

GREAT NORTHERN RAILWAY

CASCADE DIVISION.

TIME TABLE No. 75

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

SUNDAY, SEPTEMBER 3, 1911

Superseding Time Table No. 74 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.

3

WEST BOUND.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

| THIRD CLASS. | | | SECOND CLASS. | | | FIRST CLASS. | | | | | CAPACITY OF SIDE TRACKS | | Distance from Leavenworth. | Time Table No. 75 In Effect Sept. 3, 1911. | STATIONS. | Telegraph Code |
|--|-----------------------------|-----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------|--------------|-------|-------------------------|--|----------------------------|---|-----------|----------------|
| 715 | 411 | 401 | 285 | 27 | 43 | 1 | 3 | Passing Tracks | Other Tracks | | | | | | | |
| Mide. 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 | 8.00Am | | 11.40Pm | 4.20Pm | 1.30Pm | 2.30Am | 60 | 492 | | | | LEAVENWORTH | CH | | |
| | 1.53 | 8.45 | | 11.55 | 4.45 | 411 1.53 | 2.48 | 67 | | 5.3 | | | DRURY | DY | | |
| | 2.45 | 9.15 | | 12.08Am | 4.55 | 2.04 | 3.00 | 124 | 22 | 10.5 | | | CHIWAUKUM | CY | | |
| | 3.05 | 9.30 | | 12.16 | 5.03 | 2.11 | 3.08 | 55 | 5 | 13.0 | | | WINTON | | | |
| | 3.25 | 9.45 | | 12.22 | 5.12 | 2.18 | 3.17 | 69 | 6 | 17.5 | | | NASON CREEK | | | |
| | 3.40 | 10.00 | | 12.33 | 5.19 | 2.25 | 3.27 | 135 | 41 | 20.5 | | | MERRITT | CK | | |
| | 4.30 | 10.55 | | 12.44 | 5.40 | 2.45 | 3.45 | 70 | | 24.9 | | | GAYNOR | GR | | |
| | 5.05 | 11.30 | | 12.54 | 5.55 | 3.00 | 4.00 | 140 | | 28.0 | | | BERHE | BR | | |
| | 5.50 6.30 | 12.30Pm | | 1.08 | 6.15 | 3.20 | 4.20 | 75 | 165 | 32.3 | | | CASCADE TUNNEL | CN | | |
| | 6.45 | 12.55 | | 1.21 | 6.30 | 3.35 | 4.35 | 90 | 91 | 35.9 | | | LYE | WH | | |
| | 7.05 | 1.25 | | 1.31 | 6.41 | 3.45 | 4.45 | 63 | 9 | 39.5 | | | ALVIN | NY | | |
| | 7.20 | 1.40 | | 1.40 | 6.49 | 3.55 | 4.54 | 64 | 12 | 42.2 | | | COREA | | | |
| | 7.40 | 2.05 | | 1.50 | 7.00 | 4.05 | 5.04 | 69 | 6 | 45.2 | | | SCENIC | MA | | |
| | 7.55 | 2.20 | | 2.00 | 7.10 | 4.15 | 5.13 | 60 | 6 | 48.3 | | | NIPPON | NI | | |
| | 8.10 | 2.35 | | 2.10 | 7.20 | 4.25 | 5.22 | 60 | | 51.8 | | | TONGA | G | | |
| 9.00Am | 3.30 9.00 | 3.00 3.30 | | 2.25 2.30 | 7.35 7.40 | 4.40 4.45 | 5.35 5.40 | 73 | 154 | 57.0 | | | SKYKOMISH | KY | | |
| 9.15 | 9.20 | 3.45 | | 7.12 | 2.40 | 7.55 | 4.55 | 68 | 7 | 61.1 | | | GRUTTO | | | |
| 9.40 | 9.51 | 4.00 | | 7.25 | 2.50 | 8.07 | 5.05 | 67 | | 66.1 | | | HALFORD | SA | | |
| 10.15 | 10.05 | 4.20 | | 7.40 | 3.01 | 8.22 | 5.19 | 64 | 15 | 71.2 | | | INDEX | NX | | |
| 10.35 | 10.20 | 4.40 | | 7.50 | 3.10 | 8.32 | 5.29 | 62 | 5 | 76.3 | | | REITER | | | |
| 11.13 | 10.30 | 4.55 | | 8.00 | 3.15 | 8.47 | 5.38 | 69 | 45 | 80.0 | | | GOLD BAR | GB | | |
| 11.30 | | | | 8.08 | 3.21 | 8.55 | 5.43 | | 18 | 82.4 | | | STARTUP | RU | | |
| 11.55 | 10.45 | 5.20 | | 8.18 | 3.27 | 9.08 | 5.51 | 55 | 22 | 85.8 | | | SULTAN | SU | | |
| 12.55Pm | 11.05 | 5.35 6.10 | | 8.35 | 3.41 | 9.19 | 6.10 | 91 | 42 | 93.3 | | | MONROE | RO | | |
| 1.55 | 11.29 | 6.40 | | 8.55 | 3.55 | 9.37 | 6.28 | 52 | 25 | 100.2 | | | SNODHISH | S | | |
| 2.35 | 11.50 | 7.00 | | 9.07 | 4.05 | 9.47 | 6.40 | 50 | 30 | 106.0 | | | LOWELL | W | | |
| | | | | 9.10 | 4.08 | 9.52 | 6.45 | 44 | 100 | 107.8 | | | PACIFIC AVENUE | D | | |
| | | | | 9.22 | 4.17 | 10.02 | 6.53 | | | 108.7 | | | EVERETT | | | |
| | | | | 9.25Am | 4.20Am | 10.05Pm | 6.55Pm | | | 109.5 | | | EVERETT JUNCTION | JN | | |
| 3.10Pm | | | | | | | | 85 | 400 | 109.3 | | | Via N. P. Ry. DELTA | PD | | |
| Arrive Daily Ex. Sunday | 12.30Am | 8.00Pm | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | | |
| 715 | 411 | 401 | 285 | 27 | 43 | 1 | 3 | | | | | | | | | |
| 6.10 6.0 | 11.30 9.5 | 12.0 9.1 | 2.25 21.4 | 4.40 33.4 | 5.40 19.3 | 5.20 20.9 | 5.15 21 | | | | | | | | | |

Time Over District
Average Speed Per Hour

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

Time Table No. 75.
In Effect Sept. 3, 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 | 6.00 ^{Am} | 3.10 ^{Pm} | 1.25 ^{Am} | 4.20 ^{Am} | |
| DRURY | 103.2 | DN P | 5.40 | 2.57 | 1.07 | 4.02 | |
| CHIWAUKUM | 99.0 | DN W P | 5.30 | 2.46 | 12.57 | 3.52 | |
| WINTON | 96.5 | DN P | 5.23 | 2.39 | 12.51 | 3.46 | |
| NASON CREEK | 92.0 | DN P | 5.11 | 2.32 | 12.41 | 3.36 | |
| MERRITT | 89.0 | DN W Y P | 5.03 | 2.25 | 12.33 | 3.27 | |
| GAYNOR | 84.6 | DN P | 4.51 | 2.15 | 12.19 | 3.16 | |
| BURKE | 81.5 | DN W P | 4.40 | 2.07 | 12.09 ^{Am} | 3.02 | |
| CASCADE TUNNEL | 77.2 | R DN W T P | 4.20 | 1.55 | 11.57 | 2.50 | |
| TYE | 73.6 | DN WC P | 4.02 | 1.40 | 11.40 | 2.32 | |
| ALVIN | 70.0 | DN W P | 3.42 | 1.25 | 11.23 | 2.13 | |
| COBBA | 67.3 | DN P | 3.32 | 1.16 | 11.13 | 2.02 | |
| AGNIE | 64.3 | DN W P | 3.30 | 1.03 | 11.02 | 1.50 | |
| NIPPON | 61.3 | DN W P | 3.04 | 1.34 | 10.45 | 1.34 | |
| TONGA | 57.7 | DN P | 2.59 | 1.37 | 10.33 | 1.22 | |
| SKYKOMISH | 52.5 | R ² DN WC Y P | 2.35 2.30 | 1.20 1.15 | 10.16 10.10 | 1.05 1.00 | 8.10 ^{Pm} |
| GROTTO | 48.4 | P | 2.20 | 12.04 ^{Pm} | 10.01 | 12.61 | 7.55 |
| HALFORD | 43.4 | D W P | 2.10 | 11.53 | 9.51 | 12.40 | 7.35 |
| INDEX | 38.3 | DN P | 1.56 | 11.38 | 9.37 | 12.27 | 7.18 |
| REITER | 33.2 | W P | 1.44 | 11.20 | 9.25 | 12.15 | 7.00 |
| GOLD BAR | 29.5 | DN Y P | 1.87 | 11.13 | 9.18 | 12.08 | 6.50 |
| STARTUP | 27.1 | P | 1.33 | 11.08 | 9.14 | 12.04 ^{Am} | 6.42 |
| SULTAN | 23.7 | D P | 1.27 | 11.02 | 9.08 | 11.58 | 6.33 |
| MONROE | 16.2 | DN W Y P | 1.13 | 10.49 | 8.54 | 11.44 | 6.10 |
| SNOWBUSH | 9.3 | DN P | 12.56 | 10.52 | 8.39 | 11.29 | 5.55 |
| LOWELL | 3.5 | R DN P | 12.43 | 10.20 | 8.27 | 11.17 | 5.37 |
| PACIFIC AVENUE | 1.9 | DN Y P | 12.40 | 10.15 | 8.24 | 11.14 | 5.34 |
| EVERETT | 0.8 | K | 12.38 | 10.10 | 8.20 | 11.10 | 5.30 |
| EVERETT JUNCTION | 0.0 | R DN P | 12.30 ^{Am} | 10.05 ^{Am} | 8.15 ^{Pm} | 11.05 ^{Pm} | 5.20 ^{Pm} |
| Delta | | R ² DN WCTYOP | | | | | |
| | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | | | 28 | 4 | 2 | 44 | 286 |
| | | | 5.30 | 8.10 | 5.10 | 5.15 | 2.50 |
| | | | 20.5 | 21.5 | 21.2 | 21.0 | 18.0 |

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.
All trains will reduce speed to ten miles per hour over crossing just east of Pacific Ave. Freight House.
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 Tye, by a train staff block system. No train or engine will be run in either direction between the limits mentioned by operators and will be retained by them until entire train has cleared block, then sections of staff must be handed to them 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, Chiwaikum; 1200 feet east of switch at Holmquist Spur half-mile east of Monroe.
Berlin and Baring and H. 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 for points south 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 Jct. 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 Jct. for trains 3, 1, 43, 27 and 285.
Delta, 401, 411 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.
Tye, west end Industry track.
Tye Safety Switch, 70 feet west of station, on main line.
Scenic Industry track.
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.
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.

LAP SIDINGS.
Chiwaikum 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 | West | | 20 |
| Great Republic Mining Co., Berlin | 1.5 Miles west of Skykomish | West | | 14 |
| Berlin Spur, Miller River Co. | 1.5 Miles west of Skykomish | West | | 4 |
| Grotto Lumber Co. | 0.3 Miles east of Grotto | East | 1200 feet | 25 |
| G. N. Shingle Co.'s Siding | 3.5 Miles west of Grotto | Both ends | | 24 |
| Baring Cedar Co. Spur | Off of G. N. Shgl. Siding | East | | 18 |
| Baring Granite Spur | | West | 450 feet | 3 |
| H. B. & R. Spur | 2.0 Miles east of Index | West | | 5 |
| Heybrook Spur | 1.6 Miles east of Index | East | | 2 |
| Smith Lumber Co. | 0.5 Miles east of Index | East | | 12 |
| Soderburg Spur | 0.7 Miles east 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 east of Monroe | West | | 10 |
| Waener & 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 Snobomish | East | | 27 |
| Crossie Spur | 0.5 Miles east of Lowell | West | | 25 |
| House Track | 0.0 Miles east of Lowell | East | | 12 |
| State Mill Co. | 0.5 Miles east of Everett | East | | 12 |

Time Table No. 75.

In Effect Sept. 3, 1911

| 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 | | Mdn. Freight Arrive Daily | |
| EVERETT JUNCTION | 32.7 | R DN P | 9:25am | 10:05am | 1:20pm | 5:25pm | 5:20pm | 6:50pm | 8:15pm | 11:05pm | 12:30am | 1:10am | 11:59pm | | 2:10pm | |
| MUKILTEO | 25.9 | D P | 9:19 | 9:58 | 1:12 | 5:18 | 5:11 | 6:40 | 8:09 | 10:59 | 12:23 | 1:05 | 11:50 | | 1:55 | |
| MOSHER | 24.8 | P | 9:10 | 9:51 | 1:02 | 5:11 | 5:01 | 6:31 | 8:02 | 10:52 | 12:16 | 1:05 | 11:35 | | 1:15 | |
| MEADOWDALE | 21.8 | D | 9:03 | 9:46 | 12:56 | 5:06 | 4:55 | 6:24 | 7:57 | 10:47 | 12:11 | 1:05 | 11:25 | | 12:55 | |
| EDMONDS | 17.9 | D W P | 8:55 | 9:40 | 12:50 | 4:59 | 4:47 | 6:16 | 7:50 | 10:40 | 12:06am | 1:05 | 11:15 | | 12:30pm | |
| RICHMOND BEACH | 14.9 | D P | 8:44 | 9:34 | 12:41 | 4:54 | 4:38 | 6:09 | 7:45 | 10:35 | 11:59 | 1:05 | 11:05 | | 11:40 | |
| METUM | 8.7 | DN | 8:32 | 9:25 | 12:30 | 4:45 | 4:25 | 5:57 | 7:34 | 10:25 | 11:50 | 1:05 | 10:50 | | 10:55 | |
| BALLARD | 5.8 | D | 8:23 | 9:19 | 12:24 | 4:39 | 4:19 | 5:50 | 7:29 | 10:19 | 11:44 | 1:05 | 10:40 | | 10:40 | |
| INTERBAY | 4.7 | R DN WCTOPK | 8:15 | 9:10 | 12:20 | 4:35 | 4:15 | 5:45 | 7:25 | 10:15 | 11:40 | 12:01am | 10:30pm | | 10:30am | |
| G. N. DOCK | 3.4 | DN P | 8:10 | 9:10 | 12:15 | 4:30 | 4:10 | 5:40 | 7:20 | 10:10 | 11:35 | 1:05 | 11:55 | | | |
| SEATTLE | 0 | R DN I P K | 8:00am | 9:00am | 12:05pm | 4:20pm | 4:00pm | 5:30pm | 7:10pm | 10:00pm | 11:25pm | 11:45pm | | | | |
| SEATTLE | 183.1 | | 7:30am | | | 4:00pm | | 6:50pm | | 11:10pm | 11:15pm | | | | | |
| TALUMA | 142.4 | | 8:05 | 8:00am | | 2:45 | 2:40pm | | 6:25pm | | 10:00pm | 10:00 | | | | |
| PORTLAND | 142.4 | | | | | | | | | | | | | | | |
| | | | 12:15am | | | 10:00am | | | | | | | | | 5:00pm | |
| | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | |
| | | | 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 | 1:05 | 1:25 | 1:20 | | 3:40 | |
| | | | 24.8 | 30.1 | 26.1 | 30.1 | 24.6 | 24.6 | 30.1 | 30.1 | 30.1 | 22.0 | 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 engineers 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 Engineers 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, engineer 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 3500 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. 75. In Effect Sept. 3, 1911. | | Stations. | Telegraph Code |
|-------------------------------|---|-----------------------------|--------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------|-------------|--|-------------------------|-----------|----------------|
| 717 | 713 | 711 | | 279 | 355 | 273 | 359 | 277 | 357 | Passing Tracks | Side Tracks | Distance from Bellingham | | | |
| Midse. Freight Leave Daily | Midse. Freight Leave Daily Ex. Sunday | Fast Freight Leave Daily | | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | | | | | | |
| | 6:30am | 7:05 7:50pm | | 5:10pm | 6:05pm | 2:40pm | 12:05pm | 7:10am | 3:00am | 42 | 202 | 0 0 | BELLINGHAM | HW | |
| | 7:00 | 8:15 | | 5:20 | 6:15 | 7:14 2:52 | 12:15 | 7:20 | 3:15 | 47 | 30 | 2 9 | SOUTH BELLINGHAM | FN | |
| | 7:15 | 8:30 | | 5:30 | 6:22 | 3:00 | 12:23 | 7:30 | 3:30 | 67 | 8 | 6 9 | 4 0 SOCKEYE | | |
| | 7:40 | 8:45 | | 5:42 | 6:32 | 3:10 | 12:33 | 7:40 | 3:50 | 68 | 8 | 12 5 | 5 6 SARISH | | |
| | | | | 5:48 | | 3:14 | | 7:45 | | | | 10 13 2 | 0 7 BLANCHARD | | |
| | 8:40 | 9:02 | | 5:58 | 6:39 | 3:25 | 12:40 | 7:50 | 4:03 | 68 | 17 | 16 5 | 3 4 BOW | BO | |
| | 9:05 | 9:30 | | 6:10 | 6:47 | 3:35 | 12:47 | 7:58 | 4:14 | 27 | | 21 2 | 2 6 BELLEVILLE | BV | |
| | 9:15 10:30 71 | 10:15 | | 6:20pm | 6:55 | 3:47 | 12:55 | 8:10 | 4:30 | 48 | 225 | 23 5 | 2 8 BURLINGTON | BU | |
| | 11:10 | 10:35 | | | 7:05 | 4:02 | 1:03 | 8:22 | 4:45 | 44 | 38 | 27 9 | 4 1 MT. VERNON | NR | |
| | 11:35 | 11:00 | | | 7:13 | 4:13 | 1:12 | 8:33 | 5:02 | 67 | 20 | 33 3 | 5 4 FIR | FR | |
| | | | | | | 4:18 | | 8:38 | | | | 4 15 0 | 1 7 MILLTOWN | | |
| | 12:25pm | 11:35 | | | 7:25 | 4:28 | 1:24 | 8:47 | 5:20 | 68 | 33 | 40 4 | 5 4 STANWOOD | B | |
| | 1:00 | 11:55 | | | 7:34 | 4:40 | 1:33 | 9:06 | 5:35 | 20 | | 45 9 | 5 5 SILVANA | NA | |
| | 1:35 358 2:05 270 | 12:15am | | | 7:42 | 4:50 | 1:40 | 9:17 | 5:47 | 68 | 17 | 50 0 | 4 1 ENGLISH | | |
| | 3:05 | 12:45 | | | 7:52 | 5:02 | 1:50 | 9:33 | 6:06 | 67 | 17 | 57 0 | 7 0 MARYSVILLE | MS | |
| | 3:35pm | 1:00am | | | 7:58 | 5:12 | 1:56 | 9:41 | 6:15 | | | 59 7 | 2 7 DELTA WYE | | |
| | 3:40 | | | | 8:01 | 5:16 | 1:59 | 9:45 | 6:20 | 37 | | 60 7 | 1 0 LONG SIDING | | |
| | 3:50 | | | | 8:15 | 5:25 358 5:32 | 2:08 | 10:02 | 6:37 | 145 | 63 3 | | 2 6 EVERETT | JN | |
| | 4:00pm | | | | 8:20pm | 5:35pm | 2:10pm | 10:05am | 6:40am | | | 64 1 | 0 5 EVERETT JUNCTION | JN | |
| | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | |
| | 717 | 713 | 711 | 279 | 355 | 273 | 359 | 277 | 357 | | | | | | |
| | 0 25 10 5 | 9 00 6 6 | 5 10 12 0 | 1 10 20 4 | 2 17 28 5 | 2 55 22 | 3 05 30 5 | 2 47 23 | 3 10 17 3 | | | | | | |
| | | | | | | | | | | | | | Time Over District | | |
| | | | | | | | | | | | | | Average Speed Per Hour | | |

Special Rules.

South bound trains are superior 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, 355, 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, 353, 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. 279.
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, 355, 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.

273 pull down to Everett passenger depot, do their work, back in, then meet No. 358.
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, Burlington and over Bond St. and Hewitt Ave., Everett.
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.
Norman, one mile north of Silvana is flag stop for Nos. 277 and 273.
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. 75.
In Effect Sept. 3, 1911.

| STATIONS. | Miles 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 | | Mds. Freight Arrive Daily Ex. Sunday | Mds. Freight Arrive Daily |
| BELLINGHAM | 64.1 | R DN CWTK | 4:26Am | 12:30Pm | 4:00Pm | 7:30Pm | 9:40Pm | 9:30Am | 6:30Am | | 3:30Pm | |
| SOUTH BELLINGHAM | 61.2 | D W | 4:12 | 12:15 | 3:40 | 7:20 | 9:29 | 9:15 | 6:15 | | 2:52 | |
| SOCKEYE | 57.2 | | 4:02 | 12:00Pm | 3:41 | 7:13 | 9:20 | 9:04 | 6:00 | | 2:35 | |
| SANISH | 51.6 | W | 3:50 | 11:51 | 3:31 | 7:03 | 9:10 | 8:51 | 5:40 | | 2:00 | |
| BLANCHARD | 50.9 | | | 11:48 | | | 9:08 | 8:49 | | | | |
| BOW | 47.5 | D | 3:38 | 11:41 | 2:23 | 6:57 | 9:02 | 8:40 | 5:25 | | 1:20 | |
| BELLEVILLE | 42.9 | D | 3:28 | 11:31 | 3:16 | 6:47 | 8:53 | 8:27 | 5:10 | | 12:47 | |
| BURLINGTON | 40.3 | R DN COWYX | 3:20 | 11:25 | 3:10 | 6:40 | 8:47 | 8:20Am | 5:00 357 4:30 | | 12:15 360 10:30 713 | |
| MT. VERNON | 36.2 | DN | 3:05 | 11:10 | 2:55 | 6:29 | 8:34 | | 4:10 | | 10:00 | |
| FIR | 30.8 | D | 2:45 | 10:53 | 2:42 | 6:20 | 8:20 | | 3:50 | | 9:20 | |
| MILLTOWN | 29.1 | | | 10:46 | 2:36 | | 8:14 | | | | | |
| STANWOOD | 23.7 | DN | 2:25 | 10:37 | 2:27 | 6:10 | 8:05 | | 3:25 | | 2:77 8:47 | |
| SILVANA | 18.2 | D W | 2:11 | 10:23 | 2:15 | 6:02 | 7:51 | | 3:05 | | 8:15 | |
| ENGLISH | 14.1 | | 1:59 | 10:13 | 2:05 | 5:58 | 7:42 | | 2:50 | | 7:35 | |
| MARYSVILLE | 7.1 | DN | 1:42 | 9:59 | 1:50 | 5:48 | 7:25 | | 2:15 | | 6:45 | |
| DELTA WYE | 4.4 | R I Y | 1:30 | 9:49 | 1:40 | 5:40 | 7:10 | | 2:00Am | | 3:57 6:15Am | 2:35Pm |
| LONG SIDING | 3.4 | | 1:27 | 9:45 | 1:37 | 5:37 | 7:07 | | | | | 2:25 |
| EVERETT | 0.8 | | 1:20 | 9:36 | 1:30 | 5:32 | 7:00 | | | | | 2:15 |
| EVERETT JUNCTION | 0.0 | R DN | 1:10Am | 9:25Am | 1:20Pm | 5:25Pm | 6:50Pm | | Leave Daily | | Leave Daily Ex. Sunday | Leave Daily |
| | | | 356 | 360 | 270 | 358 | 278 | 280 | 712 | | 714 | 718 |
| Time Over District | | | 3:15 | 3:05 | 2:40 | 2:05 | 2:50 | 1:10 | 4:30 | | 9:15 | 0:25 |
| Average Speed Per Hour | | | 19.7 | 20 | 23.8 | 30.3 | 22.2 | 30.4 | 13.3 | | 6.7 | 10.5 |

Business tracks not shown as stations on time table.

| NAME | LOCATION | OPENS | LENGTH | CAR CAPACITY |
|---------------------------|-------------------------------|-------|--------|--------------|
| Chuckanut Quarry Spur | 1.0 Miles north of Sockeye | North | ..... | 38 |
| Chuckanut Quarry Spur | 0.7 Miles north of Sockeye | North | ..... | 3 |
| Blanchard Spur | 0.5 Miles south of Stanwood | North | ..... | 30 |
| Winner Shingle Co.'s Spur | 0.2 Miles south of Bow | North | ..... | 6 |
| Sound Shingle Co.'s Spur | 2.9 Miles south of Belleville | South | ..... | 6 |
| 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 |
| Morrison Mill Spur | 2.1 Miles south of Fir | South | ..... | 8 |
| Ketchikan Spur | 2.5 Miles north of Stanwood | South | ..... | 4 |
| Fid's Spur | 1.4 Miles south of Stanwood | South | ..... | 2 |
| Flanigan | 1.5 Miles south of Stanwood | North | ..... | 4 |
| Banner | 2.0 Miles south of Stanwood | South | ..... | 3 |
| Habel's Spur | 1.8 Miles north of Silvana | North | ..... | 2 |
| 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 |
| Krause Bros. Spur | 2.5 Miles north of Marysville | North | ..... | 2 |
| Cox's Spur | 1.4 Miles north of Marysville | North | ..... | 4 |
| Union Slough | 1.5 Miles south of Marysville | South | ..... | 6 |
| Old Main Line | 1.5 Miles south of Marysville | South | ..... | 30 |
| Transfer Track | 0.8 Miles north of Long Siding | North | ..... | 7 |
| 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 |
| 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 | ..... | 38 |

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

| THIRD CLASS. | SECOND CLASS. | | | | FIRST CLASS. | | | | | CAPACITY OF SIDE TRACKS | | Distance from Vancouver | Time Table No. 75. In Effect Sept. 3, 1911 | STATIONS. | Telegraph Code |
|--------------|------------------------------|-------------------------------|------------------------------------|---------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------|------------------------|-------------------------|---|------------|----------------|
| | 719 | 711 | 385 | 397 | 277 | 355 | 273 | 359 | 357 | Passing Tracks | In Use as Other Tracks | | | | |
| | Misc. Freight Leave Daily | Fast Freight Leave Daily | Mixed Leave Daily Ex. Sunday | Mixed Leave Daily Except Sunday | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | | | | | | |
| 8:45Am | | | 2:00Pm | | 4:00Pm | 12:16Pm | 10:00Am | 12:16Am | | | 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 | 12:26 | 10:09 | 12:26 | 43 | | | 3.5 | STILL CREEK | | |
| 9:10 | | | 2:15 | | 4:12 | 12:28 | 10:12 | 12:30 | 15 | 10 | | 5.3 | ARDLEY | | |
| 9:20 | | | 2:22 | | 4:17 | 12:33 | 10:16 | 12:36 | 41 | | | 7.9 | BURNABY | | |
| | | | | | | | | | | | | 12.9 | SAPPERTON WYE | | |
| 9:45 | | | 2:33 | | 4:24 | 12:43 | 10:24 | 12:49 | 29 | | | 13.1 | SAPPERTON | | |
| 9:55 | | 1:00Pm | 2:40 | | 4:28 | 12:47 | 10:28 | 12:55 | | | 62 | 13.8 | NEW WESTMINSTER | MN | |
| 10:00 | | 1:10Pm | 2:45Pm | | 4:33 | 12:52 | 10:33 | 1:00 | | | | 14.2 | FRASER RIVER JUNCTION | | |
| 10:20 | | | | | 4:39 | 1:01 | 10:42 | 1:10 | | | 67 | 19.4 | TOWNSEND | | |
| 10:50 | | | | | 4:51 | 1:14 | 10:50 | 1:20 | | | 67 | 24.8 | COLEBROOK | G | |
| 11:15 | | | | | 4:57 | 1:23 | 10:57 | 1:28 | | | 11 | 28.4 | CRESCENT | | |
| 11:45 | | | | | 5:07 | 1:37 | 11:07 | 1:40 | | | 30 | 33.2 | WHITE ROCK | WR | |
| | | | | | | | | | | | | 36.2 | INTERNATIONAL BOUND. | | |
| 12:16Pm | 5:30Pm | | | | 5:15Am | 1:50 | 11:20 | 1:00 | | | 68 | 31 | 38.7 | BLAINE | BN |
| | 6:05 | | | | 5:30 | 2:06 | 11:38 | 1:30 | | | 42 | 5 | 44.2 | CLUSTER | CU |
| | | | | | 5:35 | 2:10 | 11:43 | 1:36 | | | | 46.9 | ENTERPRISE | | |
| | 6:35 | | | | 5:44 | 2:17 | 11:43 | 1:38 | | | 43 | 49.8 | FERDALE | FD | |
| | | | | | 5:49 | 2:22 | 11:43 | 1:40 | | | | 52.0 | BRENNAN | | |
| | 7:15Pm | | | | 6:00Am | 2:38Pm | 11:58Am | 1:55Am | | | 42 | 202 | 58.8 | BELLINGHAM | HM |
| Arrive Daily | Arrive Daily | Arrive Daily Except Sunday | Arrive Daily Except Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | |
| 719 | 711 | 385 | 397 | 277 | 355 | 273 | 359 | 357 | | | | | | | |
| 3:30 16.5 | 1:45 12.5 | 1:0 .4 | 1:45 19. | 3:0 26.8 | 3:00 29.4 | 3:25 25.2 | 1:35 29.5 | 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.

All trains will reduce speed to 8 miles per hour through city limits Blaine.

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. 75. <small>In Effect Sept. 3, 1911</small> | Telegraph Code | Miles from Bellingham | SIGNS. <small>See Rule 7, page 15</small> | FIRST CLASS. | | | | | SECOND CLASS. | | | THIRD CLASS. | |
|---|----------------|--------------------------|--|--------------|--------------|--------------|----------------|--------------|-------------------------------|-------------------------------|----------------|----------------|--------------|
| | | | | 356 | 360 | 270 | 358 | 278 | 398 | 386 | 712 | 720 | |
| | | | | Passenger | Passenger | Passenger | Passenger | Passenger | Mixed | Mixed | Fast Freight | Misc. Freight | |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Except Sunday | Arrive Daily Except Sunday | Arrive Daily | Arrive Daily | Arrive Daily |
| VANCOUVER | VN | 56.8 | Re DN WC O K | 7.30am | 8.30am | 6.30pm | 9.45pm | | | 11.20am | | 6.15pm | |
| WYE | | 58.1 | Y | 7.24 | 8.26 | 6.23 | 9.38 | | | 11.20 | | 6.05 | |
| STILL CREEK | | 55.3 | | 7.18 | 8.19 | 6.17 | 9.32 | | | 11.12 | | 6.05 | |
| ARDLEY | | 53.5 | | 7.13 | 8.16 | 6.13 | 9.28 | | | 11.07 | | 6.40 | |
| BURNABY | | 50.9 | | 7.05 | 8.10 | 6.07 | 9.22 | | | 11.00 | | 6.35 | |
| SAPPERTON WYE | | 45.9 | Y K | | | | | | | | | | |
| SAPPERTON | | 45.7 | | 8.44 | 9.57 | 6.58 | 9.13 | | | 10.47 | | 6.20 | |
| NEW WESTMINSTER | MN | 45.0 | R DN K | 8.50 | 9.53 | 6.55 | 9.10 | | | 10.42 | 11.10am | 6.10 | |
| FRASER RIVER JUNCTION | | 44.6 | | 8.42 | 9.47 | 6.48 | 9.03 | | | 10.35am | 11.05am | 6.00 | |
| TOWNSEND | | 39.4 | | 8.30 | 9.36 | 6.40 | 8.55 | | | | | 5.42 | |
| COLEBROOK | G | 34.0 | R DN WY | 8.15 | 9.20 | 6.51 | 8.45 | | | | | 4.05 | |
| CRESCENT | | 30.4 | | 8.02 | 9.05 | 6.20 | 8.35 | | | | | 3.30 | |
| WHITE ROCK | WR | 25.6 | DN | 8.45 | 9.50 | 6.35 | 8.25 | | | | | 8.00 | |
| INTERNATIONAL BOUND | | 22.6 | | | | | | | | | | | |
| BLAINE | BN | 22.1 | R DNTW O | 8.25 | 9.30 | 6.50 | 8.10 | 10.30pm | | | 9.00am | 2.73 2.05pm | |
| CUSTER | CU | 14.8 | D | 8.07 | 9.13 | 6.35 | 7.58 | 10.15 | | | 8.25 | | |
| ENTERPRISE | | 11.9 | | 7.59 | 9.05 | 6.27 | 7.50 | 10.07 | | | | | |
| FERNDALE | FD | 9.0 | D | 7.54 | 9.00 | 6.22 | 7.50 | 10.02 | | | 7.50 | | |
| BRENNAN | | 6.8 | | 7.45 | 8.50 | 6.15 | 7.45 | 9.58 | | | | | |
| BELLINGHAM | HM | 0.0 | Re DN CW T K | 4.30am | 12.35pm | 4.05pm | 7.11 7.35pm | 9.45pm | | | 2.77 7.05am | | |
| | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Except Sunday | Leave Daily Except Sunday | Leave Daily | Leave Daily | |
| | | | | 3.00 | 2.55 | 2.25 | 2.10 | 30.45 | 5.50 | 05.00 | 1.50 | 4.10 | |
| | | | | 10.1 | 9.55 | 9.3 | 27.2 | 30.45 | 17.3 | 8.00 | 11.0 | 8.8 | |
| Time Over District Average Speed Per Hour | | | | | | | | | | | | | |

Business tracks not shown as stations on time table

| NAME | LOCATION | OPENS | Length | Car Capacity |
|--|-------------------------------|-------|--------|--------------|
| Maddouge-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 |
| Milner Mill Spur | 3.0 Miles north of Sapperton | South | | 8 |
| Sand Pit Spur | 0.7 Miles north of Sapperton | South | | 18 |
| Distillery Spur | 0.0 Miles north of Sapperton | South | | 25 |
| Blaine Spur | 1.9 Miles south of Blaine | South | | 9 |
| Blaine Shingle Co.'s Spur | 2.0 Miles south of Blaine | South | | 9 |
| Blaine Spur | 1.9 Miles south of Blaine | South | | 2 |
| Shelton Spur (off Blaine Spur) | | South | | 2 |
| City Dock Spur (off Blaine Spur) | | South | | 81 |
| Eric Mill Spur (off City Dock Spur) | | South | | 14 |
| Monarch Mill Spur (off City Dock Spur) | | South | | 6 |
| Barge Spur (off City Dock Spur) | 0 Blaine | South | | 5 |
| Melrose Spur | 2.5 Miles north of Custer | South | | 4 |
| McDonald Spur | 1.2 Miles north of Custer | South | | 2 |
| 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 | FIRST CLASS | Capacity of Side Tracks | Time Table No. 75 <small>In Effect Sept. 3, 1911</small> | | FIRST CLASS | SECOND CLASS | |
| 393 | 391 | Passenger Tracks Other Tracks | STATIONS | | 390 | 392 | |
| Mixed | Passenger | Distance from Mileage | SIGNS | | Passenger | Mixed | |
| Leave Daily Except Sunday | Leave Daily Except Sunday | Distance from Mileage | | | Arrive Daily Except Sunday | Arrive Daily Except Sunday | |
| 11:00am | 6:00pm | 0.0 | MONROE | 17.8 | Re D N Y W | 8:20am | 3:30pm |
| 11:35 | 6:00 | 35 | DUVALL | 8.5 | | 7:55 | 3:35 |
| 12:00pm | 7:15pm | 33 45 17.6 | TOLT | 0.0 | T W | 7:15am | 2:00pm |
| Leave Daily Except Sunday | Arrive Daily Except Sunday | | | | | Leave Daily Except Sunday | Leave Daily Except Sunday |
| 393 | 391 | | | | 390 | 392 | |
| 11:30 | 6:5 | | | | 1:05 | 1:30 | |
| 11.7 | 10.4 | | | | 10.3 | 11.7 | |
| Time over District Average Speed per Hour | | | | | | | |

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 |
| Ceresia 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 Gowen 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 | 656 ft. | 15 |

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

FOURTH DISTRICT—ANACORTES TO ROCKPORT.

| THIRD CLASS. | | SECOND CLASS. | | FIRST CLASS. | | | | CAPACITY OF SIDE TRACKS | | Time Table No. 75. In Effect Sept. 3, 1911. | | | | SIGNALS. | | FIRST CLASS. | | SECOND CLASS. | | THIRD CLASS. |
|--|----------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------|--------------|-------------------------|-------------------|--|-------------------------|----------------------|---------------------------|---------------------------|---------------------------|---------------------------|-----------------------|---------------|---|--------------|
| 724 | 400 | 284 | 292 | 290 | 280 | Leaving Tracks | Other Tracks | Distance from Rockport | STATIONS. | Telephone Code | Distance from Anacortes | See Rule 7, page 15. | 289 | 279 | 291 | 283 | 399 | | 723 | |
| Mds. Freight Leave Daily (Except Sunday) | Mixed Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | | | | | | | | Passenger Arrive Daily | Passenger Arrive Daily | Passenger Arrive Daily | Passenger Arrive Daily | Mixed Arrive Daily | | Mds. Freight Arrive Daily (Except Sunday) | |
| 8:20am | | | | 4:10pm | 6:00am | 12 | | | ROCKPORT | RK | 53.7 | R D YW | 2:10pm | 9:10pm | | | | | 4:10pm | |
| 8:45 | | | | 4:30 | 6:17 | 22 | 5.3 | | FABER | | 47.9 | | 1:50 | 8:54 | | | | | 3:15 | |
| 7:10 | | | | 4:44 | 6:28 | 3 | 9.1 | | CONCRETE | BA | 44.6 | D | 1:37 | 8:43 | | | | | 2:35 | |
| 7:45 | | | | 4:50 | 6:32 | 79 | 10.2 | | GRASSMERE | | 43.5 | W | 1:26 | 8:33 | | | | | 2:00 | |
| 8:15 | | | | 5:03 | 6:47 | 43 | 15.5 | | BIRDSVIEW | | 38.2 | | 1:10 | 8:20 | | | | | 1:30 | |
| 8:55 | | | | 5:18 | 7:02 | 38 | 10 | 20.6 | HAMILTON | H | 33.1 | D W | 12:55 | 8:07 | | | | | 1:00 | |
| 9:20 | | | | 5:31 | 7:15 | 25 | 23.9 | | LYMAN | NY | 29.8 | | 12:40 | 7:55 | | | | | 12:15pm | |
| 9:50 | | | | 5:46 | 7:27 | 22 | 29.2 | | COKEDELA JUNCTION | | 24.5 | | 12:22 | 7:40 | | | | | 11:15 | |
| 10:15 | | | | 6:05 | 7:42 | 35 | 44 | 32.4 | SEDRO-WOOLLEY | WL | 21.3 | D K | 12:10pm | 7:31 | | | | | 10:15 | |
| 11:30 ²⁵⁹ 12:45 ^m | 7:23 8:35am | 7:10pm | 11:50am | 6:35pm | 8:00am | 15 | 35 | 37.2 | STERLING | | 19.0 | | 11:58 | 7:19 | | | | | 8:45 ⁴⁰⁰ 8:26 | |
| 1:00 | 8:43 | 7:24 | 11:58 | | | 25 | 40.0 | | BURLINGTON | BU | 15.5 | R D N COW YX | 11:50am | 7:10pm | 11:15am | 5:25pm | 8:00am | | 8:15 | |
| 1:15 | 8:50 | 7:33 | 12:06pm | | | 7 | 42.6 | | AVON | | 13.7 | | | | 11:05 | 6:14 | 7:49 | | 8:15 | |
| 1:30 | 8:57 | 7:40 | 12:15 | | | 25 | 44.1 | | FREDONIA | | 11.1 | | | 10:55 | 6:07 | 7:39 | | | 8:00 | |
| | | | | | | | 46.3 | | WHITNEY | | 9.6 | | | 10:53 | 6:00 | 7:31 | | | 7:50 | |
| 2:00 | 9:16 | 7:58 | 12:30 | | | 4 | 49.5 | | DRAW BRIDGE | | 7.4 | | | | | | | | 7:30 | |
| 2:20pm Arrive Daily Except Sunday | 9:30am | 8:10pm | 12:40pm | | | 94 | 53.7 | | FIDALGO | | 4.1 | | | | 10:37 | 5:46 | 7:16 | | 7:15am | |
| 724 | 400 | 284 | 292 | 290 | 280 | | | | ANACORTES | AC | | R D T W | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily Except Sunday | |
| 5:00 6:07 | 5:55 15:2 | 5:55 18:2 | 5:50 19:5 | 5:15 16:5 | 5:00 14:4 | | | | | | | | 2:20 16:0 | 2:00 18:6 | 5:00 19:5 | 5:00 19:5 | 1:00 16:5 | | 8:35 6:1 | |
| 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 Horn's Spur | 0.5 Miles west of Faber | East | | 16 |
| Harpst Lumber Co. Spur | 0.3 Miles east of Faber | West | | 7 |
| 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 |
| Purpee Shingle Spur | 0.4 Miles west of Grassmere | West | | 3 |
| Anna Shingle Spur | 2.0 Miles west of Grassmere | West | | 2 |
| L. L. Spur | 0.2 Miles west of Hamilton | West | | 3 |
| Hop Ranch Spur | 0.8 Miles east of Lyman | West | | 3 |
| Skagit Mill Co. Spur | Lyman | West | | 3 |
| Hitchcock-Kelly | 0.1 Miles west of Lyman | West | | 3 |
| Minkler's Mill | 3.0 Miles east of Cokedale Jet | Both ends | | 13 |
| Green Mill Spur | 3.3 Miles east of Woolley | Both ends | | 22 |
| Sound Iron Spur | Woolley | West | | 7 |
| Holbrook's Spur | 0.4 Miles west of Woolley | West | | 8 |
| Burlington Mill Spur | 0.6 Miles west of Burlington | West | | 2 |
| North Avon Lumber Co. Spur | 0.3 Miles west of Avon | West | | 6 |
| Hawkin's Spur | 0.7 Miles east of Fredonia | East | | 7 |
| Callahan-Abbott Spur | Fredonia | West | | 6 |
| Gravel Pit Spur | 5.9 Miles east of Anacortes | West | | 9 |
| Log Rollway | 1.5 Miles east of Anacortes | Both ends | | 22 |
| Fidalgo Island Shingle Co. Spur | 4.6 Miles east of Anacortes | East | | 2 |
| 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 and Anacortes.
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.

| SECOND CLASS. | | | CAPACITY OF SIDE TRACKS | | Distance from Sumas | Time Table No. 75. In Effect Sept. 3, 1911 | | | | SECOND CLASS. | | |
|--|-------------------------------------|------------------------------------|-------------------------|--------------|---------------------|---|-----------------|-----------------------|--|--|------------------------------|------------------------------|
| 387 | 397 | 397 | Passing Tracks | Other Tracks | | STATIONS. | Telephone Calls | Distance from Guichon | SIGNS. See Rule 7, page 15 | 398 | 388 | |
| Mixed Leave Daily Except Sunday | Mixed Leave Tue., Thur., Sat. | Mixed Leave Mon., Wed., Fri. | | | | | | | Mixed Arrive Daily Except Sunday | Mixed Arrive Daily Except Sunday | | |
| 7:00am | | | | | 0.0 | SUMAS, WASH | SU | 46.5 | D | C W | | |
| | | | | | 0.0 | INTERNATIONAL BOUNDARY | | 46.5 | | | | |
| 7:02 | | | 30 | | 0.1 | HUNTINGDON | | 46.4 | | W | | 6:40 |
| 7:15 | | | 45 | 31 | 3.6 | ABBOTSFORD | FS | 42.9 | D | W | | 6:20 |
| 7:30 | | | | 6 | 8.1 | PINEGROVE | | 38.4 | | | | 5:45 |
| 7:56 | | | 69 | 22 | 12.7 | ALDERGROVE | | 33.8 | | | | 5:20 |
| 8:10 | | | 28 | | 16.9 | OTTER | | 29.6 | | | | 4:45 |
| 8:38 | | | 67 | 20 | 21.8 | LINCOLN | | 24.9 | | W | | 4:20 |
| 9:00am | 4:30pm | 3:45pm | 67 | | 29.4 | CLOVERDALE | CL | 17.1 | R | D Y | 8:30am | 3:45pm |
| 8:45 | 4:00 | | | 5 | 33.4 | ALLUVIA | | 13.1 | | | 8:15 | |
| 8:50 | 4:05 | | | 4 | 34.9 | SOUTHPORT | | 11.6 | | | 8:10 | |
| 8:55 | 4:10 | | | | 35.9 | COLEBROOK JCT | | 10.6 | | Y | 8:00 | |
| 8:10 | 4:26 | | 67 | 62 | 35.9 | COLEBROOK | O | 10.6 | K | DN W | 7:55 | |
| 8:15 | 4:30 | | | | 36.7 | GUICHON LINE JCT | | 9.8 | | Y | 7:45 | |
| 8:40 | 4:55 | | | 10 | 42.7 | INVERHOLM | | 3.5 | | | 7:25 | |
| 8:55 | 5:10 | | | 3 | 45.1 | CHALLUETHAN | | 1.4 | W | by Mile East | 7:10 | |
| 9:00pm | 5:15pm | | 10 | 10 | 48.5 | 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 | | |
| 1:30 | 1:40 | 1:30 | | | | | | | 1:30 | 1:30 | | |
| 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. 388 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 Abbottsford east end of passing track.

INTERLOCKING governing B. C. E. Ry. crossing, Cloverdale, B. C. Distant signal on north side is located 2500 feet from crossing and has one arm showing caution at 45 degrees by day and yellow light by night. Home signal is located 75 feet from crossing and has two arms. Lower arm one indication STOP, upper arm in vertical position means proceed, and in horizontal position means STOP, by day, with green and red lights by night. Home signal on south side is located 15 feet from crossing and distant signal 1500 feet from crossing. Derails are placed five feet inside each home signal. Normal position of signals will be clear for our line.

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 |
| 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 |
| Ferridge Lbr. Co. Spur | 1.4 Miles east of Lincoln | West | 9 |
| Lincoln Lbr. Co. Spur | 1.0 Mile east of Lincoln | West | 15 |
| Clark's Spur | 1.0 Mile west of Otter | East | 7 |
| Other 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 | 8 Mile east of Lincoln | West | 10 |

| SECOND CLASS. | | | | Car Capacity of Other Routes | Car Capacity of Passing Tracks | Distance from Fraser River Jct. | Time Table No. 75. In Effect Sept. 3, 1911 | | | | Telephone Calls | Distance from Hazelmore | SIGNS. See Rule 7, page 15. | SECOND CLASS. | | | |
|--|-------------------------------------|------------------------------------|---------------------------------------|------------------------------|--------------------------------|---------------------------------|---|------|-----|---------------|-----------------|-------------------------|--------------------------------|---------------|--------|--------|--|
| 387 | 397 | 397 | 385 | | | | STATIONS. | 396 | 384 | 398 | | | | 386 | | | |
| Mixed Leave Tue., Thur., Sat. | Mixed Leave Tue., Thur., Sat. | Mixed Leave Mon., Wed., Fri. | Mixed Leave Daily Except Sunday | | | | | | | | | | | | | | |
| 2:47pm | | 2:47pm | 1:10pm | | 0.0 | FRASER RIVER JCT | | 20.3 | | | | | | | | | |
| | 2:53 | 2:53 | 1:15 | | 1.0 | LIVERPOOL | | 19.3 | | | | | | | | | |
| | 3:00 | 3:20 | 2:00 | | 3.3 | DON ACCORD | | 17.0 | W | 2 Miles South | | | | | | | |
| 8:40am | 3:35 | 3:55pm | 2:45pm | 67 | 9.0 | PORT KELLS | | 11.3 | | | | | | | | | |
| 8:55am | 4:00pm | | | | 15.0 | CLOVERDALE | CL | 5.1 | R | D | | | 9:20am | 4:20pm | 9:45am | 9:55am | |
| Arrive Tue., Thur., Sat. | Arrive Tue., Thur., Sat. | Arrive Mon., Wed., Fri. | Arrive Daily Except Sunday | | 20.3 | HAZELMERE | | 0.0 | | | | | 9:06am | 4:05pm | | | |
| 387 | 397 | 397 | 385 | | | | | | | | | | 396 | 384 | 398 | 386 | |
| 1:30 | 1:40 | 1:30 | 1:30 | | | | | | | | | | 1:30 | 1:30 | 1:30 | 1:30 | |
| 14.7 | 11.4 | 11.4 | 11.4 | | | | | | | | | | 15 | 15 | 50 | 11.0 | |
| Time Over District Average Speed Per Hour | | | | | | | | | | | | 15 | 15 | 50 | 11.0 | | |

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 395. Hazelmore for trains Nos. 384 and 398.

Terminal Stations. Cloverdale for trains Nos. 385, 396 and 397. Hazelmore 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 |
|----------------------------|-------------------------------|-------|--------------|
| Lewis 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. | 2.2 Miles north of Blaine | South | 8 |
| Great Western Shingle Spur | 0.5 Miles south of Port Kells | North | 7 |
| Hazelmore Spur | 3.4 Miles north of Elaine | South | 4 |
| Flummerfelt Spur | 2.0 Miles north of Port Kells | South | 4 |

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

| 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 G3- 800- 807 | | | | Class G2-700-719 G3-720-769 | | | | Class F1-500-565 D5-450-476 | | | | Class D2-300-359 | | | | Class D4-400-426 | | | | Class B6-232-238 | | | |
|--------------------------------|--------------|----------------------|-----|------|---|--------------------|---|------|---|--------------------|---|------|---|--|---|------|---|--------------------------------|---|------|------|--------------------------------|-----|---|------|------------------|-----|---|-----|------------------|-----|---|-----|------------------|-----|---|---|
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 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 | | | | 155 | | | | |
| Seattle to Delta | 0.5 | | | | | | | | | | | | | 2100 | | | | 1750 | | | 1350 | | | | 1050 | | | | | | | | | | | | |
| Delta to Seattle | 0.4 | | | | | | | | | | | | | 2500 | | | | 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 | | | | | | | | | | | | | 2600 | | | | 1800 | | | 1460 | | | | 1120 | | | | | | | | | | | | |
| Bellingham to Silvana | 0.5 | | | | | | | | | | | | | 2100 | | | | 1800 | | | 1350 | | | | 1050 | | | | | | | | | | | | |
| Silvana to Bellingham | 0.5 | | | | | | | | | | | | | 2100 | | | | 2100 | | | 1350 | | | | 1050 | | | | | | | | | | | | |
| Bellingham to New Westminister | 1.1 | | | | | | | | | | | | | 1080 | | | | 900 | | | 700 | | | | 515 | | | | | | | | | | | | |
| New Westminister 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 ratio; 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 | 15 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 | 10 Tons |
| Ore Cars, Wood | 13 Tons |
| Ore Cars, Steel | 12 Tons |
| Oil Tanks | 15 Tons |
| Ballast Cars | 12 Tons |
| Steam Wreckers | 75 Tons |
| Engine Tank (Empty) | 30 Tons |
| Mail Cars | 25 Tons |
| Baggage Cars | 30 Tons |
| Coaches, 8 wheel | 30 Tons |
| Coaches, 12 wheel | 35 Tons |
| Dining Cars and Tourist Cars | 40 Tons |
| Sleeping Cars, Parlor Cars and Observation Cars | 40 Tons |

Weight of Dead Engines.

| | |
|--|----------|
| Engines numbered below 200 series | 80 Tons |
| Engines numbered in 200 series | 90 Tons |
| Engines numbered in 300 series | 86 Tons |
| Engines numbered in 400 series | 110 Tons |
| Engines numbered in 500 series | 115 Tons |
| Engines numbered in 600 series | 120 Tons |
| Engines numbered in 700 series | 140 Tons |
| Engines numbered in 800 series | 155 Tons |
| Engines numbered in 900 series (except 992 to 997) | 115 Tons |
| Engines numbered 992 to 997 | 95 Tons |
| Engines numbered 1000 to 1097 | 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 | 232 Tons |

Speed Limits for Trains.

| | Passenger | Freight |
|-----------------------------------|--------------------|--------------------|
| Between Leavenworth and Skykomish | 35 miles per hour. | 20 miles per hour. |
| Through Cascade Tunnel | 20 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. | 25 miles per hour. |
| Cherry Valley Line | 25 miles per hour. | 15 miles per hour. |
| Everett Jet. and Seattle | 50 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 | 45 miles per hour. | 25 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. |
| Fraser River Jet. to Cloverdale | 25 miles per hour. | 15 miles per hour. |
| Guichon to Cloverdale | 25 miles per hour. | 15 miles per hour. |
| Cloverdale to Sumas | 30 miles per hour. | 20 miles per hour. |
| Cloverdale to Hazelmore | 20 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.

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.

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.

Electric Train Staff Block Signal System in operation between Leavenworth and Skykomish.

See Blue Print Diagrams of Staff Block Semaphores and Machines which is posted on Bulletin Boards.

The use of the divided staff through Cascade Tunnel and all rules and instructions pertaining thereto will continue in effect.

All rules relating to the protection of trains are in force and are only modified by the General Instructions herein.

1. All trains and engines in both directions will be governed exclusively in their movements by the train staff.
2. Home and Distant semaphores are located at each block station. Home signals are located at the passing track switches. Distant Signals are located about 4000 feet from home signals. The signal indications are illustrated by figures Nos. 1, 2, 3, 4, 6, 7, 8 and the meaning of the positions of the signal arms and lights is explained under the diagrams. In all cases the block signals are located upon 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.
3. The possession of the staff by the Engineer gives his train the absolute right of track to the next block.
ENGINEERS MUST KNOW THAT THE STAFF IS IN THE POUCH BEFORE PROCEEDING.
4. The staff will be handled by the Engineer of the leading engine of the train; and the staff must be in the actual possession of the Engineer before he moves his train into a block, and such engine must not be uncoupled from the train except at a block station. The Conductor will receive a "proceed" signal from Block Operator to indicate that staff has been delivered to Engineer. (See Rule 29).
- 4-A. In the case of an engine pushing a train, it must be considered as part of that train through to the next block station, and may be uncoupled only at a block station. Such engine, if then uncoupled, must be treated as a separate train.
5. When a staff has been secured by the Engineer, he will announce the fact by sounding one short, one long and one short blast of the whistle, thus (o—o).
6. An absolute staff permits but one train at a time to use a block. See D figure No. 9.
- 6-A. A permission staff disc, permits two or more trains in the same direction at one time to use a block on ascending grade only. Each train must be in possession of a permissive staff disc before proceeding. See C, Fig. No. 9.
- 6-B. Permissive staff complete permits but one train at a time to use a block. See B, Fig. No. 9 and Rule No. 22-F.
7. The delivery of the staff to the Enginemen will be either by staff crane, hand of Block Operator, or the Conductor or head Brakeman of his own train and the Engineer must not accept delivery of a staff from any other person. Block Operators will not deliver staff to any other than one of these employes.

8. Staff will be delivered by Engineer on arrival at Block Station by dropping same at a designated spot, or, in case of taking siding, and it cannot be personally delivered by Engineer, it will immediately be sent to Block Operator by head Brakeman or Conductor.

UNDER NO CIRCUMSTANCES WILL A STAFF BE TRANSFERRED FROM ONE TRAIN TO ANOTHER. IT IS THE DUTY OF THE BLOCK OPERATOR TO SEE THAT ALL OF THE TRAIN CLEARS THE BLOCK BEFORE INSERTING STAFF INTO INSTRUMENT.

9. In case a train parts, or it is necessary to "double," the staff must be retained by the Engineer until all the train is clear of the block. A train is clear of a block when it has passed the home signal. A train proceeding on main track enters a block at the block office. It may occupy the main track inside of home signals in either direction to do station work or to allow another train to enter the sidetrack, but must not proceed until in possession of a staff, as per Rule No. 3.
- 9-A. A train making switching movements may use the main track to, but not beyond the distant signal, when protected as per Rule 99. Superior class trains must not be delayed.
10. Enginemen and Trainmen will carefully note the position of all signals and be governed accordingly in the movement and protection of their trains. See Figs. Nos. 1, 2, 3, 4, 6, 7, 8.
11. Conductors and Engineers, before leaving initial points, must secure clearance card, Form 219.
12. Block Operators, unless otherwise instructed by Train Dispatcher, will staff the train of superior time table rights and side track the inferior train when a meeting point develops at their station.
13. When it is desired to reverse the right of track, trains will be moved by Train Dispatcher's orders on Form 19, issued to Block Operators giving instructions to staff the train that is to receive preferred attention, and side track the superior train.
14. Work trains, after receiving orders authorizing the existence of the train, will occupy the block after receiving the absolute staff until same is surrendered at a block station at either end of the block. They will be given a time by the Train Dispatcher when delivery shall be made, and unless otherwise instructed, they shall clear the block and deliver the staff to the Block Operator so that regular and extra trains will not be delayed. Train Dispatcher may authorize the delivery of a permissive disc in the prescribed direction to enable work train to work under protection of flag until following train approaches.
15. In case of failure of staff apparatus all concerned must be notified and trains will be moved by train orders until it has been repaired. In such event the train order takes the place of the staff, though only one block on each train order and this order must be given jointly to the Conductor and Engineer of the train and the Block Operator at both ends of the block.

- 15-A. In the event of staff apparatus and other means of communication becoming out of order due to the breakage of line wires or other causes, trains will move in accordance with general rules and time table rights, obtaining at each block office, block card, Form No. 2615 signed by Block Operator.

- 15-B. When a staff apparatus has been repaired it will not be put into use until authorized by Train Dispatcher.

- 15-C. Before issuing train orders, superseding staff system, the Train Dispatcher must know that block is clear and the Block Operator and Train Dispatcher must know that the full number of staffs are in the two instruments of this block.

16. In case a staff should be lost, the staff instruments in this block are inoperative and trains must be moved only by the authority of Train Dispatcher, who will then issue train orders. The staff can only be replaced by Signal Repairman who has charge of the staffs not in use. No extra staffs will be allowed in the possession of any other employe.

17. Should a train pass a block station without markers, the Block Operator must notify the Train Dispatcher and the next block station in each direction and must not report that train clear of the block until he has ascertained that the train is complete.

18. A record of all trains must be kept at each block station on Form No. 290.

19. In case of unexpected delay to a train to which a staff has been delivered, same can be recalled by Block Operator and return of staff to the instrument will cancel the authority given to such train to proceed. The train then has no right to main track until given another staff.

20. Block Operators must not deliver a staff received from one train to another train. It must be placed in the instrument and another withdrawn in accordance with the rules.

21. BLOCK OPERATORS WILL HANDLE THE STAFF MACHINES IN ACCORDANCE WITH THE RULES AND GENERAL INSTRUCTIONS FOR OPERATING STAFF INSTRUMENTS.

- 21-A. When two or more trains bound in opposite directions are at a block station, Block Operator must exercise great care in delivery of staffs and must know that the staff is delivered to the train for which it was withdrawn.

22. Absolute staffs (See D, Fig. No. 9) must be used for all trains on descending grades, or eastbound from Cascade Tunnel to Leavenworth, and westbound from Tye to Skykomish.

- 22-A. Permissive staff discs (See C, Fig. No. 9) may be used on ascending grades, or westbound from Leavenworth to Cascade Tunnel and eastbound from Skykomish to Tye, for all trains except as per rule 22-B.

- 22-B. Permissive staff discs must not be given to Enginemen with light engines or light tonnage trains to follow a passenger train.

- 22-C. Trains moving under authority of a permissive staff disc must protect against following trains as per Rule No. 99.

- 22-D. When two or more trains use permissive staff discs the last train will be given the permissive staff (See B, Fig. No. 9) with all the remaining discs and this confers the same rights as a single permissive staff disc.

- 22-E. The Block Operator receiving the permissive staff must at once assemble on it in numerical order all the permissive discs received from preceding trains and place the complete permissive staff in the permissive attachment.

- 22-F. The first train in the opposite direction (descending the grade) must be given the complete permissive staff, which confers the same rights as an absolute staff.

23. When no train movement is imminent, home signals must be kept in stop position.

24. Block Operators must not make nor permit any unauthorized alterations or additions to the apparatus. If alterations or additions are made, the work will be done under the direction of the Signal Supervisor.

25. If any electrical or mechanical appliance fails to work properly, the Signal Repairman and Train Dispatcher must be notified and only duly authorized persons permitted to make repairs.

26. Block Operators must have the proper appliances for hand signaling (a yellow flag by day and a yellow light by night) ready for immediate use. Hand signals must not be used when the proper indications can be displayed by the fixed signals. When hand signals are necessary, they must be given from such a point and in such a way that there can be no misunderstanding on the part of Enginemen or Trainmen as to the signals or as to the train for which they are given.

27. Block Operators are responsible for the care of the block station, lamps and supplies and of the signal apparatus unless provided for otherwise.

28. Lights in block stations must be so placed that they cannot be seen from approaching trains.

29. Block Operators will remain in view until the rear of a train has passed and will give a "proceed" signal to the Conductor on rear of train to indicate that a staff has been delivered to Engineer.

30. The Engineer of a train which has parted must sound the whistle signal for "train parted" on approaching a block station.

31. An Engineer receiving a "train parted" signal must answer by two short blasts of the whistle.

32. When a parted train has been recoupled the Block Operator must be notified.

33. If the track is obstructed between block stations notice must be given to the nearest Block Operator.

34. If a train is held by a block signal to exceed two minutes, the Conductor must ascertain the cause.

- 34-A. The Conductor must report to the Superintendent any unusual detention at block stations.

35. Special attention of all concerned is directed to meaning of caution signal as shown by Fig. No. 2.

36. Staff instruments must be kept locked. Keys will be furnished to the signal repairman but to no other person.

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.

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.

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|------------------|--------------------------------|
| Leavenworth..... | DR. G. W. HOSSEY. |
| Skykomish..... | DR. C. E. GREASON. |
| Monroe..... | DR. H. K. STOCKWELL. |
| Everett..... | DR. P. M. WALKER & W. O. COPPS |
| Interbay..... | DR. F. A. BOOTH. |
| Seattle..... | DR. H. M. READ. |
| Seattle..... | DR. R. W. PERRY, Oculist. |

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|----------------------|------------------------|
| Tacoma..... | DR. JAMES A. LA GASA. |
| Burlington..... | DR. H. E. CLEVELAND. |
| Bellingham..... | DR. W. A. KIRKPATRICK. |
| 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.

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|------------------|--------------------|
| Leavenworth..... | F. E. CARLQUIST. |
| Seattle..... | J. F. HUNTER. |
| Burlington..... | J. H. CROSSBY. |
| Everett..... | R. G. COLVIN & CO. |

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|----------------------|------------------|
| Bellingham..... | BEHRENS & SON. |
| Vancouver, B. C..... | PAUL & McDONALD. |
| Centralia, Wash..... | BEN SALICK. |
| Portland, Ore..... | C. CHRISTENSON. |

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

C. E. LAMKIN, Dispatcher.
H. L. CAULKINS, 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.