

**GREAT NORTHERN RAILWAY**  
**CASCADE DIVISION**  
**TIME TABLE No. 67**

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

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**MONDAY, JULY 12th, 1909**

SUPERSEDING TIME TABLE NO. 66 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.

THIRD CLASS	SECOND CLASS				FIRST CLASS				Car Capacity of Other Seating	Car Capacity of Passenger Trucks	Distance from Leavenworth	TIME TABLE No. 67. IN EFFECT JULY 12, 1909.	Distance from Delta	Water, Coal, Wood, Turf, Tobacco, Scales, and Compress	FIRST CLASS				
	715	451	401	487	435	43	1	3							25	STATIONS.			
																Passenger	Passenger	Passenger	Passenger
	Fast Freight Leave Daily 8 15Am	Fast Freight Leave Daily 12 27Am	Fast Freight Leave Daily 8 30Am	Fast Freight Leave Daily 6 20Am	Passenger Leave Daily 4 05Am	Passenger Leave Daily 1 35Am	Passenger Leave Daily 6 05Am	Passenger Leave Daily 2 20Am	492	50	DN-R	LEAVENWORTH	CH	109.5	WCT	Passenger Arrive Daily 8 15Am	Passenger Arrive Daily 12 10Am	Passenger Arrive Daily 1 10Am	Passenger Arrive Daily 4 05Am
	8 55	1 05	10 10	6 00	4 23	1 53	6 23	2 38	67	6.3	N	3 DRURY	DY	103.2		8 57	11 53	12 50	3 48
	9 20	1 35	10 40	6 34	4 35	2 04	6 34	2 49	22	67	DN	4.2 CHIAWAKUM	CY	90.0	W	9 25	11 43	12 40	3 38
	9 55	2 10	11 15	7 10	4 48	2 17	6 48	3 05	5	69		7.0 MASON CREEK		92.0		10 01	11 20	12 30	3 25
	10 30	3 05	11 50	7 45	5 00	2 25	7 00	3 17	5	68	DN	3.0 MERRITT	CK	80.0	W	2 25	11 22	12 21	3 17
	11 11	3 40	12 20Am	8 20	5 13	2 45	7 14	3 32	70	24.9		4.4 GAYNOR	GR	81.6		2 15	11 11	12 11	3 08
	12 02Am	4 10	1 00	8 50	5 28	3 00	7 27	3 44	87	28.0	D	3.1 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	105	75	DN-R	4.3 CASCADE TUNNEL	CH	77.2	WT	4 57	10 50	11 50	2 45
	1 10	5 20	2 15	10 00	5 58	3 32	7 58	4 12	91	90	DN	3.6 WELLINGTON	WN	78.6	WC	1 40	10 35	11 25	2 30
	1 25	5 35	2 30	10 15	6 08	3 48	8 08	4 22	83	39.5	D	3.6 ALVIN	NY	70.0	W	1 25	10 20	11 20	2 15
	1 55	6 05	2 45	10 30	6 17	3 52	8 17	4 30	12	84		2.7 COREA		67.3		1 15	10 08	11 10	2 05
	2 10	6 15	3 00	10 45	6 27	4 02	8 27	4 30	6	69	DN	3.0 SCERIC	MA	64.3	W	1 03	9 50	11 00	1 55
	2 25	6 30	3 15	11 00	6 37	4 10	8 37	4 48	6	60		3.1 RIPPON	RI	61.2	W	12 48	9 41	10 44	1 39
	2 40	6 45	3 30	11 15	6 47	4 20	8 47	4 57	80	51.8	N	3.5 TORGA	G	67.7		12 37	9 27	10 32	1 27
9 15Am	2 55	7 00	3 45	11 30	7 00	4 35	9 00	5 10	184	73	DN-R	4.2 SKYKOMISH	KY	52.8	Y WC	12 20 12 15	9 10 9 05	10 15 10 10	1 10 1 05
9 35	3 10	7 15	4 00	11 45	7 15	4 50	9 15	5 28	7	68		4.0 GROTTO		48.4		12 04Am	8 53	10 01	12 58
10 00	3 25	7 30	4 15	12 00	7 25	5 00	9 25	5 38	87	66.1	D	5.0 HALFORD	SA	43.4	W	11 53	8 40	9 50	12 45
10 20	3 40	7 45	4 30	1 15	7 38	5 13	9 37	5 52	18	78	DN	5.1 INDEX	IX	38.3		11 38	8 25	9 37	12 35
10 45	3 55	8 00	4 45	1 30	7 50	5 25	9 47	6 02	20	88		5.1 REITER		33.2	W	11 20	8 10	9 25	12 24
11 13	4 10	8 15	5 00	1 45	8 05	5 37	9 59	6 20	45	69	DN	3.7 GOLD BAR	GB	29.5	Y	11 13	7 59	9 18	12 14
11 35	4 25	8 30	5 15	2 00	8 15	5 44	10 07	6 28	22	55		2.4 STARTUP		27.1		11 08	7 40	8 54	12 08
12 00Am	4 40	8 45	5 30	2 15	8 25	6 00	10 21	6 43	18	50	D	3.4 SULTAN	SU	23.7		11 02	7 38	8 58	12 01Am
1 55	4 55	9 00	5 45	2 30	8 40	6 17	10 35	7 05	25	52	DN	7.5 MONROE	RO	16.2	W	10 49	7 18	8 34	11 46
2 25	5 10	9 15	6 00	2 45	8 55	6 32	10 45	7 20	30	108.0	DN-R	5.8 LOWELL	W	3.5		10 20	6 44	8 27	11 17
					9 00	6 40	10 50	7 25	100	44	DN	1.6 PACIFIC AVENUE	D	1.9	Y	10 15	6 40	8 24	11 14
					9 10	6 50	11 00	7 35				EVERETT		0.8		10 10	6 35	8 20	11 10
9 10Am	7 00Am	11 40Am	9 00Am	4 20Am					600	85	DN-R	EVERETT JUNCTION	JN			10 05Am	6 30Am	8 15Am	11 05Am
Arrive Daily Except Sun	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			DN-R	Vis S. P. Ry. DELTA	PG		WCT OY				
715	451	401	487	435	43	1	3	25								Leave Daily	Leave Daily	Leave Daily	Leave Daily
3 55	11.0	11.0	11.30	11.0	5.07	5.17	4.57	5.17								6.10	5.40	4.55	5.0
8.8	0.9	0.9	0.5	0.9	21.3	20.7	22.1	20.7								21.2	19.3	22.2	21.0

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

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, 13, 135, 187, 401 and 451—Skykomish for No. 715.

Terminal Stations—Leavenworth for Nos. 4, 26, 2 and 41.  
 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. 25.

B. B. & 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 ponds south of Shelby.  
 Yard limit boards placed each way from Pacific Avenue, Skykomish, Cascade Tunnel and Leavenworth.

Time Over Districts.  
 Average Speed Per Hour.

SECOND DISTRICT--EVERETT JUNCTION TO SEATTLE.

WEST BOUND.

TIME TABLE No. 67.  
IN EFFECT JULY 12, 1909.

THIRD CLASS.				FIRST CLASS.								Car Capacity of Other Siding.	Car Capacity of Passing Tracks.	Distance from Everett Junction.	STATIONS.	
717		711		43	271	1	269	273	3	277	25				275	DR-R
Midn. Freight	Fast Freight			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				
3 05pm	3 05am			8 12pm	8 22pm	6 52pm	2 37pm	2 00pm	11 02am	10 19am	7 37am	6 10am			DR-R	EVERETT JUNCTION
3 40	2 20			9 21	8 30	7 00	2 45	2 10	11 10	10 22	7 45	6 21	51	3	DR	MUKHTO
4 10	2 55			9 34	8 40	7 10	2 55	2 21	11 20	10 34	7 55	6 30	55	3	DR	MUSKER
4 30	2 45			9 44	8 47	7 17	3 02	2 29	11 27	10 42	8 02	6 40	58	3	DR	MEADOWDALE
5 00	3 00			9 56	8 58	7 27	3 10	2 42	11 37	10 55	8 13	6 52	62	3	DR	EDMONDS
5 30	3 10			10 04	9 02	7 35	3 17	2 52	11 45	11 06	8 20	7 02	65	3	DR	RICHMOND BEACH
5 57	3 20			10 12	9 15	7 42	3 20	3 07	11 52	11 21	8 34	7 15	68	3	DR	METUM
6 30	3 40			10 32	9 21	7 56	3 37	3 15	12 06pm	11 30	8 41	7 25	72	3	DR	BALLARD
6 40pm	3 45am			10 35	9 25	8 00	3 40	3 20	12 10	11 35	8 45	7 30	75	3	DR-R	INTERHAY
				10 40	9 30	8 05	3 45	3 25	12 15	11 40	8 50	7 35	78	3	DR	G. R. DOCK
				10 50pm	9 40pm	8 15pm	3 50pm	3 35pm	12 25pm	11 50am	9 00am	7 45am	82	3	DR-R	SEATTLE
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 35	1 40			1 38	1 18	1 23	1 18	1 35	1 23	1 38	1 23	1 35				
5 1	16 8			20	27.1	23.9	27.1	20.6	23.9	20.0	23.9	20.6				
Time Over District Average Speed Per Hour																

## EAST BOUND.

## SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

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## TIME TABLE No. 67.

IN EFFECT JULY 12, 1909

STATIONS.	Distance from Seattle.	Water, Coal, Wye, Turn Tables, Sinks and Drawings.	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		Mile. Freight Arrive Daily
EVERETT JUNCTION JN 32.7			9 36Am	10 05Am	1 48Pm	5 46Pm	8 30Pm	7 08Pm	8 15Pm	11 05Pm	1 10Am		12 45Pm	12 40Am
3 2 MUKILTEO MO 28.9			9 26	9 55	1 36	5 38	8 21	7 00	8 09	10 59	1 03		12 25	12 20
MOSHER MO 24.8			9 14	9 51	1 28	5 30	8 13	6 50	8 03	10 52	12 53		11 50	12 05Am
3 11 MEADOWDALE AD 21.8			9 07	9 46	1 20	5 26	8 07	6 43	7 57	10 47	12 46		11 35	11 50
3 10 EDMONDS DR 17.9 W			8 55	9 39	1 12	5 18	7 59	6 35	7 50	10 40	12 35		11 00	11 35
3 0 RICHMOND BEACH R 14.9			8 49	9 33	1 04	5 11	7 52	6 28	7 45	10 35	12 27		10 38	11 20
8 3 METUM UN 8.7			8 34	9 29	12 50	4 59	5 40	6 12	7 24	10 25	12 13		9 55	11 00
2 8 BALLARD BD 5.8			8 26	9 17	12 43	4 53	5 33	6 05	7 29	10 18	12 05		9 40	10 50
1 1 INTERBAY MB 4.7 WCIV			8 20	9 15	12 40	4 50	5 30	6 00	7 25	10 15	12 01Am		9 30Am	10 40Pm
1 3 O. N. DOCK Z 3.4			8 15	9 10	12 35	4 45	5 25	5 55	7 20	10 10	11 55			
1 1 SEATTLE UD 0 WY			8 08Am	9 00Am	12 28Pm	4 38Pm	5 15Pm	5 45Pm	7 10Pm	10 00Pm	11 45Pm			
			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 05	1 30	1 10	1 15	1 23	1 05	1 05	1 25		3 15	2 00
Average Speed Per Hour			21.4	30.1	24.6	28.0	26.2	23.9	30.1	30.1	23.1		8.6	14.0

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.

Trains entering double track at Mosher and Metum will not exceed speed of ten miles per hour.

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—Tacoma for trains Nos. 4 and 2

Seattle for trains Nos. 271, 270, 272, 26, 278, 41 and 276.

Interbay for Nos. 712 and 718.

Terminal Stations—Interbay for trains Nos. 711 and 717.

Seattle for trains Nos. 275, 25, 277, 273, 269, 271 and 43.

Tacoma for trains Nos. 1 and 3.

Trains Nos. 1, 2, 3 and 4 between Seattle and Tacoma will be governed by time table and rules of Northern Pacific Railway.

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. 67.  
IN EFFECT JULY 12, 1900.

THIRD CLASS.				FIRST CLASS.						No. of Cars	No. of Passengers	Distance from Bellingham.	STATIONS.
717	711	711	713	279	271	269	273	277	275				
Misc. Freight	Fast Freight	Fast Freight	Misc. Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
		0.10pm	6.30am	6.20pm	6.00pm	12.30pm	10.55am	7.15am	8.00am	30.1	42	0.0	DN R ..... BELLINGHAM .....
		6.35	7.05	6.35	6.13	12.35	11.05	7.25	8.10		47	2.0	D ..... SOUTH BELLINGHAM .....
		6.55	7.35	6.48	6.22	12.47	11.15	7.35	8.23		61	6.0	" ..... CHUCKANUT .....
		7.25	8.15	6.53	6.32	12.55	11.25	7.40	8.35		66	12.5	" ..... SAMISH .....
		7.50	8.45	6.58	6.41	1.03	11.35	8.00	8.50		69	16.5	D ..... BOW .....
		8.20	9.25	7.03	6.50	1.11	11.45	8.10	4.01		77	21.2	D ..... BELLEVILLE .....
		8.55	10.00	7.08	7.00	1.20	12.01pm	8.22	4.15		80	23.8	DR R ..... BURLINGTON .....
		9.20	11.22	7.13	7.10	1.28	12.15	8.35	4.25		84	27.0	DN ..... MT. VERNON .....
		9.55	11.50	7.18	7.10	1.37	12.30	8.48	4.41		87	33.3	D ..... FIR .....
		10.10	12.47	7.23	7.31	1.40	12.47	9.04	4.58		90	40.4	DR ..... STARWOOD .....
		10.25	1.55	7.28	7.41	1.55	1.00	9.18	5.13		94	45.0	D ..... SILVANA .....
		10.45	2.35	7.33	7.49	2.05	1.15	9.28	5.25		98	51.0	" ..... ENGLISH .....
			3.15	7.38	7.50	2.15	1.25	9.40	5.45		102	57.0	DR ..... MARYSVILLE .....
	2.35pm	2.75	1.35am	11.00pm	8.05	2.25	1.44	9.53	5.58		106	63.7	R ..... DELTA WYE .....
	3.00	3.00			8.15	2.35	1.52	10.10	6.07		110	70.0	" ..... EVERETT .....
	3.05pm	3.05pm			8.20pm	2.37pm	2.00pm	10.15am	6.10am		114	76.1	DR R ..... EVERETT JUNCTION .....
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	717	711	711	713	279	271	269	273	277	275			
	0.30	0.30	4.15	8.40	1.10	2.17	2.07	3.05	2.51	4.10			
	8.8	8.8	13.1	8.8	20.4	26.0	20.2	20.7	22.0	20.2			

Time Over District  
Average Speed Per Hour.



NORTH BOUND.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

STATIONS.	Distance from Everett Junction.	W. Co., W. Y., T. or C. or S. or B. or R. or G. or Y.	FIRST CLASS.						THIRD CLASS.				
			276	274	270	272	278	280	712	714	718		
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Freight	Mdn. Freight	Mdn. Freight		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DR-R BELLINGHAM	EM	04.1	CWT	4.12am	12.50pm	4.30pm	8.05pm	10.00pm	9.35am	713 6.30am	8.10pm		
D SOUTH BELLINGHAM	FR	61.2	W	4.02	12.38	4.21	7.57	9.52	9.20	6.15	8.45		
D CHUCKASUT		67.2	F	8.50	12.26	4.11	7.50	9.42	9.11	6.00	8.10		
D SAMISH	W	81.6	F	8.27	12.12	4.00	7.42	9.20	8.56	5.40	1.50		
D BOW	BO	47.5		8.25	12.01pm	3.50	7.24	9.22	8.45	5.25	1.02		
D BELLEVILLE	BV	42.9		8.12	11.48	3.40	7.25	9.12	8.22	5.10	12.22		
DR-R BURLINGTON	BV	40.2	WYX	8.05	11.40	3.25	7.20	9.05	8.25am	5.00	12.01pm 713 10.50 273		
DR MT. VERNON	NR	24.2		8.50	11.22	3.20	7.05	8.49		4.20	10.20		
D FIR	FR	20.5		8.25	11.05	3.07	6.52	8.24		375 4.10am	9.40		
DR STARWOOD	B	22.7		8.20	10.46	2.55	6.29	8.17		3.25	277 8.04		
D SILVANA	NA	15.2	W	9.09	10.21	2.45	6.20	8.02		3.10	8.15		
D ENGLISH		14.1		1.20	10.20	2.35	6.20	7.42		2.50	7.25		
DR MARYSVILLE	MS	7.1		1.42	10.02	2.15	6.02	7.22		2.15	6.45		
R DELTA WYE		4.4	Y	1.20	9.54	2.05	5.59	7.22		2.00am	6.15am	1.10pm	
R EVERETT		0.2		1.20	9.44	273 1.52	5.52	7.15				12.50	
DR-R 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	Leave Daily	Leave Daily
				276	274	270	272	278	280	712	714	718	
Time Over District				2.02	2.15	2.45	2.20	2.22	1.10	4.20	9.0	0.20	
Average Speed Per Hour				21.1	20.2	22.2	27.5	22.2	20.4	12.2	7.1	8.8	

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.

Steele 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 Sillings.	Car Capacity of Pulling Train.	Distance from Vancouver.	TIME TABLE No. 67. IN EFFECT JULY 12, 1909.		Distance from Bellingham.	Water, Coal, Wire, Lamps, Lubricants, Scales and Fr. Charge.	FIRST CLASS.				SECOND CLASS.	THIRD CLASS.
	Miles Freight Leave Daily Except Sun.	Mixed Leave Daily Except Sunday	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily				Passenger Arrive Daily	Passenger Arrive Daily			Passenger Arrive Daily	Passenger Arrive Daily	Mixed Arrive Daily Except Sunday	Miles Freight Arrive Daily Except Sun.		
8 00Am	3 30Pm	11 40Am	4 00Pm	10 30Am	8 15Am	0 0	DR-R	VANCOUVER	VR	58.8	WCU	7 00Am	8 30Pm	7 00Pm	10 00Pm	10 20Am	5 00Pm		
8 05	3 37	11 50	4 04	10 34	8 19	0 7		WYE		58.1	Y	0 58	3 35	0 58	0 58	10 15	4 55		
8 15	3 50	11 57	4 10	10 40	8 25	43	3 5	STILL CREEK		55.3		0 48	3 10	0 40	0 40	10 05	4 45		
8 25	3 00	12 02Am	4 14	10 45	8 29	15	5 3	ARLEY		53.5		0 43	3 15	0 44	0 45	10 00	4 35		
8 30	3 10	12 07	4 19	10 48	8 34	41	7 9	BURNABY		50.9		0 35	3 10	0 37	0 40	9 50	4 19		
								SAPPERTON WYE		45.0	Y								
8 55	3 25	12 20	4 27	10 56	8 45	29	13.1	SAPPERTON		45.7		0 24	2 59	0 29	0 34	9 30	3 25		
9 00	3 30	12 27	4 32	11 00	8 50	82	13.8	NEW WESTMINSTER	MN	45.0		7 10	2 55	0 25	0 30	9 20	3 15		
9 20	3 50	12 32	4 35	11 03	8 55		14.2	FRASER RIVER JUNCTION		44.6		6 15	2 50	0 19	0 24	9 00Am	2 40		
11 25	4 00Pm	12 35	4 44	11 11	9 05	67	19.4	TOWNSEND		39.4		6 03	2 37	0 07	0 15		2 20		
8 45		12 45	4 44	11 11	9 05	67	19.4	TOWNSEND		39.4		6 03	2 37	0 07	0 15		2 20		
7 20		1 05	4 54	11 20	9 17	82	67	OLIVER	G	34.0	WY	5 49	2 25	5 55	9 04		1 55		
7 35		1 15	5 01	11 27	9 27	11	28.4	CRESCENT		30.4		5 37	2 14	5 45	8 55		1 30		
7 55		1 30	5 11	11 35	9 39	30	31.2	WHITE ROCK	WR	25.6		5 25	2 00	5 35	8 44		12 50Pm		
								INTERNATIONAL BOUNDARY		22.6									
8 10		1 50	5 21	11 45	9 55	91	68	BLAINE	BR	22.1	WO	5 10	1 45	5 21	8 30		11 45		
9 00		2 12	5 35	11 59	10 13	5	42	CUSTER	CU	14.8		4 50	1 28	5 02	8 18		10 13		
10 13		2 20			10 30			ENTERPRISE		11.0		4 42	1 20						
11 00		2 30	5 45	12 10Pm	10 38	43	48.8	FERRDALE	FD	9.0		4 37	1 13	4 50	8 10		9 30		
		2 37			10 55			BRETTAN		6.8		4 28	1 05						
12 15Pm		3 00Am	6 05Pm	12 30Pm	10 55Am	202	42	BELLINGHAM	NM	0 0	CWT	4 12Am	12 30Pm	4 30Pm	7 50Pm		8 30Am		
Arrive Daily Except Sun.	Arrive Daily Except Sunday	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	1.30 9.5	3.15 14.1	2.05 24.2	2.00 29.4	2.40 22.0							2.45 21.0	2.40 22.0	2.30 23.5	2.45 28.2	1.20 11.0	8.30 6.0		

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

The normal position of switches at Oliver Junction, Guichon 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. 270, 271, 270, 272, 398 and 720.  
Yard limit boards at Bellingham, New Westminster and Vancouver.  
All trains to and from Sixth district will protect between New Westminster and Fraser River Junction.



## WEST BOUND.

## FOURTH DISTRICT—ANACORTES TO ROCKPORT.

## EAST BOUND.

9

THIRD CLASS			SECOND CLASS		FIRST CLASS			TIME TABLE No. 67. IN EFFECT JULY 12, 1909.		FIRST CLASS		SECOND CLASS		THIRD CLASS			
	724	400	284	290	280	Car Capacity of Other Buildings.	City Capacity of Passenger Trains.	Distance from Rockport.	STATIONS.	Distance from Anacortes.	Water, Coal, Wood, Turf, Tobacco, Stages and Crossings.	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	Mixed Freight Leave Daily Except Sun	Mixed Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily							Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Mixed Arrive Daily	Mixed Freight Arrive Daily Except Sun.	
	7.00am			4.45pm	6.15am		42		D-R.....ROCKPORT.....RK	53.7	WY	2.00pm	9.10pm			3.00pm	
	7.25			5.02	6.32		67	5.8	5.8 FABER.....	47.9		1.40	8.54			2.25	
	7.50			5.15	6.42	3		9.1	3.3 CONCRETE.....BA	44.6	W	1.37	8.44			2.00	
	7.55			5.20	6.47		30	10.2	1.1 GRASSMERE.....	43.5		1.30	8.38			1.30	
	8.15			5.35	7.03		43	15.5	5.3 BIRDSVIEW.....	38.2		1.12	8.23			12.40pm	
	8.55			5.50	7.18	10	38	20.6	5.1 HAMILTON.....H	33.1		12.57	8.08			11.50	
	9.20			6.00	7.30			23.9	3.3 LYMAN.....	29.8	W	12.46	7.55			11.20	
	9.50			6.15	7.45		22	29.2	5.3 COKEDALE JUNCTION.....	24.5		12.31	7.40			10.40	
	723 10.15			6.30	8.00	64		32.4	3.2 WOOLLEY.....WL	21.3	YX	12.20	7.31			724 10.15	
				6.38	8.08	7		34.7	2.3 STERLING.....	19.0		12.11	7.19				
	11.20 11.45	8.50am	7.00pm	8.45 8.15	723 8.15am	20	45	37.2	2.6 BURLINGTON.....BU	15.5	CW OYX	12.05pm 11.35	7.10pm	280 8.35pm	8.15am	280 8.00	
	1.00	9.00	7.14	9.18			25	40.0	2.8 AVON.....	13.7		11.27		8.27	8.04	7.40	
	1.15	9.10	7.30	9.30			7	42.6	2.6 FREDONIA.....	11.1		11.19	8.19	7.54	7.20		
	1.30	9.17	7.30	9.33			25	44.1	1.5 WHITNEY.....	9.6		11.13	8.12	7.46	7.10		
								46.3	2.2 DRAW BRIDGE.....	7.4							
	2.00	9.38	7.48	9.47			4	49.6	3.3 FIDALGO.....	4.1		10.57	8.58	7.30	6.50		
	9.20pm	9.50am	8.00pm	10.00pm			91	53.7	4.1 ANACORTES.....AC		TW	10.45am	8.45pm	7.15am	6.50am		
	Arrive Daily Except Sun	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sun.		
	724	400	284	290	280							289	279	283	399	723	
	7.20	1.00	55	5.15	2.00							3.15	2.00	.50	1.00	5.30	
	7.2	15.5	18.2	10.2	15.9							17.	15.9	19.5	15.5	6.1	

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

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

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. 67. IN EFFECT JULY 12, 1909.			FIRST CLASS			SECOND CLASS			THIRD CLASS			
					397												398				
		Mixed			Leave Daily Except Sunday	Car Capacity of Other Subins.	Car Capacity of Passenger Trains	Distance from Sumas				Distance from Guichon	Water, Coal, Etc., Turn Tables, Scales and Crossovers			Mixed			Arrive Daily Except Sunday		
								0 0	SUMAS, WASH.	46.5											
								0 0	INTERNATIONAL BOUNDARY	46.5											
							30	0 1	HURTINGDON	46.4											
							21 42	3 6	ARROTSFORD	42.9	W										
							6	8 1	PINEGROVE	38.4											
							22	61	12 7	ALDERGROVE	33.8										
							24	16 0	OTTER	29.6											
							20	67	21 6	LINCOLN	24.9	W									
					4 50pm		67	29 4	DN-R CLOVERDALE	CL 17.1							8 05am				
							6	33 4	ALLUVIA	13.1											
					5 10		4	34 9	SOUTHPORT	11.6							7 50				
					5 15			35 9	OLIVER JCT.	10.6	Y						7 45				
					5 25		62	67	35 9	DN-R OLIVER	G 10.6	W						7 40			
					5 30			36 7	GUICHON LINE JCT.	9.8	Y						7 30				
					5 45		10	42 7	INVERHOLM	3.8							7 15				
					5 55		3	45 1	CHALLOUTHAN	1.4	W & M East						7 05				
					6 00pm		10	10	48 5	GUICHON	0.0	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. 67. IN EFFECT JULY 12, 1909.			SECOND CLASS		
		397						398
		Mixed	Car Capacity of Other Subins.	Car Capacity of Passenger Trains	Distance from Frazer River Jct.	Distance from Cloverdale	Water, Coal, Etc., Turn Tables, Scales and Crossovers	Mixed
		Leave Daily Except Sunday						Arrive Daily Except Sunday
		4 00pm			0 0	FRAZER RIVER JCT.	15.2	8 00am
		4 05		25	1 0	LIVERPOOL	14.2	8 55
					3 3	BON ACCORD	11.0	W & M East
		4 30		67	9 0	PORT KELLS	5.3	8 30
		4 50pm		67	15 2	DN-R CLOVERDALE	CL 0.0	8 10am
		Arrive Daily Except Sunday						Leave Daily Except Sunday
		397						398
		50 18.3						50 18.3

Trains will register at Cloverdale.

All Sixth District trains will protect against all Third District trains between Frazer 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.

NAME.	LOCATION.	DIR.	LENGTH.	CAR CAPACITY.	NAME.	LOCATION.	DIR.	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
Bastille Boston Copper Co. Spur	0.5 Miles west of Tonga	East	300 feet	3	McCoy's Transfer Track	0.6 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
Berlie 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	1.3 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
Haybrook 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
Roderburg 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.	1.3 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
Casey's Spur	0.1 Miles east of Sultan	East		5	Melrose Spur	2.5 Miles south of Blaine	South		4
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		-	Blaine Spur	1.3 Miles south of Blaine	South		4
Holmsquat Spur	0.5 Miles east of Monroe	East		4	Shelton Spur (off Blaine Spur)		South		2
Monroe Mill Spur	0.3 Miles east of Monroe	East		4	City Dock Spur (off Blaine Spur)		South		81
Monroe Gravel Pit	0.0 Miles west of Monroe	East		18	Eric Mill Spur (off City Dock Spur)		South		6
Wagner & Wilson Lbr. Co. Spur	0.5 Miles west of Monroe	West		10	Monarch Mill Spur (off City Dock Spur)		South		14
Woodruff	2.0 Miles west of Monroe	Both ends		25	Barge Spur (off City Dock Spur)		South		14
Cascade Lumber Co. Spur	0.1 Miles east of Snohomish	East		24	Flummerfelt Spur	0 Blaine	South		5
Crescents Spur	0.5 Miles east of Lowell	West		25	Hazelmere Spur	2.0 Miles north of Port Kells	South		4
House Track	0.0 Miles east of Lowell	East		25	Great Western Shingle Spur	0.5 Miles north of Port Kells	South		4
State Mill Co.	0.5 Miles east of Everett	East		13	Washington Shingle Co.	1.5 Miles north of Blaine	South		7
O. N. Clay Co. Spur	2.3 Miles east of Motum	West		10	McNair Spur	2.0 Miles north of Cloverdale	South		4
B. W. Mills Spur	2.3 Miles west of Richmond Beach	East		3	Brownsville Spur	1.0 Miles north of Liverpool	South		15
Invisible Railroad Spur	0.4 Miles west of Edmonds	East		2	Davis Spur	0.5 Miles south of Liverpool	North		4
Brown Bay Logging Co. Connection	2.5 Miles west of Meadowdale	West		8	Distillery Spur	0.0 Miles north of Sapperton	South		25
Mukilteo Lumber Co.	0.1 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	0.7 Miles south of Sapperton	South		8
Mukilteo Shgle. Spur &	0.7 Miles east of Mukilteo	West		3	Mill No. 2 Spur	0.7 Miles north of Burnaby Lake	North		16
Weyerhaeuser Timber Co.	0.2 Miles north of Everett Jct.	North		38	Wolfs Spur	0.5 Miles north of Burrard	North		5
Nell House Spur	1.0 Miles north of Everett Jct.	South		24	Maddouga-Shaw Spur	0.7 Miles north of Burrard	North		5
Nickerson Machinery Co.	0.0 Miles north of Everett	South		26	Mill No. 1 Spur	0.0 Miles north of Still Creek	North		25
Everett Milling Co.	1.3 Miles north of Everett Jct.	North		4	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	1.8 Miles north of Everett Jct.	North		21	Oliver Road Spur	2.2 Miles west of Cloverdale	West		5
Wheelhan Spur	1.9 Miles north of Everett Jct.	North		7	Matthew Road Spur	5.8 Miles east of Guichon	West		3
Nell's Spur	1.0 Miles south of Long Siding	North		50	Smith Road Spur	5.8 Miles east of Guichon	West		2
Weidauer & Lansdowne Spur	0.0 Miles south of Long Siding	South		20	Patterson's Spur	5.7 Miles east of Guichon	West		9
Transfer Track	0.4 Miles south of Long Siding	North		14	Gowdy Road Spur	2.9 Miles east of Guichon	West		1
Old Main Line	0.8 Miles south of Marysville	North		7	Guichon Slip Spur	0.1 Miles east of Guichon	East		3
Union Slough	1.5 Miles south of Marysville	South		30	Fidalgio Mill Spur	1.3 Miles east of Tenth Street	East		3
Cox's Spur	1.4 Miles north of Marysville	South		6	Fidalgio Island Shingle Co. Spur	4.6 Miles east of Tenth Street	East		2
Kruse Bros. Spur	2.5 Miles north of Marysville	North		4	Log Rollway	1.5 Miles east of Tenth Street	Both ends		22
Kennedy Spur	4.2 Miles north of Marysville	South		6	Gravel Pit Spur	5.9 Miles east of Tenth Street	West		9
Summit Mill Co.	0.1 Miles north of English	South		2	Pradonia	6 Callahan-Abbott Spur	West		6
Norman Spur	1.1 Miles north of Silvana	South		2	Hawkin's Spur	0.7 Miles east of Pradonia	East		2
Rabel's Spur	1.3 Miles north of Silvana	North		3	North Avon Lumber Co. Spur	0.3 Miles west of Avon	West		2
Banner	2.0 Miles south of Stanwood	North		3	Burlington Mill Spur	0.6 Miles west of Burlington	West		6
Florence	1.5 Miles south of Stanwood	South		2	Holbrook's Spur	0.4 Miles west of Woolley	West		8
Hai's Spur	1.4 Miles south of Stanwood	North		4	Sound Iron Spur	Woolley	West		7
Ketchum Spur	2.5 Miles north of Stanwood	South		2	Green Mill Spur	2.3 Miles east of Woolley	Both ends		22
Morrison Mill Spur	2.1 Miles south of Fir	South		8	Minkler's Mill	3.0 Miles east of Cokedale Jct.	Both ends		13
Milltown	1.7 Miles south of Fir	South		6	Child's Spur	2.6 Miles east of Cokedale Jct.	West		3
Hawley Spur	0.9 Miles south of Fir	North		6	Hitchock-Kelly	0.1 Miles west of Lyman	West		3
Skagit Crossing Tr. Track	0.9 Miles south of Mt. Vernon	South		6	Skagit Mill Co. Spur	Lyman	West		22
Little Mountain Spur	1.7 Miles south of Mt. Vernon	South		6	Hop Ranch Spur	0.3 Miles east of Lyman	West		3
Lamar Spur	1.5 Miles north of Burlington	South		3	L. L. Spur	0.2 Miles west of Hamilton	West		3
Burlington Quarry	0.5 Miles north of Burlington	South		11	Burpee Shgle. Spur	0.4 Miles west of Grassmere	West		3
Butler Spur (Old Line)	0.1 Miles north of Belleville	South		2	Anna Shgle. Spur	0.7 Miles west of Grassmere	West		2
Belfast Mfg. Co. (Old Line)	0.5 Miles south of Belfast	South		10	Superior Portland Cement Co. Spur	0.7 Miles east of Concrete	West		28
Samish Pit Spur (Old Line)	0.6 Miles south of Belfast	South		52	Washington Port Cement Co.	0.7 Miles east of Concrete	East		30
Burlington Mill Spur (Old Line)	0.1 Miles south of Belfast	South		3	Van Horne's Spur	0.5 Miles west of Faber	East		19
Diamond Spur (Old Line)	1.4 Miles south of Alger	North		3	Tower Mill Co.	0.3 Miles west of Faber	East		19
Alger Mineral Spur (Old Line)	0.0 Miles south of Alger	South		3	Sauk Spur	2.0 Miles west of Rockport	West		2
Gaudette's Spur (Old Line)	0.0 Miles south of Alger	South		3					
Samish Lake Spur (Old Line)	0.1 Miles south of Samish Lake	South		90					
Owen's Spur (Old Line)	1 Miles south Of Samish Spur	North		5					
Lindley Spur (Old Line)	1 Miles south Of Samish Spur	South		1					

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

STATIONS.	Ruling Grade.	Class F4-1005-1099 " 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 F1-500-505 " D5-450-476				Class D2-300-359				Class D1-400-426				Class DG-232-238				Class H116-135-138 " H117-145-149 " H118-268-282 " H119-152-181				Class H116-135-138 " H117-145-149 " H118-268-282 " H119-152-181							
		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				365												435	
Skykomish to Cascade Tunnel.....	2.2	600				480				300				270				340				183												200			
Cascade Tunnel to Leavenworth.....	Down	1500				1250				900																											
Leavenworth to Cascade Tunnel.....	2.2	600				480				300				275				340				185												200			
Seattle to Delta.....	0.5	2100				1750				1350				1050												675								760			
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				1800				1460				1120												780								870			
Bellingham to Silvana.....	0.5	2100				1800				1350				1050												675								750			
Silvana to Bellingham.....	0.5	2100				2100				1350				1050												675								750			
Bellingham to New Westminster.....	1.1	1080				900				700				515												345								490			
New Westminster to Bellingham.....	1.5	800				675				600				485												280								310			

WEATHER RATING: { 1—When temperature is 25 degrees above zero or over.  
2—Very frosty or wet. 5 to 25 degrees above zero or over.  
3—Five degrees above to 10 below zero  
4—Ten below zero and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

Average weights of empty cars will be estimated as follows when not marked:

Box Cars, 28 to 30 foot.....	11 Tons
Box Cars, 33 foot.....	12 Tons
Box Cars, 34 foot.....	13 Tons
Box Cars, 36 foot.....	16 Tons
Box Cars, 40 foot.....	17 Tons
Refrigerators.....	20 Tons
Furniture, 30 to 40 foot.....	17 Tons
Furniture, 40 to 50 foot.....	19 Tons
Calouses, 8-wheel.....	17 Tons
Calouses, 4-wheel.....	10 Tons
Flat Cars, 28 to 30 foot.....	9 Tons
Flat Cars, 31 and 34 foot.....	11 Tons
Flat Cars, 40 foot.....	12 Tons

Coal Cars.....	
Gondola Cars.....	
Oil Tanks.....	
Ballast Cars.....	
Steam Wreckers.....	
Engine Tank, (Empty).....	
Standard Engine and Tank.....	
Small Mogul Engine and Tank.....	
Large Mogul Engine and Tank.....	
Consolidated Engine and Tank.....	
Mail.....	
Baggage.....	
Coaches, 8-wheel.....	
Coaches, 12-wheel.....	
Dining Cars.....	
Sleeping Cars.....	
Ore Cars, Wood, 12; Steel.....	

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.  
 Itchy, west end passing track.  
 Richmond Beach 120 feet west H. B. Industry track.  
 Monroe Mill Spur, 200 feet from head block.  
 Gatto, 150 feet east of west head block Industry track.

Sultan Jet, 143 feet from head block.  
 Derail Brewery Spur, Pacific Ave., 210 feet from head block.  
 Fryo-Itullo Spur, 120 feet from Crossing Agnew Hdw. Co. Spur.  
 Power House Spur, 105 feet from head block.  
 Mukilton Lumber Co., Spur, 144 feet from head block.  
 Samiah Lake, M. P. 85.2, on Spur, 3,635 feet north from head block.  
 Chikanut, east end siding.  
 D. B. & R. Transfer Track east end.  
 Ferndale, 200 feet from east head block passing track.

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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 safety switch west end depot 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 engineers of helper engine each has in their possession a section of a staff which will be handed to them by operators and will be returned 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 handled in trains behind a 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 3191 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 1200 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 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. HOXSEY.
Skykomish.....	DR. C. E. GREASON.
Everett.....	DR. W. C. COX.
Interbay.....	DR. F. A. BOOTH.
Seattle.....	DR. H. M. READ.
Seattle.....	DR. R. W. PERRY, Oculist.
Bellingham.....	DR. H. A. COMPTON.
Bellingham.....	DR. D. E. BIGGS.
Blaine.....	DR. A. S. REEDY.
New Westminster.....	DR. GEO. E. DREW.
Vancouver.....	DR. A. S. MONRO.
Anacortes.....	DR. GEO. B. SMITH.
Woolley.....	DR. M. B. MATTICE.

TRAIN DISPATCHERS.

	E. O. WADHAMAS,
First District:	G. E. WELLIEN,
	C. O. JOHNSON.
Second, Third and Fourth Districts:	T. H. REED,
	C. E. LAMKIN.
	H. L. CAULKINS.
Extra Disp.:	N. WELLIEN

TIME INSPECTORS.

Leavenworth.....	F. E. CARLQUIST	Everett.....	R. G. COLVIN & CO
Seattle.....	J. F. HUNTER.	Bellingham.....	BEHRENS & SON
Anacortes.....	TINKER BROS.	Vancouver, B. C.	PAUL & McDONALD.

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