GREAT NORTHERN RAILWAY

CASCADE DIVISION.

TIME TABLE No. 12

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

SUNDAY, JUNE 24, 1923

Superseding Time Table No. 11 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

C. McDONOUGH, Superintendent.

A. L. BERGFELD, Supt. of Transportation.
J. C. ROTH, General Supt. of Transportation.
F. S. ELLIOTT, General Superintendent.

J. H. O'NEILL, General Manager.

FIRST SUB-DIVISION—WENATCHEE TO EVERETT JUNCTION.

Time Table No. 12

Effective JUNE 24, 1923.

WESTWARD FIRST CLASS 1	39	285	3	27	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Station Numbers	Distance from Wenatchee.	STATIONS	Telegraph Calls	Distance from Everett Jct.	SIGNS	EASTWARD FIRST CLASS 40	4	300 (N. P. 442)	286	2	28
Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily	Fast Mail Daily									Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Express Daily
L 12.55pm	L 12.20pm		L 1.30am	L 12.55am	e87 w87	822	1648	0.0	WENATCHEE	WC	132.7	R⊛ DN WO TP	A 7.20am	A 3.25pm			A 2.15am	A 4.05am
1.10	f12.35		1.43	1.07	87	38	1655	7.4 (7.4)	MONITOR		125.3	P	f 7.05	3.12			2.02	3.52
1.18	s12.48		2 s 1.55	1.13	e87 w87	62	1659	3.6 (11.0)	CASHMERE	OM	121.7	DN W P	s 6.57	s 3.06			3 1.55	3.46
1.30	s 1.00		2.05	1.21	80	17	1664	4.7 (15.7)	DRYDEN	DN	117.0	P	s 6.46	2.56			1.42	3.37
1.40	s 1.13		2.13	2 1.32	76	20	1667	3.5 (19.2)	PESHASTIN	PN	113.5	D P	s 6.40	2.49			27 1.32	3.30
s 2.00	A 1.30pm		s 2.35	s 1.45	60	492	1671	4.0 (23.2)	LEAVENWORTH	CH	109.5	R⊛ DN WCTYOP	L 6.30am	s 2.42			s 1.18	s 3.23
2.10			2.45	1.53	75		1674	3.2 (26.4)	TUMWATER	A	106.3	P		2.28			1.04	3.05
4 2.20			28 2.55	1.59	75		1677	3.1 (29.5)	DRURY	DY	103.2	P		2.20			12.56	3 2.55
f 2.30			3.07	2.07	e82 w83	21	1681	4.2 (33.7)	CHIWAUKUM	CY	99.0	DN W P		f 2.10			12.47	2.42
f 2.37			3.14	2.13	76	10	1684	2.5 (36.2)	WINTON	WI	96.5	P		f 2.04			12.41	2.35
f 2.46			3.23	28 2.20	77	4	1688	4.5 (40.7)	NASON CREEK	NC	92.0			f 1.55			12.30	27 2.20
s 2.53			s 3.32	2.25	e79 w76	6	1691	3.0 (43.7)	MERRITT	CK	89.0	DN W Y P		f 1.48			12.24	2.12
3.10			3.47	2.41	80		1696	4.4 (48.1)	GAYNOR	GR	84.6	P		1.39			12.14	2.02
3.19			3.55	2.49	e77 w84	4	1699	3.1 (51.2)	BERNE	BR	81.5	W P		1.31			12.06am	1.54
s 3.35			s 4.20	s 3.10	e92 w99	88	1703	4.3 (55.5)	CASCADE TUNNEL (STAFF SYSTEM)	CN	77.2	R DN WCT P		s 1.20			s11.55	s 1.44
s 3.47			s 4.35	s 3.22	85	200	1706	3.6 (59.1)	TYE (STAFF SYSTEM)	WN	73.6	DN WC P		s 1.03			s11.38	s 1.27
3.57			4.45	3.30	65	21	1710	3.6 (62.7)	EMBRO	NY	70.0	W P		12.50			11.19	1.10
4.05			4.53	3.37	76	17	1713	2.7 (65.4)	COREA	CO	67.3	P		12.40			11.08	1.00
f 4.15			f 5.02	3.45	76	10	1716	3.0 (68.4)	SCENIC	MA	64.3	DN W P		s12.25			s10.50	s12.45
f 4.24			f 5.12	3.53	79	9	1719	3.1 (71.5)	ALPINE	NI	61.2	D W P		f12.15			10.40	12.35
4.33			5.21	4.01	76	12	1723	3.5 (75.0)	TONGA	G	57.7	P		f12.03pm			10.28	12.23
s 4.50		L 6.50am	s 5.40	s 4.15	63	178	1728	5.2 (80.2)	SKYKOMISH	KY	52.5	R⊛ DNWC Y P		s11.45		A 6.00pm	s10.10	s12.05am
5.00		f 7.00	5.50	4.22	76	7	1732	4.1 (84.3)	GROTTO		48.4	P		11.32		f 5.49	9.55	11.50
5.10		s 7.12	6.00	4.30	86	51	1737	5.0 (89.3)	HALFORD	SA	43.4	W P		11.20		s 5.37	9.45	11.40
286 s 5.21		s 7.24	6.11	4.39	74	17	1742	5.1 (94.4)	INDEX	NX	38.3	DN P		s11.05		1 s 5.21	9.33	11.28
5.31		f 7.35	6.21	4.47	83	16	1747	5.1 (99.5)	REITER		33.2	W P		10.49		f 5.05	9.21	11.16
5.40		s 7.44	6.29	4.55	100	815	1751	3.7 (103.2)	GOLD BAR	GB	29.5	DN Y P		s 10.40		s 4.55	9.13	11.08
5.45		s 7.50	6.32	4.59		71	1753	2.4 (105.6)	STARTUP	RU	27.1	P		10.32		s 4.45	9.09	11.04
s 5.52		s 7.59	6.39	5.06	77	35	1757	3.4 (109.0)	SULTAN	SD	23.7	D P		s10.26		s 4.38	9.03	10.56
s 6.10		s 8.16	s 6.57	5.22	104	35	1764	7.5 (116.5)	MONROE	RO	16.2	DN W Y K P		s10.10		s 4.25	s 8.47	s10.42
s 6.25		s 8.33	s 7.13	5.36	76	165	1771	6.9 (123.4)	SNOHOMISH	HO	9.3	R DN P		s 9.56	A 3.58pm	s 4.10	s 8.32	s10.27
6.37		f 8.43	7.23	5.45	78	27	1777	5.8 (129.2)	LOWELL	W	3.5	R DN K P		9.45	L 3.48pm	s 3.58	8.21	10.16
6.40		f 8.48	7.26	5.47	45	140		1.6 (130.8)	PACIFIC AVENUE (STAFF SYSTEM)	D	1.9	DN P		9.43		s 3.55	8.18	10.13
s 6.53		s 8.52	s 7.37	s 6.02		5	1779	1.1 (131.9)	EVERETT (STAFF SYSTEM)		0.8	K P		s 9.40		s 3.50	s 8.15	s10.10
A 6.55pm		A 8.55am	A 7.40am	A 6.05am			1780	132.7	EVERETT JUNCTION Via N. P. Ry.	JN	0.0	R DN P		L 9.30am		L 3.35pm	L 8.10pm	L 10.00pm
					90	1067	CL2	132.5	DELTA	PG		R⊛ DNWCTYOKP						
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily									Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily
1	39	285	3	27									40	4	300	286	2	28
6.00	1.10	2.08	6.10	5.10					Time Over Subdivision				.50	6.05	.10	2.25	6.05	6.05
22.1	20.0	26.0	31.6	25.6					Average Speed Per Hour				28.0	22.0	34.8	22.5	22.0	22.0

AUTOMATIC BLOCK SIGNALS

AUTOMATIC BLOCK SIGNALS

INITIAL STATIONS:
Wenatchee for trains Nos. 1, 3, 27 and 39.
Everett Jct. for trains Nos. 2, 4, 28 and 286.
Skykomish for train No. 285.

Leavenworth for train No. 40.
Lowell for No. 300.

TERMINAL STATIONS:
Wenatchee for trains Nos. 2, 4, 28 and 40
Skykomish for train No. 286.
Everett Jct. for trains 1, 3, 27 and 285.

Leavenworth for train No. 39.
Snohomish for No. 300.

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 Wenatchee, Cascade Tunnel, Skykomish and Delta.

Read carefully rules covering operation **electric 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 Wenatchee.

Maximum speed for passenger trains between Wenatchee 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-5, 7, 8 and 9 engines will not exceed speed of 30 miles per hour.

O-1, O-5 and P-1 engines will not exceed speed of 30 miles per hour between Skykomish and Gold Bar.

L-1, L-2, "O" or "P" class engines must not be double headed over bridges 401 with larger than F-5 engines.

Engines heavier than F class must not exceed speed of ten (10) miles per hour over bridge 424 over Skykomish River ¾ 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 1.8 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 fifteen (15) miles per hour between slow boards located east and west of Rock Bluffs, one and one-half (1½) miles west of Cashmere and not exceed speed of twenty-five (25) miles per hour over main street crossing Cashmere.

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 Tonga.

Passenger trains reduce speed to 25 miles per hour and freight trains to 15 miles per hour through city limits of Monroe.

All trains will reduce speed to 10 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.

Rerailing frogs for 130 lb. rail located as follows: Tumwater and Embro depot, watchman's shack just west of Tunnel 14, Corea depot, first snow-shed east of Alpine, at signal 1722-6, one mile east of Alpine and at east end of Foss river bridge south side.

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 13.1; south side of track.
In watchmen's 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.
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 proceed 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 Brakeman must examine train carefully to discover cracked or broken wheels.

Miller River, Baring and Heybrooks spur will be flag stops for trains 285 and 286.

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

No. 1 will stop at Cashmere on Sundays.

Nos. 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 and one-half mile west of west switch Wenatchee.

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: Cashmere, Chiwaukum, Merritt. When taking siding at Cashmere trains head in at lap, at Chiwaukum and Merritt trains head in at first switch.

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 brakeman or other trainmen to light the block signals 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
G. N. Lumber Co.	1.0 Miles east of Chiwaukum	Both ends	Y track	
Great Republic Mining Co., Miller River	1.5 Miles west of Skykomish	West		14
Grotto Lumber Co.	0.3 Miles east of Grotto	East		25
G N. Shingle Co.'s Siding	3.5 Miles west of Grotto	Both ends		24
Baring	3.5 Miles west of Gr tto	Both ends		22
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	691 feet	12

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Wallace Falls Lbr. Co.	2.0 Miles east of Gold Bar	Both Ends	2,709	60
Gravel Bunkers	1.0 Miles east of Reiter	Both ends	1,020 feet	34
Wallace Lumber Co. Spur	0.7 Miles east of Sultan	East	845 feet	16
Woodruff	2.0 Miles west of Monroe	Both ends		37
				24

LOCATION OF TUNNELS.

Tunnel No. 13, 13,873 feet long, height 19 feet, between Tye and Cascade Tunnel.
" " 13.1, 1,202 " " " 22 " 1,12 miles east of Embro.
" " 13.2, 458 " " " 22.5 " .20 miles east of Embro
" " 14, 274.8 " " " 19.1 " 1.18 miles west of Embro

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 Scenic.
" " 15.3, 815 " " " 22.5 " 1.59 miles west of Corea
" " 16, 2,368.3 " " " 22 " Everett, Wash

SECOND SUB-DIVISION—EVERETT JUNCTION TO SEATTLE.

Time Table No. 12.
Effective JUNE 24, 1923.

THIRD CLASS	SECOND CLASS	Capacity of Side Tracks		Station Numbers	Distance from Everett Junction	STATIONS	Telegraph Calls	FIRST CLASS						
717	401	Passing Tracks	Other Tracks					27	357	3	277	359	1	355
Mdse. Freight Daily Ex. Sunday	Fast Freight Daily							Fast Mail Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily
L 10.00am	L 1.00am			1780		EVERETT JUNCTION	JN	L 6.05am	L 6.10am	L 7.40am	L 360 9.15am	L 12.15pm	L 6.55pm	L 3 8.07pm
‖10.35	1.12		110	1784	3.8	3.8 MUKILTEO	MU	6.11	‖ 6.19	7.46	‖ 9.23	12.21	7.01	f 8.13
f10.55	1.25			1790	7.9	4.1 MOSHER		6.17	f 6.27	7.52	f 9.30	12.26	7.07	8.18
f11.15	1.35		8	1793	10.9	3.0 MEADOWDALE	AD	6.22	f 6.33	7.57	f 9.36	12.31	7.12	8.23
‖11.45	1.55		157	1795	14.8	3.9 EDMONDS	DR	6.30	‖ 6.43	8.05	‖ 9.45	12.37	7.20	8.30
‖12.42pm	2.05		87	1796	17.8	3.0 RICHMOND BEACH	R	6.35	f 6.51	8.10	‖ 9.52	12.42	7.25	8.35
f 1.05	2.45		194	1807	26.9	9.1 BALLARD	BD	6.50	‖ 7.10	8.25	‖10.11	12.56	7.40	8.50
A 1.30pm	A 3.00am	205	633	1808	28.0	1.1 INTERBAY	RB	6.54	‖ 7.15	8.29	‖10.19	12.59	7.44	8.54
			285		29.3	1.3 G. N. DOCK	Z							
			843	1813	32.7	3.4 SEATTLE	UD	As 7.10am	As 7.30am	As 8.45am	As10.35am	As 1.15pm	As 8.00pm	As 9.10pm
				1813		SEATTLE			L 10.00am			L 1.30pm	L 8.20	
			183	1854	72.9	40.2 TACOMA			‖11.25 11.35			‖ 2.55 3.05	As 9.40 Pm	
				2121	214.8	141.9 PORTLAND			As 4.40pm			As 8.10pm		
Daily Ex. Sunday	Daily							Daily	Daily	Daily	Daily Ex.Sunday	Daily	Daily	Daily
717	401							27	357	3	277	359	1	355
3.30 8.0	2.00 14.0					Time Over Subdivision Average Speed per Hour		1.05 30.2	1.20 24.6	1.05 30.2	1.20 24.6	1.00 33.7	1.05 30.2	1.03 30.5

Automatic Block Signals. DOUBLE TRACK.

Via N.P.Ry.

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-7, 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.
Trains will not exceed speed of 10 miles per hour through Seattle tunnel.
All trains will reduce speed to 8 miles per hour passing through town limits of Edmonds.
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.

Except when displaying signals first class trains will register by card at Interbay and Everett Jct.
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. 356 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.

FIRST CLASS								Time Table No. 12 Effective JUNE 24, 1923.	Distance from Seattle	SIGNS	SECOND CLASS				THIRD CLASS		
356	28	2	358	278	4	360									718		
Passenger Daily	Express Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily		STATIONS							Mdse. Freight Daily Ex. Sunday		
A 1.05am	A 10.00Pm	A 355 8.10Pm	A 6.00Pm	A 3.25Pm	A 9.30Am	A 277 9.15Am	DOUBLE TRACK. Automatic Block Signals	.....EVERETT JUNCTION....	32.7	R DN P					A 8.15am		
‡12.55	9.53	8.03	f 5.53	‡ 3.16	9.23	‡ 9.06		3.8 .....MUKILTEO.....	28.9	D P					‡ 8.05		
f12.45	9.46	7.56	5.47	f 3.06	9.17	f 8.56		4.1 .....MOSHER.....	24.8	P					f 7.55		
f12.37	9.41	7.51	5.42	f 3.00	9.12	f 8.51		3.0 .....MEADOWDALE.....	21.8	P					f 7.45		
‡12.29	9.35	7.45	‡ 5.36	‡ 2.53	9.05	‡ 8.43		3.9 .....EDMONDS.....	17.9	D W P					‡ 7.30		
f12.20	9.30	7.40	5.29	‡ 2.45	8.59	‡ 8.33		3.0 .....RICHMOND BEACH....	14.9	D P					‡ 7.10		
f12.03Am	9.17	7.27	5.17	‡ 2.30	8.47	‡ 8.18		9.1 .....BALLARD.....	5.8	D					f 6.50		
‡11.59	9.14	7.24	5.14	‡ 2.25	8.44	‡ 8.14		1.1 .....INTERBAY.....	4.7	R● DNWCTOXPK					L 6.45Am		
								1.3 .....G. N. DOCK.....	3.4								
L 11.45Pm	L 9.00Pm	L 7.10Pm	L 5.00Pm	L 2.10Pm	L 8.30Am	L 8.00Am		3.4 .....SEATTLE.....	.0	R DN ● IPK							
A ‡ 7.40Pm		A ‡ 6.50	A ‡ 4.40Pm				Via N.P. Ry.	.....SEATTLE.....	183.1								
6.15 ‡ 8.05		L 5.35Pm	3.20 ‡ 3.10Pm					40.7 .....TACOMA.....	143.4								
L 1.00Pm			L 10.00Am					143.4 .....PORTLAND.....	.0								
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily									Daily Ex. Sunday		
356	28	2	358	278	4	360									718		
1.20 34.6	1.00 33.7	1.00 33.7	1.00 33.7	1.15 26.1	1.00 33.7	1.15 26.1		Time Over Subdivision Average Speed Per Hour							1.20 28.7		

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.

Business Tracks Not Shown as Stations on Time Table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
G. N. Oil Tank Spur	1.7 miles west o Everett Jct	East		30
Dailey Shingle Co. Spur	2.0 miles west of Everett Jct	West		2
Wasser-Mowatt Lumber Co. Spur	1 mile east of Meadowdale	East		3
Brown Bay Logging Co. Connection	0.5 miles west of Meadowdale	East		2
Washington Bolt 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
Metum Spur, Oil Spur	1.6 miles east of Ballard	West		43

LOCATION OF TUNNELS.

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

Time Table No. 12

Effective JUNE 24, 1923.

THIRD CLASS		SECOND CLASS			Capacity of Side Tracks		Station Numbers.	Distance from Bellingham	STATIONS	Telegraph Calls	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. 676 Freight Daily Ex. Sunday	Fast Freight Daily							Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	N. P. 442 Passenger Daily	Passenger Daily
		L 7.00am			119	110	CL62	0.0	BELLINGHAM	HM	L 2.43am	L 6.45 AM	L 10.20am		L 5.30pm
		7.15			45	143	CL60	2.9	2.9 SOUTH BELLINGHAM	FN	s 3.05	s 6.55	s10.30		s 5.45
		7.30			54	9	CL56	6.9	4.0 SOCKEYE		f 3.17	f 7.03	10.36		278 5.53
		7.55			53	8	CL50	12.5	8.6 SAMISH		356 f 3.30	f 7.15	10.47		6.05
						8	CL49½	13.2	0.7 BLANCHARD		f 3.34	s 7.18			6.06
		8.30			65	16	CL46	16.6	3.4 BOW	BO	f 3.40	s 7.25	10.52		6.11
		8.50				8	CL42	21.2	4.6 BELLEVILLE	BV	f 3.50	f 7.32	10.57		6.17
	714-360 L 11.35am	9.00 9.45			63	239	CL39	23.8	2.6 BURLINGTON	BU	s 4.05	L 7.40	360 s11.05		s 6.29
	712 s12.15pm	714 10.10			42	60	CL35	27.9	4.1 MT. VERNON	NR	s 4.20	s 7.52	714 s11.15		s 6.42
	s12.35	360 10.33			64	19	CL30	33.3	5.4 FIR	FR	f 4.35	s 8.01	11.21		358 s 6.54
						6	CL27½	35.0	1.7 MILLTOWN		f 4.38	s 8.05			
	s 1.00	359 712 11.32			67	61	CL23	40.4	5.4 STANWOOD	B	s 4.55	s 8.16	711 and 712 11.32		f 7.07
	s 1.25	12.01pm			76	14	CL17	45.9	5.5 SILVANA	NA	f 5.10	714 s 8.32	11.40		f 7.20
	f 1.50	12.15			64	16	CL13	50.0	4.1 ENGLISH		f 5.20	s 8.40	11.46		7.28
	f 2.05	12.25	L 9.45 pm				CL9	53.6	3.6 KRUSE	K	5.26	s 8.45	11.50	L 3.18pm	7.33
	s 2.50	12.40	9.55		64	74	CL6	57.0	3.4 MARYSVILLE	MS	s 5.40	s 8.52	11.55	3.25	f 7.40
360 L 9.35am	A 3.05pm	A 1.00pm	A 10.05 pm	L 12.35am			CL3	59.7	2.7 DELTA WYE	WY	5.48	718 s 8.58	12.01pm	A 3.34pm	7.47
9.40				12.40	41			60.7	1.0 LONG SIDING		5.52	9.01	12.04		7.50
9.50				12.50	65	120	1779	63.3	2.6 EVERETT		s 6.07	s 9.13	s12.13		s 8.05
A 10.00am				A 1.00am			1780	64.1	0.8 EVERETT JUNCTION	JN	A 6.10am	A 360 9.15am	A 12.15pm		A 8.07pm
Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Monday	Daily Ex. Sunday	Daily							Daily	Daily Ex. Sunday	Daily	Daily	Daily
717	713	711	729	401							357	277	359	299	355
0.35 10.6	3.30 10.3	5.00 12.0	.20 18.3	.25 10.6					Time Over Subdivision Average Speed Per Hour		3.27 18.4	2.30 25.0	1.55 33 7	.16 27.0	2.37 24.3

Automatic Block Signals

SPECIAL RULES.

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

Automatic Block Signals in operation between Everett Jct. 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.

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.

Before passing over bridge 10, Delta Wye, dozers and other equipment should be examined to insure clearance point three and one-quarter inches above top of rail at 27 inches from the gauge line of nearest rail.

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

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

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

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

At Kruse all N. P. trains will enter and leave G. N. main line, through cross-over. Switches at cross-over will be handled by operators.

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 Northern Pacific connection, One Long, One Short, One Long.
Southward for Northern Pacific connection, Two Long, One Short, One Long.

INTERLOCKING SYSTEM.—Governing movement of trains N. P. crossing and Bridge 10 just north of Delta Wye.

All southward trains 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 358 Passenger Daily	278 Passenger Daily Ex. Sunday	360 Passenger Daily	356 Passenger Daily	Time Table No. 12 Effective JUNE 24, 1923. STATIONS	Distance from Everett Junction	SIGNS	SECOND CLASS 712 Fast Freight Daily Ex. Sunday	728 N. P. 675 Freight Daily Ex. Sunday	THIRD CLASS 714 Mdse. Freight Daily Ex. Sunday	718 Mdse. Freight Daily Ex. Sunday
A s 8.15pm	A s 6.15pm	As12.05pm	A s 4.10pm	BELLINGHAM	64.1	R* DNXCWTKP	A 2.25pm			
s 8.00	s 6.02	s11.55am	s 4.00	2.9 SOUTH BELLINGHAM	61.2	D O K P	s 2.15			
7.52	355 f 5.53	f11.43	f 3.50	4.0 SOCKEYE	57.2	P	f 2.00			
7.40	f 5.37	11.31	357 3.30	5.6 SAMISH	51.6	W P	f 1.45			
	s 5.35	s11.29	f 3.26	0.7 BLANCHARD	50.9	P				
7.32	f 5.31	s11.22	f 3.20	3.4 BOW	47.5	D P	s 1.30			
7.24	f 5.22	f11.12	f 3.07	4.6 BELLEVILLE	42.9	P	f 1.10			
s 7.19	s 5.16	359-713 s11.05	s 3.00	2.6 BURLINGTON	40.3	R DNCOWYXIKP	s 1.00		713 A s11.30am	
s 7.06	s 5.03	714 s10.50	s 2.45	4.1 MT. VERNON	36.2	DN P	713 12.15pm		359-360-711 11.15 10.10	
355 6.54	s 4.50	711 s10.33	f 2.30	5.4 FIR	30.8	D P	11.55		s 9.45	
	s 4.45	s10.24	f 2.25	1.7 MILLTOWN	29.1					
6.43	s 4.35	s10.19	s 2.15	8.4 STANWOOD	23.7	DN P	359-711 11.32		s 9.15	
6.34	s 4.20	s10.05	f 2.00	5.5 SILVANA	18.2	D W P	11.00		277 s 8.32	
6.28	s 4.10	f 9.54	f 1.49	4.1 ENGLISH	14.1	P	10.30		f 8.05	
6.23	s 4.02	9.47	1.40	3.6 KRUSE	10.5	R DN P	10.15	A 2.50am	f 7.45	
6.18	s 3.54	s 9.42	s 1.34	3.4 MARYSVILLE	7.1	DN P	10.00	2.35	s 7.30	
6.12	3.43	717 9.33	1.23	2.7 DELTA WYE	4.4	R DN IY P	L 9.45am	L 2.20am	L 7.00am	A 277 8.35am
6.09	3.40	9.30	1.20	1.0 LONG SIDING	3.4					8.30
s 6.05	s 3.35	s 9.25	s 1.15	2.6 EVERETT	0.8	P				8.20
L 6.00pm	L 3.25pm	L 277 9.15am	L 1.05am	0.8 EVERETT JUNCTION	0.0	R DN P				L 8.15am
Daily	Daily Ex.Sunday	Daily	Daily				Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
358	**278**	**360**	**356**				**712**	**728**	**714**	**718**
2.15 28.5	2.50 23.0	2.50 23.0	3.05 21.0	Time Over Subdivision Average Speed Per Hour			4.40 13.6	5.30 12.0	4.30 8.0	0.20 14.6

Automatic Block Signals

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 68 feet inside of home signals. Home Signals are pipe connected.

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

INITIAL STATIONS.

Delta Wye, for trains Nos. 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. 277, 720 and 711.
Kruse, for trains Nos. 299 and 729.
Burlington, for trains Nos. 713.

TERMINAL STATIONS.

Delta Wye, for trains Nos. 299, 729, 711, 713 and 718.
Everett Jct., for trains Nos. 359, 355, 357, 277, 401 and 717.
New Westminster, for trains Nos. 97, 101 and 103.
Vancouver, for trains 356, 358, 360 and 720.
C. N. Junction, for trains Nos. 98, 102 and 104.
Bellingham, for trains Nos. 278, 719 and 712.
Kruse, for train No. 728.
Burlington, for trains Nos. 714.

YARD LIMITS

Yard limits extend from yard limit board north of Roundhouse, Bellingham, to yard limit board, south of South Bellingham.

Yard limit boards placed each direction from Burlington.

Everett yard limits include Delta yard and from North end of draw bridge 11 to yard limit board west of Everett Jct.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Coast Clay Spur	Leads off of Chuckanut Spur	South		22
Chuckanut Quarry Spur	1.0 Miles north of Sockeye	North		24
Chuckanut Cannery Spur	0.7 Miles north of Sockeye	North		7
Hazel Mill Spur	0.5 Miles south of Samish	North		35
Bloedel-Donovan Spur	1.3 Miles north of Bow	North		64
Bellville Pit	1.5 Miles north of Bellville	North		80
Everett Pulp and Paper Co., Spur	1.7 Miles north of Mt. Vernon	South		4
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
Bloedel Donovan Spur	1.0 Miles north of Silvana	Both ends		80

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.

SOUTHWARD.

THIRD SUB-DIVISION—VANCOUVER TO BELLINGHAM.

Time Table No. 12
Effective JUNE 24, 1923.

THIRD CLASS 103	THIRD CLASS 719	SECOND CLASS	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Station Numbers	Distances from Vancouver	STATIONS	Telegraph Calls	FIRST CLASS 357	FIRST CLASS 359	FIRST CLASS 355	FIRST CLASS 97	FIRST CLASS 101
C. N. Ry. 404 Freight	Mdse. Freight								Passenger	Passenger	Passenger	C. N. Ry. 38 Passenger	C. N. Ry. 2 Passenger
Daily	Daily Ex. Sunday								Daily	Daily	Daily	Daily	Daily
	L 5.45pm		33	319	CL125	0.0	VANCOUVER	VN	L 12.01am	L 8.00am	L 3.00pm		
L 11.05pm	5.49					1.3	C. N. JUNCTION		12.05	8.04	3.04	L 6.25pm	L 9.55pm
11.13	f 5.57				CL122	2.7	STILL CREEK (1.4)	Double Track	f12.11	8.08	3.08	6.31	10.00
11.19	f 6.01				CL120	4.6	ARDLEY (1.9)	Double Track	f12.15	8.11	3.11	6.36	10.04
11.27	f 6.05			39	CL117	7.2	BURNABY (2.6)	Double Track	f12.21	8.15	3.15	6.42	10.09
11.33	f 6.14				CL115	10.9	ENDOT (3.7)	Double Track	12.27	8.20	3.20	6.48	358 10.15
11.40	s 6.20		27	55	CL112	12.4	SAPPERTON (1.5)		12.30	8.23	3.23	6.51	10.18
A 11.45pm	s 6.40			52	CL107	13.1	NEW WESTMINSTER (0.7)	MN	s12.38	s 8.28	s 3.28	A s 6.55pm	A s10.23pm
	f 6.46					13.5	FRASER RIVER JCT. (0.4)		12.43	8.33	3.33		
	f 7.00		64	3	CL101	18.7	TOWNSEND (5.2)		f12.52	8.41	3.43		
	s 7.20 / s 7.45 (720)		65	59	CL96	24.1	COLEBROOK (5.4)	G	s 1.02	s 8.50	f 3.52		
	f 8.05			24	CL92	27.7	CRESCENT (3.6)		f 1.10	f 8.57	f 4.00		
	s 8.45 / s 9.30 (858)		65	21	CL87	32.5	WHITE ROCK (4.8)	WR	s 1.35	s 9.22	s 4.25		
						35.5	INTERNATIONAL BOUNDARY (3.0)						
	9.45 / 11.00		62	124	CL84	36.0	BLAINE (0.5)	BN	s 1.55	s 9.32	s 4.45 (720)		
	s11.25		76	40	CL77	43.5	CUSTER (7.5)	CU	f 2.10	f 9.45	4.57		
				3	CL74	46.2	ENTERPRISE (2.7)		f 2.17	9.52			
	s11.45 Pm		75	38	CL71	49.1	FERNDALE (2.9)	FD	s 2.23	s 9.57	s 5.08		
				30	CL70	51.3	BRENNAN (2.2)		2.28	10.02			
	A s12.30am		119	110	CL62	58.1	BELLINGHAM (6.8)	HM	A s 2.43am	A s10.15am	A s 5.25pm		
Daily	Daily Ex. Sunday								Daily	Daily	Daily	Daily	Daily
103	719								357	359	355	97	101
.40 / 17.7	6.45 / 9.2						Time Over Subdivision / Average Speed Per Hour		2.42 / 22.3	2.15 / 26.0	2.25 / 24.1	.30 / 23.6	.28 / 24.2

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 clearance from Superintendent.

No. 359 meets No. 102 on double track between Still Creek and Endot. No. 358 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 Fraser River Bridge.

No train will exceed speed of 25 miles per hour, on curves of 8 degrees or over 30 miles per hour over 6 and 7 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 85 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 will be the limit.

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

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

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

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

All trains will come to a full stop within 50 feet of home signal on either side of Fraser River bridge, and will not proceed until clear signal is displayed, and will not exceed a speed of 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., Guichon line Jct., and Frazer 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, Frazer River bridge, between Frazer River Jct. and New Westminster, are located on north and south end of bridge.

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

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

Yard limit boards at Bellingham, Blaine, Vancouver and White Rock.

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

FIRST CLASS					SECOND CLASS				THIRD CLASS	
358	360	98	102	356	Time Table No. 12. Effective JUNE 24, 1923. STATIONS	Telegraph Calls	Distance from Bellingham	SIGNS	720	104
Passenger Daily	Passenger Daily	C. N. Ry. 37 Passenger Daily	C. N. Ry. 1 Passenger Daily	Passenger Daily					Mdse. Freight Daily Ex. Sunday	C. N. Ry. 403 Freight Daily
A ‡10.45pm	A ‡ 355 2.55pm			A ‡ 359 7.55am	VANCOUVER	VN	58.1	RO DN WCYTOPK	A ‡ 9.00pm	
10.35	2.45	A ‡10.54am	A ‡ 7.28am	7.45	1.3 C. N. JUNCTION		56.9		8.50	A ‡ 9.22am
10.30	f 2.40	10.49	7.23	f 7.40	Double Track 1.4 STILL CREEK		55.4	P	f 8.45	9.17
10.26	f 2.36	10.42	7.16	f 7.35	Double Track 1.9 ARDLEY		53.1	DN P	f 8.35	9.12
10.21	f 2.31	10.34	7.09	f 7.28	Double Track 2.6 BURNABY		50.9	P	f 8.25	9.06
101 10.15	2.25	10.24	7.02	7.21	Double Track 3.2 ENDOT		47.7	P	f 8.10	8.58
10.11	f 2.21	10.19	6.54	f 7.17	2.0 SAPPERTON		45.7	X W I Y PK	‡ 8.00	8.50
‡10.08	‡ 2.18	L 10.17am	L 6.50am	‡ 7.15	0.7 NEW WESTMINSTER	MN	45.0	R DN I PK	‡ 7.55	L 8.45am
9.59	2.08			7.05	0.4 FRASER RIVER JCT		44.6		f 7.50	
9.51	f 1.58			f 6.55	5.2 TOWNSEND		39.4	P	f 7.35	
‡ 9.43	‡ 1.50			‡ 6.42	5.4 COLEBROOK	G	34.0	R DN W Y P	719 7.20 ‡ 6.55	
f 9.35	f 1.40			f 6.20	3.6 CRESCENT		30.4		f 6.45	
719 ‡ 9.11	‡ 1.15			‡ 5.55	4.8 WHITE ROCK	WR	25.8	DN P	6.20 ‡ 5.35	
					2.0 INTERNATIONAL BOUNDARY		22.8			
‡ 9.00	‡ 1.00			‡ 5.25	0.5 BLAINE	BN	22.1	R DN W T P	355 5.20 4.35	
f 8.42	‡12.41			‡ 4.54	7.5 CUSTER	CU	14.6	D P	‡ 4.15	
8.35	f12.36			f 4.46	2.7 ENTERPRISE		11.9			
‡ 8.32	‡12.31			‡ 4.40	2.9 FERNDALE	FD	9.0	D P	‡ 3.35	
8.24	f12.23			4.29	2.3 BRENNAN		6.8			
L 8.15pm	L 12.10pm			L 4.15am	6.8 BELLINGHAM	HM	0.0	R⊕DN WC T PK	L 3.00pm	
Daily	Daily	Daily	Daily	Daily					Daily Ex. Sunday	Daily
358	360	98	102	356					720	104
2.30 23.2	2.45 22.3	.37 19.1	.38 21.0	3.40 15.6	Time Over Subdivision Average Speed Per Hour				6.00 9.7	.37 19.1

No train, engine, or cars shall be moved into or through the interlocking zone protecting the Fraser River bridge immediately south of New Westminister, 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 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 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.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	Length	Car Capacity
Maddoughe-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
Delta Shingle Co. Spur	0.8 Miles south of Townsend	North	....	10
Mosher Lumber & Logging Spur	2.2 Miles south of Townsend	South	630	16
McClellands Spur	2.0 Miles north of Colebrook	South	....	2
Campbell Lumber Co. Spur	1.0 Miles south of Whiterock	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

Time Table No. 12
Effective JUNE 24, 1923.

THIRD CLASS		SECOND CLASS		FIRST CLASS			Capacity of Side Tracks		Station Numbers	Distance from Rockport	STATIONS	Telegraph Calls	Distance from Anacortes	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS	
725	723			289	279	291	Passing Tracks	Other Tracks							292	290	280			724	726
Mdse. Freight Daily Ex. Sunday	Mdse. Freight Daily Ex. Monday			Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday									Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily			Mdse. Freight Daily Ex. Sunday	Mdse. Freight Daily Ex. Sunday
	L 6.30 Pm			L 4.30 Pm	L 9.10 AM		39		CN53		ROCKPORT	RK	53.7	R D W Y		A s 1.30 Pm	A s 9.10 Pm			A 4.30 Pm	
	f 6.50			f 4.45	9.25		16		CN48	5.8	NESTOS		47.9			f 1.05	8.55			f 4.00	
	s 7.25			s 4.57	s 9.37			83	CN44	9.1	CONCRETE	BA	44.6	D		s 12.57	s 8.47			s 3.30	
	s 7.50			f 5.00	f 9.40		39	76	CN43	10.3	GRASSMERE		43.5	W		f 12.45	f 8.39			f 2.40	
	f 8.20			s 5.12	s 9.53		41		CN38	15.5	BIRDSVIEW		38.2			s 12.33	s 8.27			f 2.15	
	s 8.50			s 5.25	s 10.06		35	9	CN33	20.6	HAMILTON	K	33.1	D W		s 12.20	s 8.15			s 1.40	
	s 9.15			s 5.37	s 10.19			25	CN29	23.9	LYMAN	MY	29.8	D		s 12.08 Pm	s 8.06			s 1.10	
	f 9.35			f 5.48	f 10.30		21			29.2	COKEDALE JUNCTION		24.5			f 11.50	f 7.54			f 12.40	
	s 10.00			s 6.00	s 10.40		42	63	CN20	33.4	SEDRO-WOOLLEY	SW	21.3	D X I K		s 11.40	s 7.46			s 12.25	
									CN18	34.7	STERLING		19.0								
L 1.30 Pm	A s 10.25 AM			280 6.20 s 7.25	290 10.55 11.20	292 L 7.45 AM	63	225	CL39	37.2	BURLINGTON	BU	16.5	R DN CO WYX IK	291 A 7.35 AM	279 11.15 s 10.55	289 7.30 5.50			L 12.01 Pm	A 9.30 AM
s 1.40				s 7.33	s 11.28	7.50		16	CN13	40.0	AVON		13.7		7.28	s 10.46	s 5.39				s 9.20
f 1.50				f 7.40	f 11.35	7.54		7	CN10	43.6	FREDONIA		11.1		7.24	f 10.40	f 5.32				f 9.10
s 2.00				s 7.47	s 11.42	7.58		17	CN9	44.1	WHITNEY		9.6		7.20	s 10.35	s 5.25				s 9.05
										46.3	DRAW BRIDGE		7.4								
f 2.15				f 8.03	f 11.58	8.10		3	CN4	49.6	FIDALGO		4.1		7.10	f 10.21	f 5.11				f 8.45
A s 2.30 Pm				A s 8.15 Pm	A 12.10 Pm	A 8.20 AM		235	CN0	53.7	ANACORTES	AC		R D T W	L 7.00 AM	L 10.10 AM	L 5.00 Pm				L 8.30 AM
Daily Ex. Sunday	Daily Ex. Monday			Daily	Daily	Daily Ex. Sunday									Daily Ex. Sunday	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday
725	723			289	279	291									292	290	280			724	726
1.0 16.5	3.55 9.5			3.45 15.0	3.0 18.0	.35 .30					Time Over Subdivision Average Speed Per Hour				.35 .30	3.20 16.1	4.10 13.0			4.29 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, Summitt 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 wetsward trains.

INITIAL STATIONS.

Anacortes, for trains Nos. 280, 290, 292 and 726.
Rockport, for trains Nos. 279, 289 and 723.
Burlington, for trains Nos. 291, 724 and 725.

TERMINAL STATIONS.

Anacortes, for trains Nos. 279, 289, 291 and 725.
Rockport, for trains Nos. 280, 290 and 724.
Burlington, for trains Nos. 292, 723 and 726.

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

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Briscoe Spur	1.8 Miles west of Rockport	West		14
Sedro Box & Veneer Spur	2.48 Miles west of Sauk	East	246 feet	5
Sauk Spur	2.0 Miles west of Rockport	West		7
Cowden's Spur	3.5 Miles west of Rockport	East		9
Van Horne's Spur	1.5 Miles west of Nestos	East		15
Vix Spur	1.5 Miles west of Nestos	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
McNeill-O'Hern Spur	2.0 Miles east of Birdsview	West	1400 feet	30
Corey Shgl. Spur	1.0 Miles east of Birdsview	West	237 feet	3
McNeil-O'Hern Log Spur	.067 Miles west of Birdsview	West	264 feet	4
L. L. Spur	0.2 Miles west of Hamilton	West		2
Hop Ranch Spur	0.8 Miles east of Lyman	West		3
Minkler's Mill	3.0 Miles east of Cokedale Jct	Both Ends		13
Hawkins Spur	.08 Miles east of Fredonia	West	7 feet	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 Rollway	2.7 Miles east of Anacortes	Both Ends		21
Puget Sound Saw Mill & Shgl. Co. Spur	2.1 Miles east of Anacortes	West	1212 feet	26
Fidalgo Mill Spur	2.1 Miles east of Anacortes	East		4

WESTWARD. FIFTH SUB-DIVISION—SUMAS TO GUICHON. EASTWARD.

SECOND CLASS. 383 Mixed Daily Ex. Sunday	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Station Numbers	Distance from Sumas.	Time Table No. 12 Effective JUNE 24, 1923 STATIONS.	Telegraph Calls	Distance from Guichon	SIGNS.	SECOND CLASS. 384 Mixed Daily Ex. Sunday
L 10.15Am			CO30	0.0	.....SUMAS, WASH.....	SU	46.5	R D W C	A 9.15Am
				0.0	INTERNATIONAL BOUND'RY		46.5		
10.16	26	3	CC28	0.1	.....HUNTINGDON.....		46.4	W	s 9.14
s 10.30	40	21	CO26	3.6	.....ABBOTSFORD.....	FS	42.9	R D W	s 9.00
s 10.45		7	CO21	8.1	.....SAREL.....		38.4		s 8.35
s 11.05	62	21	CO16	12.7	.....ALDERGROVE.....	AG	33.8	D	s 8.20
s 11.40	26		CO12	16.9	.....OTTER.....		29.6		s 7.55
s 12.05Pm	64	18	CO8	21.6	.....LINCOLN.....		24.9	W	s 7.25
s 12.55	64	38	CL93	29.4	.....CLOVERDALE.....	CL	17.1	D XY	s 6.55
f 1.15		5	CV4	33.4	.....ALLUVIA.....		13.1		s 6.40
f 1.25		5	CV6	34.9	.....SOUTHPORT.....		11.6		f 6.35
f 1.30				35.9	.....COLEBROOK JCT.....		10.6	Y	f 6.31
1.35 s 3.55	65	59	CL96	35.9	.....COLEBROOK.....	G	10.6	R DN W	6.30 s 5.55
f 3.58				36.7	.....GUICHON LINE JCT.....		9.8		f 5.45
f 4.25		9	CV14	42.7	.....INVERHOLM.....		3.8		f 5.15
f 4.45		6	CV16	45.1	.....LADNER.....		1.4		f 5.05
A s 5.00Pm		10	CV19	46.5	.....GUICHON.....		0.0	R Y	L 5.00Am
Daily Ex. Sunday 383									Daily Ex. Sunday 384
6.45 7.0					Time Over Subdivision Average Speed Per Hour				4.15 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 bridges.

Classes D-5d 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 2,500 feet from crossing. Home signal is located 75 feet from crossing. Home signal on south side is located 15 feet from crossing and distant signal 1,500 feet from crossing. Derails are placed five feet inside each home signal.

INITIAL STATIONS.
Guichon, for train No. 384.
Sumas, for train No. 383.

TERMINAL STATIONS.
Guichon, for train No. 383.
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 399 Mixed Tuesday and Friday	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Station Numbers	Distance from Cannor	Time Table No. 12 Effective JUNE 24, 1923 STATIONS	Telegraph Calls	Distance from Abbotsford	SIGNS	SECOND CLASS 398 Mixed Tuesday and Friday
			CO40	0.0	.....CANNOR.....	CR	14.7		
398 L 9.20Am	40	5	CO31	9.7	9.7 .....KILGARD.....		5.0		398 As 9.20Am
As 9.40Am	37	31	CO26	14.7	5.0 .....ABBOTSFORD.....	FS	0.0	R D W	L 9.00Am
Tuesday and Friday 399									Tuesday and Friday 398
.20 15.2					Time Over Subdivision Average Speed Per Hour				.20 15.2

Special Rules.

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

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

All trains reduce speed to 8 miles per hour over draw span Bridge 176 over Sumas River, Cannor.

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
Patterson's Spur	0.9 Miles east of Inverholm	West	7
Smith Road Spur	2.0 Miles east of Inverholm	Both	7
Matthew Road Spur	3.0 Miles east of Inverholm	Both	7
Embree Road Spur	2.8 Miles west of Colebrook	Both	7
Oliver Road Spur	1.7 Miles west of Colebrook	West	4
Gravel Pit Spur	0.7 Miles east of Alluvia	West	16
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	2
Rarie Spur	1.0 Miles east of Otter	West	7
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

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

For Points Between	LIMIT OF LOAD—MEASUREMENT WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL WIDTH 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"	Maximum Hgt.	Maximum Width.
	HEIGHT																		
*Lines East of Cut Bank except Pacific Junction to Butte	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0"	18'0"	11'6"
Cut Bank to Spokane	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'8"	14'4"	14'3"	14'0"	13'0"	12'0"	17'0"	11'6"
Spokane to Seattle	17'0"	17'0"	17'0"	17'0"	16'8"	16'3"	15'9"	15'6"	15'3"	15'0"	14'9"	14'6"	14'0"	13'10"	13'6"	13'0"	12'0"	17'0"	11'6"
Seattle to Vancouver, B. C.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'10"	16'6"	16'0"	15'3"	18'0"	11'6"
Seattle to Portland	19'0"	19'0"	19'0"	19'0"	19'0"	18'7"	18'1"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	14'6"	19'0"	11'6"
Pacific Jct. to Great Falls	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"
Great Falls to Helena	16'0"	16'0"	16'0"	16'0"	16'0"	15'8"	15'4"	15'2"	15'0"	14'8"	14'4"	14'0"	13'0"	12'8"	12'0"	11'0"	10'0"	16'0"	11'6"
Helena to Butte	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9"	15'6"	15'3"	15'0"	14'11"	14'9"	14'6"	13'6"	17'0"	11'6"
Spokane to Vancouver, B. C. via Marcus and Brookmere	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'0"	14'0"	18'0"	11'6"
Spokane to Portland via S. P. & S. Ry	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	.....	21'0"	11'0"

*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
Salvage of bad order car	30,000
Dead engines	Actual weight
Steam shovels, 60 ton	120,000
" " 65 ton	130,000
" " 70 ton	142,000
" " 95 ton	184,000
Pile Drivers	112,000
Derrick Cars, 35 ton	121,400
" " 50 ton	160,400
" " 60 ton	163,500
" " 75 ton	148,000
" " 100 ton	174,500
" " 150 ton	246,500
Rotary plows (95007 and 95008)	200,000
Rotary plows (others)	127,000

	Pounds
Dozers	40,000
B. & B. outfit cars	28,000
First class coach (wood)	86,000
Second class coach (wood)	57,400
Coaches (steel)	120,700
Tourist sleepers	84,900
Sleepers	111,800
Diner	106,400
Parlor	108,700
Baggage	65,000
Mail	114,700
Baggage and express	96,900
Express refrigerator	76,500
Pass. and baggage	50,800
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 CABOOSES.

STATIONS	Ruling Grade	Class L1S-1902-1903-1908-1921				Class L1-1900-1921				Class L2-1800-1844 " "O1" 3020-3069 " O5, 3300-3350 " P-1750-1764				Class F8-1140-1199 Superheated				Class F5-1095-1099 " F5-1100-1109				Class G2-700-719 " G2-720-769				Class F1-800-855 " 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 Skykomish	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	....	....	....	....
Skykomish 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 Wenatchee	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	....	....	....	....
Wenatchee to Leavenworth	0.1	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	....	....	....	....
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 Skykomish	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	....	....	....	....	....	....	....	....	3500	3150	2800	2630	2600	2340	2080	1850	2300	2070	1840	1730	1650	1500	1350	1270	1300	1170	1040	975	....	....	....	....
Delta to Bellingham	0.4	....	....	....	....	....	....	....	....	4000	3600	3200	3000	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	....	....	....	....
Skykomish 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	....	....	....	....
Burlington 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 Burlington	1.0	....	....	....	....	....	....	....	....	....	....	....	....	1550	1400	1275	1200	1350	1250	1100	980	1020	950	850	725	800	725	650	620	650	600	550	500
Burlington to Anacortes	0.7	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1000	900	800	700	900	800	700	610
Anacortes to Burlington	0.7	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1000	900	800	700	900	800	700	610

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

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

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

Weights of Empty Freight Cars.

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

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

Weights of Passenger Equipment.

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

Weights of Passenger Equipment—Cont.

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

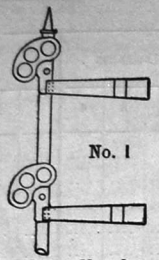
Weights of Dead Engines and Tanks.

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

Speed Table.

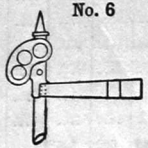
80 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
30 miles per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

ELECTRIC TRAIN STAFF BLOCK SIGNAL DIAGRAMS.



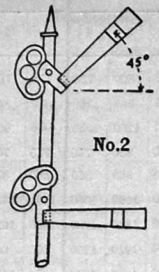
Home Signal.

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



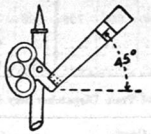
Distant Signal.

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



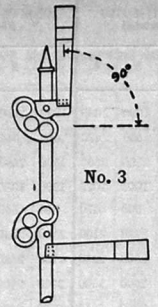
Home Signal.

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



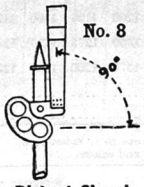
Distant Signal.

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



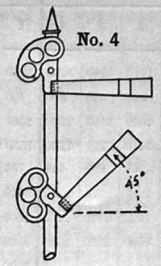
Home Signal.

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



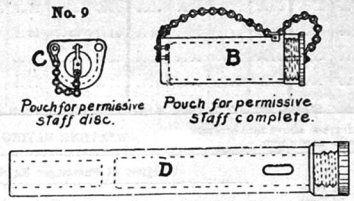
Distant Signal.

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



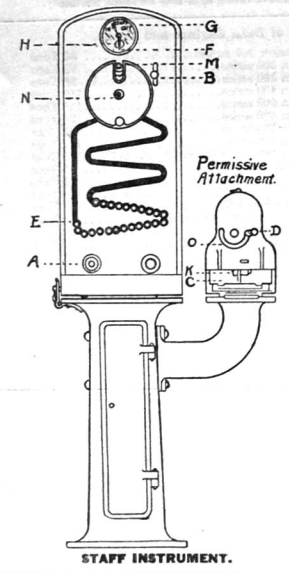
Home Signal.

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



Bell Code of Signals

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



STAFF INSTRUMENT.

GENERAL INSTRUCTIONS
FOR
OPERATING TRAIN STAFF INSTRUMENTS.

TO REMOVE STAFF FROM MACHINE.

Instructions to Operator removing staff.

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

Instructions to Operator aiding in removal of a staff.

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

TO REPLACE STAFF IN THE MACHINE.

Instructions to Operator replacing staff.

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

Instructions to Operator at opposite end of Block.

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

TO REMOVE THE PERMISSIVE STAFF FROM MACHINE.

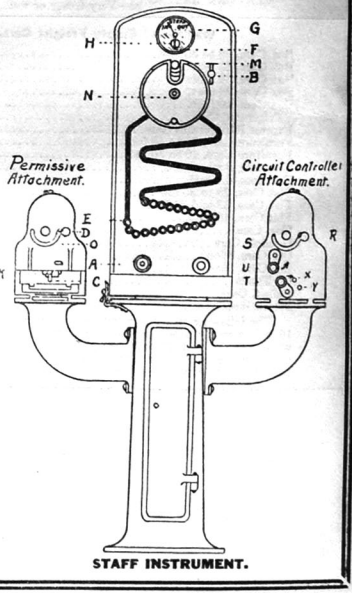
1st. Insert solid staff in the opening "D" of the permissive attachment and move to the extreme left of the slot "O."
2nd. Turn the latch "K" and allow door "C" to drop and the permissive staff to roll out.

TO REPLACE THE PERMISSIVE STAFF IN THE MACHINE.

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

INSTRUCTIONS FOR OPERATING SEMAPHORE SIGNALS THROUGH CIRCUIT CONTROLLER ATTACHMENT.

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



STAFF INSTRUMENT.

Electric Train Staff Block Signal System in operation between Everett Jct., and Pacific Ave., between Tye and Cascade Tunnel.

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. Omitted.

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. (Seee 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.

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.

10. Omitted.

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.

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 employe.

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

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

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

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

21. **Block Operators will handle the staff machines in accordance with the rules and general instructions for operating staff instruments.**

21-A. Omitted.

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. Omitted.

21-D. Omitted.

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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Monitor, east end industry track.
Dryden, east end industry track.
Peshastin, east end of industry track.
Cashmere, east end industry and storage tracks.
One switch operates both derails.
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.
Corea, west end industry.

DERAIL SWITCHES

Scenic, industry track.
Alpine, industry track and mill spur.
Tonga Mill spur.
Skykomish house track.
Grotto, industry track and mill spur.
Index, industry track.
Western Granite Works spur 1 mile west of Index.
Reiter, west end industry track.
Wallace Falls Logging Co.'s track.
Monroe Milw. Interchange track.

Pacific Avenue, Brewery spur, Frye-Bruhn spur.
Everett, power house spur.
B. & D. spur 1 mile south of Silvana.
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.
Abbottsford, 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.
Wenatchee		DR. A. E. GEARHARDT.	
Cashmere		DRS. PARKER and HAYDEN.	
Leavenworth		DR. G. W. HOXSEY.	
Index		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, 616 Cobb Bldg.
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. C. E. McKINNIS
New Westminster	DR. GEO. E. DREW.
Vancouver	DR. A. S. MONRO.
Anacortes	DR. H. E. FROST.

TIME INSPECTORS.

Wenatchee	HOWARD THOMAS.
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.

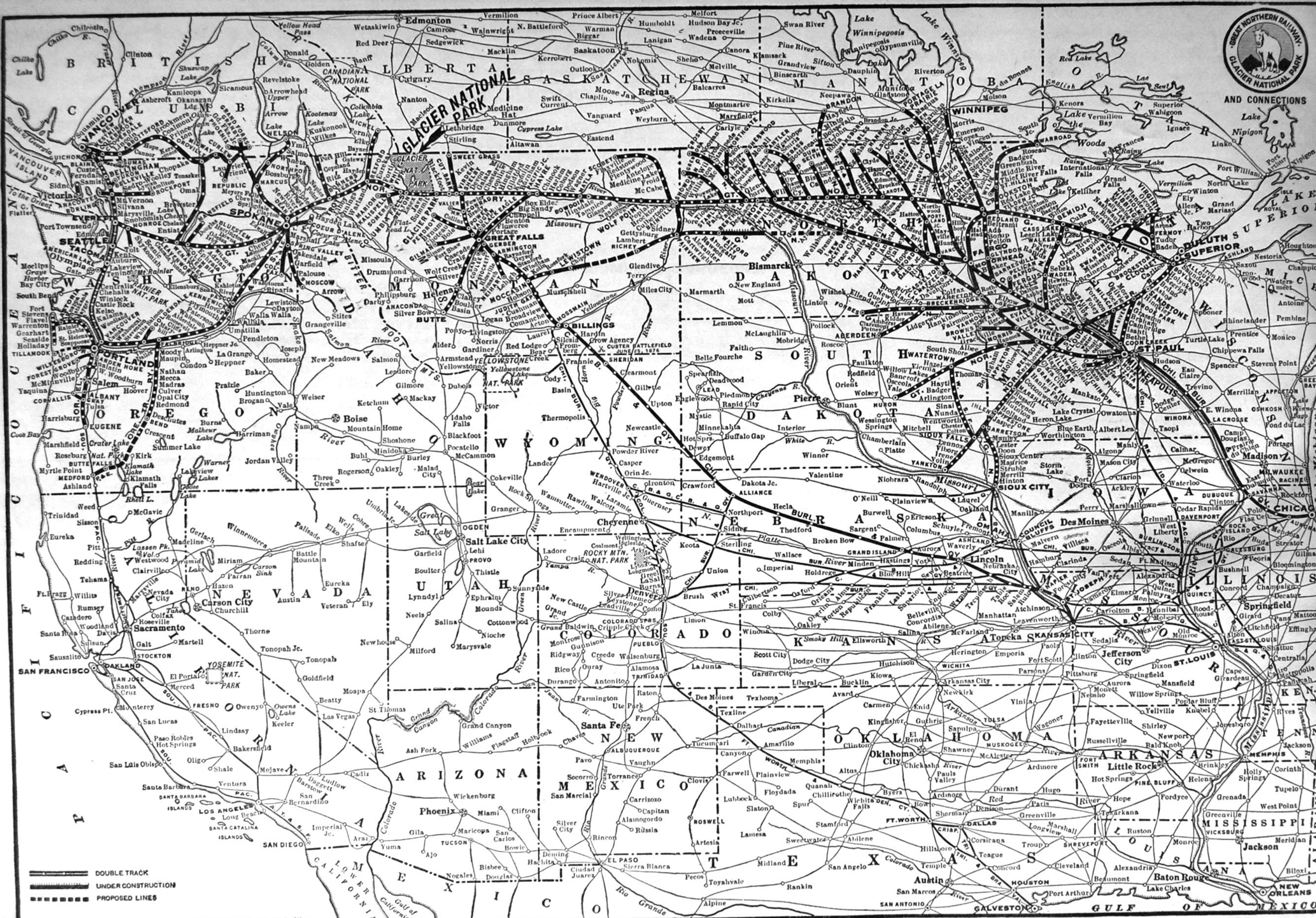
New Westminster, B. C.	W. C. CHAMBERLAIN.
Sumas	HENDRICKSON BROS.
Vancouver, B. C.	ROBERT McDONALD.
Tacoma, Wash.	RICHARD VEATH.
Centralia, Wash.	BEN SALICK.
Portland, Ore.	W. H. SEXTON.
Vancouver, Wash.	JOS. CARTER.

Delta—

D. MOORE, Dispatcher.
E. O. WADHAMS, Dispatcher.
T. H. REED, Dispatcher.
C. O. JOHNSON, Dispatcher.
H. L. CAULKINS, Dispatcher.
C. E. LAMKIN, Dispatcher.
C. E. McKILLIPS, Dispatcher.
ALF. MOE, Extra Dispatcher.
G. E. WELLEIN, Asst. Chief Dispatcher.
J. C. DEVERY, Chief Dispatcher.

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

This page was blank in the original.



GREAT NORTHERN RAILWAY
GLACIER NATIONAL PARK
AND CONNECTIONS
GLACIER NATIONAL PARK
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
ONTARIO
WASHINGTON
OREGON
IDAHO
MONTANA
WYOMING
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
IOWA
NEBRASKA
ILLINOIS
MISSOURI
KANSAS
COLORADO
UTAH
NEVADA
CALIFORNIA
ARIZONA
NEW MEXICO
OKLAHOMA
TEXAS
ARKANSAS
LOUISIANA
MISSISSIPPI
ALABAMA
MEXICO
LOWER CALIFORNIA
PACIFIC OCEAN
GULF OF MEXICO
LAKE SUPERIOR
Lake Michigan
Lake Winnipeg
Gulf of California
VANCOUVER ISLAND
To the Orient
VANCOUVER
Victoria
SEATTLE
TACOMA
Everett
Olympia
PORTLAND
SPOKANE
GREAT FALLS
Helena
BUTTE
BILLINGS
WINNIPEG
DULUTH
SUPERIOR
ST. PAUL
MINNEAPOLIS
CHICAGO
Milwaukee
SIOUX CITY
OMAHA
COUNCIL BLUFFS
Des Moines
Lincoln
KANSAS CITY
ST. LOUIS
Salt Lake City
Denver
Cheyenne
Boise
Sacramento
SAN FRANCISCO
LOS ANGELES
SAN DIEGO
Phoenix
Santa Fe
EL PASO
DALLAS
FT. WORTH
HOUSTON
GALVESTON
SAN ANTONIO
Austin
NEW ORLEANS
MEMPHIS
Little Rock
Oklahoma City
YELLOWSTONE NAT. PARK
YOSEMITE NAT. PARK
ROCKY MTN. NAT. PARK
CUSTER BATTLEFIELD JUNE 25, 1876
DOUBLE TRACK
UNDER CONSTRUCTION
PROPOSED LINES
177 DEC. XVI REV. SEP.-XVIII
McGill-Warner Co., St. Paul, Minn.

Bulletin 23

Everett July 26 1923

ALL CONCERNED:

Cascade Division time table No. 13 effective 12:01 A July 29th, 1923, has the following errors:

Page 2, Train No. 4 arriving at Wenatchee should be 3.15 PM instead of 3:55 PM.

Page 3. Train No. 101 should also read No. 101 on the bottom line instead of No. 97.
Train No. 273 Colebrook 7:40 PM should be heavy meet 719.
Train No. 97, bottom of line should read No. 97 instead of No. 101.

Please be governed accordingly.

C. McDonough,
Superintendent.

c All Train & Enginemen's Bulletin Boards.
All Yardmen's Bulletin Boards.
All Agents & Operators Cascade Divn.
All Section Foremen.
All Extra Gang Foreman.
All Signal Maintainers.
Mr. E. A. Muncy, Supt.

S c Mr. T. H. Lnatry, Supt.
N.P.Ry Co.
Seattle, Wh.

Everett, Wash., July 26, 1923.

Both Dispatchers - Building.

Vice President again calls attention to the fact that trains No. 1 and No. 2 should not make any special stops without approval of the General Manager or the General Superintendent of Transportation. Stops for dog catcher crews to be eliminated and any other stops not actually necessary.

Also calls attention to the fact that No. 27 must not be improperly used, must not be stopped at other than scheduled stopping points and that employes including dog catcher crews are not to be handled on train No. 27 even at regular stopping points.

J. C. Devery.