

# GREAT NORTHERN RAILWAY

CASCADE DIVISION



# TIME TABLE No. 94.

SUNDAY, **EMBLEM**, 1917.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

J. M. DOYLE, Superintendent.

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

J. H. O'NEILL, General Superintendent.

F. J. GAVIN, Asst. General Superintendent.

C. O. JENKS, Asst. General Manager.

*with HOPE*

2 WESTWARD.

FIRST DISTRICT - LEAVENWORTH TO EVERETT JUNCTION.

THIRD CLASS			SECOND CLASS			FIRST CLASS				
731	715		411	401	727	25	285	1	27	297
N. P. 925 Freight Daily Ex. Sunday	Mdn. Freight Daily Ex. Sunday		Fast Freight Daily	Fast Freight Daily	N. P. 675 Freight Daily Ex. Sunday	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Fast Mail Daily	N. P. 441 Passenger Daily
			Lr 2:20pm	Lr 1:50am		60 492 0.0	Lr 2:20am	Lr 2:05pm	Lr 11:55pm	
			2:40	2:10		55 3.2	2:29	2:14	12:04am	
			3:02	2:38		75 6.3	2:38	2:23	12:12	
			3:30	3:00		155 22 10.5	2:48	2:36	12:22	
			4:00	3:20		74 10 13.0	3:00	2:43	12:29	
			4:37	3:46		71 4 17.5	3:09	2:55	12:38	
			4:52	4:05		145 5 20.5	3:15	3:01	12:44	
			6:00	4:40		78 24.9	3:30	3:16	1:00	
			6:30	5:20		152 5 28.0	3:44	3:28	1:13	
			7:10	6:15		176 87 32.3	4:02	3:45	1:31	
			7:30	6:40		85 263 35.9	4:15	4:00	1:44	
			7:50	7:10		70 8 39.5	4:25	4:10	1:56	
			8:05	7:30		75 10 42.2	4:33	4:18	2:05	
			8:30	7:50		75 22 45.2	4:43	4:28	2:16	
			8:45	8:10		78 9 48.3	4:52	4:37	2:23	
			9:00	8:25		75 15 51.8	5:01	4:46	2:31	
			9:20	8:45		63 230 57.0	5:15	5:00	2:45	
			9:50	9:35		72 7 61.1	5:20	5:05	2:50	
	Lr 7:30am		10:15	9:45		72 7 61.1	5:27	5:13	2:59	
	7:45		10:35	10:00		50 60 66.1	5:37	5:22	3:08	
	8:00		10:50	10:20		71 21 71.2	5:47	5:31	3:19	
	8:45		11:05	10:45		78 17 76.3	5:55	5:40	3:28	
	9:00		11:25 <sup>25</sup>	10:55		100 115 80.0	6:02	5:46	3:34	
	9:15		12:40 <sup>Am</sup>	11:30 <sup>25</sup>		45 82.4	6:05	5:50	3:38	
	10:00					70 33 85.8	6:12	5:55	3:45	
	10:15		1:30	12:10 <sup>pm</sup>		105 35 93.3	6:26	6:10	3:58	
	11:09		2:00	12:45	Lr 11:55 <sup>pm</sup>	74 116 100.2	6:40	6:25	4:11	Lr 4:33 <sup>pm</sup>
	12:10 <sup>pm</sup>		2:20 <sup>am</sup>	1:10 <sup>pm</sup>	Ar 12:10 <sup>am</sup>	70 63 106.0	6:50	6:35	4:20	Ar 4:43 <sup>pm</sup>
						43 174 107.6	7:02	6:38	4:23	
						8 108.7	7:02	6:48	4:32	
						100.8	7:05 <sup>am</sup>	6:50 <sup>pm</sup>	4:36 <sup>am</sup>	
	Ar 2:10 <sup>pm</sup>		Ar 3:00 <sup>am</sup>	Ar 2:00 <sup>pm</sup>	Daily Ex. Sunday	90 106.7 100.3	Daily	Daily	Daily	Daily
	Daily Ex. Sunday		Daily	Daily	Daily Ex. Sunday		25	285	1	27
	731	715	411	401	727		25	285	1	27
	20 17.4	6.30 8.1	12.40 8.0	12.10 9.5	15 24.0		4.45 24.2	2.05 26.0	4.45 23.0	4.40 24.8

Time Table No. 94  
In Effect November 18, 1917

STATIONS

- LEAVENWORTH
- TUMWATER
- DRURY
- CHIWAUKUM
- WINTON
- NASON CREEK
- MERRITT
- GAYNOR
- BERNE
- CASCADE TUNNEL
- IYE
- EMBRO
- COREA
- SCENIC
- ALPINE
- TONGA
- SKYKOMISH
- GROTTO
- HALFORD
- INDEX
- REITER
- GOLD BAR
- STARTUP
- SULTAN
- MONROE
- SNOHOMISH
- LOWELL
- PACIFIC AVENUE
- EVERETT
- EVERETT JUNCTION

Via N. P. Ry. DELTA

Time Over District  
Average Speed Per Hour

Read carefully Rules covering Operation Electric Train 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).  
Westward trains will be prepared to stop at Snohomish, and Eastward 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.  
Connection with C. M. & St. P. Ry. Monroe, 1077.4 ft. east, west head block passing track 155 ft. west, west head block industry

At Snohomish all Northern Pacific trains will enter and leave Great Northern main line through the cross-over.  
At Lowell all eastward trains from Northern Pacific connection and first class westward trains for Northern Pacific connection will run through cross-over. All westward second and inferior class trains for Northern Pacific connection will enter passing track at east end.  
Local freights between Skykomish and Delta will carry passengers when provided with proper transportation.  
At Gold Bar Nos. 25, 1, 27, 2, 28 and 26 will register by card except when running in sections.

**EASTWARD.**

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

**Special Rules.**

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Westward trains are superior to eastward 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 westward 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. Passenger trains 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 eight miles per hour through Alvin Creek Tunnel and over bridges at either end.

All trains will reduce speed to ten miles per hour over crossing Interlocking Plants. Trains must not exceed speed of 8 miles per hour over drawbridges and Interlocking Plant. All passenger and mail trains must not exceed speed of 25 miles per hour over curves right degree and over.

No. 2 will stop at any station between Skykomish and Leavenworth to pick up passengers for Twin Cities and east. Berlin and Boring and Haystack Spur two miles east of Index will be flag stop for Nos. 285 and 286.

**Additional:** Trains must be tested at 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 engineer how many cars loaded and empty in the train, and how many cars of "air" are working.

All trains must be tested from Cascade Tunnel to Merritt, and from Winton to Leavenworth, and from Cascade Tunnel to Gold Bar.

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 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 returned 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 eastward trains will approach the east end of the concrete head at Tye under absolute control and will not pass the red line point of the passing track unless signalled to do so by the Tunnel conductor.

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. 25, 27, 401 and 411.  
Everett Jct. for trains Nos. 2, 28, 285 and 286.  
Skykomish for trains Nos. 285 and 715.  
Simulmesh for Nos. 297, 727, 731.  
Lowell for Nos. 300, 730, 732.  
Delta for train 402.

**TERMINAL STATIONS:**  
Leavenworth for Nos. 2, 28, 285 and 402.  
Skykomish for train No. 286.  
Everett Jct. for trains 2, 25, 27 and 286.  
Lowell for Nos. 297, 727, 731.  
Simulmesh for Nos. 300, 730, 732.  
Delta, 401, 411 and 715.

**DERAIL SWITCHES:** A derail switch 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, and at west end No. 3 track outside shed, 210 ft. east of frog, and west end No. 1 track, both east of frog.

Tye Safety Switch, 70 feet west of station, on main line.  
Cross over and Industry Spur.  
Sawie Industry track.

Alpine Industry 105 ft. House shed 150 feet east of west switch, Alpine Mill Spur 30 feet east of frog.  
Grotto, 150 feet east of west head block Industry track.  
2 1/2 Ton House track, west end, 200 feet east of frog.  
Index Industry track 120 feet from west head block.

Reiter, west end Industry track.  
Moose Mill Spur, 200 feet from head block.  
Brewery Spur, Pacific Avenue, 210 feet from head block.  
Frye-Bruhn Spur, 120 feet from Crossing Agnew Hardware Co. Spur.  
Everett Power House Spur, 105 feet from head block.

**LAP SIDINGS:**  
Chivaukum and Merritt.

**Business tracks not shown as stations on time table.**

**LOCATION OF TUNNELS.**  
Tunnel No. 43, 45, 74, 75 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 44, 46, 73 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 45, 47, 72 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 46, 48, 71 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 47, 49, 70 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 48, 50, 69 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 49, 51, 68 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 50, 52, 67 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 51, 53, 66 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 52, 54, 65 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 53, 55, 64 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 54, 56, 63 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 55, 57, 62 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 56, 58, 61 feet long, height 19 feet, between Tye and Cascade Tunnel.  
Tunnel No. 57, 59, 60 feet long, height 19 feet, between Tye and Cascade Tunnel.

**Time Table No. 94.**

In Effect November 18, 1917.

STATIONS.	Distance from Delta	SIGNALS	SECOND CLASS		THIRD CLASS
			402	730	732
		See Rule 5, Page 18	Daily	Daily Ex Monday	Daily Ex Monday
LEAVENWORTH	106.5	DN WC TY O P	7:00am		
TUMWATER	106.3	DN	6:45		
DRURY	103.2	DN	6:30		
CHIWANKUM	99.9	DN W	6:15		
WINTON	96.6	DN	6:00		
NASON CREEK	92.0	DN	5:40		
MERRITT	89.0	DN W Y P	5:25		
GAYNOR	84.6	DN	5:02		
BERNE	81.5	DN W	4:50		
CASCADE TUNNEL	77.2	DN W T P	4:35		4:45
TYE	73.6	DN WC	4:20		
EMBO	70.0	DN W	4:10		
COREA	67.3	DN	4:00		
SCENIC	64.3	DN W	4:07		
ALPINE	61.2	DN W	4:20pm		
TONGA	57.4	DN	4:45		
SKYKOMISH	52.5	DN WC Y P	4:55		5:05
GROTTO	48.4		9:45		
HALFORD	43.4	D W	9:15		
INDEX	38.3	DN	8:45		
REITER	33.2	W	8:10		
GOLD BAR	29.5	R DN Y P	7:44		8:30
STARTUP	27.1				
SULTAN	23.7	D	6:12		
MONROE	16.2	DN W Y P	5:35		
SNOWMISH	9.3	R DN	5:10	Ar 1:35Am	Ar 7:10Am
LOWELL	3.5	R DN	4:55	Ar 1:15Am	Ar 6:50Am
PACIFIC AVENUE	1.9	DN			
EVERETT	0.8	K			
EVERETT JCT.	0.0	R DN			
via N. P. Ry. DELTA		R DN WC TY O P	4:30Am	Daily	Daily Ex Monday
			402	730	732
			14:30	17:4	17:4
			5:1		

Time Over District Average Speed Per Hour

FIRST CLASS				
300	28	2	286	26
Passenger	Express	Fast	Passenger	Passenger
Daily	Daily	Daily	Daily Ex Sunday	Daily
Ar 4:30Am	Ar 1:40Am		Ar 7:00Am	Ar 12:00Pm
4:15	1:30		7:11	12:11
4:14	1:31		7:02	12:02
4:02	1:10		7:09	12:09
3:50	1:04		7:07	12:07
3:46	12:58		7:05	12:05
3:42	12:44		7:02	12:02
3:30	12:32		7:00	12:00
3:15	12:24		6:58	11:58
3:00	12:12pm		6:56	11:56
2:40	11:55		6:53	11:53
2:19	11:37		6:51	11:51
2:05	11:26		6:49	11:49
1:54	11:16		6:47	11:47
1:36	10:59		6:45	11:45
1:24	10:47		6:43	11:43
1:05	10:29		6:41	11:41
1:00	10:24		6:39	11:39
12:51	10:11		6:37	11:37
12:40	10:05		6:35	11:35
12:27	9:53		6:33	11:33
12:15	9:41		6:31	11:31
12:08	9:33		6:29	11:29
12:04pm	9:29		6:27	11:27
11:58	9:23		6:25	11:25
11:43	9:07		6:23	11:23
11:37pm	8:52		6:21	11:21
11:27pm	8:41		6:19	11:19
11:10	8:33		6:17	11:17
11:07	8:25		6:15	11:15
11:00pm	8:20pm		6:13	11:13
Daily	Daily	Daily	Daily Ex Sunday	Daily
300	28	2	286	26

Interlocking Plant at Bridge 150 feet east of Simulmesh. No distant signals. Home signal are located 550 feet each way from draw span, double track located 50 feet east of home signal. All territory between Skykomish and Leavenworth, when positively known to be occupied by a train, will be held by the engineer of the train. When a train is at a station, engineer if holding permissive staff, will immediately whistle out flag. If holding permissive staff will not be in the rear of the train. A train must be on rear of train.

SECOND DISTRICT - EVERETT JUNCTION TO SEATTLE.

WESTWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS		STATIONS		27		357		25		285		277		359		273		1		355	
717		401				Time Table No. 94		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger		Passenger	
Miles Freight		Foot Freight				In Effect November 18, 1917		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
Daily Ex Sunday		Daily				STATIONS		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
Le 1.15pm		Le 2.30pm				EVERETT JUNCTION	48	Le 4.30am	Le 6.45am	Le 7.05am	Le 8.55am	Le 10.05am	Le 11.25am	Le 12.25pm	Le 1.25pm	Le 2.25pm	Le 3.25pm	Le 4.25pm	Le 5.25pm	Le 6.25pm	Le 7.25pm	Le 8.25pm	Le 9.25pm	Le 10.25pm	Le 11.25pm
1.35		2.45		110	3.8	MUKILTEO	MIU	4.42	* 6.54	7.12	* 9.03	* 10.13	11.31	12.31	1.31	* 2.31	* 3.31	* 4.31	* 5.31	* 6.31	* 7.31	* 8.31	* 9.31	* 10.31	* 11.31
1.60		2.60			7.9	MOSIER		4.49	f 7.02	7.19	f 9.11	f 10.20	11.37	12.37	1.37	* 2.37	* 3.37	* 4.37	* 5.37	* 6.37	* 7.37	* 8.37	* 9.37	* 10.37	* 11.37
2.05		3.05		8	10.9	MEADOWDALE	AD	4.56	f 7.08	7.25	f 9.17	f 10.26	11.43	12.43	1.43	* 2.43	* 3.43	* 4.43	* 5.43	* 6.43	* 7.43	* 8.43	* 9.43	* 10.43	* 11.43
2.48		3.25		104	14.8	EDMONDS	ED	5.02	* 7.18	7.32	f 9.24	* 10.33	11.50	12.50	1.50	* 2.50	* 3.50	* 4.50	* 5.50	* 6.50	* 7.50	* 8.50	* 9.50	* 10.50	* 11.50
3.35		4.35		87	17.8	RICHMOND BEACH	R	5.08	f 7.26	7.38	f 9.31	* 10.40	11.57	12.57	1.57	* 2.57	* 3.57	* 4.57	* 5.57	* 6.57	* 7.57	* 8.57	* 9.57	* 10.57	* 11.57
4.15		4.15		194	26.9	BALLARD	BD	5.24	* 7.45	7.54	f 9.48	* 10.57	12.14	13.14	1.14	* 2.14	* 3.14	* 4.14	* 5.14	* 6.14	* 7.14	* 8.14	* 9.14	* 10.14	* 11.14
Ar 4.30pm		Ar 4.30pm		206	33.3	INTERBAY	IB	5.29	* 7.50	8.00	f 9.53	* 10.62	11.79	12.79	1.79	* 2.79	* 3.79	* 4.79	* 5.79	* 6.79	* 7.79	* 8.79	* 9.79	* 10.79	* 11.79
				285	39.3	G. N. DOCK	Z																		
				343	32.7	SEATTLE	UD	* 5.45am	* 8.05am	Ar 8.15am	Ar 10.10am	Ar 10.55am	* 3.30pm	Ar 7.45pm	* 8.00pm	Ar 9.30pm									
						SEATTLE		6.00am	11.15am				3.45pm	8.35pm	10.45pm										
				183	72.9	TACOMA	T	* 7.00am	* 9.25pm				* 5.00pm	Ar 10.00pm	12.10pm										
						PORTLAND	P		Ar 5.55pm				Ar 10.00pm		Ar 6.00am										
Daily Ex Sunday		Daily						Daily	Daily	Daily	Daily Ex Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
717		401						27	357	25	285	277	359	273	1	355									
3.15		2.00						1.10	1.20	1.10	1.15	1.10	1.05	1.20	1.10	1.10									
8.0		14.0						2.2	21.6	22.2	26.1	1.9	20.2	21.6	25.2	28.2									

Special Rules.

Westward trains are superior to eastward 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 westward 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. 357 meets No. 360.

No. 25 meets No. 360.

No. 277 meets Nos. 26 and 718.

No. 359 passes No. 717.

No. 717 meets No. 285.

No. 285 meets Nos. 360, 26 and 718.

No. 273 meets Nos. 278 and 2.

No. 1 meets No. 2.

No. 355 meets No. 2.

No. 26 passes No. 718 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.

Passenger and mail trains will not exceed speed twenty-five (25) miles per hour over curves 8 degrees and over.

Ballard, Edmonds and Mukilteo are flag stops for No. 26 to take passengers for Spokane or points east of Spokane.

Mail 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.

Ballard will be flag stop for No. 2 to take passengers for Spokane or points east of Spokane.

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, 26, 270, 358, 286, 278, 2, 28, 356.  
 Interbay for trains Nos. 718, 402.  
 Everett Jct. for trains Nos. 27, 357, 25, 285, 277, 273, 359, 1, 355, 401, 717.

**TERMINAL STATIONS.**  
 Interbay for trains Nos. 401 and 717.  
 Seattle for trains Nos. 27, 357, 25, 285, 277, 359, 273, 1, 355.  
 Everett Jct. for trains Nos. 360, 26, 270, 358, 286, 278, 2, 28, 356, 402, 718.

DEBRIL SWITCHES.

INTERLOCKING Plant. Blankule drawbridge 500 feet west of Ballard.  
 Distal 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 (denoting home signal) remains in closed position inside home signals.

INTERLOCKING governing Northern Pacific crossing just west of Interbay.  
 Westward Home signal is suspended from Wheeler Street Bridge 200 feet east of crossing. Eastward Home signal is located 300 feet west of crossing. Home signals are three position upper quadrant type.  
 Eastward distant is located 55 feet in advance of Home Signal.  
 Westward distant is located 250 feet east of crossing.  
 Westward Distant signal is located 3000 feet from east bound of crossing and works from 15 degrees.  
 Westward Distant signal is located 1500 feet east of Home Signal and works from 15 degrees.  
 Back up Distant signal on Great Northern yard tracks are located 100 feet from crossing East and West.  
 Derris on Northern Pacific tracks are located 200 feet from crossing with flag signal 5 feet from them.  
 Painted instruction posted in cabin for the operation of this signal. Cabin is locked by a Great Northern switch lock and Northern Pacific switch lock.

Business Tracks Not Shown at stations on Time Table.

NAME	LOCATION	OPERS	LENGTH	CAR CAPACITY
G. N. Oil Tank Spur	1.7 miles west of Everett Jct.	East		30
Mukilteo Lumber Co. Spur	2.1 miles east of Mukilteo	East		3
Wasser-Mowatt Lumber Co. Spur	1 mile east of Mukilteo	East		3
Brown Bay Logging Co. Connection	0.5 miles west of Meadowdale	East		2
Inevitable Railroad Spur	0.4 miles west of Edmonds	West		32
Shipyards Spur	1.0 miles east of Richmond Beach, old Standard Oil Spur	West	1200	8
Standard Oil Co. Spur	1.0 east of Richmond Beach	West	2185	46
G. N. Clay Co. Spur	4.2 miles west of Edmonds Beach	East		10
Motion Spur - Old Spur	1.6 miles east of Ballard	West		43

LOCATION OF TUNNELS.

Tunnel No. 17, 5,041.5 feet long, height 22 feet, Seattle, Wash.

## EASTWARD.

## SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

5

## FIRST CLASS

## Time Table No. 94

In Effect November 18, 1917

## SECOND CLASS

## THIRD CLASS

FIRST CLASS					SECOND CLASS				THIRD CLASS			
356	28	2	278	358	286	270	26	360	402	718		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Freight	Mdse. Freight		
Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday		
Ar 1 05Am	11 00Pm	Ar 8 30Pm	Ar 6 47Pm	Ar 10 00Pm	Ar 6 20Pm	Ar 12 25Pm	Ar 10 15Am	Ar 9 10Am	Ar 12 10Am	Ar 11 25Am		
*12 55	10 54	8 23	* 6 40	6 20	* 6 11	*12 18	10 08	* 9 08		11 10		
†12 45	10 47	8 16	† 6 31	6 27	† 6 01	†12 11	10 02	† 8 59		10 30		
†12 37	10 42	8 11	† 6 24	6 19	† 4 55	†12 05Pm	9 57	† 8 51		10 10		
*12 29	10 36	8 05	* 6 16	6 11	* 4 47	*11 58	9 50	* 8 43		9 50		
†12 20	10 31	8 00	† 6 09	6 04	* 4 38	*11 50	9 44	* 8 33		9 10		
*12 03Am	10 18	7 47	* 6 00	4 55	† 4 19	†11 34	9 32	* 8 17		8 40		
*11 59	10 14	7 44	* 5 45	4 49	† 4 15	†11 30	9 29	* 8 14		8 30Am		
11 45Pm	10 00Pm	7 30Pm	Ar 6 30Pm	4 30Pm	Ar 4 00Pm	Ar 11 15Am	Ar 9 15Am	8 00Am				
*11 16Pm	9 30Pm	* 7 10Pm		* 4 10Pm				* 7 30Am				
10 00				3 00				6 00				
* 9 55	Ar 8 20Pm	Ar 5 45Pm		2 00Pm				6 00				
Ar 5 00Pm				Ar 10 00Am				Ar 12 30Am				
Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday		
356	28	2	278	358	286	270	26	360	402	718		
1 20 24.8	1 50 32.7	1 00 22.7	1 11 29.4	1 00 32.7	1 20 24.8	1 10 28.3	1 00 22.7	1 18 25.7	1 40 16.8	2 55 9.7		

## STATIONS

DOUBLE TRACK.

SINGLE TRACK.

## EVERETT JUNCTION

3 3 MUKHTED

4 1 MOSHER

3 0 MEADOWDALE

3 0 EDMONDS

3 0 RICHMOND BEACH

0 1 BALLARD

1 1 INTERBAY

1 3 O. N. DOCK

2 4 SEATTLE

SEATTLE

40 7 TACOMA

12 4 PORTLAND

## Automatic Block System.

Automatic Block Signals are in operation between King Street Junction, Seattle, and Everett Jct.

Trains must not exceed a speed of 8 miles per hour over draw bridges and interlocking plants.

Three position train order signals Everett Jct. 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

## Westward.

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

Westward Home signal, Coast line, is located fifty feet from east end of eastward crossover switch and has three arms; top arm is for main line; second arm fixed; bottom arm crossover movement.

Distant signals, westward high line, is located 500 feet from home signal.

First automatic signal westward is 2,500 feet west of Everett Junction. From first automatic signal to Seattle, they are located about 7500 feet apart.

## Eastward.

First automatic signal eastward is located 5000 feet from eastward 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.

Eastward home signal, Everett Junction Interlocking is located 200 feet from west end of eastward 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.

## THIRD DISTRICT EVERETT JUNCTION TO BELLINGHAM.

SOUTHWARD.

THIRD CLASS			SECOND CLASS			Priority Traffic	Miles Run	Distance from Bellingham	Time Table No. 94 In Effect November 18, 1917									
717	713		711	729	401				357	277	359	299	273	355				
Mdse. Freight Daily Ex. Sunday	Mdse. Freight Daily Ex. Sunday		Fast Freight Daily	N. P. and Freight Daily Ex. Sunday	Fast Freight Daily	Passenger Daily			Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily					
			Ex 6:30pm			119	100	0.0	BELLINGHAM	11M	Ex 3:20Am	Ex 6:50Am	Ex 12:20Pm					
			6:00			40	113	2.9	SOUTH BELLINGHAM	PN	* 3:33	* 7:03	* 12:31					
			3:58 6:28			51	16	6.0	SOCKEYE		f 3:50	f 7:11	12:39					
			6:50			61	8	12.5	SAMISH		f 4:05	f 7:22	12:52					
							8	13.2	BLANCHARD			f 7:25						
			3:58 7:09			62	16	16.0	BOW	DD	* 4:15	* 7:32	12:58					
			7:30				6	21.2	BELLEVILLE	DD	f 4:25	* 7:40	1:04					
			8:47			63	23	22.8	BURLINGTON	DD	* 4:40	* 7:52	* 1:10					
			9:05			37	63	27.9	MT. VERNON	NR	* 4:55	* 8:03	* 1:20					
			9:25			61	13	33.2	FIR	DD	* 5:10	* 8:14	1:30					
							6	35.0	MILLTOWN		f 5:13	* 8:18						
						61	48	40.4	STANWOOD	B	* 5:30	* 8:30	2:00-7:13 1:40					
			9:50			70	13	45.9	SILVANA	NA	* 5:50	* 8:44	1:49					
			10:20			62	17	50.0	ENGLISH		f 6:00	f 8:55	1:56					
			10:50					53.6	KRUSE	R	6:06	f 9:02	2:00					
			11:10	Ex 11:30Am		60	84	57.0	MARYSVILLE	MR	* 6:15	* 9:10	2:05					
			11:25	11:42				59.7	DELTA WYE	WV	6:23	* 9:18	2:11					
						41		60.7	LONG SIDING		6:37	9:22	2:14					
						64	150	63.3	EVERETT		* 6:42	* 9:30	* 2:23					
								64.1	EVERETT JUNCTION	JN	Ar 6:45Am	Ar 9:35Am	Ar 2:25Pm					
											Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily
											357	277	359	299	273	355		
											3:25 18.8	2:45 23.1	2:05 30.8	1:11 22.4	2:10 27.9	2:10 30.4		

## Special Rules.

Southward trains are superior to northward trains of the same class.  
Read carefully rules covering operation Electric train staff block, pages 14 and 15.

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. (See page 10.)

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.

Everett yard limits includes Delta yard and from North end of Draw Bridge 11 to yard limit board south of Everett Junction.

Steam whistle signals for tracks with switches controlled from Delta Wye Interlocking Tower.

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.

Southward from Northern Pacific connection, One Long, One Short.

One Long.

Southward for Northern Pacific connection, Two Long, One Short.

One Long.

INTERLOCKING SYSTEM.—Governing movement of trains N. P. crossing and

Bridge 10 just north of Delta Wye.

All southward trains from Vancouver will be governed by the advance home signal

located 1,281 feet north of draw span. Top arm of 90 degree up proceed to two arm

home signal located 1,071 feet north of "P" crossing, top arm of 90 degree up proceed to Bayville, lower arm of 90 degree up proceed to Delta yard. A caution fixed signal is located 2,000 feet north of the same home signal.

Train movements from Delta Wye to Vancouver will be governed by top arm on two arm home signal located 1,071 feet north of wye switch and by two arm home signal located 2,000 feet north of draw span.

Train movements from Delta Wye to Vancouver will be governed by top arm on two arm home signal located 1,071 feet north of wye switch, and by two arm home signal located on the 2,000 feet north of draw span.

Trains from Delta Wye and Bayville will be governed by bottom blade on two blade semaphore located 60 feet east of wye switch.

Trains northward from Bayville Pacific connection to Great Northern main line governed by top arm on home signal on Northern Pacific track. Top arm on advance home signal located 200 feet south of draw span.

Southward from Northern Pacific connection to be governed by lower arm on Home Signal located 200 feet south of draw span.

Staff end of signal from Northern Pacific connection northward is located on Northern Pacific track on Bayville.

Interlocking Tower located on Bridge 10, 11 and 12 between Delta and Marysville and at Skagitway. Top arm on main line south of Fir.

Interlocking Tower located on Bridge 10 one mile north of Mt. Vernon. Derails are located 200 feet north of draw span.

Interlocking Tower located on Bridge 10 Pacific Northwest Traction Company just north of Burlington.

Interlocking Tower located on Bridge 10 just north of crossing. Derails are located on the 200 feet north of home signals. The distant signals in connection with this interlocking tower are governed by the same system.

**NORTHWARD.**

**THIRD DISTRICT - EVERETT JUNCTION TO BELLINGHAM.**

FIRST CLASS						Time Table No. 94 In Effect November 15, 1917	STATIONS	THIRD DISTRICT Everett Junction	SIGNS See Rule 5, Page 18	SECOND CLASS			THIRD CLASS		INITIAL STATIONS. Blaine for train No. 711. Delta Wye, for trains Nos. 298, 728, 712, 714, 717, 401. Everett Jet., for trains Nos. 270, 358, 360, 356, 278, 718 and 402. Caledbrook, for train No. 398. New Westminster, for trains 98, 102, 104. Vancouver, for trains Nos. 97, 359, 355, 357, 397, 385, 101, 103 and 719. Bellingham, for train No. 277, 273, 720. Kruise, for trains 299, 729. Burlington No. 713. Caledbrook for No. 386.	
278	298	358	270	360	356					728	712	402	714	713		TERMINAL STATIONS. Blaine for train No. 712. Delta Wye, for trains Nos. 299, 729, 711, 713, 718, 402, and 717. Caledbrook, for train No. 397. New Westminster, for trains 97, 101, 103. Vancouver, for trains Nos. 98, 356, 358, 360, 398, 386, 102, 104 and 729. Bellingham, for trains Nos. 278, 270, 719. Kruise, for trains Nos. 298, 728. Burlington No. 714. Caledbrook for No. 385.
Passenger Daily Ex. Sunday	N. P. 441 Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily					N. P. 675 Freight Daily Ex. Sunday	Fast Freight Daily	Fast Freight Daily	Misc. Freight Daily Ex. Sunday	Misc. Freight Daily Ex. Sunday		
Ar. 9:45Am		Ar. 7:50Pm	Ar. 3:15Pm	Ar. 12:15Pm	Ar. 1:10Am		BELLINGHAM	61 1 R* DN CWIKP		Ar. 8:35Am						
* 9:30	* 7:35	* 3:00	* 12:01Pm	* 1:00			SOUTH BELLINGHAM	61 2 D O P		8:20						
f 9:22	7:27	2:53	11:51	f 3:50			4.0 SOCKEYE	61 2 P		8:05						
f 9:10	7:15	2:40	11:35	f 3:30			5.6 SAMISH	51 6 W P		7:50						
f 9:08			11:14				0.7 BLANCHARD	60 9 P								
* 9:02	7:09	2:33	11:28	* 3:50			2.4 BOW	47 3 D P		277 7:32						
* 8:53	7:00	2:25	11:19	f 3:10			4.8 BELLEVILLE	42 9 P		7:10						
* 8:47	6:55	* 2:20	11:13	* 3:00			2.8 BURLINGTON	40 3 R DNCOWYX P		7:00						
* 8:35	* 6:42	* 2:07	11:00	* 2:50			4.1 MT. VERNON	38 2 DN P		6:10	712 11:30Am					
* 8:20	6:33	* 1:55	10:41	* 2:40			5.4 FIR	39 5 D P		6:55	360 11:00					
* 8:15	f 1:50	* 1:40	10:35	f 2:30			1.7 MILLTOWN	29 1		10:10						
* 8:05	6:23	* 1:40	10:30	* 2:10			8.4 STANWOOD	23 2 DN P		5:30	9:40					
* 7:55	6:14	* 1:35	10:13	* 2:00			8.5 SILVANA	18 3 D W P		5:05	277 8:44					
f 7:45	6:07	1:10	10:03	f 1:50			4.1 ENGLISH	14 1 P		4:50	8:05					
f 7:32	Ar. 5:17Pm	6:01	10:07	9:53	1:40		2.8 KRUSE	10 6 R DN P	Ar. 1:10Am	4:30	7:45					
* 7:26	5:10	5:59	* 1:00	* 9:40	* 1:30		8.4 MARYSVILLE	7 1 DN P	12:55	4:15	7:30					
7:10	Ar. 5:03Pm	5:50	12:50	9:35	1:20		2.7 DELTA WYE	4 4 R DN Y P	Ar. 12:45Am	Ar. 4:00Am	Ar. 1:10Am	Ar. 7:00Am	Ar. 11:50Am			
7:07		5:47	12:10	9:35	1:20		1.0 LONG SIDING	4 4		12:55			11:30			
* 7:00	* 5:42	* 12:35	* 8:30	* 1:10			2.8 EVERETT	9 8 P		12:45			11:30			
Ar. 6:47Pm	Ar. 5:36Pm	Ar. 12:25Pm	Ar. 9:16Am	Ar. 1:00Am			0.8 EVERETT JUNCTION	0 0 R DN P		Ar. 12:40Am			Ar. 11:25Am			
Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily				Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday			
278	298	358	270	360	356				728	712	402	714	713			
2.58 21.8	11 27.0	2.15 24.5	2.59 22.8	2.29 21.3	2.59 21.6				.25 15.0	4.35 14.1	.30 9.0	4.30 8.0	0.25 10.6			
Time Over District Average Speed Per Hour																

**INITIAL STATIONS.**  
Blaine for train No. 711.  
Delta Wye, for trains Nos. 298, 728, 712, 714, 717, 401.  
Everett Jet., for trains Nos. 270, 358, 360, 356, 278, 718  
and 402.  
Caledbrook, for train No. 398.  
New Westminster, for trains 98, 102, 104.  
Vancouver, for trains Nos. 97, 359, 355, 357, 397, 385, 101,  
103 and 719.  
Bellingham, for train No. 277, 273, 720.  
Kruise, for trains 299, 729.  
Burlington No. 713.  
Caledbrook for No. 386.

**TERMINAL STATIONS.**  
Blaine for train No. 712.  
Delta Wye, for trains Nos. 299, 729, 711, 713, 718, 402,  
and 717.  
Caledbrook, for train No. 397.  
New Westminster, for trains Nos. 97, 101, 103.  
Vancouver, for trains Nos. 98, 356, 358, 360, 398, 386, 102,  
104 and 729.  
Bellingham, for trains Nos. 278, 270, 719.  
Kruise, for trains Nos. 298, 728.  
Burlington No. 714.  
Caledbrook for No. 385.

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

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Coast Clay Spur	1.0 Mile north of Sockeye	South	10	10
Chuckanut Quarry Spur	1.0 Mile north of Sockeye	North	20	20
Chuckanut Quarry Spur	0.7 Mile north of Sockeye	North	3	3
Blanchard Spur	0.5 Mile north of Samish	North	30	30
Black Hill Canyon Spur	1.5 Miles north of Bow	North	55	55
Bellville Pt.	1.5 Miles north of Bellville	North	80	80
Everett Pulp and Paper Co. Spur	1.7 Miles north of Mt. Vernon	South	5	5
Puget Sound and Cascade R. Co. Spur	1.0 Mile north of Mt. Vernon	South	5	5
Skagit Crossing Tr. Track	0.9 Miles south of Everett	South	6	6
Hawley Spur	1.3 Miles south of Everett	North	6	6

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Morrison Mill Spur	2.1 Miles south of Fir	South	8	8
Ketchum Spur	2.5 Miles north of Stanwood	South	4	4
Florence	1.5 Miles south of Stanwood	North	4	4
Norman Spur	1.1 Miles north of Silvana	South	2	2
Kennedy Spur	4.2 Miles north of Marysville	South	6	6
Kruise Bros. Spur	2.5 Miles north of Marysville	North	2	2
Cor's Spur	1.4 Miles north of Marysville	North	4	4
Union Slough	1.5 Miles south of Marysville	South	6	6
Old Main Line	1.5 Miles south of Marysville	South	30	30

**LOCATION OF TUNNELS.**

Tunnel No. 18, 1,112.9 feet long, height 21.8, .40 miles north Samish.  
 " " 19, 141.5 " " " .33, .62 " south Sockeye.  
 Tunnel No. 20, 326.5 feet long, height 20.9, .43 miles south Sockeye.  
 " " 21, 697.6 " " " 21, .32 " " South Bellingham.

8 SOUTHWARD.

THIRD DISTRICT VANCOUVER TO BELLINGHAM.

FIRST CLASS

Time Table No. 94  
In Effect November 12, 1917

STATIONS

- VANCOUVER
- STILL CREEK
- ARLEY
- ROBURN
- ENDOT
- SAPPERTON
- NEW WESTMINSTER
- FRASER RIVER JCT.
- TOWNSEND
- COLEBROOK
- CRESCENT
- WHITE ROCK
- INTERNATIONAL BOUNDARY
- BLAINE
- CUSTER
- ENTERPRISE
- FERRISDALE
- BRENNAN
- BELLINGHAM

Time Over District  
Average Speed Per Hour

357	101	359	355	97
Passenger	N. P. Ry. 2 Passenger	Passenger	Passenger	N. P. Ry. 2 Passenger
Daily	Sun., Wed. and Fri.	Daily	Daily	Daily
12:30pm	9:00am	10:00am	4:00pm	7:00pm
12:42	9:11	10:11	4:15	7:11
12:46	9:16	10:16	4:17	7:16
12:51	9:22	10:21	4:18	7:22
12:57	9:28	10:27	4:19	7:30
1:00	9:31	10:30	4:20	7:41
1:08	9:35am	10:35	4:22	7:45 pm
1:13		10:40	4:23	
1:22		10:48	4:25	
1:32		10:56	4:26	
1:40		11:03	4:28	
2:05		11:28	4:34	
2:25		11:40	4:37	
2:42		11:52	4:39	
2:47		11:56		
2:55		12:03pm	4:40	
3:00		12:08		
3:15pm		12:20pm	4:45	
Daily	Sun., Wed. and Fri.	Daily	Daily	Daily
357	101	359	355	97
2:45	35	2:29	4:30	35
22.	22.9	25.0	25.	25.

THIRD CLASS		SECOND CLASS			Capacity of Pullman Trucks	Capacity of Pullman Coaches	Capacity of Pullman Parlor Cars	Time Table No. 94 In Effect November 12, 1917	STATIONS	Transit Time
719	711	397	385	103						
Miles Freight	Fast Freight	Mixed	Mixed	C. P. Ry. 2 Passenger						
Daily Ex Sunday	Daily	Daily Ex Sunday	Mixed, Wed. Ex.	Daily						
356.000		200	200	200						
7:40am	3:00pm	7:30am	7:30am	1:00pm						
8:05		7:55	7:55	1:15						
8:10		8:02	8:02	1:28						
8:20		8:10	8:10	1:40						
8:30		8:14	8:14	1:50						
8:55		8:30	8:30	2:05						
9:00		8:35	8:35	2:10pm						
9:05		8:40	8:40							
9:20		8:55	8:55							
9:40	3:10pm	9:10am	9:10am							
9:50										
10:30										
10:45	3:20pm									
11:45	3:50									
12:55pm	4:15									
1:50	4:15									
2:30pm	5:00pm									
Daily Ex Sunday	Daily	Daily Ex Sunday	Mixed, Wed. Ex.	Daily						
719	711	397	385	103						
8:50	1:40	1:00	1:40	1:00						
8:7	15.3	24.0	11.5	18.4						

Special Rules.

Southward trains are superior to northward trains of the same class.

Double track between Still Creek and Endot. Normal position of switch at Still Creek is for southward trains and at Endot for northward trains. No. 98 meets No. 359 and No. 355 meets 720 on double track between Still Creek and Endot.

Train 355 will register by card at Colebrook. Bulletin boards are located at Bellingham and Vancouver. Ocean Park one mile South Crescent will be flag stop for Nos. 357 and 356. 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. Trains must not exceed speed of ten miles per hour between Mile Post 123 and Mile Post 127, which are located between White Rock and Crescent. Passengers and mail trains must not exceed speed twenty-five (25) miles per hour over curves 3 degrees and over. All trains will reduce speed to 8 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. Custer will be flag stop for 365 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. Arley, Power House Spur 70 feet north of crossing. Ferrisdale Industry, 200 feet from crossing. Colebrook Industry, New Westminster Interlocking System—Signal tower is located 1600 feet north of north end of Fraser River bridge. This apparatus controls the crossing of the C. P. Ry., also switches leading south from the Fraser River Bridge level and New Westminster.

Interlocking plants are in use on bridges 69 and 70 between Crescent and Colebrook. Home signals and derails are located 600 feet north and south of both bridges. The caution fixed signal is located 2000 feet from home signals. All signals have standard indications.

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

Interlocking plant at Arley, B. C., governing movement of C. P. Ry., Great and P. C. Electric Railway Company trains: Northward home signal is located 558 feet from crossing and has two arms. Derailed 558 feet from home signal and is automatic. Southward home signal is located 558 feet from crossing and has two arms. Derailed 558 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 the 558 feet ahead of home signal. Distant signal is located 2500 feet from home signals.

All signals are standard Upper Quadrant. Northward is 1600 feet north of tower. Southward is 625 feet north of tower. Northward home signal is located to the left of the track and 100 feet south of tower. Southward home signal is located to the right of the track and 100 feet north of tower. Distant signal is located 2000 feet north and south of home signals.



### THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

**NORTHWARD. 9**

**FIRST CLASS**

358	102	360	98	356
Passenger	Passenger	Passenger	C. N. P. No. 37 Passenger	Passenger
Daily	Daily	Daily	Daily	Daily
Ar 10:15am	Ar 8:30am	Ar 3:30pm	Ar 11:00am	Ar 7:30am
9:59	8:16	3:14	10:44	7:07
9:56	8:11	3:12	10:38	7:02
9:53	8:08	3:10	10:30	6:56
9:45	8:00	3:02	10:19	6:48
9:41	7:54	2:58	10:14	6:44
9:38	4:50pm	2:55	10:12am	6:42
9:30		2:50		6:36
9:21		2:40		6:26
9:13		2:30		6:18
9:05		2:22		6:10
8:40		2:10		6:36
8:30		2:00		6:16
8:15		1:55		6:54
8:09		1:52		6:46
8:05		1:50		6:40
8:00		1:46		6:29
7:50am		1:42pm		6:15am
Daily	Daily	Daily	Daily	Daily
358	102	360	98	356
15	10	10	18	15
14.4	20.9	18.1	17.5	17.8

**Time Table No. 94**

In Effect November 18, 1917

**STATIONS**

STATIONS	Time Table No. 94
VANCOUVER	VN
STILL CREEK	
ARDLEY	
BURNABY	
ENDU	
SAPPERTON	
NEW WESTMINSTER	MN
FRASER RIVER JCT	
TOWNSEND	
CALEDON	Q
CRESCENT	
WHITE ROCK	WR
INTERNATIONAL BOUNDARY	
BLAINE	BN
CUSTER	CU
ENTERPRISE	
FERDALE	FD
BRENNAN	
BELLINGHAM	HM

Time Over District  
Average Speed Per Hour

**SIGNS**

SIGNS	Time Table No. 94
R	DN
W	WC
OPK	
P	
P	
P	
W	Y
Y	PK
K	DN
I	PK
P	
R	DN
W	Y
Y	PK
D	P
D	P
R	DN
W	C
T	PK

SECOND CLASS				THIRD CLASS	
398	386	712	104	720	
Ar	Ar	Ar	Ar	Ar	Ar
11:10am	9:50am		11:55am	4:40pm	
10:55	9:30		11:30	4:26	
10:50	9:25		11:15	4:16	
10:43	9:18		11:00	4:05	
10:35	9:07		10:50	3:55	
10:30	9:00		10:40	3:45	
10:23	8:55		10:20pm	3:25	
10:15	2:50			3:15	
10:05	2:38			3:07	
9:55am	2:25pm			3:00	
				2:50	
				2:35	
				2:10	
				1:35	
				12:40pm	
				11:20	
				10:55	
				10:20	
				9:30am	
				9:00am	
				8:4	
398	386	712	104	720	
15	10	10	15	10	
14.4	16.5	15.8	13.5	8.4	

**Business tracks not shown as stations on time table.**

NAME	LOCATION	OPENS	Length	Car Capacity
Maddouge-Shaw Spur	0.7 Miles north of Ardley	South	5	0
Ardley Power Spur	0.3 Miles south of Ardley	South	4	0
Wells Spur	0.5 Miles north of Burnaby	South	22	0
Mill No. 2 Spur	0.7 Miles south of Burnaby	South	450	8
Haight Spur	2.3 Miles north of Sapperton	South	2	0
Bredley and Taylor	1.5 Miles north of Sapperton	South	12	0
Paper Mill Spur	0.7 Miles north of Sapperton	North	17	0
St. James Spur	1.0 Mile north of Townsend	North	11	0
Delta Shingle Co. Spur	0.8 Miles south of Townsend	South	630	13
Madley Lumber & Logging Spur	2.2 Miles south of Townsend	South	2450	38
Campbell Lumber Co. Spur	1.0 Miles south of White Rock	South	9	0
Blaine Spur	1.9 Miles south of Blaine	South	6	0
Blaine Shingle Co.'s Spur	2.0 Miles south of Blaine	South	9	0
City Dock Spur (off Passing Tracks)	0.0 Blaine	South	5	0
North Bluff Mill Spur (off City Dock Spur)	0.0 Blaine	South	5	0
Barge Spur (off City Dock Spur)	0.0 Blaine	South	5	0
Dayton Bay Shingle Spur	400 ft. south of Blaine	North	4	0
McDonald Spur	1.2 Miles north of Custer	South	2	0
Enterprise Spur	0.7 Miles north of Enterprise	South	3	0
Food Pit Spur	0.8 Miles north of Enterprise	South	13	0
Mill Spur	0.3 Miles south of Ferndale	South	10	0
Marion Spur	3.3 Miles north of Bellingham	South	2	0

Burrard Inlet Interlocking plant crosses the C. P. Ry. and B. C. Electric Ry. at Burrard Inlet, Vancouver. Southward is located 200 feet south of B. C. Electric crossing. Southward is located 200 feet north of C. P. Ry. crossing. Northward home signal is 258 feet south of B. C. Electric crossing. Northward home signal is 210 feet north of C. P. Ry. crossing. No distant signals at this plant.

10 WESTWARD.

FOURTH DISTRICT - ANACORTES TO ROCKPORT.

EASTWARD.

THIRD CLASS		FIRST CLASS						CAPACITY OF CARS		TIME TABLE NO. 94		SIGNALS		FIRST CLASS					THIRD CLASS	
723	283	293	291	289	295	279	Passenger	Freight	Effective November 18, 1917		SIGNS		290	280	292	294	284	724		
Mds. Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mds. Freight		
Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Rockport		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday		
Lv 6.30am				Lv 4.45pm	Lv 9.10pm	Lv 6.15pm	30		ROCKPORT		Lv 1.30pm	Ar 8.50pm						Ar 4.40pm		
6.50				4.50	9.53	6.28	16		FABER		1.12	8.35						4.10		
7.25				5.10	10.03	6.38	83		CONCRETE		1.00	8.27						3.30		
7.50				5.14	10.06	6.41	30	26	GRASSMERE		12.50	8.19						3.40		
8.20				5.26	10.17	6.53	41		BIRDSVIEW		12.38	8.07						3.15		
8.50				5.38	10.28	7.04	35	9	HAMILTON		12.25	7.55						1.40		
9.15				5.48	10.37	7.12	25	29	LYMAN		12.15pm	7.46						1.10		
9.35				6.00	10.47	7.21	21	29	COKE DALE JUNCTION		11.58	7.34						12.40		
10.00				6.11	10.57	7.30	42	64	SEDRÖ-WOOLLEY		11.50	7.26						12.25		
				6.17	11.02	7.35			STERLING		11.38	7.17								
Ar 10.25am	Lv 7.10pm	Lv 11.30am	Lv 11.00am	Ar 6.30pm	Ar 11.10am	Ar 7.45am	63	25	BURLINGTON		11.30am	Lv 7.10pm	Ar 7.55am	Ar 10.50am	Ar 6.20pm	Ar 12.01pm		12.01pm		
	7.18	11.38	11.10				16		AVON				7.55	10.45	6.14					
	7.25	11.45	11.18				7		FREDONIA				7.55	10.40	6.07					
	7.32	11.52	11.26				17		WHITNEY				7.55	10.35	6.00					
	7.48	12.08pm	11.45				3		DRAW BRIDGE											
									FIDALGO											
							23	57	ANACORTES											
Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday			Time Over District		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday		
723	283	293	291	289	295	279			Average Speed Per Hour		290	280	292	294	284	724				
3.55	.50	.50	1.00	1.45	1.30	1.30					2.00	1.40	1.40	1.45	1.50	1.30	1.30	1.30		
9.5	19.5	19.5	17.1	21.3	24.8	24.8					18.5	22.3	22.3	22.0	19.5	18.0	18.0	18.0		

Special Rules.

Eastward trains are superior to westward 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 the side of the road at Fidalgo Mill Spur, Summit Park, Fox Spur, Duncan Spur, Child's Spur, Minkler, Superior Ave., East Side, Van Horn and Sault.  
 Trains must not exceed speed of 8 miles per hour over draw bridges and Interlocking Plants.  
 Passenger and mail trains must not exceed speed of 15 miles per hour over curves 8 degrees and over.  
 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.  
 Normal position of gates at crossing Puget Sound and Baker River Railway two miles east of Burlington will be clear for Great Northern trains. Not necessary to stop when gates are clear and set against P. S. & B. R. Ry.  
 Yard limit boards are located at Anacortes, Burlington and Sedro Woolley.  
 Interlocking Plant one half mile west of Sedro Woolley at crossing of Pacific Northwest Traction Company. Distinct 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. Distinct signal is located 2000 feet east and west of crossing, has one arm showing caution. Home signals are located 50 feet each way from crossing. Derails are located 5 feet inside of home signals. There is no distant signal for westward trains.

INITIAL STATIONS.

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

TERMINAL STATIONS.

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

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Briscoe Spur	1.8 Miles west of Rockport	West	14	
Sank Spur	2.0 Miles west of Rockport	West	7	
Van Horn's Spur	0.5 Miles west of Fidalgo	East	14	
Washington Portland Cement Co. Spur	0.7 Miles east of Concrete	West	30	
Burpee Shingle Spur	0.7 Miles east of Concrete	East	28	
Anna Shingle Spur	0.4 Miles west of Grassmere	West	5	
Kirby Spur	2.0 Miles east of Grassmere	West	2	
Skegit River Log Spur	0.4 Miles west of Burlington	West	25	
L. L. Spur	1.0 Miles east of Hamilton	East	60	
Hop Ranch Spur	0.2 Miles east of Hamilton	West	3	
Skegit Mill Co. Spur	0.8 Miles east of Lyman	West	22	
Minkler's Mill	3.0 Miles east of Coke Dale Jct.	Both Ends	7	
Fox Spur	3.3 Miles east of Woolley	Both Ends	22	
Sound Iron Spur		West	7	
Holbrook's Spur	0.4 Miles west of Woolley	West	8	
Burlington Mill Spur	0.5 Miles west of Burlington	West	6	
Callahan-Abbott Spur	0.7 Miles east of Fredonia	East	6	
Gravel Pit Spur		West	6	
Fidalgo Island Shingle Co. Spur	5.9 Miles east of Anacortes	West	11	
Log Rollway	4.6 Miles east of Anacortes	East	2	
Fidalgo Mill Spur	2.7 Miles east of Anacortes	Both Ends	21	
	2.1 Miles east of Anacortes	East	4	

**WESTWARD.**

**FIFTH DISTRICT - HOPE TO GUICHON.**

**EASTWARD.**

SECOND CLASS				Capacity of Sub-Tracks	Time Table No. 94 Effective November 18, 1917	STATIONS	Telegraph Code	Distance from Guichon	SIGNS See Rule 5, Page 18	SECOND CLASS			
393	387	397	397							398	398	388	392
Mixed Daily Ex Sunday	Mixed Tue, Thur and Sat	Mixed Tue, Thur and Sat	Mixed Mon, Wed and Fri			HOPE	H	01 0	D WC	Mixed Tue, Thur and Sat	Mixed Mon, Wed, and Fri	Mixed Mon, Wed and Fri	Mixed Daily Ex Sunday
7:20am												4:00pm	

Trains between Hope and Cannon will use Can. Nor. Pac. Ry. track, their time table and instructions.

Time	Class	Day	Station	Code	Distance	Signs	Time	Class	Day	Station	Code	Distance	Signs
* 9:00am			30 0 CANNON	CR	57.6	D							* 1:30pm
* 9:35			0 7 KILGARD		47.9								* 12:35pm
10:00			5 0 ABBOTSFORD	FS	42.9	R D W							11:30
* 11:05			4 5 PINEGROVE		38.4								* 11:00
* 11:45			4 6 ALDERGROVE		33.8	D							* 10:45
* 12:05pm			4 2 OTTER		29.6								* 10:20
* 12:45			4 7 LINCOLN		24.9	W							* 10:05
9:20am	* 1:20	4:35pm	7 8 CLOVERDALE	CL	17.1	R D Y		* 8:25am	* 9:00am	* 9:40			3:45pm
* 9:30	1:35	4:50	4 0 ALLUVIA		18.1			* 8:10	* 8:45	9:15			* 3:30
* 9:35	1:40	4:55	1 8 SOUTHPORT		11.6			8:05	8:40	9:05			* 3:25
9:40	1:45	5:00	1 0 COLEBROOK JCT		10.6	Y		8:00	8:30	9:00			3:21
9:45am	1:50pm	* 5:15	0 0 COLEBROOK	G	10.6	R DN W		* 7:55	* 8:25	8:55am			3:10pm
		5:11	0 8 GUICHON LINE JCT		9.8			7:45	8:15				
		5:00	0 0 INVERHOLM		3.8			7:15	7:45				
		5:40	2 4 LADNER		1.4			7:05	7:35				
		5:35	1 4 GUICHON		0.0			7:00am	7:30am				
Daily Ex Sunday	Tue, Thur and Sat	Tue, Thur and Sat	Mon, Wed and Fri					Tue, Thur and Sat	Mon, Wed and Fri	Mon, Wed and Fri			Daily Ex Sunday
393	387	397	397					398	398	388			392
25 15.1	0.30 12.5	1.25 10.0	1.40 10.4					1.25 12.0	1.30 11.4	2.00 14.7			1.1 11.1

**Special Rules.**

Westward trains are superior to eastward 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 2,400 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.  
 Passenger and mail trains must not exceed speed twenty-five (25) miles per hour over curves 8 degrees and over.

**INITIAL STATIONS.**  
 Guichon for train No. 398.  
 Colebrook for trains Nos. 388, 392.  
 Cloverdale for trains Nos. 397, 393.  
 Hope for train No. 387.

**TERMINAL STATIONS.**  
 Guichon for train No. 397.  
 Colebrook for trains Nos. 387, 393.  
 Cloverdale for trains Nos. 398, 392.  
 Hope for train No. 388.

**DERAIL SWITCHES.**  
 Deraul switches must always be set for deraul except when in actual use whether there are cars on the tracks or not.  
 Abbotsford east end of passing track.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Guichon Slip Spur	0.1 Miles east of Guichon	East	3
Cloudy Road Spur	1.5 Miles east of Ladner	West	5
Paterson's Spur	1.9 Miles east of Inverholm	Both	7
South Bay Spur	2.0 Miles east of Inverholm	Both	5
Matthew Road Spur	3.0 Miles east of Inverholm	Both	5
Ladner Road Spur	2.0 Miles west of Colebrook	Both	5
Otter Road Spur	1.7 Miles west of Colebrook	West	9
Gravel Pit Spur	0.7 Miles east of Aluvia	West	3
Sunny Spur	1.1 Miles west of Cloverdale	West	3
Beaulieu Lbr. Co. Spur	1.4 Miles west of Lincoln	West	15
Lincoln Lbr. Co. Spur	1.0 Miles west of Lincolin	West	30
Clark's Spur	1.0 Miles west of Otter	West	2
Otter Shingle Co. Spur	at Otter	East	15
Aldergrove Lbr. Co. Spur	at Aldergrove	East	20
Anger Mill Spur	1.0 Miles east of Aldergrove	West	4
Elk Trap Dr.	1.5 Miles west of Pinegrove	West	40
Pinegrove Lbr. Co. Spur	0.8 Miles east of Pinegrove	West	10
Abbotsford Timber Spur	0.8 Miles west of Abbotsford	East	4
Island Back Spur	at Isogard	West	12

**WESTWARD.**

**SEVENTH DISTRICT - ABBOTSFORD TO SUMAS.**

**EASTWARD.**

SECOND CLASS				Capacity of Sub-Tracks	Time Table No. 94 Effective November 18, 1917	STATIONS	Telegraph Code	Distance from Abbotsford	SIGNS See Rule 5, Page 18	SECOND CLASS	
395	393	395	394								
Mixed Mon, Wed and Fri	Mixed Tue, Thur and Sat	Mixed Tue, Thur and Sat	Mixed Mon, Wed and Fri			SUMAS, WASH	BU	3.8	R D W C	10:55am	11:40am
11:45am						OPERATIONAL BOUNDARY		3.8			
						0 1 HUNTINGDON		3.3	W	* 10:53	* 11:38
						3 5 ABBOTSFORD	FS	0.0	R D W	10:45am	11:30am
										Tue, Thur and Sat	Mon, Wed and Fri
										392	394
										10 21.8	10 21.6

**Special Rules.**

Eastward trains are superior to westward trains of same class.  
**INITIAL STATIONS.**  
 Abbotsford for trains Nos. 392, 394.  
 Sumas for trains Nos. 393, 395.

**TERMINAL STATIONS.**  
 Sumas for trains Nos. 392, 394.  
 Abbotsford for trains Nos. 393, 395.

Sumas Junction located on half mile east of Abbotsford. Normal position of switch set for Hope line.

All trains will protect against each other between Sumas Jct. and Abbotsford.

12 SOUTHWARD.

SIXTH DISTRICT PORT KELLS TO HAZELMERE.

NORTHWARD.

SECOND CLASS			Capacity of Side Tracks	Distance from Port Kells	Time Table No. 94 Effective November 18, 1917.	Stations	Telegraph Code	Distance from Hazelmere	SIGNS See Rule 4, page 18	SECOND CLASS		
383	399	379								380	400	384
Mixed	Mixed	Mixed										
Tue., Thur. and Sat.	Tue., Thur. and Sat.	Mon. and Fri.	Other Tracks	Passing Tracks								
		Le 8:57Am	18	0.0	1.0	PORT KELLS		11.0		Ar 8:50Am		
			64	35	6.2	CLOVERDALE	CL	5.1	R D Y	Le 8:36Am	Ar 9:15Am	Ar 4:35Pm
					11.0	HAZELMERE		0.0			Le 8:55Am	Ar 4:10Pm
Ar 4:10Pm	Ar 8:50Am		8	11.0								
Tue., Thur. and Sat.	Tue., Thur. and Sat.	Mon. and Fri.										
383	399	379								380	400	384
20 15.5	20 15.5	24 18								24	15.20	13.2
Time Over District Average Speed Per Hour												

Special Rules.

Southward trains are superior to northward trains of the same class.  
All trains will reduce speed to 3 miles per hour over all draw bridge and Interlocking Plants.  
Passenger and mail trains shall not exceed speed of only 10 or 12 1/2 miles per hour over curves 8 degree and over.

INITIAL STATIONS.

Port Kells for train 383  
Cloverdale for train 399  
Hazelmere for train 384

TERMINAL STATIONS.

Cloverdale for train 380, 400 and 384  
Hazelmere for train 380, 400 and 384  
Port Kells for train 383

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Great Western Shingle Co.	0.5 Miles north of Port Kells	North	7
McNair Spur	2.0 Miles north of Cloverdale	South	25
David Bell Co. Spur	1.5 Miles north of Cloverdale	North	3
Campbell River Lbr. Co.	1.2 Miles north of Hazelmere	North	100
Blaine Shingle Co. Spur	Leads off Campbell River Lbr. Spur	North	4
Washington Mill Co. Spur	2.0 Miles south of Hazelmere	North	4

WESTWARD.

CHERRY VALLEY BRANCH.

EASTWARD.

Trains between Monroe and Carnation are handled jointly by Chicago, Milwaukee & St. Paul Ry. and Great Northern Ry. and are governed by Chicago, Milwaukee & St. Paul Railways Time Table and Instructions.

SECOND CLASS.			Capacity of Side Tracks	Distance from Monroe	Time Table No. 94. In Effect November 18, 1917.	Stations	Telegraph Code	Distance from Carnation	SIGNS. See Rule 4, Page 18.	SECOND CLASS.	
391		390									
Mixed		Mixed									
Daily Ex. Sunday		Daily Ex. Sunday	Passing Tracks	Other Tracks							
Le 11:30Am		Ar 8:00Am			0.0	MONROE	RO	17.6	D N W Y P		
11:45		* 7:40	47	27	3.6	HIGHROCK		14.9			
*12:10Pm		* 7:20	25		9.1	DUVAL		8.5	D	P	
*12:30		* 6:55			14.8	STILLWATER CROSSING		2.8			
Ar *12:45Pm		Le 6:45Am	31	26	17.5	CARNATION		0.0	D W T P		
Daily Ex. Sunday		Daily Ex. Sunday									
391		390									
1:15 14.1		1:15 14.1									
Time Over District Average Speed Per Hour											

Eastward trains have right of track over westward trains of the same class.

INITIAL STATIONS.  
Tolt 390  
Monroe 391.

TERMINAL STATIONS.  
Monroe 390.  
Tolt 391.

## SPECIAL RULES.

- Freight trains running between Leavenworth and Skykomish, 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 engine or caboose. Car capacity of 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 employees 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 injured, 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 215 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 appliances, 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, 612 Lowry Building, St. Paul.	
Leavenworth.....	DR. G. W. HOKSEY.
Index.....	DR. O. R. VOSS.
Monroe.....	DR. H. K. STOCKWELL.
Everett.....	DR. C. A. MEAD and W. T. FLYNN.
Interlay.....	DR. F. A. BOOTH.
Seattle.....	DR. H. M. READ.
Seattle.....	DR. R. W. PERRY, Oculist.

Portland, Ore.....	DR. R. C. McDANIELS, 923 Electric Bldg.
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. CARLQVIST.
Seattle.....	J. E. HUNTER.
Burlington.....	J. H. CROSSBY.
Everett.....	ROBT. ANDERSON.
Bellingham.....	WILBER GIBBS.
New Westminster, B. C.....	W. C. CHAMBERLAIN.

Vancouver, B. C.....	PAUL & McDONALD.
Tacoma, Wash.....	RICHARD VEATH.
Centralia, Wash.....	BEN SALICK.
Portland, Ore.....	A. L. FIELD.
Monroe, Wash.....	A. M. NELSON.
Vancouver, Wash.....	COOVERT & CARTER.

Dolls.

E. O. WADHAMS, Dis. Mch.  
T. H. REED, Dispatcher.  
C. O. JOHNSON, Dispatcher.  
H. L. CAULKINS, Dispatcher.  
C. E. McKILLIPS, Dispatcher.

C. E. LAMKIN, Dispatcher.  
N. WELLEN, Dispatcher.  
D. MOORE, Night Chief Dispatcher.  
J. C. DEVERY, Chief Dispatcher.

M. J. WELSH, Trainmaster.  
G. J. WEIR, Trainmaster.  
JOS. WEBER, Superintendent of Terminals.