

# GREAT NORTHERN RAILWAY



CASCADE

## TIME TABLE No. 15

TO TAKE

TWELVE-ONE (12:01) O. M.  
PACIFIC

SUNDAY JUNE 16 1924

Superintendent of Table No. 14 and

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

C. McDONOUGH, Superintendent.

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. 15 Effective June 1, 1924.		Signs	FIRST CLASS						SECOND CLASS		
1	39	275	3	27				Passenger Daily	Passenger Daily Ex. Sunday		Passenger Daily	Passenger Daily	Passenger Daily	Express Daily	Time Freight Daily	40	4	300 (N. P. 442)	276
L 12.10Pm	L 11.45Am		L 1.15Am	L 12.05Am	Yard	822	1618	0.0	.....	WC 132.52	R@ DN WO TP	A 7.20Am	A 3.15Pm				A 2.50Am	A 4.00Am	A 2.40Pm
12.28	11.59		1.28	12.16	81	35	1655	7.28	.....	125.14		f 7.05	3.00				2.27	3.40	9.00
12.30	*12.12Pm		* 1.40	12.24	+88 w91	62	1650	10.99	.....	OM 121.53	DN W P	* 6.57	* 2.52				2.16	3.40	1.40
12.41	*12.24		1.50	12.33	73	17	1684	15.85	.....	DN 116.87		* 6.46	2.42				2.06	3.98	1.10
12.48	*12.38		1.58	12.42	69	20	1667	19.15	.....	PN 113.37	D P	* 6.40	2.32				1.58	3.20	1.10
* 1.05	A 12.55Pm		* 2.20	*12.55	+63 w97	492	1471	23.19	.....	CE 109.33	R@ DN WCTY P	L 6.30Am	* 2.22				* 1.48	* 3.10	1.10
1.15			2.30	1.02	67	67	1674	26.67	.....	A 105.85			2.10				1.35	2.60	11.30
1.26			2.40	1.08	71	71	1677	28.59	.....	DY 102.93			2.03				1.28	2.40	11.90
f 1.35			2.52	1.18	+71 w75	31	1681	33.66	.....	CY 98.18	DN W P		f 1.53				1.18	2.27	11.05
f 1.46			2.59	1.23	68	10	1684	36.88	.....	WI 95.84			f 1.46				1.10	2.20	10.50
f 1.54			3.08	1.30	69	4	1688	40.76	.....	NC 91.76			f 1.36				1.00	2.08	10.35
f 2.00			* 3.17	1.35	+71 w95	6	1691	43.85	.....	CK 88.67	DN W Y P		f 1.30				12.54	2.00	10.25
2.13			3.32	1.46	72	1694	48.27		.....	OR 84.25			1.21				12.44	1.46	10.05
2.22			3.40	1.54	+70 w76	4	1699	51.07	.....	BR 81.45	W P		1.14				12.37	1.37	9.50
* 2.40			4.05	* 2.15	+81 w83	88	1703	55.57	.....	CN 76.95	R DN WCT P		* 1.05				*12.27	* 1.27	9.30
* 2.52			4.20	* 2.27	+83 w84	300	1706	58.54	.....	WN 73.98	DN WC P		*12.48				*12.10Am	* 1.10	7.45
3.02			4.30	2.35	74	31	1710	62.59	.....	NY 69.93	W P		12.33				11.54	12.54	7.10
3.11			4.38	2.42	65	17	1713	65.37	.....	CO 67.15			12.24				11.44	12.45	6.45
f 3.21			f 4.47	2.50	76	10	1716	67.94	.....	MA 64.58	DN W P		f12.09Pm				f11.28	*12.32	6.15
f 3.31			f 4.57	2.58	70	8	1719	71.27	.....	NI 61.25	D W P		f11.59				11.17	12.23	5.40
3.41			+82 6.06	3.06	68	13	1723	74.94	.....	G 57.58			f11.45				11.07	12.12Am	6.06
* 4.00		L 6.50Am	* 5.25	* 3.20	Yard	178	1728	79.96	.....	KY 32.56	R@ DNWC Y P		*11.28		A 6.00Pm	*10.50	*11.55	4.05	
4.09		f 7.00	5.35	3.29	68	7	1732	84.04	.....	48.48			11.17		f 5.49	10.35	11.42	2.55	
4.19		* 7.12	5.45	3.38	78	51	1737	88.83	.....	BA 43.69	W P		11.09		* 5.37	10.27	11.34	2.30	
4.31		* 7.24	5.56	3.49	67	17	1742	94.16	.....	WX 38.26	DN P		*10.55		* 5.20	10.17	11.24	2.00	
4.42		f 7.35	6.06	3.59	73	18	1747	99.26	.....	33.26	W P		10.42		f 5.03	10.07	11.14	1.40	
4.50		* 7.44	6.14	4.07	87	818	1751	102.96	.....	OB 29.35	DN Y P		*10.35		* 4.50	10.00	11.07	1.20	
4.54		* 7.50	6.17	4.10	71	1753	105.35		.....	ED 27.17			10.28		* 4.44	9.56	11.04		
5.00		* 7.59	6.24	4.17	69	35	1757	108.79	.....	SD 23.71	D P		*10.23		* 4.38	9.51	10.68	1.00	
* 5.15		* 8.16	* 6.42	4.30	97	38	1764	116.24	.....	ED 16.28	DN W Y K P		*10.10		* 4.25	* 9.37	*10.45	12.40	
5.28		* 8.33	* 6.58	4.41	66	168	1771	123.22	.....	RO 9.30	R DN P		* 9.56	A 3.58Pm	* 4.10	* 9.22	*10.27	12.20	
5.38		f 8.43	7.08	4.50	73	27	1777	129.05	.....	W 3.47	R DN KW P		9.45	L 3.48Pm	* 3.58	9.11	10.16	L 12.01Am	
5.41		f 8.48	7.11	4.52	37	140		130.66	.....	D 1.85	DN P		9.43		* 3.55	9.08	10.13		
* 5.53		* 8.52	* 7.22	* 5.07	8	1779	131.72		.....	80	K P		* 9.40		* 3.60	* 9.05	*10.10		
A 5.55Pm		A 8.55Am	A 7.25Am	A 5.10Am	Yard	1067	CL.2	132.50	.....	JN 0.6	R DN P		L 9.30Am		L 3.35Pm	L 9.00Pm	L 10.00Am		
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					.....	PG	R@ DNWCTYOKP								
1	39	275	3	27					.....			Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily
3.45	1.10	2.05	6.10	5.05					.....			40	4	300	276	2	28	402	
23.3	20.0	25.0	21.6	26.4					.....			27.83	23.1	34.9	22.5	21.0	22.0	11.45	9.0

Time Over Subdivision  
Average Speed Per Hour

## Special Rules First Subdivision.

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.**

**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.**

**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.**

Read carefully rules covering operation **electric staff block**, page 13.

Bulletin boards are located at Appleyard, Wenatchee, Leavenworth, Cascade Tunnel, Skykomish and Delta.

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.

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 trains excepted. On a 1 per cent grade and less, 30 miles per hour will be the limit.

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

No train will exceed speed of 25 miles per hour 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.

L-1, L-2, M, N-1, O and P engines are permitted on this subdivision, but O-3 and O-4 engines are restricted to 15 miles per hour over timber bridges, and L-1, M, N-1, O and P or equivalent engines are restricted to 10 miles per hour over bridge 418, one mile west of Tongue.

Q-1 class engines prohibited.

J engines will not exceed a speed of 40 miles per hour.

L and M-1 engines will not exceed speed of 30 miles per hour.

F-5, 7, 8 and 9 engines will not exceed speed of 35 miles per hour.

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

Troop trains handling freight cars will not exceed speed of 25 miles per hour.

Trains handling steam derrick will not exceed speed of 25 miles per hour.

Trains handling cars loaded with logs not secured with chains will not exceed speed of 20 miles per hour and such trains must not move by passenger trains moving or standing.

All trains passing through leads, cross-overs or passing tracks will not exceed speed of 10 miles per hour.

Engines backing up will not exceed speed of 20 miles per hour.

All trains reduce speed to 15 miles per hour between slow boards located east and west of Rock Bluffs, one and one-half (1 1/2) miles west of Cashmere.

All trains reduce speed to 25 miles per hour over Main Street crossing, Cashmere.

All trains reduce speed to 20 miles per hour over bridge 373, one quarter mile east of east switch, Leavenworth.

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, two miles west of Tongue.

L-1, M, N-1, O and P or equivalent engines reduce speed to 10 miles per hour over bridge 424, Skykomish River, which is equivalent to thirty seconds.

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

All trains reduce speed to 10 miles per hour over draw span bridge 455, Snohomish River.

All trains reduce speed to 10 miles per hour over street crossing just east of Pacific Avenue freight depot.

L, M-1, O and P or equivalent engines must not be double-headed over bridge 401 with heavier than F-5 class engines.

J class engines must not be double-headed together. If double-headed with another class engine, the J class must be ahead.

Engine tanks moving on freight trains must be handled light without fuel or water.

Pacific Avenue passing track is the track known as the "C" line on north 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, except in case of emergency and will then exercise extreme caution account electric wires.

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 at Scenic and eastward freight trains must stop at Gaynor and trainmen must inspect train.

Miller River and Baring will be flag stops for trains 275 and 276.

No. 1 and No. 28 will stop at Cashmere on Sundays.

No. 1 will stop at Snohomish to discharge passengers from Spokane and east.

Except when displaying signals for following sections, all first class trains will register by card at Snohomish, Lowell and Everett Jct.

At Snohomish all N. P. trains will enter G. N. main line through cross-over.

Eastward first class N. P. trains will leave G. N. main line through cross-over.

Other than first class N. P. eastward trains will head in at west end of N. P. passing track.

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 engine man have cautioned 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 1, 1921:

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

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

### LOCATION OF DISPATCHERS' TELEPHONES 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.

2,000 ft. west of west portal Windy Point Tunnel 13.1; south side of track.

In watchmen's shack west of Tunnel 14.

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

In middle of first shed east of Chiwaukum.

At all Home block signals between Skykomish and Leavenworth.

### DERAIL SWITCHES LOCATED:

Dryden, east end industry track.  
 Peabottom, 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.  
 Scenic, industry track.

Alpine, industry track and mill spur.  
 Tongva 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.

### LOCATION OF TUNNELS.

Tunnel No.	13	13.873	feet long	height 19	feet, between Tye and Cascade Tunnel
"	"	13.1	1,202	"	"
"	"	13.2	455	"	22 " 1.12 miles east of Embro.
"	"	14	274.8	"	22.5 " 20 miles east of Embro
"	"	15	1,512	"	19.1 " 1.18 miles west of Embro
"	"	15.2	1,248	"	18.7 " .86 miles east of Corea.
"	"	15.3	815	"	22.5 " 1.58 miles east of Scenic.
"	"	16	2,368.3	"	22 " 1.59 miles west of Corea.
					Everett, Wash.

## SECOND SUB-DIVISION—EVERETT JUNCTION TO SEATTLE.

WESTWARD.

THIRD CLASS		SECOND CLASS		Capacity of this Trains		Station Numbers		Distance from Everett Junction		Time Table No. 15. Effective June 1, 1924.		FIRST CLASS	
717		401		Fast Freight		Fast Freight		Daily		STATIONS		27	
Mdn. Freight		Fast Freight		Daily		Daily		Daily		STATIONS		27	
Daily Ex. Sunday		Daily		Daily		Daily		Daily		STATIONS		27	
L 10.00am		L 1.00pm		L 1.00pm		L 1.00pm		L 1.00pm		STATIONS		27	
*10.35		1.12		1.12		1.12		1.12		STATIONS		27	
†10.55		1.25		1.25		1.25		1.25		STATIONS		27	
†11.15		1.35		1.35		1.35		1.35		STATIONS		27	
*11.45		1.55		1.55		1.55		1.55		STATIONS		27	
*12.42pm		2.05		2.05		2.05		2.05		STATIONS		27	
† 1.05		2.45		2.45		2.45		2.45		STATIONS		27	
A 1.30pm		A 3.00pm		A 3.00pm		A 3.00pm		A 3.00pm		STATIONS		27	
Daily Ex. Sunday		Daily		Daily		Daily		Daily		STATIONS		27	
717		401		717		401		717		STATIONS		27	
3.30		3.00		3.30		3.00		3.30		STATIONS		27	
8.0		14.0		8.0		14.0		8.0		STATIONS		27	
										.....EVERETT JUNCTION.....		JN	L 5.10am
										3.76		MU	L 5.16
										.....MUKILTEO.....			* 6.19
										4.13			7.32
										.....MOSHER.....			† 6.27
										3.00		AD	† 6.33
										.....MEADOWDALE.....			7.39
										3.85		DR	† 9.28
										.....EDMONDS.....			12.26
										2.93		R	† 9.34
										.....RICHMOND BEACH.....			12.31
										7.57		BD	* 9.44
										.....BALLARD.....			12.37
										1.75		RB	* 9.62
										.....INTERBAY.....			12.42
										1.38		Z	6.21
										.....G. N. DOCK.....			8.30
										3.33		UD	* 7.10
										.....SEATTLE.....			8.10
										49.3			* 7.15
										.....TACOMA.....			8.14
										141.9			* 10.11
										.....PORTLAND.....			12.56
										Time Over Subdivision			6.40
										Average Speed per Hour			8.54
										1.05			8.60
										30.2			8.64
										1.25			8.60
										34.4			8.64
										1.05			8.64
										30.2			8.64

## 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. 1 meets No. 355. No. 355 meets No. 401.  
No. 3 meets Nos. 360, 4 and 718. No. 355 meets Nos. 2 and 28.  
No. 277 meets No. 717. No. 359 passes No. 717.  
No. 718 meets Nos. 357 and 3.

Bulletin boards are located at Interbay and Seattle.

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.

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.

L, M, N-1, O and P engines permissible on this subdivision, but O-3 and O-4 engines restricted to 15 miles per hour over timber bridges.

Q-1 engines prohibited.

J engines will not exceed speed of 40 miles per hour.

L and M-1 engines will not exceed speed of 30 miles per hour.

P-7, 8 and 9 engines will not exceed speed of 30 miles per hour.

Troop trains handling freight cars will not exceed speed of 25 miles per hour.

Trains handling cars loaded with logs not secured with chains will not exceed speed of 20 miles per hour and such trains must not pull by passenger trains moving or standing.

All trains passing through leads, passing tracks or cross-overs will not exceed speed of 10 miles per hour.

Trains handling steam derrick will not exceed speed of 25 miles per hour.

Engines backing up will not exceed speed of 20 miles per hour.

All trains reduce speed to 8 miles per hour through town limits, Edmonds.

All trains reduce speed to 10 miles per hour over draw span bridge 4, Salmon Bay, Ballard. L and M-1 class engines will not exceed speed of 8 miles per hour through any yard track, Interbay. All trains reduce speed to 20 miles per hour over lead switch, westward main track, G. N. Dock. All trains reduce speed to 10 miles per hour through Seattle tunnel. Enginemen on P-2 class engines must use care entering King St. Terminal on account of close clearance between cab and train shed posts.

J class engines must not be double-headed together. If double-headed with another class engine the J class must be ahead. Engine tanks moving on freight trains must be handled light without fuel and water. 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 No. 3 for passengers from points east of Skiyomish. No. 355 will stop at any station between Seattle and Vancouver to discharge passengers from south of Seattle, or Spokane and east.

All G. N. trains between Seattle and Vancouver, Wash., will be governed by time table and rules of N. P. Ry. All G. N. trains between Vancouver, Wash., and Portland, Ore., will be governed by time table and rules of S. P. and S. Rail-way.

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.

Derals are located 55 feet inside home signals.

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

(Continued on page 5.)



FIRST CLASS							Time Table No. 15 Effective June 1, 1924.	Stations 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							Midn. Freight Daily Ex. Sunday		
STATIONS															
A 1 06Am	A 10 00Pm	A 9 00Pm	A 6 00Pm	A 3 35Pm	A 9 30Am	A 9 15Am	EVERETT JUNCTION	32 03	R DN P					8 15Am	
+12 05	9 53	8 53	5 53	+ 3 26	9 23	+ 9 06	MUKILTEO	28 27	D P					+ 8 05	
112 45	9 46	8 46	5 46	1 3 16	9 17	1 8 56	MOSIER	24 14		P				1 7 55	
112 37	9 41	8 41	5 41	1 3 10	9 12	1 8 51	MEADOWDALE	21 14		P				1 7 45	
+12 29	9 35	8 35	+ 5 35	+ 3 03	9 05	+ 8 43	EDMONDS	17 26	D W	P				+ 7 30	
112 20	9 30	8 30	5 29	+ 2 55	8 59	+ 8 33	RICHMOND BEACH	14 33	D	P				+ 7 10	
112 03	9 17	8 17	5 17	+ 2 40	8 47	+ 8 18	BALLARD	6 46	D					1 6 50	
+11 05Pm	9 14	8 14	5 14	+ 2 35	8 44	+ 8 14	INTERBAY	4 71	R	DNWCTOXP				1 6 45Am	
							G. N. DOCK	3 33							
L 11 45Pm	L 9 00Pm	L 8 00Pm	L 5 00Pm	L 2 20Pm	L 8 30Am	L 8 00Am	SEATTLE	0	R DN	* IPK					
A + 7 40Pm			A + 4 40Pm				SEATTLE	183.1							
8 15			3 20				TACOMA	142.4							
+ 8 05			+ 3 10Pm				PORTLAND	0							
L 1 00Pm			L 10 00Am												
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily								Daily Ex. Sunday	
356	28	2	358	278	4	360								718	
1 30 24 8	1 00 23 7	1 00 23 7	1 00 22 7	1 15 26 1	1 00 23 7	1 15 26 1								1 30 15 7	
							Time Over Subdivision Average Speed Per Hour								

## Special Rules—Continued.

## 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.

## Location of Tunnels.

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

## THIRD SUB-DIVISION—EVERETT JUNCTION TO BELLINGHAM.

SOUTHWARD.

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks	Station Numbers.	Distance from Burlington	Time Table No. 15 Effective June 1, 1924.	Stations	Telephone Calls	FIRST CLASS				
717	713	711	729	401	357							277	359	299	355	
Midweek Freight Daily Ex. Monday	Midweek Freight Daily Ex. Monday	Fast Freight Daily Ex. Monday	N. P. 478 Freight Daily Ex. Monday	Fast Freight Daily	Passenger Daily	Passenger Daily Ex. Monday	Passenger Daily	N. P. 443 Passenger Daily	Passenger Daily							
		L 7.00am			5A 110	CL82	0 0	.....	BELLINGHAM	BM	L 2.43am	L 6.45am	L 10.20am		L 6.30pm	
		7.15			61 143	CL80	2 00	.....	SOUTH BELLINGHAM	FN	* 3.05	* 6.53	* 10.30		* 6.40	
		7.30			18 9	CL56	6.30	.....	SOCKBYE		f 3.17	f 7.01	10.36		378 5.48	
		7.55			57 8	CL50	12.00	.....	SAMISH		f 3.30	f 7.11	10.47		6.00	
		8.30			8	(CL49)	11.24	.....	BLANCHARD		f 3.34	* 7.14			6.01	
		8.60			8N 16	CL48	16.30	.....	BOW	BO	f 3.40	* 7.20	10.59		6.07	
		9.00			8	CL42	21.21	.....	BELLEVILLE	BY	f 3.50	f 7.26	10.67		6.13	
	714-300 L 11.35am	9.45			50 339	CL39	23.07	.....	BURLINGTON	BU	* 4.05	* 7.35	* 11.05		* 6.23	
	714 +12.15pm	10.10			37 60	CL35	27.04	.....	MT. VERNON	NR	* 4.20	* 7.47	* 11.15		* 6.34	
	390 +12.35	10.33			57 19	CL30	33.29	.....	PIR	PR	f 4.35	* 7.55	11.21		* 6.44	
	* 1.00				6	CL27	35.00	.....	MILLTOWN		f 4.38	* 8.00				
	* 1.25				58 61	CL23	40.40	.....	STANWOOD	B	* 4.55	* 8.11	711 and 713 11.32		359 f 6.55	
	f 1.50				80 14	CL17	45.01	.....	SILVANA	NA	f 5.10	* 8.25	11.40		f 7.10	
	f 2.05				5A 16	CL13	49.37	.....	ENGLISH		f 5.20	* 8.35	11.46		7.18	
	* 2.50					CL8	53.04	.....	KRUSE	K	5.20	* 8.40	11.60	L 3.18pm	7.25	
	L 3.05pm				57 74	CL6	57.04	.....	MARYSVILLE	MR	* 5.40	* 8.47	11.65	3.25	f 7.30	
	9.40					CL2	59.04	.....	DELTA WYE	WY	5.48	* 8.53	12.01pm	A 3.34pm	7.35	
	9.50						59.05	.....	LONG SIDING		5.52	8.55	12.04		7.39	
	A 10.00am				70 130	1779	63.50	.....	EVERETT		* 6.07	* 9.08	* 12.13		* 8.00	
	Daily Ex. Sunday						64.30	.....	EVERETT JUNCTION	JN	A 6.10am	A 9.10am	A 12.16pm		A 8.05pm	
	717	713	711	729	401						Daily	Daily Ex. Sunday	Daily	Daily	Daily	
	0 30 10 5	3 30 10 3	5 00 10 0	20 18 5	35 10 5						8 37 15 4	2 25 25 2	1 55 33 7	1 15 37 0	2 35 21 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, 10 miles per hour.  
 Maximum speed for freight trains between Delta Wye and Samish, 30 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.  
 Q-1 class engines prohibited.  
 Engines permitted: All class A, B, D, E, F, G, H, J, K and L-2. Heavier engines (except Q-1) are permitted only in special or emergency service when they will not exceed speed of 15 miles per hour over timber bridges. L-3, M, N-1, O and P engines will not exceed speed of 10 miles per hour over bridge 15, Silvana.  
 J engines will not exceed speed of 10 miles per hour.  
 F-7, S and B engines will not exceed speed of 30 miles per hour.  
 Trains handling cars headed with logs not secured with chains will not exceed speed of 20 miles per hour, and such trains must not move by passenger trains moving or standing.  
 All trains passing through levels, passing tracks or crossovers will not exceed speed of 10 miles per hour.  
 Trains handling freight cars will not exceed speed of 25 miles per hour.  
 Trains handling freight cars will not exceed speed of 25 miles per hour.  
 Engines backing up will not exceed speed of 20 miles per hour.  
 All trains reduce speed to 10 miles per hour over draw bridge 10 at Delta Wye, 11 and 12 near Marysville and 34 near Burlington.  
 All trains reduce speed to 5 miles per hour passing through town limits Marysville, Mt. Vernon and Burlington Ave. and Bond St. north and south of passenger depot, Everett.  
 All trains run carefully from overhead crossing 2 miles north of Samish to Tunnel 18.  
 J class engines must not be double-headed together. If double-headed with another class engine the J class must be ahead.  
 Engine trucks moving on freight trains must be handled light without fuel or water.

Before passing over draw bridge 10, Delta Wye, dozers and other equipment should be examined to insure clearance point three and one-quarter inches above top of rail, 27 inches from gauge line of nearest rail.  
 Norman, one mile north of Silvana, is flag stop for Nos. 277 and 278.  
 Stanwood is stop for Nos. 358 and 359, Sunday.  
 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 of the box in fore south of Bellingham.

Crossings will be indicated on either side by standard signs: "Railway crossing 200 feet."  
 Normal position of gates at crossing of third and fourth subdivisions at Burlington, will be against fourth subdivision trains. Not necessary to stop for crossing when gates are set against opposing subdivision.

South switch Everett passing track, is located 300 feet north of station platform.  
 Track lying to the south of cross-over, between round house and depot Bellingham, will be known as passing track.  
 Steam whistle signals for tracks with switches controlled from Delta Wye Interlocking Tower.  
 Main Line—One Long.  
 Delta Yard from North—One Long, One Short.  
 Delta Yard from South—Two Long, One Short.  
 Delta Yard North—Two Long.  
 Delta Yard South—Three Long, One Short.  
 Northward from Northern Pacific connection—One Long, One Short, One Long.  
 Southward for Northern Pacific connection—Two Long, One Short, One Long.

(Continued on page 7)



8 SOUTHWARD.

THIRD SUB-DIVISION—VANCOUVER TO BELLINGHAM.

THIRD CLASS		SECOND CLASS						Capacity of Side Tracks		Time Table No. 15		FIRST CLASS							
103	719							Passenger	Freight	Effective June 1, 1924.		357	359	355	271	97	273	101	
C. N. Ry. 404 Freight	Mdn. Freight							Trucks	Other	STATIONS		Passenger	Passenger	Passenger	Passenger	C. N. Ry. 35 Passenger	Passenger	C. N. Ry. 2 Passenger	
Daily	Daily Ex. Sunday							Yard	Station	Distance from Vancouver		Daily	Daily	Daily	Daily Ex. Sat. & Sun	Daily	Saturday Only	Daily	
L 5:45pm								119	CL125	0 0	VANCOUVER	YN	L 12:01pm	L 8:00am	L 3:00pm	L 5:15pm		L 6:45pm	
L 11:05pm	f 6:49									1 26	C. N. JUNCTION		12 05	8 04	3 04	5 18	L 6:25pm	6 48	L 9:55pm
11 13	f 6:57									1 45	STILL CREEK	Double Track	11 11	8 08	3 08	f 5:22	6 31	f 6:52	10 00
11 19	f 6:01									1 59	ARDLEY		11 16	8 11	3 11	f 5:26	6 36	f 6:56	10 04
11 27	f 6:05							20	CL117	7 20	BURNABY		11 21	8 15	3 15	f 5:30	6 42	f 7:00	10 09
11 33	f 6:14									2 49	ENDOT		11 27	8 20	3 20	f 5:35	6 48	f 7:05	10 15
11 40	* 6:25									3 01	SAPPERTON		11 30	8 23	3 23	5 38	6 51	7 08	10 18
A 11:45pm	* 6:30							24	CL112	11 70	NEW WESTMINSTER	MN	* 12 38	* 8 28	* 3 28	* 5 45	A * 6:55pm	* 7 15	A * 10:23pm
	f 6:36									0 07	FRASER RIVER JCT.		12 43	8 33	3 33	5 50		7 20	
	f 6:50									0 46	TOWNEEND		11 52	8 41	3 43	f 5:58		f 7:30	
	* 7:10							57	CL101	17 39	COLEBROOK	G	* 1 02	* 8 50	f 3:52	f 6:08		* 7:40	
	* 7:45									5 10	CRESCENT		f 1 10	f 8:57	f 4:00	f 6:17		f 7:48	
	f 8:05							58	CL96	27 73	WHITE ROCK	WR	* 1 35	* 9 22	* 4 25	* 6 35		* 8 10	
	* 8:30									3 07	INTERNATIONAL BOUNDARY								
	* 8:55							65	CL87	31 20	BLAINE	BN	* 1 55	* 9 32	* 4 45	A 6:45pm	A 8:15pm		
	9:48									4 80	CUSTER	CU	f 2 10	f 9 45	4 57				
	11:00							58	CL84	34 59	ENTERPRISE		f 2 17	9 52					
* 11 25								69	CL77	42 17	FERNDALE	FD	* 2 23	* 9 57	* 5 08				
										2 53	BRENNAN		2 28	10 02					
* 11 45 pm								68	CL71	47 73	BELLINGHAM	BM	A 2 43pm	A 10:15am	A 8:25pm				
										3 01			Daily	Daily	Daily	Daily Ex. Sat. & Sun	Daily	Saturday Only	Daily
A 12 30pm								30	CL70	49 96			357	359	355	271	97	273	101
Daily	Daily Ex. Sunday							58	CL62	56 72			3 42	2 15	2 35	1 30	30	1 30	28
103	719									6 76			2 23	20 0	21 1	34 0	33 5	24 0	24 2
40	6 45																		
17 7	8 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.

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.

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.

On descending grades of 1.8 per cent and greater, the maximum speed for freight trains must not exceed 15 miles per hour, and on less than 1.8 per cent descending grade to a 1 per cent grade, the speed must not exceed 25 miles per hour, live stock and fruit trains excepted. On a 1 per cent grade and less, 30 miles per hour will be the limit.

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

Q-1 class engines prohibited.

Engines permissible: All class A, B, D, E, F, G, H, J, K and L-2. Heavier engines (except Q-1) are permitted only in special or emergency service when they will not exceed 15 miles per hour over timber bridges, except engines heavier than E-14 and F-5 are prohibited over Fraser River bridge.

J class engines will not exceed speed of 40 miles per hour.

F-7, 8 and 9 engines will not exceed speed of 30 miles per hour.

Trains handling cars loaded with logs not secured with chains will not exceed speed of 20 miles per hour and such trains will not move by passenger trains moving or standing.

All trains passing through leads, passing tracks or cross-overs will not exceed speed of 10 miles per hour.

Engines backing up will not exceed speed of 20 miles per hour.  
 Troop trains handling freight cars will not exceed speed of 25 miles per hour.  
 Trains handling steam derrick will not exceed speed of 25 miles per hour.  
 All trains reduce speed to 25 miles per hour between Mile Post 139 and bridge 77, Fraser River.  
 All trains reduce speed to 10 miles per hour over draw bridges 69 and 70 near Colebrook.  
 All trains reduce speed to 10 miles per hour over Brunette Street, Sapperton.  
 All trains reduce speed to 5 miles per hour over Fraser River bridge.  
 All trains reduce speed to 10 miles per hour between Mile Posts 123 and 127 between White Rock and Crescent.  
 All trains reduce speed to 8 miles per hour through town limits, Blaine.  
 All trains reduce speed to 15 miles per hour over bridge 51, near Ferndale.  
 J engines must not be double-headed together. If double-headed with another class engine the J class must be ahead.  
 Ocean Park, 1 mile south of Crescent, will be flag stop for Nos. 356 and 357, and will be flag stop for No. 355 on Saturday and No. 359 Sunday.  
 Custer is flag stop for No. 355 to pick up passengers for Seattle and points east and south.  
 All trains arriving and leaving Vancouver and C. N. junction will register in train register located in G. N. train order office, Vancouver.  
 No. 355 will register by card at Colebrook.  
 The normal position of switches at Colebrook Jct., Guichon line Jct., and 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.



THIRD SUB-DIVISION—VANCOUVER TO BELLINGHAM.

NORTHWARD. 9

FIRST CLASS						Time Table No. 15. Effective June 1, 1924.	Stations	Telegraph Code	Distance from Bellingham	SIGNS	SECOND CLASS			THIRD CLASS	
358	360	98	272	102	356						720	104			
Passenger	Passenger	C. N. Ry. 37 Passenger	Passenger	C. N. Ry. 1 Passenger	Passenger						Mide. Freight	C. N. Ry. 403 Freight			
Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
A 10:45 <sup>PM</sup>	A 2:55 <sup>PM</sup>		A 8:40 <sup>AM</sup>		A 7:55 <sup>AM</sup>		VN	56.72	RODN WCYTOPK				A 9:00 <sup>PM</sup>		
10:35	2:45	A 10:54 <sup>AM</sup>	8:36	A 7:18 <sup>AM</sup>	7:45								8:50	A 9:22 <sup>AM</sup>	
10:30	2:40		8:32	7:13	7:40								8:45	9:17	
10:26	2:36		8:28	7:06	7:36								8:35	9:12	
10:21	2:31	10:34	8:23	6:59	7:28								8:25	9:06	
10:15	2:25	10:24	8:17	6:52	7:21								8:10	8:58	
10:11	2:21	10:19	8:13	6:44	7:17								8:00	8:50	
10:08	2:18	L 10:17 <sup>AM</sup>	8:10	L 6:40 <sup>AM</sup>	7:15								7:55	L 8:45 <sup>AM</sup>	
9:59	2:08		7:50		7:05		MN	45.05	R DN I PK				7:50		
9:51	1:58		7:40		6:55								7:30		
9:43	1:50		7:30		6:42								7:10		
9:35	1:40		7:20		6:30		G	34.06	R DN W Y P				6:55		
9:11	1:15		7:00		6:05								6:35		
													6:35		
9:00	1:00		L 6:50 <sup>AM</sup>		5:55								6:20		
8:42	12:41				4:54								4:15		
8:36	12:36				4:45								4:15		
8:32	12:31				4:40								4:15		
8:24	12:23				4:39								4:15		
L 8:15 <sup>PM</sup>	L 12:10 <sup>PM</sup>				4:15 <sup>AM</sup>								4:15		
Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily							3:00 <sup>PM</sup>		
358	360	98	272	102	356								3:00 <sup>PM</sup>	Daily	
23.2	22.2	19.1	19.7	21.0	15.4								720	104	
													6.00	37	
													9.7	19.1	

Special Rules—Continued.

Retaining wall, New Westminster, between Front St., crossing and old interlocking tower, does not give full side clearance. Train and engine 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.**

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 should be accepted. The Government has provided regular clearance card to be used in cases of this kind and nothing else.

Track is electrically bonded between northward home signal Fraser River junction and southward home signal at water front track New Westminster and trains when given clear signal at either one of these signals may proceed through block.

New Westminster Interlocking System: Signal tower is located 4,600 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 1,600 feet south of tower.

North derail is 625 feet north of tower.

Northward home signal is located to the left of the track and is 1,655 feet south of tower.

Southward home signal is located 675 feet north of the tower. Distant signals are located 1,200 feet north and south of home signals.

This plant has two advance home signals governing train movements over switches at north and south end of plant. North of plant this signal is located to the left of the track top arm for main line, lower arm for diverging track leading to Fraser Mills. South of plant top arm for main line, lower arm for track leading to water front and freight house.

Interlocking plant at Brunette Street near Sapperton, governing train movement at crossing of B. C. Electric and G. N. tracks, 600 feet north and south of both bridges. The caution fixed signals are located 3,000 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 2,000 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 2,000 feet from home signal.

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

This is a standard interlocking plant and will be operated in accordance with the rules and signal diagram Nos. 601, A, B, C, D and G, inclusive. Distant signal number 2 located on the Harbor Commission tail track and located east of the G. N. crossing, is a stop and stay signal, semi-automatically controlled. If a train or engine passes this signal in stop position, it must be preceded by flagman to the home signal, thus insuring head-on protection from signal number 2 to signal numbers 1, 10 and 20, inclusive, which govern movement in opposing direction.



## WESTWARD.

## FIFTH SUB-DIVISION—SUMAS TO GUICHON.

## EASTWARD.

SECOND CLASS.		Capacity of Side Tracks		Stations	Distance from Branch	Time Table No. 15 Effective June 1, 1924		Telegraph Calls	Distance from Guichon	SIGNS.	SECOND CLASS.	
	383	Passing Tracks	Other Tracks								384	
	Mixed Daily Ex Sunday										Mixed Daily Ex Sunday	
L	10 15Am			CO30	0 0	.....SUMAS, WASH.....	BU	46 40	R D W C		A	9 15Am
					0 01	INTERNATIONAL BOUND'RY		46 39				
	10 16	21	3	CC28	0 05	.....HUNTINGDON.....		46 35	W		*	9 14
*	10 30	34	21	CO-8	3 53	.....ABBOTSFORD.....	FB	42 57	R D W		*	9 00
*	10 45		7	CO21	8 00	.....SARIEL.....		38 40			*	8 36
*	11 05	56	21	CO16	12 00	.....ALDERGROVE.....	AG	33 40	D		*	8 20
*	11 40	26		CO12	16 74	.....OTTER.....		29 66			*	7 55
*	12 05Pm	54	18	CO8	21 42	.....LINCOLN.....		21 08	W		*	7 25
*	12 55	33	38	CL93	29 20	.....CLOVERDALE.....	CL	17 20	D XY		*	6 55
f	1 15		5	CV4	33 07	.....ALLUVIA.....		13 33			*	6 40
f	1 25		5	CV6	34 51	.....SOUTHPORT.....		11 89			f	6 35
f	1 30				35 39	.....COLEBROOK JCT.....		11 01	Y		f	6 31
f	1 35 * 3 55	58	59	CL96	35 46	.....COLEBROOK.....	O	10 94	R DN W		*	6 30 * 5 55
f	3 58				36 23	.....GUICHON LINE JCT.....		10 17			f	5 45
f	4 25		9	CV14	42 51	.....INVERHOLM.....		3 89			f	5 15
f	4 45		5	CV16	44 94	.....LADNER.....		1 46			f	5 05
A	5 00Pm		10	CV19	45 40	.....GUICHON.....		0 0	R Y		L	5 00Pm
	Daily Ex Sunday											Daily Ex Sunday
	383											384
	4 45 7 0					Time Over Subdivision Average Speed Per Hour						4 15 11 0

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

SECOND CLASS		Capacity of Side Tracks		Stations	Distance from Guichon	Time Table No. 15 Effective June 1, 1924		Telegraph Calls	Distance from Abbotsford	SIGNS	SECOND CLASS	
	399	Passing Tracks	Other Tracks								398	
	Mixed Tuesday and Friday										Mixed Tuesday and Friday	
	398 9 20Am	40	5	CO40	0 0	.....CANNOR.....	CR	11 25				399 9 20Am
A	9 40Am	24	31	CO26	14 25	.....ABBOTSFORD.....	FB	0 0	R D W			L 9 00Am
	Tuesday and Friday											Tuesday and Friday
	399											398
	20 15 2					Time Over Subdivision Average Speed Per Hour						20 15 2

## Special Rules.

Eastward trains are Superior to westward trains of same class.

Maximum rate of speed for trains between Abbotsford and Kilgard, 20 miles per hour.  
G-3 class engines are heaviest permitted on this Subdivision.  
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.  
Derail switch located: Abbotsford, east end of passing track.

## 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 Colebrook, 20 miles per hour, between Colebrook and Sumas, 30 miles per hour.  
G-3 class engines are heaviest permitted on this Subdivision.  
All trains will reduce speed to 10 miles per hour over draw bridges.  
The normal position of switches at Colebrook Junction, Guichon Line Junction are for main line.  
All trains reduce speed to 10 miles per hour through leads, passing tracks and cross-overs.  
Trains handling steam derrick will not exceed 25 miles per hour.  
Engines backing up will not exceed 20 miles per hour.  
Trains handling cars loaded with logs not secured with chains must not exceed 20 miles per hour, and such trains must not pull by passenger trains moving or standing.  
All trains Fifth Subdivision will protect against all Third Subdivision trains between Colebrook Jet. and Guichon Line Jet.  
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.

## 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.

