

# **GREAT NORTHERN RAILWAY**

**CASCADE DIVISION.**

---

---

## **TIME TABLE No. 69**

---

---

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

**SUNDAY, MARCH 20, 1910**

**Superseding Time Table No. 68 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.**



**EAST BOUND.**

**FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.**

**Time Table No. 69.**  
In Effect Mar. 20, 1910.

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	109.5	R# DN WCTYOP	8.00Am	8.15Pm	12.10Am	1.10Am	4.20Am
DRURY	103.2	N P	7.48	2.57	11.55	12.54	4.03
CHIWAUKUM	99.0	DN W P	7.38	2.45	11.43	12.45	3.49
NASON CREEK	92.0	P	7.19	2.32	11.29	12.32	3.30
MERRITT	89.0	DN W	7.11	2.25	11.22	12.25	3.20
GAYNOR	84.6	P	7.01	2.15	11.11	12.12	3.08
BERNE	81.5	DN W P	6.52	2.07	11.02	12.02Am	2.57
CASCADE TUNNEL	77.2	R DN W T P	6.40	1.55	10.50	11.50	2.45
WELLINGTON	73.6	R DN WC P	6.25	1.40	10.35	11.35	2.29
ALVIN	70.0	D W P	6.10	1.25	10.20	11.20	2.13
COREA	67.3	P	5.59	1.15	10.08	11.10	2.02
SCENIC	64.3	DN W P	5.46	1.03	9.56	11.00	1.50
NIPPON	61.2	W P	5.31	12.48	9.41	10.44	1.34
TONGA	57.7	DN P	5.17	12.37	9.27	10.32	1.22
SKYKOMISH	52.5	R# DN WC Y P	5.00	12.20	9.10	10.15	1.05
GROTTO	45.4	P	4.45	12.04Pm	8.53	10.01	1.25.1
HALFORD	45.4	D W P	4.20	11.38	8.25	9.37	1.22.7
INDEX	38.3	DN	4.20	11.38	8.25	9.37	1.22.7
REITER	33.2	W P	4.08	11.20	8.10	9.25	1.21.5
GOLD BAR	29.5	DN Y	4.00	11.13	7.59	9.18	1.20.8
STARTUP	27.1	P	3.55	11.08	7.49	9.14	1.20.4Am
SULTAN	23.7	D	3.49	11.02	7.38	9.08	1.15.8
MONROE	16.2	DN W	3.36	10.49	7.18	8.54	1.14.4
SNOHOMISH	9.3	DN	3.17	10.35	7.00	8.40	1.13.0
LOWELL	3.5	R DN	3.04	10.20	6.44	8.27	1.11.7
PACIFIC AVENUE	1.9	DN Y P	3.00	10.15	6.40	8.24	1.11.4
EVERETT	0.8	K	2.55	10.10	6.35	8.20	1.11.0
EVERETT JUNCTION	0.0	R DN P	2.50Am	10.05Am	6.30Pm	8.15Pm	1.10.5Pm
Via N. P. Ry. DELTA		R# DN WCTYOP					
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			28	4	26	2	44
Time Over District Average Speed Per Hour			5.10 21.2	5.10 21.2	5.40 19.3	4.55 22.2	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 Chiwaikum 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 engineer and the engineer 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, Chiwaikum; 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. 3 stops at any station to let off passengers from east of Colbert.

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.

Everett Jct. for trains 28, 4, 26, 2 and 44.

Skykomish for train No. 715.

**TERMINAL STATIONS.**

Leavenworth for Nos. 28, 4, 26, 2 and 44.

Everett Jct. for trains 25, 3, 1, 43, 27.

Delta, 435, 487, 401, 451 and 715.

**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.

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

Halford passing track 150 feet east of west head block.

Index passing track 120 feet from west head block.

Reiter, west end passing track.

Sultan Junction, 145 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 Chiwaikum	East		11
Seattle-Boston Copper Co. Spur	0.8 Miles west of Tonga	East	300 feet	3
Skykomish Mill Co.'s Spur	0.3 Miles west of Skykomish	East		20
Great Republic Mining Co., Berlin	1.5 Miles west of Skykomish	West		4
Berlin Spur, Miller River Co.	1.5 Miles west of Skykomish	West	1200 feet	25
Grotto Lumber Co.	0.3 Miles east of Grotto	Both ends		24
G. N. Shingle Co.'s Siding	3.5 Miles west of Grotto	West		5
B. B. & R. Spur	2.0 Miles east of Index	East		2
Heybrook Spur	1.5 Miles east of Index	East		12
Smith Lumber Co.	0.5 Miles east of Index	West		10
Soderburg Spur	0.7 Miles west of Index	East		26
Robinson's Spur	0.5 Miles west of Gold Bar	West		5
Black Bros. Spur	0.0 Miles east of Startup	East		26
Casey's Spur	0.1 Miles east of Sultan	East		5
Sultan Ry. & Timber Co.	1.5 Miles west of Sultan	West		3
Owen's Spur	4.7 Miles east of Monroe	East		4
Holmquist Spur	0.5 Miles east of Monroe	East		18
Monroe Mill Spur	0.3 Miles east of Monroe	West		10
Monroe Gravel Pit	0.0 Miles west of Monroe	West		25
Wagner & Wilson Lbr. Co. Spur	0.5 Miles west of Monroe	Both ends		24
Woodruff	2.0 Miles west of Monroe	West		27
Cascade Lumber Co. Spur	0.1 Miles east of Snohomish	East		25
Cresote Spur	0.5 Miles east of Lowell	East		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		Distance from Everett Junction	Time Table No. 69. In Effect Mar. 20, 1910	STATIONS.	Telegraph Calls
717	711	43	271	1	269	273	277	3	25	275	27	Passing Tracks	Other Tracks					
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							
3.05pm	2.00am	9.12pm	8.17pm	6.52pm	2.37pm	2.00pm	10.10am	8.52am	7.30am	6.10am	4.15am					EVERETT JUNCTION	JN	
3.40	2.15	9.21	8.27	7.00	2.45	2.10	10.22	9.00	7.40	6.21	4.24	51	68	3.8		MUKILTEO	MU	
4.10	2.30	9.34	8.37	7.10	2.55	2.21	10.34	9.10	7.51	6.32	4.34	66		7.9		MOSHER	MO	
4.30	2.45	9.44	8.43	7.17	3.02	2.29	10.43	9.17	7.59	6.40	4.40	70	5	10.9		MEADOWDALE	AD	
5.00	3.00	9.56	8.53	7.27	3.10	2.42	10.56	9.27	8.12	6.52	4.51	67	37	14.8		EDMONDS	DR	
5.30	3.10	10.04	9.01	7.35	3.17	2.52	11.06	9.35	8.20	7.02	4.59	45	15	17.8		RICHMOND BEACH	R	
6.12	3.30	10.25	9.14	7.49	3.30	3.07	11.21	9.49	8.34	7.18	5.13			24.0		METUM	UN	
6.30	3.40	10.32	9.21	7.56	3.37	3.15	11.30	9.56	8.41	7.25	5.21			183	26.9	BALLARD	BD	
6.40pm	3.45am	10.35	9.25	8.00	3.40	3.20	11.35	10.00	8.45	7.30	5.26	80	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	8.15pm	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	1.45	1.38	1.23	1.23	1.18	1.35	1.40	1.23	1.30	1.35	1.30							
9.1	16.2	20.	23.9	23.9	27.1	20.6	20.0	23.9	21.8	20.0	21.8							
															Time Over District			
															Average Speed Per Hour			

## 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.

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.

Seattle for trains Nos. 274, 270, 272, 26, 278, 44, 276, 28, 4 and 2.  
Interbay for trains Nos. 712 and 718.  
Everett Jct. for trains Nos. 27, 275, 25, 3, 277, 273, 269, 1, 271, 43, 711 and 717.

## TERMINAL STATIONS.

Interbay for trains Nos. 711 and 717.  
Seattle for trains Nos. 275, 25, 277, 273, 269, 271, 43, 27, 3 and 1.  
Everett Jct. for trains Nos. 28, 274, 4, 270, 272, 26, 278, 2, 44, 276, 718 and 712.

## 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. 69. In Effect Mar. 20, 1910.	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			
<b>STATIONS.</b>																		
EVERETT JUNCTION	32.7	R DN P	2 50Am	9 35Am	10 05Am	1 45Pm	5 45Pm	6 30Pm	7 10Pm	8 15Pm	11 05Pm	1 10Am	1 10Pm	12 40Am				
<sup>3 8</sup> MUKILTEO	28.9	DN P	2 43	9 26	9 58	1 36	5 38	6 21	7 00	8 09	10 59	1 03	12 50	12 20				
<sup>4 1</sup> MOSHER	24.8	DN P	2 34	9 14	9 51	1 28	5 30	6 18	7 02	8 02	10 52	1 03	12 15Pm	12 05Am				
<sup>3 0</sup> MEADOWDALE	21.8	DN	2 29	9 07	9 46	1 20	5 25	6 07	7 00	7 57	10 47	1 24	11 50	11 50				
<sup>3 8</sup> EDMONDS	17.9	DN W P	2 23	8 58	9 39	1 12	5 18	6 09	7 02	8 02	10 40	1 23	11 25	11 35				
<sup>3 0</sup> RICHMOND BEACH	14.9	DN P	2 18	8 49	9 33	1 04	5 11	6 02	7 00	7 45	10 35	1 22	10 55	11 20				
<sup>8 2</sup> METUM	8.7	DN	2 07	8 34	9 22	12 50	4 59	5 40	6 12	7 34	10 25	1 21	10 25	11 00				
<sup>2 9</sup> BALLARD	5.8	D	2 02	8 25	9 17	12 43	4 53	5 33	6 05	7 29	10 18	1 20	10 10	10 50				
<sup>1 1</sup> INTERBAY	4.7	R DN W C T S P K	2 00	8 20	9 15	12 40	4 50	5 30	6 00	7 25	10 15	1 20	10 00Am	10 40Pm				
<sup>1 2</sup> 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	1 15						
<sup>3 4</sup> SEATTLE	.0	R DN I P K	1 45Am	8 05Am	9 00Am	12 25Pm	4 35Pm	5 15Pm	5 45Pm	7 10Pm	10 00Pm	1 14Pm						
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
			<b>28</b>	<b>274</b>	<b>4</b>	<b>270</b>	<b>272</b>	<b>26</b>	<b>278</b>	<b>2</b>	<b>44</b>	<b>276</b>	<b>718</b>	<b>712</b>				
Time Over District			1 05	1 30	1 05	1 20	1 10	1 15	1 25	1 05	1 05	1 25	3 10	2 00				
Average Speed Per Hour			30.1	21.8	30.1	24.6	28.0	26.2	23.1	30.1	30.1	23.1	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
Doucett 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		Time Table No. 69. In Effect Mar. 20, 1910.	STATIONS.	Telegraph Call	
717	711	711	713	279	271	269	273	277	275	Passing Tracks	Side Tracks				Miles from Bellingham
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	6.30am	5.25pm	6.00pm	12.30pm	10.55am	7.15am	3.00am	42	202	0.0	BELLINGHAM	HN
			6.40	7.05	5.35	6.08	12.38	11.05	7.25	3.10	47	30	2.9	SOUTH BELLINGHAM	FN
			7.00	7.34	5.48	6.16	12.47	11.15	7.34	3.23	67	8	6.9	CHUCKANUT	
			7.32	8.15	6.03	6.25	12.56	11.26	7.46	3.38	68	8	12.5	SAMISH	
			7.55	8.40	6.15	6.33	1.03	11.36	7.58	3.50	68	17	16.6	BOW	BO
			8.20	9.20	6.25	6.41	1.11	11.48	8.04	4.01	27		21.2	BELLEVILLE	BV
			8.20	9.40	6.35pm	6.51	1.20	12.01pm	8.16	4.15	48	225	23.8	BURLINGTON	BU
			9.35	11.22	6.55	7.00	1.28	12.15	8.29	4.28	44	38	27.9	MT. VERNON	NR
			9.50	11.59	7.10	1.37	12.30	8.42	4.41	4.41	67	20	33.3	FIR	FR
			10.10	12.47pm	7.23	1.49	12.47	8.58	4.58	4.58	68	33	40.4	STANWOOD	B
			10.25	1.58	7.34	1.58	1.00	9.16	5.13	5.13	29		45.9	SILVANA	NA
			10.40	2.35	7.42	2.05	1.15	9.26	5.25	5.25	68	17	50.0	ENGLISH	
			11.00	3.15	7.53	2.18	1.35	9.44	5.45	5.45	67	17	57.0	MARYSVILLE	MS
	2.35pm	1.15am	11.15pm	3.30pm	8.00	2.25	1.42	9.51	5.52	5.52			59.7	DELTA WYE	
	2.40	1.27			8.02	2.27	1.45	9.54	5.54	5.54	37		60.7	LONG SIDING	
	3.00	1.50			8.10	2.35	1.52	10.07	6.07	6.07	145		63.3	EVERETT	
	3.05pm	2.00am			8.17pm	2.37pm	2.00pm	10.10am	6.10am	6.10am			64.1	EVERETT JUNCTION	JN
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	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.	9.8	20.4	28.0	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.  
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.  
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.

Bellingham for trains Nos. 277, 279, 711, 713 and 720.  
Burlington, for train No. 280.  
Delta Wye, for trains Nos. 712, 714 and 717.  
Everett Jet., for trains Nos. 270, 272, 274, 276, 278 and 718.  
Fraser River Jet., for trains Nos. 386 and 398.  
New Westminster, for train No. 385.  
Vancouver, for trains Nos. 289, 271, 273, 275, 397 and 719.

## TERMINAL STATIONS.

Bellingham, for trains Nos. 278, 280, 712, 714 and 719.  
Burlington, for train No. 279.  
Delta Wye, for trains Nos. 713 and 718.  
Everett Jet., for trains Nos. 269, 271, 273, 275 and 277.  
Fraser River Jet., for trains Nos. 385 and 397.  
New Westminster, for train No. 386.  
Vancouver for trains Nos. 270, 272, 274, 276, 398 and 720.

## DERAIL SWITCHES.

Samish Lake, M. P. 85.2, on Spur, 3,635 feet north from head block.  
Chuckanut, east end siding.  
R. B. & E. Transfer Track east end.  
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.

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. 69.**  
In Effect Mar. 20, 1910.

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	Mdse. Freight Arrive Daily Ex. Sunday	Mdse. Freight Arrive Daily
BELLINGHAM	64.1	R@ DN CWTk	4:12Am	12:50Pm	4:30Pm	8:00Pm	10:16Pm	9:30Am	712 6:30Am	714 3:15Pm	
SOUTH BELLINGHAM	61.2	D W	4:02	12:38	4:21	7:51	10:06	9:15	6:15	2:45	
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	269 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 274 10:50 713	
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	7:55	
MARYSVILLE	7.1	DN	1:42	10:06	2:18	6:07	7:53		2:15	6:45	
DELTA WYE	4.4	R I Y	1:30	9:57	2:05	6:00	7:32		2:00Am	6:15Am	1:40Pm
LONG SIDING	3.4		1:27	9:54	2:02	5:58	7:29				1:30
EVERETT	0.8		1:20	9:44	1:52	5:52	7:20				1:15
EVERETT JUNCTION	0.0	R DN	1:10Am	9:35Am	1:45Pm	5:45Pm	7:10Pm				1:10Pm
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Daily
			<b>276</b>	<b>274</b>	<b>270</b>	<b>272</b>	<b>278</b>	<b>280</b>	<b>712</b>	<b>714</b>	<b>718</b>
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	.....	30
Blaichard Spur	0.5 Miles south of Samish	North	.....	3
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)	. Miles south off Samish Spur	South	.....	1
Owen's Spur (Old Line)	. Miles south off Samish Spur	North	.....	5
Samish Lake Spur (Old Line)	0.1 Miles south of Samish Lake	South	.....	90
Gaudette's Spur (Old Line)	0.0 Miles south of Alger	South	.....	8
Alger Mineral Spur (Old Line)	0.0 Miles south of Alger	South	.....	9
Demmond Spur (Old Line)	1.4 Miles south of Alger	South	.....	3
Burlington Mill Spur (Old Line)	0.1 Miles south of Belfast	South	.....	3
Samish Pit Spur (Old Line)	0.6 Miles south of Belfast	South	.....	52
Belfast Mfg. Co. (Old Line)	0.5 Miles south of Belfast	South	.....	10
Butler Spur (Old Line)	0.1 Miles north of Belleville	South	.....	2
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
Skagit Crossing Tr. Track	0.9 Miles south of Fir	South	.....	6
Hawley Spur	1.3 Miles south of Fir	North	.....	6
Milltown	1.7 Miles south of Fir	South	.....	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	.....	3
Rabel's Spur	1.8 Miles north of Silvana	North	.....	2
Norman Spur	1.1 Miles south of Silvana	South	.....	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	.....	4
Old Main Line	1.5 Miles south of Marysville	South	.....	30
Transfer Track	0.8 Miles north of Long Siding	North	.....	14
Blackman Spur	0.4 Miles south of Long Siding	North	.....	7
Weidauer & Landsdown Spur	0.0 Miles south of Long Siding	South	.....	20
Neff's Spur	1.0 Miles south of Long Siding	North	.....	50
Wheellhan Spur	1.1 Miles north of Everett	North	.....	7
Log Dump Spur	1.0 Miles north of Everett	North	.....	21
Clark Nickerson Mill	1.0 Miles north of Everett	North	.....	31
Everett Milling Co.	0.7 miles north of Everett	North	.....	26
Nickerson Machinery Co.	0.0 Miles north of Everett	South	.....	4
Nail House Spur	0.8 Miles north of Everett Jct.	South	.....	24
Weyerhaeuser Timber Co.	0.2 Miles north of Everett Jct.	North	.....	38

THIRD CLASS.				SECOND CLASS.			FIRST CLASS.				CAPACITY OF SIDE TRACKS			Time Table No. 69. In Effect Mar. 20, 1910.				SIGNALS.		FIRST CLASS.			SECOND CLASS.		THIRD CLASS.			
719	385	397	275	271	269	273	Passenger	Passenger	Passenger	Passenger	Passing Tracks	Other Tracks	Distance from Vancouver	STATIONS.	Telegraph Code	Distance from Bellingham	See Rule 4, page 10.	276	274	270	272	398	386	720				
Mixed Freight	Mixed	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
5.00Am		2.30Pm	11.45Pm	4.00Pm	10.30Am	8.15Am		65	0.0					VANCOUVER	VN	58.8	R	DN	WC	O	K	7.00Am	3.30Pm	7.00Pm	10.00Pm	10.20Am		5.00Pm
5.05		2.37	11.50	4.04	10.34	8.19			0.7					WYE		58.1			Y			6.55	3.25	6.55	9.55	10.15		4.55
5.15		2.50	11.57	4.10	10.40	8.25		43	3.5					STILL CREEK		55.3						6.48	3.19	6.49	9.49	10.05		4.45
5.25		3.00	12.02Am	4.13	10.43	8.29		15	5.3					ARDLEY		53.5						6.43	3.15	6.44	9.45	10.00		4.35
5.40		3.10	12.07	4.16	10.48	8.34		41	7.9					BURNABY		50.9						6.35	3.10	6.37	9.40	9.50		4.18
									12.9					SAPPERTON WYE		45.9				Y								
5.55		3.25	12.20	4.25	10.56	8.45		29	13.1					SAPPERTON		45.7						6.24	2.59	6.29	9.34	9.30		3.97
6.00		3.30							13.8					NEW WESTMINSTER	MN	45.0	R	DN		K	I	7.19	3.30	6.25	9.30	9.20	12.15Pm	3.15
6.25	1.30Pm	4.00Pm	12.32	4.35	11.03	8.55			14.2					FRASER RIVER JUNCTION		44.6						6.15	2.50	6.19	9.25	9.15Am	12.10Pm	2.35
6.45			12.45	4.44	11.11	9.05		67	19.4					TOWNSEND		39.4						6.03	2.37	6.07	9.16			2.20
7.20			1.05	4.54	11.20	9.17		67	24.8					COLEBROOK	G	34.0	R	DN	WY			5.49	2.25	5.56	9.06			1.55
7.35			1.18	5.00	11.27	9.27		11	28.4					CRESCENT		30.4						5.37	2.14	5.46	8.58			1.20
7.55			1.30	5.10	11.35	9.33		30	33.2					WHITE ROCK	WR	25.6				DN		5.25	2.00	5.35	8.48			12.50Pm
									36.2					INTERNATIONAL BOUNDARY		22.6												
8.10			1.50	5.20	11.45	9.55		68	36.7					BLAINE	BN	22.1	R	DN	W	O		5.10	1.45	5.20	8.35			2.09
8.30			2.12	5.33	11.59	10.13		42	44.2					CUSTER	CU	14.6				D		4.50	1.28	5.02	8.23			10.13
8.45			2.20			10.20			46.9					ENTERPRISE		11.9						4.42	1.20					9.30
11.00			2.30	5.43	12.10Pm	10.28		43	49.8					FERDALE	FD	9.0				D		4.37	1.13	4.50	8.15			
			2.37			10.35			52.0					BRENNAN		6.8						4.28	1.05					
12.15Pm			3.00Am	6.00Pm	12.30Pm	10.55Am		42	202	55.8				BELLINGHAM	HM	0.0	R	DN	CW	T	K	4.12Am	12.50Pm	4.30Pm	8.00Pm			8.30Am
7.15	8.0	8.5	1.30	3.15	2.00	2.40																2.48	2.40	2.30	2.00	1.30	.05	8.30
			9.5	18.1	25.4	29.4																21.0	22.0	23.5	29.4	11.0	.6	6.9

Special Rules.

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

The normal position of switches at Colebrook 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 8 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.

Trains 269, 270, 271 and 272 will register by card at Colebrook.

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

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 3,000 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, 1,000 feet south of Ferndale.

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
Maddouga-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
Piers 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	1.9 Miles south of Blaine	South	.....	9
Blaine Spur	1.9 Miles south of Blaine	South	.....	9
Shelton Spur (off Blaine Spur)		South	.....	2
City Dock Spur (off Blaine Spur)		South	.....	31
Erie Mill Spur (off City Dock Spur)		South	.....	6
Monarch Mill Spur (off City Dock Spur)		South	.....	14
Barge Spur (off City Dock Spur)		South	.....	5
Melrose Spur	0 Blaine	South	.....	4
McDonald Spur	2.5 Miles north of Custer	South	.....	2
Red Cedar Shingle Co.	2.0 Miles south of Blaine	South	.....	8
Enterprise Spur	1.2 Miles south of Custer	South	.....	3
Shield's Spur	0.7 Miles north of Enterprise	South	.....	3
Sand Pit Spur	0.7 Miles south of Enterprise	South	.....	13
Henry Spur	0.8 Miles south of Enterprise	South	.....	3
	1.0 Miles south of Brennan	South	.....	2



**WEST BOUND.**

**FOURTH DISTRICT—ANACORTES TO ROCKPORT.**

**EAST BOUND. 9**

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.			CAPACITY OF SIDE TRACKS			Time Table No. 69. In Effect Mar. 20, 1910.			FIRST CLASS.			SECOND CLASS.		THIRD CLASS.
724		400		284	290	280	Passing Tracks	Other Tracks	Distance from Rockport	STATIONS.			289	279	283	399	723	
Mds. Freight Leave Daily Except Sunday	Mixed Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Mixed Arrive Daily	Mds. Freight Arrive Daily Except Sunday		
7.00Am				4.25Pm	6.10Am	42				ROCKPORT	RK	53.7	R D YW	2.20Pm	9.15Pm			8.00Pm
7.25				4.45	6.27	67		5.8		FABER		47.9		2.08	8.59			2.25
7.50				5.02	6.36		3	9.1		CONCRETE	BA	44.6	D	1.50	8.48			2.00
7.55				5.08	6.42	39		10.2		GRASSMERE		43.5		723 1.38	8.38			1.38
8.15				5.23	6.57	43		15.5		BIRDSVIEW		38.2		1.20	8.25			12.40Pm
8.55				5.38	7.12	38	10	20.6		HAMILTON	H	33.1	D W	1.05	8.12			11.50
9.20				5.50	7.23			23.9		LYMAN		29.8		12.50	8.00			11.20
9.50				6.08	7.37	22		29.2		COKEDALE JUNCTION		24.5		12.35	7.45			10.40
723 10.15				6.23	7.52		64	32.4		SEDRO-WOOLLEY	WL	21.3	D K	12.23	7.36			724 10.15
				6.29	7.58	7		34.7		STERLING		19.0		12.12	7.24			
11.30 <sup>289</sup> 12.45Am	8.50Am	7.15Pm	6.40 <sup>283</sup> 9.25 <sup>279</sup>	8.10Am	723	48	225	37.2		BURLINGTON	BU	16.5	R DN COWYX	12.05 <sup>290</sup> 11.35 <sup>724</sup>	7.15Pm	6.35 <sup>290</sup> Pm	8.00Am	9.15 <sup>280</sup> 7.40
1.00	9.00	7.24	9.33			25		40.0		AVON		13.7		11.27		6.27	7.49	7.25
1.15	9.10	7.33	9.41			7		42.6		FREDONIA		11.1		11.19	6.19	7.39	7.10	
1.30	9.17	7.40	9.48			25		44.1		WHITNEY		9.6		11.13	6.12	7.31	7.00	
								46.3		DRAW BRIDGE		7.4						
2.00	9.36	7.58	10.02			4		49.6		FIDALGO		4.1		10.57	5.58	7.15	6.40	
2.20Pm	9.50Am	8.10Pm	10.15Pm			94		53.7		ANACORTES	AC		R D T W	10.45Am	5.45Pm	7.00Am	6.20Am	
Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily Except Sunday
<b>724</b>	<b>400</b>	<b>284</b>	<b>290</b>	<b>280</b>										<b>289</b>	<b>279</b>	<b>283</b>	<b>399</b>	<b>723</b>
7.30 16.5	1.00 16.5	.55 18.2	5.50 10.2	2.00 18.6										3.35 15.6	2.00 15.6	.50 19.5	1.00 16.5	8.40 6.3

Time Over District  
Average Speed Per Hour

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Sauk Spur	2.0 Miles west of Rockport	West		2
Tower Mill Co.	0.3 Miles west of Faber	East		19
Van Horne's Spur	0.5 Miles west of Faber	East		16
Washington Port Cement Co.	0.7 Miles east of Concrete	East		30
Superior Portland Cement Co. Spur	0.7 Miles west of Concrete	West		28
Anna Shingle Spur	2.0 Miles west of Grassmere	West		3
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		22
Skagit Mill Co. Spur	Lyman	West		3
Hitchcock-Kelly	0.1 Miles west of Lyman	West		3
Child's Spur	3.6 Miles east of Cokedale Jet.	Both ends		13
Minkler's Mill	3.0 Miles east of Cokedale Jet.	Both ends		22
Green Mill Spur	3.3 Miles east of Woolley	West		7
Sound Iron Spur	Woolley	West		8
Holbrook's Spur	0.4 Miles west of Woolley	West		6
Burlington Mill Spur	0.6 Miles west of Burlington	West		2
North Avon Lumber Co. Spur	0.3 Miles west of Avon	East		5
Hawkin's Spur	0.7 Miles east of Fredonia	West		6
Callahan-Abbott Spur	Fredonia	West		9
Gravel Pit Spur	5.9 Miles east of Anacortes	Both ends		22
Log Rollway	1.5 Miles east of Anacortes	East		2
Fidalgo Island Shingle Co. Spur	4.6 Miles east of Anacortes	East		3
Fidalgo Mill Spur	2.3 Miles east of Anacortes	East		3

**Special Rules.**

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

No. 724 has right over No. 723, Rockport to Anacortes.  
Yard limit boards are located at Burlington.  
All trains except first class trains must be under absolute control while passing through yard limits at Burlington.  
All trains will reduce speed to 8 miles per hour over all draw bridges.  
Bulletin boards are located at Anacortes, Burlington and Rockport

**INITIAL STATIONS.**

Anacortes for trains Nos. 289, 283, 399 and 723.  
Rockport for trains Nos. 280, 290 and 724.  
Burlington for trains Nos. 284 and 400.

**TERMINAL STATIONS.**

Anacortes for trains Nos. 290, 284, 400 and 724  
Rockport for trains Nos. 289, 279 and 723.  
Burlington for trains Nos. 283 and 399.

SECOND CLASS.			CAPACITY OF SIDE TRACKS	Distance from Sumas	Time Table No. 69. In Effect Mar. 20, 1910.			SIGNALS. See Rule 3, page 11.	SECOND CLASS.	
387	397				398	388				
Mixed	Mixed		Passing Tracks	Other Tracks	Stations	Telegraph Calls	Distance from Guichon	Mixed	Mixed	
Leave Daily Except Sunday	Leave Daily Except Sunday							Arrive Daily Except Sunday	Arrive Daily Except Sunday	
6.00am				0.0	SUMAS, WASH	S U	46.3	C W	8.00pm	
				0.0	INTERNATIONAL BOUNDARY		46.3			
6.05		30		0.1	HUNTINGDON		46.4		7.55	
6.25		42	21	3.6	ABBOTTSFORD		42.9	W	7.25	
6.50			5	8.1	PINEGROVE		38.4		6.55	
7.15		69	22	12.7	ALDERGROVE		33.8		6.30	
7.35		28		16.9	OTTER		29.6		6.00	
8.00		67	20	21.6	LINCOLN		24.9	W	5.35	
8.25am	4.55pm	67		29.4	CLOVERDALE	CL	17.1	R D	8.20am 5.00pm	
				33.4	ALLUVIA		13.1			
f 5.15		4		34.9	SOUTHPORT		11.6		f 8.00	
5.20				35.9	COLEBROOK JCT		10.6	Y	7.55	
s 5.35		67	62	35.9	COLEBROOK	G	10.6	R DN W	s 7.50	
5.45				36.7	GUICHON LINE JCT		9.8	Y	7.40	
f 6.10		10		42.7	INVERHOLM		3.8		f 7.25	
f 6.25		3		45.1	CHALLUETHAN		1.4	W 1/2 Mile East	f 7.10	
s 6.30pm		10	10	46.5	GUICHON		0.0	W	7.00am	
Arrive Daily Except Sunday	Arrive Daily Except Sunday								Leave Daily Except Sunday	
387	397								398 388	
2.05	1.05								1.05 2.30	
14.1	15.1								15.1 11.8	
					Time Over District					
					Average Speed Per Hour					

**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 Jct. and Guichon Line Jct.  
**INITIAL STATIONS.**  
 Guichon for train No. 398. Sumas for train No. 387. Cloverdale for trains No. 388 and 397.  
**TERMINAL STATIONS.**  
 Guichon for train No. 397. Cloverdale for trains No. 387 and 398. Sumas for train No. 388.

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
Matthew 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 Stations	Car Capacity of Passing Tracks	Distance from Fraser River Jct.	Time Table No. 69. In Effect Mar. 20, 1910.			SIGNALS. See Rule 3, page 11.	SECOND CLASS.		
385	395	397				396	398	386				
Mixed	Mixed	Mixed			Stations	Telegraph Calls	Distance from Hazelmere	Mixed	Mixed	Mixed		
Leave Daily Except Sunday	Leave Tue., Thur., Sat	Leave Daily Except Sunday						Arrive Tue., Thur., Sat	Arrive Daily Except Sunday	Arrive Daily Except Sunday		
1.35pm		4.00pm		0.0	FRAZER RIVER JCT		20.3		s 9.15am	s 12.10pm		
s 1.45		4.05	25	1.0	LIVERPOOL		19.3		9.10	s 11.59am		
				3.3	BON ACCORD		17.0	W 1 Mile East				
s 2.10		f 4.30	67	9.0	PORT KELLS		11.3		f 8.50	s 11.35		
s 2.45pm	9.30am	s 4.50pm	67	15.2	CLOVERDALE	CL	5.1	R D	s 10.55am	8.30am 11.00am		
				20.3	HAZELMERE		0.0		10.15am			
Arrive Daily Except Sunday	Arrive Tue., Thur., Sat	Arrive Daily Except Sunday						Leave Tue., Thur., Sat	Leave Daily Except Sunday	Leave Daily Except Sunday		
385	395	397						396	398	386		
1.10	0.55	.50						1.00	.50	1.10		
12.0	6.2	18.3						5.1	18.3	13.0		
					Time Over District							
					Average Speed Per Hour							

**Special Rules.**

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

**Initial Stations.**  
 Fraser River Jct. for trains Nos. 385 and 397. Cloverdale for trains Nos. 395, 398 and 386. Hazelmere for train No. 396.  
**Terminal Stations:**  
 Cloverdale for trains Nos. 385, 396 and 397. Hazelmere for train No. 395. Fraser River Jct. for trains Nos. 386 and 398.  
 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		4
Brownville 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 CABOSES.**

STATIONS	Ruling Grade	Class M2-1952-1990				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 D6-232-238			
		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	1	2	3	4
Everett to Skykomish	1.0	2000				1600				1400				1200				1000				775				575				715				385			
Skykomish to Cascade Tunnel	2.2	900				800				700				600				480				360				270				340				183			
Cascade Tunnel to Leavenworth	Down	2000				1800				1800				1500				1250				900															
Leavenworth to Cascade Tunnel	2.2	900				800				700				600				480				360				275				340				185			
Seattle to Delta	0.5													2100				1750				1350				1050											
Delta to Seattle	0.4													2500				2100				1460				1120											
Cascade Tunnel to Lowell	Down	2000				1800				1800				1500				1250				900															
Silvana to Delta	0.5													1800				1400				1080				875											
Delta to Silvana	0.4													2500				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	15 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 1069	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.**

	Passenger	Freight
<b>Between</b>		
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, Jet, 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, L-2 and M-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.**

- In addition to signs provided for in rule 7, Book of Rules, the following signs in column headed "Signs" indicate:
  - D Day telegraph or telephone office.
  - N Night telegraph or telephone office.
  - DN Day and night telegraph or telephone office.
  - P Dispatcher's telephone accessible at all times.
  - I Interlocked.
  - 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, 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.
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.

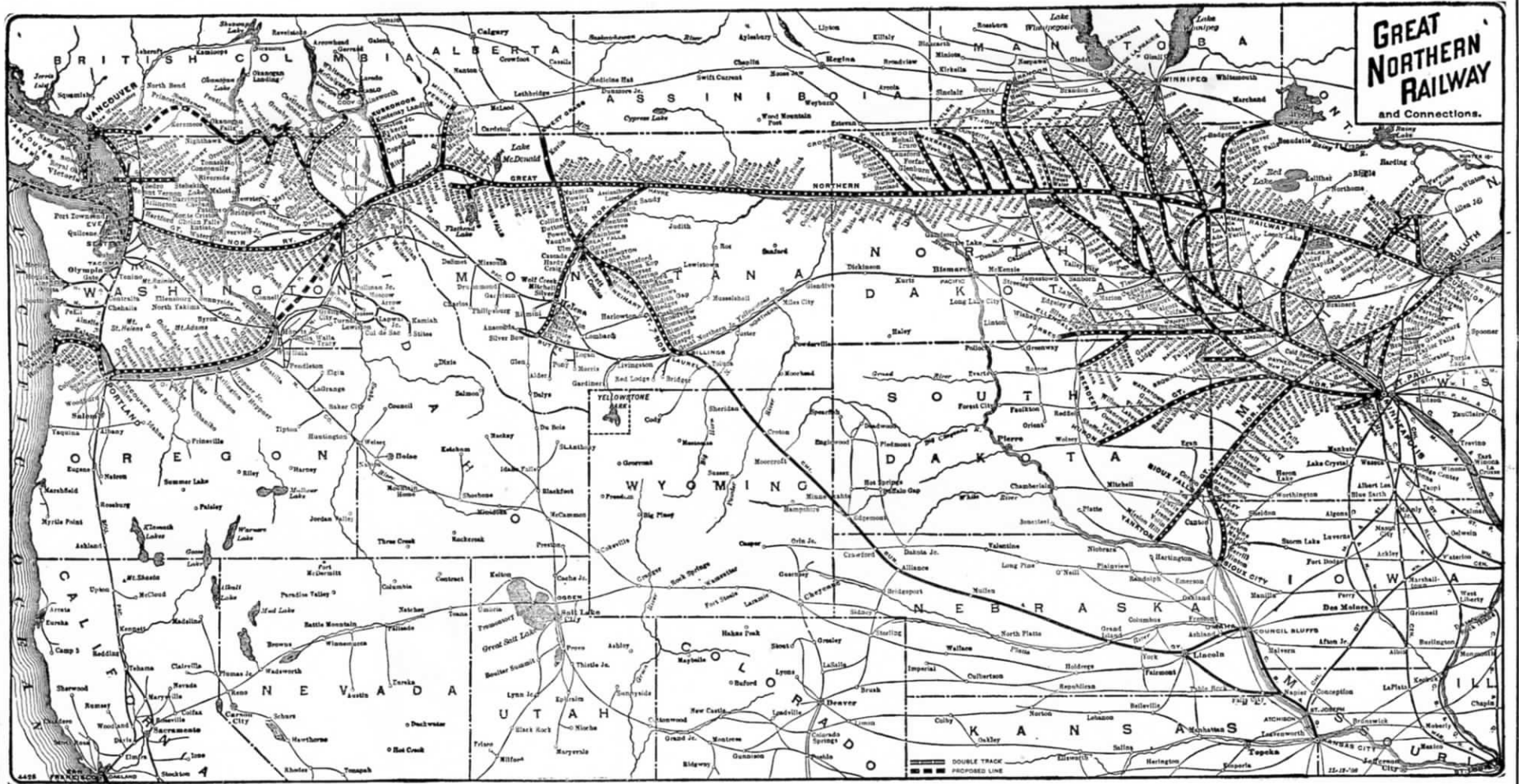
**E. O. WADHAMS, Dispatcher.**  
**G. E. WELLIN, Dispatcher.**  
**C. O. JOHNSON, Dispatcher.**  
**P. E. TALTY, Dispatcher.**

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

**D. MOORE, Night Chief Dispatcher.**  
**G. W. TURNER, Chief Dispatcher.**  
**J. C. DEVERY, Assistant Superintendent.**







# GREAT NORTHERN RAILWAY and Connections.

DOUBLE TRACK  
PROPOSED LINE