GREAT NORTHERN RAILWAY

CASCADE DIVISION.

SAFETY GREAT NORTHERN RAILWAY FIRST

SAFETY GREAT NORTHERN RAILWAY FIRST

TIME TABLE No. 95.

95

WITH MARCUS DVN T.T. No. 10
Retained to show Trackage
Rights of CAN NOR & NOR PAC.
to VANCOUVER & other traffic
developments

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

TUESDAY, JANUARY 1, 1918.

Superseding Time Table No. 94 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

J. M. DOYLE, Superintendent.
F. J. GAVIN, Asst. General Superintendent.

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

J. H. O'NEILL, General Superintendent.
C. O. JENKS, Asst. General Manager.

WESTWARD. — FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

Time Table No. 95
In Effect January 1, 1918

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks		Distance from Leavenworth	STATIONS	Telegraph Calls	FIRST CLASS								
	731	715	411	401	727						25	285	1	27	297				
	N. P. 935 Freight	Mdse. Freight	Fast Freight	Fast Freight	N. P. 675 Freight						Passenger	Passenger	Passenger	Fast Mail	N. P. 441 Passenger				
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Passing Tracks	Other Tracks				Daily	Daily Ex Sunday	Daily	Daily	Daily				
			Lv 2.20Pm	Lv 1.50Am		60	492	0.0	LEAVENWORTH	CH	Lv 2.20Am		Lv 2.05Pm	Lv 11.55Pm					
			2.40	2.10		85		3.2	3.2 TUMWATER	A	2.29		2.14	12.04Am					
			26 3.02	25 2.38		75		6.3	3.1 DRURY	DY	401 2.38		2.23	12.12					
			3.30	3.00		e78 w77	22	10.5	4.2 CHIWAUKUM	CY	f 2.48		f 2.36	12.22					
			4.00	3.20		74	10	13.0	2.5 WINTON	WI	3.00		26 f 2.43	12.29					
			4.37	28 3.46		71	4	17.5	4.5 NASON CREEK	NC	3.09		f 2.55	12.38					
			402 5.25	4.05		e72 w73	5	20.5	3.0 MERRITT	CK	s 3.15		s 3.01	2 12.44					
			6.00	4.40		78		24.9	4.4 GAYNOR	GR	28 3.30		3.18	1.00					
			6.30	5.20		e75 w77	5	28.0	3.1 BERNE	BR	3.44		3.30	1.13					
			7.10	6.15		176	87	32.3	4.3 CASCADE TUNNEL	CN	s 4.02		402 s 3.50	s 1.31					
			7.30	6.40		85	263	35.9	3.6 TYE	WN	s 4.15		s 4.05	s 1.44					
			7.50	7.10		70	8	39.5	3.6 EMBRO	NY	4.25		f 4.15	1.56					
			8.05	7.30		75	10	42.2	2.7 COREA	CO	4.33		4.23	28 2.05					
			8.30	7.50		75	22	45.2	3.0 SCENIC	MA	s 4.43		s 4.33	2.15					
			8.45	8.10		76	9	48.3	3.1 ALPINE	NI	f 4.52		f 4.42	2.23					
			9.00	8.25		75	15	51.8	3.5 TONGA	G	5.01		4.51	2.31					
		Lv 7.30Am	9.20	8.45		63	230	57.0	5.2 SKYKOMISH	KY	s 5.15 5.20	Lv 6.50Am	s 5.05 5.10	s 2.45 2.50					
		7.45	2 10.15	402 9.45		72	7	61.1	4.1 GROTTO		5.27	f 7.00	5.18	2.59					
		8.00	10.35	10.00		80	60	66.1	5.0 HALFORD	SA	5.37	s 7.12	5.27	3.08					
		402 8.45	10.50	10.20		71	21	71.2	5.1 INDEX	NX	5.47	s 7.24	5.37	3.19					
		9.00	11.05	10.35		78	17	76.3	5.1 REITER		5.55	f 7.35	5.46	3.28					
		9.15 10.00	11.25 28 12.40 Am	10.55 11.30 26		100	815	80.0	3.7 GOLD BAR	GB	6.02	402 s 7.44	5.53	3.34					
		10.15					45	82.4	2.4 STARTUP	RU	6.05	s 7.50	5.57	3.38					
		20 11.09	1.00	11.45		70	33	85.8	3.4 SULTAN	SU	402 6.12	s 7.59	s 6.03	3.45					
		401 12.10Pm	1.30	715 12.10Pm		105	35	93.3	7.5 MONROE	RO	s 6.26	s 8.16	286 s 6.20	3.58					
	300 Lv 4.45Pm	1.10	2.00	12.45	28 Lv 11.55Pm	74	116	100.2	6.9 SNOHOMISH	HO	s 6.40	s 8.33	s 6.37	4.11	Lv 3.33Pm				
	Ar 5.05Pm	1.30Pm	2.20Am	1.10Pm	Ar 12.10Am	70	63	106.0	5.8 LOWELL	W	732 6.50	f 8.43	6.48	4.20	Ar 3.43Pm				
						43	174	107.6	1.6 PACIFIC AVENUE	D	6.52	f 8.48	6.51	4.23					
							8	108.7	1.1 EVERETT		s 7.02	s 8.52	s 7.03	s 4.32					
								109.5	.8 EVERETT JUNCTION	JN	Ar 7.05Am	Ars 8.55Am	Ar 7.05Pm	Ar 4.35Am					
		Ar 2.10Pm	Ar 3.00Am	Ar 2.00Pm		90	1067	109.3	Via N. P. Ry. DELTA	PG									
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday						Daily	Daily Ex. Sunday	Daily	Daily	Daily				
	731	715	411	401	727						25	285	1	27	297				
	20 17.4	6.30 8.1	12.40 8.6	12.10 9.5	.15 24.0				Time Over District Average Speed Per Hour		4.45 23.0	2.05 25.0	5.0 22.0	4.40 23.0	.10 34.8				

ELECTRIC TRAIN STAFF BLOCK SYSTEM.

STAFF SYSTEM

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).
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, 1677.4 ft. east, west head block passing track 155 ft. west, west head block industry track, connection 625 ft. long.

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 switch.
Local freights between Skykomish and Delta will carry passengers when provided with proper transportation.
At Gold Bar Nos. 25, 1, 27, 2, 28 will register by card except when running in sections.

EASTWARD.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

Time Table No. 95.
In Effect January 1, 1918.

FIRST CLASS									SECOND CLASS		THIRD CLASS
300 (N. P. 442)	28	2	286	26	STATIONS.	Distance from Delta	SIGNS See Rule 5, Page 18.		402	730 (N. P. 676)	732 (N. P. 936)
Passenger Daily	Express Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily					Fast Freight Daily	Freight Daily Ex. Monday	Freight Daily Ex. Monday
	Ars 4.30Am	Ars 1.40Am		Ars 3.20Pm	LEAVENWORTH	109.5	R● DN WCTYOP		Ar 7.00Pm		
	4.19	1.30		3.11	3.2 TUMWATER	106.3	DN		6.45		
	4.12	1.21		411 3.02	3.1 DRURY	103.2	DN P		6.30		
	4.02	1.10		f 2.49	4.2 CHIWAUKUM	99.0	DN W P		6.15		
	3.56	1.04		f 1 2.43	2.5 WINTON	96.5	DN P		6.00		
	401 3.46	12.52		f 2.35	4.5 NASON CREEK	92.0	DN P		5.40		
	3.42	27 12.44		f 2.29	3.0 MERRITT	89.0	DN W Y P		411 5.25		
	25 3.30	12.32		2.20	4.4 GAYNOR	84.6	DN P		5.02		
	3.15	12.24		2.11	3.1 BERNE	81.5	DN W P		4.50		
	s 3.00	s12.12Am		s 2.00	4.3 CASCADE TUNNEL	77.2	DN W T P		4.35 1 3.45		
	s 2.40	s11.55		s 1.43	3.6 TYE	73.6	● DN WC P		2.50		
	2.19	11.37		f 1.28	3.6 EMBRO	70.0	DN W P		2.10		
	27 2.05	11.26		1.18	2.7 COREA	67.3	DN P		1.40		
	s 1.53	s11.15		402 s 1.07	3.0 SCENIC	64.3	DN W P		26 1.07		
	1.36	10.59		f12.51	3.1 ALPINE	61.2	DN W P		12.20Pm		
	1.23	10.47		12.38	3.5 TONGA	57.7	DN P		11.45		
	1.05	10.29		12.20					11.00		
	s 1.00	s10.24	Ars 7.50Pm	s12.15	5.2 SKYKOMISH	52.5	R● DN WC Y P		10.25		
	12.51	411 10.15	f 7.40	12.05Pm	4.1 GROTTO	48.4	P		401 9.45		
	12.40	10.05	s 7.26	11.54	5.0 HALFORD	43.4	D W P		9.15		
	12.27	9.53	s 7.12	s11.42	5.1 INDEX	38.3	DN P		715 8.45		
	12.15	9.41	f 6.58	11.25	5.1 REITER	33.2	W P		8.10		
	411 12.08	9.33	s 6.50	401 s 11.18	3.7 GOLD BAR	29.5	R DN Y P		7.44 6.30285		
	12.04Am	9.29	s 6.42	11.14	• 2.4 STARTUP	27.1	P				
	11.58	9.23	s 6.35	715 s11.09	3.4 SULTAN	23.7	D P		25 6.12		
	s11.43	s 9.07	1 s 6.20	s10.53	7.5 MONROE	16.2	DN W Y P		5.35		
731 Ar 4.34Pm	727 s11.25	s 8.52	s 5.55	s10.38	6.9 SNOHOMISH	9.3	R DN P		5.10	Ar 1.35Am	Ar 7.10Am
Lv 4.24Pm	11.13	8.41	s 5.37	10.26	5.8 LOWELL	3.5	R DN P		4.55	Lv 1.15Am	Lv 25 6.50Am
	11.10	8.38	s 5.34	10.23	1.6 PACIFIC AVENUE	1.9	DN P				
	s11.07	s 8.35	s 5.30	s10.20	1.1 EVERETT	0.8	K P				
	Lv 11.00Pm	Lv 8.30Pm	Lv 5.20Pm	Lv 10.15Am	0.8 EVERETT JCT	0.0	R DN P				
					Via N. P. Ry. DELTA		R● DN WCTYOP		Lv 4.30Am		
Daily	Daily	Daily	Daily Ex. Sunday	Daily					Daily	Daily Ex. Monday	Daily Ex. Monday
300	28	2	286	26					402	730	732
.10 34.8	5.30 20.5	5.10 21.2	2.30 21.0	4.55 22.3	Time Over District Average Speed Per Hour				14.30 8.1	.20 17.4	.20 17.4

ELECTRIC TRAIN STAFF BLOCK SYSTEM

STAFF SYSTEM

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

Trainmen will not be required to protect rear of train in staff territory between Skykomish and Leavenworth, when positively known engineer holds a positive staff. When a train stops between stations, engineer if holding permissive staff, will immediately whistle out flag. If holding positive staff, will not whistle out flag, but a trainman must be on rear of train.

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.

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 Martin Creek Tunnel and over bridges at either end.

All trains will reduce speed to ten miles per hour over crossing just east of Pacific Avenue Freight House

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

All passenger and mail trains must not exceed speed 25 miles per hour over curves eight degrees and over.

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 any station between Skykomish and Leavenworth to pick up passengers for Twin Cities and east.

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 engineer how many cars loaded and empty in the train, and how many cars of "air" are working.

All retainers must be used from Cascade Tunnel to Merritt, and from Winton to Leavenworth, and from Cascade Tunnel to Skykomish.

Trains are operated between a block post, 125 feet west of the east crossover switch Cascade Tunnel and the safety switch west end depot at Tye, by a train staff block system. No train or engine will be run in either direction between the limits mentioned unless train engineman and the engineman 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 eastward 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.

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, 25, 27, 401 and 411. Snohomish for Nos. 297 727, 731.
Everett Jct. for trains Nos. 2, 26, 28 and 286. Lowell for Nos. 300, 730, 732.
Skykomish for trains Nos. 285 and 715. Delta for train 402.

TERMINAL STATIONS.

Leavenworth for Nos. 2, 26, 28 and 402. Lowell for Nos. 297, 727, 731.
Skykomish for train No. 286. Snohomish for Nos. 300, 730, 732.
Everett Jct. for trains 1, 25, 27 and 285. Delta, 401, 411 and 715.

DERAIL SWITCHES. Chiwaukum, 100 feet west of frog on House track.

Derail switches must always be set for derail except when in actual use, whether there are any cars on the tracks or not.

Cascade Tunnel east passing track lead, 30 feet from main line.

Tye, west end Industry track, and at west end No. 3 track outside shed, 210 ft. east of frog, and west end No. 1 track, 60 ft. east of frog.

Tye Safety Switch, 70 feet west of station, on main line.
Corea on west end Industry Spur.
Scenic Industry track.
Alpine Industry track, Hayes derail 150 feet east of west switch, Alpine Mill Spur 30 feet east of frog.
Grotto, 150 feet east of west head block Industry track.
Skykomish House track west end, 200 feet east of frog.
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-Bruhn Spur, 120 feet from Crossing Agnew Hardware Co. Spur.
Everett Power House Spur, 105 feet from head block.

LAP SIDINGS.

Chiwaukum and Merritt.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Power House Spur	2.0 Miles west of Leavenworth	East		6
Great Republic Mining Co., Berlin	1.5 Miles west of Skykomish	West		14
Grotto Lumber Co	0.3 Miles east of Grotto	East	1200 feet	25
G. N. Shingle Co.'s Siding	3.5 Miles west of Grotto	Both ends		24
Baring	3.5 Miles west of Grotto	Both ends	1275 feet	22
Haybrook Spur	2.0 Miles east of Index	West		5
Dysart Spur	1.5 Miles east of Index	East		2
Index, Galena Mill Spur	0.5 Miles east of Index	East		12
Soderburg Spur	0.7 Miles west of Index	West		10
Gravel Bunkers	1.0 Miles east of Reiter	Both ends	1620 feet	37
Sultan Logging Company Connection	2.0 Miles west of Sultan	West		37
Monroe Mill Spur	0.3 Miles east of Monroe	East		18
Monroe Gravel Pit	0.0 Miles west of Monroe	West		110
Wagner & Wilson Lbr. Co. Spur	Opens off Monroe Gravel Pit Track	West		25
Woodruff	2.0 Miles west of Monroe	Both ends		24
Sumner Iron Works Spur	0.9 Miles east of Pacific Ave	West		15
Everett Power House Spur	0.1 Miles west of Everett	West		2

LOCATION OF TUNNELS.

Tunnel No. 13 13,873 feet long, height 19 feet, between Tye and Cascade Tunnel.
" " 13.1, 1,202 " " " 22 " 1.12 miles east of Embro.
" " 13.2, 458 " " " 22.5 " .20 miles east of Embro.
" " 14, 274.8 " " " 19.1 " 1.18 miles west of Embro.
" " 15, 1,512 " " " 18.7 " .66 miles west of Corea.
" " 15.2, 1,248 " " " 22.5 " 1.58 miles east of Scenic.
" " 15.3, 815 " " " 22.5 " 1 59 miles west of Corea.
" " 16, 2,368.3 " " " 22 " Everett, Wash.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

Time Table No. 95
In Effect January 1, 1918

THIRD CLASS	SECOND CLASS	Capacity of Side Tracks		Distance from Everett Junction	STATIONS		Telegraph Calls	FIRST CLASS								
717	401	Passing Tracks	Other Tracks					27	357	25	285	277	359	273	1	355
Mdse. Freight	Fast Freight							Fast Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sunday	Daily							Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily
Lv 1.15Pm	Lv 2.30Am				EVERETT JUNCTION		JN	Lv 4.35Am	Lv 6.45Am	Lv 7.05Am	Lv 8.55Am	Lv 9.35Am	Lv 2.25Pm	Lv 6.25Pm	Lv 278 7.05Pm	Lv 8.20Pm
1.35	2.45		110	3.8	3.8 MUKILTEO		MU	4.42	s 6.54	7.12	s 9.03	s 9.43	2.31	s 6.34	7.12	8.27
1.50	2.55			7.9	4.1 MOSHER			4.49	f 7.02	7.19	f 9.11	f 9.50	2.37	f 6.42	7.19	8.33
2.05	3.05		6	10.9	3.0 MEADOWDALE		AD	4.55	f 7.08	7.25	f 9.17	f 9.56	2.42	f 6.48	7.25	8.38
2.48	3.25		104	14.8	3.9 EDMONDS	DOUBLE TRACK.	DR	5.02	s 7.18	7.32	f 9.24	s10.05	2.48	s 6.58	7.32	s 8.45
3.35	3.35		87	17.8	3.0 RICHMOND BEACH		R	5.08	f 7.26	7.38	f 9.31	s10.12	2.53	s 7.06	7.38	8.51
4.15	4.15		194	26.9	9.1 BALLARD		BD	5.24	s 7.45	7.54	f 9.48	s10.31	3.08	s 7.25	7.54	9.08
Ar 4.30Pm	Ar 4.30Am	205	633	28.0	1.1 INTERBAY		RB	5.29	s 7.50	8.00	f 9.53	s10.39	3.12	s 7.30	7.59	9.12
			285	29.3	1.3 G. N. DOCK		Z									
			843	32.7	3.4 SEATTLE		UD	s 5.45Am	s 8.05Am	Ars 8.15Am	Ars10.10Am	Ars10.55Am	s 3.30Pm	Ars 7.45Pm	s 8.15Pm	Ars 9.30Pm
					SEATTLE	Via N.P.Ry.		6.00Am	11.15Am				3.45Pm		8.35Pm	10.45Pm
			183	72.9	40.2 TACOMA			Ars 7.06Am	s12.35Pm 12.46				s 5.00 5.05		Ars10.00Pm	s12.01Am 12.10
				214.8	141.9 PORTLAND				Ars 5.55Pm				Ars10.00Pm			Ars 6.00Am
Daily Ex. Sunday	Daily							Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily
717	401							27	357	25	285	277	359	273	1	355
3.15 8.6	2.00 14.0				Time Over District Average Speed Per Hour			1.10 28.2	1.20 24.6	1.10 28.2	1.15 26.1	1.20 24.6	1.05 30.2	1.20 24.6	1.10 28.2	1.10 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. 286.
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.
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.
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.

DERAIL SWITCHES.

INTERLOCKING Plant Baskule drawbridge 500 feet west of Ballard.
Distant signals are located 4000 feet east and west of draw span.
Home signals are located 600 feet east and west of draw span.
Derails are located 55 feet inside home signals.

INTERLOCKING governing Northern Pacific crossing just west of Interbay.
Westward Home Signal is suspended from Wheeler Street Bridge 230 feet east of crossing.
Eastward Home Signal is located 300 feet west of crossing.
Eastward derail is located 55 feet in advance of Home Signal.
Westward derail is located 230 feet east of crossing.
Eastward Distant Signal is located 3000 feet from east bound Home Signal and works zero to 45 degrees.
Westward 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.
Printed instructions posted in cabin for the operation of this plant. Cabin is locked by a Great Northern switch lock and Northern Pacific switch lock.

Business Tracks Not Shown as Stations on Time Table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
G. N. Oil Tank Spur	1.7 miles west of Everett Jct	East		30
Mukilteo Lumber Co	2.1 miles east of Mukilteo	East		3
Wasser-Mowatt Lumber Co. Spur	1 mile east of Meadowdale	East		3
Brown Bay Logging Co. Connection	0.5 miles west of Meadowdale	East		2
Invincible Railjoint Spur	0.4 miles west of Edmonds	West		32
Shipyard Spur	1.0 miles east of Richmond Beach, off 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 Richmond Beach	East		10
Metum Spur, Oil Spur	1.6 miles east of Ballard	West		43

LOCATION OF TUNNELS.
Tunnel No. 17, 5,141.5 feet long, height 22 feet, Seattle, Wash.

FIRST CLASS									Time Table No. 95 In Effect January 1, 1918	Distance from Seattle	SIGNS See Rule 5, Page 18.	SECOND CLASS	THIRD CLASS
356	28	2	278	358	286	270	26	360	STATIONS			402	718
Passenger	Express	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	Ar 11.00Pm	Ar 8.30Pm	Ar 1 6.50Pm	Ar 5.35Pm	Ar 5.20Pm	Ar 12.25Pm	Ar 10.15Am	Ar 9.16Am	EVERETT JUNCTION	32.7	R DN P	Ar 12.40Am	Ar 11.25Am
s12.55	10.54	8.23	s 6.42	5.28	s 5.11	s12.18	10.08	s 9.08	3.8 MUKILTEO	28.9	D P	12.25	11.10
f12.45	10.47	8.16	f 6.31	5.22	f 5.01	12.11	10.02	f 8.59	4.1 MOSHER	24.8	P	12.10	10.30
f12.37	10.42	8.11	f 6.26	5.17	f 4.55	f12.05Pm	9.57	f 8.51	3.0 MEADOWDALE	21.8	D P	12.01Am	10.10
s12.29	10.36	8.05	s 6.18	s 5.11	s 4.47	s11.58	9.50	s 8.43	3.9 EDMONDS	17.9	D W P	11.50	9.50
f12.20	10.31	8.00	s 6.09	5.04	s 4.38	s11.50	9.44	s 8.33	3.0 RICHMOND BEACH	14.9	D P	11.35	9.10
s12.03Am	10.18	7.47	s 5.50	4.52	f 4.19	11.34	9.32	s 8.17	9.1 BALLARD	5.8	D	11.05	8.40
s11.59	10.14	7.44	s 5.45	4.49	f 4.15	11.30	9.29	s 8.14	1.1 INTERBAY	4.7	R● DNWCTO PK	Lv 11.00Pm	Lv 8.30Am
									1.3 G. N. DOCK	3.4			
11.45Pm	10.00Pm	7.30Pm	Lv 5.30Pm	4.35Pm	Lv 4.00Pm	Lv 11.15Am	Lv 9.15Am	8.00Am	3.4 SEATTLE	.0	R DN IPK		
s 7.15Pm	9.30Pm	s 7.10Pm		s 4.15Pm				s 7.30Am	SEATTLE	183.1			
5.55 s 5.50	Lv 8.20Pm	Lv 5.45Pm		3.00 s 2.55Pm				6.05 s 6.00	40.7 TACOMA	142.4			
Lv 1.00Pm				Lv 10.00Am				Lv 12.30Am	142.4 PORTLAND	.0			
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 24.6	1.00 32.7	1.00 32.7	1.17 25.4	1.00 32.7	1.20 24.6	1.10 28.2	1.00 32.7	1.16 25.7	Time Over District Average Speed Per Hour			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 Jct.

Trains must not exceed a speed of 8 miles per hour over drawbridges 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 crossover; the second arm fixed; bottom arm for diverging movements.

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

Distant signals, westward high line, is located 3500 feet from home signal.

First automatic signal westward is 2500 feet west of Everett Junction.

Eastward.

First automatic signal eastward is located 3000 feet from eastward home signal, North Portal.

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.

THIRD CLASS		SECOND CLASS			Capacity of Side Tracks		Distance from Bellingham	Time Table No. 95 In Effect January 1, 1918	Telegraph Calls	FIRST CLASS					
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. 676 Freight Daily Ex. Sunday	Fast Freight Daily	Passing Tracks	Other Tracks		STATIONS		Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	N. P. 442 Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily
		Lv 5.30Pm			119	110	0.0	BELLINGHAM	HM	Lv 3.20Am	Lv 6.50Am	Lv 12.20Pm		Lv 270 3.45Pm	Lv 6.10Pm
		6.00			40	143	2.9 (2.9)	SOUTH BELLINGHAM	FN	s 3.33	s 7.03	s12.31		s 3.57	s 6.21
		355 6.28			51	16	6.9 (4.0)	SOCKEYE		f 356 3.50	f 7.11	12.39		f 4.07	711 6.28
		6.50			64	8	12.5 (5.6)	SAMISH		f 4.05	f 7.22	12.52		f 4.18	6.39
						8	13.2 (0.7)	BLANCHARD			f 7.25			s 4.22	
		358 7.09			62	16	16.6 (3.4)	BOW	BO	s 4.15	s 712 7.32	12.58		s 4.28	6.44
		7.30				6	21.2 (4.6)	BELLEVILLE	BV	f 4.25	s 7.40	1.04		s 4.35	6.50
	714–360 Lv 11.30Am	278 8.47			63	239	23.8 (2.6)	BURLINGTON	BU	s 4.40	s 7.52	s 1.10		s 4.44	358 s 6.55
	12.05Pm	9.05			37	63	27.9 (4.1)	MT. VERNON	NR	s 4.55	s 8.03	s 1.20		s 4.54	s 7.07
	12.40	9.25			61	13	33.3 (5.4)	FIR	FR	s 5.10	s 8.14	1.30		s 5.04	7.17
						6	35.0 (1.7)	MILLTOWN		f 5.13	s 8.18			s 5.07	
	359–270 1.40	9.50			61	48	40.4 (5.4)	STANWOOD	B	s 712 5.30	s 8.30	270–713 1.40		s 5.19	7.28
	2.20	10.20			70	13	45.9 (5.5)	SILVANA	NA	s 5.50	s 714 8.44	1.49		s 5.30	7.37
	2.45	10.50			62	17	50.0 (4.1)	ENGLISH		f 6.00	f 8.55	1.56		f 5.38	278 7.45
	3.00	11.10	Lv 11.30Pm				53.6 (3.6)	KRUSE	K	6.06	f 9.02	2.00	Lv 3.47Am	5.43	7.50
	3.30	11.25	11.42		60	86	57.0 (3.4) Staff System	MARYSVILLE	MS	s 6.15	s 9.10	2.05	3.54Pm	s 358 5.56	7.55
Lv 270 12.50Pm	Ar 3.50Pm	Ar 11.40Pm	Ar 11.55Pm	Lv 2.05Am			59.7 (2.7) Staff System	DELTA WYE	WY	6.23	s 9.18	2.11	Ar 298 4.01Pm	6.05	8.01
12.55				2.10	41		60.7 (1.0)	LONG SIDING		6.27	9.22	2.14		6.09	8.04
1.05				2.20	65	120	63.3 (2.6)	EVERETT		s 6.42	s 360 9.30	s 2.23		s 6.23	s 8.15
Ar 1.15Pm				Ar 2.30Am			64.1 (0.8)	EVERETT JUNCTION	JN	Ar 6.45Am	Ar 9.35Am	Ar 2.25Pm		Ar 6.25Pm	Ar 8.20Pm
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily						Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily
717	713	711	729	401						357	277	359	299	273	355
0.25 10.6	4.20 8.4	6.10 9.6	.25 15.0	.25 10.6				Time Over District Average Speed Per Hour		3.25 18.8	2.45 23.1	2.05 30.8	.14 27.0	2.40 23.5	2.10 30.0

Special Rules.

At Kruse all Northern Pacific trains will enter and leave Great Northern track through cross-over.

First class southward trains will register by card at Delta Wye. Except when running in sections conductors will register in person. On all other trains conductor will register at Delta Wye.

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

Bulletin boards are located at Burlington and Bellingham.

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

All trains will run carefully from overhead bridge, Pacific Northwest Traction Co. to Tunnel 18.

All trains will reduce speed to 8 miles per hour passing through town limits of Marysville, Mount Vernon and Burlington.

Trains will not exceed six (6) miles per hour on coast line track over 24th St. near Everett Flour Mill; California St., Hewitt Ave. and Bond St. north and south of passenger depot, City of Everett. All passenger and mail trains must not exceed speed twenty-five (25) miles per hour over curves 8 degrees and over.

Norman, one mile north of Silvana is flag stop for Nos. 277 and 278.

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.

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

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

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

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 16.

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 Interlockling 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.
Northward 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 a two arm home signal located 700 feet north of draw span. Top arm at 90 degrees up proceed to two arm home signal located 20 feet north of N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard. A caution fixed signal is located 2500 feet north of two arm home signal.

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

Train movements from Delta to Vancouver will be governed by top arm on home signal located 60 feet east of wye switch, and by home signal located on trestle 500 feet south of draw span.

Trains between Delta and Bayside will be governed by lower arm home signal located 60 feet east of wye switch.

Trains northward from Northern Pacific connection to Great Northern main line governed by lower arm on Home Signal on Northern Pacific track. Top arm on advanced Home Signal 500 feet south of draw span.

Southward trains for Northern Pacific connection to be governed by lower arm on Home Signal 700 feet North of draw span.

Staff crane for trains from Northern Pacific connection northward is located on Northern Pacific track on trestle.

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

Interlocker at Drawbridge No. 36 one mile north of Mt. Vernon. Derails are located 500 feet from end of draw span.

Interlocking Plant at crossing of Pacific Northwest Traction Company just north of Burlington. Home signals are located 208 feet north and south of crossing. Derails are located 58 feet inside of home signals. No distant signals in connection with this Interlocking Plant. Home Signals are pipe connected.

FIRST CLASS						Time Table No. 95 In Effect January 1, 1918	Distance from Everett Junction	SIGNS See Rule 5, Page 18.	SECOND CLASS			THIRD CLASS	
278	298	358	270	360	356	STATIONS			728	712	402	714	718
Passenger	N. P. 441 Passenger	Passenger	Passenger	Passenger	Passenger				N. P. 675 Freight	Fast Freight	Fast Freight	Mdse. Freight	Mdse. Freight
Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily				Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
Ars 9.45Pm		Ars 7.50Pm	Ars 3.15Pm (273)	Ars 12.15Pm (359)	Ars 4.10Am	BELLINGHAM	64.1	R* DN CWTKP		Ar 8.35Am			
s 9.30		s 7.35	s 3.00	s12.01Pm	s 4.00	2.9 SOUTH BELLINGHAM	61.2	D O P		8.20			
f 9.22		7.27	2.52	f11.51	f 3.50 (357)	4.0 SOCKEYE	57.2	P		8.05			
f 9.10		7.15	2.40	11.38	3.30	5.6 SAMISH	51.6	W P		7.50			
f 9.08				s11.34		0.7 BLANCHARD	50.9	P					
s 9.02		7.09 (711)	2.33	s11.28	s 3.20	3.4 BOW	47.5	D P		7.32 (277)			
s 8.53		7.00	2.25	s11.19	f 3.10	4.6 BELLEVILLE	42.9	P		7.10			
s 8.47 (711)		s 6.55 (355)	s 2.20	s11.13 (713)	s 3.00	2.6 BURLINGTON	40.3	R DNCOWYX P		7.00		Ar 11.30Am (713)	
s 8.35		s 6.42	s 2.07	s11.00 (714)	s 2.45	4.1 MT. VERNON	36.2	DN P		6.10		11.00 (360)	
s 8.20		6.33	s 1.55	s10.41	s 2.30	5.4 FIR	30.8	D P		5.55		10.10	
s 8.15			f 1.50	s10.35	f 2.25	1.7 MILLTOWN	29.1						
s 8.05		6.23	s 1.40 (359–713)	s10.26	s 2.15	5.4 STANWOOD	23.7	DN P		5.30 (357)		9.30	
s 7.55		6.14	s 1.25	s10.12	s 2.00	5.5 SILVANA	18.2	D W P		5.05		8.44 (277)	
f 7.45 (355)		6.07	1.15	f10.01	f 1.49	4.1 ENGLISH	14.1	P		4.50		8.05	
f 7.32	Ar 4.19Pm	6.01	1.07	9.53	1.40	3.6 KRUSE	10.5	R DN P	Ar 1.10Am	4.30		7.45	
s 7.25	4.12	s 5.56 (273)	s 1.00	s 9.48	s 1.34	3.4 MARYSVILLE (Staff System)	7.1	DN P	12.58	4.15		7.30	
7.14	Lv 4.05Pm (299)	5.50	12.50 (717)	9.38	1.23	2.7 DELTA WYE (Staff System)	4.4	R DN IY P	Lv 12.45Am	Lv 4.00Am	Ar 1.10Am	Lv 7.00Am	Ar 11.50Am
7.11		5.47	12.40	9.35	1.20	1.0 LONG SIDING	3.4				12.55		11.40
s 7.05		s 5.42	s12.35	s 9.30 (277)	s 1.15	2.6 EVERETT	0.8	P			12.45		11.30
Lv 6.50Pm		Lv 5.35Pm	Lv 12.25Pm	Lv 9.16Am	Lv 1.05Am	0.8 EVERETT JUNCTION	0.0	R DN P			Lv 12.40Am		Lv 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	718
2.55 22.0	.14 27.0	2.15 28.5	2.50 22.8	2.59 21.5	3.05 21.0	Time Over District Average Speed Per Hour			.25 15.0	4.35 14.1	.30 9.0	4.30 8.0	0.25 10.6

INITIAL STATIONS.

Blaine for train No. 711.
Delta Wye, for trains Nos. 298, 728, 712, 714, 717, 401.
Everett Jct., for trains Nos. 270, 358, 360, 356, 278, 718 and 402.
Colebrook, for trains Nos. 362, 398, 386, 740.
New Westminster, for trains 98, 102, 104.
Vancouver, for trains Nos. 97, 359, 361, 355, 357, 397, 385, 101, 103, 739 and 719.
Bellingham, for train No. 277, 273, 720.
Kruse, for trains 299, 729.
Burlington No. 713.

TERMINAL STATIONS.

Blaine for train No. 712.
Delta Wye, for trains Nos. 299, 729, 711, 713, 718, 402.
Everett Jct., for trains Nos. 359, 355, 273, 357, 277, 401 and 717.
Colebrook, for trains Nos. 361, 385, 397, 739.
New Westminster, for trains 97, 101, 103.
Vancouver, for trains Nos. 98, 356, 362, 358, 360, 398, 386, 102, 104, 740 and 720.
Bellingham, for trains Nos. 278, 270, 719.
Kruse, for trains Nos. 298, 728
Burlington No. 714.

DERAIL SWITCHES.

Skagit Crossing, English Log Spur, Hayes Derail; Mt. Vernon Pacific N. W. Traction Co. Transfer.
Sockeye, east end siding.
Bellingham, B. & N. Transfer Track east end.

Mt. Vernon interlocking plant located 1 mile north of Mt. Vernon, crossing the P. S. & C. Ry. South derail is located 255 feet south of crossing. North derail located 400 feet north of crossing. North bound home signal is located 260 feet south of crossing. South bound home signal located 458 feet north of crossing. All signals standard indications and are a part of the automatic block signal system. A switch opening south leading to the P. S. & C. Ry. yards is located with head block 450 feet south of crossing. A pipe connected derail is located 185 feet from head block in on this spur. An automatic dwarf signal is located at this derail for south bound train movements coming out of this spur and will show caution when switch is opened and no train standing between north bound home signal and Mt. Vernon. This dwarf signal is part of automatic block signal system.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Coast Clay Spur	Leads off of Chuckanut Spur	South		10
Chuckanut Quarry Spur	1.0 Miles north of Sockeye	North		20
Chuckanut Cannery Spur	0.7 Miles north of Sockeye	North		3
Blanchard Spur	0.5 Miles south of Samish	North		30
Bloedel-Donovan Spur	1.3 Miles north of Bow	North		55
Bellville Pit	1.5 Miles north of Bellville	North		80
Everett Pulp and Paper Co., Spur	1.7 Miles north of Mt. Vernon	South		5
Puget Sound and Cascade Ry. Conn	1.0 Mile north of Mt. Vernon	South		
Skagit Crossing Tr. Track	0.9 Miles south of Fir	South		6
Hawley Spur	1.3 Miles south of Fir	North		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
Ketchum Spur	2.5 Miles north of Stanwood	South		4
Florence	1.5 Miles south of Stanwood	North		4
Norman Spur	1.1 Miles north of Silvana	South		2
Kennedy Spur	4.2 Miles north of Marysville	South		6
Kruse Bros. Spur	2.5 Miles north of Marysville	North		2
Cox's Spur	1.4 Miles north of Marysville	North		4
Union Slough	1.5 Miles south of Marysville	South		6
Old Main Line	1.5 Miles south of Marysville	South		30

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			Capacity of Side Tracks		Distance from Vancouver	Time Table No. 95 In Effect January 1, 1918	Telegraph Calls	FIRST CLASS						
739	719	103	711	397	385	Passing Tracks	Other Tracks		STATIONS		357	101	359	361	355	97	
N. P. 676 Mdse. Freight	Mdse. Freight	C. N. P. Ry. 202 Freight	Fast Freight	Mixed	Mixed						Passenger	C. N. P. Ry. 2 Passenger	Passenger	N. P. 442 Passenger	Passenger	C. N. P. Ry. 38 Passenger	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Mon., Wed., Fri.						Daily	Sun., Wed. and Fri.	Daily	Daily	Daily	Daily	
Lv 7.15Pm	Lv 356–385 7.40Am	Lv 1.00Am		Lv 2.00Pm	Lv 350–719 7.30Am	33	319	0.0	VANCOUVER	VN	Lv 12.30Am	Lv 9.00Am	Lv 10.00Am	Lv 10.15Am	Lv 386 4.00Pm	Lv 7.00Pm	
7.35	8.05	1.15		f 2.13	f 7.45			2.7	STILL CREEK		f12.42	9.11	10.11	10.25	4.10	7.11	
7.40	8.10	1.28		f 2.17	f 7.50			1.9 4.6	ARDLEY	Double Track	f12.46	9.16	10.16	10.30	4.14	7.16	
7.50	8.20	1.40		f 2.24	f 7.57		35	2.6 7.2	BURNABY		f12.51	9.22	10.21	10.36	4.18	7.22	
8.00	8.30	1.50		2.32	8.05			3.7 10.9	ENDOT		12.57	9.28	10.27	10.43	740 4.24	7.28	
8.15	8.55	2.05		360–386 s 2.42	s 8.15	27	55	1.5 12.4	SAPPERTON		1.00	9.31	398 10.30	10.46	4.27	7.31	
8.20	9.00	Ar 2.10Am		s 2.45	s 8.20		17	0.7 13.1	NEW WESTMINSTER	MN	s 1.08	Ars 9.35Am	s10.35	s10.51	102 s 4.32	Ar 7.35 Pm	
8.25	9.05			2.50	8.25			0.4 13.5	FRASER RIVER JCT		1.13		10.40	10.56	4.37		
8.40	9.20			720 3.00	8.40	64	4	5.2 18.7	TOWNSEND		f 1.22		f10.48	11.04	4.45		
358–362 Ar 8.55Pm	398 9.40			Ar 3.10Pm	Ar 8.55Am	58	58	5.4 24.1	COLEBROOK	G	s 1.32		s10.56	Ars11.15Am	f 4.53		
	9.50						15	3.6 27.7	CRESCENT		f 1.40		s11.03		5.00		
	10.30					70	22	4.8 32.5	WHITE ROCK	WR	s 2.05		s11.28		s 5.25		
								3.0 35.5	INTERNATIONAL BOUNDARY								
	359–1045 720 11.45		Lv 3.20Pm			62	124	0.5 36.0	BLAINE	BN	s 2.25		719–720 s11.40		s 5.37		
	360 12.55Pm		3.50			70	35	7.5 43.5	CUSTER	CU	s 2.42		s11.52		5.49		
							6	2.7 46.2	ENTERPRISE		f 2.47		f11.56				
	1.40		4.15			70	23	2.9 49.1	FERNDALE	FD	s 2.55		s12.03Pm		s 5.57		
							34	2.2 51.3	BRENNAN		3.00		f12.08				
	Ar 2.30Pm		Ar 5.00Pm			119	110	6.8 58.1	BELLINGHAM	HM	Ars 3.15Am		360 Ars12.20Pm		Ars 6.10Pm		
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Mon., Wed., Fri.						Daily	Sun., Wed. and Fri.	Daily	Daily	Daily	Daily	
739	719	103	711	397	385						357	101	359	361	355	97	
1.40 14.5	6.50 8.7	.45 18.4	1.40 13.3	1.10 24.0	1.25 17.1				Time Over District Average Speed Per Hour		2.45 22.	.35 22.9	2.20 25.0	1.00 24.1	2.10 27.0	.35 22.9	

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 361. No. 398 meets 361 and No. 355 meets 720 and 740 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.

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

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. Ardley, Power House Spur 70 feet north of frog. Ferndale Industry, 200 feet from east head block Industry.

New Westminster Interlocking System.—Signal tower is located 4600 feet north of north end of Fraser River bridge. This apparatus controls the crossing of the C. P. Ry., also switches leading to and from the Fraser River Bridge tracks and New Westminster.

South derail is 1600 feet south of tower.

North derail is 625 feet north of tower.

Northward home signal is located to the left of the track and is 1655 feet south of tower.

Southward home signal is located 675 feet north of the tower. Distant signals are located 1200 feet north and south of home signals.

This plant has two advance home signals governing train movements over switches at north and south end of plant. North of plant this signal is located to the left of the track top arm for main line, lower arm for diverging track leading to Fraser Mills. South of plant top arm for main line, lower arm for track leading to water front and freight house.

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 signals are located 3000 feet from home signals.

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

Interlocking plant at Ardley, B. C., governing movement of G. N. Ry., trains and B. C., Electric Railway Company trains: Northward home signal is located 558 feet from crossing. Derail is 58 feet ahead of signal. Northward distant signal is located 2000 feet from home signal. Southward home signal is located 558 feet from crossing and has two arms. Derail is 58 feet ahead of signal. Southward distant signal is located 2000 feet from home signal.

Time Table No. 95
In Effect January 1, 1918

FIRST CLASS										SECOND CLASS			THIRD CLASS		
358	362	102	360	98	356	STATIONS	Telegraph Calls	Distance from Bellingham	SIGNS See Rule 5, Page 18.	398	386	712	720	740	104
Passenger	N. P. 441 Passenger	C. N. P. Ry. 1 Passenger	Passenger	C. N. P. No. 37 Passenger	Passenger					Mixed	Mixed	Fast Freight	Mdse. Freight	N. P. 675 Mdse. Freight	C.N.P. Ry. 201 Freight
Daily	Daily	Mon., Wed. Sat.	Daily	Daily	Daily					Daily Ex. Sunday	Tue., Thur., and Sat.	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily
Ars 10.30Pm	Ars 10.00Pm	Ars 5.30Pm	Ars 3.30Pm	Ars 11.00Am	Ars 719-385 7.30Am	VANCOUVER	VN	58.1	R ⊕ DN WC O PK	Ar 11.10Am	Ars 355 3.45Pm		Ar 4.40Pm	Ar 5.10Pm	Ar 11.55Pm
10.15	9.45	5.16	f 3.12	10.44	f 7.07	2.7 STILL CREEK		55.4	P	f10.55	f 3.25		4.25	4.55	11.30
10.11	9.41	5.11	f 3.07	10.38	f 7.02	1.9 ARDLEY		53.1	P	f10.50	f 3.18		4.15	4.45	11.15
10.06	9.36	5.05	f 2.59	10.30	f 6.55	2.6 BURNABY		50.9	P	s10.43	s 3.10		4.05	4.35	11.00
10.00	9.31	4.58	2.47	10.19	6.48	3.2 ENDOT		47.7		10.35	3.00		3.55	355 4.24	10.50
9.56	9.27	4.53	307-386 f 2.42	10.14	f 6.44	2.0 SAPPERTON		45.7	W Y PK	359 s10.30	360-397 s 2.42		3.45	4.10	10.40
s 9.53	s 9.24	Lv 355 4.50Pm	s 2.40	Lv 398 10.12Am	s 6.42	0.7 NEW WESTMINSTER	MN	45.0	R DN I PK	98 s10.23	s 2.25		3.25	4.00	Lv 10.20Pm
9.45	9.16		2.30		6.35	0.4 FRASER RIVER JCT		44.6		10.15	2.20		3.15	3.55	
f 9.36	9.08		f 2.20		f 6.25	5.2 TOWNSEND		39.4	P	10.05	2.05		397 3.00	3.40	
739 s 9.28	Lv 739 9.00Pm		s 2.10		s 6.12	5.4 COLEBROOK	G	34.0	R DN W Y P	Lv 719 9.55Am	Lv 1.50Pm		2.35	Lv 3.25Pm	
s 9.20			f 2.02		f 6.00	3.6 CRESCENT		30.4					2.10		
s 8.55			720 s 1.35		s 5.35	4.8 WHITE ROCK	WR	25.6	DN P				360 1.35		
						3.0 INTERNATIONAL BOUNDARY		22.6							
s 8.37			s 1.15		s 5.15	0.5 BLAINE	BN	22.1	R DN W T ⊕ P			Ar 10.25Am	359-12.40Pm 719 11.20		
s 8.21			719 s12.55		s 4.54	7.5 CUSTER	CU	14.6	D P			10.05	10.55		
f 8.14			f12.47		f 4.46	2.7 ENTERPRISE		11.9							
s 8.10			s12.42		s 4.40	2.9 FERNDALE	FD	9.0	D P			9.40	10.20		
f 8.05			f12.35		4.29	2.2 BRENNAN		6.8							
Lv 7.53Pm			Lv 359 12.20Pm		Lv 4.15Am	6.8 BELLINGHAM	HM	0.0	R ⊕ DN WC T PK			Lv 9.00Am	Lv 9.30Am		
Daily	Daily	Mon., Wed., Sat.	Daily	Daily	Daily					Daily Ex. Sunday	Tue., Thur., and Sat.	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily
358	362	102	360	98	356					398	386	712	720	740	104
2.37 22.3	1.00 24.1	.40 20.9	3.10 18.3	.48 17.5	3.15 17.8	Time Over District Average Speed Per Hour				1.15 18.4	1.55 12.7	1.25 15.8	7.0 8.4	1.45 13.8	1.35 7.3

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

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	Length	Car Capacity
Maddoughs-Shaw Spur	0.7 Miles north of Ardley	South	....	5
Ardley Power Spur	0.3 Miles south of Ardley	South	....	9
Wolfs Spur	0.5 Miles north of Burnaby	North	....	4
Mill No. 2 Spur	0.7 Miles south of Burnaby	South	....	22
Haight Spur	2.3 Miles north of Sapperton	South	450	8
Bradley and Taylor	1.5 Miles north of Sapperton	South	....	2
Paper Mill Spur	0.7 Miles north of Sapperton	South	....	12
St. Mingo Spur	1.0 Mile north of Townsend	North	....	17
Delta Shingle Co. Spur	0.8 Miles south of Townsend	North	....	11
Mosher Lumber & Logging Spur	2.2 Miles south of Townsend	South	630	13
Campbell Lumber Co. Spur	1.0 Miles south of Whiterock	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)	0.0 Blaine	South	....	81
North Bluff Mill Spur (off City Dock Spur)	0.0 Blaine	South	....	6
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
Marietta Spur	3.3 Miles north of Bellingham	South	....	2

THIRD CLASS	SECOND CLASS	FIRST CLASS		Capacity of Side Tracks		Distance from Rockport	Time Table No. 95 Effective January 1, 1918	Telegraph Calls	Distance from Anacortes	SIGNS See Rule 5, Page 18.	FIRST CLASS		SECOND CLASS	THIRD CLASS
723	377	289	279	Passing Tracks	Other Tracks		STATIONS				290	280	378	724
Mdse. Freight	Mixed	Passenger	Passenger								Passenger	Passenger	Mixed	Mdse. Freight
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily								Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
Lv 6.30Am		Lv 724 4.45Pm	Lv 9.40Am	39			ROCKPORT	RK	53.7	R D Y W	Ars 1.30Pm	Ars 8.50Pm		Ar 280 4.40Pm
6.50		f 5.00	f 9.53	16		5.8	5.8 FABER		47.9		f 1.12	f 8.35		4.10
7.25		s 5.10	s10.03		83	9.1	3.3 CONCRETE	BA	44.6	D	s 1.00	s 8.27		3.30
7.50		f 5.14	f10.06	39	76	10.2	1.1 GRASSMERE		43.5	W	f12.50	f 8.19		2.40
8.20		s 5.26	s10.17	41		15.5	5.3 BIRDSVIEW		38.2		s12.38	s 8.07		2.15
8.50		s 5.38	s10.28	35	9	20.6	5.1 HAMILTON	H	33.1	D W	s12.25	s 7.55		1.40
9.15		s 5.48	s10.37		25	23.9	3.3 LYMAN	MY	29.8		s12.15Pm	s 7.46		1.10
9.35		f 6.00	f10.47	21		29.2	5.3 COKEDALE JUNCTION		24.5		f11.58	f 7.34		12.40
10.00		s 6.11	s10.57	42	63	32.4	3.2 SEDRO-WOOLLEY	SW	21.3	R D K	s11.50	s 7.26		12.25
		f 6.17	f11.02			34.7	2.3 STERLING		19.0		f11.38	f 7.17		
Ar 10.25Am	Lv 290 10.55Am	s 6.30 280 7.10	11.10 290 11.30	63	225	37.2	2.5 BURLINGTON	BU	16.5	R DN CO WYX	11.30 279 10.55 377	7.10 280 5.50	Ars 7.45Am	Lv 12.01Pm
	s11.05	s 7.18	s11.38		16	40.0	2.8 AVON		13.7		s10.46	s 5.39	s 7.35	
	f11.15	f 7.25	f11.45		7	42.6	2.6 FREDONIA		11.1		f10.40	f 5.32	f 7.27	
	s11.25	s 7.32	s11.52		17	44.1	1.5 WHITNEY		9.6		s10.35	s 5.25	s 7.20	
						46.3	2.2 DRAW BRIDGE		7.4					
	f11.45	f 7.48	f12.08Pm		3	49.6	3.3 FIDALGO		4.1		f10.21	f 5.11	f 7.00	
	Ars 12.05Pm	Ars 8.00Pm	Ar 12.20Pm		235	53.7	4.1 ANACORTES	AC		R D T W	Lv 10.10Am	Lv 5.00Pm	Lv 6.45Am	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily								Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
723	377	289	279								290	280	378	724
3.55 9.5	1.10 14.2	3.15 16.5	2.40 20.2				Time Over District Average Speed Per Hour				3.20 16.1	3.50 14.0	1.00 16.5	4.39 8.0

Special Rules.

Eastward trains are superior to westward trains of the same class.

Bulletin boards are located at Anacortes, Burlington and Rockport.

First class trains will stop on flag at Fidalgo Mill Spur, Summit Park, Fox Spur, Duncan Spur, Child's Spur, Minkler, Superior Ave., East Side, Van Horn and Sauk.

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

Passenger and mail trains must not exceed speed twenty-five (25) 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-Wooley.

Interlocking Plant one half mile west of Sedro-Woolley at crossing of Pacific Northwest Traction Company. Distant signals are located 2000 feet east and west of crossing and have one arm showing caution. Home signals are located 208 feet east and west of crossing. Derails are located 58 feet inside of Home Signals.

Interlocking Plant just west of Burlington at crossing of Pacific Northwest Traction Company eastward 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 westward trains.

INITIAL STATIONS.

Anacortes for trains Nos. 290, 280, 378.
Rockport for trains Nos. 279, 289, 723.
Burlington for trains Nos. 377, 724.

TERMINAL STATIONS.

Anacortes for trains Nos. 279, 289, 377.
Rockport for trains Nos. 280, 290, 724.
Burlington for trains Nos. 378, 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
Sauk Spur	2.0 Miles west of Rockport	West		7
Van Horne's Spur	0.5 Miles west of Faber	East		16
Washington Port Cement Co	0.7 Miles east of Concrete	West		30
Superior Portland Cement Co. Spur	0.7 Miles west of Concrete	East		28
Burpee Shingle Spur	0.4 Miles west of Grassmere	West		5
Anna Shingle Spur	2.0 Miles west of Grassmere	West		2
Kirby Spur	0.4 Miles east of Birdsview	West		25
Skagit River Log Spur	1.0 Miles east of Hamilton	East		60
L. L. Spur	0.2 Miles west of Hamilton	West		10
Hop Ranch Spur	0.8 Miles east of Lyman	West		3
Skagit Mill Co. Spur	Lyman	West		22
Minkler's Mill	3.0 Miles east of Cokedale Jct	Both Ends		7
Green Mill Spur	3.3 Miles east of Woolley	Both Ends		22
Sound Iron Spur	Woolley	West		7
Holbrook's Spur	0.4 Miles west of Woolley	West		8
Burlington Mill Spur	0.6 Miles west of Burlington	West		6
Fox Spur	0.7 Miles east of Fredonia	East		6
Callahan-Abbott Spur	Fredonia	West		6
Gravel Pit Spur	5.9 Miles east of Anacortes	West		11
Fidalgo Island Shingle Co. Spur	4.6 Miles east of Anacortes	East		2
Log Rollway	2.7 Miles east of Anacortes	Both Ends		21
Fidalgo Mill Spur	2.1 Miles east of Anacortes	East		4

THIRD CLASS	SECOND CLASS.				FIRST CLASS	Capacity of Side Tracks		Distance from Sumas.	Time Table No. 95. Effective January 1, 1918 STATIONS.	Telegraph Calls	Distance from Abbotsford	SIGNS. See Rule, 5 Page 18.	FIRST CLASS	SECOND CLASS.				THIRD CLASS
737	395	381	393	383	281	Passing Tracks	Other Tracks						282	396	384	382	394	738
N. P. 675 Mdse. Freight	Mixed	Mixed	Mixed	Mixed	N. P. 441 Passenger								N. P. 442 Passenger	Mixed	Mixed	Mixed	Mixed	N. P. 676 Mdse. Freight
Daily Ex. Sunday	Daily Ex. Sunday	Mon., Wed., Fri.	Daily Ex. Sunday	Tue., Thur., Sat.	Daily								Daily	Daily Ex. Sunday	Mon., Wed., Fri.	Tue., Thur., Sat.	Daily Ex. Sunday	Daily Ex. Sunday
Lv 282 1.00Pm		Lv 384 11.45Am		Lv 382 10.25Am	Lv 7.20Pm			0.0	SUMAS, WASH	SU	46.5	R D W C	Ar 737 12.50Pm		Ar 381 11.35Am	Ar 383 10.15Am		Ar 11.20Pm
								0.0	INTERNATIONAL BOUND'RY		46.5							
1.01		11.46		10.26	7.21	26	3	0.1	0.1 HUNTINGDON		46.4	W	12.48		11.30	10.13		11.15
1.30		Ar 11.55Am		s 10.40	s 7.40	37	31	3.6	3.5 ABBOTSFORD	FS	42.9	R D W	s 12.40		s 11.20	Lv 10.05Am		11.05
1.45				s 11.05	7.51		7	8.1	4.5 PINEGROVE		38.4		12.27		s 11.00			10.45
2.00				s 11.35	s 8.04	62	31	12.7	4.6 ALDERGROVE		33.8	D	s 12.14		s 10.45			10.30
2.15				s 282 12.03Pm	f 8.13	26		16.9	4.2 OTTER		29.6		383 f 12.03Pm		s 10.20			10.10
2.30				s 12.40	8.25	61	18	21.6	4.7 LINCOLN		24.9	W	11.50		s 10.05			9.55
2.55	Lv 4.20Pm		Lv 384 9.25Am	s 1.15	s 8.43	64	38	29.4	7.8 CLOVERDALE	CL	17.1	R D Y	s 11.32	Ars 8.25Am	s 393 9.25		Ar 3.40Pm	9.30
3.10	f 4.30		9.35	1.30	8.53		4	33.4	4.0 ALLUVIA		13.1		11.22	s 8.10	9.13		3.30	9.10
3.15	f 4.35		9.40	1.35	8.57		4	34.9	1.5 SOUTHPORT		11.6		11.18	f 8.05	9.05		3.25	9.05
3.19	4.40		9.44	1.39	8.59			35.9	1.0 COLEBROOK JCT		10.6	Y	11.16	8.00	9.01		3.21	9.01
Ar 394 3.20Pm	s 4.55		Ar 9.45Am	Ar 1.40Pm	Ars 738 9.00Pm	58	58	35.9	0.0 COLEBROOK	G	10.6	R DN W	Lv 11.15Am	s 7.55	Lv 9.00Am		Lv 737 3.20Pm	Lv 281 9.00Pm
	5.00							36.7	0.8 GUICHON LINE JCT		9.8			7.45				
	f 5.25						9	42.7	6.0 INVERHOLM		3.8			f 7.15				
	f 5.35						2	45.1	2.4 LADNER		1.4			f 7.05				
	Ars 5.45Pm						10	46.5	1.4 GUICHON		0.0	R Y		Lv 7.00Am				
737	395	381	393	383	281								282	396	384	382	394	738
2.20 15.4	1.25 12.1	.10 21.9	.20 19.7	3.15 11.1	1.40 21.6				Time Over District Average Speed Per Hour				1.35 22.5	1.25 12.1	2.35 14.6	.10 21.9	.20 19.7	2.20 15.4

Special Rules.

Westward trains are superior to eastward trains of 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. Home signal is located 75 feet from crossing. 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.

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. 396.
Colebrook for trains Nos. 282, 384, 394, 738.
Cloverdale for trains Nos. 393, 395.
Sumas for trains Nos. 281, 383, 381, 737.
Abbotsford for train No. 382.

TERMINAL STATIONS.

Guichon for train No. 395.
Colebrook for trains Nos. 281, 383, 393, 737.
Cloverdale for trains Nos. 396, 394.
Sumas for trains Nos. 282, 384, 382, 738.
Abbotsford for train No. 381.

DERAIL SWITCHES.

Derail switches must always be set for derail except when in actual use whether there are cars on the tracks or not.

Abbotsford east end of passing track.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Guichon Slip Spur	0.1 Miles east of Guichon	East	3
Gowdy Road Spur	1.5 Miles east of Ladner	West	5
Patterson's Spur	1.9 Miles east of Inverholm	West	7
Smith Road Spur	2.0 Miles east of Inverholm	Both	5
Matthew Road Spur	3.0 Miles east of Inverholm	Both	5
Embree Road Spur	2.0 Miles west of Colebrook	Both	5
Oliver Road Spur	1.7 Miles west of Colebrook	West	5
Gravel Pit Spur	0.7 Miles east of Alluvia	West	9
Surrey Spur	1.1 Miles west of Cloverdale	West	3
Fernridge Lbr. Co. Spur	1.4 Miles west of Lincoln	West	15
Lincoln Lbr. Co. Spur	1.0 Miles east of Lincoln	West	30
Clark's Spur	1.0 Miles west of Otter	West	2
Otter Shingle Co. Spur	at Otter	East	15
Aldergrove Lbr. Co. Spur	at Aldergrove	East	20
Singer Mill No. 2	1.0 Miles east of Aldergrove	West	4
Fish Trap Pit	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

SOUTHWARD. SIXTH DISTRICT—PORT KELLS TO HAZELMERE. NORTHWARD.

SECOND CLASS 389 Mixed Tue., Thur. and Sat.	SECOND CLASS 399 Mixed Tue., Thur. and Sat.	SECOND CLASS 379 Mixed Wednesday	Capacity of Side Tracks: Other Tracks	Capacity of Side Tracks: Passing Tracks	Distance from Port Kells.	Time Table No. 95 Effective January 1, 1918. STATIONS	Telegraph Calls	Distance from Hazelmere.	SIGNS See Rule 5, page 18.	SECOND CLASS 380 Mixed Wednesday	SECOND CLASS 400 Mixed Tue., Thur. and Sat.	SECOND CLASS 392 Mixed Tue., Thur. and Sat.
		Lv 380 8.55Am		18	0.0	1.0 PORT KELLS		11.3		Ars 379 8.50Am		
Lv 3.40Pm	Lv 8.30Am	Ar 9.15Am	64	38	6.2	6.2 CLOVERDALE	CL	5.1	R D Y	Lv 8.30Am	Ars 9.15Am	Ars 4.20Pm
Ars 392 4.00Pm	Ars 400 8.00Am			8	11.3	5.1 HAZELMERE		0.0			Lv 399 8.55Am	Lv 389 4.00Pm
Tue., Thur. and Sat.	Tue., Thur. and Sat.	Wednesday								Wednesday	Tue., Thur. and Sat.	Tue., Thur. and Sat.
389	399	379								380	400	392
.20 15.5	.20 15.5	.20 18.8				Time Over District Average Speed Per Hour				.20 18.8	.20 15.5	.20 15.5

WESTWARD. SEVENTH DISTRICT—HOPE TO ABBOTSFORD. EASTWARD.

SECOND CLASS 387 Mixed Tue., Thur. and Sat.	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Distance from Hope	Time Table No. 95 Effective January 1, 1918 STATIONS	Telegraph Calls	Distance from Gulchon	SIGNS See Rule 5, Page 18.	SECOND CLASS 388 Mixed Mon., Wed. and Fri.
Lv 7.20Am			0.0	HOPE	H	51.3	D WC	Ars 4.00Pm

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

s 9.00Am			36.6	36.6 CANNOR	CR	14.7	D	s 1.30Pm
s 9.35	40	5	46.3	9.7 KILGARD		5.0		s12.35
Ar 10.00Am	37	31	51.3	5.0 ABBOTSFORD	FS	0.0	R D W	Lv 12.05Pm
Tue., Thur. and Sat.								Mon., Wed. and Fri.
387								388
2.40 19.2				Time Over District Average Speed Per Hour				3.55 12.2

Special Rules.

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

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

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

INITIAL STATIONS.
Port Kells for train No. 379.
Cloverdale for trains Nos. 399, 380 and 389.
Hazelmere for trains Nos. 400 and 392.

TERMINAL STATIONS.
Cloverdale for trains Nos. 400, 379 and 392.
Hazelmere for trains Nos. 399 and 389.
Port Kells for train No. 380.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Great Western Shingle Co.	0.5 Miles south of Port Kells	North	7
McNair Spur	2.0 Miles north of Cloverdale	South	2
David Bell Co. Spur	1.5 Miles north of Cloverdale	South	25
Campbell River Lbr. Co.	1.2 Miles north of Hazelmere	North	3
Blaine Shingle Co. Spur	Leads off Campbell River Lbr. Spur	North	100
Washington Mill Co. Spur	2.0 Miles south of Hazelmere	North	4

Special Rules.

Westward trains are superior to eastward trains of the same class.

Normal position switch Abbotsford Junction is for fifth district.

All trains seventh district will protect against all trains fifth district between Abbotsford and Junction one half mile east of Abbotsford.

INITIAL STATIONS.
Hope for train 387.
Abbotsford for train 388.

TERMINAL STATIONS.
Hope for train 388.
Abbotsford for train 387.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Kilgard Brick Spur	at Kilgard	West	12

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. 391 Mixed Daily Ex. Sunday	Capacity Of Side Tracks: Passing Tracks	Capacity Of Side Tracks: Other Tracks	Distance from Monroe	Time Table No. 95. In Effect January 1, 1918. STATIONS.	Telegraph Calls	Distance from Tolt	SIGNS. See Rule 5, Page 18.	SECOND CLASS. 390 Mixed Daily Ex. Sunday
Lv 11.30Am			0.0	MONROE	RO	17.6	DN W Y P	Ars 8.00Am
f11.45	47	27	3.6	3.6 HIGHROCK		14.0		s 7.40
s12.10Pm	35		9.1	5.5 DUVALL		8.5	D P	s 7.20
s12.30			14.8	5.7 STILLWATER CROSSING		3.8		s 6.55
Ars12.45Pm	31	26	17.6	2.8 CARNATION		0.0	D W T P	Lv 6.45Am
Daily Ex. Sunday								Daily Ex. Sunday
391								390
1.15 14.1				Time Over District Average Speed Per Hour				1.15 14.1

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.

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

STATIONS	Ruling Grade	Class M2-1950-1990				Class L1-1900-1921				Class L2-1800-1844 " "O1" 3020-3069 " P-1750-1764				Class F8-1140-1199 Superheated				Class F5-1095-1099 " F5-1100-1109				Class G2-700-719 " G3-720-769				Class F1-500-565 " D5-450-476											
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Gold Bar to Skykomish	1.0	1700	....	....	....	1600	....	....	....	1550	....	....	....	1350	....	....	....	1200	....	....	....	1000	....	....	....	775	....	....	....	....	....	....	....	....	....	....	....
Skykomish to Cascade Tunnel	2.2	900	....	....	....	850	....	....	....	700	....	....	....	625	....	....	....	600	....	....	....	480	....	....	....	360	....	....	....	....	....	....	....	....	....	....	....
Cascade Tunnel to Leavenworth	Down	2500	....	....	....	2500	....	....	....	2500	....	....	....	2500	....	....	....	2500	....	....	....	1250	....	....	....	900	....	....	....	....	....	....	....	....	....	....	....
Leavenworth to Cascade Tunnel	2.2	900	....	....	....	850	....	....	....	700	....	....	....	625	....	....	....	600	....	....	....	480	....	....	....	360	....	....	....	....	....	....	....	....	....	....	....
Seattle to Delta	0.5	....	....	....	....	....	....	....	....	3500	....	....	....	2850	....	....	....	2500	....	....	....	2000	....	....	....	1500	....	....	....	....	....	....	....	....	....	....	....
Delta to Seattle	0.4	....	....	....	....	....	....	....	....	4000	....	....	....	3000	....	....	....	2750	....	....	....	2300	....	....	....	1800	....	....	....	....	....	....	....	....	....	....	....
Cascade Tunnel to Skykomish	Down	2500	....	....	....	2500	....	....	....	2500	....	....	....	2500	....	....	....	2500	....	....	....	1250	....	....	....	900	....	....	....	....	....	....	....	....	....	....	....
Bellingham to Delta	0.5	....	....	....	....	....	....	....	....	....	....	....	....	2600	....	....	....	2300	....	....	....	1650	....	....	....	1300	....	....	....	....	....	....	....	....	....	....	....
Delta to Bellingham	0.4	....	....	....	....	....	....	....	....	....	....	....	....	2800	....	....	....	2500	....	....	....	1800	....	....	....	1460	....	....	....	....	....	....	....	....	....	....	....
Delta to Gold Bar	0.4	....	....	....	....	3800	....	....	....	3500	....	....	....	2800	....	....	....	2500	....	....	....	1800	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Skykomish to Delta	0.3	....	....	....	....	4000	....	....	....	3800	....	....	....	3200	....	....	....	3000	....	....	....	2200	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Bellingham to Vancouver	1.1	....	....	....	....	....	....	....	....	....	....	....	....	1500	....	....	....	1300	....	....	....	1000	....	....	....	775	....	....	....	....	....	....	....	....	....	....	....
Vancouver to Bellingham	1.1	....	....	....	....	....	....	....	....	....	....	....	....	1500	....	....	....	1300	....	....	....	1000	....	....	....	775	....	....	....	....	....	....	....	....	....	....	....

WEATHER RATING {1—When temperature is 25 degrees above zero or over. 2—Very frosty or wet. 5 to 25 above zero.

WEATHER RATING {3—Five degrees above to 10 below zero. 4—Ten below zero and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

Weights of Empty Freight Cars.

Box Cars, 28 to 30 foot	11 Tons
Box Cars, 33 foot	12 Tons
Box Cars, 34 foot	13 Tons
Box Cars, 36 foot	15 Tons
Box Cars, 40 foot	17 Tons
Refrigerator Cars	20 Tons
Express Refrigerator Cars	33 Tons
Furniture Cars, 30 to 40 foot	17 Tons
Furniture Cars, 40 to 50 foot	19 Tons
Cabooses, 8 wheel	17 Tons
Cabooses, 4 wheel	10 Tons
Flat Cars, 28 to 30 foot	9 Tons
Flat Cars, 33 and 34 foot	11 Tons
Flat Cars, 40 foot	12 Tons
Coal Cars	12 Tons
Gondola Cars	13 Tons
Ore Cars, Wood	12 Tons
Ore Cars, Steel	15 Tons
Oil Tanks	15 Tons
Ballast Cars	12 Tons
Steam Wreckers	75 Tons

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

Weights of Passenger Equipment.

	Wooden	Steel Underframe	Steel
Postal Cars,			
Nos. 1 to 21	....	....	67 Tons
Nos. 90 and 91	....	....	48 Tons
Nos. 50 to 69	54 Tons	....	....
Nos. 107 to 114	43 Tons	....	....
Baggage and Mail,			
Series 300 and 400	26 Tons	....	....
Series 500 and 600	45 Tons	....	....
Series 700	60 Tons	....	....
Series 800	....	60 Tons	....
Baggage and Express,			
Nos. 1000 to 1027	25 Tons	....	....
Nos. 1050 to 1089	50 Tons	....	....
Nos. 1100 to 1119	....	60 Tons	....
Nos. 1588 to 1702	55 Tons	....	....
Express Refrigerators,			
Nos. 1900 to 2097	Have weights stenciled on cars.		
Passenger and Baggage,			
Nos. 2100 to 2201	25 Tons	....	....
Coaches,			
Nos 3000 to 3241	27 Tons	....	....
Nos. 3250 to 3606	48 Tons	....	....
Nos. 3700 to 3724	....	52 Tons	....

Weights of Passenger Equipment—Cont.

	Wooden	Steel Underframe	Steel
Coaches—Cont.			
Nos. 4000 to 4012	36 Tons	....	....
Nos. 4013 to 4060	41 Tons	....	....
Nos. 4100 to 4159	51 Tons	....	....
Nos. 4200 to 4317	59 Tons	....	....
Nos. 4500 to 4529	....	....	70 Tons
Tourist,			
Nos. 6520 to 6567	43 Tons	....	....
Nos. 6568 to 6611	52 Tons	....	....
Diners,			
Nos. 7010 to 7015	50 Tons	....	....
Nos. 7030 to 7041	58 Tons	....	....
Nos. 7100 to 7131	61 Tons	....	....
Parlor Cars,			
Nos. 7500 to 7571	45 Tons	....	....
Nos. 7572 to 7604	60 Tons	....	....
Sleepers,			
Nos. 8000 to 8456	60 Tons	....	....
Compartment-Observation,			
Nos. 9001 to 9035	63 Tons	....	....
Business Cars,			
Average Weight	40 Tons	....	....

Weights of Dead Engines and Tanks.

Engines numbered below 200 series	80 Tons
Engines numbered in 200 series	90 Tons
Engines numbered in 300 series	86 Tons
Engines numbered in 400 series	110 Tons
Engines numbered in 500 series	115 Tons
Engines numbered in 600 series	120 Tons
Engines numbered in 700 series	140 Tons
Engines numbered in 800 series	155 Tons
Engines numbered in 900 series (except 992 to 997)	115 Tons
Engines numbered 992 to 997	95 Tons
Engines numbered 1000 to 1007	131 Tons
Engines numbered 1050 to 1069	144 Tons
Engines numbered 1079 to 1095	158 Tons
Engines numbered in 1100 and 1200 series	160 Tons
Engines numbered in 1300 series	160 Tons
Engines numbered 1400 to 1405	173 Tons
Engines numbered 1406 to 1425	188 Tons
Engines numbered in 1500 and 1600 series	179 Tons
Engines numbered in 1700 series	180 Tons
Engines numbered in 1800 series	219 Tons
Engines numbered in 1900 series	252 Tons
Engines numbered in 3000 series	217 Tons
Engines numbered 1750 to 1764	246 Tons
Engine Tank (Empty)	30 Tons

Speed Limits for Trains.

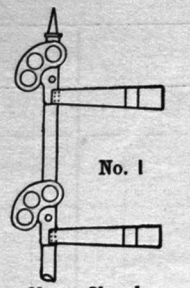
Between	Passenger	Freight
Leavenworth and Skykomish	35 miles per hour.	15 miles per hour.
Through Cascade Tunnel	20 miles per hour.	15 miles per hour.
Through Martin Creek Tunnel No. 15 and Bridges Each End	8 miles per hour.	8 miles per hour.
Skykomish and Gold Bar	40 miles per hour.	20 miles per hour.
Gold Bar and Pacific Avenue	50 miles per hour.	25 miles per hour.
Cherry Valley Line	25 miles per hour.	15 miles per hour.
Everett Jct. and Seattle	50 miles per hour.	25 miles per hour.
Delta Wye and Samish	55 miles per hour.	25 miles per hour.
Samish and Bellingham	40 miles per hour.	20 miles per hour.
Bellingham and Vancouver	45 miles per hour.	25 miles per hour.
Skagit Branch	30 miles per hour.	15 miles per hour.
Port Kells and Hazelmere	20 miles per hour.	15 miles per hour.
Guichon to Cloverdale	25 miles per hour.	15 miles per hour.
Cloverdale and Sumas	30 miles per hour.	20 miles per hour.
Abbotsford and Cannor	20 miles per hour.	15 miles per hour.
Cloverdale and Hazelmere	20 miles per hour.	15 miles per hour.

L-1, L-2 and M-2 engines will not exceed speed of 25 miles per hour.
F-7, 8 and 9 engines will not exceed speed of 30 miles per hour.
O-1 and P-1 engines will not exceed speed of 30 miles per hour between Skykomish and Gold Bar.

Speed Table.

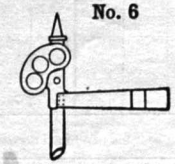
50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

ELECTRIC TRAIN STAFF BLOCK SIGNAL DIAGRAMS.



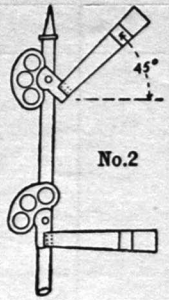
Home Signal.

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



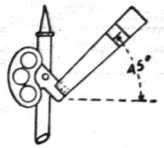
Distant Signal.

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



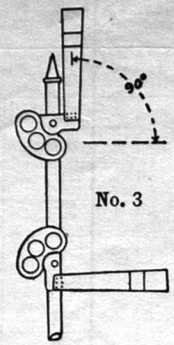
Home Signal.

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



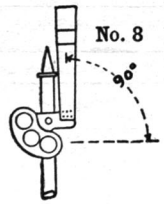
Distant Signal.

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



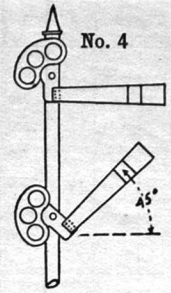
Home Signal.

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



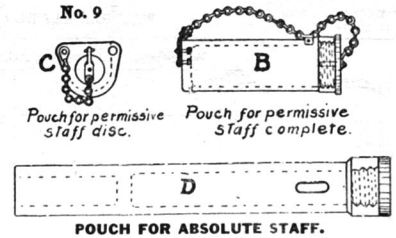
Distant Signal.

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



Home Signal.

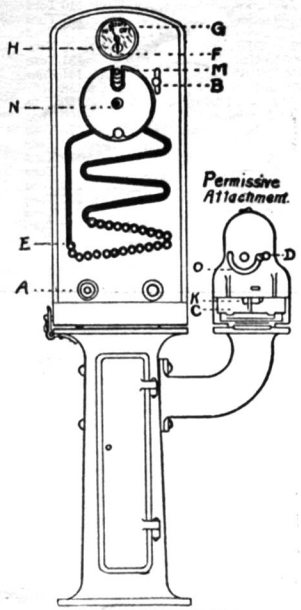
Color. Upper Arm, RED light at night. Lower Arm, YELLOW light at night.
Indication. Take Passing track.
Name. CAUTION Signal.



POUCH FOR ABSOLUTE STAFF.

Bell Code of Signals

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



STAFF INSTRUMENT.

GENERAL INSTRUCTIONS
FOR
OPERATING TRAIN STAFF INSTRUMENTS.

TO REMOVE STAFF FROM MACHINE.

Instructions to Operator removing staff.

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

Instructions to Operator aiding in removal of a staff.

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

TO REPLACE STAFF IN THE MACHINE.

Instructions to Operator replacing staff.

1st. Turn outer guard "N" to place and insert staff in the opening "M."
2nd. Using staff as handle revolve guard "N" to the right and allow staff to roll down spiral into place.
3rd. Press bell key "A" according to signal 1-2 of the bell code.

Instructions to Operator at opposite end of Block.

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

TO REMOVE THE PERMISSIVE STAFF FROM MACHINE.

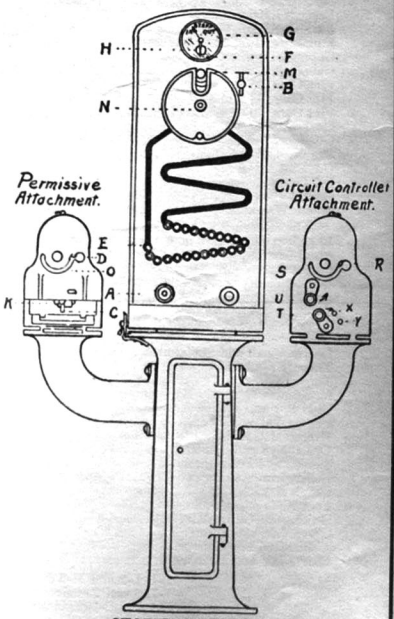
1st. Insert solid staff in the opening "D" of the permissive attachment and move to the extreme left of the slot "O."
2nd. Turn the latch "K" and allow door "C" to drop and the permissive staff to roll out.

TO REPLACE THE PERMISSIVE STAFF IN THE MACHINE.

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

INSTRUCTIONS FOR OPERATING SEMAPHORE SIGNALS THROUGH CIRCUIT CONTROLLER ATTACHMENT.

1st. To operate Upper Arm of Semaphore 0° to 45° (See Fig. No. 2), turn handle "T" to the right clockwise to stop "X."
2nd. "To operate Upper Arm of Semaphore 45° to 90° (See Fig. No. 3), withdraw absolute staff and insert into opening "R" and move to extreme left of slot "S" then turn handle "T" to right to stop "Y," remove absolute staff from opening "R" and place staff in Pouch "D", Fig. 9. Then place Pouch in staff crane which action automatically "Clears" Home and Distant Signals to 90° Position. (See Fig. Nos. 3 and 8).
3rd. To operate Lower Arm of Semaphore 0° to 45° (See Fig. No. 4), turn handle "U" to the right as far as it will go.



STAFF INSTRUMENT.

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

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

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

1. All trains and engines in both directions will be governed exclusively in their movements by the train staff.

2. Home and Distant semaphores are located at each block station. Home signals are located at the passing track switches. Distant Signals are located about 4000 feet from home signals. The signal indications are illustrated by figures Nos. 1, 2, 3, 4, 6, 7, 8 and the meaning of the positions of the signal arms and lights is explained under the diagrams. In all cases the block signals are located upon the right of and adjoining the track upon which trains are governed by them. The semaphore arms that govern are displayed to the right of the signal mast as seen from an approaching train.

3. The possession of the staff by the Engineer gives his train the right of track to the next block station.

ENGINEERS MUST KNOW THAT THE STAFF IS IN THE POUCH BEFORE PROCEEDING.

4. The staff will be handled by the Engineer of the leading engine of the train; and the staff must be in the actual possession of the Engineer before he moves his train into a block, and such engine must not be uncoupled from the train except at a block station. The Conductor will receive a "proceed" signal from Block Operator to indicate that staff has been delivered to Engineer. (See Rule 29).

4-A. In the case of an engine pushing a train, it must be considered as part of that train through to the next block station, and may be uncoupled only at a block station. Such engine, if then uncoupled, must be treated as a separate train.

5. When a staff has been secured by the Engineer, he will announce the fact by sounding one short, one long and one short blast of the whistle, thus (o—o).

6. An absolute staff permits but one train at a time to use a block. See D figure No. 9.

6-A. A permission staff disc, permits two or more trains in the same direction at one time to use a block on ascending grade only. Each train must be in possession of a permissive staff disc before proceeding. See C, Fig. No. 9.

6-B. Permissive staff complete permits but one train at a time to use a block descending grade only. See B, Fig. No. 9 and Rule No. 22-F.

7. The delivery of the staff to the Enginemen will be either by staff crane, hand of Block Operator, or the Conductor or head Brakeman of his own train and the Engineer must not accept delivery of a staff from any other person. Block Operators will not deliver staff to any other than one of these employes.

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

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

9. In case a train parts, or it is necessary to "double," the staff must be retained by the Engineer until all the train is clear of the block. A train is clear of a block when it has passed the home signal. A train proceeding on main track enters a block at the block office. It may occupy the main track inside of home signals in either direction to do station work or to allow another train to enter the sidetrack, but must not proceed until in possession of a staff, as per Rule No. 3.

9-A. A train making switching movements may use the main track to, but not beyond the distant signal, when protected as per Rule 99. Superior class trains must not be delayed.

10. Enginemen and Trainmen will carefully note the position of all signals and be governed accordingly in the movement and protection of their trains. See Figs. Nos. 1, 2, 3, 4, 6, 7, 8.

11. Conductors and Engineers, before leaving initial points, must secure clearance card, Form 219.

12. Block Operators, unless otherwise instructed by Train Dispatcher, will staff the train of superior time table rights and side track the inferior train when a meeting point develops at their station.

13. When it is desired to reverse the right of track, trains will be moved by Train Dispatcher's orders on Form 19, issued to Block Operators giving instructions to staff the train that is to receive preferred attention, and side track the superior train.

14. Work trains, after receiving orders authorizing the existence of the train, will occupy the block after receiving the absolute staff until same is surrendered at a block station at either end of the block. They will be given a time by the Train Dispatcher when delivery shall be made, and unless otherwise instructed, they shall clear the block and deliver the staff to the Block Operator so that regular and extra trains will not be delayed. Train Dispatcher may authorize the delivery of a permissive disc in the prescribed direction to enable work train to work under protection of flag until following train approaches.

15. In case of failure of staff apparatus, all concerned must be notified and trains will be moved by train orders until it has been repaired. In such event, the train order takes the place of the staff, though only one block on each train order and this order must be given jointly to the Conductor and Engineer of the train and the Block Operator at both ends of the block.

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

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

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

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

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

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

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

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

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

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

21-B. Enginemen and Trainmen may accept an absolute staff (See Rule 3) as authority for a train movement only when placed in a pouch bearing a metal plate upon which is printed the names of the two stations between which the train is to be moved.

21-C. Enginemen and Trainmen may accept a permissive staff disc (See Rule 6-A) as authority for a train movement only when such disc has printed upon it the names of the two stations between which the train is to be moved.

21-D. Enginemen and Trainmen may accept a permissive staff (See Rule 6-B) as authority for a train movement only when such permissive staff has printed upon it the names of the two stations between which the train is to be moved. Block Operator will deliver permissive staff with printed end up in pouch "B" open. Engineer after observing that proper staff has been received will close pouch.

21-E. Block operator will remain in view until rear end of the train has passed and will then give a "Proceed Signal" to the Trainman thereon, to indicate that the staff has been delivered to the Engineman.

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

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

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

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

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

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

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

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

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

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

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

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

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

29. Block Operators must not use, nor will Enginemen or Trainmen accept pouches, which are defective. Care must be exercised to keep the pouch plugs in good order with clamps, bearing station names, securely in place. Signal Repairmen must also frequently inspect all pouches and keep same in good order at all times.

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

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

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

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

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

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

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

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

AUTOMATIC BLOCK SIGNALS.

ENGINEMEN AND TRAINMEN.

501. In all cases except as noted by special rules, the BLOCK Signals are located upon the right of and adjoining the track upon which trains are governed by them. The Semaphore arms that govern are displayed to the right of the Signal mast as seen from an approaching train. The movement of trains will be regulated by the block Signal indications as follows:

A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to **"STOP"**.

B. An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates **"PROCEED"** with caution prepared to stop at the next signal.

C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is **"CLEAR"** and is a Signal to **"PROCEED"**.

D. At night the position of the Signals will, in addition, be shown by the standard colored lights.
RED indicates **"STOP"**.
YELLOW indicates **"CAUTION;"** proceed with caution prepared to STOP at next Signal.
GREEN indicates **"PROCEED"**.

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

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

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

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

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

A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.

B. On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
Or—

C. On double track, at once, under control, expecting to find track impassable.

D. A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.

505. Omitted.

506. When a train is stopped by a block signal from any cause other than a train in the block, Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.

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

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.
The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.
If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after movement has been made and the switches locked.

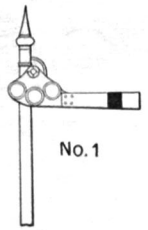
509. Switch Indicators (miniature semaphores) where used stand normally in **"STOP"** position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used.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

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

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

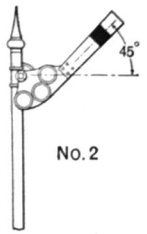
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in **"STOP"** position. All tracks connecting with main track are bonded to clearance point only.

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



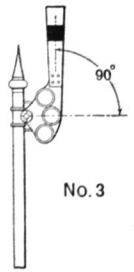
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



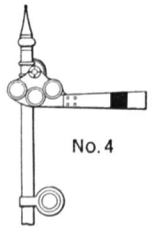
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



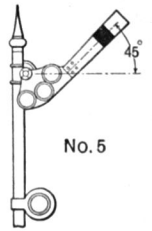
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



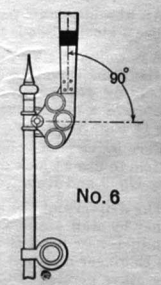
HOME
AUTOMATIC BLOCK SIGNAL.

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



HOME
AUTOMATIC BLOCK SIGNAL.

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



HOME
AUTOMATIC BLOCK SIGNAL.

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

INTERLOCKING SIGNALS.

ENGINEMEN AND TRAINMEN.

661. Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.

662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.

663. Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.

664. The Engineman of a train which has parted must sound the whistle signal for "train parted" on approaching an interlocking plant.

665. An Engineman receiving a "train parted" signal from a Signalman must answer by the whistle signal or "train parted."

666. When a parted train has been re-coupled the Signalman must be notified.

667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.

668. Conductors must report to Superintendent any unusual detention at interlocking plants.

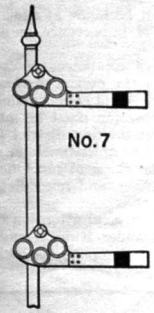
669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.

620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one t ain is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.

623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and are known to be in safe condition.

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

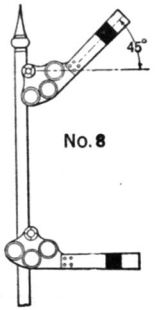


INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Lower Arm, RED light at night.

Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.

Name. STOP Signal.

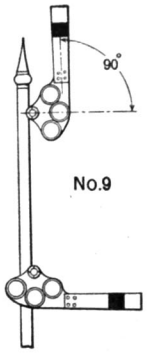


INTERLOCKING HOME SIGNAL.

Color. Upper Arm, YELLOW light at night.
Lower Arm, RED light at night.

Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.

Name CAUTION Signal.

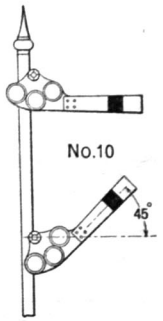


INTERLOCKING HOME SIGNAL.

Color. Upper Arm, GREEN light at night.
Lower Arm, RED light at night.

Indication. Main line route clear, PROCEED.

Name. CLEAR Signal.

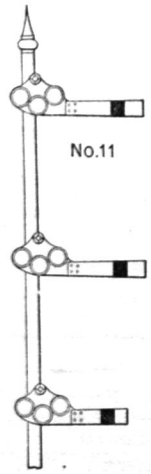


INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Lower Arm, YELLOW light at night.

Indication. Diverging route clear, proceed with CAUTION.

Name. CAUTION Signal.

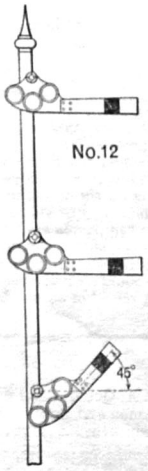


INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Middle Arm, RED light at night.
Lower Arm, RED light at night.

Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from signalman.

Name. STOP Signal.

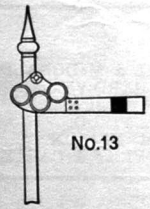


INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Middle Arm, RED light at night.
Lower Arm, YELLOW light at night.

Indication. Slow speed route clear, proceed with caution.

Name. CAUTION Signal.

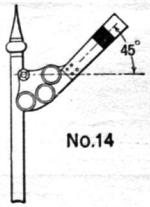


INTERLOCKING DISTANT SIGNAL.

Color. RED light at night.

Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.

Name. STOP Signal.

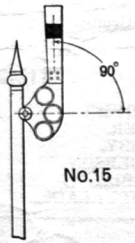


INTERLOCKING DISTANT SIGNAL.

Color. YELLOW light at night.

Indication. PROCEED with CAUTION, prepared to stop at Home Signal.

Name. CAUTION Signal.



INTERLOCKING DISTANT SIGNAL.

Color. GREEN light at night.

Indication. PROCEED.

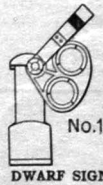
Name. CLEAR Signal.

DWARF SIGNAL.

Color. RED light at night.

Indication. STOP.

Name. STOP Signal.



DWARF SIGNAL.

Color. YELLOW light at night.

Indication. PROCEED with CAUTION.

Name. CAUTION Signal.

SPECIAL RULES.

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

REFERENCE MARKS.

5. In addition to signs provided for in Rule 7, Book of Rules, the following signs in column headed "Signs" indicate:

D	Day telegraph or telephone office.
N	Night telegraph or telephone office.
DN	Day and night telegraph or telephone office.
P	Dispatcher's telephone accessible at all times.
I	Interlocked.
K	Connection with foreign road.
•	Standard clock.

PERSONAL INJURIES.

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

   No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.
2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

   When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.
5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.

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

   As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.
6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
7. In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Room 124 Great Northern Building, St. Paul.
Boeckman and Boeckman, Ophthalmic Surgeons, 642 Lowry Building, St. Paul.

Leavenworth	DR. G. W. HOXSEY.
Index	DR. O. R. VOSS.
Sultan	DR. O. R. VOSS.
Monroe	DR. H. K. STOCKWELL.
Everett	DR. C. A. MEAD and W. T. FLYNN.
Interbay	DR. F. A. BOOTH.
Seattle	DR. J. C. MOORE,
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. CARLQUIST.
Seattle	J. F. 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.

Delta—

E. O. WADHAMS, Dispatcher.
T. H. REED, Dispatcher.
C. O. JOHNSON, Dispatcher.
H. L. CAULKINS, Dispatcher.
G. E. WELLIEN, Dispatcher.
C. E. LAMKIN, Dispatcher.
N. WELLIEN, Dispatcher.
D. MOORE, Night Chief Dispatcher.
J. C. DEVERY, Chief Dispatcher.

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

CANADIAN FLAGGING RULES.

GENERAL ORDER No. 188 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

The following rules must be observed and complied with by all employes in the performance of FLAGGING **in Canada:**

1. Before undertaking any work which will render the track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employes of the Company shall protect the same as follows:

2. (a) on double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent or fast train service—(Frequent service shall mean nine or more trains per day.)

   Send out a flagman in each direction with stop signals, at least—

   1500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6000 feet from an approaching train.

   3600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

   5400 feet if there is a down grade toward the obstruction within one mile.

   The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view, of him from an approaching train of, if possiblee 1500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On other lines—

   (a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:

   (b) By day place a red flag supported on two staffs with flag drawn out between them, at right angles to the track and five feet above rail level; and, in addition, by night, a red light; on the same side of the track as the engineer of an approaching train so that it will be clearly in his view, at least—

   3600 feet from the defective or working point, if there is no down grade towards the obstruction.

   5400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

   (c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.

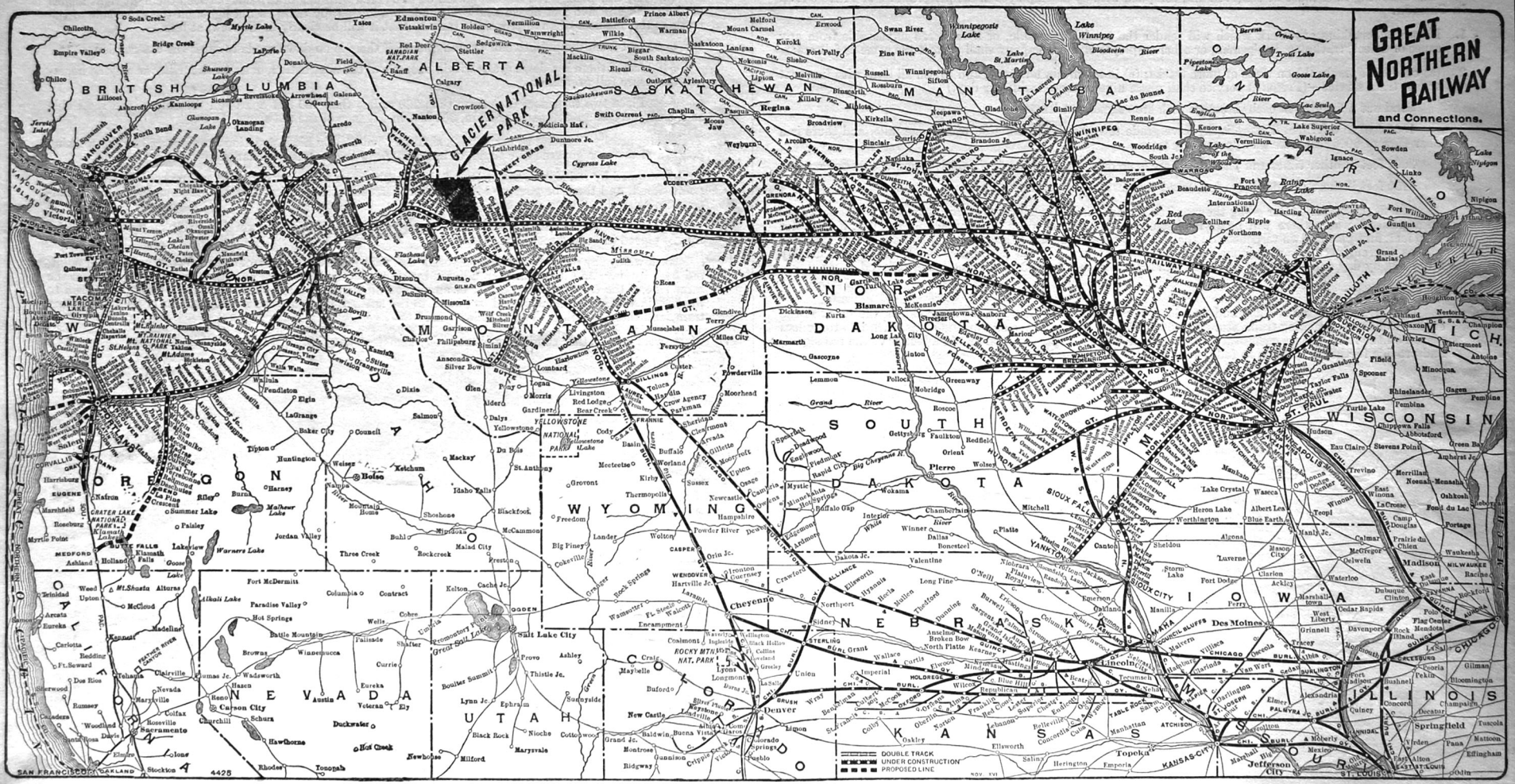
4. Trains stopped by flagman, as per Rule 2, shall be governed by his instructions and proceed to the working point, and there be governed by signal or instructions of the foreman in charge.

5. Trains stopped by red signal, as per Rule 3, shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal had been removed.

6. In the event of train order protection being provided, the defective or working point may be marked by signals placed in both directions as follows:

   Yellow flags by day and in addition yellow lights by night, 3600 feet from the defective or working point, red flags by day, and in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineer of an approaching train, and there is a clear view of at least 1200 feet.

7. When weather or other conditions obscure day signals, night signals must be used in addition.


GREAT NORTHERN RAILWAY
and Connections.
GLACIER NATIONAL PARK
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
ONTARIO
MINNESOTA
NORTH DAKOTA
SOUTH DAKOTA
WISCONSIN
MICH.
WASHINGTON
OREGON
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ILLINOIS
NEVADA
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UNDER CONSTRUCTION
PROPOSED LINE
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