

United States Railroad Administration

WALKER D. HINES, Director General of Railroads

GREAT NORTHERN RAILROAD

CASCO DIVISION.



TIME TABLE No. 5

TO TAKE EFFECT AT TWELVE O'CLOCK A. M.
PACIFIC TIME

SUNDAY, JUNE 1, 1919.

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.

EASTWARD.

SECOND CLASS		FIRST CLASS					Capacity of Side Tracks	Distance from Leavenworth	Time Table No. 5 In Effect June 1st, 1915		Telegraph Code	Distance from Delta	SIGNS See Rule 2, Page 18.	FIRST CLASS				
401	1	297	27	285	25	28			26	300 (N. P. 442)				286	2			
Fast Freight	Passenger	N. P. 441 Passenger	Fast Mail	Passenger	Passenger	Passing Trains	Other Trains	Express	Passenger	Passenger	Passenger	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily			Daily	Daily	Daily	Daily Ex. Sunday	Daily						
Lr 3:00 ²⁸ am	Lr 2:20 ²⁶ pm		Lr 8:00 ²⁷ am		Lr 2:35 ²⁵ am	60	492	0.0	LEAVENWORTH	CH	109.5	R ²⁷ DN WCTYOP	Arx 6:00 ²⁸ am	Arx 2:45 ²⁶ pm			Arx 1:20 ² am	
3:22	2:30		6:10		2:46	76		3.2	TUMWATER	A	106.3	DN P	5:48	2:30			1:09	
3:40	2:38		6:17		2:54	78		6.3	DRURY	DY	103.2	DN P	5:40	2:20			1:00	
4:15	2:50		6:27		3:05	82	21	10.5	CHIWAUKUM	CY	99.0	DN W P	5:30	2:10			12:50	
4:32	2:59		6:35		3:15	76	10	13.0	WINTON	WI	98.5	DN P	5:23	2:04			12:44	
4:47	3:10		6:47		3:24	77	4	17.5	NASON CREEK	NC	92.0	DN P	5:10	1:55			12:32	
5:02	3:17		6:55		3:30	79	6	20.5	MERRITT	CK	89.0	DN W Y P	5:02	1:48			12:20	
6:00	3:35		7:10		3:45	80		24.9	GAYTOR	GR	84.5	DN P	4:45	1:39			12:10	
6:25	3:44		7:19		3:59	87	4	28.0	BERNE	BR	81.5	DN W P	4:35	1:31			12:07 ^{am}	
7:35	4:10		7:35		4:17	82	88	32.8	CASCADE TUNNEL	CN	77.2	DN WCT P	4:17	1:20			11:55	
8:00	4:25		7:48		4:30	85	200	35.9	TYE	WN	73.6	DN WC P	4:02	1:03			11:38	
8:20	4:37		7:58		4:40	65	21	39.8	EMBRO	NY	70.0	DN W P	3:45	12:50			11:19	
8:35	4:46		8:06		4:48	76	17	42.3	COREA	CO	67.3	DN P	3:35	12:40			11:08	
9:00	4:57		8:15		4:58	76	10	45.2	SCENIC	MA	64.3	DN W P	3:25	12:30			10:55	
9:15	5:06		8:24		5:07	79	9	48.3	ALPINE	NI	61.2	DN W P	3:10	12:15			10:40	
9:30	5:15		8:33		5:16	76	12	51.8	TONGA	G	57.7	DN P	2:55	12:03 ^{pm}			10:28	
9:50	5:30		8:48	Lr 6:50 ^{am}	5:30	88	178	57.0	SKYKOMISH	EY	52.5	R ²⁷ DN WC Y P	2:35	11:45		Arx 8:10 ^{pm}	10:10	
10:10	5:38		8:56		5:35	76	7	61.1	OROTTO		48.4	P	2:22	11:32			9:55	
10:25	5:45		9:06		5:44	86	51	65.1	HALFORD	HA	43.4	D W P	2:13	11:24			9:45	
10:40	5:55		9:16		5:53	74	17	71.3	INDEX	NX	38.5	DN P	2:00	11:10			9:33	
11:10	6:07		9:26		6:03	82	18	76.3	REYER		33.2	W P	1:49	10:54			9:21	
11:30	6:17		9:38		6:12	100	816	80.0	GOLD BAR	GB	29.5	R DN C Y P	1:40	10:45			9:13	
11:45	6:24		9:40		6:19	71		82.4	STARTUP	RU	27.1	P	1:31	10:37			9:09	
12:30 ^{pm}	6:28		9:45		6:23	77	35	85.8	SULTAN	SD	23.7	D P	1:26	10:30			9:03	
1:00	6:35		9:53		6:30	104	35	93.3	MOROE	RO	16.2	DN W Y K P	1:12	10:12			8:47	
1:33	6:55		10:12		6:45	76	165	100.2	SKYKOMISH	EO	9.3	R DN P	12:55	9:58	Ar 3:50 ^{pm}		8:32	
2:05	7:15	Lr 3:30 ^{pm}	10:26		6:59	78	27	106.0	LOWELL	W	3.8	R DN K P	12:43	9:46	Lr 3:40 ^{pm}		8:21	
2:30 ^{pm}	7:27	Ar 3:40 ^{pm}	10:36		7:09	43	140	107.6	PACIFIC AVENUE	D	1.9	DN P	12:40	9:43			8:18	
	7:30		10:37		7:11	8		108.7	EVERETT		0.8	K P	12:37	9:40			8:15	
	7:43		10:52		7:18			109.5	EVERETT JUNCTION	JN	0.0	R DN P	Lr 12:30 ^{am}	Lr 9:30 ^{am}			Lr 8:10 ^{pm}	
Ar 3:00 ^{pm}	Ar 7:45 ^{pm}		Ar 10:55 ^{am}		Ar 8:55 ^{am}	90	1057	109.3	DELTA	PG		R ²⁷ DNWCTYOKP						
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily								Daily	Daily	Daily	Daily Ex. Sunday	Daily	
401	1	297	27	285	25								28	26	300	286	2	
12:00	8:35	3:18	4:55	2:08	4:48								5:20	5:15	10	2:40	8:30	
5:1	20.5	24.8	23.8	28.0	23.0								19.1	21.1	34.8	19.8	21.2	

ELECTRIC TRAIN STAFF BLOCK SYSTEM.

STAFF BLOCK SYSTEM.

Time Over District
Average Speed Per Hour

INITIAL STATIONS.
Leavenworth for trains Nos. 1, 25, 27 and 401.
Everett Jet. for trains Nos. 2, 26, 28 and 286.
Skykomish for trains No. 285.

Skonomish for Nos. 297.
Lowell for Nos. 300.

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

Lowell for Nos. 297.
Skonomish for Nos. 300.
Delta, 401.

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.
 Automatic block signals in operation between Pacific Avenue and Skykomish (see page 16).
 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.
 J Engines in Passenger Service will not exceed speed of forty (40) 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.
 Engines heavier than "F" Class must not exceed speed of 10 miles per hour over bridge 421, 1 1/4 miles west of Skykomish.
 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 25 miles per hour over Bridge 444 one mile east of Sultan.
 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.
 Pacific Avenue passing track is the track known as the "C" line on north side of main line. No engine heavier than an F-5 should go in on any of the yard tracks on south side of main line.
 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 engineer and the engine man of helper engine each has in his possession a section of a staff which will be handed to them by operators and will be retained by them until entire train has cleared block, then sections of staff must be handed to operator. When no helper engine is used, or when any cars behind helper, conductor or brakeman located on rear of train must be in possession of one-half of the staff.
 Only one train is permitted to enter or use the block at the same time.
 All 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, Baring 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.
 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 G. 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.

BUSINESS TRACKS FIRST DISTRICT NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY	NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Power House Spur	2.0 Miles west of Leavenworth	East		8	Gravel Bunkers	1.0 Miles east of Reiter	Both ends	1,620 feet	24
Great Republic Mining Co., Miller River	1.5 Miles west of Skykomish	West		14	Sultan Logging Company Connection	2.0 Miles west of Sultan	West		37
Grotto Lumber Co.	0.3 Miles east of Grotto	East	3 cars	25	Monroe Grave Pit	0.0 Miles west of Monroe	West		110
G. N. Shingle Co.'s Siding	3.5 Miles west of Grotto	Both ends		24	Wagner & Wilson Lbr. Co. Spur	Opens off Monroe Grave Pit Track	West		25
Baring	3.5 Miles west of Grotto	Both ends	1,275 feet	22	Woodruff	2.0 Miles west of Monroe	Both ends		24
Heybrook Spur	2.0 Miles east of Index	West		5	Summer Iron Works Spur	0.9 Miles east of Pacific Ave.	East		25
Index, Galena Mill Spur	0.5 Miles east of Index	West		12	Everett Power House Spur	0.1 Miles west of Everett	West		2
Soderburg Spur	0.7 Miles west of Index	West		13					

LOCATION OF TUNNELS.

Tunnel No. 13,	13,873	feet long, height 19	feet, between Tye and Cascade Tunnel	Tunnel No. 15,	1,512	feet long, height 18.7 feet,	.66 miles east of Corea.	
" "	13,100	" " " 22	" 1.12 miles east of Embro.	" "	15,248	" " " 22.5	" 1.58 miles east of Scenic.	
" "	13,200	458	" " " 22.5	" "	15,300	815	" " " 22.5	" 1.59 miles west of Corea.
" "	14,000	274.8	" " " 19.1	" "	16,000	2,368.3	" " " 22	" Everett, Wash

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

WESTWARD.

THIRD CLASS		SECOND CLASS		Capacity of Side Tracks	Distance from Everett Junction	Time Table No. 5 In Effect June 1, 1915	Telegraph Calls	FIRST CLASS							
717	401	357	25					285	277	27	359	1	355		
Mdn. Freight	Fast Freight	Passenger	Passenger	Passenger	Passenger	Fast Mail	Passenger	Passenger	Passenger	Passenger					
Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily					
Lv 1:15pm	Lv 2:30am	JN	Lv 6:10am	Lv 7:20am	Lv 8:55am	Lv 9:35am	Lv 10:55am	Lv 2:00pm	Lv 7:45pm	Lv 8:07pm					
1:35	2:45	MU	* 6:19	* 7:27	* 9:03	* 9:43	11:01	2:08	7:53	8:13					
1:50	2:55	AD	† 6:27	† 7:34	† 9:11	† 9:50	11:07	2:11	8:00	8:18					
2:05	3:05	DR	† 6:33	† 7:40	† 9:17	† 9:56	11:12	2:16	8:07	8:23					
2:48	3:25	R	* 6:43	* 7:47	* 9:24	* 10:05	11:20	2:22	8:15	8:30					
3:35	3:35	RD	† 6:51	† 7:53	† 9:31	* 10:12	11:25	2:27	8:22	8:35					
4:15	4:15	RB	* 7:10	* 8:09	* 9:48	* 10:31	11:40	2:41	8:39	8:50					
Ar 4:30pm	Ar 4:30am	Z	* 7:16	* 8:15	* 9:53	* 10:39	11:44	2:45	8:44	8:54					
		UD	* 7:30am	Ar * 8:30am	Ar * 10:10am	Ar * 10:55am	* 11:59am	* 3:00pm	* 9:00pm	Ar * 9:10pm					
			12:30pm					3:30pm							
			* 2:00pm					* 4:55pm							
			2:10					5:05							
			Ar * 7:10pm					Ar * 10:50pm							
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 12 8.0	2 00 14.0		1 20 24.4	1 10 28.2	1 15 26.1	1 20 24.0	1 04 30.3	1 00 32.7	1 15 26.1	1 03 30.5					

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. 360 and 26.

No. 277 meets No. 718.

No. 717 meets Nos. 278 and 286.

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

No. 27 meets No. 718.

No. 1 meets No. 2.

No. 359 meets No. 2.

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

Bulletin boards are located at Interbay and Seattle.

Troop Trains handling freight cars must not exceed speed of 25 miles per hour.

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.

J Engines in Passenger Service will not exceed speed of forty (40) 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.

All trains will approach Crossover Switches Interbay Yard located under Grand Boulevard Overhead Bridge and just east of West Wheeler Street Overhead Bridge under full control prepared to stop.

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. 359 will stop at any station between Seattle and Vancouver to discharge passengers from south of Seattle.

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

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

INITIAL STATIONS.

Seattle for trains Nos. 360, 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. 360, 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 Bankule 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.

FIRST CLASS									Time Table No. 5 In Effect June 1, 1915	STATIONS	Distance from Seattle	SIGNS See Rule 2, Page 18	SECOND CLASS			THIRD CLASS		
356	28	2	358	286	278	26	360	718										
Passenger	Express	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Misc. Freight										
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday										
Ar 1.05Am	Ar 12.30Am	Ar 8.10Am	Ar 6.00Pm	Ar 5.30Pm	Ar 3.25Pm	Ar 9.30Am	Ar 9.15Am		EVERETT JUNCTION.....	32.7	R DN P				Ar 11.25Am			
*12.55	12.24	8.03	5.53	* 5.21	* 3.10	9.23	* 9.08		3.8 MUKILTEO.....	28.9	D P				11.10			
†12.45	12.17	7.56	5.47	† 5.11	† 3.06	9.17	† 8.59		4.1 MOSHER.....	24.8	P				10.30			
†12.37	12.12	7.51	5.42	† 5.05	† 3.00	9.12	† 8.51		3.5 MEADOWDALE.....	21.8	D P				10.15			
*12.29	12.06	7.45	* 5.36	* 4.58	* 2.53	9.05	* 8.43		3.0 EDMONDS.....	17.9	D W P				10.00			
†12.20	12.01 Am	7.40	5.29	* 4.50	* 2.45	8.59	* 8.33		2.0 RICHMOND BEACH.....	14.9	D P				9.30			
*12.03Am	11.48	7.27	5.17	† 4.35	* 2.30	8.47	* 8.18		0.1 BALLARD.....	5.8	D				9.00			
*11.59	11.44	7.24	5.14	† 4.30	* 2.25	8.44	* 8.14		1.1 INTERBAY.....	4.7	R DNWCTO PK				8.50Am			
									1.3 G. N. DOCK.....	3.4								
11.45Pm	11.30Pm	7.10Pm	5.00Pm	Lr 4.15Pm	Lr 2.10Pm	Lr 8.30Am	Lr 8.00Am		2.4 SEATTLE.....	0	R DN * 1PK							
* 8.00Pm			* 4.40Pm						Via N.P.Ry. SEATTLE.....	183.1								
8.30			3.20						40.7 TACOMA.....	142.4								
* 8.20			* 3.10Pm						142.4 PORTLAND.....	.0								
Lr 1.00Pm			Lr 10.00Am															
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily											
356	28	2	358	286	278	26	360											
1.20 24.5	1.00 33.7	1.00 33.7	1.00 33.7	1.15 26.1	1.15 26.1	1.00 32.7	1.15 26.1											
									Time Over District Average Speed Per Hour									
															Daily Ex. Sunday 718			
															2.35 10 S			

Automatic Block System.

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

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.

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
Merrill and Ring Spur.....	2.0 miles west of Everett Jct.	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 Railjoint Spur.....	0.4 miles west of Edmonds.	West		42
Shipyards Spur.....	1.0 miles east of Richmond Beach, off Standard Oil Spur.....	West	1200	5
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		Distance from Bellingham		Time Table No. 5 In Effect June 1, 1915		FIRST CLASS				
717	713		711	729	401	Passing Tracks	Other Tracks			Stations	357	277	359	299	355	
Mdes. Freight Daily Ex. Sunday	Mdes. Freight Daily Ex. Sunday		Fast Freight Daily	N. P. 076 Freight Daily Ex. Sunday	Fast Freight Daily						Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	N. P. 412 Passenger Daily	Passenger Daily	
			Lr 4:35pm			119	110	0.0		BELLINGHAM	HM	Lr 2:43am	Lr 7:00am	Lr 11:50 am		Lr 5:30pm
			4:50			45	143	2.9		SOUTH BELLINGHAM	FN	* 3:05	* 7:10	* 12:01 pm		* 5:45
			5:10			54	9	6.9		SOCKEYE		f 3:17	f 7:18	12:09		5:53
			278 6:40			53	8	12.5		SAMISH		f 3:30	f 7:30	12:22		6:05
							8	13.2		BLANCHARD		f 3:34	* 7:33			6:06
			6:55			65	16	16.6		BOW	BO	* 3:40	* 7:40	12:28		6:12
			6:15				8	21.2		BELLEVILLE	BV	f 3:50	f 7:48	12:34		6:18
	714-360 Lr 11:30am		355-358 9:25 7:30			63	239	23.8		BURLINGTON	BU	* 4:05	* 7:55	* 12:40		7:11 * 6:31
	12:01pm		7:55			42	60	27.9		MT. VERNON	NR	* 4:20	* 8:07	* 12:50		8:46
	12:30		8:25			64	19	33.3		FIR	FR	* 4:35	* 8:18	1:00		8:59 f 6:59
							8	35.0		MILLTOWN		f 4:38	* 8:22			
	350 1:15		9:00			67	61	40.4		STANWOOD	B	* 4:55	* 8:32	7:15		f 7:11
	1:45		9:30			76	14	45.9		SILVANA	NA	* 5:10	* 8:48	1:24		f 7:23
	2:15		10:00			64	16	50.0		ENGLISH		f 5:20	* 8:56	1:30		7:30
	2:35		10:20	Lr 2:16 pm		63	5	53.5		KRUSE	K	5:26	* 9:01	1:34	Lr 3:02pm	7:35
	2:50		10:35	2:30		64	74	57.0		MARYSVILLE	MS	* 5:40	* 9:10	1:40	3:09	f 7:42
	Lr 12:50pm	Ar 3:05pm	Ar 11:00pm	Ar 2:45 pm	Lr 2:05am			59.7	Staff System	DELTA WYE	WY	5:48	* 9:17	1:46	Ar 3:16pm	7:49
	12:55				2:10	41		60.7		LONG SIDING		5:52	9:20	1:49		7:52
	1:05				2:20	65	120	63.3		EVERETT		* 6:07	* 9:30	* 1:58		* 8:05
	Ar 1:15pm				Ar 2:30am			64.1		EVERETT JUNCTION	JN	Ar 6:10am	Ar 9:35am	Ar 2:00pm		Ar 8:07pm
	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
	9:25 10:6	3:25 10:3	8:25 10:0	2:20 12:1	2:25 10:6							3:27 12:4	2:35 24:4	2:10 29:6	2:14 27:0	2:17 24:3
										Time Over District Average Speed Per Hour						

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 16. 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.

J Engines in Passenger Service will not exceed speed of forty (40) 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 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 flour 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.

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 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 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.

Train movements from Delta northward 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.

FIRST CLASS					Time Table No. 5 In Effect June 1, 1919	STATIONS	Distance from Everett Junction	SIGNS See Rule 2, Page 18.	SECOND CLASS		THIRD CLASS	
298	358	278	360	356					712	728	714	713
N P 441 Passenger	Passenger	Passenger	Passenger	Passenger					Fast Freight	N P 675 Freight	Mdes. Freight	Mdes. Freight
Daily	Daily	Daily Ex. Sunday	Daily	Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday			
Ar 8:15pm	Ar 8:15pm	Ar 8:15pm	Ar 8:15pm	Ar 8:15pm	BELLINGHAM	84.1	R* DN CWT KP	Ar 8:45am				
* 8:02	* 6:02	* 12:01pm	* 4:00		SOUTH BELLINGHAM	81.2	D O K P	8:30				
7:54	f 8:53	f 11:51	f 3:50		SOCKEYE	87.2	P	8:15				
7:42	f 8:40	11:38	3:30		SAMISH	81.6	W P	8:00				
	* 5:38	* 11:34	f 3:26		BLANCHARD	50.9	P					
7:35	f 5:31	* 11:28	* 3:20		BOW	47.6	D P	7:40				
7:27	f 5:22	* 11:19	f 3:07		BELLEVILLE	43.9	P	7:10				
7:11	* 5:16	* 11:13	* 3:00		BURLINGTON	40.3	R DNCOWYXKP	7:00				
* 7:10	* 5:03	* 11:00	* 2:45		MT. VERNON	36.2	DN P	6:10				
8:59	* 4:50	* 10:41	* 2:30		PIR	30.8	D P	5:55				
	* 4:45	* 10:35	f 2:25		MILLTOWN	29.1						
6:45	* 4:35	* 10:26	* 2:15		STANWOOD	23.7	DN P	5:35				
6:35	* 4:20	* 10:12	* 2:00		SILVANA	18.2	D W P	5:10				
6:29	* 4:10	* 10:01	f 1:49		ENGLISH	14.1	P	4:50				
Ar 4:36pm	6:24	* 4:02	9:53	1:40	KRUSE	10.5	R DN P	4:30	Ar 8:25am			
4:29	6:19	* 3:54	* 9:48	* 1:34	MARYSVILLE	7.1	DN P	4:15	8:13			
Ar 4:22pm	6:13	3:43	9:38	1:23	DELTA WYE	4.4	R DN Y P	4:00am	Ar 8:00am	Ar 7:00am	Ar 11:50am	
	6:10	3:40	9:35	1:20	LONO SIDING	3.4					11:40	
	* 6:05	* 3:35	* 9:30	* 1:15	EVERETT	0.8	P				11:30	
Ar 6:00pm	Ar 3:25pm	Ar 9:15am	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	713	
14 27 0	2 15 28 5	2 35 23 0	3 0 21 5	3 05 21 0				4 45 13 4	25 15 0	4 30 8 0	0 25 10 8	
					Time Over District Average Speed Per Hour							

Interlocking Plant at crossing of Pacific Northwest Traction Company just north of Burlington. Home signals are located 298 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 290 feet south of crossing. South bound home signal located 155 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 Jct. for trains Nos. 358, 360, 356, 278 and 718.
New Westminster, for trains Nos. 98, 102 and 104.
Vancouver, for trains Nos. 97, 359, 355, 357, 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 Jct. for trains Nos. 359, 355, 357, 277, 401 and 717.
New Westminster, for trains Nos. 97, 101 and 103.
Vancouver, for trains Nos. 98, 356, 358, 360, 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 Jct.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Coast Clay Spur	Leads off of Chuckanut Spur	South	22	
Chuckanut Quarry Spur	1.0 Miles north of Sockeye	North	24	
Chuckanut Cannery Spur	0.7 Miles north of Sockeye	North	7	
Blanchard Spur	0.5 Miles south of Samish	North	35	
Bladed-Denovan Spur	1.3 Miles north of Bow	North	64	
Bellville Pit	1.5 Miles north of Bellville	North	80	
Everett Pulp and Paper Co. Spur	1.7 Miles north of Mt. Vernon	South	4	
Puget Sound and Cascade Ry. Conn.	1.0 Mile north of Mt. Vernon	South	2	
Skaist Crossing Tr. Track	0.9 Miles south of Fir	South	2	
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	3	
Hals Spur	1.18 Miles south of Stanwood	South	2	
Norman Spur	1.1 Miles north of Silvana	South	2	
Kennedy Spur	4.2 Miles north of Marysville	South	6	
Kruse Broe Spur	2.5 Miles north of Marysville	North	2	
Cox's Spur	1.4 Miles north of Marysville	North	4	

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 CLASS		SECOND CLASS		711		Capacity of Side Tracks		Time Table No. 5 In Effect June 1, 1919		FIRST CLASS					
719	103			Fast Freight		Traveling Train	Other Tracks	STATIONS		Telegraph Code	357	101	359	355	97
Mdse. Freight Daily Ex. Sunday	C. N. P. Ry. 202 Freight Daily			Daily			Distance from Vancouver				Passenger Daily	C. N. P. Ry. 2 Passenger Sun., Wed. and Fri.	Passenger Daily	Passenger Daily	C. N. P. Ry. 35 Passenger Daily
Lv 8:00am	Lv 1:00am			33	319	0.0		VANCOUVER	VN	Lv 12:01am	Lv 9:00am	Lv 9:30am	Lv 3:00pm	Lv 7:00pm	
8:20	1:15					2.7		STILL CREEK		12:11	9:11	9:40	3:10	7:11	
8:25	1:20					4.6		ARDLEY		12:15	9:16	9:44	3:14	7:16	
8:35	1:30			39		7.2		BURNABY		12:21	9:22	9:48	3:18	7:22	
8:45	1:40					10.9		ENDOT		12:27	9:28	9:54	3:24	7:28	
9:05	1:55			27	55	12.4		SAPPERTON	*	12:30	9:31	9:57	3:27	7:31	
9:10	Ar 2:00am			52		13.1		NEW WESTMINSTER	MN	12:38	Ar 9:35am	10:02	3:33	Ar 7:35 pm	
9:15						13.5		FRASER RIVER JCT.		12:43		10:07	3:38		
9:30				64	3	18.7		TOWASEND		12:52		10:15	3:46		
9:50				55	59	24.1		COLEBROOK	G	1:02		10:23	3:54		
10:00						27.7		CRESCENT		1:10		10:30	4:01		
10:40				65	21	32.5		WHITE ROCK	WR	1:35		10:55	4:26		
						35.5		INTERNATIONAL BOUNDARY							
359-720 10:50 11:45						36.0		BLAINE	BN	1:55		11:05	4:48		
360 12:55pm						43.5		CUSTER	CU	2:10		11:22	5:01		
						46.2		ENTERPRISE		2:17		11:26			
1:40						49.1		FERDALE	FD	2:23		11:32	5:13		
						51.3		BRENNAN		2:28		11:38			
Ar 2:30pm						55.1		BELLINGHAM	HM	Ar 2:43am		11:50am	Ar 5:30pm		
Daily Ex. Sunday	Daily									Daily	Sun., Wed. and Fri.	Daily	Daily	Daily	
719	103									357	101	359	355	97	
8:30 9:0	1:09 13.1					1:40 13.2				2:42 22.3	35 22.9	2:20 25.0	2:30 23.2	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 No. 360 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.

J Engines in Passenger Service will not exceed speed of forty (40) 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 Frazer River bridge, and will not proceed until clear signal is displayed, and will not exceed a speed of 5 miles per hour over this bridge.

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

No. 356 will register by card at Colebrook.

The normal position of switches at Colebrook Jct., Guichon line Jct., and Frazer 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, Frazer River bridge, between Frazer 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 Frazer River Bridge.

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

NORTHWARD. 9

FIRST CLASS						Time Table No. 5 In Effect June 1, 1915	STATIONS	Telegraph Code	Distance from Bellingham	SIGNS See Rule 2, Page 18.	SECOND CLASS		THIRD CLASS	
358	102	360	98	356	712						720	104		
Passenger Daily	C. N. P. Ry. 1 Passenger Mon., Wed. Sat.	Passenger Daily	C. N. P. No. 37 Passenger Daily	Passenger Daily	Fast Freight Daily						Miles Freight Daily Ex Sunday	C. N. P. Ry. 201 Freight Daily		
Ar 10.45 ^{am}	Ar 8.00 ^{am}	Ar 3.30 ^{pm}	Ar 11.00 ^{am}	Ar 8.00 ^{am}	719	VANCOUVER	VN	58.1	R 0 DN WC Y PK		Ar 4.30 ^{pm}	Ar 11.55 ^{pm}		
10.30	7.46	3.12	10.44	7.40	2.7	STILL CREEK		55.4	P		4.15	11.40		
10.26	7.41	3.07	10.38	7.35	1.9	ARDLEY		53.1	P		4.08	11.32		
10.21	7.35	2.59	10.30	7.28	2.6	BURNABY		50.9	P		4.00	11.23		
10.15	7.28	2.47	10.19	7.21	3.2	ENDOT		47.7	P		3.48	11.10		
10.11	7.23	2.42	10.14	7.17	2.0	SAPPERTON		45.7	W I Y PK		3.27	11.00		
*10.08	Le 7.20 ^{pm}	* 2.40	Le 10.12 ^{am}	* 7.15	0.7	NEW WESTMINSTER	MN	45.0	R DN I PK		3.17	Le 10.55 ^{pm}		
9.59		2.30		7.05	0.4	FRASER RIVER JCT		44.6			3.12			
9.51		2.20		6.55	5.2	TOWNSEND		39.4	P		3.00			
* 9.43		* 2.10		* 6.42	5.4	COLEBROOK	G	34.0	R DN W Y P		2.40			
9.35		2.02		6.20	3.6	CRESCENT		30.4			2.15			
* 9.11		* 1.35		* 5.55	4.3	WHITE ROCK	WR	25.6	DN P		1.35			
					3.0	INTERNATIONAL BOUNDARY		22.6						
* 9.00		* 1.15		* 5.25	0.5	BLAINE	BN	22.1	R DN W T P	Ar 10.25 ^{am}				
8.42		12.55		4.54	7.5	CUSTER	CU	14.6	D P	10.05				
8.35		12.47		4.46	2.7	ENTERPRISE		11.9						
* 8.32		* 12.42		* 4.40	2.9	FERDALE	FD	9.0	D P	9.40		10.45		
8.24		12.35		4.29	2.2	BRENNAN		6.8						
Le 8.15 ^{pm}		Le 12.20 ^{pm}		Le 4.15 ^{am}	6.8	BELLINGHAM	HM	0.0	R 0 DN WC T PK	Le 9.00 ^{am}	Le 9.55 ^{am}			
Daily	Mon., Wed., Sat.	Daily	Daily	Daily						Daily	Daily			
358	102	360	98	356						712	720	104		
2.30 23.2	.40 20.9	3.10 18.3	.48 17.5	3.48 15.6		Time Over District Average Speed Per Hour				1.25 18.8	6.35 8.9	1.00 13.1		

New Westminster Interlocking System.—Signal tower is located 4600 feet north of 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, 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.

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		2
Wolfe 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 Whiterock	South	2450	62
Blaine Spur	1.9 Miles south of Blaine	South		6
Blaine Shingle Co.'s Spur	2.0 Miles south of Blaine	South		9
City Dock Spur (off Passing Tracks)	0.0 Blaine	South		51
North Bluff Mill Spur (off City Dock Spur)	0.0 Blaine	South		6
Barge Spur (off City Dock Spur)	0.0 Blaine	South		6
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		25
Marietta Spur	3.3 Miles north of Bellingham	South		2

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Side Tracks	Capacity from Rockport	Time Table No. 5 Effective June 1, 1919	SIGNALS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
723	377	289	279	290	280					378	724				
Mdse. Freight Daily Ex. Sunday	Mixed Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Mixed Daily Ex. Sunday	Mdse. Freight Daily Ex. Sunday								
STATIONS															
Lv 6:30am		Lv 7:34 4:45pm	Lv 9:40am	39			.....ROCKPORT.....	RK	33.7	R D Y W	Lv 1:30pm	Ar 9:10pm		Ar 4:40pm
6:50		f 5:00	f 9:53	16		5.8	.....FABER.....		47.9		f 1:12	f 8:55		4:10
7:25		* 5:10	*10:03	83		9.1	.....CONCRETE.....	BA	44.6	D	* 1:00	* 8:47		3:30
7:50		f 5:13	f10:06	39	76	10.2	.....GRASSMERE.....		43.6	W	f12:50	f 8:39		2:40
8:20		* 5:24	*10:17	41		15.5	.....BIRDSVIEW.....		38.2		*12:38	* 8:27		2:15
8:50		* 5:35	*10:28	35	9	20.6	.....HAMILTON.....	H	33.1	D W	*12:25	* 8:15		1:40
9:15		* 5:44	*10:37	25	23.9		.....LYMAN.....	MY	39.8	D	*12:15pm	* 8:06		1:10
9:35		f 5:54	f10:47	21	29.3		.....COKEDALE JUNCTION.....		24.5		f11:58	f 7:54		12:40
10:00	Lv 9:15am	* 6:05	*10:57	43	63	32.4	.....SEDRO-WOOLLEY.....	SW	21.3	D X R I K	*11:50	* 7:46	Lv 8:30am	12:25
						34.7	.....STERLING.....		19.0					
Ar 10:25am	8:35 ²⁹⁰ 10:55	* 6:20 ²⁸⁰ 7:25	11:10 ²⁹⁰ 11:30	63	225	37.2	.....BURLINGTON.....	BU	16.6	R DN CO WYX IK	11:30 ²⁷⁹ 10:55 ³⁷⁷	7:30 ²⁸⁰ 6:50	8:10 7:20	Lv 12:01pm
	*11:05	* 7:33	*11:38	16	40.0		.....AVON.....		13.7		*10:46	* 5:39	* 7:05	
	f11:15	f 7:40	f11:45	7	42.6		.....FREDONIA.....		11.1		f10:40	f 5:32	f 6:57	
	*11:25	* 7:47	*11:52	17	44.1		.....WHITNEY.....		9.6		*10:35	* 5:25	* 6:50	
						46.3	.....DRAW BRIDGE.....		7.4					
	f11:45	f 8:03	f12:08pm	3	49.6		.....FIDALGO.....		4.1		f10:21	f 5:11	f 6:20	
	Ar 12:05pm	Ar 8:15pm	Ar 12:20pm	235	53.7		.....ANACORTES.....	AC		R D T W	Lv 10:10am	Lv 5:00pm	Lv 6:00am	
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	2.50 6.7	3.30 15.3	2.40 20.2								3.20 16.1	4.10 11.0	2.30 8.03	4.39 8.9	
Time Over District Average Speed Per Hour															

Special Rules.

Business tracks not shown as stations on time table.

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.
 J Engines in Passenger Service will not exceed a speed of forty (40) miles per hour.
 No Engine heavier than F5 should cross bridge 52 near Concrete. Engines heavier than Standard reduce speed to 8 miles per hour over same.
 No Engine heavier than F1 must cross Drawbridge 12 two miles west of Whitney. Engines heavier than Standard reduce speed to 8 miles per hour over same.
 First class trains will stop on flag at Fidalgo Mill Spur, Summit Park, Minkler, Superior Ave., Van Horn, Sauk and Cowdens Spur.
 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.
 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 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.

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
Cowden's Spur	3.5 Miles west of Rockport	East		9
Van Horne's Spur	0.5 Miles west of Faber	East		15
Washington Port Cement Co. Spur	1.5 Miles west of Faber	West		24
Burpee Shingle Spur	0.7 Miles east of Concrete	West		110
Hightower Spur	0.7 Miles east of Concrete	East		57
L. L. Spur	0.4 Miles west of Grassmere	West		5
Hop Ranch Spur	0.4 East of Birdsvie	West		40
Skagit Mill Co. Spur	0.2 Miles west of Hamilton	West		2
Duncan Spur	0.8 Miles east of Lyman	West		3
Minkler's Mill	1.0 Miles east of Cokedale	West		39
Sound Iron Spur	3.0 Miles east of Cokedale Jct.	West		13
Holbrook's Spur	Woolley	Both Ends		7
Burlington Mill Spur	0.4 Miles west of Woolley	West		5
Callahan-Abbott Spur	Burlington	West		8
Gravel Pit Spur	Fredonia	West		7
Fidalgo Island Shingle Co. Spur	5.9 Miles east of Anacortes	West		14
Log Railway	4.6 Miles east of Anacortes	East		2
Fidalgo Mill Spur	2.7 Miles east of Anacortes	Both Ends		21
	2.1 Miles east of Anacortes	East		4

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

WESTWARD.

FIFTH DISTRICT—SUMAS TO GUICHON.

EASTWARD.

SECOND CLASS.		Capacity of Side Tracks	Distance from Bums.	Time Table No. 5 Effective June 1, 1915	Telegraph Code	Distance from Abbotsford	SIGNS. See Rule 2, Page 18.	SECOND CLASS.	
	385							386	
	Mixed Daily Ex. Sunday	Passing Tracks	Other Tracks	STATIONS.	Telegraph Code	Distance from Abbotsford	SIGNS. See Rule 2, Page 18.	Mixed	Daily Ex. Sunday
	Lr 10 10Am							0.0	SUMAS, WASH.	BU	46.5	R D W C	Ar 9 50Am
				0.0	INTERNATIONAL BOUND'RY		46.5		
	10 11	26	3	0.1	HUNTINGDON		46.4	W	9 49
	11 10	40	21	3.6	ABBOTSFORD	FS	42.0	R D W	9 35
	11 30		7	8.1	PINEGROVE		38.4		9 10
	11 50	62	21	12.7	ALDERGROVE		33.8	D	8 55
	12 15pm	26		16.9	OTTER		29.8		8 30
	12 40	64	18	21.6	LINCOLN		24.9	W	8 00
	1 20	64	28	29.4	CLOVERDALE	CL	17.1	D XY	7 30
	1 45		5	33.4	ALLUVIA		13.1		7 10
	1 53		5	34.0	SOUTHPORT		11.6		7 05
	1 59			35.9	COLEBROOK JCT.		10.6	Y	7 01
	2 00			35.9	COLEBROOK	G	10.6	R DN W	7 00
	4 10			36.7	GUICHON LINE JCT.		9.8		6 25
	4 35		9	42.7	INVERHOLM		3.8		6 00
	4 50		6	45.1	LADNER		1.4		5 50
	5 00pm		10	46.5	GUICHON		0.0	R Y	Lr 5 45Am
	Daily Ex. Sunday								Daily Ex. Sunday
	385								386
	5 05				Time Over District				3 35
	9 0				Average Speed Per Hour				13 0

WESTWARD. SIXTH DISTRICT—ABBOTSFORD TO KILGARD. EASTWARD. 11

SECOND CLASS		Capacity of Side Tracks	Distance from Abbotsford	Time Table No. 5 Effective June 1, 1915	Telegraph Code	Distance from Abbotsford	SIGNS See Rule 2, Page 18.	SECOND CLASS	
	387							388	
	Mixed Tuesday and Friday	Passing Tracks	Other Tracks	STATIONS	Telegraph Code	Distance from Abbotsford	SIGNS See Rule 2, Page 18.	Mixed Tuesday and Friday	Daily Ex. Sunday
	Lr 10 50Am							0.0	CANNOR	CH	11.7
	10 50Am	40	6	9.7	KILGARD		5.0		10 50
	11 10Am	37	31	14.7	ABBOTSFORD	FS	0.0	R D W	Lr 10 30
	Tuesday and Friday								Tuesday and Friday
	387								388
	2 40				Time Over District				3 55
	19 2				Average Speed Per Hour				12 2

Special Rules.

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

Maximum rate of speed for passenger trains between Abbotsford and Kilgard, 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 sixth district will protect against all trains fifth district between Abbotsford and Junction one half mile east of Abbotsford.

INITIAL STATIONS.

Kilgard, for train No. 387.

Abbotsford, for train No. 388.

TERMINAL STATIONS.

Kilgard, 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

Special Rules.

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

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 Yale 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. 386.

Sumas, for train No. 385.

TERMINAL STATIONS.

Guichon, for train No. 385.

Sumas, for train No. 386.

YARD LIMITS.

Cloverdale yard limits extend to yard limit board at point about 2 miles north of Cloverdale on old line and to yard limit board at point about 1 mile south of Cloverdale on old line.

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	0.0 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
McNair Spur	2.0 Miles north of Cloverdale	South	2
David Bell Co. Spur	1.5 Miles north of Cloverdale	South	9
Fernridge Lbr. Co. Spur	1.4 Miles west of Lincoln	West	15
Lincoln Lbr. Co. Spur	0.0 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

Maximum Clearance Table to be observed in the loading of material on open cars.

For Points Between	LIMIT OF LOAD—MEASUREMENT																Max-imum Het	Max-imum With.	
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																		
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	7'6"	8'0"	8'6"	9'0"	9'6"	10'0"	10'2"	10'6"	11'0"			11'6"
	H E I G H T																		
*Lines East of Cut Bank except Pacific Junction to Butte	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0"	18'0"	11'6"
Cut Bank to Spokane	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'8"	14'4"	14'3"	14'0"	13'0"	12'0"	17'0"	11'6"
Spokane to Seattle	17'0"	17'0"	17'0"	17'0"	16'8"	16'3"	15'9"	15'6"	15'3"	15'0"	14'9"	14'6"	14'0"	13'10"	13'6"	13'0"	12'0"	17'0"	11'6"
Seattle to Vancouver, B. C.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'10"	16'6"	16'0"	15'3"	18'0"	11'6"
Seattle to Portland	19'0"	19'0"	19'0"	19'0"	19'0"	18'7"	18'1"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	14'6"	19'0"	11'6"
Pacific Jct. to Great Falls	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"
Great Falls to Helena	16'0"	16'0"	16'0"	16'0"	16'0"	15'8"	15'4"	15'2"	15'0"	14'8"	14'4"	14'0"	13'0"	12'8"	12'0"	11'0"	10'0"	16'0"	11'6"
Helena to Butte	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9"	15'6"	15'3"	15'0"	14'11"	14'9"	14'6"	13'6"	17'0"	11'6"
Spokane to Vancouver, B. C. via Marcus and Brookmere	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'0"	14'0"	18'0"	11'6"
Spokane to Portland via S. P. & S. Ry	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	21'0"	11'6"	

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'0" and 17'3" respectively.

BILLING INSTRUCTIONS.

As per Rules 114 and 198 of Instructions to Agents, waybills should not be issued for the movement of cabooses, bad order cars on their own wheels or empty freight cars, either system or foreign. Empty car slip, Form 300, should be used for this purpose. When moved in revenue freight trains, the following described equipment should be waybilled on D. H. Co. waybill, Form 16, at the weights shown below:

	Pounds		Pounds
Salvage of bad order car	30,000	Dozers	40,000
Dead engines	Actual weight	H. & B. outfit cars	28,000
Steam shovels, 60 ton	120,000	First class coach (wood)	86,000
" " 65 ton	130,000	Second class coach (wood)	57,400
" " 70 ton	142,000	Coaches (steel)	120,700
" " 95 ton	184,000	Tourist sleepers	84,900
Pile Drivers	112,000	Sleepers	111,800
Derrick Cars, 35 ton	121,400	Diner	106,400
" " 50 ton	160,400	Parlor	108,700
" " 60 ton	163,500	Baggage	65,000
" " 75 ton	148,000	Mail	114,700
" " 100 ton	174,500	Baggage and express	96,900
" " 150 ton	246,500	Express refrigerator	75,800
Rotary plows (95007 and 95008)	200,000	Pass and baggage	50,800
Rotary plows (others)	127,000	Mail and baggage	57,000
		Mail, baggage and express	109,000

NOTE—The weights shown for steam shovels are net. If shipment includes a boom, 20,000 pounds should be added. If dipper and dipper sticks are included, 10,000 pounds should be added.

These instructions do not apply when equipment is moved in work trains.

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

STATIONS	Rating Grade	Class L1S-1902-1903-1908-1921				Class L1-1900-1921				Class L2-1800-1844 "O1" 3020-3069 " P-1750-1764				Class FS-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				
		Gold Bar to Skykomiah.....	1.0	1700	1530	1360	1275	1600	1440	1280	1200	1550	1400	1250	1170	1350	1220	1090	1025	1200	1080	960	900	1000	900	800	750	775	700	625	600		
Skykomiah to Cascade Tunnel.....	2.2	900	810	720	675	850	765	680	640	700	630	560	530	625	565	500	470	600	540	480	450	480	435	385	360	300	325	290	250				
Cascade Tunnel to Leavenworth.....	Down	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	1250	1250	1250	1250	900	900	900	900				
Leavenworth to Cascade Tunnel.....	2.2	900	810	720	675	850	765	680	640	700	630	560	530	625	565	500	470	600	540	480	450	480	435	385	360	300	325	290	250				
Seattle to Delta.....	0.5									3500	3150	2800	2630	2850	2570	2290	2100	2500	2250	2000	1875	2000	1800	1600	1500	1500	1350	1200	1125				
Delta to Seattle.....	0.4									4000	3600	3200	3000	3000	2700	2400	2250	2750	2480	2210	2080	2300	2070	1810	1730	1800	1620	1440	1360				
Cascade Tunnel to Skykomiah.....	Down	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	1250	1250	1250	1250	900	900	900	900				
Bellingham to Delta.....	0.5													2600	2340	2080	1850	2300	2070	1840	1730	1650	1500	1350	1270	1300	1170	1010	975				
Delta to Bellingham.....	0.4													2800	2520	2240	2100	2500	2250	2000	1875	1800	1620	1440	1360	1400	1320	1200	1130				
Delta to Gold Bar.....	0.4	2800	2520	2240	2100	3800	3150	2800	2630	3500	3150	2800	2630	2800	2520	2240	2100	2500	2250	2000	1875	1800	1620	1440	1360	1400	1320	1200	1130				
Skykomiah to Delta.....	0.5	4000	3600	3200	3000	4000	3600	3200	3000	3800	3150	2800	2630	3200	2880	2560	2400	3000	2700	2400	2250	2200	1980	1760	1650	1600	1440	1250	1200				
Bellingham to Vancouver.....	1.1													1500	1350	1200	1125	1300	1170	1040	975	1000	900	800	750	775	700	625	600				
Vancouver to Bellingham.....	1.1													1500	1350	1200	1125	1300	1170	1040	975	1000	900	800	750	775	700	625	600				

WEATHER RATING 1—Five degrees above zero or over.
2—Very heavy or wet. 3 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.....	20 Tons
Furniture Cars, 30 to 40 feet.....	17 Tons
Furniture Cars, 40 to 50 feet.....	18 Tons
Caboose, 8 wheel.....	17 Tons
Caboose, 4 wheel.....	16 Tons
Flat Cars, 28 to 30 feet.....	9 Tons
Flat Cars, 33 and 34 feet.....	11 Tons
Flat Cars, 40 feet.....	12 Tons
Coal Cars.....	12 Tons
Gondola Cars.....	12 Tons
Ore Cars, Wood.....	13 Tons
Ore Cars, Steel.....	15 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	13 Tons
Steam Wreckers.....	15 Tons

The following will govern when handling empty cars: With 10 or less empty cars in a train an 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 8 tons per car for wheel friction.

Weights of Passenger Equipment.

	Wooden	Steel Under-frame	Steel
Postal Cars.....			
Nos. 90 and 91.....			67 Tons
Nos. 50 to 69.....	54 Tons		45 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 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 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. 7570 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.....	153 Tons
Engines numbered in 900 series (except 902 to 907).....	115 Tons
Engines numbered 902 to 907.....	95 Tons
Engines numbered 1000 to 1007.....	131 Tons
Engines numbered 1050 to 1069.....	144 Tons
Engines numbered 1079 to 1095.....	160 Tons
Engines numbered in 1100 and 1200 series.....	160 Tons
Engines numbered in 1300 series.....	173 Tons
Engines numbered 1400 to 1405.....	188 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.....	216 Tons
Engines numbered 1750 to 1764.....	217 Tons
Engine Tank (Empty).....	30 Tons

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.

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.
Scenic, 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.
Skagit Crossing, English Log spur.
Mt. Vernon, Pacific Northwest Traction Co. transfer.
Bellingham B. & N. transfer.
Ardley, power house transfer.
Ferndale, industry track.
Abbottsford, 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.

C. E. LAMKIN, Dispatcher.
C. E. McKILLIPS, Dispatcher.
D. MOORE, Asst. Chief Dispatcher.
J. C. DEVERY, Chief Dispatcher.

M. J. WELSH, Trainmaster.
L. W. WOODROW, Trainmaster.
P. M. LONG, Trainmaster.

GREAT NORTHERN RAILROAD
 AND CONNECTIONS

