

GREAT NORTHERN RAILWAY



TIME TABLE No. 10,

TO TAKE EFFECT AT 12:00 P. M.

SUNDAY, JULY 1, 1922

See Table No. 8 and contents thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

C. McDONOUGH, Superintendent.

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

J. H. O'NEILL, General Manager.

F. S. ELLIOTT, General Superintendent.

FIRST SUB-DIVISION—LEAVENWORTH TO EVERETT JUNCTION.

EASTWARD.

2 WESTWARD.

SECOND CLASS		FIRST CLASS					Capacity of Side Tracks	Capacity of Other Tracks	Stations Numbers	Distance from Leavenworth	Time Table No. 10 Effective JULY 2, 1922	Telegraph Cables	Distances from Delta	SIGNS	FIRST CLASS				
401	1	297	285	3	27	28									4	300 (N. P. 442)	286	2	
Fast Freight Daily	Passenger Daily	N. P. 441 Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Fast Mail Daily	Express Daily	Passenger Daily	Passenger Daily	Passenger Daily	Express Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily						
L 9.00am	L 2.00pm			L 2.35am	L 1.45am	80	492	-1071	0.0	.....LEAVENWORTH.....	CH 109.8	Re DN WCTYOP	A * 3.20am	A * 2.45pm			A * 1.16am	
9.20	2.10			2.45	1.53	75	1074		2.3	.....TUMWATER.....	A 106.8		P 3.05	2.30			1:04	
9.40	2.20			2.55	1.59	75	1077		5.3	.....DRAURY.....	DY 103.8		P 2.55	2.20			12:56	
10.15	2.30			3.07	2.07	82	21	1081	10.4	.....CHIWAUKUM.....	CY 99.0	DN W P	P 2.42	2.10			12:47	
10.30	2.37			3.14	2.12	76	10	1084	12.0	.....WINTON.....	WI 98.9		P 2.35	2.04			12:41	
10.45	2.46			3.23	2.20	77	4	1088	17.4	.....NASON CREEK.....	ND 98.0		P 2.20	1.50			12:30	
10.55	2.53			3.32	2.25	170	776	6	1091	30.1	.....MERRITT.....	CK 80.0	DN W Y P	P 2.12	1.48		12:24	
11.40	3.10			3.47	2.41	80		1095	34.9	.....GAYNOR.....	GR 84.5		P 2.02	1.39			12:14	
12.10pm	3.19			3.55	2.49	87	401	1099	38.5	.....BERNE.....	BR 81.8	W P	P 1.54	1.31			12:06am	
1.20	3.36			4.20	3.10	88	1703		22.3	.....CASCADE TUNNEL.....	CN 77.3	R DN WCT P	* 1.44	* 1.20			* 11:55	
1.40	3.47			4.35	3.22	88	300	1705	25.9	.....TYE.....	WN 75.0	DN WC P	* 1.27	* 1.03			* 11:38	
2.00	3.57			4.45	3.30	65	21	1710	30.1	.....EMBRO.....	NY 70.0	DN W P	P 1.10	12.50			11:19	
2.15	4.05			4.53	3.37	76	17	1713	43.2	.....COREA.....	CO 67.3		P 1.00	12.40			11:08	
2.40	4.15			5.02	3.45	76	10	1716	45.3	.....SCENIC.....	MA 64.3	DN W P	* 12.45	* 12.25			* 10:50	
2.55	4.24			5.12	3.53	79	9	1719	48.8	.....ALPINE.....	NI 61.3	D W P	P 12.35	12.15			10:40	
3.10	4.33			5.21	4.01	78	12	1723	51.8	.....TONGA.....	G 87.7		P 12.23	12.03pm			10:28	
3.30	4.50		L 6.50am	5.40	4.15	63	178	1728	57.0	.....SKYKOMISH.....	KY 83.0	Re DN WC Y P	* 12.05am	* 11.45		A 6.00pm	* 10:10	
5.10	5.00		f 7.00	5.50	4.22	74	7	1733	61.1	.....GROTTO.....			P 11.50	11.32		f 5.49	9:55	
5.37	5.10		* 7.12	6.00	4.30	86	81	1737	66.1	.....MALFORD.....	MA 48.4	W P	P 11.40	11.24		* 5.37	9:45	
6.00	5.21		* 7.24	6.11	4.39	74	17	1742	71.3	.....INDEX.....	NX 58.3	DN P	P 11.28	* 11.10		* 5.21	9:33	
6.25	5.31		f 7.35	6.21	4.47	83	16	1747	76.3	.....REITER.....		W P	P 11.16	10.54		f 5.05	9:21	
6.40	5.40		* 7.44	6.29	4.55	100	818	1751	-90.0	.....GOLD BAR.....	GB 50.1	DN C Y P	P 11.08	* 10.45		* 4.55	9:13	
	5.45		* 7.50	6.32	4.59		71	1753	82.4	.....STARTUP.....	SD 57.1		P 11.04	10.37		* 4.45	9:09	
7.00	5.52		* 7.59	6.39	5.06	77	25	1757	85.5	.....SULTAN.....	SD 57.1	D P	P 10.56	* 10.30		* 4.38	9:03	
7.30	6.10		* 8.16	6.57	5.22	104	35	1764	88.8	.....MONROE.....	RO 16.3	DN W Y K P	* 10.42	* 10.12		* 4.25	* 8:47	
7.50	6.25	L 4.30pm	* 8.33	7.13	5.36	78	185	1771	100.3	.....SNOHOMISH.....	HO 9.3	R DN P	* 10.27	* 9.58	A 3.50pm	* 4.10	* 8:39	
8.21pm	6.37	A 4.40pm	f 8.43	7.23	5.45	78	27	1777	106.0	.....LOWELL.....	W 5.5	R DN K P	P 10.16	9.45	L 3.40pm	* 3.58	* 8:21	
	6.40		f 8.48	7.26	5.47	48	140		107.5	.....PACIFIC AVENUE.....	D 1.9	DN P	P 10.13	9.43		* 3.55	8:18	
	6.53		* 8.52	7.37	6.02		8	1779	108.7	.....EVERETT.....		K P	* 10.10	* 9.40		* 3.50	* 8:15	
A 9.00pm			A 8.55am	A 7.40am	A 6.05am			1780	108.8	.....EVERETT JUNCTION.....	JN 0.0	R DN P	L 10.00pm	L 9.30am		L 3.35pm	L 8.10pm	
Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	90	1067	CL2	109.8	Via N. P. R. DELTA.....	PG	Re DNWCTYOKP				Daily Ex. Sunday	Daily		
401	1	297	285	3	27								28	4	300	286	2		
13.00 9.1	4.55 22.3	5.08 35.0	3.08 25.0	5.05 31.5	4.20 25.2								5.20 21.0	5.15 21.1	4.10 24.5	3.25 22.5	5.05 21.0		

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. 285.
Everett Jet. for trains 1, 3, 27 and 286.

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.
 Bulletin boards are located at Leavenworth, Cascade Tunnel, Skykomish 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 Tye and Cascade Tunnel.

Automatic block signals in operation between Pacific Avenue and Tye and between Cascade Tunnel 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.
 Engines heavier than F Class must not exceed speed of ten (10) miles per hour over bridge 424 over Skykomish River 3/4 miles east of Grotto.

Class O-3 engines are prohibited on first Subdivision.
 No train will exceed speed of 25 miles per hour on curves of 8 degrees or over, 30 miles per hour on 6 and 7 degree curves, 35 miles per hour on 5 degree curves and 40 miles per hour on 4 degree curves.

Troop trains handling freight cars must not exceed speed of 25 miles per hour.
 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 1.5 per cent and greater, the maximum speed for freight trains must not exceed 15 miles per hour, and on less than 1.5 per cent descending grade to a 1 per cent grade, the speed must not exceed 25 miles per hour, live stock and fruit trains excepted. On a 1 per cent grade and less, 30 miles per hour will be the limit.

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

All trains reduce speed to 8 miles per hour through Martin Creek tunnel, and over bridges at both ends.
 All trains reduce speed to 10 miles per hour over Bridge 419 one and one-half miles west of Tongue.
 Passengers trains reduce speed to 35 miles per hour and freight trains to 15 miles per hour through city limits of Monroe.

All trains will reduce speed to 8 miles per hour crossing draw span, bridge 455 over Snohomish River, Snohomish.

All trains reduce speed to 10 miles per hour over crossing just east Pacific Avenue freight depot.
 Pacific Avenue passing track is the track known as the "C" line on north side of main line. No engine heavier than an F-5 should go in on any of the yard tracks on south side of main line.

Additional to other required tests of the air brake, no train will leave Cascade Tunnel until the air brakes have been carefully tested. Engineer will set the brakes and leave them set until carmen examine each car, then release them, and carmen will again examine each car and see that brakes release before giving the signal to start the train. Conductors must inform engineer how many cars loaded and empty in the train, and how many cars of "air" are working.

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

Trainmen will keep off top of cars while passing through Cascade Tunnel and through concrete snow shed just west of Tye.

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 Chawabuck.
 At all Home block signals between Skykomish and Leavenworth.

Trains are operated between a block post, 125 feet west of the east crossover switch Cascade Tunnel and the safety switch west end depot at Tye, by a train staff block system. No train or engine will be run in either direction between the limits mentioned unless train engineman and the engineman of helper engine each has in his possession a section of a staff which will be handed to them by operators and will be retained by them until entire train has cleared block, then sections of staff must be handed to operator. When no helper engine is used, or when any cars behind helper, conductor or brakeman located on rear of train must be in possession of one-half of the staff.

All westward trains using main line will not foul tunnel block at Cascade Tunnel without first receiving a preceed signal from the operator which will be given with a yellow flag by day and a yellow light by night which will permit them to proceed to the block office only. Westward trains will call for signal approaching the cross-over.

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.

Local freight trains between Skykomish and Delta will carry male adult passengers, when provided with proper transportation.

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.

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 235 and 286.

No. 2 will stop at stations between Skykomish and Leavenworth for passengers for Twin Cities and east.

No. 3 and 4 will stop at Nason Creek and Winton to receive or discharge parcel post mail on request of postal clerks.

Except when displaying signals for following sections, all first class trains will register by card at 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.

Referring to the installation of automatic block signals between Leavenworth and Skykomish. Please be governed by the following rules in addition to those quoted in Rule Book dated May 1st, 1921:

A—Electric lamps are substituted for oil lamps on all automatic block signals between Leavenworth and Skykomish. Trains approaching on main tracks or from side tracks to main tracks automatically light the signal lamps.

B—Standard colored light signals are substituted for semaphore signal in the snow sheds between Tye and Scenic where trains will be governed by such colored signals by day as well as by night. All such light signals are located on the right hand side of the track as seen from an approaching train. The light signals are provided with number plates and the colored indications have exactly the same significance as when used with the semaphore signals shown by figures 6 to 11 inclusive, pages 92, 93 and 94 of Rule Book effective May 1st, 1921.

C—Trains proceeding on to main tracks from passing tracks will automatically light the signals when track circuit is reached at fouling point on sidings. At places where light signals are used, push buttons are located on relay boxes located convenient to switches and it is the duty of brakemen or other trainmen to light the block signal by pushing button before opening main track switch.

D—The Block Signal rules and Regulations effective May 1, 1921 apply also to these light signals.

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

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY	NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
G. N. Lumber Co.	1.0 Miles east of Chiwaukum	Both ends	Y track		Wallace Falls Lbr. Co.	2.0 Miles east of Gold Bar	Both Ends	2,700	60
Great Republic Mining Co., Miller River	1.5 Miles west of Skykomish	West		14	Grave Bunkers	1.0 Miles east of Reiter	Both ends	1,620 feet	34
Grotto Lumber Co.	0.3 Miles east of Grotto	East		25	Wallace Lumber Co. Spur	0.7 Miles east of Sultan	East	845 feet	16
G. N. Shingle Co.'s Siding	3.5 Miles west of Grotto	Both ends		24	Sultan Logging Company Connection	2.0 Miles west of Sultan	West		37
Baring	3.5 Miles west of Grotto	Both ends		22	Woodruff	2.0 Miles west of Monroe	Both ends		24
Baring Granite Works Spur	3.7 Miles west of Grotto	West	1050 feet	21					
Heybrook Spur	2.0 Miles east of Index	West	1,275 feet	5					
Index, Galena Mill Spur	0.5 Miles east of Index	East		12					
Western Granite Works Spur	1.0 Miles west of Index	West	891 feet	12					

LOCATION OF TUNNELS.

Tunnel No. 13.	13 873 feet long, height 19 feet, between Tye and Cascade Tunnel	Tunnel No. 15.	1,512 feet long, height 18.7 feet, .66 miles east of Corea.
" " 13.1.	1,202 " " " 22 " 1.12 miles east of Embro.	" " 15.2.	1,248 " " " 22.5 " 1.58 miles east of Scen c.
" " 13.2.	458 " " " 22.5 " .20 mi es east of Embro	" " 15.3.	815 " " " 22.5 " 1.59 miles west of Corea
" " 14.	274.8 " " " 19 " 1.18 miles west of Embro	" " 16.	2,368 " " " 22 " Everett, Wash

SECOND SUB-DIVISION—EVERETT JUNCTION TO SEATTLE.

WESTWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS		WESTWARD.							
	7:17		401	27	357	3	277	359	1	355			
	Mdes. Freight Daily Ex. Sunday		Fast Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily			
	L 10:00am		L 1:00pm				L 6:05am	L 6:10am	L 7:40am	L 8:15am	L 12:15pm	L 6:55pm	L 8:07pm
	*10:35		1:12				6:11	* 6:19	7:46	* 9:23	12:21	7:01	* 8:13
	*10:55		1:25				6:17	* 6:27	7:52	* 9:30	12:26	7:07	8:18
	*11:15		1:35				6:22	* 6:33	7:57	* 9:36	12:31	7:12	8:23
	*11:45		1:55				6:30	* 6:43	8:06	* 9:46	12:37	7:20	8:30
	*12:42pm		2:05				6:35	* 6:51	8:10	* 9:55	12:42	7:25	8:35
	* 1:05		2:45				6:50	* 7:10	8:25	*10:11	12:56	7:40	8:50
	A 1:30pm		A 3:00pm				6:54	* 7:15	8:29	*10:19	12:59	7:44	8:54
							A* 7:10am	A* 7:30am	A* 8:45am	A* 10:35am	A* 1:15pm	A* 8:00pm	A* 9:10pm
							L 10:00am				L 1:30pm	L 8:20	
							* 11:35				* 2:55	* 3:08	
							A* 4:40pm				A* 8:10pm		
	Daily Ex. Sunday		Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily
	7:17		401				27	357	3	277	359	1	355
	3:30 8:0		2:30 14:0				1:05 30.2	1:30 34.8	1:05 30.2	1:20 24.5	1:00 27.7	1:05 30.2	1:03 30.5

STATIONS

Effective JULY 2, 1922.

Automatic Block Signals.

DOTTED TRACK.

VIA N. P. RY.

Time Over Subdivision
Average Speed per Hour

Special Rules.

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

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes.

All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown and not less than five (5) minutes.

Extra trains will use double track in direction of Current of Traffic without running orders on receipt of Clearance from Superintendent.

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

No. 3 meets Nos. 360, 4 and 718.
No. 277 meets Nos. 360 and 4.

No. 356 meets No. 401.
No. 1 meets No. 2.
No. 355 meets Nos. 2 and 28.
No. 359 passes No. 717.
No. 718 meets Nos. 27, 357 and 3.

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-2 engines will not exceed speed of 25 miles per hour.

F-, 8 and 9 engines will not exceed speed of 30 miles per hour.

O-3 engines prohibited on this Subdivision.

No train will exceed speed of 25 miles per hour on curves of 8 degrees or over, 30 miles per hour on 6 and 7 degree curves, 35 miles per hour on 5 degree curves and 40 miles per hour on 4 degree curves.

All trains will reduce speed to 10 miles per hour over draw span of bridge 4 over Salmon Bay at Ballard.

All trains reduce speed to 20 miles per hour over lead switch on Westward Main track at G. N. Dock.

L-1 and L-2 class engines must not exceed speed of 8 miles per hour on any yard track Interbay.

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

All trains will reduce speed to 10 miles per hour through Seattle tunnel.

Steam Whistle Signals for Tracks with Switches Controlled from Everett Jct. Interlocking Track:

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 Nos. 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.

Ballard will be flag stop for Nos. 1 and 3 for passengers from Spokane and East.

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, Wash., will be governed by time table and rules of N. P. Ry.

All G. N. trains between Vancouver, Wash., 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.
Interbay for train No. 718.
Everett Jct. for trains Nos. 27, 357, 3, 277, 359, 1, 355, 401, 717.

TERMINAL STATIONS

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

Yard limit boards east of Ballard cover limits to Seattle.
Yard limit board west of Everett Jct. covers Everett and Delta Yard as outlined Page 7.

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

EASTWARD.

SECOND SUB-DIVISION—EVERETT JUNCTION TO SEATTLE.

FIRST CLASS

356	28	2	358	278	4	360
Passenger	Express	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily

Time Table No. 10

Effective JULY 2, 1922

STATIONS

Distance from Seattle

SIGNS

SECOND CLASS

THIRD CLASS

718

Mile. Freight

Daily Ex. Sunday

IA 1:06am	A 10:00pm	A 356 8:10pm	A 6:00pm	A 278 3:25pm	A 9:30am	A 277 8:15am
*12.55	9.53	8.03	5.53	* 3.16	9.23	* 9.06
†12.46	9.46	7.56	5.47	† 3.06	9.17	† 8.56
†12.37	9.41	7.51	5.42	† 3.00	9.12	† 8.51
*12.29	9.36	7.45	* 5.36	* 2.53	9.05	* 8.43
†12.20	9.30	7.40	5.29	* 2.45	8.59	* 8.33
†12.03am	9.17	7.27	5.17	* 2.30	8.47	* 8.18
*11.59	9.14	7.24	5.14	* 2.25	8.44	* 8.14
L 11.45pm	L 9:00pm	L 7:10pm	L 5:00pm	L 2:10pm	L 8:30am	L 8:00am
A * 7.40pm		A * 6.50	A * 4.40pm			
8.10		L 5.36pm	3.90			
* 8.05			* 3.10pm			
L 1:00pm			L 10:00am			
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily
356	28	2	358	278	4	360
1.20	1.00	1.00	1.15	1.00	1.15	1.15
24.8	21.7	21.7	21.7	20.1	21.7	20.1

DOUBLE TRACK.

.....EVERETT JUNCTION.....	32.7	R DN P
..... 3.8 MUKILTBO.....	28.9	D P
..... 4.1 MOSHER.....	24.8	P
..... 3.0 MEADOWDALE.....	21.8	P
..... 2.9 EDMONDS.....	17.9	D W P
..... 3.0 RICHMOND BEACH.....	14.8	D P
..... 9.1 BALLARD.....	5.8	D
..... 1.1 INTERBAY.....	4.7	R DN WCTOX PK
..... 1.2 G. N. DOCK.....	2.4	
..... 2.4 SEATTLE.....	0	R DN * 1PK

Automatic Block Signals

VIA N.P.R.Y.

..... SEATTLE.....	183.1	
..... 40.7 TACOMA.....	143.4	
..... 143.4 PORTLAND.....	.0	

Time Over Subdivision
Average Speed Per Hour

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 Semaphore

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.

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
Dalley Shingle Co. Spur.....	2.0 miles west of Everett Jct.....	West	.....	2
Wamer-Mowatt Lumber Co. Spur.....	1 mile east of Meadowdale.....	East	.....	3
Brown Bay Logging Co. Connection.....	0.5 miles west of Meadowdale.....	East	.....	2
Washington Bolt Spur.....	0.4 miles west of Edmonds.....	West	.....	42
Standard Oil Co. Spur.....	1.0 mile east of Richmond Beach.....	West	2185	45
G. N. Clay Co. Spur.....	4.2 miles west of Richmond Beach.....	East	.....	10
Metum Spur, Oil Spur.....	1.5 miles east of Ballard.....	West	.....	45

LOCATION OF TUNNELS.

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

THIRD SUB-DIVISION—EVERETT JUNCTION TO BELLINGHAM.

SOUTHWARD.

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks		Station Numbers		Disease from Bellingham		Time Table No. 10 Effective July 2, 1922.		FIRST CLASS			
717	713		711	729	401	Passing Tracks	Other Tracks					357	277	359	299	355	
Mdse. Freight Daily Ex. Sunday	Mdse. Freight Daily Ex. Monday		Fast Freight Daily Ex. Monday	N. P. 876 Freight Daily Ex. Sunday	Fast Freight Daily							Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	N. P. 642 Passenger Daily	Passenger Daily	
			L 7.00am			119	110	CL62	0.0	.....	BELLINGHAM	HM	L 2.43am	L 6.45am	L 10.20am		L 5.30pm
			7.15			45	143	CL60	2.9	.....	SOUTH BELLINGHAM	FN	* 3.05	* 6.55	* 10.30		* 5.45
			7.30			84	9	CL56	6.9	.....	SOCKEYE		f 3.17	f 7.03	10.36		278 5.53
			7.55			83	8	CL50	12.5	.....	SAMISH		f 3.30	f 7.15	10.47		6.05
			8.30			8		CL49	13.2	.....	BLANCHARD		f 3.34	* 7.18			6.06
			8.60			65	16	CL40	16.6	.....	BOW	BO	f 3.40	* 7.25	10.59		6.11
			9.00			8		CL48	21.8	.....	BELLVILLE	BY	f 3.50	f 7.35	10.57		6.17
		714-360 11.35am	9.45			85	330	CL39	23.8	.....	BURLINGTON	BU	* 4.05	L 7.40	* 11.05		* 6.29
		71 12.15pm	10.10			42	80	CL35	27.9	.....	MT. VERNON	NR	* 4.20	* 7.55	* 11.15		* 6.42
		360 12.35	10.33			64	19	CL30	33.8	.....	FIR	FR	f 4.35	* 8.03	11.21		355 6.54
						8		CL27	38.0	.....	MILLTOWN		f 4.38	* 8.07			
						87	61	CL23	40.4	.....	STANWOOD	B	* 4.55	* 8.16	711 and 712 11.32		f 7.07
						76	14	CL17	45.9	.....	SILVANA	NA	f 5.10	* 8.32	11.40		f 7.20
						64	16	CL13	50.0	.....	ENGLISH		f 5.20	* 8.40	11.46		7.28
								CL9	53.8	.....	KRUSE	K	5.26	* 8.45	11.50	L 3.08pm	7.33
						64	74	CL5	57.0	.....	MARYSVILLE	MB	* 5.40	* 8.52	11.55	3.15	f 7.40
								CL3	59.7	.....	DELTA WYE	WY	5.48	* 8.58	12.01pm	A 3.24pm	7.47
									60.7	.....	LONG BANDING		5.52	9.01	12.04		7.50
						65	120	1779	63.3	.....	EVERETT		* 6.07	* 9.13	* 12.13		* 8.06
									64.1	.....	EVERETT JUNCTION	JN	A 6.10am	A 9.15am	A 12.15pm	A 3.07pm	
											Daily	Daily Ex. Sunday	Daily	Daily	Daily	
											357	277	359	299	355	
											3.27 12.4	1.50 21.8	1.55 33.7	2.10 27.0	2.27 34.3	

SPECIAL RULES.

Southward trains are superior to northward trains of the same class. Read carefully rules covering operation ELECTRIC TRAIN STAFF BLOCK, pages 14 and 15.

Electric train staff block system between Delta Wye and Marysville.

Automatic Block Signals in operation between Everett Jct. and Delta Wye and between Marysville and South Bellingham. See page 16.

Bulletin boards are located at Burlington and Bellingham.

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

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

Engines will not exceed speed of forty (40) miles per hour.

F-7-5 and 9 engs will not exceed speed of 30 miles per hour.

Engines heavier than L-14 and L-5 are prohibited on this subdivision.

No train will exceed speed of 25 miles per hour on curves of 8 degrees or over, 30 miles per hour on 6 and 7 degree curves, 35 miles per hour on 5 degree curves, and 40 miles per hour on 4 degree curves.

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 8 miles per hour passing through town limits, Marysville, Mt. Vernon and Burlington.

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

of passenger depot city of Everett.

Norman, 1 mile north of Silvana, is flag stop for Nos. 377 and 278.

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

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

Except when displaying signals for following sections, first class trains will register by card at Kruse, Delta Wye and Everett Jct.

Following railroad crossings at grade that are protected by crossing gates, but not by interlocking plants, which all trains, engines or cars should approach and be crossed over under full control: Crossing of the Great Northern Railway, Skagit Branch just north of Burlington; Northern Pacific Railway near gas-works plant north of South Bellingham; B. & N. Railway just north of the box factory south of Bellingham; and at crossing of English Logging Company on Skagit Branch between Burlington and Sterling.

Crossings will be indicated on either side by standard signs "Railway crossing 200 feet."

Normal position of gates at crossing of third and fourth subdivision at Burlington, will be against fourth subdivision trains. Not necessary to stop for crossing when gates are set against opposing subdivision.

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.
Delta Yard South—Three Long, One Short.

Northward from Marysville, Pacific connection, One Long, One Short, One Long.
Southward for Northern Pacific connection, Two Long, One Short, One Long.

INTERLOCKING SYSTEM—Governing movement of trains N. P. crossing and B. & N. crossing north of Delta Wye.

Trains approaching from the south 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 250 feet north of N. P. crossing, top arm at 90 degrees up proceed to Delta Wye, bottom arm at 90 degrees up proceed to Delta yard. A caution signal located 250 feet north of two arm home signal.

Trains approaching from the north will be governed by top arm on home signal located 600 feet south of wye switch and by home signal located on the south of draw span.

Trains approaching from the northward will be governed by top arm on home signal located 600 feet south of wye switch and by home signal located on trestle 500 feet north of draw span.

Trains approaching from the north and Bayside will be governed by lower arm home signal located 500 feet south of wye switch.

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

Trains approaching from Northern Pacific connection to be governed by lower arm on Home Signal 700 feet North of draw span.

Crane for cranes 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 B. 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. 10 Effective July 2, 1922.	Distance from Everett Junction	SIGNS	SECOND CLASS		THIRD CLASS	
298	358	278	360	356				712	728	714	718
N. P. 441 Passenger	Passenger	Passenger	Passenger	Passenger				Fast Freight	N. P. 678 Freight	Mds. Freight	Mds. Freight
Unity	Daily	Daily Ex. Sunday	Daily	Daily	STATIONS	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		
A 8:15am	A 6:15am	A 12:05pm	A 4:10am		BELLINGHAM	64.1	R * ONXCWTKP	A 2:25pm			
8:00	6:02	11:55	4:00		2.9 SOUTH BELLINGHAM	61.2	D O K P	2:15			
7:52	5:53	11:43	3:50		6.0 SOCKEYE	57.3	P	2:00			
7:40	5:37	11:31	3:30		8.6 SAMISH	51.6	W P	1:45			
	5:35	11:29	3:28		0.7 BLANCHARD	50.9	P				
7:32	5:31	11:22	3:20		3.4 BOW	47.5	D P	1:30			
7:24	5:22	11:12	3:07		6.6 BELLEVILLE	43.9	P	1:10			
7:19	5:16	11:05	3:00		2.6 BURLINGTON	40.3	R DNCOWYXIKP	1:00			
7:06	5:03	10:50	2:45		1.1 MT. VERNON	36.2	DN P	12:15PM			
6:54	4:50	10:33	2:30		2.4 FIR	30.8	D P	11:55			
	4:45	10:24	2:25		1.7 MILLTOWN	30.1					
6:43	4:35	10:19	2:15		2.2 STANWOOD	33.7	DN P	11:32			
6:34	4:20	10:05	2:00		2.3 SILVANA	18.3	D W P	11:00			
6:28	4:10	9:54	1:49		4.1 ENGLISH	14.1	P	10:30			
A 5:10pm	6:23	4:02	9:47	1:40	3.8 KRUSE	10.8	R DN P	10:15	A 2:50am		
5:04	6:18	3:54	9:42	1:34	3.4 MARYSVILLE	7.1	DN P	10:00	2:35		
L 4:57pm	6:12	3:43	9:33	1:23	2.7 DELTA WYE	4.4	R DN Y P	9:45am	L 2:20am		
	6:09	3:40	9:30	1:20	1.0 LONG SIDING	3.4					
	6:05	3:35	9:25	1:15	2.6 EVERETT	0.8	P				
L 6:00pm	L 3:25pm	L 9:15am	L 1:05am		0.8 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
13 27.0	2:15 28.5	2:55 23.0	2:50 23.0	3:05 31.0	Time Over Subdivisions Average Speed Per Hour			4:40 13.5	30 12.0	4:30 8.0	0:20 14.5

Interlocking Plant at crossing of Pacific Northwest Traction Company just north of Burlington. Home signals are located 208 feet north and south of crossing. Derrails 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 455 feet north of crossing. All signals standard indications and are a part of the automatic block system. A switch opening south leading to the P. S. & C. Ry. yards is located with head block 450 feet south of crossing. A pipe connected derail is located 185 feet from head block in on this spur. An automatic dwarf signal is located at this derail for south bound train movements coming out of this spur and will show caution when switch is opened and no train standing between north bound home signal and Mt. Vernon. This dwarf signal is part of automatic block signal system.

INITIAL STATIONS.
Blaine for train No. 272
Delta Wye, for trains Nos. 298, 728, 712, 714, 717 and 401.
Everett Jct., for trains Nos. 358, 360, 356, 278 and 718.
New Westminster, for trains Nos. 98, 102 and 104.
Vancouver, for trains Nos. 359, 355, 357 and 719.
C. N. Junction, for trains Nos. 97, 101 and 103.
Bellingham, for trains Nos. 720 and 711.
Kruse, for trains Nos. 295 and 725.
Burlington, for trains Nos. 713 and 277.

TERMINAL STATIONS.
Blaine for train No. 271.
Delta Wye, for trains Nos. 299, 729, 711, 713 and 718.
Everett Jct., for trains Nos. 359, 355, 357, 377, 401 and 717.
New Westminster, for trains Nos. 97, 101 and 103.
Vancouver, for trains 356, 355, 360 and 720.
C. N. Junction, for trains Nos. 98, 102 and 104.
Bellingham, for trains Nos. 719 and 712.
Kruse for trains Nos. 298 and 728.
Burlington, for trains Nos. 714 and 278.

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

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Coast Clay Spur	Leads off of Chuckanut Spur	South	22	
Chuckanut Quarry Spur	1.0 Miles north of Sockeye	North	24	
Chuckanut Cannery Spur	0.7 Miles north of Sockeye	North	7	
Hazel Mill Spur	0.6 Miles north of Samish	North	35	
Bloedel-Denovan Spur	1.3 Miles north of Bow	North	64	
Bellville Pit	1.5 Miles north of Belleville	North	80	
Everett Pulp and Paper Co., Spur	1.7 Miles north of Mt. Vernon	South	4	
Union Oil Co. Spur	1.1 Miles north of Mt. Vernon	South	10	
Puget Sound and Cascade Ry. Conn	1.0 Mile north of Mt. Vernon	South		
Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	2	
Hawley Spur	1.4 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 SUB-DIVISION—VANCOUVER TO BELLINGHAM.

THIRD CLASS		SECOND CLASS		Capacity of Side Tracks	Capacity of Other Tracks	Station Numbers	Distance from Vancouver	Time Table No. 10		Telegraph Calls	FIRST CLASS					
103	719							Effective July 2, 1922			357	359	355	271	97	101
C. N. Ry. 40 ⁺ Freight Daily	Mdn. Freight Daily Ex. Sunday			Passenger	Passenger	Passenger	Passenger	C. N. Ry. 28 Passenger Daily	C. N. Ry. 2 Passenger Daily							
STATIONS																
L	5:45pm			83	819	CL125	0.0	VANCOUVER	VN	L 12.01m	L 8.00m	L 3.00pm	L 4.15pm			
L	11:05pm	5:49				CL122	1.3	C. N. JUNCTION		12.05	8.04	3.04	4.19	I 6.25pm	I 7.50pm	
	11:13	f 5:57				CL120	2.7	STILL CREEK	Double Track	f 12.11	8.08	3.08	f 4.22	6.31	7.56	
	11:19	f 6:01				CL117	4.6	ARDLEY		f 12.16	8.11	3.11	f 4.26	6.36	8.01	
	11:27	f 6:05		29		CL117	7.2	BURNABY	f 12.21	8.15	3.15	f 4.30	6.42	8.07		
	11:33	f 6:14				CL118	10.9	BURNABY	f 12.27	8.20	3.20	f 4.36	6.48	8.13		
	11:40	* 6:20		27	55	CL112	12.4	SAPPERTON	f 12.30	8.23	3.23	f 4.39	6.51	8.16		
A	11:45pm	* 6:40				CL107	13.1	NEW WESTMINSTER	MN	* 12.38	* 8.28	* 3.28	* 4.45	A * 6.55pm	A * 8.20pm	
	f 6:46						13.8	FRASER RIVER JCT		12.43	8.33	3.33	4.50			
	f 7:00			44	2	CL101	18.7	TOWNSEND		f 12.52	8.41	3.43	f 4.58			
	7:20			55	59	CL96	24.1	COLEBROOK	G	* 1.02	* 8.50	f 3.52	* 5.08			
	* 8:08					CL92	27.7	CRESCENT		f 1.10	f 8.57	f 4.00	* 5.17			
	f 8:20					CL87	32.5	WHITE ROCK	WR	* 1.35	* 9.22	* 4.25	* 5.35			
	* 8:45						35.5	INTERNATIONAL BOUNDARY								
	* 9:30							BLAINE	BN	* 1.55	* 9.32	* 4.45	A * 5.45pm			
	9:45pm			62	124	CL84	36.0	BLAINE								
	11:00					CL77	43.5	CUSTER	CU	f 2.10	f 9.45	4.57				
	* 11:25					CL74	46.2	ENTERPRISE		f 2.17	9.52					
						CL71	49.1	PERNALE	PD	* 2.23	* 9.57	* 5.08				
	* 11:45					CL70	51.3	BRENNAN		2.28	10.02					
						CL62	56.1	BELLINGHAM	HM	A * 2.43m	A * 10.16m	A * 5.25pm				
Daily	Daily Ex. Sunday									Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	
103	719									357	359	355	271	97	101	
40	5.45									3.42	2.15	2.25	1.30	.30	.30	
17.7	9.2									22.3	26.0	24.1	24.0	23.6	23.6	

Special Rules.

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

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

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

No. 359 meets No. 102 on double track between Still Creek and Endot. No. 720 meets No. 101 on double track between Endot and Still Creek.

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 Subdivision.

No train will exceed speed of 25 miles per hour, on curves of 8 degrees or over 30 miles per hour over 6 arc degree curves—35 miles per hour over 5 degree curves and 40 miles per hour over 4 degree curves.

No train will exceed speed of 25 miles per hour between Mile Post 139 and Bridge 77 Fraser River.

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

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 is the limit.

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

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

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

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

All trains will come to a full stop within 50 feet of home signal on either side of Fraser River bridge, and will not proceed until clear signal is displayed, and will not exceed a speed of 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.

All trains arriving and leaving Vancouver and C. N. Junction will register in train register located in G. N. train order office, Vancouver.

No. 355 will register by card at Colebrook.

The normal position of switches at Colebrook Jct., Gulchon line Jct., and Fraser River Jct. will be for main line. Track lying to the 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, Vancouver and White Rock.

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

THIRD SUB-DIVISION—VANCOUVER TO BELLINGHAM.

NORTHWARD. 9

FIRST CLASS						Time Table No. 10. Effective July 2, 1922.	STATIONS	Telephone Calls	Distances from Bellingham	SIGNS	SECOND CLASS			THIRD CLASS	
358	360	98	102	272	356						Miles Freight		104		
Passenger	Passenger	C. N. Ry. 37 Passenger	C. N. Ry. 1 Passenger	Passenger	Passenger	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	C. N. Ry. 403 Freight	Daily	
A 10:45 ³⁵⁵ h	A 2:55 ³⁵⁵ h			A 8:50 ³⁵⁵ h	A 7:55 ³⁵⁵ h		VN	00.0	RD DN WCY				A 9:00 ³⁵⁵ h		
10:36	2:46	A 10:54 ³⁵⁵ h	A 8:13 ³⁵⁵ h	8:45	7:46			05.9					8:50	A 9:22 ³⁵⁵ h	
10:30	2:40	10:49	8:08	8:41	7:40			05.4	P				8:45	9:17	
10:26	2:36	10:42	8:03	8:38	7:36			03.1	DN P				8:35	9:12	
10:21	2:31	10:34	7:57	8:34	7:28			00.9	P				8:25	9:06	
10:16	2:26	10:24	7:51	8:28	7:21			47.7					8:10	8:58	
10:11	2:21	10:19	7:44	8:23	7:17			48.7	X W I				8:00	8:50	
10:08	2:18	10:17 ³⁵⁹ h	7:40 ³⁵⁹ h	8:18	7:15		MN	48.0	R DN I PK				7:55	8:45 ³⁵⁹ h	
9:59	2:08			8:10	7:05			44.8					7:50		
9:51	2:01			8:00	7:00			39.4	P				7:36		
9:43	1:50			7:50	6:42		G	34.0	R DN W Y P				7:20		
9:36	1:40			7:40	6:20			30.4					7:10	6:55	
9:11	1:15			7:20	6:55		WR	25.8	DN P				6:45		
9:00	1:00		L 7:10 ³⁵⁹ h	6:25				23.6					6:20	6:35	
8:42	12:41			6:04			BN	23.1	R DN W T P				5:20	4:00	
8:36	12:36			6:46			CU	14.6	D P				3:15		
8:32	12:31			6:40			PD	9.0	D P				2:35		
8:24	12:23			6:29				6.8							
L 8:15 ³⁵⁹ h	L 12:10 ³⁵⁹ h			L 4:15 ³⁵⁹ h			HM	0.0	R DN WC T PK				L 2:00 ³⁵⁹ h		
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily								Daily Ex. Sunday	Daily	
358	360	98	102	272	356								720	104	
3.30	3.45	3.37	3.33	3.40	3.40								7.00	8.37	
23.2	22.3	19.1	22.5	14.0	15.6								8.3	19.1	

Time Over Subdivision
Average Speed Per Hour

No train, engine, or cars shall be moved into or through the interlocking zone protecting the Fraser River bridge immediately south of New Westminster, B. C. through the use of flag, hand signal, lantern or word of mouth when the interlocking plant is out of order. The Government has provided regular clearance card to be used in cases of this kind and nothing else should be accepted.

Track is electrically bonded between northward home signal Fraser River junction and southward home signal at water front track New Westminster and trains when given clear signal at 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 plant this signal is located to the left of the track top arm for main line, lower arm for diverging track leading to Fraser Mills. South of plant top arm for main line, lower arm for track leading to water front and freight house.

Interlocking plants are in use on bridges 69 and 70 between Crescent and Colebrook. Home signals and derails are located 600 feet north and south of both bridges. The caution fixed signals are located 3000 feet from home signals.

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

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

Switching Tracks NOT shown as stations on time table.

NAME	LOCATION	OPENS	Length	Car Capacity
Maddouge-Shaw Spur	0.6 Miles north of Ardley	South	.....	5
Ardley Power Spur	0.5 Miles south of Ardley	South	.....	2
Bradford and Taylor	1.5 Miles north of Sapperton	South	.....	4
St. Mingo Spur	1.0 Mile north of Townsend	North	.....	23
Deke Shingle Co. Spur	0.8 Miles south of Townsend	North	.....	10
Mosher Lumber & Logging Spur	2.2 Miles south of Townsend	South	690	16
McClellands Spur	2.0 Miles north of Colebrook	South	.....	2
Campbell Lumber Co. Spur	1.0 Miles south of Whitebrook	South	2450	62
Dakota Creek Spur	2.0 Miles south of Blaine	North	.....	30
Enterprise Spur	0.7 Miles north of Enterprise	South	.....	3
Milk Spur	0.3 Miles south of Ferndale	South	.....	28
Standard Oil Spur	leads off Milk Spur	.....	674	12
Marietta Spur	3.3 Miles north of Bellingham	South	.....	2

THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of Side Tracks	Distance from Rockport	Time Table No. 10		Telegraph Code	Distance from Anacortes	SIGNS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
725	723			289	279			Effective July 2, 1922.	STATIONS				290	280	724	726		
Mdes. Freight Daily Ex. Sunday	Mdes. Freight Daily Ex. Monday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Mdes. Freight Daily Ex. Sunday	Mdes. Freight Daily Ex. Sunday							
L. 6.30am		L. 4.30pm	L. 9.10am	30	CN53	30	ROCKPORT	RE	83.7	R D W Y	A* 1.30pm	A* 9.10am	A 4.30pm					
f 6.50		f 4.45	9.25	16	CN48	3.8	NESTOS		47.8		f 1.00	8.55	f 4.00					
* 7.25		* 4.57	* 9.37	83	CN44	9.1	CONCRETE	BA	44.8	D	*12.57	* 8.47	* 3.30					
* 7.50		f 5.00	f 9.40	39	CN43	10.2	GRASSMERE		43.8	W	f12.45	f 8.39	f 2.40					
f 8.20		* 5.12	* 9.53	41	CN38	13.5	BIRDSVIEW		38.2		*12.33	* 8.27	f 2.15					
* 8.50		* 5.25	*10.06	25	CN33	30.6	HAMILTON	H	32.1	D W	*12.20	* 8.15	* 1.40					
* 9.15		* 5.37	*10.19	88	CN34	38.9	LYMAN	MY	30.8	H	f12.05pm	f 8.00	* 1.10					
f 9.35		f 5.48	f10.30	21		30.3	COKEDEALE JUNCTION		34.8		f11.50	f 7.54	f12.40					
*10.00		* 6.00	*10.40	43	CN20	32.4	SEDRO-WOOLLEY	SW	31.3	D X R I K	*11.40	* 7.46	*12.25					
					CN18	34.7	STERLING		19.0									
L. 4.30am	A*10.25am	6.20	10.55	63	CL39	37.3	BURLINGTON	BU	16.8	R DN CO WYX IK	f 1.15	7.30	L 12.01pm	A 9.30am				
* 4.40		* 7.25	11.20	16	CN13	40.0	AVON		18.7		*10.46	* 5.39		* 9.20				
f 4.50		f 7.40	f11.35	7	CN10	43.6	FREDONIA		11.1		f10.40	f 5.32		f 9.10				
* 5.00		* 7.47	*11.42	17	CN9	44.1	WHITNEY		9.8		*10.35	* 5.25		* 9.05				
f 5.15		f 8.03	f11.58	3	CN4	49.6	DRAW BRIDGE		7.4									
A* 5.30am		A* 8.15am	A 12.10pm	355	CN0	52.7	FIDALGO		4.1		f10.21	f 5.11		f 8.45				
Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily				ANACORTES	AC		R D T W	L 10.10am	L 5.00pm	L 8.30am					
725	723	289	279								Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday				
1.0 16.5	3.65 9.5	3.45 15.0	3.0 18.0								3.20 10.1	4.10 13.0	4.30 8.4	1.0 16.5				

Special Rules.

Westward trains are superior to eastward trains of the same class.
 Bulletin boards are located at Anacortes, Burlington and Rockport.
 Maximum rate of speed for passenger trains between Anacortes and Rockport, 30 miles per hour. Freight trains 15 miles per hour. Anacortes to Burlington and Birdsview to Rockport 20 miles per hour Burlington to Birdsview.
 No train will exceed speed of 25 miles per hour on curves of 8 degrees or over.
 J Engines in Passenger Service will not exceed a speed of forty (40) miles per hour.
 Engines heavier than F5 must not cross bridge 52 near Concrete. F5 and D5 engines must not exceed speed of 10 miles per hour over same.
 No Engine heavier than F1 must cross Drawbridge 12 two miles west of Whitney. All trains reduce speed to 10 miles per hour over same.
 First class trains will stop on flag at Fidalgo Mill Spur, Summit Park, Minkler, Superior Ave. East Concrete, Van Horn, Sauk, Cowdens and Nestos Spur.
 Normal position of gates at crossing third and fourth subdivisions at Burlington, will be against fourth subdivision trains.
 Normal position of gates at crossing Puget Sound and Baker River Railway two miles east of Burlington will be clear for Great Northern trains. Not necessary to stop when gates are clear and set against P. S. & B. R. Ry.
 Interlocking Plant one half mile west of Sedro-Woolley at crossing of Pacific Northwest Traction Company Distant signals are located 2000 feet east and west of crossing and have one arm showing caution. Home signals are located 208 feet east and west of crossing. Derails are located 58 feet inside of Home Signals.
 Interlocking Plant just west of Burlington at crossing of Pacific Northwest Traction Company eastward distant signal is located 2000 feet west of crossing, has one arm showing caution. Home signals are located 55 feet each way from crossing. Derails are located 5 feet inside of home signals. There is no distant signal for westward trains.
 INITIAL STATIONS.
 Anacortes, for trains Nos. 280, 290 and 726.
 Rockport, for trains Nos. 270, 289 and 723.
 Burlington, for trains Nos. 724 and 725.
 TERMINAL STATIONS.
 Anacortes, for trains Nos. 270, 289 and 725
 Rockport, for trains Nos. 280, 290 and 724
 Burlington, for trains Nos. 723 and 726.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Briscoe Spur	1.5 Miles west of Rockport	West		14
Sedro Box & Veneer Spur	2.48 Miles west of Sauk	East	246 feet	5
Bank Spur	2.0 Miles west of Rockport	West		7
Cowden's Spur	3.5 Miles west of Rockport	East		9
Van Horne's Spur	1.5 Miles west of Nestos	East		15
Washington Port Cement Co.	1.5 Miles west of Nestos	West		24
Superior Portland Cement Co. Spur	0.7 Miles east of Concrete	West		110
Burpee Shingle Spur	0.7 Miles west of Concrete	East		57
McNeill-O'Hern Spur	0.4 Miles west of Grassmere	West		5
Cory Shgl. Spur	2.0 Miles east of Birdsview	West	1400 feet	30
McNeil-O'Hern Log Spur	1.0 Miles east of Birdsview	West	237 feet	3
L. L. Spur	.067 Miles west of Birdsview	West	264 feet	4
Vix Spur	0.2 Miles west of Hamilton	West		2
Minkler's Mill	0.8 Miles east of Lyman	West		3
Hop Ranch Spur	3.0 Miles east of Cokeedale Jct.	Both Ends	7 feet	13
Hawkins Spur	.95 Miles east of Fredonia	West		6
Gravel Pit Spur	5.9 Miles east of Anacortes	West		14
Woodins Spur	4.0 Miles east of Anacortes	West	297 feet	4
Log Railway	2.7 Miles east of Anacortes	Both Ends		21
Puget Sound Saw Mill & Shgl. Co. Spur	Anacortes	West	1212 feet	26
Fidalgo Mill Spur		East		4

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

WESTWARD.

FIFTH SUB-DIVISION—SUMAS TO GUICHON.

EASTWARD.

SECOND CLASS.		Capacity of Side Tracks	Stations	Distance from Sumas	Time Table No. 10 Effective July 2, 1922	Telegraph Code	Distance from Guichon	SIGNS.	SECOND CLASS.	
	383								384	
	Mixed									
	Daily									
	Ex Sunday									
L	10:16am		CU30	0.0	SUMAS, WASH	BU	46.8	R D W C	A 9:16am	
				0.0	INTERNATIONAL BOUNDARY		46.8			
	10:16	20	3	0.1	HUNTINGDON		46.4	W	9:14	
	10:30	40	21	3.6	ABBOTSFORD	FB	42.0	R D W	9:00	
	10:46		7	8.1	SAREL		38.4		8:36	
	11:05	62	31	12.7	ALDERGROVE	AG	33.8	D	8:20	
	11:40	36		16.9	OTTER		29.0		7:55	
	12:05pm	64	18	21.6	LINCOLN		24.9	W	7:25	
	12:55	64	38	29.4	CLOVERDALE	CL	17.1	D XY	6:55	
	1:16		5	33.4	ALLUVIA		13.1		6:40	
	1:26		5	34.9	SOUTHPORT		11.6		6:36	
	1:30			35.9	COLEBROOK JCT		10.6	Y	6:31	
	1:35			35.9	COLEBROOK	G	10.6	R DN W	6:30	
	1:55	65	39	35.9	COLEBROOK				6:55	
	3:58			36.7	GUICHON LINE JCT		9.8		6:45	
	4:26		9	42.7	INVERHOLM		3.8		6:15	
	4:46		6	48.1	LADNER		1.4		6:05	
IA	5:00pm	10	CV19	48.6	GUICHON		0.0	R Y	L 5:00pm	
	Daily								Daily	
	Ex Sunday								Ex Sunday	
	383								384	
	8.45				Time Over Subdivision				4.18	
	7.0				Average Speed Per Hour				11.0	

Special Rules.

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

Bulletin boards are located at Sumas and Colebrook.
 Maximum rate of speed for all trains between Guichon and Cloverdale, 15 miles per hour. Cloverdale and Abbotsford 20 miles per hour. Abbotsford and Sumas 15 miles per hour.
 All trains will reduce speed to 10 miles per hour over draw bridge.
 Classes D-5 and F-1 Engines are heaviest permitted between Sumas and Guichon.
 The normal position of switches at Colebrook Junction, Guichon Line Junction are for main line.
 All trains Fifth Subdivision will protect against all Third Subdivision trains between Colebrook Jct. and Guichon Line Jct.
 Eastward trains approaching Yale road crossing, which is first crossing east of Lincoln, will reduce to speed of 10 miles per hour.
 INTERLOCKING governing B. C. E. Ry. crossing, Cloverdale, B. C. Distant signal on north side is located 3,500 feet from crossing. Home signal is located 75 feet from crossing. Home signal on south side is located 15 feet from crossing and distant signal 1,500 feet from crossing. Derails are placed five feet inside each home signal.
 INITIAL STATIONS. Guichon, for train No. 384. Sumas, for train No. 383.
 TERMINAL STATIONS. Guichon, for train No. 384. Sumas, for train No. 384.

YARD LIMITS.

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

WESTWARD. SIXTH SUB-DIVISION—ABBOTSFORD TO KILGARD. EASTWARD. 11

SECOND CLASS.		Capacity of Side Tracks	Stations	Distance from Cannon	Time Table No. 10 Effective July 2, 1922	Telegraph Code	Distance from Abbotsford	SIGNS.	SECOND CLASS.	
	399								398	
	Mixed									
	Tuesday and Friday									
	399									
L	9:20am	40	8	CO31	9.7				399 9:20am	
As	9:40am	37	31	CO26	14.7				L 9:00am	
	Tuesday and Friday								Tuesday and Friday	
	399								398	
	15.2				Time Over Subdivision				15.2	
					Average Speed Per Hour					

Special Rules.

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

Maximum rate of speed for passenger trains between Abbotsford and Kilgard, 20 miles per hour. freight trains 15 miles per hour.
 All trains reduce speed to 8 miles per hour over draw span Bridge 176 over Sumas River, Cannon.
 Classes D-5 and F-1 Engines are heaviest permitted between Abbotsford and Kilgard.
 Normal position switch Abbotsford Junction is for fifth Subdivision.
 All trains sixth Subdivision will protect against all trains fifth Subdivision between Abbotsford and Junction one half mile east of Abbotsford.

INITIAL STATIONS.

Kilgard, for train No. 399.
Abbotsford, for train No. 398.

TERMINAL STATIONS.

Kilgard, for train No. 398.
Abbotsford, for train No. 399.

Business tracks not shown as stations on time table.

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

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Gowdy Road Spur	1.5 Miles east of Ladner	West	5
Paterson's Spur	0.9 Miles east of Inverholm	West	7
Smith Road Spur	2.0 Miles east of Inverholm	Both	7
Mastlew Road Spur	3.0 Miles east of Inverholm	Both	7
Embree Road Spur	2.8 Miles west of Colebrook	Both	7
Oliver Road Spur	1.7 Miles west of Colebrook	West	4
Gravel Pit Spur	0.7 Miles east of Alluvia	West	16
McLean Mill Spur	1.3 Miles south of Cloverdale	North	16
Federal Lbr. Co. Spur	3.6 Miles east of Cloverdale	West	5
Surrey Spur	1.1 Miles west of Cloverdale	West	3
McNair Spur	2.0 Miles north of Cloverdale	South	2
David Bell Co. Spur	1.5 Miles north of Cloverdale	South	9
Fernridge Lbr. Co. Spur	1.4 Miles west of Lincoln	West	15
McNair Spur No. 2	1.0 Miles west of Lincoln	East	2
Maddough and Huggard	0.5 Miles west of Lincoln	West	3
Clark's Spur	1.0 Miles west of Otter	West	7
Rarie Spur	1.0 Miles east of Otter	West	2
Singers Spur	1.0 Miles east of Aldergrove	West	3
Fish Trap Pit	1.5 Miles west of Pinegrove	West	40
Abbotsford Timber Spur	0.8 Miles west of Abbotsford	East	4

Car capacity of passing tracks based on 43 feet to the car inside of clearance points, and does not allow for engines and cabooses.

DERAIL SWITCHES

Chiwaukum House track.
Cascade Tunnel, east passing track lead, and motor shed track.
Tye, west end industry track, and at west end No. 3 track outside shed, and west end No. 1 track.
Cores, west end industry.
Soenic, industry track.
Alpine, industry track and mill spur.
Tonga Mill spur.
Skykomish house track.
Grotto, industry track and mill spur.
Index, industry track.

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

COMPANY SURGEONS.

Dr. H. B. Zimmerman..... Chief Surgeon..... Railroad Building..... St. Paul.
Dr. John T. Rogers..... Consulting Chief Surgeon..... 4th Floor Hamm Building..... St. Paul.
Dr. Warren A. Dennis..... Consulting Chief Surgeon..... 4th Floor Hamm Building..... St. Paul.
Dr. Egil Boeckman..... Ophthalmic Surgeon..... 641 Lowry Building..... St. Paul.
Dr. Edward Boeckman..... Ophthalmic Surgeon..... 648 Lowry Building..... St. Paul.
Leavenworth..... DR. G. W. HOKSEY.
Sultan..... DR. H. W. BORTNER.
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.

Leavenworth..... NELS A. NELSON.
Sultan..... W. F. LEAVELL.
Seattle..... W. W. HOUGHTON & SONS, Frye Hotel.
Burlington..... J. H. CROSSBY.
Everett..... CHAS. M. SMITH, 1414 Hewitt Ave.
Bellingham..... GEO. E. LUDWIG, 1250 Elk St.
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..... W. H. SEXTON.
Vancouver, Wash..... JOS. CARTER.

Delta—

D. MOORE, Dispatcher.
E. O. WADHAMS, Dispatcher.
T. H. REED, Dispatcher.
C. O. JOHNSON, Dispatcher.
H. L. CAULKINS, Dispatcher.

G. E. WELLEIN, Dispatcher.
C. E. LAMKIN, Dispatcher.
C. E. McKILLIPS, Extra Dispatcher.
J. C. DEVERY, Chief Dispatcher.

M. J. WELSH, Trainmaster.
I. E. CLARY, Trainmaster.
T. B. DEGNAN, Supt. Terminals.