

GREAT NORTHERN RAILWAY

CASCADE DIVISION.

TIME TABLE No. 73

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

SUNDAY, MAY 14, 1911

Superseding Time Table No. 72 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

J. H. O'NEILL, Superintendent.

F. S. ELLIOTT, Asst. General Superintendent.

E. L. BROWN, General Superintendent.

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

GEO. H. EMERSON, Asst. General Manager.

J. M. GRUBER, General Manager.

2 WEST BOUND.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

THIRD CLASS.				SECOND CLASS.				FIRST CLASS.					CAPACITY OF SIDE TRACKS		Distance from Leavenworth	Time Table No. 73 In Effect May 14, 1911.	STATIONS.	Tele. 4th Class
			715			411	401	285	27	43	1	3	Passing Tracks	Other Tracks				
			Misc. Freight Leave Daily Ex. Sunday			Fast Freight Leave Daily	Fast Freight Leave Daily	Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily						
						1.00pm	6.16am		11.40pm	4.25pm	1.35pm	2.00am	60	492	LEAVENWORTH	CH		
						1.53	6.55		11.58	4.48	1.53	2.18	67		0.3 DUBUY	DY		
						2.45	7.20		12.09am	4.55	2.04	2.30	144	22	10.5 2.2 CHIWAUKUM	CY		
						3.05	7.35		12.14	5.08	2.10	2.38	58	5	13.0 3.0 WESTON			
						3.25	7.50		12.20	5.12	2.17	2.47	69	5	17.5 4.3 NASH CREEK			
						4.00	8.25		12.30	5.25	2.25	3.00	135	5	20.5 5.0 MERRITT	CK		
						4.40	9.00		12.39	5.40	2.45	3.15	70		24.9 5.4 GAYNOR	GR		
						5.15	9.35		12.52	5.55	3.00	3.30	67		25.0 6.1 BERNE	BR		
						5.50 6.30	10.25		1.08	6.15	3.20	3.50	75	105	32.3 6.4 CASCADIA TUNNEL	CY		
						6.45	11.00		1.21	6.30	3.35	4.10	90	91	35.9 7.0 TVE	WN		
						7.05	11.20		1.31	6.41	3.48	4.20	63		39.5 7.7 ALVIN	NY		
						7.20	11.35		1.40	6.49	3.55	4.28	64	12	42.2 7.8 CURIA			
						7.40	12.01pm		1.50	7.00	4.05	4.38	69	6	45.2 8.0 SCENIC	MA		
						7.55	12.15		1.59	7.10	4.15	4.47	60	6	48.3 8.1 NIPPON	NI		
						8.10	12.37		2.08	7.20	4.25	4.56	60		51.8 8.2 TONDA	O		
			9.00am			8.20 9.00	1.00 1.30		7.00am	2.20 2.35	7.35 7.40	4.40 4.45	5.10 5.15	73	184	57.0 8.3 SKYHOMISH	KY	
			9.25			9.20	1.50		7.12	2.35	7.55	4.55	5.25	68	7	61.1 8.4 GRITTO		
			9.50			9.50	2.10		7.25	2.45	8.07	5.05	5.35	67		65.1 8.5 HALFORD	SA	
			10.25			10.05	2.35		7.40	2.55	8.22	5.19	5.48	78	18	71.2 8.6 INDEX	NY	
			10.45			10.20	3.00		7.50	3.05	8.32	5.29	5.58	68	2	76.3 8.7 REITER		
			11.13			10.80	3.20		8.00	3.11	8.47	5.38	6.07	69	45	80.0 8.8 GOLD BAR	OB	
			11.30						8.08	3.16	8.55	5.43	6.12		18	82.4 8.9 STARTUP	KU	
			11.55			10.45	3.50		8.18	3.22	9.08	5.51	6.20	55	22	85.8 9.0 SULTAN	SU	
			12.55pm			11.05	4.30		8.35	3.35	9.19	6.10	6.38	50	15	93.3 9.1 MONROE	RO	
			1.55			11.30	5.00		8.57	3.52	9.37	6.28	6.59	52	25	100.2 9.2 SNOHOMISH	S	
			2.25			11.55	5.30		9.10	4.03	9.47	6.40	7.13	60	30	106.0 9.3 LOWELL	W	
									9.16	4.07	9.52	6.43	7.17	44	100	107.5 9.4 PACIFIC AVENUE	D	
									9.27	4.12	10.02	6.53	7.28			108.7 9.5 EVERETT		
									9.30am	4.15am	10.05pm	6.55pm	7.30am			109.5 9.6 EVERETT JUNCTION	JN	
			8.10pm Arrive Daily Ex. Sunday			12.30am	6.10pm		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	85	600	109.3 9.7 DELTA	PD	
			715			411	401		285	27	43	1	3					
			6.10 8.0			11.30 9.5	12.0 9.1		2.30 3.0	4.35 28.7	5.40 19.3	5.20 20.6	5.30 20.					
Time Over District Average Speed Per Hour																		

EAST BOUND.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

Time Table No. 73.
In Effect May 14, 1911.

STATIONS.	Distance from Delta	SIGNS. See Rule 7, page 15	FIRST CLASS.				
			28	4	2	44	286
			Express Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily
LEAVENWORTH	109.5	R ² DN WCTYOP	8:00am	8:10pm	1:20am	4:20am	
DRURY	103.2	N P	5:40	2:57	1:02	4:02	
CHIAWAUKUM	99.0	DN W P	5:30	2:45	12:50	3:52	
WINTON	96.5		5:28	2:39	12:45	3:45	
NASON CREEK	92.0	P	5:14	2:32	12:37	3:34	
MERRITT	89.0	DN W	5:06	2:25	12:30	3:25	
GAYNOR	84.6	P	4:56	2:15	12:13	3:15	
BERNE	81.5	DN W P	4:47	2:07	12:02am	3:02	
CASCADE TUNNEL	77.2	R DN W T P	4:35	1:55	11:50	2:50	
TYE	73.6	DN WC P	4:15	1:40	11:35	2:32	
ALVIN	70.0	DN W P	3:58	1:25	11:20	2:13	
COREA	67.3	P	3:48	1:15	11:10	2:02	
SCENIC	64.3	DN W P	3:34	1:08	11:00	1:50	
NIPPON	61.2	W P	3:19	12:48	10:44	1:34	
TONDA	57.7	DN P	3:07	12:37	10:32	1:22	
SKYKOMISH	53.5	R ² DN WC Y P	2:50	12:20	10:15	1:05	8:10pm
GROTTO	48.4	P	2:35	12:04pm	10:01	12:51	7:55
HALFORD	43.4	D W P	2:21	11:58	9:50	12:40	7:40
INDEX	38.3	DN	2:08	11:38	9:37	12:27	7:20
RIVER	33.3	W P	1:54	11:20	9:25	12:15	7:00
GOLD BAR	29.5	DN Y	1:40	11:12	9:18	12:08	6:50
STARTUP	27.1	P	1:41	11:08	9:14	12:04am	6:48
SULTAN	23.7	D	1:35	11:02	9:02	11:58	6:33
MONROE	16.2	DN W	1:20	10:49	8:54	11:44	6:10
SNOHOMISH	9.3	DN	1:03	10:32	8:40	11:30	5:55
LOWELL	3.5	R DN	12:50	10:20	8:27	11:17	5:37
PACIFIC AVENUE	1.9	DN Y P	12:46	10:15	8:24	11:14	5:32
EVERETT	0.8	K	12:41	10:10	8:20	11:10	5:27
EVERETT JUNCTION	0.0	R DN P	12:35am	10:05am	8:15pm	11:05pm	5:20pm
Via N. P. Ry. DELTA		R ² DN WCTYOP					
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			28	4	2	44	286

Time Over District	5:25	5:10	5:05	5:15	2:50
Average Speed Per Hour	20.3	21.2	21.4	21.0	15.9

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 Tye, by a train staff block system. No train or engine will be run in either direction between the limits mentioned unless train engineer and the engine man of helper engine each has in their possession a section of a staff which will be handed to them by operators and will be retained by them until entire train has cleared block, then sections of staff must be handed to operator. When no helper engine is used, or when any cars behind helper, 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.
 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 E. B. & R. Spur two miles east of Index will be flag stop for Nos. 285 and 286.
 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. 3, 1, 43, 27, 401 and 411.
 Everett Jet. for trains Nos. 28, 4, 2, 44 and 286.
 Skykomish for trains Nos. 285 and 715.
TERMINAL STATIONS.
 Leavenworth for Nos. 28, 4, 2 and 44.
 Skykomish for train No. 286.
 Everett Jet. for trains 3, 1, 43, 27 and 285.
 Delta, 401, 411 and 715.
DERAIL SWITCHES.
 Deraill 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.
 Tye, west end industry track.
 Tye 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 industry track 120 feet from west head block.
 Monroe Mill Spur, 200 feet from head block.
 Deraill 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.

LAP SIDINGS.
 Chiwaukum and Merritt. When trains meet at these points, rule 99 is modified to the extent that inferior trains will enter the switch at the lap.

Business tracks not shown as stations on time table.					
NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY	
Nippon Lumber Co.'s Spur	At Nippon	West	4		
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		14	
Berlin Spur, Miller River Co.	1.5 Miles west of Skykomish	West		4	
Grotto Lumber Co.	0.8 Miles east of Grotto	Both ends	1200 feet	25	
G. N. Shingle Co.'s Siding	3.5 Miles west of Grotto	West	450 feet	24	
Baring Granite Spur		West		3	
B. B. & R. Spur	2.0 Miles east of Index	West		2	
Heybrook 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	
Casey's Spur	0.1 Miles east of Sultan	East		5	
Owen's Spur	4.7 Miles east of Monroe	East		3	
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 Snohomish	East		27	
Creosote 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	

EAST BOUND.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

5

STATIONS.	Distance from Seattle	SIGNS. See Rule 7, page 15.	FIRST CLASS.										SECOND CLASS.			THIRD CLASS.	
			360	4	270	358	286	278	2	44	28	356	712			718	
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily	Fast Freight Arrive Daily			Misc. Freight Arrive Daily	
EVERETT JUNCTION	32.7	R DN P	9 25am	10 05am	1 20pm	5 40pm	5 20pm	6 50pm	8 15pm	11 05pm	12 35am	1 10am	11 59pm			2 10pm	
3 8 MUKILTEO	28.9	D	9 19	9 58	1 12	5 33	5 11	6 40	8 09	10 59	12 26	1 06	11 50		1 55		
4 1 MOSHER	24.3	P	9 10	9 51	1 02	5 26	5 01	6 31	8 02	10 52	12 17	1 04	11 35		1 15		
3 0 MEADOWDALE	21.8	D	9 03	9 46	12 56	5 21	4 55	6 24	7 57	10 47	12 11	1 04	11 25		12 55		
3 9 EDMONDS	17.9	D W P	8 55	9 40	12 50	5 14	4 47	6 16	7 50	10 40	12 05am	1 02	11 15		12 30pm		
3 0 RICHMOND BEACH	14.9	D P	8 46	9 34	12 41	5 09	4 38	6 09	7 45	10 35	11 59	1 04	11 05		11 40		
6 2 METUM	8.7	DN	8 34	9 25	12 30	5 00	4 25	5 57	7 34	10 25	11 50	1 01	10 50		10 55		
3 9 BALLARD	5.8	D	8 25	9 19	12 24	4 54	4 19	5 50	7 29	10 19	11 44	1 05	10 40		10 40		
1 1 INTERBAY	4.7	R DN W C O P K	8 20	9 15	12 20	4 50	4 15	5 45	7 17	10 15	11 40	1 01am	10 30pm		10 30am		
1 1 G. N. DOCK	2.4	DN P	8 15	9 10	12 15	4 45	4 10	5 40	7 20	10 10	11 35	1 05					
3 4 SEATTLE	0	R DN I P K	8 05am	9 00am	12 05pm	4 35pm	4 00pm	5 30pm	7 10pm	10 00pm	11 25pm	1 05pm					
SEATTLE	183.1		6 10am		4 20pm		6 50pm		11 10pm	11 15pm							
40 7 TACOMA	142.4		4 25	3 05	8 00		5 25pm		10 00pm	10 05							
142 4 PORTLAND	0		10 30pm		10 00am					5 00pm							
			360	4	270	358	286	278	2	44	28	356	712			718	
			1 20	1 05	1 15	1 05	1 20	1 20	1 05	1 05	1 10	1 25	1 20		3 40		
			24 6	30 1	26 1	30 1	24 6	24 6	30 1	30 1	28 2	23 0	20 6		7 6		

Automatic Block Interlocking Signals and Semaphores

Interlocking governing crossover at Everett Junction and automatic block signals between Everett Junction and Metum, between G. N. Dock and North Portal.

Blueprints showing signal indications and further instructions to train and enginemen are posted on bulletin boards at stations and round houses, Leavenworth, Delta, Interbay, Seattle and Vancouver, B. C.

Instructions and Locations

In all cases Block and Interlocking Signals are located on the right of and adjoining the track upon which trains are governed by them; the Semaphore Arms that govern are displayed to the right of the signal mast as seen from an approaching train.

Track Circuits are used to control Automatic and Semi-Automatic Block Signals and include all turn outs up to fouling points.

Block Signals do not dispense with the use or observance of other signals whenever or wherever they may be required nor do they relieve Enginemen and Trainmen from taking all precautions required by train rules for the protection of their trains.

The Block Signals apply only to trains running in the established direction.

When a train is stopped by a block signal it may proceed with caution after coming to a FULL STOP, expecting to find block obstructed.

A train stopped by a block signal must stand facing the signal so that its indication may be observed from the engine.

Switches in main tracks and switches of crossovers to main track set signals to "STOP" when moved from their normal position.

Main Line Semaphore interlocking signals located within the automatic block signal limits are made semi-automatic and part of the block system.

Cars and Engines on sidings must stand clear of bonded rails and insulated joints.

In making train movements through crossover switches between main tracks one of the switches must be kept open until the train movement is completed.

When a signal is found at Stop from any cause other than train in block, engineman will report same from first open telegraph office.

All automatic block signals are numbered East bound, even numbers; West bound, odd numbers.

Everett Junction interlocking, westbound home signal, (high line), is located 200 feet from westbound crossover switch, and has three arms; the top arm is for main line trains through crossover; the second arm fixed; bottom arm for diverging movements.

Westbound Home Signal, Coast line, is located fifty-five feet from east end of eastbound crossover switch and has three arms; top arm is for main line; second arm fixed; bottom arm crossover movements.

Distant signals, westbound high line and Coast line, are located 350 feet from home signal, and work from zero to 45.

First automatic signal west bound, is 2500 feet west of Everett Junction. From first automatic signal to Metum, they are located about 7500 feet apart.

Metum to G. N. Dock, the Manual Controlled Block in use.

G. N. Dock to Seattle first automatic signal westbound is located 500 feet from G. N. Dock; second 3000 feet; third signal is distant signal for North Portal Interlocking Plant.

First automatic signal east bound is located 3000 feet from eastbound home signal, North Portal; second 3000 feet from first one; next signal is Manual Controlled Block for G. N. Dock.

First automatic signal at Metum is located 3000 feet west of end of double track, and works from zero to 45. Signal at 45 shows clear track to second automatic signal located on double track. From Metum to Everett Junction, signals are about 7500 feet apart, to Home signal for interlocking plant at Everett Junction.

Eastbound home signal, Everett Junction Interlocking is located 200 feet from west end of eastbound crossover switch, and has two arms; Top arm is for main line to St. Paul, lower arm for crossover up the Coast line.

Manual controlled block semaphore at Mukilteo, Meadowdale, Edmonds, and Richmond Beach will be used as train order signals for all trains. At Everett Junction for westbound trains, at Metum for eastbound trains, G. N. Dock for westbound trains, North Portal for all trains.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

SOUTH BOUND.

THIRD CLASS				SECOND CLASS.				FIRST CLASS.						CAPACITY OF SIDE TRACKS		Time Table No. 73. In Effect May 14, 1911.		Telegraph Call				
717		713		711				279		355		273		359		277			357		Distance from Bellingham	STATIONS.
Mds. Freight		Mds. Freight		Fast Freight				Passenger		Passenger		Passenger		Passenger		Passenger			Passing Tracks	Side Tracks		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily
		712 8:30am				358 8:00pm				5:25pm	6:03pm	2:40pm	12:05pm	7:10am	3:00am	42	202	0.0	BELLINGHAM	HM		
		7:05				8:15				5:35	6:12	714 2:52	360 12:15	7:20	3:15	47	30	2.9	SOUTH BELLINGHAM	EN		
		277 7:30				8:30				5:48	6:20	3:00	12:23	713 7:30	3:30	67	8	6.9	4.0 SOCKEYE			
		8:00				8:45				6:03	6:30	3:10	12:33	7:40	3:50	65	8	12.5	5.6 SAVISH			
										6:07				7:43		10		13.2	0.7 BLANCHARD			
		280 8:40				278 9:02				6:15	6:38	270 3:25	12:40	7:50	4:03	68	17	16.6	3.4 BOW	BD		
		9:20				9:30				6:25	6:46	3:35	12:47	7:58	4:14	27		21.2	4.6 BELLEVILLE	BV		
		9:40 10:40 714				10:15				6:35pm	6:55	3:47	12:55	8:10	4:30	48	225	23.8	2.6 BURLINGTON	BU		
		360 11:10				10:35				7:05	7:05	4:02	1:03	8:22	4:45	44	38	27.9	4.1 MT. VERNON	NR		
		12:15pm				11:00				7:13	7:13	4:14	1:12	8:38	5:02	67	20	33.3	5.4 FIR	FR		
		12:55				11:35				7:25	7:25	4:30	1:24	8:47	5:20	65	33	40.4	7.1 STANWOOD	B		
		359 1:33				11:55				7:34	7:34	4:48	1:33	9:06	5:35	29		45.9	3.3 SILVANA	NA		
		270 2:05				12:15am				278 7:42	7:42	4:53	1:40	9:17	5:47	68	17	50.0	4.1 ENGLISH			
		8:15				12:45				7:52	7:52	5:09	1:50	9:33	6:06	67	17	57.0	7.0 MARYSVILLE	MS		
		3:35pm	3:35pm			1:00am				7:58	7:58	5:15	1:56	9:41	6:15			53.7	2.5 DELTA WYE			
		3:40								8:01	8:01	5:19	1:59	9:45	6:20	37		60.7	1.0 LONG SIDING			
		3:50								8:15	8:15	5:33	2:08	10:02	6:37			145	63.3	2.8 EVERETT		
		4:00pm								8:30pm	8:30pm	5:35pm	2:10pm	10:05am	6:40am			64.1	0.8 EVERETT JUNCTION	JN		
		Arrive Daily	Arrive Daily			Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
		717	713			711				279	355	273	359	277	357							
		6.25	9.65			5.00				1.10	2.17	2.55	2.05	2.47	3.40							
		10.5	6.5			12.00				20.4	28.5	22.	30.5	23.	17.3							

Time Over District
Average Speed Per Hour

Special Rules.

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

INITIAL STATIONS.

Blaine for trains Nos. 277, 711 and 720.
 Bellingham for trains Nos. 279 and 713.
 Burlington, for train No. 280.
 Delta Wye, for trains Nos. 712, 714, 717.
 Everett Jct., for trains Nos. 270, 358, 360, 356, 278, 718 and 712.
 Fraser River Jct., for trains Nos. 386 and 398.
 New Westminster, for train No. 385.
 Vancouver, for trains Nos. 359, 355, 273, 357, 397 and 719.

TERMINAL STATIONS.

Blaine for trains Nos. 278, 712 and 719.
 Bellingham, for trains Nos. 280 and 714.
 Burlington, for train No. 270.
 Delta Wye, for trains Nos. 711, 713, 718.
 Everett Jct., for trains Nos. 359, 355, 273, 357 and 277.
 Fraser River Jct., for trains Nos. 385 and 397.
 New Westminster, for train No. 386.
 Vancouver for trains Nos. 270, 358, 360, 356, 398 and 720.

DERAIL SWITCHES.

Chuckanut, east end siding.
 B. 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.

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.

Side clearance Tunnel 20, one-quarter mile south of Sockeye, not good. Clearance four feet, standard six feet.

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

Bulletin boards are located at Burlington and Bellingham.

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 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 11 to yard limit board south of Everett Junction.

NORTH BOUND.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

Time Table No. 73.
In Effect May 14, 1911.

STATIONS.	Distance from Everett Junction	SIGNS. See Rule 7, page 15	FIRST CLASS.						SECOND CLASS.			THIRD CLASS	
			356	360	270	358	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	61.1	R ⁹ DN CWTK	4.25 ^{am}	12.30 ^{pm}	4.00 ^{pm}	7.47 ^{pm}	9.40 ^{pm}	9.30 ^{am}	6.30 ^{am}	3.30 ^{pm}			
2.9 SOUTH BELLINGHAM	61.2	D W	4.12	12.15	3.49	7.36	9.29	9.16	6.15	2.52			
4.0 SOCKEVE	57.2		4.02	12.03 ^{pm}	3.41	7.28	9.20	9.04	6.00	2.35			
5.6 SAMISH	51.6	W	3.57 3.50	11.51	3.31	7.18	9.10	8.51	5.40	2.00			
0.7 BLANCHARD	50.9					9.08	8.49						
3.4 BOW	47.5	D	3.38	11.41	3.25	7.12	9.02	8.40	5.25	1.20			
4.8 BELLEVILLE	42.9	D	3.28	11.31	3.16	7.02	8.53	8.27	5.10	3.59 12.47			
2.6 BURLINGTON	40.3	R DN COWYX	3.20	11.25	3.10	6.55	8.47	8.20 ^{am}	5.00 ³⁵⁷ 4.30	12.15 ^{pm} 10.40 ⁷¹³			
MT. VERNON	36.2	DN	3.05	11.10	2.55	6.45	8.34		4.10	10.00			
3.4 FIR	30.8	D	2.45	10.55	2.42	6.36	8.20		3.50	9.20			
7.1 STANWOOD	23.7	DN	2.25	10.37	2.27	6.26	8.05		3.25	2.72 8.47			
8.5 SILVANA	18.2	D W	2.11	10.23	2.15	6.18	7.51		3.05	8.15			
4.1 ENGLISH	14.1		1.59	10.13	2.05	6.11	7.42		2.50	7.35			
7.0 MARYSVILLE	7.1	DN	1.42	9.59	1.50	6.01	7.35		2.15	6.45			
DELTA WYE	4.4	R I V	1.30	9.49	1.40	5.55	7.10		2.00 ^{am}	6.15 ^{am} 2.35 ^{pm}			
LONG SIDING	3.4		1.27	9.45	1.37	5.52	7.07			2.25			
EVERETT	0.8		1.20	9.35	1.30	5.47	7.00			2.15			
EVERETT JUNCTION	0.0	R DN	1.10 ^{am}	9.25 ^{am}	1.20 ^{pm}	5.40 ^{pm}	6.50 ^{pm}			3.50 2.10 ^{pm}			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily			
			3.56	3.60	2.70	3.58	2.78	2.80	7.12	7.14	7.18		
			3.15 19.7	3.05 20.	2.40 23.8	3.07 30.3	2.55 22.0	1.10 20.4	4.30 13.3	9.15 6.7	6.25 19.5		

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 Samish	North		30
Winner Shingle Co.'s Spur	0.2 Miles south of Bow	North		6
Sound Shingle Co.'s Spur	2.9 Miles north of Belleville	South		11
Burlington Quarry	1.5 Miles south of Burlington	South		2
Lamar Spur	0.5 Miles north of Burlington	South		3
Little Mountain Spur	1.7 Miles south of Mt. Vernon	South		6
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		8
Morrison Mill Spur	2.1 Miles south of Fir	South		4
Ketchum Spur	2.5 Miles north of Stanwood	South		4
Hal's Spur	1.4 Miles south of Stanwood	North		2
Florence	1.5 Miles south of Stanwood	North		4
Banner	2.0 Miles south of Stanwood	South		2
Rabel's Spur	1.8 Miles north of Silvana	North		3
Norman Spur	1.1 Miles south of Silvana	South		2

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
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		4
Cox's Spur	1.4 Miles north of Marysville	North		6
Union Slough	1.5 Miles south of Marysville	South		30
Old Main Line	1.5 Miles south of Marysville	South		14
Transfer Track	0.8 Miles north of Long Siding	North		7
Blackman Spur	0.4 Miles south of Long Siding	North		20
Weidauer & Landadown Spur	0.0 Miles south of Long Siding	South		7
Neff's Spur	1.0 Miles south of Long Siding	North		50
Wheeler 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		35

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

	THIRD CLASS.				SECOND CLASS.				FIRST CLASS.					CAPACITY OF SIDE TRACKS		Time Table No. 73. In Effect May 14, 1911	STATIONS.	Telephone Calls
	719	711	385	397	277	355	273	359	357	Passing Tracks	Oliver Tracks	Distance from Vancouver	Passenger					
													Mid. Freight	Fast Freight	Mixed			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Except Sunday	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger	Passenger							
8:45am			2:00pm				4:00pm	12:15pm	10:00am	12:15am	65	0.0	VANCOUVER	VN				
8:50			2:05				4:04	12:20	10:04	12:20		0.7	WYE					
9:00			2:10				4:09	12:25	10:09	12:26	43	3.5	STILL CREEK					
9:10			2:15				4:12	12:29	10:12	12:30	15	5.3	ARDLEY					
9:20			2:22				4:17	12:34	10:17	12:36	41	7.9	BURNABY					
												12.0	SAPPERTON WYE					
9:45			2:33				4:24	12:43	10:24	12:49	20	13.1	SAPPERTON					
9:55		1:00pm	2:40				4:28	12:47	10:28	12:55		62	NEW WESTMINSTER	MN				
10:00		1:10pm	2:45pm				4:33	12:52	10:36	1:00		14.2	FRASER RIVER JUNCTION					
10:20							4:42	1:01	10:42	1:10	67	19.4	TOWNSEND					
10:50							4:51	1:14	10:50	1:20	67	24.8	COLEBROOK	CI				
11:15							4:57	1:23	10:58	1:28	11	28.4	CRESCENT					
11:45							5:07	1:37	11:09	1:40	30	33.2	WHITE ROCK	WR				
												36.2	INTERNATIONAL BOUND.					
12:15pm	6:00pm						5:20	1:50	11:20	2:00	64	36.7	BLAINE	BN				
	6:35						5:30	2:06	11:38	2:20	42	44.2	CUSTER	CU				
	7:00						5:44	2:10	11:43	2:28		46.9	ENTERPRISE					
							5:49	2:17	11:43	2:35	43	49.8	FERNDALE	FD				
							5:49	2:22		2:40		52.0	BRENNAN					
	7:45pm	3:55					7:05am	2:35pm	11:58am	2:55am	42	58.8	BELLINGHAM	BM				
719	711	385	397	277	355	273	359	357										
2:30 18.8	1:45 12.6	1:10 4	1:45 10	2:00 26.6	2:00 29.4	2:20 25.2	1:55 29.6	2:40 22.1										

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. Ferndale will be flag stop for 358 for passengers from Everett and south of Everett. Custer will be flag stop for 355 for passengers for south of Seattle.

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 359, 270, 355 and 358 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, derails and home semaphores are located 600 feet from the end of draw span. Day indications are semaphore arm horizontal (or straight out) for stop, and the semaphore arm inclined downward 65 degrees for clear (or proceed). Caution fixed semaphores are located 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.

Time Over District
Average Speed Per Hour

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

NORTH BOUND. 9

Time Table No. 73. In Effect May 14, 1911	Telegraph Calls	Distance from Bellingham	SIGNS. See Rule 7, page 15	FIRST CLASS.					SECOND CLASS.			THIRD CLASS.	
				356	360	270	358	278	398	386	712	720	
				Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Mixed Arrive Daily Except Sunday	Mixed Arrive Daily Except Sunday	Fast Freight Arrive Daily	Misc. Freight Arrive Daily Except Sunday	
VANCOUVER	VN	58.5	R DN WC O K	7:30Am	8:30Am	8:30Am	10:00Am			11:05Am		6:15Pm	
0.7 WYE		58.1	Y	7:24	8:25	8:24	9:58			11:00		6:05	
2.3 STILL CREEK		55.3		7:18	8:19	8:17	9:47			10:52		5:55	
4.1 ARDLEY		53.5		7:18	8:15	8:13	9:43			10:45		5:45	
6.0 BURNABY		50.9		7:05	8:10	8:07	9:37			10:37		5:35	
8.0 SAPPERTON WYE		45.9	Y K										
0.2 SAPPERTON		45.7		6:54	7:57	7:58	9:28		359 10:24			5:20	
0.7 NEW WESTMINSTER	MN	45.0	R DN K	6:50	7:53	7:55	9:25		10:17	10:50Am		5:10	
0.1 FRASER RIVER JUNCTION		44.8		6:42	7:47	7:48	9:18		10:10Am	10:45Am		5:00	
5.2 TOWNSEND		39.4		6:30	7:35	7:36	9:10					3:55 4:42	
5.4 COLEBROOK	G	34.0	R DN WY	6:15	7:20	7:21	9:00					4:05	
3.6 CRESCENT		30.4		6:02	7:05	7:06	8:50					3:50	
4.5 WHITE ROCK	WR	25.6	DN	5:45	6:50 ²⁷³	6:51	8:40					3:00	
3.0 INTERNATIONAL BOUND.		22.6											
0.5 BLAINE	BN	22.1	R DNTW O	5:25	6:30	6:31	8:25	10:30Pm			9:30Am	2:27 2:05Pm	
7.5 CUSTER	CU	14.6	D	5:07	6:13	6:14	8:13	10:15			8:50		
9.7 ENTERPRISE		11.9		4:59	6:05	6:06	8:07	10:07					
9.9 FERRISDALE	FD	9.0	D	4:54	6:00	6:01	8:02	10:02			8:10		
9.8 BURNABY		8.8		4:45	6:00	6:01	8:00	10:00					
9.5 BELLINGHAM	BM	0.0	R DN CW T K	4:30Am	5:35Pm	5:36Pm	7:35Pm	9:45Pm			2:27 7:10Am		
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily	Leave Daily Except Sunday	
				356	360	270	358	278	398	386	712	720	
Time Over District				3:00	2:58	2:55	2:10	3:45	1:55	1:05	2:45	4:10	
Average Speed Per Hour				10.6	20.2	24.3	27.2	30.45	1.55	0.6	7.7	8.8	

Business tracks not shown as stations on time table

NAME	LOCATION	OPENS	Length	Car Capacity
Maddougs-Shaw Spur	0.7 Miles north of Ardley	North	..	5
Wolfe Spur	0.5 Miles north of Burnaby	North	..	4
Mill No. 2 Spur	0.7 Miles south of Burnaby	South	..	22
Fifers 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
Blaine Shingle Co.'s Spur	2.0 Miles south of Blaine	South	..	9
Blaine Spur	1.9 Miles south of Blaine	South
Shelton Spur (off Blaine Spur)	..	South	..	2
City Dock Spur (off Blaine Spur)	..	South	..	51
Eric Mill Spur (off City Dock Spur)	..	South	..	5
Monarch Mill Spur (off City Dock Spur)	..	South	..	14
Barge Spur (off City Dock Spur)	..	South	..	5
Melrose Spur	2.5 Miles north of Custer	South	..	4
McDonald Spur	1.2 Miles north of Custer	South	..	2
Red Cedar Shingle Co.	1.2 Miles south of Custer	South	..	8
Enterprise Spur	0.7 Miles north 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

WEST

CHERRY VALLEY BRANCH

EAST

SECOND CLASS	Capacity of Side Tracks	Time Table No. 73 In Effect May 14, 1911			SECOND CLASS	
391	Passing Tracks Other Tracks	STATIONS			392	
Mixed Leave Daily Except Sunday	Distance from Monroe	Telegraph Calls	SIGNS		Mixed Arrive Daily Except Sunday	
1:00Pm			MONROE	17.9	R DN W	8:20Am
2:00	35	9.1	DUVAL	8.8		7:40
3:00Pm	33	45	TOLT	17.9		7:00Am
Arrive Daily Except Sunday						Leave Daily Except Sunday
391						392
2:00 8:9						1:20 13.4

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Stephens Bird Ind. Spur	3.5 Miles west of Monroe	West	510 ft.	10
Stephens Bird Logging Co.'s Spur	3.8 Miles west of Monroe	East	388 ft.	7
Ceresus Spur	4.6 Miles west of Monroe	West	268 ft.	6
C. B. Spur	5.2 Miles west of Monroe	East	418 ft.	8
O'Neil Gowman Spur	6.4 Miles west of Monroe	West	485 ft.	9
C. V. Log. Co.'s Spur	7.3 Miles west of Monroe	West	474 ft.	9
Novelty Spur	11.6 Miles west of Monroe	West	638 ft.	15

Eastbound Trains have right of Track over Westbound Trains of the same class.

Initial Stations (Tolt 392, Monroe 391)
Terminal Stations (Monroe 392, Tolt 391)

10 WEST BOUND.

FOURTH DISTRICT—ANACORTES TO ROCKPORT.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				CAPACITY OF SIDE TRACKS			Time Table No. 73. In Effect May 14, 1911.			FIRST CLASS.				SECOND CLASS.		THIRD CLASS.
724		400	284	292	290	280	Passing Tracks	Other Tracks	Distance from Rockport	STATIONS.	Telegraph Code	Distance from Anacortes	SIGNS. See Rule 7, page 15.	289	279	291	283	399	723	
Mde. Freight Leave Daily Except Sunday		Mixed Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily								Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Mixed Arrive Daily	Mde. Freight Arrive Daily Except Sunday
7.00am					4.20pm	6.00am	42			ROCKPORT	RK	53.7	R D YW	2.10pm	9.15pm					4.10pm
7.25					4.40	6.17	22		5.8	FABER		47.9		1.55	8.59					3.15
7.50					4.54	6.26	3		9.1	CONCRETE	CA	44.6	D	1.42	8.49					2.35
7.55					5.01	6.32	39		10.2	GRASSMERE		43.5	W	1.30	8.38					2.00
8.15					5.18	6.47	43		15.5	BIRDSVIEW		38.2		1.10	8.25					1.30
8.55					5.33	7.02	38	10	20.6	HAMILTON	H	33.1	D W	12.55	8.12					12.55
9.20					5.48	7.13	25	23	23.9	LYMAN	LY	29.8		12.40	8.00					12.15pm
9.50					6.04	7.27	22		29.2	COKE DALE JUNCTION		24.5		12.22	7.45					11.15
723 10.15					6.20	7.42	35	64	32.4	SEDRO-WOOLLEY	WL	21.3	D K	12.10pm	7.38					10.15
					6.27	7.48	7		34.7	STERLING		19.0		11.58	7.24					
11.30 ²⁸⁹ 12.45pm		723 8.50am	7.10pm	11.50am	6.40pm	8.00am	48	225	37.2	BURLINGTON	BU	16.5	R DN COW YX	11.50am	7.16pm	11.30am	6.35pm	8.00am		9.45 8.45
1.00		8.58	7.24	11.58			25		40.0	AVON		13.7			11.22	6.27	7.49		8.35	
1.15		9.05	7.33	12.06pm			7		42.8	FREDONIA		11.1			11.14	6.19	7.39		8.20	
1.30		9.12	7.40	12.15			25		44.1	WHITNEY		9.6			11.03	6.12	7.31		8.10	
2.00		9.31	7.58	12.30			4		49.6	DRAW BRIDGE		7.4								
2.20pm		9.45am	8.10pm	12.40pm					49.6	FIDALGO		4.1			10.52	5.58	7.15		7.50	
Arrive Daily Except Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	94	53.7		ANACORTES	AC		R D T W			10.40am	5.45pm	7.00am	7.30am	
724		400	284	292	290	280								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	
7.20 7.2		5.5 1.2	5.5 18.2	5.0 19.5	2.20 16	2.00 15.6								2.25 15.5	2.00 18.6	2.00 19.5	5.0 19.5	1.00 16.4	8.40 5.5	
											Time Over District Average Speed Per Hour									

Business tracks not shown as stations on time table.

RAMP	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		20
Superior Portland Cement Co. Spur	0.7 Miles west of Concrete	West		28
Burpee Shingle Spur	0.4 Miles west of Grassmere	West		3
Anna Shingle Spur	2.0 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	0.1 Miles west of Lyman	West		3
Hitecock-Kelly	3.0 Miles east of Cokedale Jct.	Both ends		13
Minkler's Mill	3.3 Miles east of Woolley	Both ends		7
Green Mill Spur	Woolley	West		7
Sound Iron Spur	0.4 Miles west of Woolley	West		8
Holbrook's Spur	0.6 Miles west of Burlington	West		6
Burlington Mill Spur	0.3 Miles west of Avon	West		7
North Avon Lumber Co. Spur	0.7 Miles east of Fredonia	East		7
Hawkin's Spur	Fredonia	West		9
Callahan-Abbott Spur	5.9 Miles east of Anacortes	West		9
Gravel Pit Spur	1.5 Miles east of Anacortes	Both ends		2
Log Rollway	4.6 Miles east of Anacortes	East		9
Fidalgo Island Shingle Co. Spur	2.3 Miles east of Anacortes	East		3
Fidalgo Mill Spur		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 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. 291, 283, 399 and 723.
Rockport for trains Nos. 280, 290 and 724.
Burlington for trains Nos. 284, 400, 292, 289 and 279.

TERMINAL STATIONS.

Anacortes for trains Nos. 292, 284, 400 and 724.
Rockport for trains Nos. 289, 279 and 723.
Burlington for trains Nos. 283, 399, 291, 280 and 290.

WEST BOUND.

FIFTH DISTRICT—SUMAS TO GUICHON.

SECOND CLASS.			CAPACITY OF SIDE TRACKS		Distance from Sumas	Time Table No. 73. In Effect May 14, 1911				SECOND CLASS.	
387	397	397	Passing Tracks	Other Tracks		STATIONS.	Telegraph Code	Distance from Guichon	SIGNS. See Rule 7, page 15.	398	388
Mixed	Mixed	Mixed							Mixed	Mixed	
Leave Daily Except Sunday	Leave Tue., Thur., Sat.	Leave Mon., Wed., Fri.							Arrive Daily Except Sunday	Arrive Daily Except Sunday	
7:00am					0.0	SUMAS, WASH.	S U	46.5	D	C W	6:45pm
					0.0	INTERNATIONAL BOUNDARY		46.5			
7:02			30		0.1	HUNTINGDON		46.4	W		6:40
7:15			43	21	3.6	ABBOTTSFORD	F S	42.9	D	W	6:20
7:30				6	8.1	PINEGROVE		38.4			6:45
7:55			69	22	12.7	ALDERGROVE		33.8			6:20
8:10			28		16.9	OTTER		29.6			4:45
8:35			67	20	21.6	LINCOLN		24.9	W		4:20
9:00am	4:30pm	3:45pm	67		29.4	CLOVERDALE	CL	17.1	R D Y	8:30am	8:45pm
				5	33.4	ALLUVIA		13.1			
f 4:50	f 4:05		4		34.9	SOUTHPORT		11.6		f 8:10	
4:55	4:10				35.9	COLEBROOK JCT.		10.6	Y	8:00	
5:10	4:25		67	62	35.9	COLEBROOK	G	10.6	R DN W	7:55	
5:15	4:30				36.7	GUICHON LINE JCT.		9.8	Y	7:45	
f 5:40	f 4:55		10		42.7	INVERHOLM		3.8		f 7:25	
f 5:55	f 5:10		3		48.1	CHALLICHTHAN		1.4	W ½ Mile East	f 7:10	
6:00pm	5:15pm		10	10	46.5	GUICHON.		0.0	W	7:00am	
Arrive Daily Except Sunday	Arrive Tue., Thur., Sat.	Arrive Mon., Wed., Fri.							Leave Daily Except Sunday	Leave Daily Except Sunday	
387	397	397							398	388	
3.00	1.30	1.20							1.30	3.00	
14.7	11.4	11.4							11.4	9.4	
						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. 385 and 397. TERMINAL STATIONS. Guichon for train No. 397. Cloverdale for trains No. 387 and 398. Sumas for train No. 388. DERAIL SWITCHES. Derail switches must always be set for derail except when in actual use whether there are cars on the tracks or not. Abbotsford east end of passing track.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	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
Sorry Spur	1.1 Miles west of Cloverdale	West	3
Ferridge Lbr. Co. Spur	1.4 Miles east of Lincoln	West	15
Lincoln Lbr. Co. Spur	1.0 Mile east of Lincoln	West	30
Clark's Spur	1.0 Mile west of Otter	East	2
Otter Shingle Co. Spur	at Otter	East	15
Aldergrove Lbr. Co. Spur	at Aldergrove	East	20
Fish Trap Pit	1.5 Miles west of Pinegrove	Both	40
Pinegrove Lbr. Co. Spur	3 Mile east of Lincoln	West	10

SOUTH BOUND.

SIXTH DISTRICT—FRASER RIVER JCT. TO CLOVERDALE.

NORTH BOUND.

SECOND CLASS.				Distance from Fraser River Jct.	Time Table No. 73. In Effect May 14, 1911				SECOND CLASS.			
387	397	397	385		STATIONS.	Telegraph Code	Distance from Hazelmere	SIGNS. See Rule 7, page 15.	396	384	398	386
Mixed	Mixed	Mixed	Mixed					Mixed	Mixed	Mixed	Mixed	
Leave Tue., Thur., Sat.	Leave Tue., Thur., Sat.	Leave Mon., Wed., Fri.	Leave Daily Except Sunday					Arrive Tue., Thur., Sat.	Arrive Tue., Thur., Sat.	Arrive Daily Except Sunday	Arrive Daily Except Sunday	
	2:47pm	2:47pm	1:10pm	0.0	FRASER RIVER JCT.	20.3			10:10am	10:45am		
	2:53	2:53	1:15	1.0	LIVERPOOL	19.3			10:05	10:35		
				3.3	BON ACCORD	17.0	W 2 Miles South					
f 3:20	f 3:20	3:00		17	PORT KELLS	11.3		f 9:40	10:10			
8:35am	8:35	3:35pm	2:45pm	67	CLOVERDALE	5.1	R D	9:15am	4:20pm	9:25am	9:35am	
8:55am	4:00pm			20.3	HAZELMERE	0.0		9:00am	4:05pm			
Arrive Tue., Thur., Sat.	Arrive Tue., Thur., Sat.	Arrive Mon., Fri.	Arrive Daily Except Sunday					Leave Tue., Thur., Sat.	Leave Tue., Thur., Sat.	Leave Daily Except Sunday	Leave Daily Except Sunday	
387	397	C. O. 385						396	384	398	386	
3.00	1.13	F. J. ROE, 15						15	15	45	1.10	
14.4	16.3	T. H. REED,						20.0	20.0	20.2	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. 386, 387 and 398. Hazelmere for trains Nos. 384 and 396. Terminal Stations. Cloverdale for trains Nos. 385, 396 and 397. Hazelmere for trains Nos. 387 and 397. 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	CAR CAPACITY
Davis Spur	0.5 Miles south of Liverpool	North	4
Brownville Spur	1.0 Miles north of Liverpool	South	13
McNair Spur	2.0 Miles north of Cloverdale	South	2
Washington Shingle Co.	2.2 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
Fiummerfelt 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 M2-1950-1990				Class L1-1900-1921				Class L2-1800-1844				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 B6-230-238			
		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	1700				1600				1400				1200				1000				775				575				715				385	
Skykomish to Cascade Tunnel	2.2	850				800				700				600				480				360				276				340				183			
Cascade Tunnel to Leavenworth	Down	1900				1800				1800				1500				1250				900															
Leavenworth to Cascade Tunnel	2.2	850				800				700				600				480				360				275				340				185			
Seattle to Delta	0.5													2100				1750				1350				1050											
Delta to Seattle	0.4													2800				2100				1460				1120											
Cascade Tunnel to Lowell	Down	1900				1800				1800				1500				1250				900															
Silvana to Delta	0.5													1800				1400				1080				875											
Delta to Silvana	0.4													2800				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	144 Tons
Engines numbered 1050 to 1089	151 Tons
Engines numbered 1079 to 1095	144 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 Jet. and Seattle	40 miles per hour.	25 miles per hour.
Delta Wyo 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 when 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.



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 Dr. J. W.
 Leavenworth
 Skykomish
 Monroe
 Everett
 Interbay
 Seattle
 Seattle
 Leavenworth
 Seattle
 Burlington
 Everett

SPECIAL RULES.

1. Freight trains will not carry passengers.
2. 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.

3. 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.

REFERENCE MARKS.

4. 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.

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.
6. 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.
 7. 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.
 8. 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 identifiable, and immediately turned over to the Superintendent.
 9. 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.	Tacoma.....	DR. JAMES A. LA GASA.
Skykomish.....	DR. C. E. GREASON.	Burlington.....	DR. H. E. CLEVELAND.
Monroe.....	DR. H. K. STOCKWELL.	Bellingham.....	DR. W. A. KIRKBYTRICK.
Everett.....	DR. P. M. WALKER & W. O. COPPS	Blaine.....	DR. A. S. REEDY.
Interbay.....	DR. F. A. BOOTH.	New Westminster.....	DR. GEO. E. DREYER.
Seattle.....	DR. H. M. READ.	Vancouver.....	DR. A. S. MONROE.
Seattle.....	DR. R. W. PERRY, Oculist.	Anacortes.....	DR. GEO. B. SMITH.
		Woolley.....	DR. M. B. MATTICE.

TIME INSPECTORS.

Leavenworth.....	F. E. CARLQUIST.	Bellingham.....	BEHRENS & SO.
Seattle.....	J. F. HUNTER.	Vancouver, B. C.....	PAUL & McDONNELL, D.
Burlington.....	J. H. CROSSBY.	Centralia, Wash.....	BEN SALICK.
Everett.....	R. G. COLVIN & CO.	Portland, Ore.....	C. CHRISTENSEN.

E. O. WADHAMS, Dispatcher.
G. E. WELLEIN, Dispatcher.
C. O. JOHNSON, Dispatcher.
F. J. ROE, Dispatcher.
T. H. REED, Dispatcher.

C. E. LAMKIN, Dispatcher.
J. A. O'DONNELL, Dispatcher
D. MOORE, Ass't. Chief Dispatcher.
G. R. MILLER, Chief Dispatcher.

S. CORRIGAN, Train Master.
W. H. BROKAW, Train Master
J. C. DEVERY, Assistant Superintendent.