

GREAT NORTHERN RAILWAY

CASCADE DIVISION.

TIME TABLE No. 84.

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

SUNDAY, JUNE 14, 1914.

Superseding Time Table No. 83 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

W. R. SMITH, Superintendent.

C. E. LEVERICH, Asst. General Superintendent.

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

J. H. O'NEILL, General Superintendent.

GEO. H. EMERSON, 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. 84. In Effect June 14, 1914. | Stations. | Telegraph Code |
|--------------|---|---------------|-----------------------------|-----------------------------|--------------------------|--------------------------|-----------------------------|--------------------------|--------------------------|-------------------------|--------------|---------------------------|--|-----------|----------------|
| | 715 | | 411 | 401 | 285 | 27 | 43 | 1 | 3 | Passenger | Other Trains | | | | |
| | Mdn. 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 | | | | | | |
| | | | 12:40pm | 8:00am | | 11:40pm | 8:40pm | 1:50pm | 9:30am | 90 | 492 | | LEAVENWORTH | CH | |
| | | | 1:35 | 8:45 | | 11:58 | 8:58 | 2:08 | 9:48 | 75 | | 8.3 | DRURY | DY | |
| | | | 2:30 ¹⁻⁴ | 9:15 | | 12:09am | 9:10 | 2:20 | 9:59 | 155 | 22 | 10.5 | CHIAWUKUM | CY | |
| | | | 3:05 | 9:50 | | 12:16 | 9:18 | 2:28 | 9:06 | 74 | 10 | 13.0 | WINTON | | |
| | | | 3:35 | 9:55 | | 12:22 | 9:26 | 2:39 | 9:14 | 71 | 4 | 17.5 | NASON CREEK | | |
| | | | 4:05 | 10:30 | | 12:33 | 9:35 | 2:45 | 9:21 | 145 | 5 | 20.5 | MERRITT | CK | |
| | | | 4:40 ⁴⁰² 4:55 | 11:10 | | 12:44 | 9:41 ⁴⁰² 9:50 | 3:00 | 9:38 | 78 | | 24.9 | GAYNOR | GR | |
| | | | 5:25 | 11:40 | | 12:54 | 9:55 | 3:15 | 9:53 | 132 | 5 | 28.0 | BIRNE | BR | |
| | | | 6:15 | 12:30pm | | 1:08 | 9:55 | 3:25 | 10:10 | 176 | 87 | 32.3 | CASCADE TUNNEL | CN | |
| | | | 6:40 | 12:45 | | 1:21 | 9:50 | 3:50 | 10:25 | 85 | 263 | 35.9 | TYE | WN | |
| | | | 6:55 | 1:12 ⁴⁰²⁻¹ | | 1:31 | 9:51 | 4:00 | 10:37 | 70 | 8 | 39.5 | EMBRO | NY | |
| | | | 7:05 | 1:30 | | 1:40 | 9:59 | 4:08 | 10:48 | 75 | 10 | 42.2 | COREA | | |
| | | | 7:20 | 1:50 | | 1:50 | 9:50 | 4:19 | 10:57 | 75 | 22 | 45.2 | SCENIC | MA | |
| | | | 7:35 | 2:10 | | 2:00 | 9:50 | 4:28 | 10:07 | 76 | 9 | 48.3 | ALPINE | | |
| | | | 7:50 | 2:30 | | 2:10 | 9:50 | 4:37 | 10:17 | 75 | 15 | 51.8 | TONIA | G | |
| | 7:30am | | 8:05 ²⁸⁵ | 3:00 | | 2:45am | 9:55 ²⁸⁵ | 4:55 | 10:30 | 83 | 230 | 57.0 | SKYKOMISH | KY | |
| | 7:45 | | 8:30 | 3:35 | | 2:55 ⁴⁰² | 9:55 | 5:06 | 10:44 | 72 | 7 | 61.1 | GROTTO | | |
| | 8:20 ⁴⁰² | | 9:05 | 3:50 | | 3:06 | 9:50 | 5:17 | 10:55 | 80 | 60 | 66.1 | HALFORD | SA | |
| | 8:55 | | 9:37 | 4:08 | | 3:19 | 9:51 | 5:29 | 10:06 | 71 | 21 | 71.2 | INDEX | NX | |
| | 9:10 | | 10:00 | 4:22 | | 3:28 | 9:50 | 5:40 | 10:16 | 78 | 17 | 76.3 | REITER | | |
| | 9:25 ²⁸⁵ 9:35 | | 10:30 | 4:40 | | 3:40 ¹⁵ | 9:50 | 5:47 | 10:24 | 85 | 230 | 80.0 | GOLD BAR | OB | |
| | 10:40 | | 10:30 | 5:10 | | 3:47 | 9:51 | 5:51 | 10:28 | | 45 | 82.4 | STARTUP | RU | |
| | 11:02 | | 11:15 | 5:25 | | 3:56 | 9:52 | 6:04 | 10:38 | 70 | 33 | 85.8 | SULTAN | SU | |
| | 12:10pm | | 11:44 ⁴⁴ | 6:18 | | 4:15 | 9:50 | 6:18 | 10:50 | 105 | 35 | 93.3 | MONROE | RO | |
| | 1:10 | | 12:10am | 6:45 | | 4:32 | 9:55 | 6:39 | 10:50 | 74 | 118 | 100.2 | SNOWHISH | S | |
| | 1:40 | | 12:25 | 7:09 | | 4:44 | 9:50 | 6:49 | 10:16 | 70 | 63 | 106.0 | LOWELL | W | |
| | | | | | | 4:47 | 9:50 | 6:58 | 10:18 | 43 | 174 | 107.6 | PACIFIC AVENUE | D | |
| | | | | | | 4:57 | 9:52 | 6:55 | 10:20 | 8 | | 108.7 | EVERETT | | |
| | | | | | | 5:00am | 9:50pm | 6:57pm | 7:33am | | | 109.5 | EVERETT JUNCTION | JN | |
| | 2:15pm | | 1:10am | 8:00pm | | | | | | 75 | 637 | 109.3 | DELTA | PG | |
| | Arrive Daily Ex. Sunday | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | |
| | 715 | | 411 | 401 | 285 | 27 | 43 | 1 | 3 | | | | | | |
| | 5:45 7:0 | | 12:25 9:1 | 12:0 9:1 | 2:15 20:1 | 4:40 23:4 | 5:25 29:5 | 5:07 21:4 | 5:02 21:5 | | | | | | |

Read carefully Rules covering Operation Electric Train Staff Block, Pages 13 and 14.
Electric train staff block system between Everett Junction and Pacific Ave., and between Skykomish and Leavenworth.

ELECTRIC TRAIN STAFF BLOCK SYSTEM.

Via N. P. Ry.

Time Over District
Average Speed Per Hour

EAST BOUND.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

Time Table No. 84.
In Effect June 14, 1914.

| STATIONS. | Distances from Leavenworth | SIGNS. See Rule 7, page 15 | FIRST CLASS. | | | | | SECOND CLASS. |
|------------------|----------------------------|-------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|---------------------------|------------------------------|
| | | | 28 | 4 | 2 | 44 | 286 | 402 |
| | | | Express Arrive Daily | Passenger Arrive Daily | Passenger Arrive Daily | Passenger Arrive Daily | Passenger Arrive Daily | Fast Freight Arrive Daily |
| LEAVENWORTH | 109.5 | R+ DN WCTYOP | 6:00am | 8:05pm | 1:28am | 4:20am | 7:00pm | |
| DLRY | 103.2 | DN P | 5:42 | 2:45 | 1:07 | 4:02 | 6:50 | |
| CHIWAUKUM | 99.0 | DN W P | 5:31 | 2:35 ⁴¹¹ | 12:57 | 3:49 | 6:10 | |
| WINTON | 96.5 | DN P | 5:25 | 2:28 ¹ | 12:51 | 3:41 | 6:00 | |
| NASON CREEK | 92.0 | DN P | 5:18 | 2:17 | 12:41 | 3:30 | 5:40 | |
| MERRITT | 89.0 | DN W Y P | 5:12 | 2:10 | 12:33 ²⁷ | 3:21 ¹ | 5:15 | |
| GAYNOR | 84.5 | DN P | 5:02 | 2:01 | 12:19 | 3:08 | 4:50 ⁴³⁻⁴¹¹ | |
| BERNE | 81.5 | DN W P | 4:54 | 1:53 | 12:09am | 2:58 | 4:40 | |
| CASCADE TUNNEL | 77.2 | DN W T P | 4:42 | 1:43 | 11:57 | 2:45 | 3:35 ¹ | |
| TYE | 73.5 | DN WC P | 4:25 ³ | 1:28 | 11:40 | 2:27 | 1:55 | |
| EMBRO | 70.0 | DN W P | 4:00 | 1:12 ⁴⁰¹⁻⁴⁰² | 11:23 | 2:11 | 1:12 ⁴⁻⁰¹ | |
| COREA | 67.3 | DN P | 3:45 | 1:04 | 11:18 | 2:01 | 12:25pm | |
| SCENIC | 64.3 | DN W P | 3:30 | 12:54 | 11:02 | 1:40 ²⁷ | 11:55 | |
| ALPINE | 61.3 | DN W P | 3:10 | 12:41 | 10:45 | 1:24 | 11:00 | |
| TONGA | 57.7 | DN P | 2:50 | 12:20 | 10:28 | 1:22 | 10:25 | |
| SKYKOMISH | 53.5 | H+ DN WC Y P | 2:30 ²⁷ | 12:10 ⁴¹¹ | 10:15 ¹⁰ | 1:05 ¹⁰ | 8:10pm ⁴¹¹ | |
| GROTTO | 48.4 | P | 2:15 | 12:03pm | 10:01 | 12:51 | 7:55 ²⁸⁵ | |
| HALFORD | 43.4 | D W P | 2:04 | 11:50 | 9:51 | 12:40 | 7:40 ⁷¹⁵ | |
| INDEX | 38.3 | DN P | 1:52 | 11:38 | 9:37 ⁴¹¹ | 12:27 | 7:23 ⁴² | |
| REITER | 33.2 | W P | 1:39 | 11:20 | 9:25 | 12:15 | 7:00 | |
| GOLD BAR | 29.5 | R DN Y P | 1:22 | 11:13 | 9:18 | 12:08 | 6:50 ⁴ | |
| STARTUP | 27.1 | P | 1:08 | 11:08 | 9:14 | 12:04am | 6:48 ⁴ | |
| SULTAN | 23.7 | D P | 1:23 | 11:02 | 9:08 | 11:59 | 6:33 | |
| MONROE | 16.2 | DN W Y P | 1:10 | 10:49 | 8:54 | 11:44 ⁴¹¹ | 6:15 ¹⁻⁴⁰¹ | |
| SNOMISH | 9.3 | DN P | 12:54 | 10:32 ²⁸⁵ | 8:39 | 11:29 | 5:55 | |
| LOWELL | 3.5 | R DN P | 12:48 | 10:20 | 8:27 | 11:17 | 5:37 | |
| PACIFIC AVENUE | 1.9 | DN P | 12:40 | 10:16 | 8:24 | 11:14 | 5:34 | |
| EVERETT | 0.8 | K P | 12:36 | 10:10 | 8:20 | 11:10 | 5:20 | |
| EVERETT JUNCTION | 0.0 | R DN P | 12:30am | 10:01am | 8:18pm | 11:02pm | 5:20pm | |
| DELTA | | R+ DN WCTYOP | | | | | 4:30am | |
| | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| | | | 28 | 4 | 2 | 44 | 286 | |
| | | | 5:30 | 5:01 | 5:12 | 5:1 | 2:50 | |
| | | | 29.5 | 21.6 | 21.6 | 20.6 | 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.

Trains 1, 2, 3, 4, 27 and 28 will register by card at Gold Bar, except when running in sections, conductor will register in person.

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.

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 Avenue 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 unless train engineer and the engine man of helper engine each has in his 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. All east bound trains will approach the east end of the concrete shed at Tye under absolute control and will not pass the fouling point of the passing track unless signalled to do so by the Tunnel conductor.

Balletin boards are located at Leavenworth, Cascade Tunnel, Skykomish, Gold Bar, Delta. Semaphore located 1200 feet east of switch at Holmquist Spur half-mile east of Monroe.

Berlin and Baring and Haybrook 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 Shelby. No. 44 stops at any station to pick up passengers for points south of Shelby. No. 2 will stop at Adrian to let off passengers from points Everett and west.

Yard limit boards placed each way from Gold Bar, Skykomish, Cascade Tunnel and Leavenworth, and east from Pacific Avenue. Yard limits extend between Pacific Avenue and Northern Pacific R. R. connection at N. P. Freight Depot.

INITIAL STATIONS.
Leavenworth for trains Nos. 1, 3, 43, 27, 401 and 411.
Everett Jet. for trains Nos. 2, 4, 28, 44 and 286.
Skykomish for trains Nos. 285 and 715.
Delta for train 402.

TERMINAL STATIONS.
Leavenworth for Nos. 2, 4, 28, 44 and 402.
Skykomish for train No. 286.
Everett Jet. for trains 1, 3, 43, 27 and 286.
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.
Index Industry track 120 feet from west head block.
Monroe Mill Spur, 200 feet from head block.

Derail Brewery Spur, Pacific Avenue, 210 feet from head block.
Frye-Braun Spur, 120 feet from Crossing Agnew Hardware Co. Spur.
Power House Spur, 105 feet from head block.

LAP SIDINGS.
Chiwaikum and Merritt.

Business tracks not shown as stations on time table.

| NAME | LOCATION | OPENS | LENGTH | CAR CAPACITY |
|-----------------------------------|-----------------------------------|-----------|-----------|--------------|
| Power House Spur | 2.0 Miles west of Leavenworth | East | | 6 |
| 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 |
| Grotto Lumber Co. | 0.3 Miles east of Grotto | East | 1200 feet | 25 |
| N. Shingle Co.'s Siding | 3.5 Miles west of Grotto | Both ends | | 24 |
| Berlin | 1.4 Miles east of Halford | Both ends | 1275 feet | 22 |
| Haybrook Spur | 2.0 Miles east of Index | West | | 5 |
| Desert Spur | 1.5 Miles east of Index | East | | 2 |
| Smith Lumber Co. | 0.3 Miles east of Index | East | | 12 |
| Sokolburg Spur | 0.7 Miles west of Index | West | | 10 |
| Gold Bar Lumber Co.'s Spur | 0.3 Miles east of Gold Bar | East | | 26 |
| Casey's Spur | 0.1 Miles east of Sultan | East | | 5 |
| Sultan Logging Company Connection | 2.0 Miles west of Sultan | West | | 17 |
| Holmquist Spur | 0.3 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 | Opens off Monroe Gravel Pit Track | West | | 25 |
| Woodruff | 2.0 Miles west of Monroe | West | | 24 |
| Summer Iron Works Spur | 0.9 Miles east of Pacific Ave. | West | | 15 |

Interlocking Plant at bridge 455 just east of Snomish. No distant signals. Home signal are located 550 feet each way from draw spans. Derails are located 55 feet in advance of home signals.

Trains must not exceed speed of 8 miles per hour over drawbridges and Interlocking Plants.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

WEST BOUND.

| THIRD CLASS. | | SECOND CLASS. | | | FIRST CLASS. | | | | | | | | Capacity of Side Tracks | | Time Table No. 84. In Effect June 14, 1914. | | STATIONS. | Telegraph Code | | |
|--|-------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------------|-----------|--|-------|-----------|----------------|------------------|----------|
| 717 | | 401 | | | 43 | 355 | 1 | 273 | 359 | 285 | 277 | 3 | 357 | 27 | Passenger | Other | | | Everett Junction | Mukilteo |
| Midn Freight | Leave Daily | Fast Freight | Leave Daily | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Fast Mail | | | | | | |
| | 4 00pm | | 8 20am | 9 05am | 8 20pm | 8 57pm | 8 58pm | 2 10pm | 11 00am | 10 05am | 9 32am | 6 40am | 4 20am | | | | | | | |
| | 4 25 | | 8 45 | 9 12 | 8 27 | 7 04 | 8 45 | 2 16 | 11 08 | 10 15 | 7 39 | 6 50 | 4 27 | 110 | 3 8 | | | | | |
| | 4 45 | | 8 55 | 9 20 | 8 33 | 7 11 | 8 58 | 2 22 | 11 15 | 10 23 | 7 46 | 7 05 | 4 35 | | 7 9 | | | | | |
| | 5 05 | | 9 05 | 9 26 | 8 38 | 7 17 | 9 00 | 2 27 | 11 22 | 10 30 | 7 52 | 7 05 | 4 42 | 6 | 10 2 | | | | | |
| | 5 40 | | 9 25 | 9 34 | 8 45 | 7 24 | 9 10 | 2 33 | 11 30 | 10 40 | 8 00 | 7 15 | 4 51 | 194 | 14 8 | | | | | |
| | 6 25 | | 9 35 | 9 40 | 8 51 | 7 31 | 9 18 | 2 38 | 11 38 | 10 49 | 8 08 | 7 28 | 4 59 | 57 | 17 8 | | | | | |
| | 7 05 | | 4 10 | 10 00 | 9 08 | 7 50 | 9 37 | 2 53 | 11 53 | 11 12 | 8 24 | 7 45 | 5 15 | 194 | 25 9 | | | | | |
| | 7 20pm | | 4 20am | 10 04 | 9 12 | 7 55 | 9 42 | 2 57 | 11 58 | 11 17 | 8 28 | 7 50 | 5 20 | 205 | 633 | 28 0 | | | | |
| | | | 4 10 | 10 10 | 9 17 | 8 00 | 9 47 | 3 02 | 12 02pm | 11 22 | 8 32 | 7 55 | 5 25 | 285 | 23 3 | | | | | |
| | | | 10 20pm | 9 30pm | 8 15pm | 7 00pm | 8 15pm | 12 10pm | 11 35am | 8 45am | 8 10am | 5 45am | | 843 | 32 7 | | | | | |
| | | | 10 40pm | 8 30pm | | | | 8 45pm | | | 10 00am | 6 00am | | | | | | | | |
| | | | 12 01am | 10 00am | | | | 8 00am | | | 11 20am | 7 05am | | 183 | 73 4 | | | | | |
| | | | 6 00am | | | | | 10 00pm | | | 4 45pm | | | 215 8 | | | | | | |
| Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | |
| 717 | | 401 | 43 | 355 | 1 | 273 | 359 | 285 | 277 | 3 | 357 | 27 | | | | | | | | |
| 3 20 | | 2 00 | 1 15 | 1 10 | 1 14 | 1 23 | 1 05 | 1 15 | 1 13 | 1 11 | 1 30 | 1 20 | | | | | | | | |
| 8 1 | | 14 0 | 26 5 | 28 5 | 25 1 | 23 0 | 20 2 | 26 1 | 21 30 | 26 4 | 21 4 | 25 0 | | | | | | | | |
| Time Over District Average Speed Per Hour | | | | | | | | | | | | | | | | | | | | |

Special Rules.

DERAIL SWITCHES.

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.
 Double track between Everett Jct. and Interbay and between G. N. Dock and Seattle.
 No. 3 meets No. 717 and 350.
 No. 157 meets No. 717.
 No. 277 meets No. 717.
 No. 717 meets Nos. 285, 358 and 278.
 No. 278 meets No. 275, 258 and passes No. 717.
 No. 160 and No. 4 pass No. 717.
 No. 1 meets No. 3 on double track between Everett Junction and Interbay.
 No. 43 meets No. 44 and
 No. 357 meets No. 359 and No. 279 meets No. 285 on double track between G. N. Dock and Seattle.
 All trains will reduce speed to 8 miles per hour passing through town limits of Edmonds and Ballard.
 Control Manual Block System is in operation between G. N. Dock and Interbay.
 Trains entering double track at Everett Jct. and Interbay and G. N. Dock and Seattle will not exceed speed of ten miles per hour.
 Ballard, Edmonds and Mukilteo are flag stops for No. 4 to take passengers for Spokane or points east of Spokane.
 Mile post 10 south of Richmond Beach will be flag stop for 277 and 278.
 Trains 1 and 2 will stop at stations between Tacoma and Seattle to pick up or let off passengers for or from points east of Seattle complying with N. P. time table schedule.
 No. 3 will stop at Adrian to let off passengers from points Everett and west.
 Ballard will be flag stop for No. 2 to take passengers for Spokane or points east of Spokane.
 No. 43 will stop at any station to let off passengers from east of Shelby.
 No. 44 will stop at any station to pick up passengers for points south of Shelby.
 All Great Northern Trains between Seattle and Vancouver, Wash., will be governed by time table and rules of Northern Pacific Railway.
 All Great Northern trains between Vancouver, Wash., and Portland will be governed by time table and rules of Spokane, Portland & Seattle Railway.
 Yard limit boards east of Ballard covers limits to Seattle.
 Bulletin boards are located at Interbay and Seattle.

Mukilteo Lumber Co., Spur, 144 feet from head block.
 Richmond Beach, 120 feet west of H. B. Industry track
 Interlocking Plant Baskule drawbridge 500 feet west of Ballard
 Distant signals are located 1000 feet east and west of draw span and work from zero to 15.
 Home signals are located 600 feet east and west of draw span and have two arms. Top arm works from zero to 90. Lower arm level denoting home signal.
 Derails are located 55 feet inside home signals.

INTERLOCKING governing N. P. Ry. Crossing just west of Interbay yard:
 Westbound home signal is located 300 feet east of crossing. Eastbound home signal is located 300 feet west of crossing. Both home signals have two arms. Top arm works from zero to 90 degrees up and is semi-automatic. Lower arm is fixed and denotes home signal.
 Derails are located 55 feet in advance of home signals. Distance signal eastbound is located 3000 feet from eastbound home signal and works zero to 45 degrees up and is automatic. Derails and dwarf signals on G. N. yard track are 150 feet from crossing, east and west.
 Derails on N. P. track are located 200 feet from crossing, with dwarf signal 5 feet from them.
 Printed instructions posted in cabin for the operation of this plant. Cabin is locked with a G. N. switch lock and N. P. switch lock, so trainmen from both roads will have keys to get into cabin to operate plant.
 Derail on N. P. transfer track near Glass Works Spur in operation. Derail is pipe connected with switch stand.
 Trainmen using this switch should see that all cars and engines are clear of derail before closing switch.

Business Tracks Not Shown as Stations on Time Table.

| NAME | LOCATION | OPENS | LENGTH | CAR CAPACITY |
|----------------------------------|----------------------------------|-------|--------|--------------|
| Mukilteo Lumber Co. | 2 1 miles east of Mukilteo | West | | 10 |
| Mowatt Lumber Co. Spur | 1 mile east of Meadowdale | East | | 3 |
| Brown Bay Logging Co. Connection | 0 5 miles west of Meadowdale | West | | |
| Invincible Railroad Spur | 0 4 miles west of Edmonds | West | | 6 |
| Shipyard Spur | 1 5 miles east of Edmonds | West | 1200 | 24 |
| Standard Oil Co. Spur | 1 0 east of Richmond Beach | West | 2185 | 46 |
| G. N. Clay Co. Spur | 1 2 miles west of Richmond Beach | West | | 10 |
| Mertum Spur | 1 6 miles east of Ballard | West | | 13 |

INITIAL STATIONS.

Seattle for trains Nos. 360, 4, 270, 358, 285, 278, 2, 44, 28, 359.
 Interbay for trains Nos. 718, 402.
 Everett Jct. for trains Nos. 27, 357, 3, 285, 277, 273, 359, 1, 355, 43, 401, 717.

TERMINAL STATIONS.

Interbay for trains Nos. 401 and 717.
 Seattle for trains Nos. 27, 357, 3, 285, 277, 359, 273, 1, 355, 43.
 Everett Jct. for trains Nos. 360, 4, 270, 358, 285, 278, 2, 44, 28, 355, 402, 718.

EAST BOUND.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

Time Table No. 84.
In Effect June 14, 1924.

| STATIONS. | Miles from Seattle. | SIGNS. See Rule 7, page 15. | FIRST CLASS. | | | | | | | | | | SECOND CLASS. | | THIRD CLASS. |
|------------------------|---------------------|--------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------|------------------------------|---------------------------------|----------------------------------|--------------|
| | | | 360 | 4 | 270 | 286 | 358 | 278 | 2 | 44 | 28 | 356 | 402 | 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 | Mdse. Freight Arrive Daily | |
| EVERETT JUNCTION | 32.7 | IR DN | 9:16am | 10:01am | 1:18pm | 5:20pm | 5:40pm | 6:50pm | 8:10pm | 11:00pm | 12:30am | 1:08am | 12:10am | | |
| MUKILTEO | 28.9 | D | 9:08 | 9:54 | 1:10 | 5:11 | 5:33 | 6:40 | 8:07 | 10:56 | 12:28 | 1:08 | 11:55 | 10:30am | |
| MOSHER | 24.8 | | 8:59 | 9:47 | 1:01 | 5:01 | 5:26 | 6:31 | 8:00 | 10:49 | 12:16 | 1:08 | 11:40 | 10:12 | |
| MEADOWDALE | 21.8 | D | 8:51 | 9:42 | 1:05 | 4:55 | 5:21 | 6:24 | 7:54 | 10:48 | 12:11 | 1:08 | 11:30 | 9:35 | |
| EDMONDS | 17.9 | D W | 8:43 | 9:36 | 1:07 | 4:47 | 5:14 | 6:16 | 7:47 | 10:36 | 12:04am | 1:08 | 11:20 | 9:20 | |
| RICHMOND BEACH | 14.9 | D | 8:38 | 9:30 | 1:09 | 4:48 | 5:06 | 6:09 | 7:41 | 10:31 | 11:58 | 1:08 | 11:05 | 9:00 | |
| BALLARD | 5.8 | D | 8:17 | 9:17 | 12:21 | 4:19 | 4:52 | 5:50 | 7:28 | 10:19 | 11:44 | 1:08 | 10:35 | 8:05 | |
| INTERBAY | 4.7 | R DN WCTOPK | 8:14 | 9:14 | 12:18 | 4:15 | 4:49 | 5:45 | 7:25 | 10:14 | 11:40 | 1:08 | 10:30pm | 7:10 | |
| G. N. DOCK | 3.4 | DN | 8:10 | 9:10 | 12:15 | 4:10 | 4:45 | 5:40 | 7:20 | 10:10 | 11:35 | 1:08 | 10:30am | 7:00am | |
| SEATTLE | 0 | R DN I PK | 9:00am | 9:00am | 12:00pm | 4:00pm | 4:50pm | 5:30pm | 7:10pm | 10:00pm | 11:25pm | 1:00pm | | | |
| SEATTLE | 183.1 | | 7:30am | | | 4:15pm | | 5:50pm | | 11:10pm | 11:15pm | | | | |
| TACOMA | 142.4 | | 6:00am | | | 8:00pm | | 8:25pm | | 10:00pm | 10:05 | | | | |
| PORTLAND | 0 | | 12:30am | | | 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 | |
| Time Over District | | | 1:10 | 1:01 | 1:12 | 1:20 | 1:05 | 1:20 | 1:05 | 1:02 | 1:05 | 1:00 | 1:00 | 1:30 | |
| Average Speed Per Hour | | | 25.7 | 32.1 | 26.9 | 24.6 | 30.1 | 21.6 | 31.4 | 31.7 | 30.1 | 28.0 | 10.8 | 8.1 | |

Automatic Block System.

Automatic Block Signals are in operation between King Street Station, Seattle, and Everett Jet.
Trains must not exceed a speed of 8 miles per hour over drawbridges and interlocking plants.

Interlocking Signals.

Within the limits of the Automatic Block Signal System Interlocking Plants are located as follows:
SOUTH PORTAL OF SEATTLE TUNNEL
NORTH PORTAL OF SEATTLE TUNNEL
EVERETT JUNCTION.

Automatic Block Interlocking Signals and Semaphores

West Bound.

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

East Bound.

First automatic signal eastbound 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.
From Ballard and 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.
Semaphore at G. N. Dock for eastbound trains and at Interbay for westbound trains will be used for manual controlled block.

For Further Instructions and Diagrams see page 15.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

SOUTH BOUND.

| THIRD CLASS. | | | SECOND CLASS. | | FIRST CLASS. | | | | | Capacity of Side Tracks | | | Time Table No. 84. In Effect June 14, 1924. | | Telegraph Calls |
|------------------------------|--|----------------------------|-----------------------------|-----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------|---------|---------|--|--|-----------------|
| 717 | 713 | | 711 | 401 | 355 | 273 | 359 | 277 | 357 | Passenger | Freight | Freight | STATIONS. | | |
| Misc. Freight Leave Daily | Misc. Freight Leave Daily Ex. Sunday | | Fast Freight Leave Daily | Fast Freight Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger | Freight | Freight | | | |
| Leave Daily | Leave Daily Ex. Sunday | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Trains | Trains | Trains | | | |
| | 6.30am | | 4.40pm | | 6.07pm | 2.18pm | 12.05pm | 7.05am | 3.15am | 119 | 119 | 0.0 | BELLINGHAM | | HM |
| | 7.00 | | 5.00 | | 6.21 | 3.03 | 12.20 | 7.20 | 3.30 | 40 | 143 | 2.9 | SOUTH BELLINGHAM | | FN |
| | 7.15 | | 5.30 | | 6.28 | 3.13 | 12.27 | 7.30 | 3.40 | 31 | 16 | 6.3 | SOCKEYE | | |
| | 7.40 | | 6.00 | | 6.36 | 3.23 | 12.36 | 7.40 | 3.50 | 64 | 8 | 12.3 | SOKNEVE | | |
| | 8.20 | | 6.15 | | 6.42 | 3.28 | 12.42 | 7.43 | 4.03 | | 5 | 13.2 | SANISH | | |
| | 8.45 | | 6.30 | | 6.48 | 3.35 | 12.48 | 7.58 | 4.14 | 62 | 16 | 16.6 | BLANCHARD | | BO |
| | 8.00 714 10.25 | | 6.45 357 7.25 434 | | 6.48 | 3.45 | 12.48 | 7.58 | 4.14 | 62 | 239 | 23.8 | BLANCHARD | | BO |
| | 10.48 | | 7.45 | | 6.55 | 3.55 | 12.55 | 8.10 | 4.30 | 63 | 239 | 23.8 | BURLINGTON | | BL |
| | 11.20 | | 8.20 | | 7.07 | 4.05 | 1.06 | 8.20 | 4.45 | 37 | 63 | 27.9 | MT. VERNON | | NR |
| | 12.01pm | | 8.50 | | 7.17 | 4.16 | 1.16 | 8.31 | 5.00 | 61 | 13 | 33.3 | FIR | | FR |
| | 12.45 | | 9.20 | | | 4.19 | | 8.35 | | | 6 | 35.0 | MILLTOWN | | |
| | 1.35 270- 2.05 359 | | 10.00 | | 7.28 | 4.29 | 1.25 | 8.46 | 5.20 | 61 | 48 | 40.4 | STANWOOD | | B |
| | 2.50 | | 10.45 | | 7.37 | 4.40 | 1.33 | 8.57 | 5.35 | 70 | 13 | 43.9 | SILVANA | | NA |
| | 3.30pm | | 11.10pm | 2.05am | 7.46 | 4.50 | 1.40 | 9.07 | 5.47 | 62 | 17 | 50.0 | ENGLISH | | |
| | 3.40 | | | 2.10 | 7.55 | 5.08 | 1.50 | 9.20 | 6.06 | 60 | 86 | 57.0 | MARYSVILLE | | MS |
| | 3.50 | | | 2.20 | 8.01 | 5.12 | 1.56 | 9.28 | 6.15 | | | 59.7 | DELTA WYE | | |
| | 4.00pm | | | 2.30am | 8.04 | 5.16 | 1.59 | 9.36 | 6.20 | 41 | | 60.7 | LONG SIDING | | |
| | 4.00pm | Arrive Daily Ex. Sunday | | 2.30am | 8.16 | 5.25 | 2.08 | 10.02 | 6.37 | 110 | 150 | 63.3 | EVERETT | | |
| | 717 | 713 | | 401 | 355 | 273 | 359 | 277 | 357 | | | 64.1 | EVERETT JUNCTION | | JN |
| | 0.25 | 9.00 | | 0.30 | 2.10 | 2.37 | 2.05 | 1.00 | 1.25 | | | | | | |
| | 10.5 | 9.4 | | 0.2 | 2.9 | 2.4 | 0.8 | 21.3 | 13.2 | | | | | | |

Special Rules.

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

INITIAL STATIONS.

Blaine for train No. 277, 296.
 Bellingham for trains No. 713 and 720.
 Delta Wye, for trains Nos. 712, 714, 717, 401.
 Everett Jet., for trains Nos. 279, 358, 360, 356, 278, 718 and 402.
 Fraser River Jet., for trains Nos. 356 and 398.
 New Westminster, for train No. 355.
 Vancouver for trains Nos. 359, 355, 273, 357, 397, 295, 711 and 719.

TERMINAL STATIONS.

Blaine for train No. 278, 295.
 Bellingham, for trains Nos. 714, 719.
 Delta Wye, for trains Nos. 711, 713, 718, 402.
 Everett Jet., for trains Nos. 359, 355, 273, 357, 277, 401 and 717.
 Fraser River Jet., for trains Nos. 355 and 397.
 New Westminster, for train No. 356.
 Vancouver, for trains Nos. 270, 358, 360, 356, 398, 296, 712 and 720.

DERAIL SWITCHES.

Sockeye, east end siding.
 B. B. & E. Transfer Track east end.
 Trains will not exceed six (6) miles per hour on coast line track over 21st St. near Everett Flour Mill; California St., Hewitt Ave. and Bond St. north and south of passenger depot, City of Everett.

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

All south bound trains from Vancouver will be governed by a two arm home signal located 700 feet north of draw span. Top arm at 90 degrees up proceed to two arm home signal located 30 feet north of N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard. A caution fixed signal is located 2600 feet north of two arm home signal.

Train movements from Bayside to Vancouver will be governed by top arm on two arm home signal located 60 feet south of wye switch and by two arm home signal located on trestle 500 feet south of draw span. A caution fixed signal is located 300 feet south of wye switch.

Train movements from Delta to Vancouver will be governed by top arm on two arm home signal located 60 feet south of wye switch, and by two arm home signal 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.

Interlocking system in use bridge 10, 11 and 12 between Delta and Marysville and at Skagit B. R. Crossing one mile south of Fir.

Interlocker at Drawbridge No. 36 one mile north of Mt. Vernon. Derails are located 200 ft. from end of draw span. Distant signals are located 2,000 ft. from home signals. Home semaphore, standard indications. Distant signal, fixed caution indications.

Interlocking Plant at crossing of Pacific Northwest Traction Company just north of Burlington. Home signals are located 200 feet north and south of crossing. Distant signals are located 58 feet inside of home signals. No distant signals in connection with this Interlocking Plant.

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.
 Norman, one mile north of Silvana is flag stop for Nos. 277 and 278.
 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 extends from yard limit board north of roundhouse Bellingham to yard limit board south of South Bellingham.

Yard limit boards placed each direction Burlington.

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

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. 84.
In Effect June 14, 1914.

SIGNS.
See Rule 7, page 18

FIRST CLASS.

SECOND CLASS.

THIRD CLASS.

| STATIONS. | Distance from Everett Junction | SIGNS. | FIRST CLASS. | | | | | SECOND CLASS. | | THIRD CLASS. | |
|------------------------|--------------------------------|-------------|--------------|-------------|-------------|-------------|-------------|-----------------|--------------|----------------|--------------|
| | | | 356 | 360 | 270 | 358 | 278 | 712 | 402 | 714 | 718 |
| | | | Passenger | Passenger | Passenger | Passenger | Passenger | Fast Freight | Fast Freight | Mds. Freight | Mds. Freight |
| BELLINGHAM | 64.1 | R* DN CWTKP | 4.30am | 12.00pm | 4.00pm | 7.50pm | 9.45pm | 8.30am | | 8.40pm | |
| SOUTH BELLINGHAM | 61.2 | D OW P | 4.12 | 11.48 | 3.40 | 7.32 | 9.29 | 8.15 | | 273 8.03 | |
| SOCKEYE | 57.2 | P f | 4.02 | 11.38 | 3.33 | 7.24 | 9.20 | 8.00 | | 8.10 | |
| SAMISH | 51.6 | W P | 3.50 | 11.24 | 3.25 | 7.15 | 9.10 | 277-718 7.40 | | 1.80 | |
| BLANCHARD | 50.9 | P | | 11.22 | | | 9.08 | | | | |
| BOW | 47.5 | D P | 3.38 | 11.16 | 3.18 | 7.09 | 9.09 | 7.25 | | 359 12.42 | |
| BELLEVILLE | 43.9 | D P | 3.28 | 11.08 | 3.07 | 7.00 | 8.58 | 7.10 | | 12.10m | |
| BURLINGTON | 40.3 | R DN COWXP | 3.20 | 11.00 | 3.02 | 6.55 | 8.47 | 7.00 | | 11.50 10.20 | 359 718 |
| MT. VERNON | 36.2 | DN P | 3.05 | 10.48 | 2.47 | 6.45 | 8.35 | 6.00 | | 9.55 | |
| PIR | 30.8 | D P | 2.40 | 10.36 | 2.35 | 6.37 | 8.20 | 5.40 | | 9.20 | |
| MILLTOWN | 29.1 | | | 10.33 | 2.31 | | 8.15 | | | | |
| STANWOOD | 23.7 | DN P | 2.28 | 10.24 | 2.22 | 6.27 | 8.05 | 5.20 | | 277 8.46 | |
| SILVANA | 18.2 | D W P | 2.11 | 10.12 | 2.10 | 6.18 | 7.55 | 5.00 | | 8.00 | |
| ENGLISH | 14.1 | P f | 1.59 | 10.01 | 2.02 | 6.11 | 7.45 | 4.45 | | 7.30 | |
| MARYSVILLE | 7.1 | DN P | 1.42 | 9.48 | 1.50 | 6.01 | 7.25 | 4.05 | | 6.45 | |
| DELTA WYE | 4.4 | R DN IY P | 1.30 | 9.38 | 1.38 | 5.55 | 7.10 | 3.50am | 12.40am | 357 6.15am | 10.55am |
| LONG SIDING | 3.4 | | 1.27 | 9.35 | 1.35 | 5.52 | 7.07 | | 12.25 | | 10.45 |
| EVERETT | 0.8 | P | 1.20 | 9.30 | 1.30 | 5.47 | 7.00 | | 12.15 | | 10.35 |
| EVERETT JUNCTION | 0.0 | R DN P | 1.08am | 9.16am | 1.18pm | 5.40pm | 6.50pm | | 12.10am | | 10.30am |
| | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | | | 356 | 360 | 270 | 358 | 278 | 712 | 402 | 714 | 718 |
| Time Over District | | | 3.22 | 2.49 | 3.42 | 2.19 | 2.33 | 4.40 | 2.25 | 9.25 | 0.25 |
| Average Speed Per Hour | | | 19.9 | 22.7 | 21.7 | 29.6 | 21.2 | 12.0 | 10.8 | 4.2 | 19.6 |

Read carefully rules covering operation Electric train staff block, pages 13 and 14.

Electric train staff block system between Delta Wye and Marysville.

Automatic Block Signals in operation between Everett Jct. and Delta Wye and between Marysville and South Bellingham.

Normal position of gates at crossing of third and fourth districts at Burlington will be against fourth district trains. Not necessary to stop for crossing when gates are set against opposing district.

First class trains will register by card at Delta Wye. Except when running in sections conductors will register in person.

South switch Everett passing track is located 300 feet north of station platform.

Track lying to the north of crossover between roundhouse and depot Bellingham will be known as passing track.

Business tracks not shown as stations on time table.

Business tracks not shown as stations on time table.

| NAME | LOCATION | OPENS | LENGTH | CAR CAPACITY |
|--------------------------------------|----------------------------------|-------|--------|--------------|
| Chuekanut Quarry Spur | 1.0 Miles north of Sockeye | North | | 38 |
| Chuekanut Cannery Spur | 0.7 Miles north of Sockeye | North | | 3 |
| Blanchard Spur | 0.5 Miles south of Samish | North | | 39 |
| Round Triangle Co.'s Spur | 2.9 Miles north of Belleville | South | | 6 |
| Belleville Pk | 1.5 Miles north of Belleville | North | | 50 |
| Everett Pulp and Paper Co., Spur | 1.7 Miles north of Mt. Vernon | South | | 5 |
| Swaggitt Crossing Tr. Track | 0.9 Miles south of Mt. Vernon | South | | 6 |
| Lawley Spur | 1.3 Miles south of Pir | North | | 6 |
| Morrison Mill Spur | 2.1 Miles south of Pir | North | | 6 |
| Ketchum Spur | 2.8 Miles north of Stanwood | South | | 4 |
| Pacific Coast Condensed Milk Company | Stanwood opens of Industry track | North | | 37 |
| Hal's Spur | 1.4 Miles south of Stanwood | South | | 2 |
| Torence | 1.3 Miles south of Stanwood | South | | 4 |
| Rabel's Spur | 1.8 Miles north of Silvana | North | | 4 |
| Norman Spur | 1.8 Miles north of Silvana | North | | 2 |
| Kennedy Spur | 4.3 Miles north of Marysville | South | | 6 |

| NAME | LOCATION | OPENS | LENGTH | CAR CAPACITY |
|---------------------------|---------------------------------|-------|--------|--------------|
| Kruse Bros. Spur | 2.5 Miles north of Marysville | North | | 2 |
| Cox's Spur | 1.4 Miles north of Marysville | North | | 4 |
| Union Spough | 1.5 Miles south of Marysville | South | | 6 |
| Old Main Line | 1.5 Miles south of Marysville | South | | 30 |
| Transfer Track | 0.3 Miles north of Long Siding | North | | 13 |
| Blackman Spur | 0.1 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 | 1.5 Miles south of Everett | North | | 21 |
| Everett Milling Co. | 0.7 Miles north of Everett | North | | 16 |
| Nickerson Machinery Co. | 0.0 Miles north of Everett | North | | 4 |
| Nail House Spur | 0.3 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 | | | Time Table No. 84. In Effect June 14, 1914. | STATIONS. | Telegraph Code. | |
|----------------------------|--|-----------------------------|------------------------------------|------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------|--------------|--|-----------|-----------------|-------------------------|
| | 719 | 711 | 385 | 397 | 295 | 277 | 355 | 273 | 359 | 357 | Passing Tracks | Other Tracks | | | | Distance from Vancouver |
| | Mile. Freight Leave Daily Ex. Sunday | Fast Freight Leave Daily | Mixed Leave Daily Ex. Sunday | Mixed Leave Daily Ex. Sunday | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | | | | | | |
| 8 00am | 10 40am | | 2 00pm | 5 00pm | | 4 00pm | 12 15pm | 10 00am | 12 15am | 23 | 319 | 0 0 | VANCOUVER | VN | | |
| 8 06 | 10 45 | | 2 06 | 5 03 | | 4 04 | 12 20 | 10 04 | 12 20 | | | 0 7 | WYE | | | |
| 8 20 | 10 53 | | 2 13 | 5 05 | | 4 11 | 12 27 | 10 11 | 12 26 | | | 3 5 | STILL CREEK | | | |
| 8 35 | 10 57 | | 2 19 | 5 11 | | 4 16 | 12 32 | 10 16 | 12 32 | | 9 | 5 3 | ARDLEY | | | |
| 8 50 | 11 10 | | 2 24 | 5 16 | | 4 22 | 12 38 | 10 24 | 12 38 | 39 | | 7 9 | BURNABY | | | |
| 9 04 | | | | | | | | | | | | 12 9 | SAPPERTON WYE | | | |
| 6 44 | 11 30 | | 2 43 | 5 25 | | 4 39 | 12 45 | 10 32 | 12 49 | 27 | 55 | 13 1 | SAPPERTON | | | |
| 6 55 | 11 35 | 1 00pm | 2 46 | 5 28 | | 4 35 | 12 53 | 10 35 | 12 55 | 17 | 13 8 | 0 7 | NEW WESTMINSTER | MN | | |
| 7 00 | 11 40 | 1 10pm | 2 50pm | 5 32 | | 4 40 | 12 58 | 10 40 | 1 00 | | | 14 2 | FRASER RIVER JCT | | | |
| 7 20 | 11 55 | | | 5 44 | | 4 45 | 1 07 | 10 45 | 1 12 | 44 | 4 | 19 4 | TOWNSEND | | | |
| 8 13 | 12 10pm | | | 5 56 | | 4 58 | 1 17 | 10 57 | 1 25 | 58 | 58 | 21 8 | COLEBROOK | CO | | |
| 8 30 | 12 20 | | | 6 06 | | 5 06 | 1 26 | 11 05 | 1 35 | | | 10 | CRESCENT | | | |
| 9 30 | 712-720 12 25 | | | 6 21 | | 5 15 6 25 | 1 35 1 45 | 11 15 | 1 50 | 70 | 22 | 33 2 | WHITE ROCK | WR | | |
| | | | | | | | | | | | | 36 2 | INTERNATIONAL BOUND | | | |
| 7 29-712 10 50am | 12 50 360 2 20 271 | | | 6 30pm | 6 16am | 5 30 | 711 2 00 | 712-720 11 27 | 2 15 | 82 | 124 | 35 7 | BLAINE | BN | | |
| 11 39 | 2 50 | | | | 6 30 | 5 42 | 2 15 | 11 35 | 2 34 | 70 | 55 | 41 2 | CUSTER | CU | | |
| | | | | | 6 35 | | 2 21 | | 2 45 | | | 6 | ENTERPRISE | | | |
| 12 36pm | 3 20 | | | | 6 44 | 5 51 | 2 28 | 11 47 | 2 52 | 70 | 23 | 49 5 | FERDALE | FD | | |
| | | | | | 6 49 | | 2 33 | | 2 58 | | 34 | 52 0 | BRENNAN | | | |
| 1 16pm | 270 4 00pm | | | | 7 05am | 6 07pm | 2 40pm | 12 05pm | 3 15am | 119 | 110 | 58 5 | BELLINGHAM | HA | | |
| Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | |
| 719 | 711 | 385 | 397 | 295 | 277 | 355 | 273 | 359 | 357 | | | | | | | |
| 8 15 | 8 20 | 10 | 10 | 1 30 | 50 | 2 07 | 2 12 | 2 05 | 2 03 | | | | | | | |
| 7 1 | 11 0 | 4 | 16 9 | 21 1 | 26 6 | 27 4 | 23 9 | 24 2 | 19 6 | | | | | | | |

Special Rules.

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

Double track between Still Creek and a point one and one-half miles north of Sapperton. Normal position of switch at Still Creek is for southbound trains and at point one and one-half miles north of Sapperton for northbound trains.

No. 711 meets No. 398 and No. 355 meets No. 720 on double track between Still Creek and point one and one-half miles north of Sapperton.

The normal position of switches at Colebrook Junction, Gulchon 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 358 for passengers for south of Seattle. Semaphores for protection of draw on Fraser River bridge between Fraser River Junction 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 5 miles per hour over all other drawbridges and over all Interlocking Plants.

Trains must not exceed speed of ten miles per hour over Brunette Street at Sapperton. All trains will reduce speed to 5 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, Blaine and Vancouver.

Yard limit board at Sapperton and Pt North of Wye, covers limits to Fraser River Bridge. 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, 370, 385 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 3,004 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.

Interlocking plants are in use on bridges 69 and 70 between Crescent and Colebrook. Home signals and derrails are located 600 feet north and south of both bridges. The caution fixed signals are located 3000 feet from home signals. All signals have standard indications.

Interlock system used on bridge 64, 1,000 feet south of Ferndale. Derrails located 55 feet in advance of home signals. Standard indications.

Interlocking plant at Ardley, B. C., governing movement of G. N. Ry., trains and B. C. Electric Railway Company trains: Northbound home signal is located 558 feet from crossing and has two arms. Derrail is 58 feet ahead of signal. Northbound distant signal is located 2,000 feet from home signal and is automatic. Southbound home signal is located 558 feet from crossing and has two arms. Derrail is 58 feet ahead of signal. Southbound distant signal is located 2,000 feet from home signal and is automatic. Both home signals on B. C. Electric line are located 558 feet from crossing and have two arms, with derrails 58 feet ahead of signals. Distant signal is located 2,500 feet from home signals and the normal position is 45 degrees up. Distance signals work from 45 to 90 degrees from tower with line control and can only be cleared to the 90 degree position after home signal is cleared to 90 degrees. All signals are standard upper quadrant.

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

Time Table
No. 84.
In Effect June 24, 1914.

Telephone Calls

Distances from
Bellingham

SIGNS.
See Rule 7, page 1b

FIRST CLASS. SECOND CLASS. THIRD CLASS.

| STATIONS. | V.N. | S.S. | R. | D.N. | W.C. | O.P.K. | FIRST CLASS. | | | | | SECOND CLASS. | | | THIRD CLASS. | |
|-------------------------|------|------|----|------|---------|--------|--------------|-------------------|--------------|--------------|--------------|------------------------|------------------------|--------------------|------------------------|--------------|
| | | | | | | | 356 | 360 | 270 | 358 | 278 | 296 | 398 | 386 | 712 | 720 |
| | | | | | | | Passenger | Passenger | Passenger | Passenger | Passenger | Mixed | Mixed | Fast Freight | Slow Freight | |
| | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex Sunday | Arrive Daily Ex Sunday | Arrive Daily | Arrive Daily Ex Sunday | |
| VANCOUVER | | | | | | | 7 30Am | 8 30Am | 6 30Am | 10 00Am | | 9 15Am | 11 25Am | | 4 40Pm | 4 50Pm |
| 0 7 WVE | | 58 1 | | | Y | | 7 15 | 8 30 | 6 38 | 9 53 | | 8 06 | 11 20 | | 4 50 | 4 35 |
| 2 8 STILL CREEK | | 53 3 | | | P | | 7 07 | 8 12 | 6 17 | 9 47 | | 8 00 | 11 12 | | 4 11 | 4 25 |
| 1 9 ARDLEY | | 53 5 | | | P | | 7 04 | 8 07 | 6 18 | 9 43 | | 8 56 | 11 07 | | 3 50 | 4 15 |
| 2 6 BURNABY | | 50 9 | | | P | | 6 55 | 8 59 | 6 08 | 9 37 | | 8 50 | 11 00 | | 3 40 | 4 05 |
| 5 0 SAPPERTON WYE | | 45 9 | | | W Y P K | | | | | | | | | | | |
| 0 2 SAPPERTON | | 43 7 | | | | | 7 19 6 44 | 8 21 2 43 | 6 09 | 9 26 | | 8 39 | 10 47 | | 3 20 | 3 50 |
| 0 7 NEW WESTMINSTER | MN | 45 0 | R | DN | | PKI | 6 42 | 8 40 | 5 56 | 9 24 | | 8 37 | 10 45 | 11 10Am | 3 05 | 3 35 |
| 0 4 FRASER RIVER JCT | | 44 6 | | | | | 6 35 | 8 33 | 5 51 | 9 18 | | 8 22 | 10 40Am | 11 05Am | 2 50 | 3 25 |
| 0 2 TOWNSEND | | 39 4 | | | P | | 6 26 | 8 20 | 5 44 | 9 10 | | 8 13 | | | 2 45 | 3 10 |
| 5 1 COLEBROOK | G | 34 0 | R | DN | W Y P | | 6 18 | 8 05 | 5 35 | 9 00 | | 8 13 | | | 2 20 | 2 50 |
| 3 0 CRESCENT | | 30 4 | | | | | 6 00 | 7 15 | 5 25 | 8 50 | | 8 04 | | | 2 05 | 2 25 |
| 4 8 WHITE ROCK | WR | 25 6 | | DN | | P | 5 50 | 7 12 1 40 | 5 15 | 8 40 | | 7 55 | | 2 15 1 50 | 2 15 1 50 | 2 15 1 50 |
| 3 0 INTERNATIONAL BOUND | | 22 6 | | | | | | | | | | | | | | |
| 0 5 BLAINE | BN | 22 1 | R | DN | TW | PO | 5 20 | 7 11 1 05 | 4 40 | 8 25 | 10 30Am | 7 45Am | | 10 05Am 10 22Am | 10 12 10 20Am | 10 20Am |
| 1 0 CUSTER | CU | 14 6 | | D | | P | 5 02 | 6 43 | 4 25 | 8 10 | 10 15 | | | | 10 05 | 10 20 |
| 0 7 ENTERPRISE | | 11 8 | | | | | 4 55 | 6 35 | 4 14 | 8 03 | 10 02 | | | | 9 40 | 9 50 |
| 2 0 FERNDALE | FD | 9 0 | | D | | P | 4 50 | 6 30 | 4 14 | 8 03 | 10 02 | | | | 9 40 | 9 50 |
| 3 2 BRENNAN | | 6 8 | | | | | 4 43 | 6 18 | 4 03 | 7 58 | | | | | | |
| 4 8 BELLINGHAM | BM | 0 0 | R | DN | CW | TPK | 4 30Am | 6 05Am 12 05Pm | 3 45Am | 7 50Am | 9 45Am | | | | 9 00Am | 9 15Am |
| | | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex Sunday | Leave Daily Ex Sunday | Leave Daily | Leave Daily Ex Sunday | |
| | | | | | | | 356 | 360 | 270 | 358 | 278 | 296 | 398 | 386 | 712 | 720 |
| Time Over District | | | | | | | 3 00 | 3 25 | 3 50 | 3 10 | 4 5 | 1 10 | 1 1 | 0 5 | 2 40 | 2 15 |
| Average Speed Per Hour | | | | | | | 19 6 | 17 2 | 23 5 | 27 2 | 30 | 24 4 | 18 1 | 6 | 27 7 | 27 |

Track lying to the north of crossover between roundhouse and depot, Bellingham will be known as passing track.

Business tracks not shown as stations on time table.

| NAME | LOCATION | OPENS | Car Capacity |
|--|-------------------------------|-------|--------------|
| Maddougs-Shaw Spur | 0.7 Miles north of Ardley | South | 5 |
| Wells Spur | 0.5 Miles north of Burnaby | North | 4 |
| Mill No. 2 Spur | 0.7 Miles south of Burnaby | South | 22 |
| Luzella | 3.0 Miles north of Sapperton | South | 8 |
| Haight Spur | 2.3 Miles north of Sapperton | South | 450 |
| Bradley and Taylor | 1.4 Miles north of Sapperton | South | 2 |
| Sand Pit Spur | 0.7 Miles north of Sapperton | South | 15 |
| Distillery Spur | 0.9 Miles north of Sapperton | South | 31 |
| Mosher Lumber & Logging Spur | 1.0 Miles south of Townsend | South | 630 |
| Delta Shingle Co. Spur | 0.8 Miles south of Townsend | North | 11 |
| Campbell Lumber Co. Spur | 1.0 Miles south of White Rock | South | 2450 |
| Blaine Spur | 1.9 Miles south of Blaine | South | |
| Blaine Shingle Co.'s Spur | 2.0 Miles south of Blaine | South | 9 |
| Station Spur (off Blaine Spur) | | South | 9 |
| City Dock Spur (off Blaine Spur) | | South | 81 |
| Wells Mill Spur (off City Dock Spur) | | South | 6 |
| Monarch Mill Spur (off City Dock Spur) | | South | 14 |
| Burns Spur (off City Dock Spur) | 0.0 Blaine | South | 4 |
| McDonald Spur | 1.3 Miles north of Custer | South | 2 |
| Enterprise Spur | 0.7 Miles north of Enterprise | South | 2 |
| Sand Pit Spur | 0.4 Miles south of Enterprise | South | 13 |
| Benny Spur | 1.0 Miles south of Brenness | South | 2 |
| Marlette Spur | 1.5 Miles north of Bellingham | South | 2 |

10 WEST BOUND.

FOURTH DISTRICT—ANACORTES TO ROCKPORT.

EAST BOUND.

| THIRD CLASS. | | | FIRST CLASS. | | | | Capacity of Side Tracks | | Time Table No. 84. In Effect June 14, 1914. | | | | FIRST CLASS. | | | | | THIRD CLASS. | | |
|------------------------------|------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------|--------------|--|--|--|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-------------------------------|-------------------------------|---------|
| 724 | 726 | 284 | 294 | 292 | 290 | 280 | Passing Tracks | Other Tracks | STATIONS. | | | | 289 | 279 | 293 | 291 | 283 | 725 | 723 | |
| Midn. Freight Leave Daily | Midn. Freight Leave Daily | Passenger 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 | Passenger Arrive Daily | Midn. Freight Arrive Daily | Midn. Freight Arrive Daily | |
| 7:00am | | | | | | | | | ROCKPORT | | | | 1:30pm | 8:50pm | | | | | | 4:40pm |
| 7:20 | | | | | | | 39 | | FABER | | | | 1:15 | 8:35 | | | | | | 4:10 |
| 8:10 | | | | | | | 16 | 5.8 | CONCRETE | | | | 1:05 | 8:27 | | | | | | 3:50 |
| 8:40 | | | | | | | 83 | 9.1 | GRASSMERE | | | | 1:00 | 8:19 | | | | | | 3:30 |
| 9:15 | | | | | | | 39 | 10.2 | BIRDSVIEW | | | | 12:49 | 8:07 | | | | | | 2:40 |
| 9:45 | | | | | | | 41 | 15.5 | HAMILTON | | | | 12:37 | 7:55 | | | | | | 2:15 |
| 10:05 | | | | | | | 25 | 23.9 | LYMAN | | | | 12:27 | 7:46 | | | | | | 1:40 |
| 10:25 | | | | | | | 21 | 29.2 | COKEDALE JUNCTION | | | | 12:14 | 7:34 | | | | | | 1:10 |
| 10:45 | 8:30am | | | | | | 42 | 63 | SEDRO-WOOLLEY | | | | 12:06pm | 7:26 | | | | | | 12:40 |
| | | | | | | | | | STERLING | | | | 11:58 | 7:17 | | | | | | 12:25 |
| 11:10am | 8:50 10:55 291 | 7:15pm | 11:50am | 8:55am | 8:30pm | 8:00am | 63 | 325 | BURLINGTON | | | | 11:50am | 7:10pm | 8:00am | 10:55am | 8:25pm | 7:10 | 6:15 | 12:01pm |
| 11:10 | | 7:24 | 11:58 | 8:48 | | | | 18 | AVON | | | | | | | | | | | |
| 11:20 | | 7:38 | 12:05pm | 8:51 | | | | 7 | FREDONIA | | | | | | 7:49 | 10:46 | 8:14 | 8:00 | | |
| 11:35 | | 7:40 | 12:12 | 9:00 | | | | 17 | WHITNEY | | | | | | 7:41 | 10:40 | 8:09 | 8:45 | | |
| | | | | | | | | | DRAW BRIDGE | | | | | | 7:35 | 10:36 | 8:00 | 8:35 | | |
| 11:59 | | 7:58 | 12:31 | 9:15 | | | | 2 | FIDALGO | | | | | | 7:21 | 10:21 | 8:46 | 5:15 | | |
| | 12:10pm | 8:10pm | 12:45pm | 9:25am | | | | 235 | ANACORTES | | | | | | | | | | | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| 724 | 726 | 284 | 294 | 292 | 290 | 280 | | | | | | | 289 | 279 | 293 | 291 | 283 | 725 | 723 | |
| 4:10 | 3:45 | 18:2 | 18:2 | 19:5 | 1:45 | 1:35 | | | Times Over District Average Speed Per Hour | | | | 22.5 | 1:40 | 19.5 | 22.0 | 18.5 | 2:30 | 4:39 | |

Normal position of gates at crossing of third and fourth districts at Burlington will be against fourth district trains. Not necessary to stop for crossing when gates are set against opposing district.

Business tracks not shown as stations on time table.

Special Rules.

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

No. 724 has right over No. 723, Rockport to Burlington.
Yard limit boards are located at Burlington and Anacortes.
Bulletin boards are located at Anacortes, Burlington and Rockport.

INITIAL STATIONS.

Anacortes for trains Nos. 291, 293, 283 and 725.
Rockport for trains Nos. 280, 290 and 724.
Burlington for trains Nos. 293, 284, 294, 280, 279 and 723.
Sedro-Woolley for No. 726.

TERMINAL STATIONS.

Anacortes for trains Nos. 292, 281, 271 and 726.
Rockport for trains Nos. 280, 279 and 723.
Burlington for trains Nos. 280, 290, 293, 291, 283 and 724.
Sedro-Woolley for 725

Trains must not exceed speed of 8 miles per hour over draw bridges and Interlocking Plants.
Interlocking Plant one-half mile west of Sedro-Woolley at crossing of Pacific Northwest Traction Company. Distant signals are located 2000 feet east and west of crossing and have one arm showing caution. Home signals are located 208 feet east and west of crossing. Derails are located 58 feet inside of Home Signals.
Interlocking Plant just west of Burlington at crossing of Pacific Northwest Traction Company eastbound distant signal is located 2000 feet west of crossing, has one arm showing caution. Home signals are located 35 feet each way from crossing. Derails are located 3 feet inside of home signals. There is no distant signal for westbound trains.

| NAME | LOCATION | OPENS | LENGTH | CAR CAPACITY |
|-----------------------------------|---------------------------------|-----------|--------|--------------|
| Sauk Spur | 2.0 Miles west of Rockport | West | | 2 |
| Tower Mill Co. | 0.3 Miles west of Faber | East | | 19 |
| Van Horne's Spur | 0.5 Miles west of Faber | East | | 3 |
| Harpet Lumber Co. Spur | 0.5 Miles east of Faber | West | | 16 |
| Washington Fort Cement Co. | 0.7 Miles east of Concrete | East | | 30 |
| Superior Portland Cement Co. Spur | 0.7 Miles east of Concrete | East | | 30 |
| Burpee Shingle Spur | 0.1 Miles west of Concrete | West | | 25 |
| Anna Shingle Spur | 0.1 Miles west of Grassmere | West | | 3 |
| L. L. Spur | 0.1 Miles west of Grassmere | West | | 2 |
| Hop Ranch Spur | 0.2 Miles west of Hamilton | West | | 2 |
| Slag Mill Co. Spur | 0.8 Miles east of Lyman | West | | 3 |
| Hitchcock-Kelly | Lyman | West | | 23 |
| Winkler's Mill | 0.1 Miles west of Lyman | West | | 3 |
| Cory Shingle Spur | 0.6 Miles east of Cokedale Jct. | Both Ends | | 7 |
| Green Mill Spur | 0.3 Miles east of Sedro Woolley | West | | 2 |
| Sound Iron Spur | 0.5 Miles east of Woolley | Both Ends | | 22 |
| Holbrook's Spur | Woolley | West | | 7 |
| Burlington Mill Spur | 0.4 Miles west of Woolley | West | | 8 |
| Hawkin's Spur | 0.6 Miles west of Burlington | West | | 6 |
| Callahan-Albott Spur | 0.7 Miles east of Fredonia | East | | 6 |
| Gravel Pit Spur | Fredonia | West | | 6 |
| Log Railway | 1.0 Miles east of Anacortes | West | | 9 |
| Fidalgo Island Shingle Co. Spur | 1.0 Miles east of Anacortes | Both Ends | | 21 |
| Fidalgo Mill Spur | 4.0 Miles east of Anacortes | East | | 2 |
| | 2.3 Miles east of Anacortes | East | | 3 |

WEST BOUND.

FIFTH DISTRICT—SUMAS TO GUICHON.

EAST BOUND.

| SECOND CLASS. | | | | Capacity of Side Tracks | Distance from Sumas | Time Table No. 84. In Effect JUNE 14, 1914. | Telegraph Code | Distance from Guichon | SIGNS. See Rule 7, page 15 | SECOND CLASS. | | |
|---|----------------------|------------------------|-----------------------|-------------------------|---------------------|--|----------------|-----------------------|-------------------------------|------------------------|-----------------------|-------------------------|
| 387 | 387 | 397 | 397 | | | | | | | 398 | 398 | 388 |
| Mixed | Mixed | Mixed | Mixed | Passing Tracks | Other Tracks | STATIONS. | | | | Mixed | Mixed | Mixed |
| Leave Mon. Wed. Thur. Sat. | Leave Tue. and Fri. | Leave Tue. Thur. Sat. | Leave Mon. Wed. Fri. | | | | | | | Arrive Tue. Thur. Sat. | Arrive Mon. Wed. Fri. | Arrive Daily Ex. Sunday |
| 7 00am | 5 30am | | | | | SUMAS, WASH. | SU | 46.3 | R D C W | | | 5 45pm |
| | | | | | | INTERNATIONAL BOUNDARY | | 46.8 | | | | |
| 7 02 | 5 32 | | | 26 | 3 | HUNTINGDON | | 46.4 | W | | | 6 40 |
| 7 15 | 5 45 | | | 37 | 31 | ABBOTSFORD | FS | 42.9 | R D W | | | 6 20 |
| 7 30 | 7 80 | | | 7 | 8.1 | PINEGROVE | | 38.4 | | | | 5 45 |
| 7 55 | 7 55 | | | 62 | 31 | ALDERGROVE | | 33.8 | D | | | 5 20 |
| 8 10 | 8 10 | | | 26 | | OTTER | | 29.8 | | | | 4 45 |
| 8 35 | 8 35 | | | 61 | 18 | LINCOLN | | 24.9 | W | | | 4 20 |
| 9 00am | 9 00am | 4 30pm | 4 05pm | 64 | 38 | CLOVERDALE | CL | 17.1 | R D Y | 8 30am | 9 00am | 8 45pm |
| | 4 45 | 4 20 | | 4 | 33.4 | ALLUVIA | | 15.1 | | 8 15 | 8 45 | |
| | 4 50 | 4 25 | | 4 | 34.9 | SOUTHPORT | | 11.6 | | 8 10 | 8 40 | |
| | 4 55 | 4 30 | | | 35.9 | COLEBROOK JCT. | | 10.4 | Y | 8 00 | 8 30 | |
| | 5 10 | 4 55 | | 38 | 35.9 | COLEBROOK | G | 10.6 | R DN W | 7 55 | 8 25 | |
| | 5 15 | 5 00 | | | 36.7 | GUICHON LINE JCT. | | 9.8 | Y | 7 45 | 8 15 | |
| | 5 40 | 5 25 | | 9 | 42.7 | INVERHOLM | | 3.8 | | 7 25 | 7 55 | |
| | 5 50 | 5 35 | | 3 | 45.1 | CHALLUETHAN | | 1.4 | | 7 10 | 7 40 | |
| | 6 00pm | 5 45pm | | 10 | 46.8 | GUICHON | | 0.0 | W | 7 00am | 7 30am | |
| Arrive Mon. Wed. Thur. Sat. | Arrive Tue. and Fri. | Arrive Tue. Thur. Sat. | Arrive Mon. Wed. Fri. | | | | | | | Leave Tue. Thur. Sat. | Leave Mon. Wed. Fri. | Leave Daily Ex. Sunday |
| 387 | 387 | 397 | 397 | | | | | | | 398 | 398 | 388 |
| 7 00 | 2 00 | 1 30 | 1 40 | | | | | | | 1 30 | 1 30 | 3 00 |
| 14 7 | 14 7 | 11 4 | 10 3 | | | | | | | 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 Jet. and Guichon Line Jet.

INITIAL STATIONS.
Guichon for train No. 398 Sumas for train No. 357. Cloverdale for trains Nos. 388 and 397.
TERMINAL STATIONS.
Guichon for train No. 397. Cloverdale for trains Nos. 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.
INTERLOCKING governing B. C. E. Ry. crossing, Cloverdale, B. C. Distant signal on north side is located 2,500 feet from crossing and has one arm showing caution. Home signal is located 75 feet from crossing and has two arms. Lower arm one indication, upper arm governs train movements. Home signal on south side is located 15 feet from crossing and distant signal 1,500 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 | 9 |
| Gravel Pit Spur | 3.3 Miles west of Cloverdale | West | 3 |
| Burry 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 Miles east of Lincoln | West | 30 |
| Clark's Spur | 1.0 Miles 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 | 0.8 Miles east of Lincoln | West | 10 |

SOUTH BOUND.

SIXTH DISTRICT—FRASER RIVER JCT. TO CLOVERDALE.

NORTH BOUND.

| SECOND CLASS. | | | | Capacity of Other Sidings | Capacity of Passing Tracks | Distance from Fraser River Jct. | Time Table No. 84. In Effect JUNE 14, 1914. | Telegraph Code | Distance from Hazelmere | SIGNS. See Rule 7, page 15 | SECOND CLASS. | | | |
|---|------------------------|-----------------------|-------------------------|-------------------------------|--------------------------------|---------------------------------|--|----------------|-------------------------|-------------------------------|------------------------|-----------------------|-------------------------|------------------------|
| 387 | 397 | 397 | 388 | | | | | | | | 398 | 398 | 386 | 384 |
| Mixed | Mixed | Mixed | Mixed | Car Capacity of Other Sidings | Car Capacity of Passing Tracks | Distance from Fraser River Jct. | STATIONS. | | | | Mixed | Mixed | Mixed | Mixed |
| Leave Tue. Thur. Sat. | Leave Tue. Thur. Sat. | Leave Mon. Wed. Fri. | Leave Daily Ex. Sunday | | | | | | | | Arrive Tue. Thur. Sat. | Arrive Mon. Wed. Fri. | Arrive Daily Ex. Sunday | Arrive Tue. Thur. Sat. |
| | 8 50pm | 2 50pm | 1 10pm | | | 0.0 | FRASER RIVER JCT. | | 20.3 | | 10 40am | 10 40am | 11 05am | |
| | 9 55 | 2 55 | 1 15 | | | 1.0 | LIVERPOOL | | 19.3 | | 10 30 | 10 30 | 10 55 | |
| | 1 80 | 1 30 | 2 00 | | | 3.3 | PORT MANN | | 17.0 | W 2 Miles South | | | | |
| | 1 40am | 1 35pm | 2 45pm | | | 9.0 | PORT KELLE | | 11.3 | D | 10 05 | 10 05 | 10 30 | |
| | 1 55am | 1 40pm | | | | 15.2 | CLOVERDALE | CL | 5.1 | R D Y | 9 45 | 9 45am | 9 55am | 4 20pm |
| | 1 55am | 1 40pm | | | | 20.3 | HAZELMERE | | 0.0 | | 9 05am | | 4 05pm | |
| Arrive Tue. Thur. Sat. | Arrive Tue. Thur. Sat. | Arrive Mon. Wed. Fri. | Arrive Daily Ex. Sunday | | | | | | | | Leave Tue. Thur. Sat. | Leave Mon. Wed. Fri. | Leave Daily Ex. Sunday | Leave Tue. Thur. Sat. |
| 387 | 397 | 397 | 388 | | | | | | | | 398 | 398 | 386 | 384 |
| 1 10 | 1 10 | 1 30 | 1 30 | | | | | | | | 1 35 | 1 35 | 1 10 | 1 15 |
| 11 4 | 11 4 | 11 4 | 11 4 | | | | | | | | 11 7 | 11 4 | 11 0 | 11 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 398.
TERMINAL STATIONS.
Cloverdale for trains Nos. 335, 384 and 397. Hazelmere for trains Nos. 387 and 397. Fraser River Jct. for trains Nos. 388 and 398.
Trains will register at Cloverdale.
All Sixth District trains will protect against all Third District trains between Fraser River Junction and New Westmaster.
All trains will reduce speed to 8 miles per hour over all draw bridges and interlocking plants.

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 | 15 |
| Flummerfelt Spur | 2.0 Miles north of Port Kelle | South | 4 |
| David Bell & Co. Spur | 1.5 Miles north of Cloverdale | South | 25 |
| 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 Kelle | North | 7 |
| Campbell Lbr. Co. Spur | 1.2 Miles north of Hazelmere | North | 4 |
| Blaine Shingle Co. Spur | 1.3 Miles north of Hazelmere | North | 4 |

SEVENTH DISTRICT—ABBOTTSFORD TO KILGARD.

| SECOND CLASS. | | | | Capacity of Side Tracks. | | Time Table No. 84. In Effect JUNE 14, 1914. | | | | SIGN. | | SECOND CLASS. | | | | | |
|--------------------|--|--|--|--------------------------|----------------|--|--|--|--|--------------------------|--------------------------|---------------|--------------------|--|--|--|--|
| 395 | | | | Passing Tracks | Other Tracks | STATIONS. | | | | Telegraph Code | Distance from Abbotsford | 394 | | | | | |
| Mixed | | | | Distance from Monroe | Telegraph Code | | | | | Distance from Abbotsford | SIGN. | | Mixed | | | | |
| Leave Tues., Fri. | | | | | | STATIONS. | | | | | See Rule 7, page 15. | | Arrive Tues., Fri. | | | | |
| 6.25Am | | | | 10 | 0 | KILGARD | | | | FS | 3.0 | 6.30Am | | | | | |
| 6.55Am | | | | 30 | 31 | 5.0 ABBOTTSFORD | | | | FS | .0 | RDW 5.50Am | | | | | |
| Arrive Tues., Fri. | | | | | | | | | | | | 394 | | | | | |
| 395 | | | | | | | | Time Over District Average Speed Per Hour | | | | 30 10 | | | | | |

East bound trains have right over west bound trains of same class.

Seventh District trains will protect themselves against Fifth District trains between Abbotsford and Junction, one half mile east of Abbotsford.

INITIAL STATIONS.
Abbotsford 394
Kilgard 395

TERMINAL STATIONS.
Kilgard 394
Abbotsford 395

WEST BOUND.

CHERRY VALLEY BRANCH.

EAST BOUND.

| SECOND CLASS. | | Capacity of Side Tracks | | Time Table No. 84. In Effect JUNE 14, 1914. | | | | SIGN. | | SECOND CLASS. | |
|---------------|-------------------------|-------------------------|----------------|--|--|--|--|--------------|-------------------------|---------------|--|
| 391 | 393 | Passing Tracks | Other Tracks | STATIONS. | | | | 390 | 392 | | |
| Mixed | Mixed | Distance from Monroe | Telegraph Code | | | | | Mixed | Mixed | | |
| Leave Daily | Leave Daily Ex. Sunday | | | STATIONS. | | | | Arrive Daily | Arrive Daily Ex. Sunday | | |
| 6.30Pm | 11.00Am | 0.0 | | MONROE | | | | 10.00Am | 4.00Pm | | |
| 6.35 | 11.15 | 47 | 27 | HIGHROCK | | | | 9.45 | 3.30 | | |
| 6.50 | 11.45 | 35 | | DUVALL | | | | 9.50 | 3.10 | | |
| 7.15Pm | 12.30Pm | 31 | 26 | TOLY | | | | 9.00Am | 2.40Pm | | |
| Arrive Daily | Arrive Daily Ex. Sunday | | | | | | | Leave Daily | Leave Daily Ex. Sunday | | |
| 391 | 393 | | | | | | | 390 | 392 | | |
| 10.4 | 1.30 | | | | | | | 105 | 1.20 | | |
| 19.4 | 11.7 | | | | | | | 153 | 13.2 | | |

East bound trains have right of track over west bound trains of the same class.

INITIAL STATIONS.
Tolt 390-392.
Monroe 391-393.

TERMINAL STATIONS.
Monroe 390-392.
Tolt 391-393.

Business tracks not shown as stations on time table.

| NAME | LOCATION | OPENS | LENGTH | CAR CAPACITY |
|--------------------------------|---------------------------|-------|---------|--------------|
| Cerenis Spur | 4.5 Miles west of Monroe | West | 268 ft. | 6 |
| C. B. Spur | 5.2 Miles west of Monroe | East | 418 ft. | 8 |
| O'Neill Gowen Shingle Co. Spur | 6.0 Miles west of Monroe | East | 350 ft. | 4 |
| Bacus Spur | 6.4 Miles west of Monroe | West | 320 ft. | 5 |
| C. V. Log. Co.'s Spur | 7.3 Miles west of Monroe | West | 474 ft. | 9 |
| Novelty Spur | 11.9 Miles west of Monroe | West | 658 ft. | 15 |

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

| STATIONS | Ruling Grade | Class M2-1950-1090 | | | | Class L1-1900-1921 | | | | Class L2-1800-1844 | | | | Class F4-1095-1099 " F5-1100-1102 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1200-1324 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 B5-233-238 | | | |
|-------------------------------|--------------|----------------------|-----|------|---|--------------------|---|------|---|--------------------|---|------|---|--|---|------|---|----------------------------------|---|------|---|----------------------------------|---|-----|---|------------------|---|-----|---|------------------|---|-----|---|------------------|---|-----|---|
| | | 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 | | | | 356 | |
| 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 | | | | 715 | | | | 715 | | | | 356 | | | |
| Leavenworth to Cascade Tunnel | 2.2 | 850 | | | | 800 | | | | 700 | | | | 600 | | | | 480 | | | | 360 | | | | 275 | | | | 340 | | | | 183 | | | |
| Seattle to Delta | 0.5 | | | | | | | | | | | | | 2100 | | | | 1750 | | | | 1350 | | | | 1050 | | | | | | | | 183 | | | |
| Delta to Seattle | 0.4 | | | | | | | | | | | | | 2100 | | | | 1750 | | | | 1350 | | | | 1050 | | | | | | | | 183 | | | |
| Cascade Tunnel to Lowell | Down | 1900 | | | | 1800 | | | | 1800 | | | | 1500 | | | | 1260 | | | | 900 | | | | 715 | | | | 715 | | | | 356 | | | |
| Silvana to Delta | 0.5 | | | | | | | | | | | | | 1800 | | | | 1400 | | | | 1080 | | | | 875 | | | | | | | | | | | |
| Delta to Silvana | 0.4 | | | | | | | | | | | | | 1800 | | | | 1400 | | | | 1080 | | | | 875 | | | | | | | | | | | |
| Bellingham to Silvana | 0.5 | | | | | | | | | | | | | 2500 | | | | 1800 | | | | 1460 | | | | 1120 | | | | | | | | | | | |
| Silvana to Bellingham | 0.5 | | | | | | | | | | | | | 2100 | | | | 1800 | | | | 1350 | | | | 1050 | | | | | | | | | | | |
| Bellingham to Vancouver | 1.1 | | | | | | | | | | | | | 2100 | | | | 1800 | | | | 1360 | | | | 1050 | | | | | | | | | | | |
| Vancouver to Bellingham | 1.1 | | | | | | | | | | | | | 1200 | | | | 1000 | | | | 775 | | | | 575 | | | | | | | | | | | |
| | | | | | | | | | | | | | | 1000 | | | | 1000 | | | | 775 | | | | 575 | | | | | | | | | | | |
| | | | | | | | | | | | | | | 1000 | | | | 1000 | | | | 775 | | | | 575 | | | | | | | | | | | |

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..... | 18 Tons |
| Caboose, 4 wheel..... | 17 Tons |
| Flat Cars, 28 to 30 foot..... | 9 Tons |
| Flat Cars, 32 and 34 foot..... | 11 Tons |
| Flat Cars, 40 foot..... | 11 Tons |
| Coal Cars..... | 12 Tons |
| Gondola Cars..... | 12 Tons |
| Ore Cars, Wood..... | 13 Tons |
| Ore Cars, Steel..... | 12 Tons |
| Oil Tanks..... | 15 Tons |
| Ballast Cars..... | 15 Tons |
| Steam Wreckers..... | 13 Tons |
| Engine Tank (Empty)..... | 75 Tons |
| Mall Cars..... | 20 Tons |
| Baggage Cars..... | 25 Tons |
| Couches, 8 wheel..... | 25 Tons |
| Couches, 12 wheel..... | 30 Tons |
| Dining Cars and Tourist Cars..... | 25 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..... | 85 Tons |
| Engines numbered in 400 series..... | 110 Tons |
| Engines numbered in 500 series..... | 115 Tons |
| Engines numbered in 700 series..... | 130 Tons |
| Engines numbered in 800 series..... | 140 Tons |
| Engines numbered in 900 series (except 992 to 997)..... | 145 Tons |
| Engines numbered 992 to 997..... | 95 Tons |
| Engines numbered 1090 to 1097..... | 131 Tons |
| Engines numbered 1079 to 1095..... | 144 Tons |
| Engines numbered in 1100 and 1200 series..... | 155 Tons |
| Engines numbered in 1300 series..... | 160 Tons |
| Engines numbered 1490 to 1495..... | 165 Tons |
| Engines numbered 1496 to 1498..... | 173 Tons |
| Engines numbered in 1700 and 1600 series..... | 158 Tons |
| Engines numbered in 1700 series..... | 179 Tons |
| Engines numbered in 1800 series..... | 180 Tons |
| Engines numbered in 1900 series..... | 218 Tons |
| Engines numbered in 1900 series..... | 242 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..... | 50 miles per hour. | 25 miles per hour. |
| Everett Jct. and Seattle..... | 25 miles per hour. | 15 miles per hour. |
| Delta Wye and Samish..... | 50 miles per hour. | 25 miles per hour. |
| Samish and Bellingham..... | 40 miles per hour. | 20 miles per hour. |
| Bellingham and Still Creek..... | 40 miles per hour. | 20 miles per hour. |
| Still Creek and Vancouver..... | 20 miles per hour. | 15 miles per hour. |
| Skagit Branch..... | 25 miles per hour. | 15 miles per hour. |
| Frazer River Jct. to Cloverdale..... | 25 miles per hour. | 15 miles per hour. |
| Quichen to Cloverdale..... | 25 miles per hour. | 15 miles per hour. |
| Cloverdale to Sumas..... | 25 miles per hour. | 15 miles per hour. |
| Cloverdale to Hazelton..... | 30 miles per hour. | 20 miles per hour. |
| Cloverdale to Hazelton..... | 30 miles per hour. | 15 miles per hour. |

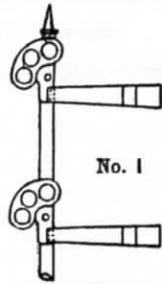
L-1, L-2 and M-2 engines will not exceed speed of 25 miles per hour.
 F-7, 8 and 9 engines will not exceed speed of 30 miles per hour.

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 40 seconds.
 30 miles per hour is equivalent to one mile in 1 minute and 48 seconds.
 25 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

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

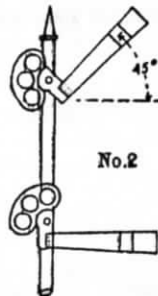
ELECTRIC TRAIN STAFF BLOCK SIGNAL DIAGRAMS.



No. 1

Home Signal.

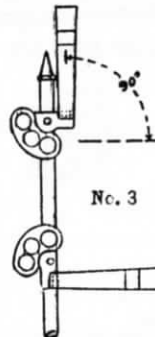
Color. Upper Arm RED light at night.
Lower Arm RED light at night.
Indication. STOP. Proceed only when Signal clears.
Name. STOP Signal.



No. 2

Home Signal.

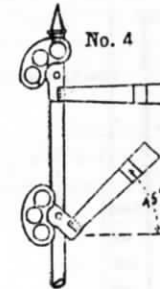
Color. Upper Arm, YELLOW light at night.
Lower Arm, RED light at night.
Indication. Proceed on main line with caution, be prepared to stop at the Block Station.
Name. CAUTION Signal.



No. 3

Home Signal.

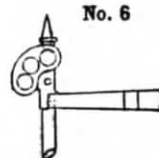
Color. Upper Arm GREEN light at night.
Lower Arm, RED light at night.
Indication. Main line route clear staff in crane
PROCEED.
Name. CLEAR Signal.



No. 4

Home Signal.

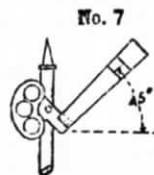
Color. Upper Arm, RED light at night.
Lower Arm, YELLOW light at night.
Indication. Take Passing track.
Name. CAUTION Signal.



No. 6

Distant Signal.

Color. RED light at night.
Indication. STOP then proceed with caution to Home Signal.
Name. STOP Signal.



No. 7

Distant Signal.

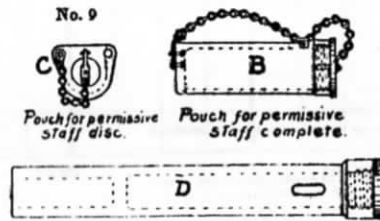
Color. YELLOW light at Night.
Indication. Proceed with CAUTION prepared to stop at Home Signal.
Name. CAUTION Signal.



No. 8

Distant Signal.

Color. GREEN light at night.
Indication. PROCEED. Staff in Crane.
Name. CLEAR Signal.

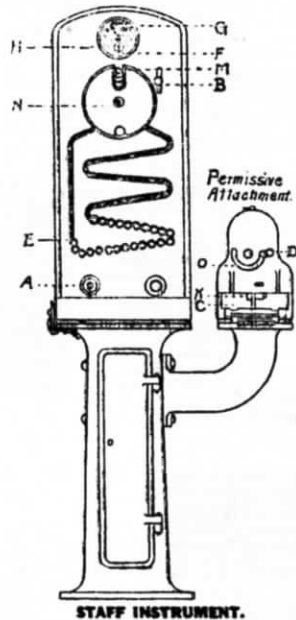


No. 9

Pouch for permissive staff disc.

Pouch for permissive staff complete.

POUCH FOR ABSOLUTE STAFF.



STAFF INSTRUMENT.

GENERAL INSTRUCTIONS

FOR

OPERATING TRAIN STAFF INSTRUMENTS.

TO REMOVE STAFF FROM MACHINE.

Instructions to Operator removing staff.

- 1st. Press bell key "A" once. Answer will be two @ taps.
- 2nd. Press bell key "A" three @ times. Then watch current indicating needle "F" until it deflects to the right.
- 3rd. Turn preliminary spindle "B" to the right as far as it will go and then release it, permitting it automatically to return to its former position. A white disc will appear in place of the red one at "H". This indicates that staff is ready to be removed.
- 4th. Move end staff "B" up to vertical slot into engagement with guard "N". This guard having been turned so that the staff will slip into the slot in the edge of the guard "N".
- 5th. Revolve guard "N" using staff as a handle and withdraw the staff through the opening at "M". This operation moves staff, indicating needle "G" from "Staff in" to "Staff out."
- 6th. Immediately upon withdrawal of staff, press bell key "A" once. This is absolutely necessary.

Instructions to Operator aiding in removal of a staff.

- 1st. Upon receipt of one ring acknowledge same by two pushes on bell key "A"
- 2nd. Upon receipt of three rings, press bell key and hold it so until staff indicating needle "F" moves from left to right twice then release key "A" as operation is complete.

TO REPLACE STAFF IN THE MACHINE.

Instructions to Operator replacing staff.

- 1st. Turn outer guard "N" to place and insert staff in the opening "M."
- 2nd. Using staff as handle revolve guard "N" to the right and allow staff to roll down spiral into place.

- 3rd. Press bell key "A" according to signal 1-2 of the bell code.

Instructions to Operator at opposite end of Block.

The signal 1-2 of the bell code must in every case be answered in order to place the machine in proper condition for the withdrawal of the next staff.

TO REMOVE THE PERMISSIVE STAFF FROM MACHINE.

- 1st. Insert solid staff in the opening "D" of the permissive attachment and move to the extreme left of the slot "O."
- 2nd. Turn the latch "K" and allow door "C" to drop and the permissive staff to roll out.

TO REPLACE THE PERMISSIVE STAFF IN THE MACHINE.

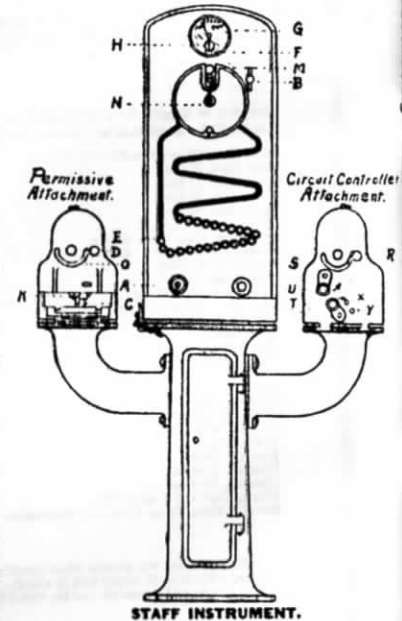
- 1st. Be sure all discs are on the permissive staff in their proper numerical order.
- 2nd. Place staff in attachment, close door "C" and latch with "K."
- 3rd. Move solid staff to the right thru slot "O" and remove at opening "D."

INSTRUCTIONS FOR OPERATING SEMAPHORE SIGNALS THROUGH CIRCUIT CONTROLLER ATTACHMENT.

- 1st. To operate Upper Arm of Semaphore 0° to 45° (See Fig. No. 2), turn handle "U" to the right clockwise to stop "X."
- 2nd. To operate Upper Arm of Semaphore 45° to 90° (See Fig. No. 3), withdraw absolute staff and insert into opening "R" and move to extreme left of slot "B" then turn handle "T" to right to stop "Y" remove absolute staff from opening "R" and place staff in Pouch "D", Fig. 9. Then place Pouch in staff crane which action automatically "Clears" Home and Distant Signals to 90° Position. (See Fig. Nos. 3 and 6).
- 3rd. To operate Lower Arm of Semaphore 0° to 45° (See Fig. No. 4), turn handle "U" to the right as far as it will go.

Bell Code of Signals

- | | |
|------------|---|
| 1 — | To attract attention. |
| 2 -- | All Right. Yes. |
| 3 --- | Block wanted, Unlock my Instrument, Ans. by Unlocking or by 5 or 3-1. |
| 4 ---- | Train has entered Block. |
| 5 ---- | Block is not clear. |
| 6 ---- | Has a train entered this Block? Answer by 2 or 2-1. |
| 1-2 --- | Clear. Train has cleared Block. |
| 2-1 ---- | No. |
| 2-2-2 ---- | Previous Signal given in error. Answer by 2. |
| 2-4 ---- | Has train Cleared Block? Answer by 5 or 3-1. |
| 3-1 ---- | Have unlocked. Block is clear. It must not be used unless Block is known to be clear. |
| 3-3 ---- | Train in Block. |
| 5-5-5 ---- | Obstruction in Block. Stop all trains approaching this Station. Answer by repeating. |
| 8 ---- | Testing. Answer by repeating. |



STAFF INSTRUMENT.

ELECTRIC TRAIN STAFF BLOCK SIGNAL RULES AND INSTRUCTIONS.

15

Electric Train Staff Block Signal System in operation between Leavenworth and Skykomish, Everett Jct., and Pacific Ave. and between Delta Wye and Marysville.

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. 89.
- 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.

AUTOMATIC BLOCK SIGNALS.

501. In all cases except as noted by special rules, 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. The movement of trains will be regulated by the block Signal indications as follows:

- A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to "STOP."
- B. An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates "PROCEED" with caution prepared to stop at the next signal.
- C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is "CLEAR" and is a Signal to "PROCEED."
- D. At night the position of the Signals will, in addition, be shown by the standard colored lights.
RED indicates STOP.
YELLOW indicates "CAUTION;" proceed with caution prepared to STOP at next Signal.
GREEN indicates "PROCEED."

502. Block Signals control the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other Signals whenever and wherever they may be required.

503. Block Signals for a track apply only to trains running with the current of traffic on that track.

A. Automatic Signals are designated by the number plate located on the mast below the arm. Intermediate automatic block signals located between passing tracks are equipped with one arm and one light. Home automatic block signals located at each passing track are in addition equipped with a Disc enclosing a red light six feet below the Semaphore arm. The Disc and red light are provided as a distinguishing marker for the home signals only. Trains passing Home Signals, automatically set to the "Stop Position" all Signals governing train movements in the opposite direction from the next passing track. See figures 4, 5 and 6.

B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.

504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed—(See A, B and C):

- A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caut on" or "Clear" indication expecting to find track impassable.
- B. On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
- C. On double track, at once, under control, expecting to find track impassable.
- D. A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.

505. Omitted.

506. When a train is stopped by a block signal from any cause other than a train in the block, Engineman will report to Superintendent, preferably on Form 2800 and operator will transmit in accordance with instructions thereon.

507. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.

The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.

If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after the movement has been made and the switches locked.

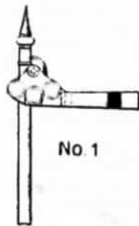
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.

510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.

511. Lights will not be provided on any main line switch located within 300 feet of an automatic signal governing the block in which the switch is located. Lights will not be provided on trailing point switches on double track.

512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.

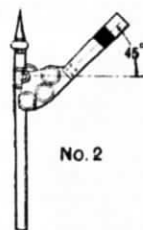
513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules", a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights, see general instructions governing operation and maintenance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



No 1

INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

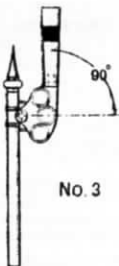
Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



No. 2

INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

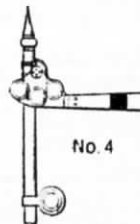
Color. YELLOW light at night.
Indication. PROCEED with CAUTION,
prepared to stop at next signal.
Name. CAUTION Signal.



No. 3

INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

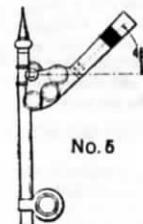
Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



No. 4

HOME
AUTOMATIC BLOCK SIGNAL.

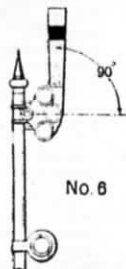
Color. Arm, RED light at night.
Disc, RED light at night.
Indication. STOP.
Name. STOP Signal.



No. 5

HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, YELLOW light at night.
Disc, RED light at night.
Indication. PROCEED with CAUTION,
prepared to stop at next signal.
Name. CAUTION Signal.



No. 6

HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, GREEN light at night.
Disc, RED light at night.
Indication. PROCEED.
Name. CLEAR Signal.

INTERLOCKING SIGNALS.

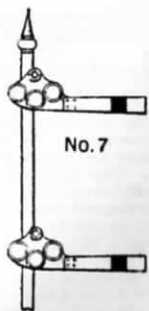
ENGINEMEN AND TRAINMEN.

- 661. Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.
- 662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
- 663. Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.
- 664. The Engineman of a train which has parted must sound the whistle signal for "train parted" on approaching an interlocking plant.
- 665. An Engineman receiving a "train parted" signal from a Signalman must answer by the whistle signal or "train parted."

- 666. When a parted train has been re-coupled the Signalman must be notified.
- 667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.
- 668. Conductors must report to Superintendent any unusual detention at interlocking plants.
- 669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.
- 620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

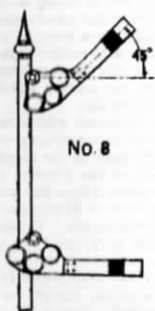
- 620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.
- 623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and are known to be in safe condition.

Note. A flag signal given by Signalman at an interlocking home signal in automatic signal districts is only authority to pass such signal and does not modify its indication as an automatic signal. See Rules 504 and 513.



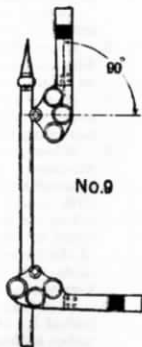
No. 7

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night
 Lower Arm, RED light at night.
 Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
 Name. STOP Signal.



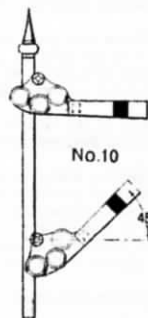
No. 8

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, YELLOW light at night.
 Lower Arm, RED light at night.
 Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
 Name. CAUTION Signal.



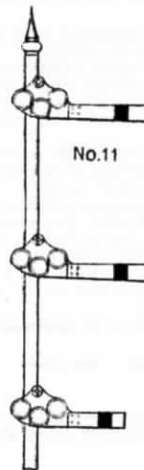
No. 9

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, GREEN light at night.
 Lower Arm, RED light at night.
 Indication. Main line route clear, PROCEED.
 Name. CLEAR Signal.



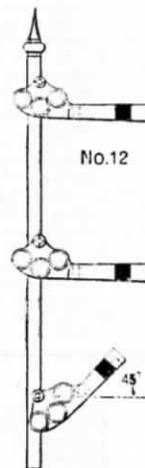
No. 10

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Lower Arm, YELLOW light at night.
 Indication. Diverging route clear, proceed with CAUTION.
 Name. CAUTION Signal.



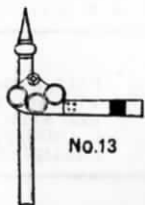
No. 11

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Middle Arm, RED light at night.
 Lower Arm, RED light at night.
 Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from signalman.
 Name. STOP Signal.



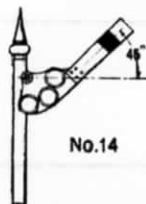
No. 12

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Middle Arm, RED light at night.
 Lower Arm, YELLOW light at night.
 Indication. Slow speed, Route clear, Proceed.
 Name. CAUTION Signal.



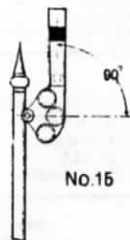
No. 13

INTERLOCKING DISTANT SIGNAL.
 Color. RED light at night.
 Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.
 Name. STOP Signal.



No. 14

INTERLOCKING DISTANT SIGNAL.
 Color. YELLOW light at night.
 Indication. PROCEED with CAUTION, prepared to stop at Home Signal.
 Name. CAUTION Signal.



No. 15

INTERLOCKING DISTANT SIGNAL.
 Color. GREEN light at night.
 Indication. PROCEED.
 Name. CLEAR Signal.



No. 16

DWARF SIGNAL.
 Color. RED light at night.
 Indication. STOP.
 Name. STOP Signal.



No. 17

DWARF SIGNAL.
 Color. YELLOW light at night.
 Indication. PROCEED with CAUTION.
 Name. CAUTION Signal.

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.

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.

- 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.
- Car capacity of passing tracks based on 12 feet to the car inside of clearance points and does not allow for engines or cabooses. Car capacity of other tracks do not include engine house tracks, turn table tracks, shop tracks, safety tracks or wye tracks.

LOCATION OF TUNNELS.

| Tunnel No. | Length, feet | Height, feet | Location |
|------------|--------------|--------------|-------------------------------------|
| 13 | 13,873 | 19.5 | between Tye and Cascade Tunnel |
| " | 1,202 | " | " " |
| " | 14 | 274.8 | " " 22. 1.12 miles east of Embro. |
| " | 15 | 1,512 | " " 19.1. 1.18 miles west of Embro. |
| " | 16 | 2,395.3 | " " 18.7. .69 miles east of Corea. |
| " | 17 | 5,141.5 | " " 18.7. Everett, Wash. |
| " | 18 | 1,112.9 | " " 22. Seattle, Wash. |
| " | 19 | 141.5 | " " 21.8. .40 miles north Sumish. |
| " | 20 | 326.5 | " " 21.3. .62 " south Sockeye. |
| " | 21 | 697.6 | " " 20.9. .43 " " " |
| " | " | " | " " 21. .32 " " South Bellingham. |

PERSONAL INJURIES.

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

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

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

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

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

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

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

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

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Ernst Building, Cor. 5th and Wabasha, St. Paul.
Dr. J. W. Chamberlin, Ophthalmic Surgeon, Lowry Building, St. Paul.

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

| | |
|------------------|------------------------|
| Vancouver, Wash. | DR. J. T. GULRIN. |
| Tacoma | DR. JAMES A. LA GASA. |
| Burlington | DR. H. E. CLEVELAND. |
| Bellingham | DR. W. A. KIRKPATRICK. |
| Blaire | DR. A. A. SUTHERLAND. |
| New Westminster | DR. GEO. E. DREW. |
| Vancouver | DR. A. S. MONROE. |
| Anacortes | DR. H. E. FROST. |
| Woolley | DR. M. B. MATTICE. |

TIME INSPECTORS.

| | |
|-------------|------------------|
| Leavenworth | F. E. CARLQUIST. |
| Seattle | J. F. HUNTER. |
| Burlington | J. H. CROSSBY. |
| Everett | A. J. MOHN. |
| Bellingham | WILBER GIBBS. |

| | |
|------------------|------------------|
| Vancouver, B. C. | PAUL & McDONALD. |
| Tacoma, Wash. | RICHARD VEATH. |
| Centralia, Wash. | BEN SALICK. |
| Portland, Ore. | G. CHRISTENSEN. |
| Monroe, Wash. | CARLQUIST BROS. |

Delta—

E. O. WADHAMS, Dispatcher.
T. H. REED, Dispatcher.
G. E. LAMKIN, Dispatcher.
J. C. DEVERY, Chief Dispatcher.

Tye—

G. E. WELLIEN, Dispatcher.
C. O. JOHNSON, Dispatcher.
H. L. CAULKINS, Dispatcher.
D. MOORE, Ass't Chief Dispatcher.

S. CORRIGAN, Train Master.
T. F. MILLIGAN, Train Master.
T. B. DEGNAN, Superintendent of Terminals.

GREAT NORTHERN RAILWAY and Connections.

