

GREAT NORTHERN RAILWAY

CASCADE DIVISION.



TIME TABLE No. 13

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

SUNDAY, JULY 29, 1923

Superseding Time Table No. 12 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 CLASS | | | | | Capacity of Side Tracks | Station Numbers | Distance from Wenatchee. | Time Table No. 13 | | | SIGNALS | FIRST CLASS | | | | | | |
|-----------------|----------------------------|----------------------------|-----------------|-----------------|-------------------------|-----------------|--------------------------|----------------------------|------------------------------|----------------------------|--------------|------------------|----------------------------|----------------------------|------------------|----------------------------|-----------------|---------------|
| 1 | 39 | 285 | 3 | 27 | | | | Effective JULY 23, 1923. | | | | 40 | 4 | 300 | 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 Ex. Sunday | | Passenger Daily | Passenger Daily Ex. Sunday | Passenger Daily Ex. Sunday | Passenger Daily | Passenger Daily Ex. Sunday | Passenger Daily | Express Daily |
| L 12:40m | L 12:05m | | L 1:30m | L 12:55m | e87 w87 | 822 | 1648 | 0.0 | WENATCHEE | WC 132.7 | R@ DN WO TP | A 7:20am | A 3:55pm | | | A 3:30m | A 4:05m | |
| 12:53 | 12:20 | | 1:43 | 1:07 | 87 | 88 | 1655 | 7.4 | MONITOR | 125.3 | | f 7:05 | 3:02 | | | 3:10 | 3:52 | |
| 1:00 | 12:33 | | 1:55 | 1:13 | e87 w87 | 62 | 1659 | 11.0 | CASHMERE | OM 121.7 | DN W P | s 6:57 | s 2:55 | | | 3:00 | 3:46 | |
| 1:11 | 12:45 | | 2:05 | 1:21 | 80 | 17 | 1664 | 15.7 | DRYDEN | DN 117.0 | P | s 6:46 | 2:46 | | | 2:51 | 3:37 | |
| 1:18 | 12:58 | | 2:13 | 1:32 | 76 | 20 | 1667 | 19.2 | PESHASTIN | PN 113.5 | D | s 6:40 | 2:39 | | | 2:45 | 3:30 | |
| s 1:33 | A 1:15m | | s 2:35 | s 1:45 | 60 | 492 | 1671 | 23.2 | LEAVENWORTH | CR 106.5 | R@ DN WCTYP | L 6:30m | s 2:32 | | | s 2:35 | s 3:23 | |
| 1:44 | | | 2:45 | 1:53 | 75 | 1674 | 26.4 | 29.5 | TUMWATER | A 105.3 | P | | 2:22 | | | 2:24 | 3:06 | |
| 1:52 | | | 2:55 | 1:59 | 75 | 1677 | 29.5 | | DRURY | DY 103.2 | P | | 2:15 | | | 2:16 | 2:55 | |
| f 2:05 | | | 3:07 | 2:07 | e82 w82 | 21 | 1681 | 33.7 | CHIYOKUM | CT 99.0 | DN W P | f 2:05 | | | | 2:07 | 2:42 | |
| f 2:13 | | | 3:14 | 2:13 | 76 | 10 | 1684 | 36.2 | WINTON | WI 95.5 | P | f 1:59 | | | | 2:01 | 2:35 | |
| f 2:22 | | | 3:23 | 2:20 | 77 | 4 | 1688 | 40.7 | NASON CREEK | NG 90.0 | P | f 1:50 | | | | 1:50 | 2:20 | |
| s 2:35 | | | s 3:32 | 2:25 | e70 w76 | 6 | 1691 | 43.7 | MERRITT | CK 89.0 | DN W Y P | f 1:43 | | | | 1:44 | 2:12 | |
| 2:47 | | | 3:47 | 2:41 | 80 | | 1696 | 48.1 | GAYNOR | GR 84.6 | P | | 1:34 | | | 1:34 | 2:02 | |
| 2:56 | | | 3:55 | 2:49 | e77 w84 | 4 | 1699 | 51.2 | BERNB | BR 81.5 | P | | 1:26 | | | 1:26m | 1:54 | |
| s 3:15 | | | s 4:20 | s 3:10 | e92 w99 | 88 | 1703 | 55.5 | CASCADE TUNNEL | CN 77.2 | R DN WCT P | s 1:15 | | | | s 1:15 | s 1:44 | |
| s 3:27 | | | s 4:35 | s 3:22 | 85 | 200 | 1706 | 59.1 | TYE | WN 73.6 | DN WC P | | 12:58 | | | 12:58 | 1:27 | |
| 3:37 | | | 4:45 | 3:30 | 65 | 21 | 1710 | 62.7 | BMBRO | NY 70.0 | P | | 12:45 | | | 12:39 | 1:10 | |
| 3:45 | | | 4:53 | 3:37 | 76 | 17 | 1713 | 65.4 | COREA | CO 67.3 | P | | 12:35 | | | 12:28 | 1:00 | |
| f 3:55 | | | f 5:02 | 3:45 | 76 | 10 | 1716 | 68.4 | SCENIC | MA 64.3 | DN W P | s 12:20 | | | | 12:10m | 12:45 | |
| f 4:04 | | | f 5:12 | 3:53 | 79 | 9 | 1719 | 71.5 | ALPINE | NI 61.2 | D W P | f 12:10m | | | | 11:59 | 12:35 | |
| 4:13 | | | 5:21 | 4:01 | 76 | 12 | 1723 | 75.0 | TONGA | G 57.7 | P | f 11:58 | | | | 11:48 | 12:23 | |
| s 4:30 | | L 6:50m | s 5:40 | s 4:15 | 63 | 178 | 1728 | 80.2 | SKYKOMISH | KY 52.5 | R@ DNWC Y P | s 11:40 | | | | A 6:00m | 11:30 | 12:05m |
| 4:39 | | f 7:00 | 5:50 | 4:22 | 76 | 7 | 1732 | 84.3 | GROTTO | 48.4 | P | 11:27 | | | | f 5:49 | 11:15 | 11:50 |
| 4:49 | | s 7:12 | 6:00 | 4:30 | 86 | 51 | 1737 | 89.3 | MALFORD | BA 43.4 | P | 11:16 | | | | s 5:37 | 11:05 | 11:40 |
| 4:59 | | s 7:24 | 6:11 | 4:39 | 74 | 17 | 1742 | 94.4 | INDEX | NX 38.3 | DN P | s 11:01 | | | | s 5:21 | 10:53 | 11:28 |
| 5:08 | | f 7:35 | 6:21 | 4:47 | 82 | 16 | 1747 | 99.5 | REITER | 33.2 | P | 10:46 | | | | f 5:08 | 10:41 | 11:16 |
| 5:15 | | s 7:44 | 6:29 | 4:55 | 100 | 815 | 1751 | 103.2 | GOLD BAR | GB 29.5 | DN Y P | s 10:38 | | | | s 4:55 | 10:33 | 11:08 |
| 5:19 | | s 7:50 | 6:32 | 4:59 | 71 | 1753 | 105.6 | | STARTUP | RU 27.1 | P | 10:32 | | | | s 4:45 | 10:29 | 11:04 |
| 5:25 | | s 7:59 | 6:39 | 5:06 | 77 | 35 | 1757 | 109.0 | SULTAN | RU 23.7 | D | s 10:26 | | | | s 4:38 | 10:23 | 10:58 |
| s 5:40 | | s 8:16 | s 6:57 | 5:22 | 104 | 35 | 1764 | 116.5 | MODOB | RO 16.2 | DN W Y K P | s 10:10 | | | | s 4:25 | 10:07 | 10:45 |
| s 5:53 | | s 8:33 | s 7:13 | 5:36 | 76 | 165 | 1771 | 123.4 | SNOHOMISH | HO 9.3 | R DN P | s 9:56 | A 3:58m | | | s 4:10 | 9:52 | 10:27 |
| 6:03 | | f 8:43 | 7:23 | 5:45 | 78 | 27 | 1777 | 129.2 | LOWELL | W 3.8 | R DN K P | 9:45 | L 3:48m | | | s 3:58 | 9:41 | 10:16 |
| 6:06 | | f 8:48 | 7:26 | 5:47 | 48 | 140 | | 130.8 | PACIFIC AVENUE | D 1.9 | DN P | 9:43 | | | | s 3:55 | 9:38 | 10:13 |
| 6:10 | | s 8:52 | s 7:37 | s 6:02 | 8 | | 1779 | 131.0 | EVERETT | 0.8 | K | s 9:40 | | | | s 3:50 | s 9:35 | 10:10 |
| s 6:20 | | | | | | | | | EVERETT JUNCTION | JN 0.0 | R DN P | L 9:30m | | | | L 9:30m | L 10:00m | |
| A 6:22m | | A 8:55m | A 7:40m | A 6:05m | 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 | |
| 5.42 23.9 | 1.10 20.0 | 3.05 25.0 | 6.10 31.5 | 5.10 25.5 | | | | | | | | .50 28.0 | 5.45 23.1 | .10 34.8 | 2.25 22.5 | 6.00 22.0 | 6.05 22.0 | |

INITIAL STATIONS:
Wenatchee for trains Nos. 1, 3, 27 and 39.
Everett Jet. 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 Jet. 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.
 P-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 P-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 18 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 train 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 exceeding 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 reduce speed to 10 miles per hour over Bridge 424 Skykomish River which is equivalent to using 30 seconds.
 All trains will reduce speed to 10 miles per hour crossing draw span, bridge 435 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, Cora 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 Winty 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 engineer and the engineer 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. 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. M. 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.

All home signals at interlocking plants on Cascade Division located within automatic block signal territory, except the P. N. T. crossing at Burlington, are semi-automatic and serve as automatic block signals. A train stopped by such home signal where no signal man is on duty may proceed in accordance with rule 509 after conductor and engineer have satisfied themselves that all derails and switches are properly set and secured for safe movement over them. If the interlocked signal protects a draw bridge care should be exercised in determining that bridge is in safe condition for safe passage of train.

Interlocking plant at bridge 455 just east of Snohomish. 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 Skykomish, east from Cascade Tunnel, east 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.

Leavenworth—No. 1 Track West Bound Passing track and No. 2 track East Bound Passing track.

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 signals 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 | NAME | LOCATION | OPENS | LENGTH | CAR CAPACITY |
|---|-----------------------------|-----------|------------|--------------|-------------------------|----------------------------|-----------|------------|--------------|
| Great Republic Mining Co., Miller River | 1.5 Miles west of Skykomish | West | ..... | 14 | Wallace Falls Libr. Co. | 2.0 Miles east of Gold Bar | Both Ends | 2,700 | 60 |
| Grotto Lumber Co. | 0.3 Miles east of Grotto | East | ..... | 25 | Grave Bunkers | 1.0 Miles east of Reiter | Both ends | 1,620 feet | 34 |
| Reiter (on Co. Spur) | 3.5 Miles west of Grotto | East | ..... | 3 | Wallace Lumber Co. Spur | 0.7 Miles east of Sultan | East | 845 feet | 16 |
| G. N. Shingle Co.'s Siding | 3.5 Miles west of Grotto | Both ends | ..... | 24 | Woodruff | 2.0 Miles west of Monroe | Both ends | ..... | 37 |
| Baring | 3.5 Miles west of Grotto | Both ends | ..... | 22 | | | | | 24 |
| Baring Granite Works Spur | 3.7 Miles west of Grotto | West | 1050 feet | 21 | | | | | |
| Heybrook Spur | 2.0 Miles east of Index | West | 1,275 feet | 15 | | | | | |
| Index, Galema Mill Spur | 0.5 Miles east of Index | East | ..... | 5 | | | | | |
| Western Granite Works Spur | 1.0 Miles west of Index | West | 691 feet | 12 | | | | | |

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 " " " 19 " .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 Cora. " " 15.2, 1,248 " " " 22.5 " 1.88 miles east of Snohomish. " " 15.3, 815 " " " 22.5 " 1.69 miles west of Cora. " " 16, 2,368.3 " " " 22 " Everett, Wash |
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SECOND SUB-DIVISION—EVERETT JUNCTION TO SEATTLE.

WESTWARD.

| THIRD CLASS | | SECOND CLASS | | Capacity of Side Tracks | | Station Numbers | Distance from Everett Junction | Time Table No. 13. Effective JULY 25, 1922. | | Telegraph Code | FIRST CLASS | | | | | | | |
|------------------|------------------|--------------|-------|-------------------------|--------------|------------------------------|--------------------------------|--|---|----------------|------------------|------------------|--------------|--------------|--------------|-----------|-----|--|
| 717 | | 401 | | Passing Tracks | Other Tracks | | | STATIONS | | | 27 | 357 | 3 | 277 | 359 | 1 | 355 | |
| Mdn. Freight | Daily Ex. Sunday | Fast Freight | Daily | | | | | Automatic Block Signals. | | Fast Mail | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | |
| L 10.00am | | L 1.00am | | | | EVERETT JUNCTION | | Daily | Daily | Daily | Daily Ex. Sunday | Daily | Daily | Daily | | | | |
| +10.35 | | 1.12 | | 110 | 1784 | 3.8 | 8.8 MUKILTEO | JN | L 6.05am | L 6.10am | L 7.40am | L 9.15am | L 12.15pm | L 6.22pm | L 8.07pm | | | |
| +10.55 | | 1.25 | | | 1790 | 7.9 | 4.1 MOSHER | MU | 6.11 | 6.19 | 7.46 | 9.23 | 12.21 | 6.30 | 8.13 | | | |
| +11.15 | | 1.35 | | 8 | 1793 | 10.9 | 8.0 MEADOWDALE | AD | 6.17 | 6.27 | 7.52 | 9.30 | 12.26 | 6.37 | 8.18 | | | |
| +11.45 | | 1.55 | | 187 | 1795 | 14.8 | 8.9 EDMONDS | DR | 6.22 | 6.33 | 7.57 | 9.36 | 12.31 | 6.42 | 8.23 | | | |
| +12.42pm | | 2.05 | | 87 | 1796 | 17.8 | 8.0 RICHMOND BEACH | R | 6.30 | 6.43 | 8.05 | 9.45 | 12.37 | 6.50 | 8.30 | | | |
| + 1.05 | | 2.45 | | 194 | 1807 | 26.9 | 8.0 BALLARD | BD | 6.35 | 6.51 | 8.10 | 9.52 | 12.42 | 6.55 | 8.35 | | | |
| A 1.30pm | | A 3.00am | | 205 | 1808 | 28.0 | 9.1 INTERBAY | RB | 6.50 | 7.10 | 8.25 | 10.11 | 12.56 | 7.10 | 8.50 | | | |
| | | | | 285 | | 29.3 | 1.1 G. N. DOCK | E | 6.54 | 7.15 | 8.29 | 10.19 | 12.59 | 7.14 | 8.54 | | | |
| | | | | 843 | 1813 | 32.7 | 8.4 SEATTLE | UD | A 7.10am | A 7.30am | A 8.45am | A 10.35am | A 1.15pm | A 7.30pm | A 9.10pm | | | |
| | | | | | | 1813 | SEATTLE | | | L 10.00am | | | L 1.30pm | L 7.50 | | | | |
| | | | | 182 | 1854 | 72.9 | 40.2 TACOMA | | | 11.25 | | | L 3.55 | A 9.10 pm | | | | |
| | | | | | | 2121 | 141.9 PORTLAND | | | 11.38 | | | 3.58 | | | | | |
| Daily Ex. Sunday | | Daily | | | | | | | A 4.40pm | | | A 8.10pm | | | | | | |
| 717 | | 401 | | | | | | | Daily | Daily | Daily | Daily Ex. Sunday | Daily | Daily | | | | |
| 3.30 8.0 | | 3.00 14.0 | | | | | | | 27 | 357 | 3 | 277 | 359 | 1 | 355 | | | |
| | | | | | | | | | 1.05 30.2 | 1.30 24.6 | 1.05 30.2 | 1.20 24.6 | 1.00 32.7 | 1.05 30.0 | 1.05 30.5 | | | |
| | | | | | | | | | Time Over Subdivision Average Speed per Hour | | | | | | | | | |

Special Rules.

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

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes.

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

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

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

No. 3 meets Nos. 360, 4 and 718.
No. 277 meets Nos. 360 and 4.No. 356 meets No. 401.
No. 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 or points east.

Mile Post 10, south of Richmond Beach, is flag stop for Nos. 277 and 278.

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

Ballard is stop for No. 359 Sundays.

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

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

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

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

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.

Derrails are located 55 feet inside home signals.

Eastward Distant Signal connected with Home Signal and normally indicates same position as Home Signal.

| FIRST CLASS | | | | | | | | Time Table No. 13 Effective JULY 29, 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 | Mdes. Freight Daily Ex. Sunday | | | | | | | | |
| A 1.05 ^{am} | A 10.00 ^{am} | A 9.30 ^{am} | A 6.05 ^{am} | A 3.25 ^{pm} | A 9.30 ^{am} | A 9.15 ^{am} | | EVERETT JUNCTION..... | 32.7 | R DN P | | | A 8.15 ^{am} | | |
| *12.55 | 9.53 | 9.24 | f 6.57 | s 3.16 | 9.23 | s 9.06 | | 3.8 MUKILTEO..... | 28.9 | D P | | | s 8.05 | | |
| *12.45 | 9.46 | 9.16 | f 6.50 | f 3.06 | 9.17 | f 8.56 | | 4.1 MOSHER..... | 24.8 | P | | | f 7.55 | | |
| *12.37 | 9.41 | 9.11 | f 6.44 | f 3.00 | 9.12 | f 8.51 | | 3.0 MEADOWDALE..... | 21.8 | P | | | f 7.45 | | |
| *12.29 | 9.35 | 9.05 | s 6.37 | s 2.53 | 9.05 | s 8.43 | | 3.9 EDMONDS..... | 17.9 | D W P | | | s 7.30 | | |
| *12.20 | 9.30 | 9.00 | f 6.29 | s 2.45 | 8.59 | s 8.33 | | 3.0 RICHMOND BEACH..... | 14.9 | D P | | | s 7.10 | | |
| *12.03 | 9.17 | 8.47 | f 6.17 | s 2.30 | 8.47 | s 8.18 | | 9.1 BALLARD..... | 8.8 | D | | | f 6.50 | | |
| *11.59 ^{am} | 9.14 | 8.44 | f 6.14 | s 2.25 | 8.44 | s 8.14 | | 1.1 INTERBAY..... | 4.7 | R DNWCTOXPK | | | L 6.45 ^{am} | | |
| | | | | | | | | 1.3 G. N. DOCK..... | 3.4 | | | | | | |
| L 11.45 ^{am} | L 9.00 ^{am} | L 8.30 ^{am} | L 5.00 ^{am} | L 2.10 ^{am} | L 8.30 ^{am} | L 8.00 ^{am} | | 3.4 SEATTLE..... | .0 | R DN * IPK | | | | | |
| A s 7.40 ^{am} | | A s 8.10 ^{am} | A s 4.40 ^{am} | | | | | Via N.P. Ry.: | | | | | | | |
| 8.15 s 8.05 | | L 6.55 ^{am} | s 3.10 ^{am} | | | | | SEATTLE..... | 182.1 | | | | | | |
| L 1.00 ^{am} | | | L 10.00 ^{am} | | | | | 40.7 TACOMA..... | 142.4 | | | | | | |
| Daily | Daily | Daily | Daily | Daily Ex. Sunday | Daily | Daily | | 142.4 PORTLAND..... | .0 | | | | Daily Ex. Sunday | | |
| 356 | 28 | 2 | 358 | 278 | 4 | 360 | | | | | | | 718 | | |
| 1.20 34.6 | 1.00 32.7 | 1.00 32.7 | 1.05 30.2 | 1.15 26.1 | 1.00 32.7 | 1.15 26.1 | | Time Over Subdivision Average Speed Per Hour | | | | | 1.30 18.7 | | |

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 of Everett Jct..... | East | ..... | 30 |
| Dailey Shingle Co. Spur..... | 2.0 miles west of Everett Jct..... | West | ..... | 2 |
| Wassmer-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 |
| Metrom Spur, Oil Spur..... | 1.6 miles east of Ballard..... | West | ..... | 43 |

LOCATION OF TUNNELS.

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

THIRD SUB-DIVISION—EVERETT JUNCTION TO BELLINGHAM.

| THIRD CLASS | | SECOND CLASS | | | Capacity of Side Tracks | | Time Table No. 13 | | FIRST CLASS | | | | |
|--------------------------------|--------------------------------|-------------------------------|------------------------------------|--------------------|-------------------------|--------------------------|--------------------------|------------------|----------------------------|------------------|---------------------------|-----------------|------|
| 717 | 713 | 711 | 729 | 401 | Passenger | Freight | Effective JULY 25, 1922. | 357 | 277 | 359 | 299 | 355 | |
| Mids. Freight Daily Ex. Sunday | Mids. Freight Daily Ex. Monday | Fast Freight Daily Ex. Monday | N. P. 676 Freight Daily Ex. Sunday | Fast Freight Daily | Station Numbers | Distance from Bellingham | STATIONS | Passenger Daily | Passenger Daily Ex. Sunday | Passenger Daily | N. P. 442 Passenger Daily | Passenger Daily | |
| | | L 7:00m | | | 110 | 110 | CL62 0.0 | BELLINGHAM | HM L 2:43m | L 6:45m | L 10:20m | L 5:30m | |
| | | 7:15 | | | 45 | 143 | CL60 2.9 | SOUTH BELLINGHAM | FN 3:05 | 6:55 | 10:30 | 5:45 | |
| | | 7:30 | | | 54 | 9 | CL56 6.9 | SOCKEVE | f 3:17 | f 7:03 | 10:36 | 5:78 | |
| | | 7:55 | | | 53 | 8 | CL50 12.5 | SAMISH | f 3:30 | f 7:15 | 10:47 | 5:83 | |
| | | 8:30 | | | 8 | CL49 | 12.2 | BLANCHARD | f 3:34 | 7:18 | | 6:07 | |
| | | 8:50 | | | 65 | 16 | CL46 16.6 | BOW | BO f 3:40 | 7:25 | 10:52 | 6:13 | |
| | | 9:00 | | | 8 | CL42 | 21.2 | BELLEVILLE | BV f 3:50 | 7:32 | 10:57 | 6:20 | |
| | L 11:35m | 9:45 | | | 63 | 230 | CL39 23.8 | BURLINGTON | BU 4:05 | L 7:40 | 11:05 | 6:35 | |
| | 12:15pm | 10:10 | | | 42 | 60 | CL35 27.9 | MT. VERNON | NR 4:20 | 7:52 | 11:15 | 6:50 | |
| | 12:35 | 10:33 | | | 64 | 19 | CL30 33.2 | FIR | FR f 4:35 | 8:01 | 11:21 | 7:03 | |
| | 1:00 | | | | 6 | CL27 | 35.0 | MILLTOWN | f 4:38 | 8:05 | | | |
| | 1:25 | 12:01pm | | | 67 | 61 | CL23 40.4 | STANWOOD | B 4:55 | 8:16 | 11:32 | 7:15 | |
| | 1:50 | 12:15 | | | 76 | 14 | CL17 45.9 | SILVANA | NA f 5:10 | 8:32 | 11:40 | 7:27 | |
| | 2:05 | 12:25 | L 9:45 pm | | 64 | 18 | CL13 50.0 | ENGLISH | f 5:20 | 8:40 | 11:46 | 7:34 | |
| | 2:50 | 12:40 | 9:55 | | 64 | 74 | CL5 57.0 | MARYSVILLE | X 5:26 | 8:45 | 11:50 | L 3:18pm | 7:40 |
| | 3:05pm | A 1:00pm | A 10:05 pm | L 12:35pm | | | CL3 59.7 | DELTA WYE | MS 5:40 | 8:52 | 11:55 | 3:25 | 7:45 |
| | 3:35pm | A 1:00pm | A 10:05 pm | L 12:40 | | | CL3 59.7 | LONG SIDING | WY 5:48 | 8:58 | 12:01pm | A 3:34pm | 7:49 |
| | 3:50 | | | 12:50 | 65 | 120 | 1779 63.3 | EVERETT | 5:52 | 9:01 | 12:04 | 7:52 | |
| | 4:00m | A 1:00m | A 10:00m | 1:00m | | | 1780 64.1 | EVERETT JUNCTION | JN A 6:10m | A 9:15m | A 12:15pm | A 8:07pm | |
| | Daily Ex. Sunday | Daily Ex. Monday | Daily Ex. Sunday | Daily | | | | | Daily | Daily Ex. Sunday | Daily | Daily | |
| 717 | 713 | 711 | 729 | 401 | | | | | 357 | 277 | 359 | 299 | 355 |
| 0:35 | 3:30 | 5:00 | 2:30 | 10:35 | | | | 3:27 | 2:30 | 1:55 | 16 | 2:37 | |
| 10:4 | 10:2 | 12:0 | 12:3 | 10:4 | | | | 14:1 | 23:3 | 33:7 | 37:0 | 31:3 | |

SPECIAL RULES.

Southward trains are superior to northward trains of the same class. Automatic Block Signals in operation between Everett Jct. and South Bellingham.

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 opposite 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 from Northern Pacific connection, Two Long, One Short, One Long.

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

All southward trains will be governed by a two arm home signal located 700 feet north of draw span. Top arm at 90 degrees up proceed to two arm home signal located 20 feet north of N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard.

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.

Interlocking system in use bridge 10, 11 and 12 between Delta and Marysville and at Skagit 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.

All home signals at interlocking plants on Cascade Division located within automatic block signal territory, except on the P. N. T. crossing at Burlington, are semi-automatic and serve as automatic block signals. A train stopped by such home signal where no signal man is on duty may proceed in accordance with rule 509 after conductor and engineman have satisfied themselves that all derails and switches are properly set and secured for safe movement over them.

If the interlocked signal protects a draw bridge care should be exercised in determining that bridge is in safe condition for passage of train.

FIRST CLASS

| 358 | 278 | 360 | 356 |
|-----------|------------------|-----------|-----------|
| Passenger | Passenger | Passenger | Passenger |
| Daily | Daily Ex. Sunday | Daily | Daily |
| A 8:16pm | A 6:16pm | A 12:05pm | A 4:10pm |
| 8:00 | 6:02 | 11:55am | 4:00 |
| 7:52 | 5:53 | 11:43 | 3:50 |
| 7:41 | 5:37 | 11:31 | 3:30 |
| 7:36 | 5:35 | 11:29 | 3:26 |
| 7:30 | 5:31 | 11:22 | 3:20 |
| 7:26 | 5:22 | 11:12 | 3:07 |
| 7:26 | 5:16 | 11:05 | 3:00 |
| 7:14 | 5:03 | 10:50 | 2:45 |
| 7:03 | 4:50 | 10:33 | 2:30 |
| 6:53 | 4:45 | 10:24 | 2:25 |
| 6:44 | 4:35 | 10:19 | 2:16 |
| 6:38 | 4:20 | 10:05 | 2:00 |
| 6:33 | 4:10 | 9:54 | 1:49 |
| 6:28 | 4:02 | 9:47 | 1:40 |
| 6:22 | 3:54 | 9:42 | 1:34 |
| 6:19 | 3:43 | 9:33 | 1:23 |
| 6:15 | 3:40 | 9:30 | 1:20 |
| 6:05pm | 3:35 | 9:25 | 1:15 |
| Daily | Daily Ex. Sunday | Daily | Daily |
| 3:10 | 2:50 | 3:50 | 3:05 |
| 30.5 | 23.0 | 23.0 | 31.0 |

Time Table No. 13

Effective JULY 29, 1923.

Automatic Block Signals

| STATIONS | Distance from Everett Junction | SIGNS | 712 | 728 | 714 | 718 |
|------------------|--------------------------------|--------------|-------------------------------|------------------------------------|-------------------------------|-------------------------------|
| | | | Fast Freight Daily Ex. Sunday | N. P. 676 Freight Daily Ex. Sunday | Mds. Freight Daily Ex. Sunday | Mds. Freight Daily Ex. Sunday |
| BELLINGHAM | 64.1 | R * DNXCWTKP | A 2:20pm | | | |
| SOUTH BELLINGHAM | 61.2 | D O K P | 2:15 | | | |
| SOCKEYE | 57.2 | P | 2:00 | | | |
| SAMISH | 51.6 | W P | 1:45 | | | |
| BLANCHARD | 50.9 | P | | | | |
| BOW | 47.5 | D P | 1:30 | | | |
| BELLEVILLE | 43.9 | P | 1:10 | | | |
| BURLINGTON | 43.9 | R DNCOWYXKP | 1:00 | | 7:13 A 11:30am | |
| MT. VERNON | 36.2 | DN P | 12:15PM | | 11:15 | 10:10 |
| FIR | 30.8 | D P | 1:55 | | 9:45 | |
| MILLTOWN | 29.1 | | | | | |
| STANWOOD | 23.7 | DN P | 11:32 | 3:59-7:11 | 9:15 | 8:32 |
| SILVANA | 18.2 | D W P | 11:00 | | 8:05 | |
| ENGLISH | 14.1 | P | 10:30 | | 7:45 | |
| KRUSE | 10.5 | R DN P | 10:16 | A 2:50pm | 7:30 | |
| MARYSVILLE | 7.1 | DN P | 10:00 | 2:35 | 7:00pm | 8:30 |
| DELTA WYE | 4.4 | R DN IV P | 9:46am | L 2:20pm | 7:00am | 8:36am |
| LONG SIDING | 3.4 | | | | | 8:30 |
| EVERETT | 0.0 | P | | | | 8:20 |
| EVERETT JUNCTION | 0.0 | R DN P | | | | L 8:15am |
| | | | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday |
| | | | 7:12 | 7:28 | 7:14 | 7:18 |
| | | | 4:40 | 3:30 | 4:30 | 6:20 |
| | | | 13.5 | 13.0 | 13.0 | 14.8 |

Time Over Subdivision Average Speed Per Hour

Interlocking Plant at crossing of Pacific Northwest Traction Company just north of Burlington. Home signals are located 208 feet north and south of crossing. Derails are located 58 feet inside of home signals. Home Signals are pipe connected.

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

INITIAL STATIONS.

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. 271, 273, 359, 355, 357 and 710.
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 train No. 713.
Blaine, for train No. 272.

TERMINAL STATIONS.

Delta Wye, for trains Nos. 299, 729, 711, 713 and 718.
Everett Jct., for trains Nos. 359, 355, 357, 371, 401 and 717.
New Westminster, for trains Nos. 97, 101 and 103.
Vancouver, for trains Nos. 272, 356, 358, 360 and 720.
C. N. Junction, for trains Nos. 278, 719 and 712.
Bellingham, for trains Nos. 278, 719 and 712.
Kruse, for train No. 728.
Burlington, for train No. 714.
Blaine, for trains Nos. 271 and 273.

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 1 1/2 to yard limit board 1 1/2 miles 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 south of Sockeye | North | 7 | |
| Hazel Mill Spur | 0.5 Miles south of Samish | North | 35 | |
| Blodel-Donovan Spur | 1.3 Miles north of Bow | North | 64 | |
| Bellville Pt. | 1.5 Miles north of Belleville | North | 80 | |
| Everett Pulp and Paper Co., Spur | 1.7 Miles north of Mt. Vernon | South | 4 | |
| 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 | 2 | |
| Skagit Crossing Tr. Track | 1.2 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 | 6 | |
| Kennedy Spur | 4.2 Miles north of Marysville | South | 2 | |
| Kruse Bros. Spur | 2.5 Miles north of Marysville | South | 2 | |
| Cox's Spur | 1.4 Miles north of Marysville | South | 4 | |
| Blodel 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, .82 " south Sockeye.

Tunnel No. 20, 326.5 feet long, height 20.9, .43 miles south Sockeye.
" " 21, 697.6 " " " 21, .32 " " South Bellingham.

| THIRD CLASS | | SECOND CLASS | | | | Capacity of Side Tracks | | Stations | | Time Table No. 13 | | FIRST CLASS | | | | | | |
|-----------------------|------------------|--------------|--|--|--|-------------------------|--------------|-----------------|-------------------------|--------------------------|----------------|--------------|--------------|--------------|-----------------------|-----------------------|---------------|------------------------|
| 103 | 719 | | | | | Passing Trains | Other Trains | Station Numbers | Distance from Vancouver | Stations | Telegraph Code | 357 | 359 | 355 | 271 | 101 | 273 | 97 |
| C. N. Ry. 404 Freight | Mdn. Freight | | | | | | | | | Effective JULY 29, 1923. | | Passenger | Passenger | Passenger | Passenger | C. N. Ry. 2 Passenger | Passenger | C. N. Ry. 38 Passenger |
| Daily | Daily Ex. Sunday | | | | | | | | | | | Daily | Daily | Daily | Daily Ex. Sat. & Sun. | Daily | Saturday Only | Daily |
| | L 5:45pm | | | | | 33 | 319 | CL125 | 0.0 | VANCOUVER | VN | L 12:01am | L 8:00am | L 3:00pm | L 5:15pm | | L 6:45pm | |
| L 11:05pm | 5:49 | | | | | | | | 1.3 | C. N. JUNCTION | | 12:05 | 8:04 | 3:04 | 5:18 | L 6:25pm | 6:48 | L 9:55pm |
| 11:13 | f 5:57 | | | | | | | CL122 | 2.7 | STILL CREEK | | 12:11 | 8:08 | 3:08 | f 5:22 | 6:31 | f 6:52 | 10:00 |
| 11:19 | f 6:01 | | | | | | | CL120 | 4.6 | ARDLEY | | 12:16 | 8:11 | 3:11 | f 5:26 | 6:36 | f 6:56 | 10:04 |
| 11:27 | f 6:05 | | | | | 30 | | CL117 | 7.3 | BURNABY | | 12:21 | 8:15 | 3:15 | f 5:30 | 6:42 | f 7:00 | 10:09 |
| 11:33 | f 6:14 | | | | | | | CL115 | 10.9 | ENDOT | | 12:27 | 8:20 | 3:20 | 5:35 | 6:48 | 7:05 | 10:15 |
| 11:40 | s 6:25 | | | | | 27 | 85 | CL112 | 12.4 | SAPPERTON | | 12:30 | 8:23 | 3:23 | 5:38 | 6:51 | 7:08 | 10:18 |
| A 11:45pm | s 6:30 | | | | | 52 | | CL107 | 13.1 | NEW WESTMINSTER | MN | 12:38 | s 8:28 | s 3:28 | s 5:45 | A s 6:55pm | s 7:15 | A s 10:23pm |
| | f 6:36 | | | | | | | | 18.5 | FRASER RIVER JCT. | | 12:43 | 8:33 | 3:33 | 5:50 | | 7:20 | |
| | f 6:50 | | | | | 64 | 3 | CL101 | 18.7 | TOWNSEND | | 12:52 | 8:41 | 3:43 | f 5:58 | | 7:30 | |
| | s 7:45 | | | | | 65 | 59 | CL96 | 24.1 | COLEBROOK | | s 1:02 | s 8:50 | f 3:52 | s 6:08 | | s 7:40 | |
| | f 8:05 | | | | | | 24 | CL92 | 27.7 | CRESCENT | G | f 1:10 | f 8:57 | f 4:00 | f 6:17 | | f 7:48 | |
| | s 8:30 | | | | | 65 | 21 | CL87 | 32.5 | WHITE ROCK | WR | s 1:35 | s 9:22 | s 4:25 | s 6:35 | | s 8:10 | |
| | s 9:30 | | | | | | | | 35.5 | INTERNATIONAL BOUNDARY | | | | | | | | |
| | 9:45 | | | | | 62 | 124 | CL84 | 36.0 | BLAINE | BN | s 1:55 | s 9:32 | s 4:45 | A 6:45pm | | A 8:15pm | |
| | 11:00 | | | | | 76 | 40 | CL77 | 43.8 | CUSTER | CU | f 2:10 | f 9:45 | 4:57 | | | | |
| | s 11:25 | | | | | | 3 | CL74 | 46.2 | ENTERPRISE | | f 2:17 | 9:52 | | | | | |
| | s 11:45 pm | | | | | 75 | 38 | CL71 | 49.1 | FERNDALE | FD | s 2:23 | s 9:57 | s 6:08 | | | | |
| | A s 12:30am | | | | | | 30 | CL70 | 51.3 | BRENNAN | | 2:28 | 10:02 | | | | | |
| Daily | Daily Ex. Sunday | | | | | 119 | 110 | CL62 | 58.1 | BELLINGHAM | BM | A s 2:43am | A s 10:16am | A s 6:25pm | Daily Ex. Sat. & Sun. | Daily | Saturday Only | Daily |
| 103 | 719 | | | | | | | | | | | 357 | 359 | 355 | 271 | 97 | 273 | 101 |
| 40 17.7 | 6:45 9:2 | | | | | | | | | | | 3:42 2:23 | 2:15 26.0 | 2:25 24.1 | 1:30 24.0 | 2:30 23.6 | 1:30 24.0 | 2:28 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. 272 and No. 358 meets No. 101 on double track between Endot and Still Creek.

Bulletin Boards are located at Bellingham, Vancouver and Colebrook.

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.

All trains reduce speed to 15 miles per hour over draw bridge 64 near Ferndale.

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

On descending grades of 1.8 per cent and greater, the maximum speed for freight trains must not exceed 15 miles per hour, and on less than 1.8 per cent descending grade to a 1 per cent grade, the speed must not exceed 35 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 133 and Mile Post 127, between White Rock and Crescent.

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

All trains will come to a full stop within 50 feet of home signal on either side of Fraser River bridge, and will not proceed until clear signal is displayed, and will not exceed a speed of five (5) miles per hour over this bridge.

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

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

No. 355 will register by card at Colebrook.

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

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

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

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

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

THIRD SUB-DIVISION—VANCOUVER TO BELLINGHAM.

NORTHWARD. 9

| FIRST CLASS | | | | | | Time Table No. 13. Effective JULY 29, 1923. | Telegraph Code | Distance from Bellingham | SIGNS | SECOND CLASS | | | THIRD CLASS | |
|------------------------|------------------------|------------------------|------------------|-----------------------|-----------------------|--|----------------|--------------------------|---------------|--------------|-----|-----------------------|-----------------------|-------|
| 358 | 360 | 98 | 272 | 102 | 356 | | | | | 720 | 104 | Mile Freight | Daily Ex. Sunday | Daily |
| Passenger | Passenger | C. N. Ry. 37 Passenger | Passenger | C. N. Ry. 1 Passenger | Passenger | STATIONS | | | | | | | | |
| Daily | Daily | Daily | Daily Ex. Sunday | Daily | Daily | | | | | | | | | |
| A 10:45 ^h m | A 2:55 ^h m | | | A 8:40 ^h m | A 7:55 ^h m | VANCOUVER | VN | 58.1 | RODN WCYTOPK | | | A 9:00 ^h m | | |
| 10:35 | 2:45 | A 10:54 ^h m | | 8:36 | 7:45 | C. N. JUNCTION | | 56.9 | | | | 8:50 | A 9:22 ^h m | |
| 10:30 | f 2:40 | 10:49 | f 8:32 | 7:23 | f 7:40 | STILL CREEK | | 55.4 | P | | | f 8:45 | 9:17 | |
| 10:26 | f 2:36 | 10:42 | f 8:28 | 7:16 | f 7:35 | ARDLEY | DN | 53.1 | P | | | f 8:35 | 9:12 | |
| 10:21 | f 2:31 | 10:34 | f 8:23 | 7:09 | f 7:28 | BURNABY | | 50.9 | P | | | f 8:25 | 9:06 | |
| 10:16 | 2:25 | 10:24 | 8:17 | 7:02 | 7:21 | ENDOT | | 47.7 | P | | | f 8:10 | 8:58 | |
| 10:11 | f 2:21 | 10:19 | 8:13 | 6:54 | f 7:17 | SAPPERTON | | 45.7 | X W I Y PK | | | f 8:00 | 8:50 | |
| 10:08 | 2:18 | L 10:17 ^h m | 8:10 | L 6:50 ^h m | 7:15 | NEW WESTMINSTER | MN | 45.0 | R DN I PK | | | 7:55 | L 8:45 ^h m | |
| 9:59 | 2:08 | | 7:50 | | 7:05 | FRASER RIVER JCT | | 44.8 | | | | f 7:50 | | |
| 9:51 | f 1:58 | | f 7:40 | | f 6:55 | TOWNSEND | | 39.4 | P | | | f 7:30 | | |
| 9:43 | 1:50 | | 7:30 | | 6:42 | COLEBROOK | G | 34.0 | R DN W Y P | | | 7:10 | | |
| f 9:35 | f 1:40 | | f 7:20 | | f 6:20 | CRESCENT | | 30.4 | | | | f 6:55 | | |
| 9:11 | 1:15 | | 7:00 | | 6:55 | WHITE ROCK | WR | 25.6 | DN P | | | 6:35 | | |
| 9:00 | 1:00 | L 6:50 ^h m | | | 6:25 | INTERNATIONAL BOUNDARY | | 22.6 | | | | 6:35 | | |
| f 8:42 | 12:41 | | | | 6:54 | BLAINE | BN | 22.1 | R DN W T P | | | 5:20 | | |
| 8:35 | 12:36 | | | | 6:46 | CUSTER | CU | 14.6 | D P | | | 4:35 | | |
| 8:32 | 12:31 | | | | 6:40 | ENTERPRISE | | 11.9 | | | | 4:15 | | |
| 8:24 | 12:23 | | | | 6:39 | FERNDALE | FD | 9.0 | D P | | | 3:35 | | |
| L 8:10 ^h m | L 12:10 ^h m | | | | 6:39 | BRENNAN | | 6.8 | | | | | | |
| Daily | Daily | Daily | Daily Ex. Sunday | Daily | Daily | BELLINGHAM | HM | 0.0 | R DN W C T PK | | | L 3:00 ^h m | Daily | |
| 358 | 360 | 98 | 272 | 102 | 356 | | | | | | | 720 | 104 | |
| 2:30 | 2:45 | 37 | 1:40 | 38 | 3:40 | | | | | | | 6:00 | 37 | |
| 23.2 | 22.3 | 19.1 | 19.7 | 21.0 | 15.4 | | | | | | | 9.7 | 19.1 | |
| | | | | | | Time Over Subdivision | | | | | | | | |
| | | | | | | Average Speed Per Hour | | | | | | | | |

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

Track is electrically bonded between northward home signal Fraser River junction and southward home signal at water front 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.

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 208 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 | LENG | Car Capacity |
|------------------------------|-------------------------------|-------|------|--------------|
| Maddouga-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 Whitecock | 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 | loads off Milk Spur | South | 12 | |
| Mariceta Spur | 3.3 Miles north of Bellingham | South | 2 | |

| THIRD CLASS | | SECOND CLASS | | FIRST CLASS | | | Capacity of Side Tracks | Other Tracks | Station Numbers | Distance from Rockport | Time Table No. 13 Effective JULY 25, 1923. | | | | Telegraph Code | Distance from Anacortes | SIGNS | FIRST CLASS | | | SECOND CLASS | | THIRD CLASS | |
|--------------------------------|--------------------------------|-----------------|-----------------|----------------------------|-----------------|-----------------|-------------------------|-----------------|------------------------|---|---|-------------------------|----------------------------|-----------------|-----------------|--------------------------------|--------------------------------|-------------|----------|-----|--------------|--|-------------|-----|
| 725 | 723 | | | 289 | 279 | 291 | | | | | STATIONS | | | | | | | 292 | 290 | 280 | | | 724 | 726 |
| Miles Freight Daily Ex. Sunday | Miles Freight Daily Ex. Monday | Passenger Daily | Passenger Daily | Passenger Daily Ex. Sunday | Passenger Daily | Passenger Daily | Passing Trains | Station Numbers | Distance from Rockport | STATIONS | Telegraph Code | Distance from Anacortes | Passenger Daily Ex. Sunday | Passenger Daily | Passenger Daily | Miles Freight Daily Ex. Sunday | Miles Freight Daily Ex. Sunday | | | | | | | |
| L 6:30am | | L 4:30pm | L 9:10am | | | | 39 | CN53 | ..... | ROCKPORT..... | RK | 43.7 | R D W Y | | | A 4:30pm | | | | | | | | |
| f 6:50 | | f 4:45 | 9:25 | | | | 16 | CN48 | 8.8 |NESTOS..... | | 47.9 | | | f 1:05 | 8:55 | f 4:00 | | | | | | | |
| * 7:25 | | * 4:57 | * 9:37 | | | | 53 | CN44 | 9.1 |CONCRETE..... | BA | 44.0 | D | * 12:57 | * 8:47 | * 3:30 | | | | | | | | |
| * 7:50 | | * 5:00 | * 9:40 | | | | 39 | CN43 | 10.3 |GRASSMERE..... | | 43.5 | W | f 12:45 | f 8:39 | f 2:40 | | | | | | | | |
| * 8:20 | | * 5:12 | * 9:53 | | | | 41 | CN38 | 15.5 |BIRDSVIEW..... | | 38.2 | | * 12:33 | * 8:27 | * 2:15 | | | | | | | | |
| * 8:50 | | * 5:25 | * 10:06 | | | | 35 | CN33 | 20.6 |HAMILTON..... | H | 33.1 | D W | * 12:20 | * 8:15 | * 1:40 | | | | | | | | |
| * 9:15 | | * 5:37 | * 10:19 | | | | 35 | CN29 | 23.9 |LYMAN..... | MY | 29.8 | D | * 12:08pm | * 8:06 | * 1:10 | | | | | | | | |
| f 9:35 | | f 5:48 | f 10:30 | | | | 21 | | 29.3 |COKEALAB JUNCTION..... | | 34.5 | | f 11:50 | f 7:54 | f 12:40 | | | | | | | | |
| * 10:00 | | * 6:00 | * 10:40 | | | | 42 | CN20 | 32.4 |SEDRO-WOOLLEY..... | SW | 31.3 | D X I K | * 11:40 | * 7:46 | * 12:25 | | | | | | | | |
| | | | | | | | | CN18 | 34.9 |BUTLER..... | BR | 18.7 | | | | | | | | | | | | |
| L 1:30pm | A * 10:25am | 6:20 7:25 | 10:55 11:20 | L 7:45 am | | | 63 | 225 | CL39 | 37.2 |BURLINGTON..... | BU | 16.5 | R D N CO WYX IK | A 7:25am | 11:15 10:55 | 7:20 6:50 | L 12:01pm | A 9:30am | | | | | |
| * 1:40 | | * 7:33 | * 11:28 | 7:52 | | | 16 | CN18 | 40.0 |AVON..... | | 13.7 | | 7:26 | * 10:46 | * 5:39 | * 9:20 | | | | | | | |
| f 1:50 | | f 7:40 | f 11:35 | 7:57 | | | 7 | CN10 | 43.6 |FRIDONIA..... | | 11.1 | | 7:21 | f 10:40 | f 5:32 | f 9:10 | | | | | | | |
| * 2:00 | | * 7:47 | * 11:42 | 8:02 | | | 17 | CN9 | 44.1 |WHITNEY..... | | 9.6 | | 7:16 | * 10:35 | * 5:25 | * 9:05 | | | | | | | |
| | | | | | | | | | 47.9 |WHITMARSH..... | WH | 5.8 | | | | | | | | | | | | |
| f 2:15 | | f 8:03 | f 11:58 | 8:18 | | | 3 | CN4 | 46.6 |FIDGO..... | | 4.1 | | 7:02 | f 10:21 | f 5:11 | f 8:45 | | | | | | | |
| L 2:30pm | | A 8:15pm | A 12:10pm | A 8:30 am | | | 335 | CN0 | 53.7 |ANACORTES..... | AC | | R D T W | L 6:50am | L 10:10am | L 6:00pm | L 8:30pm | | | | | | | |
| 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 | .45 .22 | | | | | | Time Over Subdivision Average Speed Per Hour | | | .45 .22 | 3.20 16.1 | 4.10 13.0 | 4.29 8.4 | 1.0 16.5 | | | | | | | |

Special Rules.

Business tracks not shown as stations on time table.

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

Bulletin boards are located at Anacortes, Burlington and Rockport.
Maximum rate of speed for passenger trains between Anacortes and Rockport, 30 miles per hour. Freight trains 15 miles per hour 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. All trains reduce speed to 10 miles per hour over this bridge, which is equivalent to using 35 seconds.
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, which is equivalent to using 2 minutes and 20 seconds.

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 205 feet east and west of crossing. Derails are located 58 feet inside of Home Signals.

Interlocking Plant just west of Burlington at crossing of Pacific Northwest Traction Company eastward distant signal is located 2000 feet west of crossing, has one arm showing caution. Home signals are located 55 feet each way from crossing. Derails are located 5 feet inside of home signals. There is no distant signal for westward trains.

INITIAL STATIONS.

TERMINAL STATIONS.

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

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.
Puget Sound and Baker River trains register at Butler and Whitmarsh.**

| NAME | LOCATION | OPENS | LENGTH | CAR CAPACITY |
|---------------------------------------|---------------------------------|-----------|-----------|--------------|
| Briscoe Spur | 1.8 Miles west of Rockport | West | ..... | 14 |
| Sedro Box & Vener Spur | 2.45 Miles west of Sauk | East | 245 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 |
| McNeil-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 | 0.67 Miles west of Birdsview | West | 284 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 Cokealab Jct. | Both Ends | ..... | 13 |
| Hawkins Spur | .03 Miles east of Fredonia | West | 7 feet | 5 |
| Gravel Pit Spur | 5.9 Miles east of Anacortes | West | ..... | 14 |
| Woodina Spur | 4.0 Miles east of Anacortes | West | 297 feet | 4 |
| Log Railway | 2.7 Miles east of Anacortes | Both Ends | ..... | 21 |
| Puget Sound Saw Mill & Shgl. Co. Spur | 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. | | Capacity of Side Tracks | | Stations from Sumas. | Time Table No. 13 Effective JULY 29, 1923 | Telegraph Code | Distance from Guichon | SIGNS. | SECOND CLASS. | |
|--|---------|-------------------------|--------------|----------------------|--|----------------------------------|-----------------------|--------|---------------|------------------|
| 383 | | Passing Tracks | Other Tracks | | | | | | 384 | |
| Mitted Daily Ex. Sunday | | | | | | Mitted Daily Ex. Sunday | | | | |
| L | 10:15Am | | | CO30 | 0.0 |SUMAS, WASH..... | BU | 46.5 | R D W C | A 9:15Am |
| | | | | | 0.0 |INTERNATIONAL BOUNDARY..... | | 46.5 | | |
| | 10:16 | 26 | 3 | CC28 | 0.1 |HUNTINGDON..... | | 46.4 | W | # 9:14 |
| # | 10:30 | 40 | 21 | CO26 | 3.6 |ABBOTSFORD..... | FB | 42.9 | R D W | # 9:00 |
| # | 10:45 | 7 | CO21 | 8.1 | 4.5 |SAREL..... | | 38.4 | | # 8:35 |
| # | 11:05 | 62 | 21 | CO16 | 12.7 |ALDERGROVE..... | AG | 33.8 | D | # 8:20 |
| # | 11:40 | 26 | CO12 | 16.9 | 4.2 |OTTER..... | | 29.6 | | # 7:55 |
| # | 12:05Pm | 64 | 18 | CO8 | 21.6 |LINCOLN..... | | 34.9 | W | # 7:25 |
| # | 12:55 | 64 | 38 | CL03 | 29.4 |CLOVERDALE..... | CL | 17.1 | D XY | # 6:55 |
| f | 1:15 | 5 | CV4 | 33.4 | 4.0 |ALLVIA..... | | 13.1 | | # 6:40 |
| f | 1:25 | 5 | CV6 | 34.9 | 1.8 |SOUTHPORT..... | | 11.6 | | f 6:35 |
| f | 1:30 | | | | 35.9 |COLEBROOK JCT..... | | 10.6 | Y | f 6:31 |
| # | 3:35 | 65 | 50 | CL96 | 35.9 |COLEBROOK..... | G | 10.6 | R DN W | # 6:30 |
| f | 3:58 | | | | 36.7 |GUICHON LINE JCT..... | | 9.8 | | f 6:45 |
| f | 4:25 | 9 | CV14 | 42.7 | 6.0 |INVERHOLM..... | | 3.8 | | f 6:15 |
| f | 4:45 | 6 | CV16 | 45.1 | 3.5 |LADNER..... | | 1.4 | | f 6:05 |
| A | 5:00Pm | 10 | CV19 | 45.5 | 1.4 |GUICHON..... | | 0.0 | R Y | L 6:00Am |
| Daily Ex. Sunday | | | | | | | | | | Daily Ex. Sunday |
| 383 | | | | | | | | | | 384 |
| 6:45 | | | | | | | | | | 4:15 |
| 7:0 | | | | | | | | | | 11:0 |
| Time Over Subdivision Average Speed Per Hour | | | | | | | | | | |

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-5 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. 1

| SECOND CLASS | | Capacity of Side Tracks | | Stations from Abbotsford. | Time Table No. 13 Effective JULY 29, 1923 | Telegraph Code | Distance from Guichon | SIGNS | SECOND CLASS | |
|--|--------|-------------------------|--------------|---------------------------|--|-------------------------|-----------------------|-------|--------------|----------|
| 399 | | Passing Tracks | Other Tracks | | | | | | 384 | |
| Mitted Tuesday and Friday | | | | | | Mitted Daily Ex. Sunday | | | | |
| L | 9:20Am | 40 | 8 | CO40 | 0.0 |CANNOR..... | CR | 14.7 | | 399 |
| A | 9:40Am | 37 | 31 | CO31 | 9.7 |KILGARD..... | | 6.0 | | # 9:20Am |
| Tuesday and Friday | | | | | | | | | | 9:00Am |
| 399 | | | | | | | | | | 398 |
| 10:20 | | | | | | | | | | 15:2 |
| Time Over Subdivision Average Speed Per Hour | | | | | | | | | | |

Special Rules.

Eastward trains are superior to westward trains of the same class.
 Maximum rate of speed for passenger trains between Abbotsford and Kilgard, 20 miles per hour, freight trains 15 miles per hour.
 All trains reduce speed to 8 miles per hour over draw span Bridge 176 over Sumas River, 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 |
| Mathew Road Spur..... | 3.0 Miles east of Inverholm..... | Both | 7 |
| Embre 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..... | 1.0 Miles north of Cloverdale..... | South | 9 |
| Ferridge 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 | | | | | | | | | | | | | | | | | | | Max- imum Hgt. | Max- imum Wdth. |
|--|---|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|--------|--------|-------|-------|-------------|-------|-------|----------------------|-----------------------|
| | WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL | | | | | | | | | | | | | | | | | | | | |
| | W I D T H | | | | | | | | | | | | | | | | | | | | |
| 1'0" | 2'0" | 3'0" | 4'0" | 5'0" | 6'0" | 7'0" | 7'6" | 8'0" | 8'6" | 9'0" | 9'6" | 10'0" | 10'2" | 10'6" | 11'0" | 11'6" | H E I G H T | | | | |
| *Lines East of Cut Bank except Pacific Junction to Butte . . . | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 17'0" | 16'0" | 18'0" | 11'6" | | |
| Cut Bank to Spokane | 17'0" | 17'0" | 17'0" | 17'0" | 16'8" | 16'4" | 16'0" | 15'9" | 15'6" | 15'3" | 15'0" | 14'8" | 14'4" | 14'3" | 14'0" | 13'0" | 12'0" | 17'0" | 11'6" | | |
| Spokane to Seattle | 17'0" | 17'0" | 17'0" | 17'0" | 16'8" | 16'3" | 15'9" | 15'6" | 15'3" | 15'0" | 14'9" | 14'6" | 14'0" | 13'10" | 13'6" | 13'0" | 12'0" | 17'0" | 11'6" | | |
| Seattle to Vancouver, B. C. | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 17'9" | 17'6" | 17'3" | 17'0" | 16'10" | 16'6" | 16'0" | 15'3" | 18'0" | 11'6" | | |
| Seattle to Portland | 19'0" | 19'0" | 19'0" | 19'0" | 19'0" | 18'7" | 18'1" | 17'10" | 17'4" | 17'1" | 16'9" | 16'4" | 15'11" | 15'10" | 15'5" | 15'0" | 14'6" | 19'0" | 11'6" | | |
| Pacific Jct. to Great Falls | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 17'9" | 17'6" | 17'3" | 17'0" | 16'9" | 16'6" | 16'5" | 16'3" | 16'0" | 15'6" | 18'0" | 11'6" | | |
| Great Falls to Helena | 16'0" | 16'0" | 16'0" | 16'0" | 16'0" | 15'8" | 15'4" | 15'2" | 15'0" | 14'8" | 14'4" | 14'0" | 13'0" | 12'8" | 12'0" | 11'0" | 10'0" | 16'0" | 11'6" | | |
| Helena to Butte | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 16'8" | 16'4" | 16'2" | 16'0" | 15'9" | 15'6" | 15'3" | 15'0" | 14'11" | 14'9" | 14'6" | 13'6" | 17'0" | 11'6" | | |
| Spokane to Vancouver, B. C. via Marcus and Brookmere | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 17'9" | 17'6" | 17'3" | 17'0" | 16'6" | 16'4" | 16'0" | 15'0" | 14'0" | 18'0" | 11'6" | | |
| Spokane to Port and via S. P. & S. Ry. | 21'0" | 21'0" | 21'0" | 20'9" | 20'6" | 20'2" | 19'9" | 19'7" | 19'4" | 19'2" | 19'0" | 18'8" | 18'3" | 18'2" | 18'0" | 17'9" | ..... | 21'0" | 11'0" | | |

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'6" and 17'3" respectively.

BILLING INSTRUCTIONS.

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

| | Pounds |
|--|---------------|
| 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 |
| Dosers | 49,000 |
| B. & B. outfit cars | 28,000 |
| First class coach (wood) | 89,000 |
| 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 | 76,800 |
| 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 CABOSES.

| STATIONS | Rolling Grade | Class L1-S-1902-1903-1908-1921 | | | | Class L1-1900-1921 | | | | Class LZ-1800-1844 "O1" 2020-3069 "O5, 3300-3350 "P-1750-1764 | | | | Class P8-1140-1199 Superheated | | | | Class P5-1095-1099 "P-1100-1109 | | | | Class G2-700-719 G3-720-709 | | | | Class P1-500-565 D5-540-476 | | | | 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 Skykomiah..... | 1.0 | 1700 | 1530 | 1360 | 1275 | 1600 | 1440 | 1280 | 1200 | 1550 | 1400 | 1250 | 1170 | 1350 | 1220 | 1090 | 1025 | 1200 | 1080 | 960 | 900 | 1000 | 900 | 800 | 750 | 775 | 700 | 625 | 600 | | |
| Skykomiah to Cascade Tunnel.... | 2.2 | 900 | 810 | 720 | 675 | 850 | 765 | 680 | 640 | 700 | 630 | 560 | 530 | 625 | 565 | 500 | 470 | 600 | 540 | 480 | 450 | 480 | 435 | 385 | 360 | 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 Skykomiah..... | Down | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 2500 | 1250 | 1250 | 1250 | 1250 | 900 | 900 | 900 | 900 | ..... | ..... | ..... | ..... |
| Bellingham to Delta..... | 0.5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 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 | ..... | ..... | ..... | ..... |
| Skykomiah 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 | 1600 | 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 |
| Caboose, 8 wheel..... | 17 Tons |
| Caboose, 4 wheel..... | 10 Tons |
| Flat Cars, 28 to 30 foot..... | 9 Tons |
| Flat Cars, 33 and 34 foot..... | 11 Tons |
| Flat Cars, 40 foot..... | 12 Tons |
| Coal Cars..... | 12 Tons |
| Gondola Cars..... | 13 Tons |
| Ore Cars, Wood..... | 12 Tons |
| Ore Cars, Steel..... | 15 Tons |
| Oil Tanks..... | 15 Tons |
| Steam Wreckers..... | 75 Tons |

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

Weights of Passenger Equipment.

| | Wooden | Steel Under-frame | Steel |
|-------------------------|-------------|-------------------|----------|
| Postal Cars, | | | |
| Nos. 1 to 21..... | ..... | ..... | 67 Tons |
| Nos. 90 and 91..... | ..... | ..... | 43 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..... | 26 Tons | ..... | ..... |
| Nos. 1050 to 1089..... | 50 Tons | ..... | ..... |
| Nos. 1100 to 1119..... | 50 Tons | 60 Tons | ..... |
| Nos. 1588 to 1702..... | 56 Tons | ..... | ..... |
| Express Refrigerators, | | | |
| Nos. 1900 to 2097..... | Have weight | is stenciled | on cars. |
| Passenger and Baggage, | | | |
| Nos. 2100 to 2201..... | 25 Tons | ..... | ..... |
| Coaches, | | | |
| Nos. 3000 to 3241..... | 27 Tons | ..... | ..... |
| Nos. 3250 to 3606..... | 48 Tons | ..... | ..... |
| Nos. 3700 to 3724..... | 52 Tons | ..... | ..... |

Weights of Passenger Equipment—Cont.

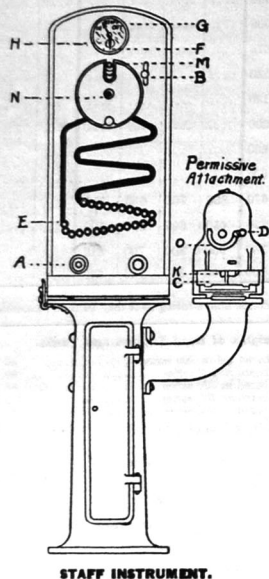
| | Wooden | Steel Under-frame | Steel |
|--------------------------|---------|-------------------|-------|
| Coaches—Cont. | | | |
| Nos. 4000 to 4012..... | 36 Tons | ..... | ..... |
| Nos. 4013 to 4060..... | 41 Tons | ..... | ..... |
| Nos. 4100 to 4159..... | 51 Tons | ..... | ..... |
| Nos. 4200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

Weights of Dead Engines and Tanks.

| | |
|---|----------|
| Engines numbered below 200 series..... | 80 Tons |
| Engines numbered in 200 series..... | 90 Tons |
| Engines numbered in 300 series..... | 100 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 1059..... | 144 Tons |
| Engines numbered 1070 to 1095..... | 158 Tons |
| Engines numbered in 1100 and 1200 series..... | 160 Tons |
| Engines numbered in 1300 series..... | 160 Tons |
| Engines numbered 1400 to 1405..... | 173 Tons |
| Engines numbered 1406 to 1425..... | 188 Tons |
| Engines numbered in 1500 and 1600 series..... | 179 Tons |
| Engines numbered in 1700 series..... | 180 Tons |
| Engines numbered in 1800 series..... | 219 Tons |
| Engines numbered in 1900 series..... | 252 Tons |
| Engines numbered in 3000 series..... | 217 Tons |
| Engines numbered 1750 to 1764..... | 246 Tons |
| Engine Tank (Empty)..... | 30 Tons |

Speed Table.

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



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.

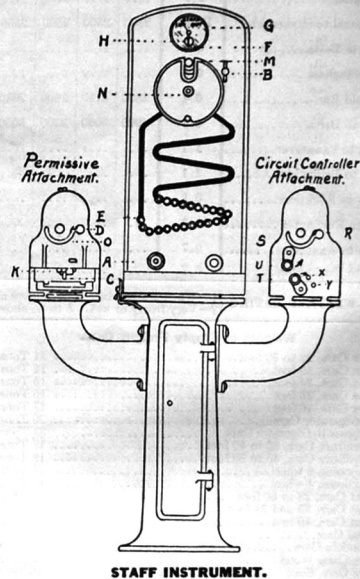
- 1st. Turn outer guard "N" to place and insert staff in the opening "M."
- 2nd. Using staff as handle revolve guard "N" to the right and allow staff to roll down spiral into place.
- 3rd. Press bell key "A" according to signal 1-2 of the bell code.

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.

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. |



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. (See Rule 21-E.)

4-A. In the case of an engine pushing a train, it must be considered as part of that train through to the next block station, and may be uncoupled only at a block station. Such engine, if then uncoupled, must be treated as a separate train.

5. When a staff has been secured by the Engineer, he will announce the fact by sounding one short, one long and one short blast of the whistle, thus (o—o.)

6. An absolute staff permits but one train at a time to use a block. See D figure No. 9.

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 Repairman 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 derrails.
 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.
 Abbotsford, east end of passing track.

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Delta—

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 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.

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