

GREAT NORTHERN RAILWAY

CASCADE DIVISION.



TIME TABLE No. 23

TO TAKE EFFECT AT 12:01 O'CLOCK A. M.
TIME.

SUNDAY JULY 11, 1920.

Superseding ~~the~~ ~~previous~~ ~~time~~ ~~tables~~ ~~there~~ ~~to~~.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

C. McDONOUGH, Superintendent.

A. L. BERGFELD, General Supt. of Transportation.

F. S. ELLIOTT, General Superintendent.

J. M. DOYLE, Asst. General Superintendent.

J. H. O'NEILL, 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. 23 In Effect July-Sept 1928	Telegraph Code	Distance from Delta	SIGNS See Rule 2, Page 18.	FIRST CLASS						
401	1	297	285	3	27	28							4	300	286	2			
Fast Freight Daily	Passenger Daily	N. P. 441 Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Fast Mail Daily	Passing Tracks	Other Tracks	STATIONS					Express Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily		
L 9.00am	L 2.00pm			L 2.45am	L 2.30am	60	492	0.0	..... LEAVENWORTH	CH	100.8	R	DN	WCTVOP	A + 6.00am	A + 2.45pm			A + 1.20am
9.20	2.10			2.55	2.38	75		3.2	..... 3.2 TUMWATER	A	100.3		DN	P	5.48	2.30			1.09
9.40	2.20			3.04	2.44	78		6.3	..... 3.1 DRURY	DY	103.3		DN	P	5.40	2.20			1.00
10.15	f 2.30			f 3.15	2.52	e82	21	10.1	..... 4.3 CHIWAUKUM	CY	99.0		DN	W P	5.30	f 2.10			12.50
10.30	f 2.37			3.25	2.58	76	10	13.0	..... 3.5 WINTON	WI	96.5		DN	P	5.23	f 2.04			12.44
10.45	f 2.46			3.34	3.05	77	4	17.8	..... 4.5 NASON CREEK	NC	92.0		DN	P	5.15	f 1.55			12.32
10.55	* 2.53			* 3.44	3.11	e79	75	20.4	..... 3.0 MERRITT	CK	89.0		DN	W Y P	5.09	f 1.48			12.26
11.40	3.10			3.59	3.25	80		34.9	..... 4.4 GAYHOR	GR	84.6		DN	P	4.54	1.39			12.16
12.10pm	3.19			4.08	3.33	e77	84	38.0	..... 3.1 BERNE	BR	81.5		DN	W P	4.45	1.31			12.07am
1.20	* 3.35			* 4.32	* 3.50	e22	88	32.3	..... 4.3 CASCADE TUNNEL	CN	77.2		DN	WCT P	* 4.32	401 * 1.20			* 11.55
1.40	* 3.47			* 4.45	4.02	85	200	35.9	..... 3.5 TYE	WN	73.6		DN	WC P	* 4.02	* 1.03			* 11.38
2.00	f 3.57			4.55	4.10	88	31	39.3	..... 3.5 EMBRO	NY	70.0		DN	W P	3.45	f 12.50			11.19
2.15	4.05			5.03	4.17	76	17	42.3	..... 3.7 CORBA	CO	67.3		DN	P	3.35	12.40			11.08
2.40	* 4.15			f 5.12	4.25	76	10	45.3	..... 3.0 SCINIC	MA	64.3		DN	W P	* 3.25	* 12.30			* 10.55
2.55	f 4.24			f 5.22	4.33	79	9	48.3	..... 3.1 ALPINE	NI	61.2		DN	W P	3.10	f 12.15			10.40
3.10	F 4.33			5.31	4.41	76	12	51.8	..... 3.5 TONOA	G	57.7		DN	P	2.55	f 12.03pm			10.28
3.30	* 4.45			* 5.45	* 4.55	48	178	57.0	..... 3.3 SKYKOMISH	KEY	52.5	R	DN	WC Y P	* 2.35	* 11.45	* 7.50pm		10.10
3.50	* 4.50		L 6.50am	* 5.50	* 4.55	48	178	57.0	..... 4.1 GROTTO		48.4		P	2.17	11.32	f 7.38		9.55	
4.05	5.00		f 7.00	5.59	5.02	76	7	61.1	..... 3.0 HALFORD	SA	43.4		D W P	2.08	11.24	* 7.25		9.45	
4.20	5.10		* 7.12	6.08	5.10	86	51	66.1	..... 3.1 INDEX	NX	35.3		DN	P	1.55	* 11.10	* 7.10		9.33
4.40	* 5.21		* 7.24	6.18	5.19	74	17	71.3	..... 3.1 REITER		32.2		W P	1.44	10.54	f 6.56		9.21	
5.00	5.31		f 7.35	6.27	5.27	82	16	74.3	..... 3.7 GOLD BAR	GB	29.5	R	DN	C Y P	1.35	* 10.45	* 6.48		9.13
5.20:1	5.40		* 7.44	6.35	5.35	100	818	80.8	..... 3.4 STARTUP	BU	27.1		P	1.31	10.37	* 6.42		9.09	
5.45	5.45		* 7.50	6.38	5.39	71		82.4	..... 3.4 SULTAN	BU	23.7		D P	1.26	* 10.30	* 6.35		9.03	
7.10	* 5.52		* 7.59	6.45	5.45	77	35	85.5	..... 3.5 MONROE	MO	16.3		DN	W Y K P	* 1.12	* 10.12	* 6.10		8.47
7.35	* 6.10		* 8.16	* 7.00	6.02	104	38	88.5	..... 3.9 SNOHOMISH	HO	9.3	R	DN	P	* 12.55	* 9.58	A 3.50pm	* 5.55	* 8.32
8.00	* 6.25	L 3.50pm	* 8.33	* 7.14	6.15	76	165	100.3	..... 3.5 LOWELL	W	3.6	R	DN	K P	12.43	9.46	L 3.40pm	* 5.43	8.21
8.21pm	6.37	A 3.58pm	f 8.43	7.23	6.25	78	27	106.0	..... 3.6 PACIFIC AVENUE	D	1.9		DN	P	12.40	9.43	* 5.40		8.18
6.40	* 6.53		* 8.52	* 7.37	* 6.42	8		106.7	..... 3.1 EVERETT		0.8		K P	* 12.37	* 9.40	* 5.37		8.15	
A 6.55pm	A 6.55pm	A 8.55am	A 7.40am	A 6.45am		90	1067	106.3	..... EVERETT JUNCTION	JN	0.0	R	DN	P	L 12.30am	L 9.30am	L 5.30am	L 8.10am	
9.00pm	Daily	Daily	Daily	Daily	Daily				..... Via N. P. Ry. DELTA	PG		R	DNWCTVOKP						
401	1	297	285	3	27														
12.00 9.1	4.55 22.3	35.0	3.05 25.0	4.45 25.0	4.15 25.5										6.30 19.1	5.15 21.1	10 24.8	3.20 22.0	4.10 21.3

ELECTRIC TRAIN STAFF BLOCK SYSTEM.

AUTOMATIC BLOCK SIGNALS.

STAFF SYSTEM.

Time Over District
Average Speed Per Hour

INITIAL STATIONS.
Leavenworth for trains Nos. 1, 3, 27 and 401.
Everett Jet. for trains Nos. 2, 4, 28 and 286.
Skykomish for trains No. 285.

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

TERMINAL STATIONS.
Leavenworth for Nos. 2, 4, 28.
Skykomish for train No. 286.
Everett Jet. for trains 1, 3, 27 and 285.

Lowell for Nos. 297.
Snohomish 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.

Extra trains may pass and run ahead of third class trains.

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 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.

Class F and heavier engines must not exceed speed of ten (10) miles per hour crossing bridge 424 over Skykomish River 1 1/2 miles west of Skykomish.

Class O-3 engines are prohibited on first District.

All trains will not exceed speed of 25 miles per hour on curves of 8 degrees and over. *30 miles per hour on Curves 7 Degrees and over. 35 miles per hour on Curves 5 Degrees and over. 40 miles per hour on Curves 4 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 crossing draw span, bridge 455 over Snohomish River.

Trains handling cars loaded with logs which are not secured by chains, must not exceed a speed of twenty miles per hour.

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 20 miles per hour over Bridge 444 one mile east of Soltes.

All trains reduce speed to 8 miles per hour through Martin Creek tunnel, and over bridges at both ends.

Passenger 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-3 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.

LOCATION OF DISPATCHERS TELEPHONE BETWEEN STATIONS.

60 ft. west of west switch westward passing track Tye; north side of track.

60 ft. east of eastward distant signal Tye, south side of track.

2000 ft. west of west portal Windy Point tunnel 13; south side track.

In watchmans shack west of tunnel 14.

315 ft. from east end of second shed east of Scenic; north side of track.

In middle of first shed east of Chiwaukum.

Trains are operated between a block post, 125 feet west of the east crossover switch Cascade Tunnel and the safety switch west end depot at Tye, by a train staff block system. No train or engine will be run in either direction between the limits mentioned unless train engineer and the engineer of helper engine 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 289 and 286.

No. 2 will stop at stations between Skykomish and Leavenworth for passengers for Twin Cities and east. Nos. 3 and 4 will stop at Nason Creek and Winton to receive or discharge parcel post mail on request of postal clerk.

Except when displaying signals for following 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.

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	0.0 Miles east of Leavenworth	West		12	Wallace Falls Lbr. Co.	2.0 Miles east of Gold Bar	Both ends	2,700	60
Foss River Spur	0.5 Miles west of Tonga	West		3	Gravel Bunkers	1.0 Miles east of Reiter	Both ends	1,620 feet	34
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		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 Gravel Pit Track	West		25
Baring	3.5 Miles west of Grotto	Both ends		22	Woodruff	2.0 Miles west of Monroe	Both ends		21
Heybrook Spur	2.0 Miles east of Index	West	1,275 feet	5	Summer Iron Works Spur	0.9 Miles east of Pacific Ave	West		25
Index, Galena Mill Spur	0.5 Miles east of Index	East		12	Everett Power House Spur	0.1 Miles west of Everett	West		2

LOCATION OF TUNNELS.

Tunnel No. 13, 13,873 feet long, height 19 feet, between Tye and Cascade Tunnel
 " " 13.1, 1,202 " " " 22 " 1.12 miles east of Embro.
 " " 13.2, 438 " " " 22.5 " .20 miles east of Embro.
 " " 14, 274.8 " " " 19.1 " 1.18 miles west of Embro.

Tunnel No. 15, 1,512 feet long, height 18.7 feet, .66 miles east of Corea.
 " " 15.2, 1,248 " " " 22.5 " 1.58 miles east of Scen c.
 " " 15.3, 815 " " " 22.5 " 1.59 miles west of Corea.
 " " 16, 2,368.3 " " " 22 " Everett, Wash

All trains reduce speed to 10 miles per hour over Bridge 444 one mile east of Soltes.

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 July 22, 1922.		Telegraph Code	FIRST CLASS							
717	401	STATIONS				357	27		3	285	277	359	1	355		
Mds. Freight Daily Ex. Sunday	Fast Freight Daily			Passenger Trains	Other Trains			Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily				
L 1:15pm	L 1:00pm	EVERETT JUNCTION				JN	L 6:10am	L 6:45am	L 7:40am	L 8:55am	L 9:15am	L 2:00pm	L 6:55pm	L 8:07pm		
* 1:35	1:12	MUKILTEO		110	3.8	MU	* 6:19	6:51	7:46	* 9:03	* 9:23	2:06	7:01	* 8:13		
f 1:50	1:25	MOSHER			7.9	AD	f 6:27	6:57	7:52	f 9:11	f 9:30	2:11	7:07	8:18		
f 2:05	1:35	MEADOWDALE		8	10.9	DR	f 6:33	7:02	7:57	f 9:17	f 9:36	2:16	7:12	8:23		
* 2:40	1:55	EDMONDS		157	14.8	R	* 6:43	7:10	8:05	* 9:24	* 9:45	2:22	7:20	8:30		
* 3:35	2:05	RICHMOND BEACH		87	17.8	BD	f 6:51	7:15	8:10	f 9:31	* 9:52	2:27	7:25	8:35		
f 4:15	2:45	BALLARD		194	26.9	RB	* 7:10	7:30	8:25	f 9:48	* 10:11	2:41	7:40	8:50		
A 4:30pm	A 3:00pm	INTERBAY		268	29.3	Z	* 7:15	7:34	8:29	f 9:53	* 10:19	2:45	7:44	8:54		
		G. N. DOCK		843	32.7	UD	A * 7:30am	A * 7:50am	A * 8:45am	A * 10:10am	A * 10:35am	A * 3:00pm	A * 8:00pm	A * 9:10pm		
		SEATTLE					L 12:30pm					L 3:30pm	L 8:20			
		TACOMA		182	72.9		* 1:05pm					* 4:05	A * 9:50 pm			
		PORTLAND			214.8		A * 7:10pm					A * 10:50pm				
Daily Ex. Sunday	Daily						Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily		
717	401						357	27	3	285	277	359	1	355		
3:15 8:0	2:50 14:0						1:20 24:0	1:05 30:2	1:05 30:2	1:15 26:1	1:20 24:6	1:00 32:7	1:05 30:2	1:05 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.
 Extra trains will use double track in direction of Current of Traffic without running orders on receipt of Clearance from Superintendent.
 Extra trains may pass and run ahead of third class trains.
 Following trains meet and pass on double track between Everett Jct. and Seattle:
 No. 3 meets Nos. 360 and 4.
 No. 277 meets Nos. 360, 4 and 718.
 No. 717 meets Nos. 278 and 286.
 No. 285 meets Nos. 360, 4 and 718.
 No. 356 meets No. 401.
 No. 1 meets No. 2.
 No. 255 meets No. 2.
 No. 255 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 will not exceed speed of forty (40) miles per hour.
 L-1, L-2 and M-3 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.
 Q-3 engines prohibited on this district.
 No ~~any~~ train will ~~not~~ exceed speed of 25 miles per hour over curves of 8 degrees or over.
 All trains will reduce speed to 10 miles per hour over draw span of bridge 4 over Salmon Bay at Ballard.
 Trains handling car-loaded with logs which are not secured by chains, must not exceed a speed of twenty miles per hour.
 Trains will reduce speed to 8 miles per hour passing through Seattle tunnel.
 Steam Whistle Signals for Trains with Switches Controlled through town limits of Edmonds.
 East Bound.—Main Line one long blast: Coast Line one long one short blast.
 Ballard, Edmonds and Mukilteo are flag stops for No. 4 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 S. Railway.

INITIAL STATIONS.

Seattle for trains Nos 360, 4, 358, 278, 2, 28, 356, 286.
 Interbay for trains Nos. 718.
 Everett Jct. for trains Nos. 27, 357, 3, 285, 277, 359, 1, 355, 401, 717.

TERMINAL STATIONS.

Interbay for trains Nos. 401 and 717.
 Seattle for trains Nos. 27, 357, 3, 285, 277, 359, 1, 355.
 Everett Jct. for trains Nos. 360, 4, 358, 286, 278, 2, 28, 356, 718.

Yard limit boards east of Ballard cover limits to Seattle.

Yard limit board west of Everett Jct.

INT. LOCKING Plant Baskule drawbridge 500 feet west of Ballard.
 Dist. of 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.
 Eastward Distant Signal Connected with Home Signal so Approaching Trains will get a Clear Signal when Route over Bridge is Clear and Home Signal in Clear Position.

FIRST CLASS								Time Table No. 2 In Effect July 31, 1920	Distance from Seattle	SIGNS See Rule 2, Page 18.	SECOND CLASS			THIRD CLASS	
356	28	2	358	286	278	4	360				718				
Passenger Daily	Express Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily				Miles Freight Daily Ex. Sunday				
A 1.05Am	A 12.30Am	A 8.10Am	A 6.00Pm	A 6.30Pm	A 3.25Pm	A 9.30Am	A 9.15Am	EVERETT JUNCTION	32.7	R	DN	P	A 11.25Am		
*12.55	12.24	8.03	5.53	* 5.21	* 3.16	9.23	* 9.08	MUKILTEO	28.9		D	P	*11.10		
*12.45	12.17	7.56	5.47	f 5.11	f 3.06	9.17	f 8.59	MOSHER	24.8			P	f 10.30		
*12.37	12.12	7.51	5.42	f 5.06	f 3.00	9.12	f 8.51	MEADOWDALE	21.8		D	P	f 10.15		
*12.29	12.06	7.45	* 5.36	* 4.58	* 2.53	9.06	* 8.43	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	RICHMOND BEACH	14.9		D	P	* 9.30		
*12.03Am	11.48	7.27	5.17	f 4.35	* 2.30	8.47	* 8.18	BALLARD	8.8		D		f 9.00		
*11.59	11.44	7.24	5.14	f 4.30	* 2.25	8.44	* 8.14	INTERBAY	4.7	R	DNWCTO	PK	L 8.50Am		
								G. N. DOCK	3.4						
L 11.45Am	L 11.30Pm	L 7.10Pm	L 5.00Pm	L 4.15Pm	L 2.10Pm	L 8.30Am	L 8.00Am	SEATTLE	0	R	DN	* 1PK			
A * 8.00Pm		A * 6.50	A * 4.40Pm					SEATTLE	183.1						
8.30		L 5.25Pm	* 3.10Pm					TACOMA	142.4						
8.20								PORTLAND	.0						
L 1.00Pm			L 10.00Am												
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily						Daily Ex. Sunday		
356	28	2	358	286	278	4	360						718		
1.20 94.8	1.00 33.7	1.00 32.7	1.00 32.7	1.15 26.1	1.15 26.1	1.00 32.7	1.15 26.1						2.35 10.8		

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 Spurs	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
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
Metrom 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. 2 In Effect July 11, 1920.	STATIONS	Telegraph Code	FIRST CLASS				
717	713		711	729	401						357	277	359	299	355
Mide. Freight Daily Ex Sunday	Mide. Freight Daily Ex Sunday		Fast Freight Daily Ex Sunday	N. P. 676 Freight Daily Ex Sunday	Fast Freight Daily	Passenger Trains	Other Tracks			Passenger Daily	Passenger Daily Ex Sunday	Passenger Daily	N. P. 442 Passenger Daily	Passenger Daily	
						119	110	0.0	BELLINGHAM	HM	L. 2.43Am	L. 6.46Am	L. 12.50Pm	L. 5.30Pm	
						45	143	2.9	SOUTH BELLINGHAM	FN	* 3.05	* 6.55	* 12.01Pm	* 5.45	
						54	9	5.9	SOCKEYE	f	3.17	f 7.03	12.09Pm	5.53	
						53	8	12.5	SAMISH	f	3.30	f 7.16	12.22Pm	6.05	
						8		18.2	BLANCHARD	f	3.34	* 7.18		6.06	
						65	16	16.6	BOW	BO	f 3.40	* 7.25	12.31Pm	6.11	
						8		31.2	BELLEVILLE	BV	f 3.50	f 7.32	12.44Pm	6.17	
						63	230	23.8	BURLINGTON	BU	* 4.05	* 7.40	12.48Pm	* 6.29	
						42	60	27.9	MT. VERNON	NR	* 4.20	* 7.52	12.51Pm	* 6.42	
						64	19	33.3	FIR	FR	f 4.35	* 8.03	1.00Pm	f 6.54	
						8		35.0	MILLTOWN	f	4.38	* 8.07			
						67	61	40.4	STANWOOD	B	* 4.55	* 8.16	1.11Pm	f 7.07	
						76	14	45.9	SILVANA	NA	f 5.10	* 8.32	1.24	f 7.20	
						64	16	50.0	ENGLISH	f	5.20	* 8.40	1.30	7.28	
						63	8		KRUSE	K	5.28	* 8.45	1.34	7.33	
						64	74	57.0	MARYSVILLE	MS	* 5.40	* 8.52	1.40	3.02Pm	7.40
						56	7		DELTA WYE	WY	5.48	* 8.58	1.46	3.16Pm	7.47
						60	7		LONG SIDING	f	5.52	9.01	1.49	7.50	
						65	120	53.3	EVERETT	f	6.07	* 9.13	* 1.58	* 8.05	
						64	1		EVERETT JUNCTION	JN	A 6.10Am	A 9.15Am	A 2.00Pm	A 8.07Pm	
											Daily	Daily Ex Sunday	Daily	Daily	
											357	277	359	299	355
											3.27	2.30	2.00	1.14	2.37
											18.4	25.6	22.8	27.0	21.3

SPECIAL RULES.

Southward trains are superior to northward trains of the same class. Extra trains may pass and run ahead of third class trains. 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 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.

Engines heavier than E-14 and F-5 are prohibited on this district.

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

All trains will reduce speed to 10 miles per hour over draw bridges 10 at Delta, 11 and 12 near Marysville and 36 near Burlington.

Trains handling cars loaded with logs which are not secured with chains, must not exceed a speed of twenty miles per hour.

All trains run carefully from overhead crossing 2 miles north of Samish to tunnel 18.

All trains reduce speed to 3 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. 355 Sundays.

At Kruse all N. P. trains will enter and leave G. N. main line, through cross-over.

Except when displaying signals for following 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 south 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, One Short.

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. 3 In Effect 7/1/1920	STATIONS	Distances from Everett Junction	SIGNS See Rule 2 Page 18	SECOND CLASS			THIRD CLASS		
298	358	278	360	356					712	728	714	710		
N P 441 Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily					Fast Freight Daily Ex. Sunday	N. P. 875 Freight Daily Ex. Sunday	Mds. Freight Daily Ex. Sunday	Mds. Freight Daily Ex. Sunday		
A * 8:15pm	A * 6:15pm	A * 6:15pm	A * 4:10am	A * 4:10am	BELLINGHAM	64.1	R * DN CWTKP	A 8:45am						
* 8:00	* 6:02	* 6:02	* 4:00	* 4:00	SOUTH BELLINGHAM	61.2	D O K P	* 8:30						
7:52	f 6:53	f 6:53	f 3:50	f 3:50	SOCKEVE	57.2	P	f 8:15						
7:40	f 6:40	f 6:40	f 3:30	f 3:30	SAMISH	51.6	W P	f 7:55						
	* 6:38	* 6:38	f 3:28	f 3:28	BLANCHARD	50.9	P							
7:32	f 6:31	f 6:31	f 3:20	f 3:20	BOW	47.3	D P	* 7:25						
7:24	f 6:22	f 6:22	f 3:07	f 3:07	BELLEVILLE	43.9	P	f 7:05						
* 7:19	* 6:16	* 6:16	* 3:00	* 3:00	BURLINGTON	40.2	R DNCOWYXKP	* 6:50						
* 7:06	* 6:03	* 6:03	* 2:45	* 2:45	MT. VERNON	36.2	DN P	6:10						
6:54	* 4:50	* 4:50	f 2:30	f 2:30	FIR	30.8	D P	6:55						
	* 4:45	* 4:45	f 2:25	f 2:25	MILLTOWN	29.1								
6:43	* 4:35	* 4:35	* 2:15	* 2:15	STANWOOD	23.7	DN P	5:35						
6:34	* 4:20	* 4:20	f 2:00	f 2:00	SILVANA	18.2	D W P	5:10						
6:28	* 4:10	* 4:10	f 1:49	f 1:49	ENGLISH	14.1	P	4:50						
A 4:26pm	6:23	* 4:02	9:53	1:40	KRUSE	10.5	R DN P	4:30						
4:19	6:18	* 3:54	* 9:48	* 1:34	MARYSVILLE	7.1	DN P	4:15						
L 4:12pm	6:12	3:43	9:38	1:23	DELTA WYE	4.4	R DN IY P	4:00am						
	6:09	3:40	9:35	1:20	LONG SIDING	3.4								
	* 6:05	* 3:35	* 9:30	* 1:16	EVERETT	0.8	P							
L 6:00pm	L 3:25pm	L 3:25pm	L 9:15am	L 1:05am	EVERETT JUNCTION	0.0	R DN P							
Daily	Daily	Daily Ex. Sunday	Daily	Daily				Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday			
298	358	278	360	356				712	728	714	718			
14 27.0	3.15 28.5	2.55 23.0	3.05 21.0					4.45 13.4	8.0 20.6	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 153 feet north of crossing. All signals standard indications and are a part of the automatic block system. A switch opening spur 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. 95, 102, 104 and 106.
Vancouver, for trains Nos. 359, 355, 357, 101, 103, and 719.
Bellingham, for trains Nos. 277 and 720.
Kruse, for trains Nos. 299 and 728.
Burlington No. 713.
C.N. JUNCTION FOR TRAINS 77, 101, 102, 104, 106, and 719.

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, 103 and 107.
Vancouver, for trains Nos. 359, 358, 360, 102, 104, and 720.
Bellingham, for trains Nos. 278 and 719.
Kruse, for trains Nos. 298 and 728.
Burlington No. 714.
C.N. JUNCTION FOR TRAINS 93, 102, 104, 106, and 719.

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.
YARD LIMIT BOARDS PLACED EACH DIRECTION FROM WHITE RIVER.

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
Blondel Demovan Spur	1.3 Miles north of Bow	North		64
Bellville Pt.	1.5 Miles north of Belleville	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		
Skagit 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 Bros. Spur	2.5 Miles north of Marysville	South		2
Cox's Spur	1.4 Miles north of Marysville	South		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.

8 SOUTHWARD.

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

THIRD CLASS			SECOND CLASS			FIRST CLASS					
103	719	107	711			357 359 355			97	101	
C. N. Ry. 302 Freight	Mids. Freight	C. N. Ry. 290 Mids. Freight	Fast Freight			Passenger			C. N. Ry. 35 Passenger	C. N. Ry. 3 Passenger	
Daily	Daily Ex. Sunday	Mon. Wed. Fri.	Daily Ex. Monday			Daily			Daily	Daily	
11:43	7:25	7:04	7:11			12:01m			7:00m	6:00m	
<p>Time Table No. 2 In Effect July 25, 1920</p>											
<p>STATIONS</p>											
<p>Capacity of Side Tracks: Passenger Tracks, Other Tracks, Distance from Vancouver</p>											
<p>Time Over District, Average Speed Per Hour</p>											
<p>33 319 0.0 VANCOUVER</p>											
<p>38 7.3 STILL CREEK</p>											
<p>38 7.3 ARDLEY</p>											
<p>38 7.3 BURNABY</p>											
<p>38 7.3 ENDOT</p>											
<p>27 58 12.4 SAPPERTON</p>											
<p>52 13.1 NEW WESTMINSTER</p>											
<p>64 3 18.7 FRASER RIVER JCT.</p>											
<p>65 59 24.1 TOWNSEND</p>											
<p>65 59 24.1 COLEBROOK</p>											
<p>65 21 27.7 CRESCENT</p>											
<p>65 21 27.7 WHITE ROCK</p>											
<p>62 134 26.0 INTERNATIONAL BOUNDARY</p>											
<p>76 40 43.8 BLAINE</p>											
<p>3 46.2 CUSTER</p>											
<p>75 38 49.1 ENTERPRISE</p>											
<p>30 51.3 FERNDALE</p>											
<p>119 110 56.1 BRENNAN</p>											
<p>BELLINGHAM</p>											
<p>357 359 355 97 101</p>											

Special Rules.

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

Extra trains may pass and run ahead of third class trains.

Double track between Still Creek and Endot. Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

Extra trains will use double track in direction of current of traffic without running orders on receipt of clearance from Superintendent.

No. 355 meets No. 360 and No. 719 meets No. 711 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 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.

Engines heavier than E-14 and F-5 are prohibited on this district.

No train will exceed speed of 25 miles per hour, on curves of 8 degrees or over.

All trains will reduce speed to 10 miles per hour over draw bridges 69 and 70 near Colebrook and 85 Vancouver yard and reduce speed to 15 miles per hour over bridge 64 near Ferndale.

Trains handling cars loaded with logs which are not secured by chains, must not exceed a speed of twenty miles per hour.

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.

No Train Will Exceed Speed of 25 miles per hour between MF 139 and 77 Fraser River

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 five (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. 355 will register by card at Colebrook.

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

Track lying to the south 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.

All trains arriving & leaving Vancouver and CN Junction will register in train Register located on opp side of Wye

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

FIRST CLASS					Time Table No. <u>2</u> In Effect July 24, 1920	STATIONS	Telephone Calls	Distance from Bellingham	SIGNS See Rule 2, Page 18.	SECOND CLASS			THIRD CLASS		
358	360	98	102	356						712			720	106	104
Passenger Daily	Passenger Daily	C. N. Ry. 37 Passenger Daily	C. N. Ry. 1 Passenger Daily	Passenger Daily						Fast Freight Daily Ex. Sunday			Miles Freight Daily Ex. Sunday	C. N. Ry. 249 Miles Freight Thurs., Sat.	C. N. Ry. 201 Freight Daily
A 10:45 ^{am}	A 3:30 ^{pm}	A 1:00 ^{pm}	A 1:00^{pm}	A 8:00 ^{am}	VANCOUVER	VN	08.1	R O D N W C Y T P K				A 4:30 ^{pm}			
10:55	3:17	1:10 ^{pm}	1:00^{pm}	7:45	STILL CREEK		26.9	P				4:40	A 4:35 ^{pm}	A 1:00 ^{pm}	
10:30	3:12	10:44	1:00^{pm}	7:40	1.9 ARDLEY		55.4	P				4:15	4:30	1:00 ^{pm}	
10:26	3:07	10:38		7:35	2.8 BURBANK		63.1	P				4:08	4:25	1:00 ^{pm}	
10:21	2:59	10:30		7:28	3.3 ENDOT		60.9	P				4:00	4:19	1:00 ^{pm}	
10:16	2:47	10:19		7:21	2.0 SAPPERTON		47.7	P				3:48	4:13	1:00 ^{pm}	
10:11	2:42	10:14		7:17	0.7 NEW WESTMINSTER	MN	45.7	W I Y P K				3:55 3:27	4:05	1:00 ^{pm}	
10:08	2:40	10:12 ^{am}		7:15	0.4 FRASER RIVER JCT.		45.0	R D N I P K				3:17	4:00 ^{pm}	1:00 ^{pm}	
9:59	2:30			7:05	6.2 TOWNSEND		44.8	P				3:12			
9:51	2:20			6:55	5.4 COLEBROOK	O	39.4	P				3:00			
9:43	2:10			6:42	3.8 CRESCENT		34.0	R D N W Y P				2:40			
9:36	2:00			6:20	4.8 WHITE ROCK	WR	30.4	P				2:30 2:15			
9:11	1:50	1:40		5:55	3.0 INTERNATIONAL BOUNDARY		25.6	DN				3:00 2:45-1:40			
9:00	1:40	1:30		5:25	0.9 BLAINE	BN	22.1	R D N W T P				12:40 ^{am}			
8:42	1:30	1:20		4:54	0.7 CUSTER	CU	14.6	D				7:19 11:45			
8:36	1:25	1:17		4:46	2.7 ENTERPRISE		11.9	P				3:59 11:22			
8:32	1:20	1:12		4:40	2.0 FERNDALE	PD	9.0	D				9:40			
8:24	1:15	1:05		4:29	2.2 BRENNAN		6.8	P				10:46			
L 8:15 ^{am}	L 8:00 ^{am}			4:15 ^{am}	6.2 BELLINGHAM	HM	0.0	R O D N W C T P K				L 9:55 ^{am}			
Daily	Daily	Daily		Daily								Daily Ex. Sunday	Daily Thurs., Sat.	Daily	
358	360	98	102	356								712	720	106	104
2:30 23.2	2:00 14.0	1:19 14.0	2:19 26.0	2:48 15.0								1:38 18.8	6:35 8.9	3:59 17.4	3:59 17.4

Track is electrically bonded between Vancouver from Signal Fraser River Spur and southward from Signal at Main front track New Westminster and across when given clear signal on either one of these signals may proceed through block.

New Westminster Interlocking System.—Signal tower is located 4600 feet north of north end of Fraser River bridge. This apparatus controls the crossing of the C. P. Ry., also switches leading to and from the Fraser River Bridge tracks and New Westminster. South derail is 1600 feet south of tower. North derail is 625 feet north of tower. Northward home signal is located to the left of the track and is 1655 feet south of tower. Southward home signal is located 675 feet north of the tower. Distant signals are located 1200 feet north and south of home signals. This plant has two advance home signals governing train movements over switches at north and south end of plant. North of plan 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 plan 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 derrails are located 600 feet north and south of both bridges. The caution fixed signals are located 3000 feet from 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 derrails 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 G. P. Ry. crossing. No distant signals at this plant.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	Cap-acity
Maddoughs-Shaw Spur	0.7 Miles north of Ardley	South	5
Ardley Power Spur	0.3 Miles south of Ardley	South	2
Haight Spur	1.5 Miles north of Sapperton	South	450
Bradford and Taylor	0.7 Mile north of Sapperton	South	7
St. Mingo Spur	1.0 Mile north of Townsend	North	23
Delta Shingle Co. Spur	0.8 Miles south of Townsead	North	10
Mosher Lumber & Logging Spur	2.2 Miles south of Townsead	South	630
Squires Spur	2.0 Miles north of Colebrook	South	2
Campbell Lumber Co. Spur	1.0 Miles south of Whiterok	South	2450
Dakota Creek Spur	2.0 Miles south of Sapperton	North	62
Blaine Shingle Co.'s Spur	2.0 Miles south of Blaine	South	9
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	18
Mik Spur	0.3 Miles south of Ferndale	South	28
Marietta Spur	3.3 Miles north of Bellingham	South	2

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Side Tracks		Time Table No. 13 Effective July 25, 1920	STATIONS	Telegraph Calls	Distance from Anacortes	FIRST CLASS		SECOND CLASS		THIRD CLASS	
723	377	289	279	290	280	378	724					290	280	378	724		
Mixed Freight Daily Ex. Sunday	Mixed Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Mixed Daily Ex. Sunday	Mixed Freight Daily Ex. Sunday	Passenger Daily	Passenger Daily	Mixed Daily Ex. Sunday	Mixed Freight Daily Ex. Sunday						
L 6:30am		L 4:30am	L 9:25am	39			ROCKPORT	KK	53.7	R D Y W	A 1:30pm	A 9:10pm					A 4:30pm
f 6:50		4:45	9:40	18	5.8		FAHER		47.9		1:12	8:55					f 4:00
* 7:25		* 4:57	* 9:52	83	9.1		CONCRETE	BA	44.6	D	* 1:00	* 8:47					* 3:30
* 7:50		f 5:00	f 9:55	39	7.6	10.2	GRASSMERE		43.5	W	f 12:50	f 8:39					f 2:40
f 8:20		* 5:12	* 10:08	41	15.8		BIRDSVIEW		38.2		* 12:38	* 8:27					f 2:15
* 8:50		* 5:25	* 10:21	35	9	30.6	HAMILTON	H	23.1	D W	* 12:25	* 8:15					* 1:40
* 9:15		* 5:37	* 10:34	25	23.9		LYMAN	MY	29.8	D	* 12:15pm	* 8:06					* 1:10
f 9:35		f 5:48	f 10:45	21	29.2		COKE DALE JUNCTION		24.8		f 11:58	f 7:54					f 12:40
* 10:00	L 9:16am	* 6:00	* 10:55	42	63	22.4	SEDRO-WOOLLEY	SW	21.3	D X R I K	* 11:50	* 7:46	A 8:30am				* 12:25
						24.7	STERLING		19.0								
A * 10:25am	* 9:35 ²⁹⁰ 10:55	* 6:20 ²⁸⁰ 7:25	11:10 ²⁹⁰ 11:30	63	225	37.2	BURLINGTON	BU	16.5	R DN CO WYX IK	11:30 ²⁷⁹ 10:55 ³⁷⁷	7:30 ²⁸⁰ 6:50	8:10 7:20				f 12:01pm
	* 11:05	* 7:33	* 11:38	16	40.0		AVON		13.7		* 10:46	* 5:39	* 7:05				
	f 11:15	f 7:40	f 11:45	7	43.5		FREDONIA		11.1		f 10:40	f 5:32	f 6:57				
	* 11:25	* 7:47	* 11:52	17	44.1		WHITNEY		9.6		* 10:35	* 5:25	* 6:50				
						48.3	DRAW BRIDGE		7.4								
	f 11:45	f 8:03	f 12:08pm	3	49.6		FIDALGO		4.1		f 10:21	f 5:11	f 6:20				
A * 12:05pm	A * 12:05pm	A * 8:15pm	A 12:20pm	235	53.7		ANACORTES	AC		R D T W	L 10:10am	L 5:00pm	L 6:00am				Daily Ex. Sunday
	377	289	279								290	280	378				724
	2:40 8:7	2:40 19:5	3:45 18:5								3:20 18:1	4:10 13:0	2:30 8:05				4:20 8:4

Special Rules.

Westward trains are superior to eastward trains of the same class. Trains may pass and run ahead of third class trains. Boards are located at Anacortes, Burlington and Rockport. Rate of speed for passenger trains between Anacortes and Rockport, 30 miles per hour. Freight trains 15 miles per hour. Will not exceed speed of 25 miles per hour on μ curves of 8 degrees and over. Will not exceed speed of 40 miles per hour over draw-bridges. Passenger Service will not exceed a speed of forty (40) miles per hour. Trains with F5 must not cross bridge 62 near Concrete. F5 and D5 engines must not exceed speed of 10 miles per hour. Trains with F1 must cross Drawbridge 12 two miles west of Whitney. All trains reduce speed to 10 miles per hour. Trains will stop on flag at Fidalgo Mill Spur, Summitt Park, Minkler, Superior Ave. East Concrete, Van Hook and Nestes Spur. Trains of gates at crossing third and fourth districts at Burlington, will be against fourth district trains. Trains at crossing Puget Sound and Baker River Railway two miles east of Burlington will be clear of crossing. Not necessary to stop when gates are clear and set against P. S. & B. R. Ry. Trains will stop one half mile west of Sedro-Woolley at crossing of Pacific Northwest Traction Company. Distant signal of crossing, has one arm showing caution. Home signals are located 208 feet inside of home signals. Derrails are located 55 feet inside of Home Signals. Trains just west of Burlington at crossing of Pacific Northwest Traction Company eastward distant signal is set at crossing, has one arm showing caution. Home signals are located 55 feet each way from crossing. Trains just east of Burlington at crossing of Pacific Northwest Traction Company westward distant signal is set at crossing, has one arm showing caution. Home signals are located 55 feet each way from crossing. Trains just east of Burlington at crossing of Pacific Northwest Traction Company westward distant signal is set at crossing, has one arm showing caution. Home signals are located 55 feet each way from crossing.

TERMINAL STATIONS.

Anacortes, for trains Nos. 279, 289 and 377.
 Anacortes, for trains Nos. 280, 290 and 734.
 Burlington, for train No. 724.
 Sedro-Woolley, for train No. 377.
 Boards are located at Anacortes, Burlington and Sedro-Woolley.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Briceo 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
Nestes Spur	0.4 Miles East of Faber	Both Ends		50
Van Horne's Spur	1.5 Miles west of Faber	East		15
Vix Spur	1.5 Miles west of Faber	West		24
Washington Port Cement Co.	0.7 Miles east of Concrete	West		110
Superior Portland Cement Co. Spur	0.7 Miles west of Concrete	East		57
Burpee Shingle Spur	0.4 Miles west of Grassmere	West		5
Kirby Spur	1.5 Miles east of Birdsvew	West		2
Lyman Lbr. Co.	2.0 Miles east of Birdsvew	West	750	17
L. L. Spur	0.2 Miles west of Hamilton	West		2
Hop Ranch Spur	0.8 Miles east of Lyman	West		3
Staght Mill Co. Spur	1.5 Miles east of Lyman	West		29
Duncan Spur	1.0 Miles east of Cokedale	West		2
Minkler's Mill	3.0 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	5.9 Miles east of Anacortes	West		14
Fidalgo Island Shingle Co. Spur	4.6 Miles east of Anacortes	West		2
Log Rollway	2.7 Miles east of Anacortes	East		2
Fidalgo Mill Spur	2.1 Miles east of Anacortes	Both Ends		21
		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 Hgt.	Max- imum Wdth.
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																			
	W I D T H																			
	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 Port and 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"	11'0"

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'6" 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	Dosers	40,000
Dead engines	Actual weight	B. & 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	180,400	Parlor	108,700
" " 60 ton	183,500	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	76,500
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 CABOOSSES.

STATIONS	Ruling Grade	Class L1S-1902-1903-1908-1921				Class L1-1900-1921				Class L3-1906-1944 "O1" 3020-3069 P-1750-1764				Class F8-1140-1199 Superheated				Class F5-1095-1099 "F5-1100-1109				Class G2-700-719 "G2-720-769				Class F1-500-565 "D5-450-476				Class D-300-395			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Gold Bar to Skiyomiah	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	.....	.....	.....	.....
Skiyomiah 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	360	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	360	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	1840	1730	1800	1620	1440	1360	.....	.....	.....	.....
Cascade Tunnel to Skiyomiah	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	1040	975	.....	.....	.....	.....
Delta to Bellingham	0.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2800	2520	2240	2100	2500	2250	2000	1875	1800	1620	1440	1360	1460	1320	1200	1130	.....	.....	.....	.....
Delta to Gold Bar	0.4	3800	3150	2800	2630	3800	3150	2800	2630	3500	3150	2800	2630	2800	2520	2240	2100	2500	2250	2000	1875	1800	1620	1440	1360	1460	1320	1200	1130	.....	.....	.....	.....
Skiyomiah to Delta	0.3	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	1280	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	.....	.....	.....	.....
Anacortes to Rockport	0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1625	1500	1350	1275	1425	1285	1140	1000	1100	990	890	800	960	865	770	670	850	765	680	595
Rockport to Anacortes	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1550	1400	1275	1200	1350	1250	1100	980	1020	950	850	725	800	725	650	620	650	600	550	500

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

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

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

Weights of Empty Freight Cars.

Box Cars, 28 to 30 foot.....	11 Tons
Box Cars, 33 foot.....	12 Tons
Box Cars, 34 foot.....	13 Tons
Box Cars, 36 foot.....	15 Tons
Box Cars, 40 foot.....	17 Tons
Refrigerator Cars.....	20 Tons
Express Refrigerator Cars.....	33 Tons
Furniture Cars, 30 to 40 foot.....	17 Tons
Furniture Cars, 40 to 50 foot.....	19 Tons
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
Gondola Cars.....	13 Tons
Ore Cars, Wood.....	12 Tons
Ore Cars, Steel.....	15 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	12 Tons
Steam Wreckers.....	75 Tons

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

Weights of Passenger Equipment.

	Wooden	Steel Under-frame	Steel
Postal Cars,			
Nos. 1 to 21.....	.....	.....	67 Tons
Nos. 80 and 91.....	.....	.....	48 Tons
Nos. 50 to 69.....	54 Tons	.....	.....
Nos. 107 to 114.....	43 Tons	.....	.....
Baggage and Mail,			
Series 300 and 400.....	26 Tons	.....	.....
Series 600 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 weight 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. 7500 to 7571.....	45 Tons	.....	.....
Nos. 7572 to 7604.....	60 Tons	.....	.....
Sleepers,			
Nos. 8000 to 8456.....	60 Tons	.....	.....
Compartment-Observation,			
Nos. 9001 to 9035.....	63 Tons	.....	.....
Business Cars,			
Average Weight.....	40 Tons	.....	.....

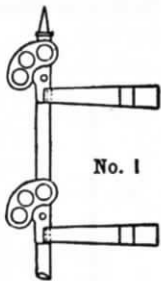
Weights of Dead Engines and Tanks.

Engines numbered below 200 series.....	80 Tons
Engines numbered in 200 series.....	90 Tons
Engines numbered in 300 series.....	86 Tons
Engines numbered in 400 series.....	110 Tons
Engines numbered in 500 series.....	115 Tons
Engines numbered in 600 series.....	120 Tons
Engines numbered in 700 series.....	140 Tons
Engines numbered in 800 series.....	155 Tons
Engines numbered in 900 series (except 992 to 997).....	115 Tons
Engines numbered 992 to 997.....	95 Tons
Engines numbered 1000 to 1007.....	131 Tons
Engines numbered 1050 to 1069.....	144 Tons
Engines numbered 1079 to 1095.....	158 Tons
Engines numbered in 1100 and 1200 series.....	160 Tons
Engines numbered in 1300 series.....	160 Tons
Engines numbered 1400 to 1405.....	173 Tons
Engines numbered 1406 to 1425.....	188 Tons
Engines numbered in 1500 and 1600 series.....	179 Tons
Engines numbered in 1700 series.....	180 Tons
Engines numbered in 1800 series.....	219 Tons
Engines numbered in 1900 series.....	252 Tons
Engines numbered in 3000 series.....	217 Tons
Engines numbered 1750 to 1760.....	245 Tons
Engine Tank (Empty).....	30 Tons

Speed Table.

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

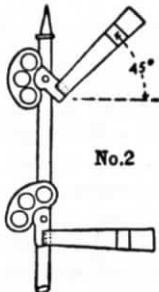
ELECTRIC TRAIN STAFF BLOCK SIGNAL DIAGRAMS.



No. 1

Home Signal.

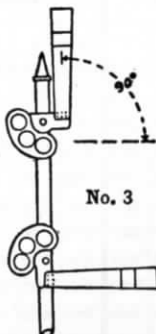
Color. Upper Arm RED light at night.
Lower Arm RED light at night.
Indication. STOP. Proceed only when Signal clears.
Name. STOP Signal.



No. 2

Home Signal.

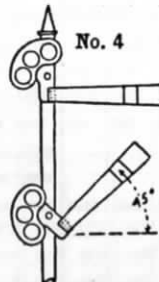
Color. Upper Arm, YELLOW light at night.
Lower Arm, RED light at night.
Indication. Proceed on main line with caution, be prepared to stop at the Block Station.
Name. CAUTION Signal.



No. 3

Home Signal.

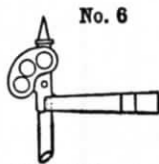
Color. Upper Arm GREEN light at night.
Lower Arm, RED light at night.
Indication. Main line route clear staff in crane PROCEED.
Name. CLEAR Signal.



No. 4

Home Signal.

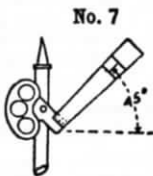
Color. Upper Arm, RED light at night.
Lower Arm, YELLOW light at night.
Indication. Take Passing track.
Name. CAUTION Signal.



No. 6

Distant Signal.

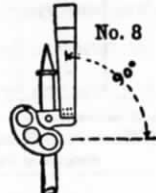
Color. RED light at night.
Indication. STOP then proceed with caution to Home Signal.
Name. STOP Signal.



No. 7

Distant Signal.

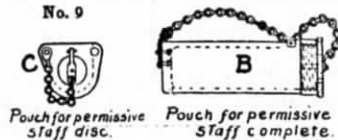
Color. YELLOW light at Night.
Indication. Proceed with CAUTION prepared to stop at Home Signal.
Name. CAUTION Signal.



No. 8

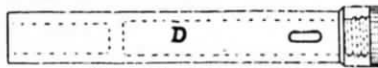
Distant Signal.

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

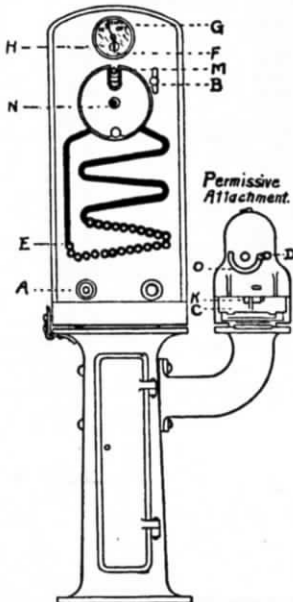


No. 9

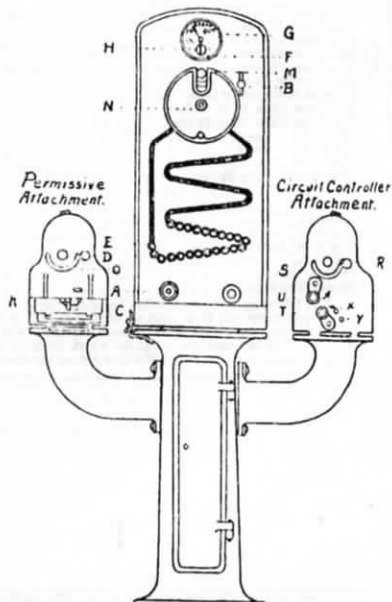
Pouch for permissive Staff disc. Pouch for permissive Staff complete.



POUCH FOR ABSOLUTE STAFF.



STAFF INSTRUMENT.



STAFF INSTRUMENT.

Bell Code of Signals

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

GENERAL INSTRUCTIONS

FOR

OPERATING TRAIN STAFF INSTRUMENTS.

TO REMOVE STAFF FROM MACHINE.

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

INSTRUCTIONS TO OPERATOR AIDING IN REMOVAL OF A STAFF.

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

TO REPLACE STAFF IN THE MACHINE.

- Instructions to Operator replacing staff.
- 1st. Turn outer guard "N" to place and insert staff in the opening "M."
 - 2nd. Using staff as handle revolve guard "N" to the right and allow staff to roll down spiral into place.

- 3rd. Press bell key "A" according to signal 1-2 of the bell code.

Instructions to Operator at opposite end of Block.

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

TO REMOVE THE PERMISSIVE STAFF FROM MACHINE.

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

TO REPLACE THE PERMISSIVE STAFF IN THE MACHINE.

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

INSTRUCTIONS FOR OPERATING SEMAPHORE SIGNALS THROUGH CIRCUIT CONTROLLER ATTACHMENT.

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

ELECTRIC TRAIN STAFF BLOCK SIGNAL RULES AND INSTRUCTIONS.

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

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

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

1. All trains and engines in both direction will be governed exclusively in their movements by the train staff.
2. Home and Distant semaphores are located at each block station. Home signals are located at the passing track switches. Distant Signals are located about 4,000 feet from home signals. The signal indications are illustrated by figures Nos. 1, 2, 3, 4, 6, 7, 8 and the meaning of the positions of the signal arms and lights is explained under the diagrams. In all cases the block signals are located upon the right of and adjoining the track upon which trains are governed by them. The semaphore arms that govern are displayed to the right of the signal mast as seen from an approaching train.
3. The possession of the staff by the Engineer gives his train the right of track to the next block station. Engineers must know that the staff is in the pouch before proceeding.
4. The staff will be handled by the Engineer of the leading engine of the train; and the staff must be in the actual possession of the Engineer before he moves his train into a block, and such engine must not be uncoupled from the train except at a block station. The Conductor will receive a "proceed" signal from Block Operator to indicate that staff has been delivered to Engineer. (See Rule 21-E.)
- 4-A. In the case of an engine pushing a train, it must be considered as part of that train through to the next block station, and may be uncoupled only at a block station. Such engine, if then uncoupled, must be treated as a separate train.
5. When a staff has been secured by the Engineer, he will announce the fact by sounding one short, one long and one short blast of the whistle, thus (o—o.)
6. An absolute staff permits but one train at a time to use a block. See D figure No. 9.
- 6-A. A permissive staff disc permits two or more train in the same direction at one time to use a block on ascending grade only, except westward between Leavenworth and Drury, Winton and Merritt, and eastward between Scenic and Tye. Each train must be in possession of a permissive staff disc before proceeding. See C. Fig. No. 9.
- 6-B. Permissive staff discs must not be given to Engineers with light engines or light tonnage trains to follow a passenger train.
- 6-C. Permissive staff complete permits but one train at a time to use a block descending grade only. See B, Fig. No. 9, and Rule No. 22-D.
7. The delivery of the staff to the Enginemen will be either by staff crane, hand of Block Operator, or the Conductor or head Brakeman of his own train and the Engineer must not accept delivery of a staff from any other person. Block Operators will not deliver staff to any other than one of these employes.

8. Staff will be delivered by Engineer on arrival at Block Station by dropping same at a designated spot, or, in case of taking siding, and it cannot be personally delivered by Engineer, it will immediately be sent to Block Operator by head Brakeman or Conductor. Under no circumstances will a staff be transferred from one train to another. It is the duty of the Block Operator to see that all of the train clears the block before inserting staff into instrument.
9. In case a train parts, or it is necessary to "double," the staff must be retained by the Engineer until all the train is clear of the block. A train is clear of a block when it has passed the home signal. A train proceeding on main track enters a block at the block office. It may occupy the main track inside of home signals in either direction to do station work or to allow another train to enter the sidetrack, but must not proceed until in possession of a staff, as per Rule No. 3.
- 9-A. A train making switching movements may use the main track to, but not beyond the distant signal, when protected as per Rule 99. Superior class trains must not be delayed.
10. Enginemen and Trainmen will carefully note the position of all signals and be governed accordingly in the movement and protection of their trains. See Figs. Nos. 1, 2, 3, 4, 6, 7, 8.
11. Conductors and Engineers, before leaving initial points, must secure clearance card. Form 219.
12. Block Operators, unless otherwise instructed by Train Dispatcher, will staff the train of superior time table rights and side track the inferior train when a meeting point develops at their station.
13. When it is desired to reverse the right of track, trains will be moved by train Dispatcher's orders on Form 19, issued to Block Operators giving instructions to staff the train that is to receive preferred attention, and side track the superior train.
14. Work trains, after receiving orders authorizing the existence of the train, will occupy the block after receiving the absolute staff until same is surrendered at a block station at either end of the block. They will be given a time by the Train Dispatcher when delivery shall be made, and unless otherwise instructed, they shall clear the block and deliver the staff to the Block Operator so that regular and extra trains will not be delayed. Train Dispatcher may authorize the delivery of a permissive disc in the prescribed direction to enable work train to work under protection of flag until following train approaches.
15. In case of failure of staff apparatus, all concerned must be notified and trains will be moved by train orders until it has been repaired. In such event, the train order takes the place of the staff, through only one block on each train order and this order must be given jointly to the Conductor and Engineer of the train and the Block Operator at both ends of the block.
- 15-A. In the event of staff apparatus and other means of communication becoming out of order due to the breakage of line wires or other causes, trains will move in accordance with general rules and time table rights, obtaining at each block office, block card, Form No. 2615, signed by Block Operator.
- 15-B. When a staff apparatus has been repaired it will not be put into use until authorized by Train Dispatcher.
- 15-C. Before issuing train orders, superseding staff system, the Train Dispatcher must know that block is

- clear and the Block Operator and Train Dispatcher must know that the full number of staffs are in the two instruments of this block.
16. In case a staff should be lost, the staff instruments in this block are inoperative and trains must be moved only by the authority of Train Dispatcher, who will then issue train orders. The staff can only be replaced by Signal Repairman who has charge of the staffs not in use. No extra staffs will be allowed in the possession of any other employee.
 17. Should a train pass a block station without markers, the Block Operator must notify the Train Dispatcher and the next block station in each direction and must not report that train clear of the block until he has ascertained that the train is complete.
 18. A record of all trains must be kept at each block station on Form No. 290.
 19. In case of unexpected delay to a train to which a staff has been delivered, same can be recalled by Block Operator and return of staff to the instrument will cancel the authority given to such train to proceed. The train then has no right to main track until given another staff.
 20. Block Operators must not deliver a staff received from one train to another train. It must be placed in the instrument and another withdrawn in accordance with the rules.
 21. Block Operators will handle the staff machines in accordance with the rules and general instructions for operating staff instruments.
 - 21-A. When two or more trains bound in opposite directions are at a block station, Block Operator must exercise great care in delivery of staffs and must know that the staff is delivered to the train for which it was withdrawn.
 - 21-B. Enginemen and Trainmen may accept an absolute staff (See Rule 3) as authority for a train movement only when placed in a pouch bearing a metal plate upon which is printed the names of the two stations between which the train is to be moved.
 - 21-C. Enginemen and Trainmen may accept a permissive staff disc (See Rule 6-A) as authority for a train movement only when such disc has printed upon it the names of the two stations between which the train is to be moved.
 - 21-D. Enginemen and Trainmen may accept a permissive staff (See Rule 6-C) as authority for a train movement only when such permissive staff has printed upon it the names of the two stations between which the train is to be moved. Block Operator will deliver permissive staff with printed end up in pouch "B" open. Engineer after observing that proper staff has been received will close pouch.
 - 21-E. Block Operator will remain in view until rear end of the train has passed and will then give a "Proceed Signal" to the Trainman thereon, to indicate that the staff has been delivered to the Engineman.
 22. Absolute staffs (See D, Fig. No. 9) must be used for all trains on descending grades, or eastward from Cascade Tunnel to Leavenworth, and westward from Tye to Skykomish.
 - 22-A. Trains moving under authority of a permissive staff disc must protect against following trains as per Rule No. 99. Trainmen will not be required to protect rear of train in staff territory between Skykomish and Leavenworth, when positively known engineer holds a positive staff. When a train stops between stations, engineer if holding permissive staff, will immediately

- whistle out flag. If holding positive staff, will not whistle out flag, but a trainman must be on rear of train.
- 22-B. When two or more trains use permissive staff discs the last train will be given the permissive staff (See B, Fig. No. 9) with all the remaining discs and this confers the same rights as a single permissive staff disc.
 - 22-C. The Block Operator receiving the permissive staff must at once assemble on it in numerical order all the permissive discs received from preceding trains and place the complete permissive staff in the permissive attachment.
 - 22-D. The first train in the opposite direction (descending the grade) must be given the complete permissive staff, which confers the same rights as an absolute staff.
 23. When no train movement is imminent, home signals must be kept in stop position.
 24. Block Operators must not make nor permit any unauthorized alterations or additions to the apparatus. If alterations or additions are made, the work will be done under the direction of the Signal Supervisor.
 25. If any electrical or mechanical appliance fails to work properly, the Signal Repairman and Train Dispatcher must be notified and only duly authorized persons permitted to make repairs.
 26. Block Operators must have the proper appliances for hand signaling (a yellow flag by day and a yellow light by night) ready for immediate use. Hand signals must not be used when the proper indications can be displayed by the fixed signals. When hand signals are necessary, they must be given from such a point and in such a way that there can be no misunderstanding on the part of Enginemen or Trainmen as to the signals or as to the train for which they are given.
 27. Block Operators are responsible for the care of the block station, lamps and supplies and of the signal apparatus unless provided for otherwise.
 28. Lights in block stations must be so placed that they cannot be seen from approaching trains.
 29. Block Operators must not use, nor will Enginemen or Trainmen accept pouches, which are defective. Care must be exercised to keep the pouch plugs in good order with clamps, bearing station, names, securely in place. Signal Repairmen must also frequently inspect all pouches and keep same in good order at all times.
 30. The Engineer of a train which has parted must sound the whistle signal for "train parted" on approaching a block station.
 31. An Engineer receiving a "train parted" signal must answer by two short blasts of the whistle.
 32. When a parted train has been recompiled the Block Operator must be notified.
 33. If the track is obstructed between block stations notice must be given to the nearest Block Operator.
 34. If a train is held by a block signal to exceed two minutes, the Conductor must ascertain the cause.
 - 34-A. The Conductor must report to the Superintendent any unusual detention at block stations.
 35. Special attention of all concerned is directed to meaning of caution signal as shown by Fig. No. 2
 36. Staff instruments must be kept locked. Keys will be furnished to the signal repairman but to no other person.

AUTOMATIC BLOCK SIGNALS.

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

- A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to "STOP."
- B. An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates "PROCEED" with caution prepared to stop at the next signal.
- C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is "CLEAR" and is a Signal to "PROCEED."
- D. At night the position of the Signals will, in addition, be shown by the standard colored lights.
RED indicates "STOP."
YELLOW indicates "CAUTION;" proceed with caution prepared to STOP at next Signal.
GREEN indicates "PROCEED."

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

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

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

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

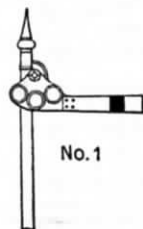
504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed—(See A, B and C):
- A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.
- B. On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
- Or—
- C. On double track, at once, under control, expecting to find track impassable.
- D. A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.
505. Omitted.
506. When a train is stopped by a block signal from any cause, Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.
507. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.

The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.

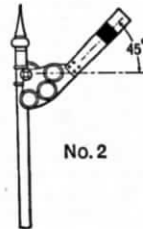
If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after movement has been made and the switches locked.

509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.
510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.
511. Omitted.
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.
513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules," a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights, see general instructions governing operation and maintenance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



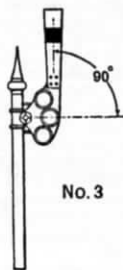
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



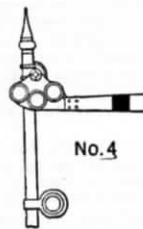
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



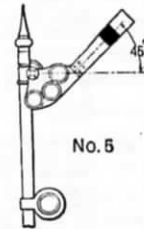
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



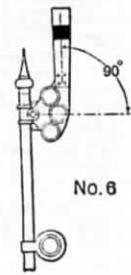
HOME
AUTOMATIC BLOCK SIGNAL.

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



HOME
AUTOMATIC BLOCK SIGNAL.

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



HOME
AUTOMATIC BLOCK SIGNAL.

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

INTERLOCKING SIGNALS

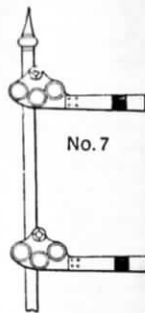
- 661. Trains or engine may be run to but not beyond a signal indicating "stop," except as provided in Rule 663.
- 662. If a Clear or Caution signal, after being accepted, is changed to a "stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
- 663. Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.
- 664. The Engineman of a train which has parted must sound the whistle signal for "train parted" on approaching an interlocking plant.
- 665. An Engineman receiving a "train-parted" signal from a Signalman must answer by the whistle signal for "train parted."
- 666. When a parted train has been re-coupled the Signalman must be notified
 - (a) The speed of trains through the home signal zone of interlocking plants in use at railway crossings, railway junctions or draw bridges is restricted as follows:
 - (b) Passenger trains holding main line route shall not exceed twenty-five miles per hour.

- (c) Passenger trains taking diverging route shall not exceed fifteen miles per hour.
 - (d) Freight trains holding main line route shall not exceed eighteen miles per hour.
 - (e) Freight trains taking diverging route shall not exceed ten miles per hour.
 - (f) All trains moving against the current of traffic on double track or wherever governed by dwarf signals shall not exceed eight miles per hour.
 - (g) Conditions may require a further speed restriction for all trains at draw bridges or other points as per special rules.
- 667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.
 - 668. Conductors must report to Superintendent any unusual detention at interlocking plants.
 - 669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from h.m.
 - 670. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal

indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

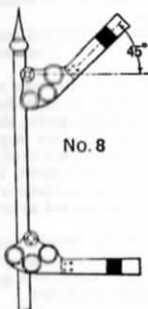
- 620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.
- 623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and are known to be in safe condition.

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



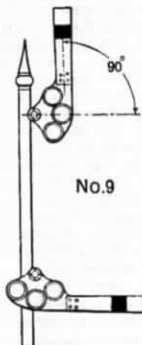
No. 7

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night. Lower Arm, RED light at night.
 Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
 Name. STOP Signal.



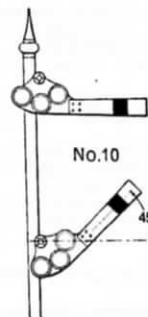
No. 8

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, YELLOW light at night. Lower Arm, RED light at night.
 Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
 Name. CAUTION Signal.



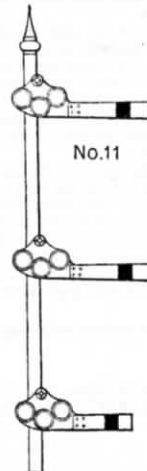
No. 9

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, GREEN light at night. Lower Arm, RED light at night.
 Indication. Main line route clear, PROCEED.
 Name. CLEAR Signal.



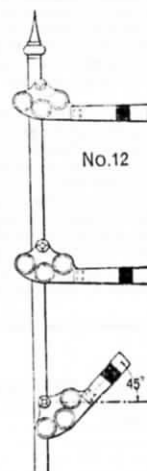
No. 10

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night. Lower Arm, YELLOW light at night.
 Indication. Diverging route clear, proceed with CAUTION.
 Name. CAUTION Signal.



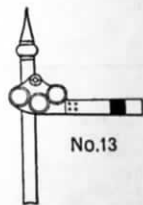
No. 11

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night. Middle Arm, RED light at night. Lower Arm, RED light at night.
 Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
 Name. STOP Signal.



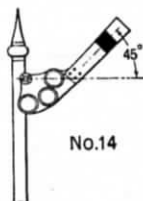
No. 12

INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night. Middle Arm, RED light at night. Lower Arm, YELLOW light at night.
 Indication. Slow speed route clear, proceed with CAUTION.
 Name. CAUTION Signal.



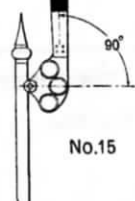
No. 13

INTERLOCKING DISTANT SIGNAL.
 Color. RED light at night.
 Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.
 Name. STOP Signal.



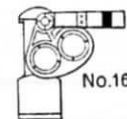
No. 14

INTERLOCKING DISTANT SIGNAL.
 Color. YELLOW light at night.
 Indication. PROCEED with CAUTION, prepared to stop at Home Signal.
 Name. CAUTION Signal.



No. 15

INTERLOCKING DISTANT SIGNAL.
 Color. GREEN light at night.
 Indication. PROCEED.
 Name. CLEAR Signal.



No. 16

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



No. 17

DWARF SIGNAL.
 Color. YELLOW light at night.
 Indication. PROCEED with CAUTION.
 Name. CAUTION Signal.

SPECIAL RULES.

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' telephones, accessible at all times.
I—Interlocked.
K—Connection with foreign road.
•—Standard clock.

REFERENCE MARKS

LONGA Mill Spur
Chlwauck House track.
Cascade Tunnel, east passing track lead *Am. Motion Spur*
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.

DERAIL SWITCHES
Fullac Jalle Co. Co's. train
Index, industry track.
Reiter, west end industry track.
Pacific Avenue, Brewery spur, Frye-Bruhn spur.
Everett, power house spur.
Shaght Crossing, English Log spur.
Mt. Vernon, Pacific Northwest Traction Co. transfer.
Bellingham B. & N. transfer.
Ardley, power house transfer.
Ferndale, industry track.
Abbottford, east end of passing track.
about Bellingham House 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. R. J. McCURDY
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.

Nels M. Nelson
Leavenworth.....F. E. CARLQUIST.
Seattle.....W. W. HOUGHTON & SONS, Frye Hotel.
Burlington.....J. H. CROSSBY.
Everett.....ROBT. ANDERSON.
Bellingham.....WILBER GIBBS.
New Westminster, B. C.....W. C. CHAMBERLAIN.
Sumas.....HENDRICKSON BROS.

Vancouver, B. C.....ROBERT McDONALD.
Tacoma, Wash.....RICHARD VEATH.
Centralia, Wash.....BEN SALICK.
Portland, Ore.....A. L. FIELD.
Monroe, Wash.....O. E. WILLIAMS
Vancouver, Wash.....JOS. CARTER.

Delta—

E. O. WADHAMS, Dispatcher.
T. H. REED, Dispatcher.
C. O. JOHNSON, Dispatcher.
H. L. CAULKINS, Dispatcher.
G. E. WELLEIN, Dispatcher.
N. WELLEIN, Dispatcher.

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

M. J. WELSH, Trainmaster.
P. M. LONG, Trainmaster.
J. E. GOUDIE, Trainmaster.