

GREAT NORTHERN RAILWAY



TRADE DIVISION

TIME TABLE No. 88.

EFFEC VE-O O'CL
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SUNDAY, JANUARY 2, 1915

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

W. R. SMITH, Superintendent.

GEO. S. STEWART, Asst. General Superintendent.

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

J. H. O'NEILL, General Superintendent.

GEO. H. EMERSON, General Manager.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

Time Table No. 88
In Effect September 12, 1915

STATIONS

		FIRST CLASS					
		3	285	1	43	27	297
		Passenger	Passenger	Passenger	Passenger	Fast Mail	N. P. 443 Passenger
		Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily
CH	LEAVENWORTH	Lv 2.30am		Lv 2.05pm	Lv 3.50pm	Lv 11.40pm	
DY	DRURY	2.48		2.23	4.08	11.56	
CY	CHIWAUKUM	2.59		2.36	4.20	12.05am	
	WINTON	3.06		2.43	4.28	12.11	
	NARON CREEK	3.14		2.56	4.37	12.19	
UR	MURRITT	3.21		3.01	4.45	12.24	
UR	DAYNOR	3.38		3.16	5.02	12.38	
BR	BERNE	3.52		3.28	5.17	12.50	
CN	CASCADE TUNNEL	4.10		3.45	5.37	1.05	
WN	TVE	4.25		4.00	5.52	1.18	
NY	EMBRO	4.37		4.10	6.03	1.29	
	CORRA	4.46		4.18	6.12	1.39	
MA	SCENIC	4.57		4.28	6.23	1.50	
NI	ALPINE	5.07		4.37	6.34	2.00	
LI	TONGVA	5.17		4.46	6.45	2.10	
KY	SKYKOMISH	5.30 5.35	Lv 8.50am	5.00 5.05	7.00 7.05	2.25 2.30	
	GROTTO	5.44	402 f 9.02	5.13	7.13	2.40	
SA	HALFORD	5.55	9.15	5.22	7.23	2.50	
NX	INDEX	6.06	9.28	5.31	7.35	3.01	
	REITER	6.16	f 9.40	5.40	7.46	3.10	
GB	GOLD BAR	6.24	9.47	5.46	7.55	3.16	
RU	STARTUP	6.28	9.53	5.50	8.01	3.21	
BU	SULTAN	6.35	10.03	5.55	8.10	3.27	
RO	MONROE	6.50	10.21	5.55-6.01 6.10	8.28	3.41	
HO	SNOHOMISH	7.05	10.38	6.25	8.52	3.55	Lv 5.55pm
W	LOWELL	7.15	10.48	6.35	9.02	4.05	Ar 6.05pm
D	PACIFIC AVENUE	7.18	10.53	6.38	9.05	4.08	
	EVERETT	7.30	10.57	6.48	9.13	4.17	
JN	EVERETT JUNCTION	7.32am	Ar 11.00am	Ar 6.50pm	Ar 9.15pm	Ar 4.20am	
PQ	Via N. P. Ry. DELTA						
		Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily
		3	285	1	43	27	297
		5.02	2.10	4.45	5.25	4.40	10
		21.7	24.3	23.0	20.2	23.4	34.8

		Capacity of Side Tracks		Distance from Leavenworth
		Passenger Tracks	Other Tracks	
		60	492	
		75		6.3
		165	22	10.5
		74	10	13.0
		71	4	17.5
		145	8	30.5
		75		24.0
		102	5	28.0
		170	87	32.3
		85	263	35.0
		70	8	39.5
		75	10	42.2
		75	22	45.2
		76	9	48.3
		75	15	51.8
		63	230	57.0
		72	7	61.1
		80	60	66.1
		71	21	71.2
		78	17	76.3
		85	330	80.0
		45		82.4
		70	33	85.8
		105	35	93.3
		74	116	100.2
		70	63	106.0
		43	174	107.6
		8		108.7
				109.8
		75	637	109.3

Time Over District
Average Speed Per Hour

Read carefully Rules covering Operation Electric Train Staff Block, Pages 14 and 15.
Electric train staff block system between Everett Junction and Pacific Ave., and between Skykomish and Leavenworth.
All trains between Snohomish and Lowell to be handled by Block Card (Form 80).
West bound trains will be prepared to stop at Snohomish, and East bound trains will be prepared to stop at Lowell, and must not go by, or foul, cross-over until they have block card in their possession.

At Snohomish west bound Northern Pacific trains will enter Great Northern main line through the cross-over, and East bound Northern Pacific trains will leave Great Northern main line heading in at the West end of passing track, assigned for use of Northern Pacific.
At Lowell East bound Northern Pacific trains and Great Northern trains from Delta will enter Great Northern main line through cross-over. West bound Northern Pacific trains and Great Northern trains for Delta will leave Great Northern main line heading in at East end of passing track.

EAST BOUND. FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

FIRST CLASS						Time Table No. 88. In Effect September 12, 1915.	STATIONS.	Distance from Delta	SIGNS See Rule 5, Page 18	SECOND CLASS	
300 (N. P. 444)	44	2	286	4	28					402	730 (N. P. 676)
Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Express Daily	Fast Freight Daily	Freight Daily Ex. Sunday				
	Ar 4:20am	Ar 1:40am		Ar 3:20pm	Ar 6:00am		LEAVENWORTH	100.6 R	DN WCTYDP	7:00pm	
	4:02	1:22		4:11	5:42		DRURY	103.2	DN	6:20	
	3:49	1:13		f 2:49	5:32		CHWAWUKUM	109.0	DN W	6:00	
	3:41	1:07		f 2:43	5:27		WINTON	106.5	DN	5:35	
	3:30	12:57		f 2:35	5:18		NASON CREEK	102.0	DN	5:05	
	3	3:21	12:50	f 2:29	5:12		MERRITT	89.0	DN W Y P	4:45	11:11
	3:08	3:08	12:38		2:20	5:02	DAYNOR	84.6	DN	4:20	
	2:58	12:26			2:11	4:54	BERNE	81.5	DN W	4:05	
	* 2:45	* 12:14am		* 2:00	* 4:42		CASCADE TUNNEL	77.2	DN W T P	3:45	
	* 2:27	* 11:57		* 1:43	* 4:25		TYE	73.6	DN WC	2:20	
	2:11	11:39		f 1:28	4:00		EMBRO	70.0	DN W	1:48	
	2:01	11:27		409-401	1:18	3:46	COREA	67.3	DN	1:18	
	27	* 1:50	* 11:15	* 1:07	* 3:30		SCENIC	64.3	DN W	12:25pm	
	1:34	10:59		112:51	3:10		ALPINE	61.2	DN W	11:30	
	1:23	10:47		12:38	2:50		TONGA	57.7	DN	10:55	
	* 1:06	* 10:34	Ar 7:55pm	12:20	* 2:30	27	SKYKOMISH	52.5 R	DN WC Y P	10:10	9:25
	12:51	10:16	f 7:40	12:04pm	2:15		ORITTO	48.1	P	9:02	
	12:40	10:06	* 7:23	11:54	2:04		HALFORD	43.4	W	8:30	
	12:27	9:53	* 7:10	* 11:42	1:52		INDEX	38.3	DN	8:00	
	12:15	9:41	f 6:54	11:26	1:39		REITER	33.2	W	7:30	
	12:08	9:33	* 6:44	11:18	1:32		GOLD BAR	29.5	DN Y P	7:05	6:20
	12:04am	9:29	* 6:37	11:14	1:28		STARTUP	27.1	P		
	11:58	9:23	* 6:30	* 11:09	1:23		SULTAN	23.7	D	6:00	
	411	* 9:07	* 6:10	715	* 1:10		MONROE	16.2	DN W Y P	5:35	
Ar 4:36pm	* 11:25	* 8:52	* 5:55	285	* 10:38	* 12:54	SNODGRASS	9.9	DN	5:10	
Ar 4:21pm	11:13	8:41	* 5:37	112:50	12:44		LOWELL	3.8	DN	4:45	
	11:10	8:38	* 5:34	10:23	12:40		PACIFIC AVENUE	1.9	DN		
	* 11:07	* 8:35	* 5:30	* 10:20	* 12:36		EVERETT	0.8	K		
	Ar 11:00pm	Ar 8:30pm	Ar 6:20pm	Ar 10:15am	Ar 12:30am		EVERETT JCT.	0.0	R DN		
	Daily	Daily	Daily	Daily	Daily		DELTA	R	DN WCTYDP	4:30am	
300	44	2	286	4	28					402	730
10 34.8	5.20 20.8	5.10 21.2	2.40 19.9	4.55 22.3	5.30 20.5					14.30 8.1	20 17.0

Special Rules. West bound trains are superior to east bound trains of the same class. No 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown. Freight trains will use N. P. tracks between Lowell and Delta and will be governed by N. P. time table and rules between these points.

Bulletin boards are located at Leavenworth, Cascade Tunnel, Skykomish, Gold Bar, Delta. All trains will reduce speed to 25 miles per hour and freight trains to 15 miles per hour through City limits of Monroe. All trains will reduce speed to ten miles per hour through Martin Creek Tunnel and over bridges at either end. Trains must not exceed speed of 8 miles per hour over drawbridges and Interlocking Plants. No. 43 stops at any station to let off passengers from points east of Shelby. No. 44 stops at any station to pick up passengers for points east of Shelby. Berlin and Baring and Haybrook Spur two miles east of Index will be flag stop for Nos. 285 and 286. No. 2 will stop at Adriatic to let off passengers from points Everett and west.

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 "idle" are working. All rotifers must be used from Cascade Tunnel to Merritt, and from Chawaukum 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 loss signal system. No train or engine will be run in either direction between the limits mentioned unless train engineer and the engineer of helper engine each has in 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. Semaphores located 1200 feet east of switch at Holmquist Spur half mile east of Monroe. 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, 27, 43, 401 and 411. Everett Jct. for trains Nos. 2, 4, 28, 44 and 286. Skykomish for trains Nos. 285 and 715. Snohomish for Nos. 297, 727. Lowell for Nos. 300, 730. Delta for train 402.

TERMINAL STATIONS. Leavenworth for Nos. 2, 4, 28, 44 and 402. Skykomish for train No. 286. Everett Jct. for trains 1, 3, 27, 43 and 285. Lowell for Nos. 297, 727. Snohomish for Nos. 300, 730. Delta, 401, 411 and 715.

DERAIL SWITCHES. Deraul switches must always be set for deraul 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. Reiter, west end Industry track. Monroe Mill Spur, 200 feet from head block. Brewery Spur, Pacific Avenue, 210 feet from head block. Frye-Harlin Spur, 120 feet from Crossing Agnew Hardware Co. Spur. Power House Spur, 105 feet from head block.

LAP SIDINGS. Chawaukum and Merritt.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Power House Spur	9.0 Miles west of Leavenworth	East		6
Skykomish Mill Co.'s Spur	0.3 Miles west of Skykomish	East		20
Grant Republic Mining Co. Berlin	1.5 Miles west of Skykomish	West	1200 feet	14
Grotto Lumber Co.	0.3 Miles east of Grotto	East		25
G. N. Shingle Co.'s Siding	3.5 Miles west of Grotto	Both ends		24
Baring	1.4 Miles east of Halford	Both ends	1275 feet	22
Haybrook Spur	2.0 Miles east of Index	West		5
Monroe Mill Spur	1.5 Miles east of Index	East		2
Smith Lumber Co.	0.5 Miles east of Index	East		12
Soderburg Spur	0.7 Miles west of Index	West		10
Gold Bar J.R. Co. Spur	0.5 Miles west of Gold Bar	East		28
Casey's Spur	0.1 Miles east of Sultan	East		5
Sultan Logging Company Connection	2.0 Miles west of Sultan	West		37
Holmquist Spur	0.5 Miles east of Monroe	East		4
Monroe Mill Spur	0.3 Miles east of Monroe	East		18
Monroe Gravel Pit	0.0 Miles east of Monroe	West		110
Wagner & Wilson Lbr. Co. Spur	0.3 Miles west of Monroe Pit Track	West		25
Woodruff	2.0 Miles east of Monroe	Both ends		24
Summer Iron Works Spur	0.9 Miles east of Pacific Ave.	West		15

LOCATION OF TUNNELS. Tunnel No. 13 13,873 feet long height 19.5, between Tye and Cascade Tunnel. " " 13.1, 1,202 " " " 22, 1.12 miles east of Embro. " " 14, 274.8 " " " 19.1, 1.13 miles west of Embro. " " 15, 1,512 " " " 18.7, .66 miles east of Corea. " " 16, 2,368.3 " " " 18.7, Everett, Wash.

Interlocking Plant at bridge 455 just east of Snohomish. No distant signals. Home signal are located 550 feet each way from draw span; derrails are located 55 feet in advance of home signals.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

WEST BOUND.

THIRD CLASS		SECOND CLASS		Capacity of Side Tracks		Distance from Everett Junction		Time Table No. 88 In Effect September 12, 1915		FIRST CLASS										
717		401		Passenger Trucks	Freight Trucks	Miles	Miles	STATIONS		3	355	1	273	359	285	277	357	43	27	
Mile Freight Daily Ex. Sunday	Foot Freight Daily	Mile Freight Daily Ex. Sunday	Foot Freight Daily					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Le 1.00pm		Le 2.30am						EVERETT JUNCTION	JN	7.32am	8.20pm	6.50pm	5.35pm	2.10pm	11.00am	9.35am	7.00am	9.15pm	4.20am	
1.20		2.45		110	3.8			MUKILTEO	MU	7.39	8.27	6.57	5.45	2.16	11.08	9.43	7.08	9.21	4.27	
1.35		2.55			7.9			MOSHER		7.46	8.33	7.04	5.53	2.22	11.16	9.50	7.16	9.28	4.35	
1.50		3.05		6	10.9			MEADOWDALE	AD	7.52	8.38	7.10	6.00	2.27	11.22	9.56	7.23	9.33	4.42	
2.20		3.25		101	14.8			EDMONDS	ED	7.59	8.46	7.17	6.10	2.33	11.29	10.05	7.32	9.40	4.51	
3.20		3.35		87	17.8			RICHMOND BEACH	R	8.05	8.51	7.23	6.18	2.38	11.36	10.12	7.39	9.46	4.59	
4.05		4.15		191	25.9			BALLARD	BL	8.21	9.08	7.39	6.37	2.53	11.53	10.31	7.55	10.00	5.15	
Ar 4.20pm		Ar 4.30am		205	633	28.0		INTERBAY	IB	8.25	9.12	7.44	6.42	2.57	11.58	10.39	8.00	10.04	5.20	
				258	29.3			G. N. DOCK	Z											
				843	32.7			SEATTLE	UT	Ar 8.45am	Ar 9.30am	Ar 8.00pm	Ar 7.00pm	Ar 3.15pm	Ar 12.15pm	Ar 10.55am	Ar 8.15am	Ar 10.20pm	Ar 5.45am	
								SEATTLE			10.45am	8.35pm		3.45pm			11.15am		6.00am	
								TACOMA			12.01am	Ar 10.00pm		5.00pm			12.35pm		Ar 7.05am	
								PORTLAND			Ar 6.00am			Ar 10.00pm			Ar 6.00pm			
Daily Ex. Sunday		Daily		183	74.4										Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	
717		401			215.8					3	355	1	273	359	285	277	357	43	27	
3.20 8.1		2.00 14.0								1.13 26.0	1.10 28.2	1.10 28.2	1.25 21.0	1.05 30.2	1.15 26.1	1.30 21.8	1.15 26.1	1.05 30.2	1.25 23.0	

Special Rules.

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

- No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.
- Other opposing trains will clear No. 27 ten (10) minutes.
- All west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.
- Double track between Everett Jct. and Seattle.
- No. 3 meets No. 360.
- No. 357 meets No. 360.
- No. 717 meets Nos. 285 and 270.
- No. 273 meets Nos. 275 and 358.
- No. 277 meets Nos. 4 and 718.
- No. 43 meets No. 44.
- No. 285 meets Nos. 270 and 718.
- No. 4 passes No. 718.
- No. 359 passes No. 717.
- No. 1 and 355 meet No. 2 on double track between Everett Junction and Seattle.

Bulletin boards are located at Interbay and Seattle.
 All trains will reduce speed to 8 miles per hour passing through town limits of Edmonds, 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. 2 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 points east of Shelby.
 No. 44 will stop at any station to pick up passengers for points east 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 cover limits to Seattle.

INITIAL STATIONS.

Seattle for trains Nos. 360, 4, 270, 358, 285, 275, 2, 44, 28, 356.
 Interbay for trains Nos. 718, 402.
 Everett Jct. for trains Nos. 27, 357, 3, 285, 277, 273, 359, 1, 355, 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, 275, 2, 44, 28, 356, 402.

DERAIL SWITCHES.

Mukilteo Lumber Co. Spur, 144 feet from head block.
 Richmond Beach, 120 feet west of H. B. Industry track.
 INTERLOCKING Plant Haskole drawbridge 500 feet west of Ballard.
 Distant signals are located 4000 feet east and west of draw span and work from zero to 45°.
 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 fixed denoting home signal.
 Derails are located 55 feet inside home signals.

INTERLOCKING governing Northern Pacific crossing just west of Interbay.
 West bound Home Signal is suspended from Wheeler Street Bridge 230 feet east of crossing.
 East bound Home Signal is located 300 feet west of crossing.
 Home Signals are three position upper quadrant type.
 East bound derail is located 55 feet in advance of Home Signal.
 West bound derail is located 230 feet East of crossing.
 East bound Distant Signal is located 3000 feet from east bound Home Signal and works zero to 45 degrees.
 West bound Distant Signal is located 1500 feet east of Home Signal and works zero to 45 degrees.
 Back up Dwarf Signal on Great Northern yard tracks are located 125 feet from crossing East and West.
 Derails on Northern Pacific tracks are located 200 feet from crossing with Dwarf Signal 5 feet from them.
 Print-out instructions posted in cabin for the operation of this plant. Cabin is locked by a Great Northern switch lock and Northern Pacific switch lock.
 Derail on Northern Pacific Transfer track North Glass Work Spur in operation. Derail has 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. Spur	2.1 miles east of Mukilteo	West		10
Wasser-Mowatt Lumber Co. Spur	1 mile east of Meadowdale	East		3
Brown Bay Logging Co. Connection	0.5 miles west of Meadowdale	West		8
Invincible Railjoint Spur	0.4 miles west of Edmonds	West		24
Shipyards Spur	1.5 miles west of Edmonds	West	1200	46
Standard Oil Co. Spur	1.0 east of Richmond Beach	West	2185	10
G. N. Clay Co. Spur	4.2 miles west of Richmond Beach	West		40
Metum Spur	1.6 miles east of Ballard	West		43

LOCATION OF TUNNELS.

Tunnel No. 17, 5,111.5 feet long, height 22 feet, Seattle, Wash.

EAST BOUND.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

FIRST CLASS										Time Table No. 88 In Effect September 12, 1915	Distance from Seattle	SIGNS See Rule 6, Page 18	SECOND CLASS			THIRD CLASS	
44	360	4	270	286	358	278	2	28	356				402			718	
Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily	Express Daily	Passenger Daily				Fast Freight Daily			Midnight Freight Daily Ex. Sunday	
Ar 11.00Am	Ar 9.16Am	Ar 10.15Am	Ar 1.18Pm	Ar 5.20Pm	Ar 5.35Pm	Ar 6.47Pm	Ar 8.30Pm	Ar 12.30Am	Ar 1.05Am				Ar 12.10Am	Ar 11.25Am			
10.54	* 9.08	10.08	* 1.10	f 5.11	5.28	* 6.40	8.23	12.23	*12.55					11.10			
10.47	-f 8.59	10.02	1.01	f 5.01	5.22	f 6.31	8.16	12.16	f12.46					10.32			
10.42	f 8.51	9.57	f12.55	f 4.55	5.17	f 6.24	8.11	12.11	f12.37					10.10			
10.36	* 8.43	9.51	*12.47	* 4.47	5.11	* 6.16	8.05	12.04Am	*12.29					9.50			
10.31	* 8.33	9.39	*12.37	* 4.38	5.04	* 6.09	8.00	11.68	f12.20					9.10			
10.18	* 8.17	9.27	12.21	f 4.19	4.62	* 5.50	7.47	11.44	*12.03Am					8.40			
10.14	* 8.14	9.24	12.18	f 4.15	4.49	* 5.45	7.44	11.40	*11.59					8.30Am			
Le 10.00Pm	8.00Am	Le 9.15Am	Le 12.05Pm	Le 4.00Pm	4.35Pm	Le 5.30Pm	7.30Pm	11.25Pm	11.45Pm								
	* 7.30Am				* 4.15Pm		* 7.10Pm	*11.10Pm	*11.15								
	6.05				3.00		Le 5.45Pm	Le 10.00Pm	10.05								
	6.00				* 2.55Pm				*10.00								
	Le 12.30Am				Le 10.00Am				Le 5.00Pm								
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily Ex. Sunday			
44	360	4	270	286	358	278	2	28	356				402	718			
1.00 32.7	1.16 25.7	1.00 32.7	1.13 26.9	1.20 24.6	1.00 32.7	1.17 25.4	1.00 32.7	1.05 30.1	1.20 24.6				1.40 16.8	2.55 9.7			

DOUBLE TRACK.

Via N.P. Ry.

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.
Three position train order signals Everett Jet. When at 45° indicates 19 order.
Trains will not exceed speed of ten (10) miles per hour through Seattle Tunnel.

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 (both line) is located 300 feet from westbound crossover switch, and has three arms; the top arm is for main line trains through crossover; the middle arm fixed; bottom arm for diverging movements.
Westbound Home signal, Coast line, is located 1875 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.
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.

For Further Instructions and Diagrams see page 16 and 17.

NORTH BOUND.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

FIRST CLASS						Time Table No. 88 In Effect September 12, 1915	STATIONS	Distance from Everett Junction	SIGNS See Rule 5, Page 18.	SECOND CLASS			THIRD CLASS	
278	298	358	270	360	356					728	712	402	714	718
Passenger Daily Ex. Sunday	N. P. 113 Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily					N. P. 675 Freight Daily Ex. Saturday	Fast Freight Daily	Fast Freight Daily	Midse. Freight Daily Ex. Sunday	Midse. Freight Daily Ex. Sunday
Ar 9:45m		Ar 7:50m	Ar 4:00pm	Ar 12:30pm	Ar 4:10am	BELLINGHAM	64.1	R * DN CWTKP		Ar 8:36am				
* 9:29		* 7:32	* 3:40	* 12:15pm	* 4:00	SOUTH BELLINGHAM	61.2	D OW P		8:20				
f 9:20		7:24	3:33	11:59	f 3:50	SOCKEYE	57.2	P		8:05				
f 9:10		7:15	3:23	11:43	f 3:30	SAMISH	51.6	W P		7:50				
f 9:08				11:40	f 3:20	BLANCHARD	50.9	P						
* 9:02		7:11 7:09	3:13	11:32	* 3:20	BOW	47.5	D P		7:32				
* 8:53		7:00	3:07	11:22	f 3:10	BELLEVILLE	42.9	P		7:10				
711 * 8:47		3:55 * 6:55	* 3:02	11:15	* 3:00	BURLINGTON	40.3	R DNCOWYX P		7:00	Ar 11:30am			
* 8:35		* 6:42	* 2:47	10:58	* 2:45	MT. VERNON	36.2	DN P		6:10	360 10:58			
* 8:20		6:33	* 2:35	10:41	* 2:30	FIR	30.8	D P		5:55	10:20			
* 8:15			f 2:31	10:30		MILLTOWN	29.1							
* 8:05		6:23	* 2:22	10:26	* 2:15	STANWOOD	23.7	DN P		5:35	9:40			
* 7:55		6:14	* 2:10	10:12	* 2:00	SILVANA	18.2	D W P		5:10	277 8:44			
355 f 7:45		6:07	2:02	10:01	f 1:49	ENGLISH	14.1	P		4:50	8:10			
f 7:32	Ar 6:39pm	6:01	1:55	9:53	1:40	KRUSE	10.3	R DN P	Ar 2:15am	4:30	7:55			
* 7:25	6:32	5:56	* 1:50	9:48	* 1:34	MAYRSVILLE	7.1	DN P	2:03	4:15	7:40			
7:10	Ar 6:25pm	5:50	1:38	9:38	1:23	DELTA WYE	4.4	R DN IV P	Ar 1:50am	Ar 4:00am	Ar 12:40am	Ar 7:00am	Ar 11:50am	
7:07		5:47	1:35	9:35	1:20	LONG SIDING	3.4				12:25		11:40	
* 7:00		* 5:42	* 1:30	9:30	* 1:15	EVERETT	0.8	P			12:15		11:30	
Ar 6:47m		Ar 5:35pm	Ar 1:18pm	Ar 9:16am	Ar 1:05am	EVERETT JUNCTION	0.0	R DN P			Ar 12:10am		Ar 11:25am	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily				Daily Ex. Saturday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
278	298	358	270	360	356				728	712	402	714	718	
2.58 21.8	14 27.0	2.15 28.5	2.42 23.7	3.11 19.9	3.05 21.0				.25 15.0	4.35 14.1	.30 9.0	4.30 8.0	0.25 10.8	

INITIAL STATIONS.
Blaine for trains Nos. 711 and 729.
Burlington for train No. 713.
Delta Wye, for trains Nos. 298, 728, 712, 714, 717, 401.
Everett Jet., for trains Nos. 270, 358, 360, 356, 278, 718 and 402.
Fraser River Jet., for trains Nos. 380 and 398.
New Westminster, for train No. 385.
Vancouver, for trains Nos. 359, 355, 273, 357, 397 and 719.
Bellingham, for train No. 277.
Kruse, for trains 299, 729.

TERMINAL STATIONS.
Blaine for trains Nos. 712 and 719.
Burlington, for train No. 711.
Delta Wye, for trains Nos. 299, 729, 711, 713, 718, 402.
Everett Jet., for trains Nos. 359, 355, 273, 357, 277, 401 and 717.
Fraser River Jet., for trains Nos. 385 and 397.
New Westminster, for train No. 386.
Vancouver, for trains Nos. 270, 356, 358, 360, 398 and 729.
Bellingham, for train No. 278.
Kruse, for trains Nos. 298, 728.

DERAIL SWITCHES.
Skagit Crossing, English Log Spur, Hayes Deraill, Mt. Vernon Pacific N. W. Traction Co. Transfer, Sockeye, east end siding, B. B. & E. Transfer Track east end.

Business tracks not shown as stations on time table.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY	NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Chuckanut Quarry Spur	1.0 Miles north of Sockeye	North	38		Kruse Bros. Spur	2.5 Miles north of Marysville	North		2
Chuckanut Cannery Spur	0.7 Miles north of Sockeye	North	3		Cox's Spur	1.4 Miles north of Marysville	North		4
Blanchard Spur	2.9 Miles north of Belleville	South	6		Union Slough	1.5 Miles south of Marysville	South		6
Sound Shingle Co.'s Spur	1.5 Miles north of Belleville	North	80		Transfer Track	0.8 Miles north of Long Siding	North		30
Belleville Pt.	1.7 Miles north of Mt. Vernon	South	6		Blackman Spur	0.4 Miles south of Long Siding	South		7
Everett Pulp and Paper Co. Spur	0.9 Miles south of Fir	South	6		Weidauer & Landsdown Spur	0.0 Miles south of Long Siding	South		20
Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	6		Neff's Spur	1.0 Miles north of Everett	North		50
Hawley Spur	2.1 Miles south of Fir	South	8		Wheeler Spur	1.0 Miles north of Everett	North		7
Morrison Mill Spur	2.5 Miles north of Stanwood	North	4		Log Dump Spur	1.0 Miles north of Everett	North		21
Ketchikan Spur	Stanwood opens off Industry track	North	37		Clark Nickerson Mill	0.7 Miles north of Everett	North		31
Pacific Coast Condensed Milk Company	1.4 Miles south of Stanwood	South	2		Everett Milling Co.	0.8 Miles north of Everett	South		26
Hal's Spur	1.5 Miles south of Stanwood	North	4		Nickerson Machinery Co.	0.8 Miles north of Everett Jet.	South		4
Florence	1.8 Miles north of Silvana	North	2		Nail Home Spur	0.2 Miles north of Everett Jet.	North		24
Rabel's Spur	1.1 Miles north of Silvana	South	2		Weyerhaeuser Timber Co.				38
Norman Spur	4.2 Miles north of Marysville	South	6						

LOCATION OF TUNNELS.

Tunnel No. 18, 1,112.9 feet long, height 21.8, .46 miles north Samish.
 " " 19, 141.5 " " " 21.3, .62 " south Sockeye.
 Tunnel No. 20, 326.5 feet long, height 20.9, .43 miles south Sockeye.
 " " 21, 697.6 " " " 21, .32 " " South Bellingham.

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

THIRD CLASS

SECOND CLASS

Time Table No. 88

In Effect September 12, 1915

FIRST CLASS

719	711	385	397	Capacity of Side Tracks	Distance from Vancouver	STATIONS	Telephone Calls	357	359	273	355
Mile. Freight	Fast Freight	Mixed	Mixed	Passing Trains		VANCOUVER	VN	12.30Am	10.00Am	12.16Pm	4.00Pm
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Other Tracks		WVE		12.35	10.04	12.20	4.04
356 Lv 7.30Am			Lv 2.00Pm		0.0	STILL CREEK		12.42	10.11	12.27	4.11
7.35			2.06		0.7	ARDLEY		12.47	10.16	12.32	4.16
7.50			f 2.13		3.5	BURNABY		12.53	10.22	12.38	4.22
8.00			f 2.17		5.3	SAPPERTON		1.03	10.32	12.48	4.32
8.10			f 2.24		7.0	NEW WESTMINSTER		* 1.10	* 10.35	* 12.53	* 4.35
8.40			* 2.42		12.0	FRASER RIVER JCT		1.15	10.40	12.58	4.40
8.50	Lv 1.00Pm		* 2.45		17	TOWNSEND		f 1.25	10.48	f 1.07	4.48
8.55	Ar 1.10Pm		2.50Pm		14.2	COLEBROOK		* 1.35	10.57	* 1.17	f 4.58
9.10					64	CRESCENT		f 1.43	11.05	* 1.26	5.06
9.40					58	WHITE ROCK		* 2.00	* 11.15	* 1.40	* 5.15
9.50					10	INTERNATIONAL BOUNDARY		* 2.20	* 11.27	* 2.00	* 5.30
10.30					70	BLAINE		* 2.40	* 11.39	* 2.15	5.42
Ar 11.00Am	Lv 3.20Pm				36.2	CUSTER		f 2.46		f 2.21	
	3.50				70	ENTERPRISE		* 2.55	* 11.47	* 2.28	* 5.51
	4.14				31	FERNDALE		3.00		f 2.33	
					119	BRENNAN		Ar 3.15Am	Ar 12.05Pm	Ar 2.48Pm	Ar 6.07Pm
	Ar 5.00Pm				110	BELLINGHAM		Daily	Daily	Daily	Daily
Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday					357	359	273	355
719	711	385	397					2.45	2.05	2.33	2.67
3.30	1.40	1.0	50					22.	28.2	23.9	27.4
16.8	13.4	4	16.6								

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.

Trains 359, 270, 355 and 358 will register by card at Colebrook. Bulletin boards are located at Bellingham and Vancouver. All trains will come to full stop within 50 feet of home signal on either side of Fraser River Bridge and will not proceed until clear signal is displayed and will not exceed a speed of six miles per hour over this bridge. All trains will reduce speed to 8 miles per hour over all other 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. Retaining wall New Westminster between Front Street crossing and Old Interlocking Tower does not give full side clearance. Train or engine men must not hang on side of engine or cars passing same. Ocean Park, between White Rock and Crescent, will be flag stop for trains 270 and 273. Custer will be flag stop for 355 for passengers for south of Seattle. Track lying to the north of crossover between roundhouse and depot, Bellingham will be known as passing track. The normal position of switches at Colebrook Junction, Guichon Line Junction and Fraser River Junction will be for main line. Semaphores for protection of draw on Fraser River bridge between Fraser River Junction and New Westminster are located on south and north ends of bridge. All trains to and from Sixth district will protect between New Westminster and Fraser River Junction. 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 Sand Pit North of Wye, covers limits to Fraser River Bridge.

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

New Westminster Interlocking System.—Signal tower is located 3,094 feet north of north end of Fraser River bridge, opposite crossing of the C. P. Ry. This apparatus controls the crossing of the C. P. Ry., also switches leading to and from the Fraser River Bridge tracks and New Westminster. Distant Semaphores are located 1,200 feet south and north and Home Signals are 500 feet south and north of tower, respectively.

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 2000 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 2000 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 2500 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

NORTH BOUND. 9

FIRST CLASS				Time Table No. 88 In Effect September 12, 1915	STATIONS	Telegraph Calls	Distance from Bellingham	SIGNS See Rule 5, Page 1	SECOND CLASS			THIRD CLASS	
358	270	360	356						398	386	712	720	
Passenger	Passenger	Passenger	Passenger						Mixed	Mixed	Fast Freight	Mdes Freight	
Daily	Daily	Daily	Daily						Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
Ar 10.00pm	Ar 6.30pm	Ar 3.30pm	Ar 7.30am	VANCOUVER	VN	58.8	R & DN WC OPK	Ar 11.25am			Ar 4.10pm		
9.53	6.23	3.20	7.15	0.7 WVE		54.1	Y	11.20			3.55 4.04		
9.47	6.17	3.12	7.07	2.8 STILL CREEK		55.3	P	11.12			3.50		
9.43	6.13	3.07	7.02	1.0 ARDLEY		53.5	P	11.07			3.46		
9.37	6.08	2.59	6.55	2.0 BURNABY		50.9	P	11.00			3.36		
				5.0 SAPPERTON WYE		45.9	W Y PK						
9.26	5.59	2.42	6.44	0.2 SAPPERTON		47		10.47			3.15		
9.24	5.56	2.40	6.42	0.7 NEW WESTMINSTER	MN	47	R DN I PK	10.45	Ar 11.10am		2.55		
9.18	5.51	2.30	6.35	0.4 FRASER RIVER JCT		44.6		10.40am	Ar 11.05am		2.50		
9.10	5.44	2.20	6.25	5.2 TOWNSEND		30.4	P				2.35		
9.00	5.35	2.10	6.12	5.4 COLEBROOK	GI	31.0	R DN W Y P				2.10		
8.50	5.25	2.02	6.00	3.8 CRESCENT		30.4					1.55		
8.40	5.15	1.50	5.50	4.8 WHITE ROCK	WR	25.0	DN P				1.35		
				3.0 INTERNATIONAL BOUNDARY		22.0							
8.25	4.40	1.25	5.15	0.5 BLAINE	BN	22.1	R DN W T OP		Ar 10.25am		12.40pm		
8.10	4.25	1.10	4.54	7.5 CUSTER	CU	14.0	D P		10.05				
		1.02	4.46	2.7 ENTERPRISE		11.9							
8.03	4.14	12.55	4.40	2.0 FERNDALE	FD	9.0	D P		9.40				
		12.47	4.29	2.2 BRENNAN		6.8							
7.50pm	4.00pm	12.35pm	4.15am	0.8 BELLINGHAM	HM	0.0	R & DN WC T PK			Ar 9.00am			
Daily	Daily	Daily	Daily					Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		
358	270	360	356					398	386	712	720		
2.10 27.2	2.30 23.5	2.55 20.2	3.15 17.8					.45 18.4	.05 6.0	1.25 15.8	3.30 16.5		

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	Length	Cap. City
Nightingale Bluff Spur	0.7 Miles north of Ardley	South	8	
Ardley Spur	0.5 Miles south of Ardley	South	9	
Wolf Spur	0.5 Miles north of Burnaby	North	4	
Mill No. 2 Spur	0.7 Miles south of Burnaby	South	22	
Lozells	3.0 Miles north of Sapperton	South	8	
Haight Spur	2.3 Miles north of Sapperton	South	450	8
Bradley and Taylor	1.5 Miles north of Sapperton	South	2	
Sand Pit Spur	0.7 Miles north of Sapperton	South	15	
Distillery Spur	0.0 Miles north of Sapperton	South	31	
Delta Shingle Co. Spur	0.8 Miles south of Townsend	North	11	
Mosher Lumber & Logging Spur	2.3 Miles south of Townsend	South	630	13
Campbell Lumber Co. Spur	1.0 Miles south of White Rock	South	2450	36
Blaine Spur	1.9 Miles south of Blaine	South		
Blaine Shingle Co.'s Spur	2.0 Miles south of Blaine	South	9	
City Dock Spur (off Passing Tracks)		South	81	
North Bluff Mill Spur (off City Dock Spur)		South	5	
Barge Spur (off City Dock Spur)	0.0 Blaine	South	5	
Drayton Bay Shingle Spur	400 ft. south of Blaine	North	4	
McDonald Spur	1.2 Miles north of Custer	South	2	
Enterprise Spur	0.7 Miles north of Enterprise	South	3	
Sand Pit Spur	0.8 Miles south of Enterprise	South	13	
Milk Spur	0.3 Miles south of Ferndale	South	10	
Henry Spur	1.0 Miles south of Brennan	South	2	
Marietta Spur	3.3 Miles north of Bellingham	South	2	

FOURTH DISTRICT—ANACORTES TO ROCKPORT.

THIRD CLASS		FIRST CLASS						Capacity of Side Tracks	Distance from Rockport	Time Table No. 88			SIGNALS	FIRST CLASS					THIRD CLASS	
723	725	283	293	291	289	295	279			Effective September 12, 1915	STATIONS	See Rule 5, Page 18		290	280	292	294	284	726	724
Mile Freight Daily Ex. Sunday	Mile Freight Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Sunday only	Passenger Daily Ex. Sunday	Passing Tracks	Other Tracks	Telegraph Calls	Distance from Anacortes	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Mile Freight Daily Ex. Sunday	Mile Freight Daily Ex. Sunday		
6.30am				4.45pm	9.40am	6.15am		39			53.7	1.30pm	8.50pm							
6.50				5.00	9.53	6.28		16			47.9	1.12	8.35							
7.40				5.10	10.03	6.38		83			41.6	1.00	8.27							
8.15				5.14	10.06	6.41		76			43.5	12.50	8.19							
8.45				5.26	10.17	6.53		41			38.2	12.38	8.07							
9.15				5.38	10.28	7.04		35			33.1	12.25	7.55							
9.35				5.48	10.37	7.12		25			29.8	12.15pm	7.46							
9.55				6.00	10.47	7.21		21			24.5	11.58	7.34							
10.15	8.30am			6.11	10.57	7.30		42	63		21.3	11.50	7.26							
				6.17	11.02	7.35					19.0	11.38	7.17							
10.40am	8.50 10.55am	7.10pm	11.30am	8.35am	6.30pm	11.10am	7.45am	63	225		16.5	11.30am	7.10pm	7.45am	10.55am	6.25pm	7.10 6.15	12.01pm		
								16	40.0		13.7			7.36	10.46	6.14	6.00			
								7	42.6		11.1			7.30	10.40	6.07	5.46			
								17	44.1		9.6			7.25	10.35	6.00	5.35			
									46.3		7.4									
								3	49.6		4.1			7.11	10.21	5.46	5.15			
								235	53.7					7.00am	10.10am	5.35pm	5.00am			
723	725	283	293	291	289	295	279					290	280	292	294	284	726	724		
4.10	3.45	19.5	19.5	19.5	1.45	1.30	1.30					2.00	1.10	4.5	4.5	19.5	2.30	4.30		
8.8	5.7		19.5	19.5	21.3	24.8	21.8					18.0	22.3	22.0	22.0	19.5	1.5	8.0		

Special Rules.

Business tracks not shown as stations on time table.

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

No. 723 has right over No. 724, Rockport to Burlington.
 Bulletin boards are located at Anacortes, Burlington and Rockport.
 First class trains will stop on flag at Fidalgo Mill Spur, Summit Park, Fox Spur, Dunbar Spur, Child's Spur, Minkler, Superior Ave., East Side, Van Horn and Sank.
 Trains must not exceed speed of 8 miles per hour over draw bridges and interlocking plants.
 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.
 Yard limit boards are located at Burlington and Anacortes.
 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. Details 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 55 feet each way from crossing. Derails are located 5 feet inside of home signals. There is no distant signal for westbound trains.

INITIAL STATIONS.

Anacortes for trains Nos. 292, 294, 284 and 726.
 Rockport for trains Nos. 279, 289, 295 and 723.
 Burlington for trains Nos. 291, 293, 283, 290, 280 and 724.
 Sedro-Woolley for No. 725.

TERMINAL STATIONS.

Anacortes for trains Nos. 291, 293, 283 and 725.
 Rockport for trains Nos. 280, 290 and 724.
 Burlington for trains Nos. 279, 289, 295, 292, 294, 284 and 723.
 Sedro-Woolley for 726.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Sank Spur	2.0 Miles west of Rockport	West	2	2
Tower Mill Co.	0.3 Miles west of Faber	East	19	19
Van Horse's Spur	0.5 Miles west of Faber	East	16	16
Harpel Lumber Co. Spur	0.8 Miles east of Faber	West	3	3
Washington Port Cement Co.	0.7 Miles east of Concrete	East	30	30
Superior Portland Cement Co. Spur	0.7 Miles west of Concrete	West	28	28
Burpee Shingle Spur	0.4 Miles west of Grassmere	West	3	3
Anna Shingle Spur	2.0 Miles west of Grassmere	West	2	2
Sleasra's Spur	1.2 Miles west of Birdseyeview	West	20	20
Skagit River Log Spur	1.0 Miles east of Hamilton	East	60	60
L. L. Spur	0.2 Miles west of Hamilton	West	3	3
Hop Ranch Spur	0.8 Miles east of Lyman	West	22	22
Skagit Mill Co. Spur	Lyman	West	7	7
Minkle's Mill	3.0 Miles east of Cokesdale Jet	Both Ends	22	22
Corey Shingle Spur	5.0 Miles east of Sedro Woolley	West	2	2
Green Mill Spur	3.3 Miles east of Woolley	Both Ends	22	22
Sound Iron Spur	Woolley	West	7	7
Hollbrook's Spur	0.4 Miles west of Woolley	West	8	8
Burlington Mill Spur	0.6 Miles west of Burlington	West	6	6
Hawkin's Spur	0.7 Miles east of Fredonia	East	6	6
Callahan-Abbott Spur	Fredonia	West	9	9
Gravel Pit Spur	5.9 Miles east of Anacortes	West	21	21
Log Rollway	1.5 Miles east of Anacortes	Both Ends	2	2
Fidalgo Island Shingle Co. Spur	4.6 Miles east of Anacortes	East	2	2
Fidalgo Mill Spur	2.3 Miles east of Anacortes	East	3	3

WEST BOUND. FIFTH DISTRICT—SUMAS TO GUICHON.

EAST BOUND.

SECOND CLASS				Capacity of Side Tracks	Distance from Sumas	STATIONS	Telegraph Code	Distance from (Miles)	SIGNS	SECOND CLASS		
387	387	397	397							398	388	388
Mixed Mon., Wed., Thur. and Sat.	Mixed Tue. and Fri.	Mixed Tue., Thur. and Sat.	Mixed Mon., Wed., and Fri.		0.0	SUMAS, WASH	SU	16	R D W C			
Ar 7:00Am	Ar 5:30Am				0.0	INTERNATIONAL BOUND'RY		46				
* 7:02	* 5:32			26	0.1	HUNTINGDON		10	W			
* 7:15	* 5:45			37	3.6	ABBOTSFORD	FS	42	R D W			
* 7:30	* 7:30			7	8.1	PINEGROVE		38.1				
* 7:55	* 7:55			62	12.7	ALDERGROVE		33.8	D			
* 8:10	* 8:10			26	16.9	OTTER		29.6				
* 8:35	* 8:35			61	21.6	LINCOLN		24.9	W			
Ar 9:00Am	Ar 9:00Am	Ar 4:30Pm	Ar 4:05Pm	64	29.4	CLOVERDALE	CL	17.1	R D Y	Ar 8:30Am	Ar 9:00Am	Ar 3:45Pm
		f 4:45	f 4:20	4	33.4	ALLUVIA		13.1		* 8:15	* 8:45	
		f 4:50	f 4:25	4	31.9	SOUTHPORT		11.6		f 8:10	f 8:40	
		4:55	4:30		35.9	COLEBROOK JCT.		10.6	Y	8:00	8:30	
		* 5:10	* 4:55	58	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	
		f 5:40	f 5:25	9	42.7	INVERHOLM		3.8		f 7:25	f 7:55	
		f 5:50	f 5:35	2	45.1	CHALLUETHAN		1.4		f 7:10	f 7:40	
Mon., Wed., Thur. and Sat.	Tue. and Fri.	Tue., Thur. and Sat.	Mon., Wed. and Fri.		10	16.5	GUICHON		0.0	W	Ar 7:00Am	Ar 7:30Am
387	387	397	397							Tue., Thur. and Sat.	Mon., Wed. and Fri.	Daily Ex. Sunday
2:00 14.7	2:00 11.7	1:30 11.4	1:40 10.3							398	398	388
										1:30 11.4	1:30 11.4	2:00 14.7

Special Rules.
West bound trains are superior to east bound trains of the same class.
 The normal position of switches at Colebrook Junction, Guichon Line Junction are for main line. All trains Fifth District will protect against all Third District trains between Colebrook Jct. and Guichon Line Jct.
 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.
INITIAL STATIONS.
 Guichon for train No. 398 Sumas for train No. 387. 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.
 Deraill switches must always be set for derail except when in actual use whether there are cars on the tracks or not.
 Abbotsford east end of passing track.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Guichon Slip Spur	0.1 Miles east of Guichon	East	5
Gowdy Road Spur	1.5 Miles east of Chualar	West	5
Paterson's Spur	1.9 Miles east of Inverholm	West	7
Smith Road Spur	2.0 Miles east of Inverholm	East	5
Matthew Road Spur	3.0 Miles east of Inverholm	East	5
Colebrook Road Spur	1.7 Miles west of Colebrook	East	5
Gravel Pit Spur	0.7 Miles east of Alluvia	West	9
Surry Spur	1.1 Miles west of Cloverdale	West	3
Ferriside Lbr. Co. Spur	1.4 Miles west of Lincoln	West	15
Lincoln Lbr. Co. Spur	1.0 Miles west of Lincoln	West	15
Clark's Spur	1.0 Miles west of Otter	West	30
Otter Shingle Co. Spur	at Otter	East	2
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 Side Tracks	Distance from Fraser River Jct.	STATIONS	Telegraph Code	Distance from (Miles)	SIGNS	SECOND CLASS			
387	397	397	385							398	398	386	384
Mixed Tue., Thur. and Sat.	Mixed Tue., Thur. and Sat.	Mixed Mon., Wed. and Fri.	Mixed Daily Ex. Sunday		0.0	FRASER RIVER JCT		20.3					
Ar 2:50Pm	Ar 2:50Pm	Ar 2:50Pm	Ar 1:10Pm		1.0	LIVERPOOL		19.3		Ar 10:40Am	Ar 10:40Am	Ar 11:05Am	
	2:55	2:55	* 1:15		3.3	PORT MANN		17.0	D	10:30	10:30	* 10:55	
	f 3:20	f 3:20	* 2:00		18	PORT KELLS		11.3	D	f 10:05	f 10:05	* 10:15	
Ar 8:40Am	* 3:35	Ar 3:35Pm	Ar 2:40Pm	64	36	CLOVERDALE	CL	5.1	R D Y	* 9:45	Ar 9:45Am	Ar 9:55Am	Ar 4:20Pm
Ar 8:55Am	Ar 4:00Pm			8	20.3	HAZELMERE		0.0		Ar 9:05Am			Ar 4:05Pm
Tue., Thur. and Sat.	Tue., Thur. and Sat.	Mon., Wed. and Fri.	Daily Ex. Sunday							Tue., Thur. and Sat.	Mon., Wed. and Fri.	Daily Ex. Sunday	Tue., Thur. and Sat.
387	397	397	385							398	398	386	384
15 20.0	1:10 17.4	45 20	1:35 11.4							1:35 12.7	55 10.4	1:10 13.0	15 20.0

Special Rules.
South bound trains are superior to north bound trains of the same class.
 All Sixth District trains will protect against all Third District trains between Fraser River Junction and New Westminster.
 All trains will reduce speed to 8 miles per hour over all draw bridges and interlocking plants.
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. 385, 384 and 397. Hazelmere for trains Nos. 387 and 397. Fraser River Jct. for trains Nos. 386 and 398.

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 Kells	South	4
David Bell & Co. Spur	1.5 Miles north of Cloverdale	South	25
McNair Spur	2.0 Miles north of Cloverdale	South	3
Washington Shingle Co.	2.2 Miles north of Blaine	South	8
Great Western Shingle Spur	0.5 Miles south of Port Kells	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

SPECIAL RULES.

- Freight trains will not carry passengers.
- Horizontal position of the semaphore blades by day and yellow light shown by night indicates that switches with which the distant signals are connected are open and approaching trains should immediately be brought under control.
- Diagonal position of the blades and green lights displayed at night indicate that switches with which the distant signals are connected are properly set and train should proceed as per rule.
- Car capacity of passing tracks based on 42 feet to the car inside of clearance points and does not allow for engines or calouse. Car capacity other tracks do not include engine house tracks, turn table tracks, shop tracks, safety tracks or wye tracks.

REFERENCE MARKS.

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

PERSONAL INJURIES.

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

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

- In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.
- When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
- When traps, 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 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, Pittsburgh Building, St. Paul.
 Boeckman and Boeckman, Ophthalmic Surgeons, 642 Lowry Building, St. Paul.
 Leavenworth.....DR. G. W. HOXSEY.
 Skykomish.....DR. C. E. GREASON.
 Monroe.....DR. H. K. STOCKWELL.
 Everett.....DR. C. A. MEAD and W. T. FLYNN.
 Interbay.....DR. F. A. BOOTH.
 Seattle.....DR. H. M. READ.
 Seattle.....DR. R. W. PERRY, Oculist.

Vancouver, Wash.....DR. J. T. GUERIN.
 Tacoma.....DR. JAMES A. LA GASA.
 Burlington.....DR. H. E. CLEVELAND.
 Bellingham.....DR. W. A. KIRKPATRICK.
 Blaine.....DR. A. A. SUTHERLAND.
 New Westminster.....DR. GEO. E. DREW.
 Vancouver.....DR. A. S. MONRO.
 Anacortes.....DR. H. E. FROST.

TIME INSPECTORS.

Leavenworth.....F. E. CARLQUIST.
 Seattle.....J. F. HUNTER.
 Burlington.....J. H. CROSSBY.
 Everett.....ROBT. ANDERSON
 Bellingham.....WILBER GIBBS.

Vancouver, B. C.....PAUL & McDONALD.
 Tacoma, Wash.....RICHARD VEATH.
 Centralia, Wash.....BEN SALICK.
 Portland, Ore.....C. CHRISTENSON.
 Monroe, Wash.....C. E. RICHEY.

Delta—

E. O. WADHAMS, Dispatcher.
 T. H. REED, Dispatcher.
 G. E. WELLIEN, Dispatcher.
 J. C. DEVERY, Chief Dispatcher.
 D. MOORE, Night Chief Dispatcher.

J. BRADY, Train Master and Traveling Engineer.
 S. CORRIGAN, Train Master.
 JOS. WEBER, Superintendent of Terminals.