..... UD	
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
	717	711		43	271	1	269	273	3	277	25	275					
	3.25 9.1	1.40 16.8		1.38 20	1.18 27.1	1.23 23.9	1.18 27.1	1.35 20.6	1.23 23.9	1.35 20.0	1.23 23.9	1.35 20.6				Time Over District Average Speed Per Hour.	

## EAST BOUND.

## SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

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TIME TABLE No. 66.  
IN EFFECT MAY 23, 1909

STATIONS.	Distance from Seattle	Type of Train To, From, To, From Spokane and Crawfords.	FIRST CLASS.							THIRD CLASS.			
			274	4	270	272	26	278	2	44	276	718	712
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Mdn. Freight Arrive Daily
DN R EVERETT JUNCTION JN 32.7			9:36am	10:05am	1:45pm	5:45pm	6:30pm	7:08pm	8:16pm	11:06pm	1:10am		
DN MUKILTEO MU 25.9			9:26	9:58	1:36	5:38	6:21	7:00	8:09	10:59	1:03	12:40pm	12:40am
DN MOSHER MO 24.8			9:14	9:51	1:28	5:30	6:13	6:50	8:02	10:52	1:03	12:26	12:20
DN MEADOWDALE AD 21.8			9:07	9:46	1:20	5:25	6:07	6:43	7:57	10:47	1:03	11:55	11:50
DN EDMONDS DR 17.9	W		8:58	9:39	1:12	5:18	5:59	6:35	7:50	10:40	1:03	11:00	11:35
DN RICHMOND BEACH R 14.9			8:49	9:38	1:04	5:11	5:52	6:36	7:45	10:35	1:03	10:38	11:20
DN METUM UN 8.7			8:34	9:22	12:50	4:59	5:40	6:12	7:34	10:25	1:03	9:55	11:00
DN BALLARD BD 5.8			8:25	9:17	12:43	4:53	5:38	6:05	7:29	10:18	1:03	9:40	10:50
DN INTERBAY RB 4.7	WCTO		8:20	9:15	12:40	4:50	5:30	6:00	7:25	10:15	1:03	9:30am	10:40pm
DN G. N. DOCK Z 3.4			8:15	9:10	12:35	4:45	5:25	5:55	7:20	10:10	1:03		
DN SEATTLE UD 0	WT		8:05am	9:00am	12:25pm	4:35pm	5:15pm	5:45pm	7:10pm	10:00pm	1:03		
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			274	4	270	272	26	278	2	44	276	718	712
Time Over District.			1:30	1:06	1:20	1:10	1:15	1:23	1:05	1:05	1:25	3:15	2:00
Average Speed Per Hour.			21.8	30.1	24.6	28.0	26.2	23.9	30.1	30.1	23.1	8.6	11.0

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS. (See Rule 44.)

The normal position of switch at Everett Junction is for main line.  
Control Manual Block System is in operation between Pacific Avenue and East Portal Seattle Tunnel.  
MP 10 between Metum and Richmond Beach is flag stop for Nos. 273 and 274.  
Ballard, Edmonds and Mukilteo are flag stops for No. 4 to take passengers for Spokane or points east of Spokane.  
Ballard will be flag stop for No. 2 to take passengers for Spokane or points east of Spokane.  
No. 3 will stop at any station to let off passengers from east of Spokane.  
No. 43 will stop at any station to let off passengers from east of Spokane.  
No. 44 will stop at any station to pick up passengers for points south of Shelby.  
Initial Stations—Seattle for trains Nos. 274, 4, 270, 272, 26, 278, 2, 44 and 276.  
Interbay for Nos. 712 and 718.  
Terminal Stations—Seattle for Nos. 275, 25, 277, 3, 273, 269, 1, 271 and 43.  
Interbay for Nos. 711 and 717.  
Yard limit boards east of Ballard covers limits to Seattle.  
DOUBLE TRACK BETWEEN METUM AND MOSHER.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

SOUTH BOUND.

TIME TABLE No. 66.  
IN EFFECT MAY 23, 1909.

THIRD CLASS.				FIRST CLASS.						Or Capacity of Other Trains	Or Capacity of Passing Trains	Distance from Bell- ingham.	STATIONS.	
717	711	711	713	279	271	269	273	277	275					
Mds. Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Mds. Freight Leave Daily Except Sun.	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily					
			6.30pm	712 6.30am	5.25pm	6.05pm	12.30pm	10.55am	7.15am	2.30am	202	42	0.0	DN-R.....BELLINGHAM.....HM
			6.50	7.05	5.35	6.13	12.38	11.05	7.25	2.40		47	2.9	D.....SOUTH BELLINGHAM.....FN
			7.15	7.35	5.48	6.21	12.47	11.15	7.35	2.55		67	5.9	D.....CHUCKANUT.....
			7.42	8.15	6.03	6.30	12.58	11.28	7.49	3.10		68	12.5	D.....SAMISH.....
			8.00	8.45	6.15	6.37	1.03	11.38	8.00	3.25		17	16.0	D.....BOW.....RO
			8.20	9.25	6.25	6.45	1.11	11.48	8.10	3.37		27	21.2	D.....BELLEVILLE.....NV
			8.50	9.50	6.35pm	6.55	1.20	12.01pm	8.22	3.50		29	23.8	DN-R.....BURLINGTON.....HU
			9.20	11.22		7.05	1.28	12.15	8.35	3.58		38	44	DN.....MT. VERNON.....NR
			9.35	11.59		7.16	1.37	12.30	8.48	4.10		20	67	D.....FIR.....FP
			9.55	12.47		7.29	1.49	12.47	9.04	4.28		33	64	DN.....STARWOOD.....B
			10.10	1.58		7.38	1.58	1.00	9.18	4.43		29	45.9	D.....SILVANA.....RA
			10.25	2.35		7.48	2.05	1.15	9.28	4.55		17	65	D.....ENGLISH.....
			10.45	3.15		8.00	2.18	1.35	9.46	5.15		17	67	DN.....MARYSVILLE.....M
			2.35pm	1.35am	11.00pm	8.35pm		8.07	9.25	1.44				R.....DELTA WYE.....
			3.00	2.00				8.15 8.20	9.35	1.52				R.....EVERETT.....
			3.05pm	2.05am				8.22pm	2.37pm	2.00pm				DN-R.....EVERETT JUNCTION.....N
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.		Arrive Daily	Arrive Daily	Arrive Daily				
			717	711	711	713		279	271	269				
			0.30 8.8	0.30 8.5	4.30 13.2	8.40 6.8		1.10 20.4	2.17 28.0	2.07 30.2				
														Time Over District. Average Speed Per Hour.

NORTH BOUND.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

TIME TABLE No. 66  
IN EFFECT MAY 23, 1909.

STATIONS.	Distance from Everett Junction.	Water, Coal, Wye, Turn, Yields, Scales and Ry. Crossing.	FIRST CLASS.						THIRD CLASS.		
			276	274	270	272	278	280	712	714	718
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Fast Freight Arrive Daily	Misc. Freight Arrive Daily Except Sun.	Misc. Freight Arrive Daily
OR R BELLINGHAM.....HM	64.1	CWT	4.12Am	12.50Pm	4.30Pm	8.00Pm	10.00Pm	9.35Am	713 6.30Am	8.15Pm	
D SOUTH BELLINGHAM.....FN	61.2	W	4.02	12.38	4.21	7.57	9.52	9.20	6.15	2.45	
4.0 CHUCKAWUT.....	57.2		3.50	12.26	4.11	7.50	9.42	9.11	6.00	2.10	
5.5 SAMISH.....	51.6	W	3.37	12.12	4.00	7.42	9.30	8.55	5.40	1.30	
D 4.1 BOW.....BO	47.5		3.25	12.01Pm	3.50	7.34	9.22	713 8.45	5.25	1.03	
D 4.6 BELLEVILLE.....BV	42.9		3.13	11.48	3.40	7.25	9.12	8.32	5.10	12.25	
OR R 2.8 BURLINGTON.....BU	40.3	WYX	3.05	11.40	3.35	7.20	711 9.05	277 8.25Am	5.00	12.01Pm 274 10.50 273	
OR 4.1 MT. VERNON.....NR	35.2		2.50	11.22	3.20	7.05	8.49		4.30	10.20	
D 5.4 FIR.....FR	30.8		2.35	11.05	3.07	6.53	8.34		275 4.10Am	9.40	
OR 7.1 STANWOOD.....B	23.7		2.20	10.46	2.55	6.39	8.17		3.35	277 9.04	
D 5.5 SILVANA.....NA	18.2	W	2.09	10.31	2.45	6.29	8.02		3.10	8.15	
4.1 ENGLISH.....	14.1		1.59	10.20	2.35	6.20	7.48		2.50	7.35	
OR 7.0 MARYSVILLE.....MS	7.1		1.42	10.05	2.18	6.06	7.33		2.15	6.45	
R 2.7 DELTA WYE.....	4.4	Y	1.30	9.54	2.05	5.59	7.23		2.00Am	6.15Am	1.15Pm
3.6 EVERETT.....	0.8		1.20	9.44	1.52	5.52	7.15				12.50
OR R 0.5 EVERETT JUNCTION.....JN	0.0	Y	1.10Am	9.35Am	1.45Pm	5.45Pm	7.05Pm				12.45Pm
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.	Leave Daily
			276	274	270	272	278	280	712	714	718
Time Over District			2.02	3.15	2.45	2.20	2.52	1.10	4.30	9.0	0.30
Average Speed Per Hour.			21.1	20.2	23.6	27.5	22.3	20.4	13.3	7.1	8.5

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS. (See Rule 44)

The normal position of switch at Everett Junction is for Main line and at Delta Wye for Coast line.  
Initial Station—Delta for trains Nos. 717 and 714.  
Bellingham for trains Nos. 277, 279, 711 and 713.  
Terminal Stations—Delta for Nos. 713 and 718.  
Bellingham for Nos. 280, 712 and 714.  
Register for Delta Wye is located on ground floor interlocking plant.  
Blanchard will be flag stop for Nos. 277, 278, 279 and 280.  
Steam whistle signals for tracks with switches controlled from Interlocking Towers.  
Main Line—One Long.  
Delta Yard from North—One Long, One Short.  
Delta Yard from South—Two Long, One Short.  
Delta Yard North—Two Long.  
Delta Yard South—Three Long, One Short.  
Yard Limit boards placed each direction Delta Wye, Burlington, South Bellingham and Bellingham.

SOUTH BOUND.

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

NORTH BOUND.

THIRD CLASS. 719	SECOND CLASS.		FIRST CLASS.				Car Capacity of Other Ratings.	Car Capacity of Passing Trains.	Distance from Vancouver.	TIME TABLE No. 66. IN EFFECT MAY 23, 1909.		Distance from Bellingham.	Water, Coal, Wagon, Turn Tables, Service and Ry. Crossings.	FIRST CLASS.				SECOND CLASS.	THIRD CLASS.
	Mixed Freight	397	275	271	269	273				276	274			270	272	398	720		
Leave Daily Except Sun.	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Passenger	Passenger	Passenger	Passenger	Mixed	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sun.		
5 00am	2 45pm	11 30pm	4 00pm	10 30am	8 15am			0.0	DN-R	VANCOUVER	VN	58.5	WCO	7 00am	8 30pm	7 00pm	10 00pm	10 20am	5 00pm
5 05	2 50	11 35	4 04	10 34	8 19			0.7		WYE		58.1	Y	6 55	3 25	6 55	9 55	10 15	4 55
5 15	3 00	11 40	4 10	10 40	8 25	43	3.5	2.8		STILL CREEK		55.3		6 48	3 19	6 49	9 49	10 05	4 45
5 25	3 05	11 47	4 14	10 43	8 29	15	5.3	1.9		BURRARD		53.5		6 43	3 15	6 44	9 45	10 00	4 35
5 40	3 10	11 52	4 19	10 48	8 34	41	7.9	2.6		BURNABY		50.9		6 35	3 10	6 37	9 40	9 50	4 19
								5.0		SAPPERTON WYE		45.9	Y						
5 55	3 25	12 05am	4 27	10 56	8 45	29	13.1	0.2		SAPPERTON		45.7		6 24	2 59	6 29	9 34	9 30	3 25
6 00	3 30	12 10	4 32	11 00	8 50	62	13.8	0.7	DN-R	NEW WESTMINSTER	NM	45.0		6 20	2 55	6 25	9 30	9 20	3 15
6 20 276	3 50							14.2		FRASER RIVER JUNCTION		44.6		6 15	2 50	6 19	9 25	9 00am	2 55
6 25	4 00pm	12 15	4 35	11 03	8 55			5.2		TOWNSEND		39.4		6 08	2 37	6 07	9 16		2 20
6 45		12 25	4 44	11 11	9 05	67	19.4	5.4	DN-R	OLIVER	G	34.0	WY	5 49	2 25	5 56	9 07		1 55
7 20		12 40	4 54	11 20	9 17	62	67	24.8		CRESCENT		30.4		5 37	2 14	5 46	9 00		1 20
7 35		12 51	5 01	11 27	9 27	11		28.4	DN	WHITE ROCK	WR	25.6		5 25	2 00	5 35	8 50		12 50pm
7 55		1 05	5 11	11 35	9 39	30		33.2		INTERNATIONAL BOUNDARY		22.6							
8 10			5 21	11 45	9 55	91	66	36.7	DN-R	BLAINE	BN	22.1	WO	5 10	1 45	5 21	8 40		11 45
8 00		1 25	5 35	11 59	10 13	5	42	44.2	D	CUSTER	CU	14.6		4 50	1 28	5 02	8 27		10 13
273-720 10 13		1 55			10 20			45.9		ENTERPRISE		11.9		4 42	1 20				
11 00		2 03	5 46	12 10	10 28	43	49.8	2.9	D	FERRDALE	FD	9.0		4 37	1 13	4 50	8 19		9 30
		2 10			10 35			52.0		BRENNAN		6.8		4 28	1 05				
12 15pm		2 80am	6 05pm	12 30pm	10 55am	202	42	56.8	DN-R	BELLINGHAM	BM	0.0	GWY	4 12am	12 50pm	4 30pm	8 05pm		8 30am
Arrive Daily Except Sun.	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily Except Sun.
719	397	275	271	269	273									276	274	270	272	398	720
7 15 8 0	1 15 11 2	3 00 19 5	2 05 28 2	2 00 29 4	2 40 22 0				Time Over District Average Speed Per Hour					2 45 21 0	2 40 22 0	2 30 23 5	1 55 30 6	1 20 11 0	8 30 6 9

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS.

The normal position of switches at Oliver Junction, Guichen Line Junction and Fraser River Junction will be for main line.  
Initial Stations—Bellingham for No. 720.  
Vancouver for Nos. 273, 269, 271, 275, 397 and 719.

Terminal Stations—Bellingham for No. 719.  
Vancouver for Nos. 276, 274, 270, 272, 398 and 720.  
Yard limit boards at Bellingham, New Westminster and Vancouver.



WEST BOUND.

FOURTH DISTRICT—ANACORTES TO ROCKPORT.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.		Car Capacity of Other Sidings.	Car Capacity of Passenger Trains.	Distance from Rockport.	TIME TABLE No. 66. IN EFFECT MAY 23, 1909.		Distance from Anacortes.	Water, Coal, Wagon, and Crossings.	FIRST CLASS.		SECOND CLASS.	THIRD CLASS.	
	724	400	284	280										279	283	
	Mixed Freight Leave Daily Except Sun.	Mixed Leave Daily	Passenger Leave Daily	Passenger Leave Daily				STATIONS.		Passenger Arrive Daily	Passenger Arrive Daily		Mixed Arrive Daily	Mixed Freight Arrive Daily Except Sun.		
	7.00am			8.15am		42	D-R	ROCKPORT	53.7	WY	9.25pm					2.20pm
	7.25			8.32		67		FABER	47.9	f	9.09					1.45
	7.50			8.42	3	9.1	D	CONCRETE	44.6	W	8.59					1.25
	7.55			8.47		30	10.2	GRASSIERE	43.5	f	8.54					1.05
	8.15			7.03		43	15.5	BIRDVIEW	38.2	*	8.40					12.40
	8.55			7.18	10	38	20.6	HAMILTON	33.1	*	8.25					12.10pm
	9.20			7.30			23.9	LYMAN	29.8	W	8.10					11.20
	9.50			7.45		22	20.2	COKE DALE JUNCTION	24.5	f	7.55					10.40
	10.15			8.00	64	32.4	D	WOOLLEY	21.3	YX	7.46	6.20pm				724 10.15
				8.06	7	34.7		STERLING	19.0	f	7.34	6.13				
	11.30 12.45pm	8.50am		8.15am	20	48	37.2	DN-R BURLINGTON	16.5	CW OYX	7.25pm	6.05 5.50	8.15am	9.15 8.00		250
	1.00	9.00		7.35	25	40.0		AVON	13.7			5.44	8.04	7.40		
	1.15	9.10		7.45	7	42.6		FREDONIA	11.1			5.34	7.54	7.20		
	1.30	9.17		7.52	25	44.1		WHITNEY	9.6			5.28	7.46	7.10		
							46.3	DRAW BRIDGE	7.4							
	2.00	9.26		8.11	4	49.6		FIDALOO	4.1			5.13	7.30	6.50		
	2.20pm	9.50am		8.25pm	94	53.7	D-R	ANACORTES		TW	5.00pm		7.15am	6.30am		
	Arrive Daily Except Sun.	Arrive Daily		Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.		
	724	400		284							279	283	399	723		
	7.20 7.2	1.00 16.5		1.50 11.6				Time Over District. Average Speed Per Hour.			2.00 16.6	1.20 16.00	1.00 16.5	7.50 6.8		

EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS. (See Rule 44.)

No. 724 has right over No. 723, Anacortes to Rockport.

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

Initial Stations—Anacortes for Nos. 283, 399 and 723.

Rockport for Nos. 280 and 724.

Terminal Stations—Anacortes for Nos. 284, 400 and 724.

Rockport for Nos. 279 and 723.

Yard limit boards, Burlington.

WEST BOUND.

FIFTH DISTRICT—SUMAS TO GUICHON.

EAST BOUND.

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.			TIME TABLE No. 66. IN EFFECT MAY 23, 1909.			FIRST CLASS.			SECOND CLASS.			THIRD CLASS.			
					397				STATIONS.						398						
					Mixed Leave Daily Except Sunday	Car Capacity of Other Stages.	Car Capacity of Passing Trains.	Distance from Sumas		Distance from Guichon	Water, Coal, Wye, Turn Tables, Scales and Crossings.			Mixed Arrive Daily Except Sunday							
								0.0	SUMAS, WASH.....												
								0.0	INTERNATIONAL BOUNDARY.....												
							30	0.1	HUNTINGDON.....												
							21	42	3.6	3.5		W									
							6		8.1	4.5											
							22	69	12.7	4.6											
								28	16.9	4.2											
								20	67	21.6		W									
					4.55pm			67	29.4	7.8	DN-R	CL			8.05am						
								5		4.0											
					5.10			4		1.5					7.50						
					5.15					1.0		Y			7.45						
					5.25			62	67	35.9	DN-R	G			7.40						
					5.30					0.8		Y			7.30						
					5.45			10		6.0					7.15						
					5.55			3		2.4		W 1/2 M East			7.05						
					6.00pm			10	10	46.5		W			7.00am						
					Arrive Daily Except Sunday										Leave Daily Except Sunday						
					397										398						
					1.05 15.1										1.05 15.1						

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

The normal position of switches at Oliver Junction, Guichon Line Junction are for main line.  
All trains Fifth District will protect against all Third District trains between Oliver Jct. and  
Guichon Line Jct.

Initial Station—Guichon for No. 398.  
Terminal Station—Guichon for No. 397.

SOUTH BOUND. SIXTH DISTRICT--FRAZER RIVER JCT. TO CLOVERDALE. NORTH BOUND.

SECOND CLASS.			TIME TABLE No. 66. IN EFFECT MAY 23, 1909.			SECOND CLASS.					
		397	Car Capacity of Other Stages.	Car Capacity of Passing Trains.	Distance from Fraser River Jct.	STATIONS.	Distance from Cloverdale.	Water, Coal, Wye, Turn Tables, Scales and Crossings.			398
		Mixed Leave Daily Except Sunday									Mixed Arrive Daily Except Sunday
		4.00pm			0.0	FRAZER RIVER JCT.....	15.2				9.00am
		4.05		25	1.0	LIVERPOOL.....	14.2				8.55
					3.3	BON ACCORD.....	11.9	W 1/2 M East			
		4.30			5.7	PORT KELLS.....	5.3				8.30
		4.50pm			6.2	CLOVERDALE.....	0.0	DN-R	CL		8.10am
		Arrive Daily Except Sunday									Leave Daily Except Sunday
		397									398
		1.50 18.3									1.50 18.3

Trains will register at Cloverdale.

All Sixth District trains will protect against all Third District trains between Fraser River Junction and New Westminster.

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS.

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

11

NAME.	LOCATION.	OPENS.	LENGTH.	CAR CAPACITY.	NAME.	LOCATION.	OPENS.	LENGTH.	CAR CAPACITY.
Woods Spur	2.5 Miles west of Chiwaukum.	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 Quarry Spur	0.7 Miles north of Chuckanut	North		3
Grotto Lumber Co.	0.3 Miles east of Grotto.	East	1200 feet	25	Chuckanut Quarry Spur	1.0 Miles north of Chuckanut	North		38
G. N. Shingle Co.'s Siding	2.5 Miles west of Grotto.	Both ends		24	Marietta Spur	3.3 Miles north of Bellingham	South		2
B. B. & R. Spur	2.0 Miles east of Index	West		5	Henry Spur	1.0 Miles south of Brennan	South		2
Heybrook Spur	1.5 Miles east of Index	East		2	Sand Pit Spur	0.8 Miles south of Enterprise	South		13
Smith Lumber Co.	0.5 Miles east of Index	East		12	Shield's Spur	0.7 Miles south of Enterprise	South		3
Soderburg Spur	0.7 Miles west of Index	West		10	Enterprise Spur	0.7 Miles north of Enterprise	South		3
Robinson's Spur	0.5 Miles west of Gold Bar	East		26	Red Cedar Shingle Co.	1.2 Miles south of Custer	South		8
Black Bros. Spur	0.0 Miles east of Startup	West		26	McDonald Spur	1.2 Miles north of Custer	South		2
Casoy's Spur	0.1 Miles east of Sultan	East		26	Melrose Spur	2.5 Miles north of Custer	South		2
Sultan Ry. & Timber Co.	1.5 Miles west of Sultan	West		5	Blaine Shingle Co.'s Spur	2.0 Miles south of Blaine	South		9
Owen's Spur	4.7 Miles east of Monroe	East		3	Blaine Spur	1.9 Miles south of Blaine	South		2
Holmquist Spur	0.5 Miles east of Monroe	East		4	Shelton Spur (off Blaine Spur)	1.9 Miles south of Blaine	South		2
Monroe Mill Spur	0.3 Miles east of Monroe	East		18	City Dock Spur (off Blaine Spur)		South		81
Monroe Gravel Pit	0.0 Miles west of Monroe	West		10	Erie Mill Spur (off City Dock Spur)		South		6
Wagner & Wilson Lbr. Co. Spur	0.5 Miles west of Monroe	West		25	Monarch Mill Spur (off City Dock Spur)		South		14
Woodruff	2.0 Miles west of Monroe	Both ends		24	Barge Spur (off City Dock Spur)	0 Blaine	South		5
Cascade Lumber Co. Spur	0.1 Miles east of Snohomish	East		27	Flummerfelt Spur	2.0 Miles north of Port Kells	South		4
Creosote Spur	0.5 Miles east of Lowell	West		25	Hazelmere Spur	3.4 Miles north of Blaine	South		4
House Track	0.0 Miles east of Lowell	East		25	Great Western Shingle Spur	0.5 Miles south of Port Kells	North		7
State Mill Co.	0.5 Miles east of Everett	East		12	Washington Shingle Co.	1.5 Miles north of Blaine	South		8
G. N. Clay Co. Spur	2.0 Miles east of Metum	West		10	McNair Spur	2.0 Miles north of Cloverdale	South		2
E. W. Mills Spur	2.3 Miles west of Richmond Beach	East		2	Brownsville Spur	1.0 Miles north of Liverpool	South		15
Invincible Railroad Spur	0.4 Miles west of Edmonds	East		8	Davis Spur	0.5 Miles south of Liverpool	North		4
Brown Bay Logging Co. Connection	0.5 Miles west of Meadowdale	West		3	Distillery Spur	0.0 Miles north of Sapperton	South		25
Mukilteo Lumber Co.	2.1 Miles east of Mukilteo	West		10	Sand Pit Spur	0.7 Miles north of Sapperton	South		18
Doucett Spur	0.5 Miles east of Mukilteo	West		2	Pifers Mill Spur	3.0 Miles north of Sapperton	South		8
Mukilteo Shgle. Spur. &	0.7 Miles east of Mukilteo	West		3	Mill No. 2 Spur	0.7 Miles south of Burnaby Lake	South		15
Weyerhaeuser Timber Co.	0.2 Miles north of Everett Jct.	North		38	Wolfs Spur	0.5 Miles north of Burnaby Lake	North		4
Nell House Spur	1.0 Miles north of Everett Jct.	South		24	Maddougs-Shaw Spur	0.7 Miles north of Burrard	North		5
Nickerson Machinery Co.	0.0 Miles north of Everett	South		4	Mill No. 1 Spur	0.0 Miles north of Still Creek	North		25
Everett Milling Co.	1.5 Miles north of Everett Jct.	North		26	Surry Spur	1.1 Miles west of Cloverdale	West		3
Clark-Nickerson Mill	1.8 Miles north of Everett Jct.	North		31	Gravel Pit Spur	2.3 Miles west of Cloverdale	West		9
Log Dump Spur	1.1 Miles north of Everett Jct.	North		21	Oliver Road Spur	8.2 Miles west of Cloverdale	West		5
Wheelban Spur	1.8 Miles north of Everett Jct.	North		7	Matthew Road Spur	6.8 Miles east of Gulchon	West		5
Neff's Spur	1.0 Miles south of Long Siding	North		7	Smith Road Spur	5.8 Miles east of Gulchon	West		2
Weidauer & Lansdown Spur	0.0 Miles south of Long Siding	South		20	Patterson's Spur	5.7 Miles east of Gulchon	West		9
Blackman Spur	0.4 Miles south of Long Siding	North		7	Gowdy Road Spur	2.9 Miles east of Gulchon	West		1
Transfer Track	0.8 Miles north of Long Siding	North		14	Gulchon Slip Spur	0.1 Miles east of Gulchon	East		3
Old Main Line	1.5 Miles south of Marysville	South		30	Fidalgo Mill Spur	2.3 Miles east of Tenth Street	East		3
Union Slough	1.5 Miles south of Marysville	South		6	Fidalgo Island Shingle Co. Spur	4.6 Miles east of Tenth Street	East		2
Cox's Spur	1.4 Miles north of Marysville	North		4	Log Rollway	1.5 Miles east of Tenth Street	Both ends		22
Krause Bros. Spur	2.5 Miles north of Marysville	North		2	Gravel Pit Spur	5.9 Miles east of Tenth Street	West		9
Kennedy Spur	4.2 Miles north of Marysville	South		6	Callahan-Abbott Spur	Fredonia	West		6
Summit Mill Co.	0.1 Miles north of English	South		2	Hawkin's Spur	0.7 Miles east of Fredonia	East		5
Norman Spur	1.1 Miles north of Silvana	South		2	North Avon Lumber Co. Spur	0.3 Miles west of Avon	West		2
Rabel's Spur	1.8 Miles north of Silvana	North		2	Burlington Mill Spur	0.6 Miles west of Burlington	West		6
Danner	2.0 Miles south of Stanwood	South		3	Holbrook's Spur	0.4 Miles west of Woolley	West		8
Florence	1.5 Miles south of Stanwood	North		4	Sound Iron Spur	Woolley	West		7
Hall's Spur	1.4 Miles south of Stanwood	South		2	Green Mill Spur	3.2 Miles east of Stanwood	Both ends		2
Ketchum Spur	2.5 Miles north of Stanwood	South		4	Minkler's Mill	1.0 Miles east of Cokedale Jct.	Both ends		13
Morrison Mill Spur	2.1 Miles south of Fir	South		8	Child's Spur	3.6 Miles east of Cokedale Jct.	West		3
Milltown	1.7 Miles south of Fir	South		6	Hilchock-Kelly	0.1 Miles west of Lyman	West		3
Hawley Spur	1.2 Miles south of Fir	North		6	Skagit Mill Co. Spur	Lyman	West		22
Skagit Crossing Tr. Track	0.9 Miles south of Fir	South		6	Hop Ranch Spur	0.8 Miles east of Lyman	West		3
Little Mountain Spur	1.7 Miles south of Mt. Vernon	South		3	L. L. Spur	0.2 Miles west of Hamilton	West		3
Amor Spur	1.5 Miles north of Burlington	South		2	Erpree Shingle Spur	0.2 Miles west of Grassmere	West		2
Burlington Quarry	0.5 Miles north of Burlington	South		11	Anna Shingle Spur	2.0 Miles west of Grassmere	West		2
Butler Spur (Old Line)	0.1 Miles north of Belleville	South		2	Superior Portland Cement Co. Spur	0.7 Miles west of Concrete	West		28
Belfast Mfg. Co. (Old Line)	0.5 Miles south of Belfast	South		10	Washington Port Cement Co.	0.7 Miles east of Concrete	East		30
Samish Pit Spur (Old Line)	0.6 Miles south of Belfast	South		52	Van Horne's Spur	0.5 Miles west of Faber	East		16
Burlington Mill Spur (Old Line)	0.1 Miles south of Belfast	South		3	Tower Mill Co.	0.3 Miles west of Faber	East		19
Desmond Spur (Old Line)	1.4 Miles south of Alger	North		3	Sauk Spur	2.0 Miles west of Rockport	West		2
Alger Mineral Spur (Old Line)	0.0 Miles south of Alger	South		9					
Gaudette's Spur (Old Line)	0.0 Miles south of Alger	South		8					
Samish Lake Spur (Old Line)	0.1 Miles south of Samish Lake	South		8					
Owen's Spur (Old Line)	0.1 Miles south of Samish Spur	North		5					
Lindley Spur (Old Line)	0.1 Miles south of Samish Spur	South		1					

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

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 D4-100-426				Class B6-232-238				Class B16-135-138 " B17-145-149 " B18-208-282 " B19-152-181				Class B26-197-206 " B21-207-225 " B22-226-270							
		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																							
Delta to Seattle.....	0.4	2500				2100				1460				1120								675															
Cascade Tunnel to Lowell.....	Down	1500				1250				900																											
Silvana to Delta.....	0.5	1800				1400				1080				875								600															
Delta to Silvana.....	0.4	2300				1800				1460				1120								780															
Bellingham to Silvana.....	0.5	2100				1800				1350				1050								675															
Silvana to Bellingham.....	0.5	2100				2100				1350				1050								675															
Bellingham to New Westminister.....	1.1	1080				900				700				515								345															
New Westminister to Bellingham.....	1.5	800				675				600				485								280															

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.....	13 Tons
Box Cars, 40 foot.....	16 Tons
Refrigerators.....	17 Tons
Furniture, 30 to 40 foot.....	20 Tons
Furniture, 40 to 50 foot.....	17 Tons
Caboose, 8-wheel.....	19 Tons
Caboose, 4-wheel.....	17 Tons
Flat Cars, 28 to 30 foot.....	10 Tons
Flat Cars, 33 and 34 foot.....	9 Tons
Flat Cars, 40 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.  
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-Bruhn Spur, 120 feet from Crossing Agnew Hdw. Co. Spur.  
Power House Spur, 105 feet from head block.  
Mukilteo Lumber Co., Spur, 144 feet from head block.  
Samish Lake, M. P. 85.2, on Spur, 3,635 feet north from head block  
Chuckanut, east end siding.  
B. B. & E. Transfer Track east end.  
Ferndale, 200 feet from east head block passing track.

**SPECIAL RULES.**

1. Bulletin Boards are located at Leavenworth, Cascade Tunnel, Skykomish, Delta, Interbay, Seattle, Burlington, Bellingham, Anacortes and Rockport.
2. Standard clocks are located in telegraph offices at Leavenworth, Skykomish, Vancouver, Interbay, Delta and Bellingham.
3. 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.
4. All retainers must be used from Cascade Tunnel to Merritt, and from Chiwaukum to Leavenworth, and from Cascade Tunnel to Skykomish.
5. 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.
6. Only one train is permitted to enter or use the block at the same time.
7. Freight trains will not carry passengers.
8. 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.
9. 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.
10. SEMAPHORES for protection of draw on Fraser River bridge between Liverpool and New Westminster are located on the south and north ends of bridge.
11. 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.
12. 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.
13. 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.
14. Outfit cars must be placed next to cabooses. When helper engine used they must be put behind it and ahead of cabooses.
15. All trains will reduce speed to 8 miles per hour passing through town limits of Mt. Vernon, Marysville and Edmonds.
16. All trains will reduce speed to 10 miles per hour passing through town limits of Burlington.
17. All trains will reduce speed to 10 miles per hour over Fraser River Bridge and all draw bridges.

18. No trains in either direction will cross International Boundary at Blaine without permission of Customs officers.
19. All trains must stop at drawbridges and railroad crossings at a distance not exceeding 200 feet from same, unless operated by interlocking system.
20. **NEW WESTMINSTER INTERLOCKING SYSTEM.**—Signal tower is located 3,004 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 500 feet south and north of tower, respectively.
21. **INTERLOCKING SYSTEM.**—Governing movement of trains N. P. crossing and Bridge 10 just north of Delta Wye.
22. 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).
23. 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.
24. 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.
25. 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.
26. Trains between Delta and Bayside will be governed by bottom blade on two blade semaphore located 60 feet south of wye switch.
27. A caution fixed signal is located 2000 feet south of wye switch.
28. Derails are located 60 feet from home semaphores.
29. 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.
30. Interlocking system in use bridge 11 and 12 between Delta and Marysville and at Skagit R. R. Crossing one mile south of Fir.
31. Bridges 69 and 70 over Nicomekl and Serpentine Rivers between Crescent and Oliver are interlocked. At Nicomekl and Serpentine draw bridges, derails and home semaphores are located 600 feet from the end of draw span. Day indications are semaphore arm horizontal (or straight out) for stop, and the semaphore arm inclined downward 65 degrees for clear (or proceed.) Caution fixed semaphores are located 3000 feet from home semaphores. The caution semaphore arms are fish tail and painted yellow and show a yellow light at night.
32. The distant signal on the Old Line, Fraser River Bridge south of New Westminster, will govern the movement of trains over the New Line as well.

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. HOKSEY.	Bellingham.....	DR. H. A. COMPTON.
Skykomish.....	DR. C. E. GREASON.	Bellingham.....	DR. D. E. BIGGS.
Everett.....	DR. W. C. COX.	Blaine.....	DR. A. S. REEDY.
Interbay.....	DR. F. A. BOOTH.	New Westminster...	DR. GEO. E. DREW.
Seattle.....	DR. H. M. READ.	Vancouver.....	DR. A. S. MONRO.
Seattle.....	DR. R. W. PERRY, Oculist.	Anacortes.....	DR. GEO. B. SMITH.
		Woolley.....	DR. M. B. MATTICE.

**TIME INSPECTORS.**

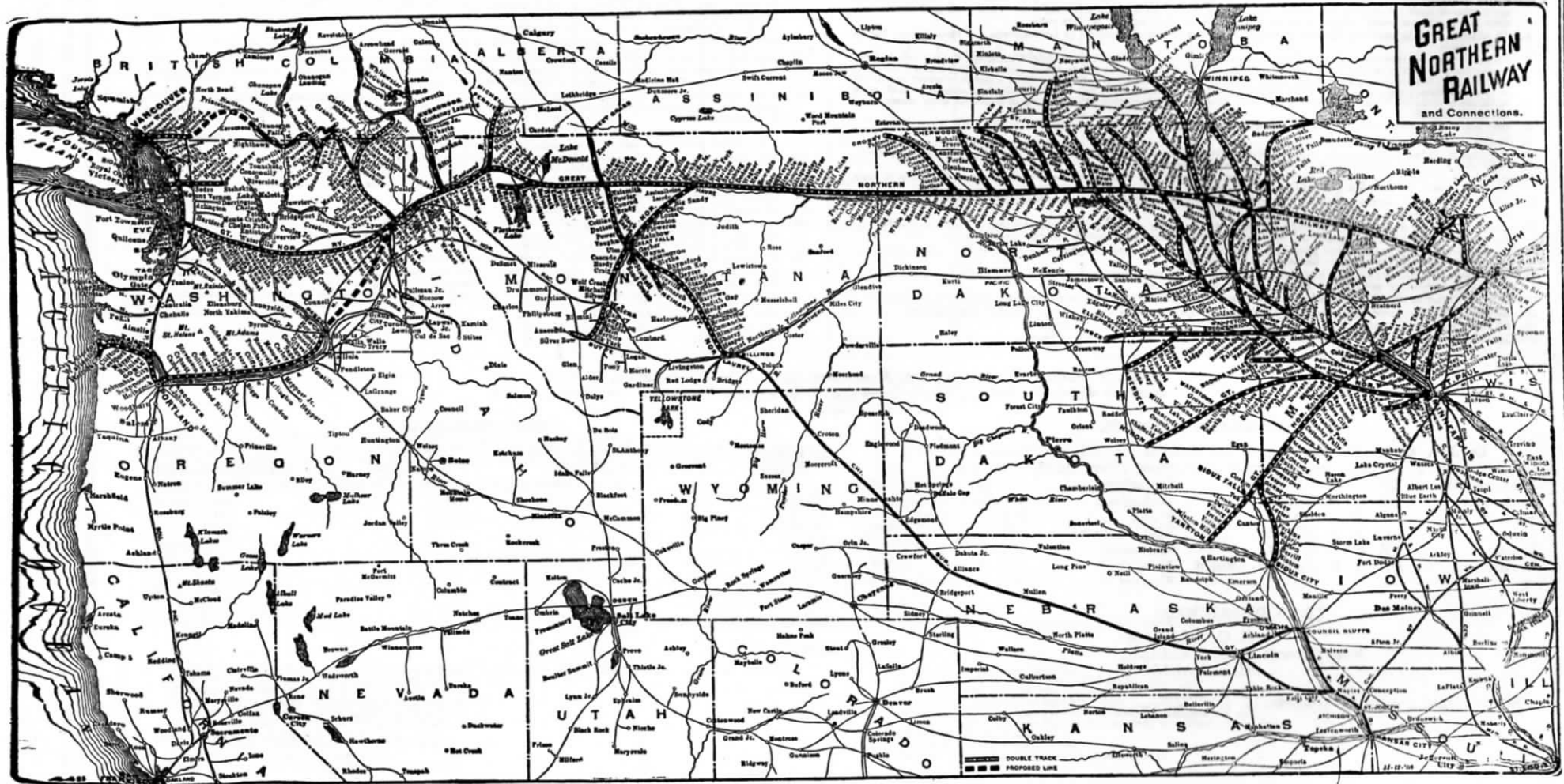
Leavenworth.....	F. E. CARLQUIST.	Everett.....	R. G. COLVIN & CO
Seattle.....	J. F. HUNTER.	Bellingham.....	BEHRENS & SON.
	Anacortes.....		TINKER BROS.

**TRAIN DISPATCHERS.**

First District: E. O. WADHAMS,  
 G. E. WELLIEN,  
 H. L. CAULKINS.

Second, Third and Fourth Districts: T. H. REED,  
 C. E. LAMKIN.

P. E. TALTY, Night Chief Dispatcher.  
 D. MOORE, Chief Dispatcher.  
 A. R. BLACKBURN, Trainmaster.  
 J. C. DEVERY, Assistant Superintendent.



# GREAT NORTHERN RAILWAY

and Connections.

DOUBLE TRACK  
PROPOSED LINE

21-12-08