

United States Railroad Administration

W. G. McADOO, Director General of Railroads

GREAT NORTHERN RAILROAD



CASUALTY INSURANCE.



TIME TABLE No. 2.

TO TAKE EFFECT AT MIDNIGHT (12:01) O'CLOCK A. M.
ON THE FOLLOWING DATE.

SUNDAY, NOVEMBER 17, 1918.

Superseding all previous time tables and amendments thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

C. McDONOUGH, Superintendent.

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

F. J. GAVIN, General Superintendent.

J. M. DOYLE, Asst. General Superintendent.

C. O. JENKS, Asst. General Manager.

2 WESTWARD. FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

THIRD CLASS		SECOND CLASS		Capacity of Side Tracks		Time Table No. 2 In Effect November 17, 1918		FIRST CLASS					
	715		401				STATIONS		25	285	27	297	1
Mdex. Freight		Fast Freight		Trackage	Other	Passenger		Passenger	Fast Mail	N. P. 441	Passenger		
Daily		Daily		Trains	Trains	Daily		Daily	Daily	Daily	Daily	Daily	
Ex. Sunday								Daily	Daily	Ex. Sunday			
		Lr 3:00am		90	492	0.0	LEAVENWORTH	CH	Lr 2:35am		Lr 6:00am		Lr 2:20pm
		3:22		75		3.2	TUMWATER	A	2:45		6:10		2:30
		3:40		78		6.3	DRURY	DY	2:54		6:17		2:38
		4:15		82	21	10.5	CHIWAUKUM	CY	f 3:05		6:27		f 2:50
		4:32		76	10	13.0	WINTON	WI	3:15		6:35		f 2:59
		4:47		77	4	17.5	NASON CREEK	NC	3:24		6:47		f 3:10
		5:02		79	0	20.5	MERRITT	CK	* 3:30		6:55		* 3:17
		6:00		80		24.9	GAYNOR	GR	3:45		7:10		3:35
		6:25		87	4	28.0	BERNE	BR	3:59		7:19		3:44
		7:35		82	28	32.3	CASCADE TUNNEL	CN	* 4:17		* 7:35		* 4:10
		8:00		88	200	35.9	TYE	WN	* 4:30		* 7:48		* 4:25
		8:20		65	21	39.5	EMBRO	NY	4:40		7:58		f 4:37
		8:35		76	17	42.3	COREA	CO	4:48		8:06		4:46
		9:00		76	10	45.2	SCENIC	MA	* 4:58		8:15		* 4:57
		9:15		79	9	48.3	ALPINE	NI	f 5:07		8:24		f 5:06
		9:30		76	12	51.8	TONGA	G	5:16		8:33		5:15
		9:50		68	178	57.0	SKYKOMISH	KY	* 5:30	Lr 6:50am	* 8:48		* 5:30
	Lr 7:15am	10:10		76	7	61.1	GROTTO		5:44	f 7:00	8:56		5:45
	7:30	10:25		80	51	66.1	HALFORD	SA	5:53	* 7:12	9:06		5:55
	7:45	10:40		74	17	71.2	INDEX	NX	6:03	* 7:24	9:16		* 6:07
	8:15	11:10		83	16	76.3	REITER		6:12	f 7:35	9:26		6:17
	8:35	11:30		100	615	80.0	GOLD BAR	QB	6:19	* 7:44	9:37 ¹⁵		6:24
	8:55	11:45		71		83.4	STARTUP	RU	6:23	* 7:50	9:45		6:28
10:45		12:30 ^{half}		77	35	85.5	SULTAN	BU	6:30	* 7:59	9:53		* 6:35
11:00				104	33	93.3	MONROE	RO	* 6:45	* 8:16	10:12		* 6:55
11:20		1:00		76	165	100.2	SNOHOMISH	HO	* 6:59	* 8:33	10:25	Lr 3:33pm	* 7:15
12:10pm		1:33		78	27	106.0	LOWELL	W	7:09	f 8:43	10:35	Ar 3:43pm	7:27
1:10		2:05		48	140	107.6	PACIFIC AVENUE	D	7:11	f 8:48	10:37		7:30
1:40pm		2:30pm		8	196.7	108.7	EVERETT		* 7:18	* 8:52	* 10:52		* 7:43
				100.5		100.5	EVERETT JUNCTION	JN	Ar 7:20am	Ar 8:55am	Ar 10:55am		Ar 7:45pm
	Ar 2:15pm	Ar 3:00pm		90	1067	109.2	Via N. P. Ry. DELTA	PG					
	Daily	Daily							Daily	Daily	Daily	Daily	Daily
	Ex. Sunday								Daily	Ex. Sunday	Daily	Daily	Daily
	715	401							25	285	27	297	1
	7.0	13.00							4.45	3.05	4.55	10	5.25
	7.6	9.1							23.0	25.0	22.5	34.8	20.2

ELECTRIC TRAIN STAFF BLOCK SYSTEM.

STATE STATION

Time Over District
Average Speed Per Hour

INITIAL STATIONS.
Leavenworth for trains Nos. 1, 25, 27 and 401.
Everett Jct. for trains Nos. 2, 26, 28 and 285.
Skykomish for trains Nos. 285 and 715.

Snohomish for Nos. 297.
Lowell for Nos. 300.

TERMINAL STATIONS.
Leavenworth for Nos. 2, 26, 28.
Skykomish for train No. 285.
Everett Jct. for trains 1, 25, 27 and 285.

Lowell for Nos. 297.
Snohomish for Nos. 300.
Delta, 401 and 715.

EASTWARD.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

SPECIAL RULES.

FIRST CLASS					Time Table No. 2 In Effect November 17, 1918.	STATIONS.	Distance from Delta	SIGNS See Rule 2, Page 18.
300 (N. P. 442)	2	286	26	28				
Passenger Daily	Passenger Daily	Passenger Daily Ex Sunday	Passenger Daily	Express Daily				
	Ar 1:20Am		Ar 2:46Pm	Ar 3:00Am	LEAVENWORTH	109.0	R DN WCTYOP	
	1:09		2:30	3:48	3.2 TUMWATER	106.3	DN P	
	1:00		2:20	3:40	3.1 DRURY	103.2	DN P	
	12:50		1 2:10	3:30	4.3 CHIWAUKUM	99.0	DN W P	
	12:44		1 2:04	3:23	2.5 WINTON	96.5	DN P	
	12:32		1 1:55	3:10	4.5 NASON CREEK	92.0	DN P	
	12:26		1 1:48	3:02	3.0 MERRITT	89.0	DN W Y P	
	12:16		1:39	4:45	4.4 GAYNOR	84.6	DN P	
	12:07Am		1:31	4:35	3.1 BERNE	81.5	DN W P	
	* 11:55		* 1:20	* 4:17	4.3 CASCADE TUNNEL	77.2	DN WCT P	
	* 11:38		* 1:03	* 4:02	3.5 TYE	73.5	DN WC P	
	11:19		12:50	3:45	3.5 EMBRO	70.0	DN W P	
	11:08		12:40	3:35	3.0 COREA	67.3	DN P	
	* 10:55		* 12:30	* 3:25	3.0 SCENIC	64.3	DN W P	
	10:40		12:15	3:10	3.1 ALPINE	61.2	DN W P	
	10:28		12:03Pm	2:55	3.5 TONGA	57.7	DN P	
	* 10:10 * 10:05	Ar 8:10Am	* 11:45 * 11:40	* 3:35	5.2 SKYKOMISH	52.5	R DN WC Y P	
	9:55	1 7:58	11:32	2:22	4.1 DROTTO	48.4	P	
	9:45	* 7:45	11:24	2:13	5.0 HALFORD	43.4	D W P	
	9:33	* 7:25	* 11:10	2:00	5.1 INDEX	38.3	DN P	
	9:21	1 7:08	10:54	1:49	5.1 REITER	33.2	W P	
	9:13	* 6:55	* 10:45	1:35	3.7 GOLD BAR	29.5	R DN C Y P	
	9:09	* 6:43	10:37	1:31	4 STARTUP	27.1	P	
	9:03	* 6:35	* 10:30	1:26	3.4 SULTAN	23.7	D P	
	* 8:47	* 6:15	* 10:12	* 1:12	2.5 MONROE	16.2	DN W Y K P	
Ar 4:34Pm	* 8:32	* 5:57	* 9:58	* 12:55	5.9 SNOHOMISH	9.3	R DN P	
Ar 4:24Pm	8:21	* 5:44	9:48	12:43	5.8 LOWELL	3.5	R DN K P	
	8:18	* 5:40	9:43	12:40	1.5 PACIFIC AVENUE	1.9	DN P	
	* 8:15	* 5:37	* 9:40	* 12:37	1.1 EVERETT	0.8	K P	
Ar 8:10Pm	Ar 5:30Pm	Ar 9:30Am	Ar 12:30Am		0.3 EVERETT JCT.	0.0	R DN P	
					Via N. P. Ry.		R DNWCTYOP	
					DELTA			
Daily	Daily	Daily Ex Sunday	Daily	Daily				
300	2	286	26	28				
10 34.8	5.10 21.2	2.40 19.8	5.15 21.1	5.30 19.1	Time Over District Average Speed Per Hour			

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, and not less than five (5) minutes.
 Bulletin boards are located at Leavenworth, Cascade Tunnel, Skykomish, Gold Bar and Delta.
 Read carefully rules covering operation electric train staff block, pages 14 and 15.
 Electric train staff block system between Everett Jct. and Pacific Avenue and between Skykomish and Leavenworth.
 Maximum speed for passenger trains between Leavenworth and Skykomish 35 miles per hour, through Cascade Tunnel 20 miles per hour, between Skykomish and Gold Bar 40 miles per hour, between Gold Bar and Pacific Avenue 50 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.
 All trains will not exceed speed of 25 miles per hour on curves of 8 degrees and over.
 Troop trains handling freight cars must not exceed speed of 25 miles per hour.
 All trains will reduce speed to 15 miles per hour over draw bridges.
 On descending grades of 1.8 per cent and greater, the maximum speed for freight trains must not exceed 15 miles per hour, and on less than 1.8 per cent descending grade to a 1 per cent grade, the speed must not exceed 25 miles per hour, live stock and fruit trains excepted. On a 1 per cent grade and less, 30 miles per hour will be the limit.
 It must be understood that the above is maximum speed for freight trains, and that this maximum speed will not be made where track conditions will not warrant, which are regulated by slow orders.
 All trains reduce speed to 8 miles per hour through Martin Creek tunnel, and over bridges at both ends.
 Passengers trains reduce speed to 25 miles per hour and freight trains to 15 miles per hour through city limits of Monroe.
 All trains reduce speed to 10 miles per hour over crossing just east Pacific Avenue freight depot.
 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 carmen examine each car, then release them, and carmen 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, from Winton to Leavenworth, and from Cascade Tunnel to Skykomish.
 Trainmen will keep off top of cars while passing through Cascade Tunnel and through concrete snow shed just west of Tye.
 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.
 Switch to safety track located at west end Tye depot. Switch must be kept set and locked for safety track. All trains must come to full stop before reaching safety switch and send a brakeman ahead to set switch for main track. After train has passed over, switch must be reset and locked for safety track by operator.
 All westward freight trains must stop 15 minutes at Scenic to cool wheels, when Conductor and Brakemen must examine train carefully to discover cracked or broken wheels.
 When two trains meeting at Scenic, unless eastward train is to head in, operator will hold the Stop board at west switch at "Stop" until the westward train is into clear of east switch.
 All eastward trains will approach east passing track switch at Scenic under absolute control and will not pass the fouling point of the passing track unless signalled to do so by the operator, and operator will not signal them unless he has staff in readiness.
 Local freight trains between Skykomish and Delta will carry passengers, when provided with proper transportation.
 Miller River, Barling and Heybrooks spur will be flag stops for trains 285 and 286.
 No. 2 will stop at stations between Skykomish and Leavenworth for passengers for Twin Cities and east. Nos. 25 and 26 will stop at Nason Creek and Winton to receive or discharge parcel post mail on request of postal clerks.
 Except when running in sections, all first class trains will register by card at Gold Bar, Snohomish, Lowell and Everett Jct.
 Freight trains will use N. P. tracks between Lowell and Delta and will be governed by N. P. time table and rules between these points.
 All trains between Snohomish and Lowell will 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.
 At Snohomish all N. P. trains will enter and leave C. N. main line through cross-over.
 At Lowell all eastward trains from N. P. connection, and first class westward trains for N. P. connection, will run through cross-over. All westward second and inferior class trains for N. P. connection will enter passing track at east switch.
 Interlocking plant at bridge 455 just east of Snohomish. No distant signals. Home signals are located 550 feet each way from draw span; derails 55 feet in advance of home signals.
 Yard limit boards are placed each way from Gold Bar and Skykomish, east from Cascade Tunnel and west from Leavenworth.
 Yard limits extend from Pacific Avenue to N. P. connection at N. P. Freight Depot, and to yard limit board east of Lowell.
 Lap sidings: Chiwaukum and Merritt.
 For business tracks not shown as stations see page 18.

LOCATION OF TUNNELS.

Tunnel No. 12, 12,872 feet long, height 19 feet, between Tye and Cascade Tunnel.
 * 12.1, 1,202 * * * 22 * 1.12 miles east of Embro.
 * 12.2, 458 * * * 22.5 * 20 miles east of Embro.
 * 14, 274.8 * * * 19.1 * 1.18 miles west of Embro.

Tunnel No. 15, 1,612 feet long, height 18.7 feet, .35 miles east of Corea.
 * 15.2, 1,248 * * * 22.5 * 1.54 miles east of Corea.
 * 15.3, 515 * * * 22.5 * 1.59 miles west of Corea.
 * 16, 2,268.3 * * * 22 * Everet, Wash.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

WESTWARD.

THIRD CLASS		SECOND CLASS		Capacity of Side Tracks	Distance from Everett Junction	Time Table No. 2 In Effect November 17, 1918		Telegraph Code	FIRST CLASS							
717	401	STATIONS				357	25		285	277	27	359	1	355		
Miles Freight Daily Ex. Sunday	Fast Freight Daily	Passenger Trucks	Other Trucks	Passenger	Freight	Passenger	Passenger	Passenger	Fast Mail	Passenger	Passenger	Passenger				
Lo 1.15pm	Lo 2.30pm					JN	Lo 6.10am	Lo 7.20am	Lo 8.55am	Lo 9.35am	Lo 10.55am	Lo 2.00pm	Lo 7.45pm	Lo 8.10pm		
1.35	2.45		110	3.8	3.8	MU	* 6.19	7.27	* 9.03	* 9.43	11.01	2.06	7.53	8.16		
1.50	2.55			7.9	7.9	AD	f 6.27	7.34	f 9.11	f 9.50	11.07	2.11	8.00	8.22		
2.05	3.05		8	10.9	10.9	DR	f 6.33	7.40	f 9.17	f 9.56	11.12	2.16	8.07	f 8.27		
2.48	3.25		157	14.8	14.8	R	* 6.43	7.47	f 9.24	*10.05	11.20	2.22	8.15	* 8.35		
3.35	3.35		87	17.8	17.8	RD	f 6.61	7.63	f 9.31	*10.12	11.25	2.27	8.22	8.40		
4.15	4.15		194	26.9	26.9	BB	* 7.10	8.09	f 9.48	*10.31	11.40	2.41	8.39	8.55		
Ar 4.30pm	Ar 4.30pm		205	28.0	28.0	Z	* 7.15	8.15	f 9.53	*10.39	11.44	2.45	8.44	8.59		
			285	29.3	29.3	UD	* 7.30am	Ar 8.30am	Ar 10.10am	Ar 10.55am	*11.59am	* 3.00pm	* 9.00pm	Ar 9.15pm		
			543	32.7	32.7											
						VIA N. P. RY.										
							12.30pm					3.30pm				
							* 2.00pm					* 4.55				
							2.10					6.05				
							Ar 7.10pm					Ar 10.30pm				
Daily Ex. Sunday	Daily						Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily		
717	401						357	25	285	277	27	359	1	355		
3.15	2.00						1.20	1.10	1.15	1.20	1.04	1.00	1.15	1.05		
8.9	14.0						24.5	28.2	26.1	24.6	30.3	22.7	26.1	30.2		
							Time Over District Average Speed Per Hour									

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 and not less than five (5) minutes.

Following trains meet and pass on double track between Everett Jct. and Seattle:

No. 25 meets Nos. 359 and 26.

No. 277 meets No. 718.

No. 717 meets Nos. 278 and 286.

No. 285 meets Nos. 359, 26 and 718.

No. 27 meets No. 718.

No. 1 meets No. 2.

No. 355 meets No. 2.

No. 359 passes No. 717 and meets No. 278.

Bulletin boards are located at Interbay and Seattle.

Maximum rate of speed for passenger trains between Everett Jct. and Seattle, 50 miles per hour.

Maximum rate of speed for freight trains between Everett Jct. and Seattle 30 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.

All trains will not exceed speed of 25 miles per hour over curves of 8 degrees or over.

All trains will reduce speed to 15 miles per hour over draw bridges.

Trains will not exceed speed of 10 miles per hour through Seattle tunnel.

All trains will reduce speed to 8 miles per hour passing through town limits of Edmonds.

Ballard, Edmonds and Mukilteo are flag stops for No. 26 to take on passengers for Spokane.

Mile Post 10, south of Richmond Beach, is flag stop for No's 277 and 278.

Ballard is flag stop for No. 2, to take on passengers for Spokane or points east of Spokane.

Ballard is stop for No. 359 Sundays.

No. 358 will stop at any station between Seattle and Vancouver to discharge passengers from south of Seattle.

All G. N. trains between Seattle and Vancouver, Wa., will be governed by time table and rules of N. P. Ry.

All G. N. trains between Vancouver, Wa., and Portland, Ore., will be governed by time table and rules of S. P. and R. Railway.

INITIAL STATIONS.

Seattle for trains Nos. 359, 26, 358, 278, 2, 28, 356, 286.

Interbay for trains Nos. 718.

Everett Jct. for trains Nos. 27, 357, 25, 285, 277, 359, 1, 355, 401, 717.

TERMINAL STATIONS.

Interbay for trains Nos. 401 and 717.

Seattle for trains Nos. 27, 357, 25, 285, 277, 359, 1, 355.

Everett Jct. for trains Nos. 359, 26, 358, 286, 278, 2, 28, 356, 718.

Yard limit boards east of Ballard cover limits to Seattle.

Yard limit board west of Everett Jct.

INTERLOCKING Plant Baakule 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 eastbound 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.

EASTWARD.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

FIRST CLASS							
356	28	2	358	286	278	26	360
Passenger	Express	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
Ar 1 05Am	Ar 12 30Am	Ar 8 10Pm	Ar 6 15Pm	Ar 5 30Pm	Ar 3 25Pm	Ar 9 30Am	Ar 9 15Am
*12 55	12 24	8 03	8 08	* 5 21	* 3 18	9 23	* 9 08
†12 45	12 17	7 56	8 02	† 5 11	† 3 08	9 17	† 8 59
†12 37	12 12	7 51	8 57	† 5 05	† 3 00	9 12	† 8 51
*12 29	12 06	7 45	* 5 51	* 4 58	* 2 53	9 05	* 8 43
†12 20	12 01 Am	7 40	5 44	* 4 50	* 2 45	8 59	* 8 33
*12 03Am	11 48	7 27	5 32	† 4 35	† 2 30	8 47	* 8 18
*11 59	11 44	7 24	5 29	† 4 30	* 2 25	8 44	* 8 14
11 45Pm	11 30Pm	7 10Pm	5 15Pm	† 4 15Pm	† 2 10Pm	8 30Am	8 00Am
* 8 00Pm			* 5 00Pm				
8 30			3 35				
8 20			3 25Pm				
Le 1 00Pm			Le 10 00Am				
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
356	28	2	358	286	278	26	360
1 20 24 6	1 00 22 7	1 00 22 7	1 00 22 7	1 15 26 1	1 15 26 1	1 00 22 7	1 15 26 1

Time Table No. 2
In Effect November 27, 1918

STATIONS	Distance from Seattle	SIGNS			
		R	DN	P	PK
EVERETT JUNCTION	22.7	R	DN	P	
3 8 MUKILTEO	28.0		D	P	
4 1 MOSHER	24.8			P	
3 0 MEADOWDALE	21.8		D	P	
3 9 EDMONDS	17.9		D	W	P
3 0 RICHMOND BEACH	14.9		D	P	
9 1 BALLARD	5.8		D		
1 1 INTERBAY	4.7	R	DN	W	CTO
1 3 G. N. DOCK	3.4				
2 4 SEATTLE	0	R	DN		P
SEATTLE	183.1				
40 7 TACOMA	142.4				
142 4 PORTLAND	0				

DOUBLE TRACK.
Via N.P. Ry.

Time Over District
Average Speed Per Hour

SECOND CLASS		THIRD CLASS	
			718
		Miles Freight	Ar 11 25Am
		Daily Ex. Sunday	11 10
			10 30
			10 15
			10 00
			9 30
			9 00
		Le 8 50Am	
		Daily Ex. Sunday	718
		2 35	10 8

Automatic Block System.

Automatic Block Signals are in operation between King Street Station, Seattle, and Everett Jet.

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 15 and 17.

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 Jet.	East		30
Merrill and Ring Spur	2.0 miles west of Everett Jet.	West		2
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 Railroad Spur	0.4 miles west of Edmonds.	West		42
Shipyards Spur	1.0 miles east of Richmond Beach, off Standard Oil Spur.	West	1200	8
Standard Oil Co. Spur	1.0 mile 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.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

SOUTHWARD.

THIRD CLASS		SECOND CLASS			Capacity of Side Tracks		Time Table No. 2 In Effect November 17, 1918		FIRST CLASS					
717	713	711	729	401	Passing Tracks	Other Tracks	Distance from Bellingham	STATIONS	Telegraph Code	357	277	359	299	355
Midw. Freight Daily Ex. Sunday	Midw. Freight Daily Ex. Sunday	Fast Freight Daily	N. P. 676 Freight Daily Ex. Sunday	Fast Freight Daily						Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	N. P. 412 Passenger Daily	Passenger Daily
		Lv 4:36pm			119	110	0.0	BELLINGHAM	HM	Lv 2:43am	Lv 7:00am	Lv 11:50am		Lv 5:50pm
		4:50			45	143	2.0	SOUTH BELLINGHAM	FN	* 3:05	* 7:10	* 12:01 pm		* 6:00
		5:10			54	9	6.0	SOCKEYE		f 3:17	f 7:18	12:09		6:08
		5:28 5:36			63	8	12.5	SAMISH		f 3:30	f 7:30	12:22		6:20
								BLANCHARD		f 3:34	* 7:33			6:21
		5:55			65	16	16.6	BOW	BO	* 3:40	* 7:40	12:28		6:26
		6:15						BELLEVILLE	BV	f 3:50	f 7:48	12:34		6:32
	714-3rd Lv 11:30am	255-355 9:55			63	230	23.8	BURLINGTON	BU	* 4:05	* 7:55	* 12:40		7:11 * 6:40
	12:01pm	8:15			42	60	27.9	MT. VERNON	NR	* 4:20	* 8:07	* 12:50		* 6:53
	12:30	8:40			64	19	33.3	FIR	FR	* 4:35	* 8:18	1:00		f 7:03
								MILLTOWN		f 4:38	* 8:22			
	320 1:15	9:15			67	61	40.4	STANWOOD	B	* 4:55	* 8:32	7:13 1:15		f 7:15
	1:45	9:46			70	14	45.9	SILVANA	NA	* 5:10	* 8:48	1:24		f 7:28
	2:15	10:10			64	10	50.0	ENGLISH		f 5:20	* 8:56	1:30		7:35
	2:35	10:30	Lv 2:16 pm					KRUISE	K	5:26	* 9:01	1:34	Lv 3:47 pm	7:40
	3:05	10:45	2:30		64	74	57.0	MARYSVILLE	MS	* 5:40	* 9:10	1:40	275 3:54	f 7:47
Ar 12:50pm	Ar 3:30pm	Ar 11:00pm	Ar 2:45 pm	Ar 2:05am				DELTA WYE	WY	5:48	* 9:17	1:46	Ar 295 4:01pm	7:54
12:55				2:10	41		60.7	LONG SIDING		5:52	9:20	1:49		7:57
1:05				2:20	65	120	63.3	EVERETT		* 6:07	* 9:30	* 1:58		* 8:07
Ar 1:15pm				Ar 2:30am				EVERETT JUNCTION	JN	Ar 6:10am	Ar 9:35am	Ar 2:00pm		Ar 8:10pm
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily						Daily	Daily Ex. Sunday	Daily	Daily	Daily
717	713	711	729	401						357	277	359	299	355
0 25 10 6	4 00 8 9	8 25 10 0	20 12 1	25 10 6						3 27 18 4	2 35 21 4	2 10 20 6	14 27 0	2 20 17 0

SPECIAL RULES.

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

Electric train staff block system between Delta Wye and Marysville.
Automatic Block Signals in operation between Everett Jct. and Delta Wye and between Marysville and South Bellingham. See page 15.
Bulletin boards are located at Burlington and Bellingham.

Maximum speed for passenger trains between Delta Wye and Samish, 55 miles per hour, between Samish and Bellingham, 40 miles per hour.

Maximum speed for freight trains between Delta Wye and Samish 25 miles per hour and between Samish and Bellingham 20 miles per hour, between overhead crossing two miles north of Samish and Tunnel 18, in rainy weather, 15 miles per hour.

F-7 and 9 engs will not exceed speed of 30 miles per hour.
All trains will not exceed speed of 25 miles per hour over curves of 8 degrees and over.

All trains will reduce speed to 15 miles per hour over draw bridges.
All trains run carefully from overhead crossing 2 miles north of Samish to tunnel 18.

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

Trains will not exceed 6 miles per hour on coast line track over 24th St. near Everett four mill. California St., Hewitt Ave. and Bond St., north and south of passenger depot city of Everett.

Norman, 1 mile north of Silvana, is flag stop for Nos. 277 and 278.

Stanwood will be stop for No. 355 and No. 358 Sundays.

Bow will be a stop for No. 358 on Friday until Jan. 15, 1919.
Bow and Fir will be a stop for No. 355 on Sunday until Jan. 15, 1919.
At Kruse all N. P. trains will enter and leave G. N. main line, through cross-over.

Except when running in sections, first class trains will register by card at Kruse, Delta Wye and Everett Jct.

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 cross-over, between round house and depot Bellingham, will be known as passing track.

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

Main Line—One Long.
Delta Yard from North—One Long, One Short.
Delta Yard from South—Two Long, One Short.
Delta Yard North—Two Long.
Delta Yard South—Three Long, One Short.
Northward from Northern Pacific connection, One Long, One Short, One Long.
Southward from 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 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 flyside, lower arm 90 degrees up proceed to Delta yard. A caution fixed signal is located 250 feet north of two arm home signal.

Trains movements from Bayside northward 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.

Trains movements from Delta northward will be governed by top arm on home signal located 50 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 from 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.

NORTHWARD.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

FIRST CLASS					Time Table No. 2 In Effect November 17, 1918	STATIONS	Distance from Everett Junction	SIGNS See Rule 2, Page 18.	SECOND CLASS		THIRD CLASS	
298	358	278	360	356					712	728	714	718
N. P. 441 Passenger	Passenger	Passenger	Passenger	Passenger					Fast Freight	N. P. 676 Freight	Mdse. Freight	Mdse. Freight
Daily	Daily	Daily Ex. Sunday	Daily	Daily				Daily Ex. Sunday	Daily Ex. Sunday			
Ar 8:40pm	Ar 8:15pm	Ar 8:15pm	Ar 8:15pm	Ar 8:10am	BELLINGHAM	64.1	R* DN CWTKP	Ar 8:45am				
8:32	8:00	8:00	8:01	8:00	SOUTH BELLINGHAM	61.2	D O K P	8:30				
8:23	5:48	5:48	5:51	5:50	SOCKEYE	57.2		8:15				
8:12	5:36	5:36	5:38	5:30	SAMISH	51.6	W P	8:00				
	5:34	5:34	5:34	5:28	BLANCHARD	50.9	P					
8:05	5:28	5:28	5:28	5:20	BOW	47.5	D P	7:40				
7:57	5:20	5:20	5:19	5:10	BELLEVILLE	42.9	P	7:10				
7:52	5:15	5:15	5:13	5:00	BURLINGTON	40.3	R DNCOWYXIKP	7:00				
7:42	5:02	5:02	5:00	5:45	MT. VERNON	35.2	DN P	6:10				
7:30	4:50	4:50	4:41	5:30	PIR	30.5	D P	5:55				
	4:45	4:45	4:35	5:25	MILLTOWN	29.1						
7:15	4:35	4:35	4:26	5:15	STANWOOD	23.7	DN P	5:35				
7:00	4:20	4:20	4:12	5:00	SILVANA	18.2	D W P	5:10				
6:53	4:10	4:10	4:01	4:49	ENGLISH	14.1	P	4:50				
Ar 4:19pm	6:40	6:40	6:53	4:40	KRUSE	10.5	R DN P	4:30	Ar 8:25am			
4:12	6:40	6:40	6:54	4:34	MARYSVILLE	7.1	DN P	4:15	8:13			
Ar 4:05pm	6:31	6:31	6:43	4:23	DELTA WYE	4.4	R DN IY P	Ar 4:00am	Ar 8:00am	Ar 7:00am	Ar 11:50am	
	6:28	6:28	6:40	4:20	LONG SIDING	2.4					11:40	
	6:23	6:23	6:35	4:15	EVERETT	0.8	P				11:30	
Ar 6:16pm	Ar 3:26pm	Ar 3:26pm	Ar 3:15pm	Ar 1:05am	EVERETT JUNCTION	0.0	R DN P				Ar 11:25am	
Daily	Daily	Daily Ex. Sunday	Daily	Daily				Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
298	358	278	360	356				712	728	714	718	
14 27 0	3 25 26 6	2 55 23 0	3 0 21 5	3 05 21 0				4 45 12 4	25 18 0	4 30 8 0	0 25 10 6	

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. Home Signals are pipe connected.

Mt. Vernon Interlocking plant 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 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.

INITIAL STATIONS.
Blaine, for train No. 711.
Delta Wye, for trains Nos. 298, 728, 712, 714, 717 and 401.
Everett Jet., for trains Nos. 358, 360, 356, 278 and 718.
Colebrook, for trains Nos. 398 and 399.
New Westminster, for trains Nos. 98, 102 and 104.
Vancouver, for trains Nos. 97, 309, 355, 357, 397, 385, 101, 103 and 719.
Bellingham, for trains Nos. 277 and 720.
Kruse, for trains Nos. 299 and 729.
Burlington No. 713.

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

YARD LIMITS
Yard limits extend from yard limit board north of Roundhouse, Bellingham, to yard limit board, south of South Bellingham.
Yard limit boards placed each direction from Burlington.
Everett yard limits include Delta yard and from North end of draw bridge 11 to yard limit board west of Everett Jet.

Business tracks not shown as stations on time table.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY	NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Coast Clay Spur	Leads off of Chuckanut Spur	South		22	Morrison Mill Spur	2.1 Miles south of Fir	South		8
Chuckanut Quarry Spur	1.0 Miles north of Sockeye	North		24	Ketchum Spur	2.5 Miles north of Stanwood	South		3
Chuckanut Cannery Spur	0.7 Miles north of Sockeye	North		7	Hals Spur	1.18 Miles north of Stanwood	South		2
Blanchard Spur	0.5 Miles south of Samish	North		35	Norman Spur	1.1 Miles north of Silvana	South		6
Blanchard Depot Spur	1.3 Miles north of Bow	North		61	Kennedy Spur	4.2 Miles north of Marysville	South		2
Blawie Pit	1.5 Miles north of Belleville	North		80	Kruse Bros. Spur	2.5 Miles north of Marysville	North		4
Everett Pulp and Paper Co. Spur	1.7 Miles north of Mt. Vernon	South		4	Cox's Spur	1.4 Miles north of Marysville	North		2
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							
Hawley Spur	1.3 Miles south of Fir	North		6					

LOCATION OF TUNNELS.

Tunnel No. 18, 1,112.9 feet long, height 21.8, .46 miles north Samish.
 " " 19, 141.5 " " " 21.3, .62 " south Sockeye.
 Tunnel No. 20, 326.5 feet long, height 20.9, .43 miles south Sockeye.
 " " 21, 697.6 " " " 21.32 " " South Bellingham.

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

THIRD CLASS		SECOND CLASS			Capacity of Side Tracks	Passing Tracks	Other Tracks	Distance from Vancouver	Time Table No. 2 In Effect November 17, 1918		FIRST CLASS				
719	103	711	397	385					STATIONS	357	101	359	355	97	
Midn. Freight Daily Ex. Sunday	C. N. P. Ry. 200 F. mail Daily	Fast Freight Daily	Mixed Daily Ex. Sunday	Mixed Mon., Wed., Fri.					Passenger Daily	C. N. P. Ry. 2 Passenger Sun., Wed. and Fri.	Passenger Daily	Passenger Daily	C. N. P. Ry. 200 Passenger Daily		
Le 7:40am	Le 1:00pm		Le 3:00pm	Le 7:30am	33	319	0.0	VANCOUVER	VN	Le 12:01am	Le 9:00am	Le 9:30am	Le 3:30pm	Le 7:00pm	
8:05	1:16		f 2:13	f 7:45			2.7	STILL CREEK		f 12:11	9:11	9:40	3:40	7:11	
8:10	1:20		f 2:17	f 7:50			4.6	ARDLEY		f 12:15	9:16	9:44	3:44	7:16	
8:20	1:30		f 2:24	f 7:57		30	7.2	BURNABY		f 12:21	9:22	9:48	3:48	7:22	
8:30	1:40		2:32	8:05			10.9	ENDOT		12:27	9:28	9:54	3:54	7:28	
8:55	1:55		* 2:42	* 8:15		27	12.4	SAPPERTON		12:30	9:31	9:57	3:57	7:31	
9:00	2:00pm		* 2:45	* 8:20		52	13.1	NEW WESTMINSTER	MN	* 12:38	Ar * 9:35am	* 10:02	* 4:02	Ar 7:35 pm	
9:05			2:50	8:25			13.5	FRASER RIVER JCT.		12:43		10:07	4:07		
9:20			3:00	8:40		64	18.7	TOWNSEND		f 12:52		10:15	4:15		
9:40			Ar 3:10pm	Ar 8:55am		65	24.1	COLEBROOK	G	* 1:02		* 10:23	f 4:23		
9:50						24	27.7	CRESCENT		f 1:10		* 10:30	4:30		
10:30						65	32.5	WHITE ROCK	WR	* 1:35		* 10:55	* 4:55		
							35.5	INTERNATIONAL BOUNDARY							
10:45			Le 2:30pm			62	36.0	BLAINE	BN	* 1:55		* 11:05	* 5:10		
11:45			3:00			76	43.5	CUSTER	CU	* 2:10		* 11:22	5:22		
12:55pm			3:25			3	46.2	ENTERPRISE		f 2:17		11:26			
1:40						75	49.1	PERDALE	PD	* 2:23		* 11:32	* 5:33		
						30	51.3	BRENNAN		2:28		11:38			
Ar 2:30pm			Ar 4:10pm			119	58.1	BELLINGHAM	BM	Ar * 2:43am		Ar * 1:50am	Ar 5:50pm		
Daily Ex. Sunday	Daily		Daily	Daily Ex. Sunday	Mon., Wed., Fri.					Daily	Sun., Wed. and Fri.	Daily	Daily	Daily	
719	103		711	397	385					357	101	359	355	97	
6:50 8:7	1:00 13.1		1:40 13.3	1:10 24.0	1:25 17.1					3:42 22.3	35 22.9	2:20 25.0	2:20 25.0	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. 355 meets 720 on double track between Still Creek and Endot.

Bulletin Boards are located at Bellingham and Vancouver.

Maximum rate of speed for passenger trains between Bellingham and Vancouver, 45 miles per hour.

F-7-8 and 9 engs. will not exceed speed of 30 miles per hour.

All trains will not exceed speed of 25 miles per hour, on curves of 8 degrees and over, and between mile post 139 and bridge 77, Fraser River.

All trains will reduce speed to 15 miles per hour over draw bridges.

On descending grades of 1.8 per cent and greater, the maximum speed for freight trains must not exceed 15 miles per hour, and on less than 1.8 per cent descending grade to a 1 per cent grade, the speed must not exceed 25 miles per hour, live stock and fruit trains excepted. On a 1 per cent grade and less, 30 miles per hour will be the limit.

It must be understood that the above is maximum speed for freight trains, and that this maximum speed will not be made where track conditions will not warrant, which are regulated by slow orders.

Trains must not exceed speed of 10 miles per hour over Brunette Street at Sapperton.

All trains reduce speed to 10 miles per hour between Mile Post 123 and Mile Post 127, between White Rock and Crescent.

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

All trains will come to a 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 6 miles per hour over this bridge.

Oceann Park, 1 mile south of Crescent, will be flag stop for No's 356 and 357.

No. 355 will register by card at Colebrook.

The normal position of switches at Colebrook Jct., Gulchon line Jct., and Fraser River Jct. will be for main line.

Track lying to the north of cross-over between round house and depot, Bellingham, will be known as passing track. Semaphores for protection of draw, Fraser River bridge, between Fraser River Jct. and New Westminster, are located on north and south end of bridge.

Retaining wall, New Westminster, between Front St., crossing and old interlocking tower, does not give full side clearance. Train and engine men must not hang on side of cars or engines passing same.

No trains in either direction will pass International Boundary at Blaine and White Rock without permission of Customs officials.

Yard limit boards at Bellingham, Blaine and Vancouver.

Yard limit board at Sapperton Sand Pit North of Wye, covers limits to Fraser River Bridge.

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

NORTHWARD. 9

FIRST CLASS

358	102	360	98	356
Passenger	C. N. P. Ry. 1 Passenger	Passenger	C. N. P. No. 37 Passenger	Passenger
Daily	Mon., Wed., Sat.	Daily	Daily	Daily
Ar 11 10Am	Ar 5 30Pm	Ar 3 30Pm	Ar 11 00Am	Ar 7 30Am
10 55	5 16	f 3 12	10 44	f 7 07
10 51	5 11	f 3 07	10 38	f 7 02
10 46	5 05	f 2 59	10 30	f 6 55
10 40	4 58	2 47	10 19	6 48
10 36	4 53	f 2 42	10 14	f 6 44
* 10 33	Lv 4 50Pm	* 2 40	Lv 10 12Am	* 6 42
10 24		2 30		6 35
10 16		f 2 20		f 6 25
* 10 08		* 2 10		* 6 12
10 00		f 2 02		f 6 00
* 9 36		* 1 35		* 5 35
* 9 25		* 1 15		* 5 15
* 9 07		* 12 55		* 4 54
9 00		f 12 47		f 4 46
* 8 57		* 12 42		* 4 40
8 49		f 12 35		4 29
Lv 8 40Pm		Lv 12 20Pm		Lv 4 15Am
Daily	Mon., Wed., Sat.	Daily	Daily	Daily
358	102	360	98	356
2 30 23 2	40 29 9	3 10 18 3	48 17 5	3 15 17 8

Time Table No. 2

In Effect November 17, 1918

STATIONS

.....VANCOUVER.....	VN	28.1	R DN WCY TP K
..... 2 7 STILL CREEK.....		55.4	P
..... 1 9 ARDLEY.....		58.1	P
..... 2 5 BURNABY.....		80.9	P
..... 3 2 ENDOT.....		47.7	P
..... 2 0 SAPPERTON.....		45.7	W I Y PK
..... 0 7 NEW WESTMINSTER.....	MN	45.0	R DN I PK
..... 0 4 FRASER RIVER JCT.....		44.5	
..... 5 3 TOWNSEND.....		30.4	P
..... 5 4 COLEBROOK.....	G	34.0	R DN W Y P
..... 3 5 CRESCENT.....		30.4	
..... 4 8 WHITE ROCK.....	WR	25.0	DN P
..... 3 0 INTERNATIONAL BOUNDARY.....		22.5	
..... 0 5 BLAINE.....	BN	22.1	R DN W T P
..... 7 5 CUSTER.....	CU	14.5	D P
..... 2 7 ENTERPRISE.....		11.9	
..... 2 9 FERNDALE.....	PD	9.0	D P
..... 2 2 BRENNAN.....		6.5	
..... 0 8 BELLINGHAM.....	HM	0.0	R DN WC T PK

Time Over District
Average Speed Per Hour

Telegraph Calls

Distance from Bellingham

SIGNS
See Rule 2, Page 18.

SECOND CLASS

398	386	712
Mixed	Mixed	Fast Freight
Daily Ex. Sunday	Tue., Thur., and Sat.	Daily
Ar 11 15Am	Ar 3 55Pm	
11 00	f 3 40	
10 55	f 3 30	
* 10 48	* 3 15	
10 40	3 00	
* 10 33	* 2 42	
* 10 30	* 2 25	
10 25	2 20	
10 15	2 05	
Lv 10 00Am	Lv 1 50Pm	
		Ar 10 25Am
		10 05
		9 40
		Lv 9 00Am
Daily Ex. Sunday	Tue., Thur., and Sat.	Daily
398	386	712
1 15 18 4	2 05 11 4	1 25 15 8

THIRD CLASS

720	104
Miles Freight	C. N. P. Ry. 201 Freight
Daily Ex. Sunday	Daily
Ar 4 30Pm	Ar 11 55Pm
4 15	11 40
4 08	11 35
4 00	11 23
3 48	11 10
3 40	11 00
3 20	Lv 10 55Pm
3 15	
3 00	
2 40	
2 15	
1 35	
	12 40Pm
	7 19 11 45
	3 50
	11 22
	10 45
	Lv 9 55Am
	Daily Ex. Sunday
	Daily
720	104
5 35 8 3	1 00 13 1

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	Length	Car Capacity
Maddouga-Shaw Spur	0.7 Miles north of Ardley	South		5
Ardley Power Spur	0.3 Miles south of Ardley	South		2
Wolfs Spur	0.5 Miles north of Burnaby	North		6
Haight Spur	1.5 Miles north of Sapperton	South	450	7
Bradford and Taylor	0.7 Miles north of Sapperton	South		4
St. Mingo Spur	1.0 Mile north of Townsend	North		23
Delta Shingle Co. Spur	0.8 Miles south of Townsend	North		10
Mosher Lumber & Logging Spur	2.2 Miles south of Townsend	South	630	16
Campbell Lumber Co. Spur	1.0 Miles south of Whitecock	South	2450	62
Blaine Spur	1.9 Miles south of Blaine	South		9
Blaine Shingle Co.'s Spur	2.0 Miles south of Blaine	South		8
City Dock Spur (off Passing Tracks)	0.0 Blaine	South		6
North Bluff Mill Spur (off City Dock Spur)	0.0 Blaine	South		5
Barge Spur (off City Dock Spur)	0.0 Blaine	South		5
Drayton Bay Shingle Spur	400 ft. south of Blaine	North		4
McDonald Spur	1.2 Miles north of Custer	South		2
Enterprise Spur	0.7 Miles north of Enterprise	South		3
Sand Pit Spur	0.8 Miles south of Enterprise	South		13
Milk Spur	0.3 Miles south of Ferndale	South		28
Marietta Spur	3.3 Miles north of Bellingham	South		2

New Westminster Interlocking System.—Signal tower is located 4000 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.

Interlocking system used on bridge 64, 1000 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 3000 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.

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.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Side Tracks	Distance from Rockport	Time Table No. 2			SIGNALS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
723	377	289	279	Effective November 17, 1918				290	280	378		724					
Mixed Freight	Mixed	Passenger	Passenger	STATIONS			Passenger	Passenger	Mixed	Mixed Freight							
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily				Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday							
Lr 6:30am		Lr 7:54am	Lr 9:40am	30			ROCKPORT	RR	83.7	R D Y W	Ar 1:30pm	Ar 9:35pm				Ar 12:00pm	
6:50		f 6:00	f 9:53	16	5.8		PABER		47.9		f 1:12	f 9:20				4:10	
7:25		* 6:10	*10:03	83	9.1		CONCRETE	BA	44.6	D	* 1:00	* 9:12				3:30	
7:50		f 6:14	f10:06	39	7.6	10.2	GRASSMERE		43.5	W	f12:50	f 9:04				2:40	
8:20		* 6:26	*10:17	41	15.5		BIRDSVIEW		38.2		*12:38	* 8:52				2:15	
8:50		* 6:38	*10:28	35	9	30.6	HAMILTON	H	33.1	D W	*12:25	* 8:40				1:40	
9:15		* 6:48	*10:37	25	23.9		LYMAN	MY	29.5		*12:15pm	* 8:31				1:10	
9:35		f 6:00	f10:47	21	29.2		COKEDEALE JUNCTION		24.5		f11:58	f 8:19				12:40	
10:00	Lr 9:15am	* 6:11	*10:57	43	63	32.4	SEDRO-WOOLLEY	SW	21.3	D X R H K	*11:50	* 8:11	Ar 8:30am			12:25	
		f 6:17	f11:02		34.7		STERLING		19.0		f11:38	f 8:03					
Ar 10:25am	8:35 ²⁰⁰ 10:55	* 6:30 ²⁸⁰ 7:55	f11:10 ²⁹⁰ 11:30	63	225	37.3	BURLINGTON	BU	16.5	R D N C O W Y X I K	f11:30 ²⁷⁰ 10:55 ³⁷⁷	7:55 ²⁹⁰ 8:50	8:10 7:45			Lr 12:01pm	
	*11:05	* 8:03	*11:38	16	40.0		AVON		13.7		*10:46	* 6:39	* 7:30				
	f11:15	f 8:10	f11:45	7	42.5		FREDONIA		11.1		f10:40	f 6:32	f 7:23				
	*11:25	* 8:17	*11:52	17	44.1		WHITNEY		9.6		*10:35	* 6:25	* 7:15				
					45.3		DRAW BRIDGE		7.4								
	f11:45	f 8:33	f12:08pm	3	49.6		FIDALGO		4.1		f10:21	f 6:11	f 6:50				
Daily Ex. Sunday	Ar 12:05pm	Ar 8:45pm	Ar 12:20pm	235	53.7		ANACORTES	AC		R D T W	Lr 10:10am	Lr 5:00pm	Lr 6:30am			Daily Ex. Sunday	
723	377	289	279								290	280	378			724	
3.55 9.5	2.50 0.7	4.00 13.4	2.40 20.2								3.20 10.1	4.35 11.7	5.00 10.6			4.39 8.9	
Time Over District Average Speed Per Hour																	

Special Rules.

Westward trains are superior to eastward trains of the same class.
 Bulletin boards are located at Anacortes, Burlington and Rockport.
 Maximum rate of speed for passenger trains between Anacortes and Rockport, 30 miles per hour. Freight trains 15 miles per hour.
 All trains will not exceed speed of 25 miles per hour on all curves of 8 degrees and over.
 All trains will reduce speed to 15 miles per hour over draw bridges.
 No engine heavier than D-4 Mogul should cross Drawbridge No. 12 west of Whitney.
 First class trains will stop on flag at Fidalgo Mill Spur, Summitt Park, Minkler, Superior Ave., East Side, Van Horn and Sauk.
 Club Home one mile west of Whitney will be flag stop for motor.
 Cowdens Spur will be flag stop for No. 279 and No. 280.
 Normal position of gates at crossing third and fourth districts at Burlington, will be against fourth district trains.
 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.
 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.
 Int. locking 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 and 378.
 Rockport, for trains Nos. 279, 289 and 723.
 Burlington, for train No. 724.
 Sedro-Woolley, for train No. 377.
TERMINAL STATIONS.
 Anacortes, for trains Nos. 279, 289 and 377.
 Rockport, for trains Nos. 280, 290 and 724.
 Burlington, for train No. 723.
 Sedro-Woolley, for train No. 378.

Yard limit boards are located at Anacortes, Burlington and Sedro-Woolley.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPRNS	LRNGTH	CAR CAPACITY
Briscon Spur	1.8 Miles west of Rockport.	West		14
Sauk Spur	2.0 Miles west of Rockport.	West		7
Cowden's Spur	3.5 Miles west of Rockport	East		9
Van Horn's Spur	0.5 Miles west of Faber	East		15
Washington Port Cement Co.	0.7 Miles east of Concrete	West		110
Superior Portland Cement Co. Spur	0.7 Miles east of Concrete	West		57
Burree Shingle Spur	0.4 Miles west of Grassmere.	West		5
Highlower Spur	0.4 East of Birdsview	West		40
Skagit River Log Spur	1.0 Miles east of Hamilton	East		60
L. L. Spur	0.2 Miles west of Hamilton	West		2
Hop Ranch Spur	0.8 Miles east of Lyman	West		39
Skagit Mill Co. Spur	Lyman	West		40
Minkler's Mill	2.0 Miles east of Cokedale Jet.	Both Ends		13
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		8
Callahan-Abbott Spur	Fredonia	West		7
Gravel Pit Spur	5.0 Miles east of Anacortes	West		14
Fidalgo Island Shingle Co. Spur	4.8 Miles east of Anacortes	East		3
Log Rollway	2.7 Miles east of Anacortes	Both Ends		21
Fidalgo Mill Spur	2.1 Miles east of Anacortes	East		4

WESTWARD.

FIFTH DISTRICT—SUMAS TO GUICHON.

EASTWARD. 11

THIRD CLASS	SECOND CLASS.				Capacity of Side Tracks Feeding Tracks Other Tracks	Distance from Sumas	Time Table No. 2 Effective November 17, 1918	STATIONS.	Telegraph Code	Distance from Abbotsford	SIGNS. See Rule 2, Page 18.	SECOND CLASS.				THIRD CLASS
	395	381	393	383								396	384	382	394	
	Mixed Daily Ex. Sunday	Mixed Mon., Wed., Fri.	Mixed Daily Ex. Sunday	Mixed Tue., Thur., Sat.								Mixed Daily Ex. Sunday	Mixed Mon., Wed., Fri.	Mixed Tue., Thur., Sat.	Mixed Daily Ex. Sunday	
	384 Ar 11:45am		383 Ar 10:25am		0.0	0.0	SUMAS, WASH.....	HU	46.5	R D W C		381 Ar 11:35am	383 Ar 10:15am			
		11:46	10:26		0.0	0.0	INTERNATIONAL BOUND'RY		46.5							
		Ar 11:55am	* 10:40		0.1	0.1	HUNTINGDON.....		46.4	W		11:30	10:13			
			* 11:05		3.5	3.0	ABBOTSFORD.....	FB	42.9	R D W		* 11:20	Ar 10:05am			
			* 11:35		4.5	8.1	PINEGROVE.....		38.4			* 11:00				
			* 12:03pm		4.6	12.7	ALDERGROVE.....		33.8	D		* 10:45				
			* 12:40		4.2	16.9	OTTER.....		29.6			* 10:20				
	Ar 4:20pm		384 Lv 9:25am	* 1:15	4.7	21.6	LINCOLN.....		24.9	W		* 10:05				
	f 4:30		384 Lv 9:25am	* 1:15	7.8	29.4	CLOVERDALE.....	CL	17.1	R D Y		Ar 8:25am	* 9:25	Ar 3:40pm		
	f 4:36			9:35	1:30	33.4	ALLUVIA.....		13.1			* 8:10	9:13	3:30		
	4:40			9:40	1:36	34.9	SOUTHPORT.....		11.6			f 8:05	9:05	3:25		
	* 4:55			9:44	1:39	35.9	COLEBROOK JCT.....		10.6	Y		8:00	9:01	3:21		
	5:00		Ar 9:45am	Ar 1:40pm	0.0	35.9	COLEBROOK.....	G	10.6	R DN W		* 7:55	Ar 9:00am	Lv 3:20pm		
	f 5:25				0.8	36.7	GUICHON LINE JCT.....		9.8			7:45				
	f 5:35				6.0	42.7	INVERHOLM.....		3.8			f 7:15				
	Ar 5:45pm				2.4	46.1	LADNER.....		1.4			f 7:05				
	Daily Ex. Sunday	Mon., Wed., Fri.	Daily Ex. Sunday	Tue., Thur., Sat.	1.4	46.5	GUICHON.....		0.0	R Y		Lv 7:00am				
	395	381	393	383								Daily Ex. Sunday	Mon., Wed., Fri.	Tue., Thur., Sat.	Daily Ex. Sunday	
	1.25 12.1	10 21.9	20 19.7	3.15 11.1			Time Over District Average Speed Per Hour					1.25 12.1	2.35 14.0	10 21.9	20 19.7	

Special Rules.

Westward trains are superior to eastward trains of the same class, except No. 384 is superior to No. 381.

Maximum rate of speed for all trains between Guichon and Cloverdale, 15 miles per hour, Cloverdale and Abbotsford 20 miles per hour, Abbotsford and Sumas 15 miles per hour.

All trains will reduce speed to 25 miles per hour on curves of 8 degrees and over.

All trains will reduce speed to 15 miles per hour over draw bridges.

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.

Eastward trains approaching Vale road-crossing, which is first crossing east of Lincoln, will reduce to speed of 10 miles per hour.

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.

INITIAL STATIONS.

Guichon, for train No. 395.

Colebrook, for trains Nos. 384 and 394.

Cloverdale, for trains Nos. 393 and 395.

Sumas, for trains Nos. 383 and 391.

Abbotsford, for train No. 382.

TERMINAL STATIONS.

Guichon, for train No. 395.

Colebrook, for trains Nos. 383 and 393.

Cloverdale, for trains Nos. 396 and 394.

Sumas, for trains Nos. 384 and 382.

Abbotsford, for train No. 381.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Gowdy Road Spur	1.5 Miles east of Ladner	West	5
Patterson's Spur	0.9 Miles east of Inverholm	West	7
Smith Road Spur	2.0 Miles east of Inverholm	Both	7
Matthew Road Spur	3.0 Miles east of Inverholm	Both	7
Embree Road Spur	2.8 Miles west of Colebrook	Both	7
Oliver Road Spur	1.7 Miles west of Colebrook	West	4
Gravel Pit Spur	0.7 Miles east of Alluvia	West	16
Surrey Spur	1.1 Miles west of Cloverdale	West	3
Ferridge 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	13
Aldergrove Lbr. Co. Spur	at Aldergrove	East	20
Singer Mill No. 2	1.0 Miles east of Aldergrove	West	3
Fish Trap Pit	1.5 Miles west of Pinegrove	West	40
Abbotsford Timber Spur	0.8 Miles west of Abbotsford	East	4

SOUTHWARD.

SIXTH DISTRICT—PORT KELLS TO HAZELMERE.

NORTHWARD.

SECOND CLASS			Capacity of Side Tracks	Distance from Port Kells	Time Table No. 2 Effective November 17, 1918.		Telegraph Calls	Distance from Hazelmere	SIGNS See Rule 2 page 18	SECOND CLASS		
389	399	379			STATIONS	380				400	392	
Mixed Tue., Thur. and Sat.	Mixed Tue., Thur. and Sat.	Mixed Monday Wednesday	Side Tracks Passing Tracks Other Tracks							Mixed Monday Wednesday	Mixed Tue., Thur. and Sat.	Mixed Tue., Thur. and Sat.
		9.00 Ar 8.55Am		18	0.0	1.0 PORT KELLS		11.3		3.70 Ar 8.50Am		
Le 3.40Pm	Le 8.30Am	Ar 9.15Am		64	38	6.2 CLOVERDALE	CL	5.1	R D K Y	Le 8.30Am	Ar 9.15Am	Ar 4.20Pm
392 Ar 4.00Pm	400 Ar 8.50Am			8	11.3	5.1 HAZELMERE		0.0		309 Le 8.55Am	389 Le 4.00Pm	
Tue., Thur. and Sat.	Tue., Thur. and Sat.	Monday Wednesday								Monday Wednesday	Tue., Thur. and Sat.	Tue., Thur. and Sat.
389	399	379								380	400	392
20 15.5	20 15.5	20 18.8								20 18.8	20 16.5	20 15.5
Time Over District Average Speed Per Hour												

Special Rules.

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

Maximum speed for passenger trains between Port Kells and Hazelmere 30 miles per hour and for freight trains 15 miles per hour.

All trains reduce speed to 15 miles per hour over draw bridges.

INITIAL STATIONS.
Port Kells, for train No. 379.

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	4
McNair Spur	2.0 Miles north of Cloverdale	South	2
David Bell Co. Spur	1.5 Miles north of Cloverdale	South	9
Campbell River Lbr. Co.	1.2 Miles north of Hazelmere	North	8
Walker Spur	1.2 Miles north of Hazelmere	South	4

WESTWARD.

SEVENTH DISTRICT—HOPE TO ABBOTSFORD.

EASTWARD.

SECOND CLASS			Capacity of Side Tracks	Distance from Hope	Time Table No. 2 Effective November 17, 1918.		Telegraph Calls	Distance from Gushon	SIGNS See Rule 2, Page 18	SECOND CLASS		
	387				STATIONS	388						
	Mixed Tue., Thur. and Sat.		Side Tracks Passing Tracks Other Tracks							Mixed Mon., Wed. and Fri.		
	Le 7.20Am				0.0	HOPE	H	51.3	D WC	Ar 4.00Pm		
Trains between Hope and Cannon will use Can. Nor. Pac. Ry. track, their time table and instructions.												
	9.00Am			36.6		30 CANNON	CR	14.7	D	1.30Pm		
	9.35	40	5	46.3		9.7 KILGARD		5.0		12.35		
	Ar 10.00Am	37	31	51.3		5.0 ABBOTSFORD	FB	0.0	R D W	Le 12.05Pm		
	Tue., Thur. and Sat.									Mon., Wed. and Fri.		
	387									388		
	2.40 19.2									3.55 12.2		
Time Over District Average Speed Per Hour												

Special Rules.

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

Maximum rate of speed for passenger trains between Abbotsford and Cannon, 20 miles per hour, freight trains 15 miles per hour.

All trains reduce speed to 15 miles per hour over draw bridges.

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.
Cannon, for train No. 387.
Abbotsford, for train No. 388.

TERMINAL STATIONS.
Cannon, for train No. 388.
Abbotsford, for train No. 387.

Business tracks not shown as stations on time table.

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

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

STATIONS	Ruling Grade	Class M2-1950-1990				Class L1-1900-1921				Class L2-1906-1844 "01" 3026-3080 P-1760-1764				Class F8-1140-1199 Superheated				Class F5-1095-1099 " F5-1100-1109				Class G2-700-719 " G3-720-709				Class F1-500-555 " 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				
Gold Bar to Skykomish	1.0	1700				1800				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				1400							
Delta to Gold Bar	0.4					3800				3500				2800				2500				1800				1400							
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.	14 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
Caboose, 8 wheel.	17 Tons
Caboose, 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
Goodies Cars	13 Tons
One Cars, Wood	12 Tons
One Cars, Steel	15 Tons
Oil Tanks	12 Tons
Ballast Cars	12 Tons
Steam Wreckers	75 Tons

The following will govern when landing 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 Under-frame	Steel
Postal Cars,			
Nos. 1 to 21.			67 Tons
Nos. 90 and 91.			48 Tons
Nos. 50 to 60.	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	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.			Have weights stenciled on cars
Nos. 1900 to 2097.			
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 Under-frame	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 4520.		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.	116 Tons
Engines numbered in 600 series.	129 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 1059.	144 Tons
Engines numbered 1070 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

Business tracks First District not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Power House Spur	2.0 Miles west of Leavenworth	East		8
Great Bendite Mining Co., Berlin	1.5 Miles west of Skykomish	West		14
Grain Landers Co.	0.3 Miles east of Delta	East	1,200 feet	25
G. N. Shingle Co.'s Co's Siding	2.5 Miles west of Delta	Both ends		24
Baring	3.5 Miles east of Delta	Both ends	1,275 feet	22
Haystack Spur	2.0 Miles east of Index	West		5
Index, Galena Mill Spur	0.5 Miles east of Index	East		12
Sudbore Spur	0.7 Miles west of Index	West		13
Gravel Bankers	1.0 Miles east of Hester	Both ends	1,820 feet	24
Salmon Logging Company Connection	2.0 Miles west of Sultan	West		37
Mountain Gravel Pit	0.0 Miles west of Monroe	West		110
Wagner & Wilson Lbr. Co. Spur	Opens off Monroe Gravel Pit Track	West		25
Woodruff	2.5 Miles west of Monroe	Both ends		24
Runner Iron Works Spur	0.4 Miles east of Pacific Ave.	West		25
Everett Power House Spur	0.1 Miles west of Everett	West		2

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 21 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.

SPECIAL RULES.

REFERENCE MARKS

1. Car capacity of passing tracks based on 42 feet to the car inside of clearance points, and does not allow for engines and cabooses.

2. In addition to signs provided in Rule 7, Book of Rules, the following signs in column headed "signs."

- P—Dispatchers' telephone, accessible at all times.
I—Interlocked.
K—Connection with foreign road.
*—Standard clock.

DERAIL SWITCHES

Chiwaukum House track.
Cascade Tunnel, east passing track lead.
Tye, west end industry track, and at west end No. 3 track outside shed, and west end No. 1 track.
Corea, west end industry.
Scento, industry track.
Alpine, industry track and mill spur.
Grotto, industry track and mill spur.
Skykomish house track.

Index, industry track.
Reiter, west end industry track.
Pacific Avenue, Brewery spur. Frye-Bruhn spur.
Everett, power house spur.
Sikagit Crossing, English Log spur.
Mt. Vernon, Pacific Northwest Traction Co. transfer.
Bellingham B. & N. transfer.
Ardley, power house transfer.
Ferndale, industry track.
Abbotsford, east end of passing track.

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; C. B. COFFIN
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.....O. E. WILLIAMS
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.

H. W. FISH, Dispatcher.
C. E. MCKILLIPS, Dispatcher.
C. E. LAMKIN, Night Chief Dispatcher.
J. C. DEVERY, Chief Dispatcher.

N. F. SEIL, Trainmaster.
J. E. GOUDIE, Trainmaster.
L. W. WOODROW, Trainmaster.