

GREAT NORTHERN RAILWAY

CASCADE DIVISION.

TIME TABLE No. 68

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

SUNDAY, OCTOBER 31, 1909.

Superseding Time Table No. 67 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. General Manager.

J. M. GRUBER, General Manager.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

THIRD CLASS.				SECOND CLASS.				FIRST CLASS.					CAPACITY OF SIDE TRACKS		Time Table No. 68 In Effect Oct. 31, 1909.		STATIONS.	Telephone Calls	
715				451	401	487	435	27	43	1	3	25	Passing Tracks	Other Tracks	Historical from Leavenworth				
Midse. Freight Leave Daily Ex. Sunday				Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily				Passenger Leave Daily			
				8:15 ^{pm}	12:10 ^{pm}	9:00 ^{am}	5:30 ^{am}	11:40 ^{pm}	4:06 ^{pm}	1:36 ^{pm}	3:45 ^{am}	2:00 ^{am}	60	492		LEAVENWORTH	CH		
				8:55	12:50	9:40	6:10	11:55 ²⁰	4:23	1:53	4:03 ⁴¹	2:18	67		6.3	DRURY	DY		
				9:20	1:15	10:05	6:35	12:04 ^{am}	4:35	2:04	4:15	2:28	67	22	10.5	CHIWAUKUM	CY		
				9:55	1:50	10:40	7:19 ²³	12:17	4:48	2:17	4:29	2:42	69	5	17.5	NASON CREEK			
				10:30	2:25 ¹⁻⁴	11:15	7:55	12:25 ²	5:00	4:40 ¹	4:42	2:55	68	5	20.5	MERRITT	CK		
				11:11 ²⁵	3:05	11:50	8:30	12:38	5:13	2:45	4:56	3:08 ⁴⁴	70		24.9	GAYNOR	GR		
				12:02 ²	3:35	12:26 ^{pm}	9:00	12:52	5:26	3:00	5:09	3:20	67		28.0	BERNE	BR		
				12:30 ²⁷	4:25	1:15	9:50	1:08 ⁴⁵¹	5:45	3:20	5:27	3:38	75	165	32.3	CASCADE TUNNEL	CN		
				1:45	4:45	1:40	10:10	1:21	5:58	3:38	5:40	3:51	90	91	35.9	WELLINGTON	WN		
				2:13 ⁴⁴	5:00	1:55	10:25	1:31	6:08	3:43	5:50	4:01	63		39.5	ALVIN	NY		
				2:30	5:10	2:10	10:40	1:40	6:17	3:52	5:59 ²⁸	4:09	64	12	32.2	COREA			
				2:50	5:25	2:25	10:55	1:50 ⁴⁴	6:27	4:02	6:10	4:18	66	6	35.2	SCENIC	MA		
				3:05	5:40	2:40	11:10	1:59	6:37	4:10	6:20	4:27	60	6	38.3	NIPPON	NI		
				3:20	5:55	2:55	11:25	2:08	6:47	4:20	6:30	4:36	60		41.8	TONDA	G		
			9:15 ^{am}	3:40	6:15 ⁴³	3:15	11:50 ⁴	2:20 ³	7:00 ⁴⁰¹	4:35	6:45	4:50	73	184	57.0	SKYKOMISH	KY		
			9:35	4:45 ²⁸	7:35	4:05	12:45	2:32	7:15	4:50	7:00	5:09	68	7	61.1	GROTTO			
			10:00	5:05	7:55	4:25	1:05	2:42	7:25	5:00	7:11	5:22	67		66.1	HALFORD	SA		
			10:25	5:23	8:25 ²⁰	4:50	1:25	2:53	7:38	5:13	7:22	5:37	78	18	71.2	INDEX	NY		
			10:45	5:48 ²⁵	8:40	5:10	1:45	3:02	7:50	5:25	7:32	5:48 ⁴⁵¹	68	2	76.3	REFER			
			11:13 ⁴	6:15	8:50	5:32	2:00	3:09	7:59 ⁴⁸⁷	5:32	7:40	5:59	69	45	80.0	GOLD BAR	GB		
								3:14	8:05	5:37	7:45	6:07	18	82.4		STARTUP			
			11:55	6:40	9:08 ²	6:00	2:25	3:21	8:12	5:45	7:53	6:17	65	22	85.8	SULTAN	SU		
			12:55 ^{pm}	7:10	9:40	6:30	2:55	3:36 ²⁶	8:26	6:02	8:09	6:28	80	18	93.3	MONROE	RO		
			1:55	7:40	10:10	7:00 ²⁰	3:25	3:52	8:40	6:19	8:25	6:59	82	28	100.2	SNODHISH	S		
			2:35	8:05	10:30	7:35	3:50	4:03	8:55	6:34 ⁴⁸⁷	8:38	7:13	80	30	106.0	LOWELL	W		
								4:07	9:00	6:40 ²⁶	8:40	7:17	44	100	107.6	PACIFIC AVENUE	D		
								4:12	9:10	6:50	8:50	7:28			108.7	EVERETT			
								4:15 ^{am}	9:12 ^{pm}	6:52 ^{pm}	8:52 ^{am}	7:30 ^{am}			109.5	EVERETT JUNCTION	JN		
			3:10 ^{pm}	8:45 ^{am}	11:10 ^{am}	8:00 ^{pm}	4:30 ^{pm}	4:21	9:20	7:00	9:00	7:40	85	600	109.3	DELTA	PG		
			715	451	401	487	435	27	43	1	3	25							
			5:55 8:0	12:30 8:4	11:0 9:9	11:0 9:9	11:0 9:9	4:35 23.7	5:07 21.3	5:17 20.7	5:07 21.3	5:30 20							

Time Over District
Average Speed Per Hour

EAST BOUND.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

Time Table No. 68.
In Effect Oct. 31, 1909.

STATIONS.	Distance from Delta	SIGNS. See Rule 4, page 10.	FIRST CLASS.				
			28	4	26	2	44
			Express Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily
LEAVENWORTH	109.8	Re DN WCTYOP	8:00am	8:15pm	12:10pm	1:10am	4:20am
DUBRY	103.3	N	7:48	8:27	11:58	12:54	4:03
CHIWAUKUM	99.0	DN W	7:35	8:45	11:45	12:45	3:49
NASON CREEK	92.0		7:19	8:59	11:39	12:39	3:30
MERRITT	89.0	DN W	7:11	1:40	11:33	12:33	3:20
GAYNOR	84.6		7:01	2:15	11:11	12:11	3:08
BERNE	81.5	D W	6:53	3:07	11:03	12:03	2:57
CASCADE TUNNEL	77.2	R DN W T	6:40	1:55	10:50	11:50	2:45
WELLINGTON	73.6	R DN WC	6:25	4:47	10:35	11:35	2:30
ALVIN	70.0	D W	6:10	1:35	10:20	11:20	2:13
COREA	67.3		5:55	1:15	10:05	11:05	2:02
SCENIC	64.3	DN W	5:45	1:05	9:55	11:00	1:50
NIPPON	61.2	W	5:31	12:45	9:41	10:44	1:34
TONGA	57.7	N	5:17	12:37	9:27	10:32	1:23
SKYKOMISH	52.5	Re DN WC Y	5:00 4:55 25	12:20 12:15 435	9:10 9:05	10:15 10:10	1:05 1:00
GROTTO	48.4		4:45	12:04pm	8:50	10:01	1:01
HALFORD	43.4	D W	4:33	11:53	8:40	9:50	12:40
INDEX	38.3	DN	4:20	11:38	8:25	9:37	12:27
REITER	33.3	W	4:08	11:20	8:10	9:25	12:15
GOLD BAR	29.8	DN Y	4:00	7:15	7:55	9:15	12:05
STARTUP	27.1		3:55	11:08	7:45	9:14	12:04pm
SULTAN	23.7	D	3:49	11:03	7:38	9:08	11:58
MONROE	18.2	DN W	3:38	10:49	7:18	8:54	11:44
SNOWISH	9.3	DN	3:17	10:35	7:00	8:40	11:30
LOWELL	3.5	R DN	3:04	10:20	6:44	8:27	11:17
PACIFIC AVENUE	1.9	DN Y	3:00	10:15	6:40	8:24	11:14
EVERETT	0.8	K	2:55	10:10	6:35	8:20	11:10
EVERETT JUNCTION		R DN	2:50pm	10:05pm	6:30pm	8:15pm	11:05pm
Via N. P. Ry. DELTA		Re DN WCTYOP					
Time Over District Average Speed Per Hour			28 5:10 21.2	4 5:10 21.2	26 5:40 19.3	2 4:55 22.2	44 5:15 21.0

Special Rules.

West bound trains are superior to east bound trains of the same class.

No 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes.

All west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.

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. 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.

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

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.

All retainers must be used from Cascade Tunnel to Merritt, and from Chiwaukum to Leavenworth, and from Cascade Tunnel to Skykomish.

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 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.

Only one train is permitted to enter or use the block at the same time. Bulletin boards are located at Leavenworth, Cascade Tunnel, Skykomish, Delta.

All except first class trains must be under absolute control while passing through yard limits Leavenworth, Skykomish, Lowell, Pacific Ave. and Delta.

Semaphores are located 1200 feet east of east switch, Scenic; 1200 feet west of west switch, Chiwaukum; 1200 feet east of switch at Holmquist Spur half-mile east of Monroe.

Berlin and Baring and B. B. & R. Spur two miles east of Index will be flag stop for Nos. 25 and 26.

No. 43 stops at any station to let off passengers from east of Colbert.

No. 44 stops at any station to pick up passengers for points south of Shelby.

Yard limit boards placed each way from Skykomish, Cascade Tunnel and Leavenworth, and east from Pacific Avenue.

INITIAL STATIONS.
Leavenworth for trains Nos. 25, 3, 1, 43, 27, 435, 487, 401 and 451.
Skykomish for train No. 715.

TERMINAL STATIONS.
Leavenworth for Nos. 28, 4, 26, 2 and 4.

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.

Grotto, 150 feet east of west head block Industry track.

Index passing track 120 feet from west head block.

Reiter, west end passing track.

Sultan Junction, 143 feet from head block.

Monroe Mill Spur, 200 feet from head block.

Derail Brewery Spur, Pacific Ave., 210 feet from head block.

Frye-Bruhn Spur, 120 feet from Crossing Agnew Hardware Co. Spur.

Power House Spur, 105 feet from head block.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Woods Spur	2.5 Miles west of Chiwaukum	East		11
Seattle-Boston Copper Co. Spur	0.8 Miles west of Tonga	East	300 feet	3
Skykomish Mill Co. Spur	0.3 Miles west of Skykomish	East		20
Great Republic Mining Co., Berlin	1.5 Miles west of Skykomish	West		14
Berlin Spur, Miller River Co.	1.5 Miles west of Skykomish	West		4
Grotto Lumber Co.	0.3 Miles east of Grotto	East	1200 feet	25
G. N. Shingle Co.'s Siding	3.5 Miles west of Grotto	Both ends		24
B. B. & R. Spur	1.5 Miles east of Index	West		2
Hyebrook Spur	1.5 Miles east of Index	East		5
Smith Lumber Co.	0.5 Miles east of Index	East		12
Soderburg Spur	0.7 Miles west of Index	West		10
Robinson's Spur	0.5 Miles west of Gold Bar	East		26
Black Bros. Spur	0.0 Miles east of Startup	West		26
Casey's Spur	0.1 Miles east of Sultan	East		5
Sultan Ry. Lumber Co.	1.5 Miles east of Sultan	West		3
Owen's Spur	4.7 Miles east of Monroe	East		4
Holmquist Spur	0.5 Miles east of Monroe	East		4
Monroe Mill Spur	0.3 Miles east of Monroe	East		18
Monroe Gravel Pit	0.0 Miles west of Monroe	West		10
Wagner & Wilson Lbr. Co. Spur	0.5 Miles west of Monroe	West		25
Woodruff	2.0 Miles west of Monroe	Both ends		24
Cascade Lumber Co. Spur	0.1 Miles east of Snowish	East		27
Cresote Spur	0.5 Miles east of Lowell	West		25
House Track	0.0 Miles east of Lowell	East		25
State Mill Co.	0.5 Miles east of Everett	East		12

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

WEST BOUND.

		THIRD CLASS				FIRST CLASS.										CAPACITY OF SIDE TRACKS		Time Table No. 68. In Effect October 31, 1909.			Telegraph Calls
		717	711	43	271	1	269	273	277	3	25	275	27	Passing Tracks	Other Tracks	Distances from Everett Junction	STATIONS.				
		Mdse. Freight Leave Daily	Fast Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Fast Mail Leave Daily								
		2.02pm	2.00pm	9.12pm	8.17pm	8.52pm	2.37pm	2.00pm	10.10am	8.52am	7.30am	6.10am	4.16am				EVERETT JUNCTION	JN			
		3.40	2.15	9.31	8.27	7.00	2.45	2.10	10.22	9.00	7.40	6.21	4.24	31	68	3.8	MUKILTEO	MU			
		4.10	2.30	9.34	8.27	7.10	2.55	2.21	10.34	9.10	7.51	6.32	4.34	60		7.9	MOSHER	MO			
		4.80	2.45	9.44	8.48	7.17	3.02	2.29	10.42	9.17	7.59	6.40	4.40	70	5	10.9	MEADOWDALE	AD			
		5.00	3.00	9.56	8.58	7.27	3.10	2.42	10.56	9.27	8.12	6.52	4.51	67	37	14.5	EDMONDS	DR			
		5.50	3.10	10.04	9.01	7.35	3.17	2.52	11.06	9.36	8.20	7.02	4.59	45	15	17.8	RICHMOND BEACH	R			
		278 6.12	3.20	44 10.25	9.14	7.49	3.30	3.07	11.21	9.49	274 8.34	7.14	5.12			24.0	METUM	UN			
		6.30	3.40	10.32	9.31	7.56	3.37	3.15	11.30	9.54	8.41	7.26	5.21		183	26.9	BALLARD	BD			
		6.40pm	3.45pm	712 10.35	9.25	8.00	3.40	3.20	11.36	10.00	8.45	7.30	5.26	30	626	28.0	INTERBAY	RB			
				10.40	9.30	8.05	3.45	3.25	11.40	10.05	8.50	7.35	5.33		415	29.3	G. N. DOCK	Z			
				10.50pm	9.40pm	8.16pm	3.55pm	3.35pm	11.50am	10.15am	9.00am	7.45am	5.45am		538	32.7	SEATTLE	UD			
		Arrive Daily	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	277	3	25	275	27								
		3.35 9.1	1.45 16.2	1.38 20.	1.22 23.9	1.23 23.9	1.18 27.1	1.35 20.6	1.40 20.0	1.23 23.9	1.20 21.8	1.35 20.6	1.30 21.8								
		Time Over District Average Speed Per Hour																			

Special Rules.

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes.

All west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.

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

All trains will reduce speed to 8 miles per hour passing through town limits of Edmonds.

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.

Trains 1 and 2 will stop, and trains 3 and 4 will have flag stops at stations between Tacoma and Seattle to pick up or let off passengers for or from points east of Seattle complying with N. P. time-table schedule.

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 Colbert.

No. 43 will stop at any station to let off passengers from east of Colbert.

No. 44 will stop at any station to pick up passengers for points south of Shelby.

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.

Bulletin boards are located at Interbay and Seattle.

Double track between Metum and Mosher.

INITIAL STATIONS.

Tacoma for trains Nos. 26, 4 and 2.

Seattle for trains Nos. 274, 270, 272, 26, 278, 44 and 276.

Interbay for trains 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. 27, 3 and 1.

DERAIL SWITCHES.

Mukilteo Lumber Co. Spur, 144 feet from head block.

Richmond Beach, 120 ft west H. B. Industry track.

EAST BOUND.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

Time Table No. 68. In Effect October 31, 1909.	Distance from Seattle	SIGNS. See Rule 4, page 10.	FIRST CLASS.									THIRD CLASS.						
			28	274	4	270	272	26	278	2	44	276	718	712				
			Express 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	Passenger Arrive Daily	Mdse. Freight Arrive Daily	Fast Freight Arrive Daily			
EVERETT JUNCTION	32.7	R DN P	2.50Am	9.35Am	10.05Am	1.45Pm	5.45Pm	6.20Pm	7.10Pm	8.18Pm	11.05Pm	1.10Am	12.40Am					
3.8 MUKILTEO	28.9	DN P	2.42	9.28	9.58	1.38	5.38	6.21	7.00	8.08	10.58	1.03	12.50	12.20				
4.1 MOSIER	24.8	DN P	2.34	9.14	9.51	1.38	5.30	6.13	6.47	8.02	10.52	12.53	12.15Pm	12.05Am				
3.0 MEADOWDALE	21.8	DN	2.22	9.07	9.46	1.30	5.25	6.07	6.40	7.57	10.47	12.45	11.50	11.50				
3.9 EDMONDS	17.9	DN W P	2.28	8.58	9.39	1.12	5.18	5.59	6.32	7.50	10.40	12.35	11.25	11.35				
3.0 RICHMOND BEACH	14.9	DN P	2.18	8.49	9.28	1.04	5.11	5.52	6.25	7.45	10.35	12.27	10.55	11.20				
6.2 METUM	8.7	DN	2.07	8.34	9.22	12.50	4.59	5.40	6.12	7.34	10.25	12.13	10.25	11.00				
2.9 BALLARD	5.8	D	2.02	8.25	9.17	12.42	4.53	5.33	6.05	7.29	10.18	12.05	10.10	10.50				
1.1 INTERBAY	4.7	R DN WCTSPK	2.00	8.20	9.15	12.40	4.50	5.30	6.00	7.25	10.15	12.01Am	10.00Am	10.40Pm				
1.3 G. N. DOCK	3.4	DN P	1.55	8.15	9.10	12.35	4.45	5.25	5.55	7.20	10.10	11.55						
3.4 SEATTLE	.0	R DN I P K	1.45Am	8.05Am	9.00Am	12.20Pm	4.55Pm	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	Leave Daily				
			28	274	4	270	272	26	278	2	44	276	718	712				
Time Over District			1.05	1.20	1.05	1.20	1.10	1.15	1.25	1.05	1.05	1.25	2.10	2.00				
Average Speed Per Hour			30.1	21.8	34.1	24.8	26.0	26.2	23.1	30.1	30.1	25.1	8.9	14.0				

Business Tracks Not Shown as Stations on Time Table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Mukilteo Shingle Spur	0.7 Miles east of Mukilteo	West	.....	3
Dousett Spur	0.5 miles east of Mukilteo	West	.....	2
Mukilteo Lumber Co.	2.1 miles east of Mukilteo	West	.....	10
Brown Bay Logging Co. Connection	0.5 miles west of Meadowdale	West	.....	..
Invincible Railjoint Spur	0.4 miles west of Edmonds	East	.....	8
E. W. Mills Spur	2.3 miles west of Richmond Beach	East	.....	2
G. N. Clay Co. Spur	2.0 miles east of Metum	West	.....	10

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

SOUTH BOUND.

THIRD CLASS.				FIRST CLASS.						CAPACITY OF SIDE TRACKS		Distance from Bellingham		Time Table No. 68. In Effect Oct. 31, 1909.	
717	711	711	713	279	271	269	273	277	275	Passing Tracks	Side Tracks	STATIONS.			
Mdse. Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Mdse. Freight Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily						
		6.15pm	7.15 8.30am	5.55pm	6.00pm	12.30pm	10.55am	7.15am	3.00am	42	202	0.0	BELLINGHAM		
		6.40	7.05	5.35	6.08	12.34	11.05	7.25	3.10	47	30	2.9	SOUTH BELLINGHAM		
		7.00	7.34	5.48	6.16	12.47	11.15	7.34	3.23	67	8	6.9	CHUCKANUT		
		7.22	7.32	6.03	6.25	12.58	11.26	7.46	3.38	68	8	12.5	SAMISH		
		7.55	8.40	6.15	6.33	1.03	11.36	7.56	3.50	68	17	16.6	BOW		
		8.20	9.20	6.25	6.41	1.11	11.48	8.04	4.01	37		21.2	BELLEVILLE		
		8.28	9.40 7.14	6.35pm	6.51	1.20	12.01pm	8.16	4.15	45	225	23.8	BURLINGTON		
		9.35	11.22	7.00	7.18	1.28	12.15	8.29	4.28	44	38	27.0	MT. VERNON		
		9.50	11.59	7.10	7.28	1.37	12.30	8.42	4.41	67	20	33.3	FIR		
		10.10	12.47pm	7.28	7.46	1.49	12.47	8.58	4.58	65	33	40.4	STANWOOD		
		10.25	1.58	7.34	7.52	1.58	1.00	9.16	5.13	29		45.9	SILVANA		
		10.40	2.35	7.42	7.60	2.05	1.15	9.26	5.25	68	17	50.0	ENGLISH		
		11.00	3.15	7.53	8.11	2.18	1.35	9.44	5.45	67	17	57.0	MARYSVILLE		
	2.35pm	1.15am	11.15pm	8.00	8.18	2.25	1.42	9.51	5.58			59.7	DELTA WYE		
	2.40	1.27		8.02	8.20	2.27	1.45	9.54	5.54	37		60.7	LONG SIDING		
	3.00	1.50		8.10	8.28	2.35	1.52	10.07	6.07	145		63.3	EVERETT		
	3.05pm	2.00am		8.17pm	8.35pm	2.00pm	10.10am	6.10am				64.1	EVERETT JUNCTION		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
	717	711	711	713	279	271	269	273	277	275					
	0.30	0.45	5.0	8.40	1.10	2.17	2.07	3.05	2.55	3.10					
	8.8	6.	12.	6.8	20.4	38.0	30.2	20.7	22.1	20.2					
Time Over District Average Speed Per Hour															

Special Rules.

South bound trains are superior to north bound trains of the same class.

No. 273 will take siding for No. 270 at Everett.
The normal position of switch at Everett Junction is for Main line and at Delta Wye for Coast line.

All trains will reduce speed to 8 miles per hour passing through town limits of Marysville, Mount Vernon and Burlington and over all draw bridges.

Register for Delta Wye is located on ground floor interlocking plant.

Bulletin boards are located at Burlington and Bellingham.

Blanchard will be flag stop for Nos. 277, 278, 279 and 280.

Steam whistle signals for tracks with switches controlled from Interlocking Towers.

Interlocking System.—Governing movement of trains N. P. crossing and Bridge 10 just north of Delta Wye

All south bound 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).

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.

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.

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.

Semaphore located 1200 feet south of south switch South Bellingham.

Yard limit boards placed each direction Burlington, South Bellingham and Bellingham.

All trains except first class trains must be under absolute control while passing through yard limits Burlington, South Bellingham and Bellingham.

All trains will reduce speed to 8 miles per hour over all draw bridges.

Everett yard limits includes Delta yard and from North end of Draw Bridge 10 to yard limit board south of Everett Junction.

INITIAL STATIONS.

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. 278, 280, 712 and 714.

DERAIL SWITCHES.

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.

Train movements from Delta to Vancouver will be governed by top blade on two blade semaphore located 60 feet south of wye switch and one blade home semaphore located on trestle 500 feet south of draw span. Trains between Delta and Bayside will be governed by bottom blade on two blade semaphore located 60 feet south of wye switch.

A caution fixed signal is located 2000 feet south of wye switch

Derrails are located 60 feet from home semaphores.

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.

Interlocking system in use bridge 10, 11 and 12 between Delta and Marysville and at Skagit R. R. Crossing one mile south of Fir. McCoy's R. R. Crossing 4000 feet south of Bow.

NORTH BOUND.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

Time Table No. 68.
In Effect Oct. 31, 1909.

STATIONS.	Distance from Everett Junction	SIGNS. See Rule 4, page 10.	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 Ex. Sunday	Misc. Freight Arrive Daily
BELLINGHAM	64.1	R ^o DN CWTK	4:12am	12:50pm	4:30pm	8:00pm	10:16pm	9:30am	713 6:30am	3:16pm	
SOUTH BELLINGHAM	61.2	D W	4:02	12:38	4:21	7:51	10:06	9:15	6:15	2:46	
CHUCKANUT	57.2		3:50	12:26	4:11	7:42	9:56	9:04	6:00	2:10	
SAMISH	51.6	W	3:38	12:12	4:00	7:32	9:45	8:51	5:40	1:30	
BOW	47.5	D	3:25	12:01pm	3:50	7:24	9:37	8:40	5:25	1:03	
BELLEVILLE	42.9	D	3:13	11:48	3:40	7:16	9:27	8:27	5:10	12:25	
BURLINGTON	40.3	R DN COWYX	3:05	11:40	3:35	7:10	9:20	8:20am	5:00	12:01pm ⁷¹³ 10:50 ²⁷³	
MT. VERNON	36.2	DN	2:50	11:22	3:20	7:00	9:05		4:28	10:20	
FIR	30.8	D	2:35	11:05	3:07	6:46	8:50		4:05	9:40	
STANWOOD	23.7	DN	2:20	10:46	2:55	6:35	8:35		3:30	8:58	
SILVANA	18.2	D W	2:09	10:31	2:45	6:27	8:20		3:10	8:15	
ENGLISH	14.1		1:59	10:20	2:35	6:19	8:08		2:50	7:35	
MARYSVILLE	7.1	DN	1:42	10:08	2:18	6:07	7:53		2:15	6:45	
DELTA WYE	4.4	R I V	1:30	9:57	2:05	6:00	7:32		2:00am	6:16am	1:16pm
LONG SIDING	3.4		1:27	9:54	2:02	5:58	7:29				1:05
EVERETT	0.8		1:20	9:44	1:52	5:52	7:20				12:50
EVERETT JUNCTION	0.0	R DN	1:10am	9:35am	1:45pm	5:45pm	7:10pm				12:45pm
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
			276	274	270	272	278	280	712	714	718
Time Over District			3:02	3:15	2:45	2:15	3:05	1:10	4:30	9:0	0:30
Average Speed Per Hour			21.1	20.2	23.6	28.7	21.2	20.4	13.3	7.1	8.8

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Chuckanut Quarry Spur	1.0 Miles north of Chuckanut	North		38
Chuckanut Cannery Spur	0.7 Miles north of Chuckanut	North		3
Blanchard Spur	0.5 Miles south of Samiah	North		30
Winner Shingle Co.'s Spur	0.2 Miles south of Bow	North		6
McCoy's Transfer Track	0.8 Miles south of Bow	North		3
Sound Shingle Co.'s Spur	2.9 Miles north of Belleville	South		6
Lindley Spur (Old Line)	0.5 Miles south of Samiah Spur	North		1
Owen's Spur (Old Line)	0.5 Miles south of Samiah Spur	North		6
Samiah Lake Spur (Old Line)	0.1 Miles south of Samiah Lake	South		6
Gaudette's Spur (Old Line)	0.0 Miles south of Alger	South		90
Alger Mineral Spur (Old Line)	0.0 Miles south of Alger	South		8
McDonald Spur (Old Line)	1.4 Miles south of Alger	North		9
Burlington Mill Spur (Old Line)	0.1 Miles south of Belfast	South		3
Samiah Pit Spur (Old Line)	0.6 Miles south of Belfast	South		3
Belfast Mtg Co. (Old Line)	0.5 Miles south of Belfast	South		52
Butler Spur (Old Line)	0.1 Miles north of Belleville	South		10
Burlington Quarry	0.5 Miles north of Burlington	South		11
Lamar Spur	1.5 Miles south of Burlington	South		2
Little Mountain Spur	1.7 Miles south of Mt. Vernon	South		3
Shaght Crossing Tr. Track	0.9 Miles south of Fir	South		6
Hawley Spur	1.3 Miles south of Fir	South		6
Miltdown	1.7 Miles south of Fir	North		6
Morrison Mill Spur	2.1 Miles south of Fir	South		8

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Ketchum Spur	2.5 Miles north of Stanwood	South		4
Hal's Spur	1.4 Miles south of Stanwood	South		2
Florence	1.5 Miles south of Stanwood	North		4
Banner	2.0 Miles south of Stanwood	South		4
Rabel's Spur	1.8 Miles north of Silvana	South		3
Norman Spur	1.1 Miles south of Silvana	North		2
Summit Mill Co	0.1 Miles north of English	South		2
Kennedy Spur	4.2 Miles north of Marysville	South		6
Kruse Bros. Spur	2.5 Miles north of Marysville	North		2
Cox's Spur	1.4 Miles north of Marysville	North		4
Union Slough	1.5 Miles south of Marysville	South		6
Old Main Line	1.5 Miles south of Marysville	South		6
Transfer Track	0.8 Miles north of Long Siding	South		30
Blackman Spur	0.4 Miles south of Long Siding	North		14
Weidauer & Landsdown Spur	0.0 Miles south of Long Siding	South		7
Neff's Spur	1.0 Miles south of Long Siding	North		20
Wheeler Spur	1.1 Miles north of Everett	North		50
Log Dump Spur	1.0 Miles north of Everett	North		7
Clark Nickerson Mill	1.0 Miles north of Everett	North		21
Everett Milling Co.	0.7 miles north of Everett	North		31
Nickerson Machinery Co.	0.0 Miles north of Everett	South		26
Nail House Spur	0.8 Miles north of Everett Jet	South		4
Weyerhaeuser Timber Co.	0.2 Miles north of Everett Jet	North		24

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.			CAPACITY OF TRACKS		Time Table No. 68. In Effect Oct. 31, 1909.	STATIONS.	Telegraph Code	Distance from Bellingham	SIGNS. See Rule 4, page 10.	FIRST CLASS.				SECOND CLASS.		THIRD CLASS.
719	397	275	271	269	273	Positive Tracks	Other Tracks	276						274	270	272	398	720		
Misc. Freight Leave Daily Ex. Sunday	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	Misc. Freight Arrive Daily Except Sunday		
5.00am	5.30pm	11.46pm	4.00pm	10.30am	8.15am	65	0.0		VANCOUVER	VN	58.8	R8 DN WC O K	7.00am	8.30pm	7.00pm	10.00pm	10.20am	5.00pm		
5.05	5.37	11.50	4.04	10.34	8.19		0.7		WYE		58.1	Y	6.55	8.25	6.55	9.55	10.15	4.55		
5.15	5.47	11.57	4.10	10.40	8.25	43	3.5		STILL CREEK		58.3		6.48	8.19	6.49	9.49	10.05	4.45		
5.25	5.57	12.02am	4.13	10.43	8.29	15	5.3		ARDLEY		53.5		6.43	8.15	6.44	9.45	10.00	4.35		
5.40	6.10	12.07	4.18	10.48	8.34	41	7.9		BURNABY		50.9		6.35	8.10	6.37	9.40	9.50	4.18		
							12.9		SAPPERTON WYE		45.9	Y								
5.55	6.25	12.20	4.25	10.58	8.45	29	13.1		SAPPERTON		45.7		6.24	8.09	6.29	9.34	9.30	4.25		
6.00	6.30	12.27	4.30	11.00	8.50	42	13.8		NEW WESTMINSTER	MN	45.0	R DN K	6.20	8.05	6.25	9.30	9.20	4.20		
6.25	6.55	12.32	4.35	11.03	8.55		14.2		FRASER RIVER JUNCTION		44.6		6.15	8.00	6.19	9.25	9.00am	4.25		
6.45		12.45	4.44	11.11	9.05	67	19.4		TOWNSEND		39.4		6.03	7.57	6.07	9.16		4.20		
7.20		1.05	4.54	11.20	9.17	67	24.8		COLERBROOK	G	34.0	R DN WY	5.49	7.25	5.56	9.06		4.55		
7.35		1.16	5.00	11.27	9.27	11	28.4		CRESCENT		30.4		5.37	7.14	5.46	8.55		4.20		
7.55		1.30	5.10	11.35	9.39	30	33.2		WHITE ROCK	WR	25.6	DN	5.25	7.00	5.35	8.45		4.50pm		
							36.1		INTERNATIONAL BOUNDARY		22.6									
8.10	9.00	1.50	5.20	11.45	9.55	68	36.7		BLAINE	BN	22.1	R DN W O	5.10	6.45	5.20	8.35		5.00		
273-720	10.13	2.12	5.38	11.59	10.13	42	44.2		CUSTER	CU	14.6	D	4.50	6.18	5.02	8.28		5.00		
		2.20			10.18		46.9		ENTERPRISE		11.9		4.42	6.10		8.28		5.00		
11.00		2.30	5.48	12.10pm	10.28	48	49.8		FRENDALE	FD	9.0	D	4.37	6.13	4.50	8.15		5.30		
		2.37			10.35		52.0		BRENNAN		6.8		4.28	6.05						
12.15pm		3.00am	6.00pm	12.30pm	10.55am	42	202	58.8	BELLINGHAM	HN	0.0	R8 DN CW T K	4.12am	12.50pm	4.30pm	6.00pm		5.30am		
Arrive Daily Ex. Sunday	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 Sunday		
7.15	8.0	1.39	3.15	2.00	2.40								2.48	2.40	2.30	2.00	1.20	6.30		
		9.6	18.1	29.4	29.4								21.0	22.0	23.5	29.4	11.0	5.9		

Special Rules.

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. Semaphores for protection of draw on Fraser River bridge between Liverpool and New Westminster are located on south and north ends of bridge. All trains will come to full stop within 50 feet of home signal on either side of Fraser River Bridge and will not proceed until clear signal is displayed and will not exceed a speed of six miles per hour over this bridge. All trains will reduce speed to 3 miles per hour over all other draw bridges. No trains in either direction will cross International Boundary at Blaine and White Rock without permission of Customs Officers. 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. Bulletin boards are located at Bellingham and Vancouver.

INITIAL STATIONS.
Bellingham for train No. 719.
Vancouver for trains Nos. 276, 274, 270, 272, 398 and 720.

DERAIL SWITCHES.
Frendale, 200 feet from east head block passing track.

TERMINAL STATIONS.
Bellingham for train No. 719.
Vancouver for trains Nos. 276, 274, 270, 272, 398 and 720.

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 500 feet south and north of tower, respectively. Bridges 69 and 70 over Nicomekl and Serpentine Rivers between Crescent and Oliver are interlocked. At Nicomekl and Serpentine draw bridges, derrails 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. Interlock system used on bridge 54, 1000 feet south of Frendale. 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.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Mill No. 1 Spur	0.0 Miles north of Still Creek	North		25
Maddough-Shaw Spur	0.7 Miles north of Ardley	North		5
Wolfs Spur	0.5 Miles north of Burnaby	North		4
Mill No. 2 Spur	0.7 Miles south of Burnaby	South		15
Pifers Mill Spur	3.0 Miles north of Sapperton	South		8
Sand Pit Spur	0.7 Miles north of Sapperton	South		18
Distillery Spur	0.0 Miles north of Sapperton	South		25
Blaine Spur	1.9 Miles south of Blaine	South		9
Blaine Shingle Co.'s Spur	2.0 Miles south of Blaine	South		4
McDroese Spur	2.5 Miles south of Custer	South		7
McDonald Spur	1.2 Miles north of Custer	South		7
Red Cedar Shingle Co.	1.2 Miles south of Custer	South		8
Enterprise Spur	0.7 Miles north of Enterprise	South		3
Shield's Spur	0.7 Miles south of Enterprise	South		3
Sand Pit Spur	0.8 Miles south of Enterprise	South		13
Henry Spur	1.0 Miles south of Brennan	South		2
Marietta Spur	3.3 Miles north of Bellingham	South		2

Time	SECOND CLASS.		FIRST CLASS.			CAPACITY OF SIDE TRACKS			Time Table No. 68. In Effect Oct. 31, 1909.				FIRST CLASS.			SECOND CLASS.		THIRD CLASS.
	400	Mixed Leave Daily	284 Passenger Leave Daily	290 Passenger Leave Daily	280 Passenger Leave Daily	Passing Tracks	Other Tracks	Distance from Rockport	STATIONS.	Telegraph Calls	Distance from Anacortes	SIGNS. See Rule 3, page 11.	289	279	283	399	723	
																		Passenger Arrive Daily
10:00Am				4:25Pm	6:10Am	42		ROCKPORT	RK	53.7	R D W	8:20Pm	6:10Pm					
10:05				4:45	6:27	67	5.8	FABER		47.9		8:08	5:59					3:00Pm
10:10				5:08	6:50	73	9.1	CONCRETE	BA	44.6	D	7:23	6:48					2:25
10:15				5:23	6:48	29	10.2	GRASSMERE		43.5		7:38	6:58					2:00
10:20				5:38	6:57	43	15.6	BIRDSVIEW		38.2		7:53	7:18					1:38
10:25				5:58	7:12	86	20.6	HAMILTON	H	33.1	D W	8:10	7:35					12:40Pm
10:30				6:10	7:23		23.9	LYMAN		29.8		8:25	7:50					11:50
10:35				6:28	7:37	92	39.2	COKE DALE JUNCTION		24.5		8:40	8:00					11:20
10:40				6:48	7:58		64	SEDRÖ-WOOLLEY	WL	21.3	D K	8:55	8:15					10:40
10:45				7:08	8:18	7	34.7	STERLING		19.0		9:10	8:30					10:15
10:50	8:50Am		7:15Pm	8:25	9:10Am	48	225	BURLINGTON	BU	16.5	R DN COW YX	12:05Pm 11:35 724	7:15Pm 290 6:35Pm		8:00Am			9:15 7:40
10:55	9:00		7:34	8:38		25	40.6	AVON		13.7		11:27	8:27		7:40			7:25
11:00	9:10		7:58	8:43		7	42.8	FREDONIA		11.1		11:19	8:19		7:39			7:10
11:05	9:17		8:10	8:48		25	44.1	WHITNEY		9.6		11:18	8:18		7:31			7:00
11:10							46.3	DRAW BRIDGE		7.4								
11:15	9:38		7:58	10:02		4	49.6	FIDALGO		4.1		10:57	8:58		7:15			6:40
11:20	9:50Am		8:10Pm	10:15Pm		94	53.7	ANACORTES	AC		R D T W	10:45Am	5:45Pm		7:00Am			6:20Am
11:25	400		284	290	280							Leave Daily	Leave Daily		Leave Daily			Leave Daily Except Sundays
11:30	1:00		5:55	5:50	2:00							289	279	283	399			723
11:35	16.2		18.2	10.2	18.6							3:35	8:00	.50	1:00			8:40
												15.6	18.6	19.6	16.5			6.3

Time Over District
Average Speed Per Hour

Business tracks not shown as stations on time table.

Special Rules.

East bound trains are superior to west bound trains of the same class.

Trains right over No. 723, Rockport to Anacortes.
Switch boards are located at Burlington.
Except first class trains must be under absolute control while passing through yard limits at Burlington.
Trains will reduce speed to 5 miles per hour over all draw bridges.
Switch boards are located at Anacortes, Burlington and Rockport.

SIGNS.
See for trains Nos. 289, 283, 399 and 723.
See for trains Nos. 280, 290 and 724.

STATIONS.
See for trains Nos. 296, 284, 400 and 724.
See for trains Nos. 289, 279 and 723.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Sauk Spur	2.0 Miles west of Rockport	West		2
Power Mill Co	0.3 Miles west of Faber	East		19
Van Horne's Spur	0.5 Miles west of Faber	East		10
Washington Port Cement Co.	0.7 Miles east of Concrete	East		30
Superior Portland Cement Co. Spur	0.7 Miles east of Concrete	West		28
Anna Shingle Spur	2.0 Miles west of Grassmere	West		2
Burpee Shingle Spur	0.4 Miles west of Grassmere	West		3
L. L. Spur	0.2 Miles west of Hamilton	West		3
Hop Ranch Spur	0.8 Miles east of Lyman	West		3
Skagit Mill Co. Spur	Lyman	West		22
Hitchcock-Kelly	0.1 Miles west of Lyman	West		3
Child's Spur	3.6 Miles east of Cokedale Jct.	West		3
Minkler's Mill	3.0 Miles east of Cokedale Jct.	West		3
Green Mill Spur	3.3 Miles east of Woolley	Both ends		13
Sound Iron Spur	Woolley	Both ends		22
Holbrook's Spur	0.4 Miles west of Woolley	West		7
Burlington Mill Spur	0.6 Miles west of Burlington	West		8
North Avon Lumber Co. Spur	0.3 Miles west of Avon	West		6
Hawkin's Spur	0.7 Miles east of Fredonia	West		2
Callahan-Abbott Spur	Fredonia	East		5
Gravel Pit Spur	Fredonia	West		6
Log Railway	5.9 Miles east of Anacortes	West		9
Fidalgo Island Shingle Co. Spur	1.5 Miles east of Anacortes	Both ends		22
Fidalgo Mill Spur	4.6 Miles east of Anacortes	East		2
	2.3 Miles east of Anacortes	East		3

SECOND CLASS.		CAPACITY OF SIDE TRACKS		Distance from Sumas	Time Table No. 68. In Effect Oct. 23, 1909.	Telegraph Code	Distance from Guichon	SIGNS. See Rule 3, page 11.	SECOND CLASS.	
387	397	Passing Tracks	Other Tracks						398	388
Mixed	Mixed				STATIONS.				Mixed	Mixed
Leave Daily Except Sunday	Leave Daily Except Sunday								Arrive Daily Except Sunday	Arrive Sunday
	8:00pm			0.0	SUMAS, WASH.		46.5			11:59am
				0.0	INTERNATIONAL BOUNDARY		46.5			
	8:05	30		0.1	HUNTINGDON		46.4			11:55
	8:15	42	21	3.6	ABBOTTSFORD		42.9	W		11:45
	8:30		6	8.1	PINEGROVE		38.4			11:30
	4:00	60	22	12.7	ALDERGROVE		33.8			11:15
	4:20		28	16.9	OTTIE		29.6			10:50
	4:45	67	20	21.6	LINCOLN		24.9	W		10:30
	5:15	4:55pm	67	29.4	CLOVERDALE	CL	17.1	R D	8:05am	10:00
			5	33.4	ALLUVIA		13.1			
	f 5:10		4	34.9	SOUTHPORT		11.6		f 7:50	
	5:15			35.9	COLERBROOK JCT		10.6	Y	7:45	
	5:40			35.9	COLEBROOK	Ø	10.6	R DN W	7:40	9:20
	6:00	67	62	35.9	COLEBROOK		10.6	R DN W	7:40	9:05
	6:30			36.7	GUICHON LINE JCT		9.8	Y	7:30	
	f 6:17	f 6:45	10	42.7	INVERHOLM		3.8		f 7:15	8:45
	f 6:25	f 6:55	3	45.1	CHALLUETHAN		1.4	W ½ Mile East	f 7:05	8:35
	6:30pm	6:00pm	10	46.5	GUICHON		0.0	W	7:00am	8:00am
Arrive Sunday	Leave Daily Except Sunday								Leave Daily Except Sunday	Leave Sunday
387	397								398	388
3:20	1:05				Time Over District				1:05	2:20
13.3	15.1				Average Speed Per Hour				15.1	13.3

Special Rules.

West bound trains are superior to east bound trains of the same class.

The normal position of switches at Colebrook Junction, Guichon Line Junction are for main line.

All trains Fifth District will protect against all Third District trains between Colebrook Jet. and Guichon Line Jet.

INITIAL STATIONS.

Guichon for train No. 398 and 388.

TERMINAL STATIONS.

Guichon for train No. 397 and 387.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Guichon Slip Spur	0.1 Miles east of Guichon	East		3
Gowdy Road Spur	2.9 Miles east of Guichon	West		1
Patterson's Spur	5.7 Miles east of Guichon	West		9
Smith Road Spur	5.8 Miles east of Guichon	West		2
Mathew Road Spur	6.8 Miles east of Guichon	West		3
Colebrook Road Spur	8.2 Miles west of Cloverdale	West		5
Gravel Pit Spur	3.3 Miles west of Cloverdale	West		9
Surry Spur	1.1 Miles west of Cloverdale	West		3

SECOND CLASS.		Car Capacity of Other Sillies	Car Capacity of Passing Tracks	Distance from Fraser River Jct.	Time Table No. 68. In Effect Oct. 21, 1909.	Telegraph Code	Distance from Cloverdale	SIGNS. See Rule 3, page 11.	SECOND CLASS.	
397	398								Mixed	Mixed
Leave Daily Except Sunday	Leave Daily Except Sunday				STATIONS.				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 Mile East		
	f 4:30	67		9.0	PORT KELLE		5.3		f 8:30	
	4:50pm	67		15.2	CLOVERDALE	CL	0.0	R D	8:10am	
Arrive Daily Except Sunday	Leave Daily Except Sunday								Leave Daily Except Sunday	Leave Sunday
397	398								398	397
50	18.3				Time Over District				50	18.3
					Average Speed Per Hour					

Special Rules.

South bound trains are superior to north bound trains of the same class.

Trains will register at Cloverdale.

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

All trains will reduce speed to 8 miles per hour over all draw bridges.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Davis Spur	0.5 Miles south of Liverpool	North		1
Brownsville Spur	1.0 Miles north of Liverpool	South		15
McNair Spur	2.0 Miles north of Cloverdale	South		2
Washington Shingle Co.	1.5 Miles north of Blaine	South		8
Great Western Shingle Spur	0.5 Miles south of Port Kells	North		7
Hazelmere Spur	3.4 Miles north of Blaine	South		4
Flummerfelt Spur	2.0 Miles north of Port Kells	South		4

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

STATIONS	Rating Grade	Class L1-1900-1921				Class B20- 197- 206 " B21- 207- 225 " B22- 226- 230 " L 2-1800-1844				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			
		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	1630				1400				1200				1000				775				575				715				385	
Skykomish to Cascade Tunnel.....	2.2	800				700				600				480				360				276				340				183			
Cascade Tunnel to Leavenworth.....	Down	1800				1800				1500				1250				900															
Leavenworth to Cascade Tunnel.....	2.2	800				700				600				480				360				275				310				185			
Seattle to Delta.....	0.5									2100				1750				1350				1050											
Delta to Seattle.....	0.4									2300				2100				1460				1120											
Cascade Tunnel to Lowell.....	Down	1800				1800				1500				1250				900															
Silvana to Delta.....	0.5									1800				1400				1080				875											
Delta to Silvana.....	0.4									2300				1800				1460				1120											
Bellingham to Silvana.....	0.5									2100				1800				1350				1050											
Silvana to Bellingham.....	0.5									2100				2100				1350				1050											
Bellingham to New Westminster.....	1.1									1080				900				700				515											
New Westminster to Bellingham.....	1.5									800				675				600				485											

WEATHER RATING
 1—When temperature is 25 degrees above zero or over.
 2—Very frosty or wet. 5 to 25 above zero.
 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.

Weight of Empty Cars and Dead Engines and Tenders 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.....	15 Tons
Box Cars, 40 foot.....	17 Tons
Refrigerator Cars.....	20 Tons
Furniture Cars, 30 to 40 foot.....	17 Tons
Furniture Cars, 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
Ore Cars, Wood.....	12 Tons
Ore Cars, Steel.....	12 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	12 Tons
Steam Wreckers.....	75 Tons
Engine Tank (Empty).....	30 Tons
Mail Cars.....	25 Tons
Baggage Cars.....	30 Tons
Coaches, 8 wheel.....	30 Tons
Coaches, 12 wheel.....	35 Tons
Dining Cars and Tourist Cars.....	40 Tons
Sleeping Cars, Parlor Cars and Observation Cars.....	40 Tons

Weight of Dead Engines.

Engines numbered below 200 series.....	80 Tons
Engines numbered in 200 series.....	90 Tons
Engines numbered in 300 series.....	86 Tons
Engines numbered in 400 series.....	110 Tons
Engines numbered in 500 series.....	115 Tons
Engines numbered in 600 series.....	120 Tons
Engines numbered in 700 series.....	140 Tons
Engines numbered in 800 series.....	155 Tons
Engines numbered in 900 series (except 992 to 997).....	115 Tons
Engines numbered 992 to 997.....	95 Tons
Engines numbered 1000 to 1007.....	131 Tons
Engines numbered 1050 to 1089.....	144 Tons
Engines numbered 1079 to 1095.....	158 Tons
Engines numbered in 1100 and 1200 series.....	160 Tons
Engines numbered in 1300 series.....	160 Tons
Engines numbered 1400 to 1405.....	173 Tons
Engines numbered 1406 to 1425.....	188 Tons
Engines numbered in 1500 and 1600 series.....	179 Tons
Engines numbered in 1700 series.....	180 Tons
Engines numbered in 1800 series.....	219 Tons
Engines numbered in 1900 series.....	252 Tons

Speed Limits for Trains.

Between	Passenger	Freight
Leavenworth and Skykomish.....	35 miles per hour.	20 miles per hour.
Through Cascade Tunnel.....	25 miles per hour.	15 miles per hour.
Skykomish and Gold Bar.....	40 miles per hour.	20 miles per hour.
Gold Bar and Pacific Avenue.....	50 miles per hour.	20 miles per hour.
Everett Jct. and Seattle.....	40 miles per hour.	25 miles per hour.
Delta Wye and Samish.....	50 miles per hour.	25 miles per hour.
Samish and Bellingham.....	40 miles per hour.	20 miles per hour.
Bellingham and Still Creek.....	40 miles per hour.	20 miles per hour.
Still Creek and Vancouver.....	20 miles per hour.	15 miles per hour.
Skagit Branch.....	25 miles per hour.	15 miles per hour.

L-1 and L-2 engines will not exceed speed of 25 miles per hour.
 F-7, 8 and 9 engines will not exceed speed of 30 miles per hour.

Speed Table.

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

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.

SPECIAL RULES.

- Freight trains will not carry passengers.
- 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.
- 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.
- 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.
- Outfit cars must be placed next to cabooses. When helper engine used they must be put behind it and ahead of cabooses.
- All trains must stop at drawbridges and railroad crossings at a distance not exceeding 200 feet from same, unless operated by interlocking system.

Reference Marks:—D—day telegraph or telephone office; N—night telegraph or telephone office; I—interlocked; P—dispatcher's telephone accessible at all times; K—connection with foreign road; ●—Standard clock.

PERSONAL INJURIES.

- Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.

- In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.

- When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
- When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.
- A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.

As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.

- Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
- In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
- When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
- This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Erast 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.
Tacoma.....	DR. JAMES A. LA GASA.

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.

TIME INSPECTORS.

Leavenworth.....	F. E. CARLQUIST.
Seattle.....	J. F. HUNTER.
Anacortes.....	TINKER BROS.

Everett.....	R. G. COLVIN & CO.
Bellingham.....	BEHRENS & SON.
Vancouver, B. C.....	PAUL & McDONALD.

First District:

E. O. WADHAMS, Dispatcher.
G. E. WELLEN, "
C. O. JOHNSON, "

Second, Third and Fourth Districts:

T. H. REED, Dispatcher.
C. E. LAMKIN, "
H. L. CAULKINS, "

**Extra Dispatcher:
N. WELLEN.**

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