

GREAT NORTHERN RAILWAY



CASCAD DIVISION.

TIME TABLE No. 17

TO TAKE EFFECT AT TWELVE-ONE O'CLOCK A. M.
PACIFIC TIME

SUNDAY APRIL 5, 1925

Supplement to Table No. 1. All supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

C. McDONOUGH, Superintendent.

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

J. H. O'NEILL, General Manager.

2 WESTWARD.

FIRST SUB-DIVISION—WENATCHEE TO EVERETT JUNCTION.

EASTWARD.

FIRST CLASS					Capacity of Side Tracks		Station Number	Distance from Wenatchee.	Time Table No. 17 Effective April 5, 1925.	Telegraph Code	Distance from Everett Jet.	SIGNS	FIRST CLASS						SECOND CLASS	
1	39	275	3	27	Passing Trains	Other Trains							40	4	300 (N. P. 444)	276	2	28	402	
Passenger	Passenger	Passenger	Passenger	Fast Mail									Passenger	Passenger	Passenger	Passenger	Express	Time Freight		
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily									Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily		
L 12.10pm	L 11.45am		L 1.15pm	L 12.05pm	104 w84	769	1648	0.0	.....	WC	132.55	R DN WO TP	A 7.20am	A 3.15pm			A 2.50pm	A 4.05pm	A 1.30pm
12.23	11.59		1.28	12.16	83	55	1655	7.38	.....		125.17		f 7.05	3.00			2.27	3.48	12.55
402 12.30	12.12pm		1.40	12.24	e88 w80	168	1650	11.00	.....	OM	121.55	DN W P	* 6.57	* 2.52			2.16	3.40	12.30 12.08pm
12.41	12.24		1.50	12.33		75	1664	15.64	.....	DN	116.91		* 6.46	2.43			2.06	3.28	11.40
12.48	12.38		1.58	12.42		71	1667	19.06	.....	PN	113.49	D P	* 6.40	2.35			1.58	3.20	11.25
* 1.05	A 12.55pm		* 2.20	* 12.55	e56 w73	315	1671	23.18	.....	CH	106.37	DN WCTV P	L 6.30am	* 2.25			* 1.48	* 3.10	11.10
1.13			2.30	1.02		60	1674	26.66	.....	A	105.89			2.16			1.35	2.50	10.30
1.21			2.40	1.08		73	1677	29.60	.....	DY	102.95			2.10			1.28	2.40	10.20
f 1.30			2.50	1.13	e74 w77	22	1681	33.76	.....	CY	98.79	DN W P	f 2.02				1.18	2.27	10.05
f 1.37			2.57	1.18		70	1684	36.66	.....	WI	95.89		f 1.55				1.10	2.20	9.50
f 1.45			3.05	1.30		71	1688	40.74	.....	NC	91.81		f 1.45				1.00	2.08	9.35
f 1.53			* 3.12	1.35	e71 w73	6	1691	43.36	.....	CK	89.19	DN W Y P	f 1.37				12.54	2.00	9.25
2.08			3.29	1.46		75	1696	48.26	.....	GR	84.29			1.27			12.44	1.46	9.05
2.18			3.38	1.54	e73 w75	4	1699	51.06	.....	BR	81.49			1.20			12.37	1.37	8.50
* 2.40			* 4.05	* 2.15	e86 w81	85	1703	55.56	.....	CN	78.99	R DN WCT P	* 1.10				* 12.27	* 1.27	8.30
* 2.52			* 4.20	* 2.27	e83 w84	200	1706	58.53	.....	WN	74.02	DN WC P	* 12.50				* 12.10am	* 1.10	7.30
3.02			4.30	2.35		76	20	1710	62.54	NY	70.01			12.35			11.54	12.54	7.00	
3.11			4.38	2.42		70	15	1713	65.32	CO	67.23			12.26			11.44	12.45	6.45	
f 3.21			f 4.47	2.50		79	10	1716	67.88	MA	64.67	DN W P	f 12.10pm				f 11.28	* 12.32	6.15	
f 3.31			f 4.57	2.58		72	12	1719	71.21	NI	61.34	D W P	f 11.59				11.17	12.22	5.40	
3.41			5.06	3.06		71	11	1723	74.88	G	57.67		f 11.45				11.07	12.12am	5.06	
* 4.00	L 6.50am		* 5.25	* 3.20	402 Yard	498	1728	79.84	.....	KY	52.71	R DNWC Y P	* 11.28		A 7.50pm		* 10.50	* 11.55	4.05 3.10
4.09	f 7.00		5.35	3.29		70	6	1732	83.96		48.59		11.17		f 7.39		10.35	11.42	2.55	
4.19	* 7.12		5.45	3.38		81	61	1737	88.79	SA	43.78		11.09		* 7.27		10.27	11.34	2.35	
4.31	* 7.24		5.56	3.49		69	17	1742	94.13	NX	38.42	DN P	* 10.55		* 7.10		10.17	11.24	2.05	
4.42	f 7.35		6.06	3.59		76	14	1747	99.02		33.53		10.42		f 6.53		10.07	11.14	1.45	
4.50	* 7.44		6.14	4.07		90	1173	1751	103.39	GB	29.16	DN Y P	* 10.35		* 6.40		10.00	11.07	1.30	
4.54	* 7.50		6.17	4.10		45	1753	105.35	.....	RU	27.20		10.28		* 6.34		9.56	11.04	
5.00	* 7.59		6.24	4.17		71	36	1757	108.79	SU	23.78	D P	* 10.23		* 6.28		9.51	10.68	1.10	
* 5.15	* 8.16		* 6.42	4.30		100	101	1764	116.25	RO	16.30	DN W Y K P	* 10.10		* 6.15		* 9.37	* 10.45	12.55	
5.28	* 8.33		* 6.58	4.41		70	162	1771	123.26	HO	9.29	R DN P	* 9.56	A 11.24am	* 6.00		9.22	* 10.27	12.35	
5.38	f 8.43		7.08	4.50		78	139	1777	129.08	W	3.47	R DN KW P	9.45	L 11.14am	* 5.45		9.11	10.16	L 12.20am	
5.41	f 8.48		7.11	4.52		42	136		130.70	D	1.85	DN P	9.43		* 5.41		9.08	10.13		
* 5.53	* 8.52		* 7.22	* 5.07		8	1779	131.75	.....		.80		* 9.40		* 5.35		* 9.05	* 10.10	
A 5.55pm	A 8.55am		A 7.25pm	A 5.10pm				1780	132.55	JN	0.0	R DN P	L 9.30am		L 5.25pm		L 9.00pm	L 10.00pm		
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Yard	1190	CL2	132.33	.....	PG		R DNWCTYOKP							
1	39	275	3	27					.....				Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily
5.45 55.05	1.10 19.55	2.05 25.30	6.10 22.09	5.05 26.7					.....				40	4	300	276	2	28	402
									.....				.50 27.80	5.45 23.05	.10 34.02	3.28 21.46	5.50 22.72	6.05 21.05	13.10 9.80

Time Over Subdivision
Average Speed Per Hour

Special Rules First Subdivision.

3

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, Cascade Tunnel, Skykomish and Delta.

Leavenworth register for trains 39 and 40 only.

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 5 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, 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 Nos. 419, 2, 426, 433, 438.1, 438.2 & 438.3 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 Tonga. 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.

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 (1½) 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, East bound trains 15 miles per hour, West bound trains 10 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 Tonga.

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.

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.

DERAIL SWITCHES LOCATED:

Dryden, east end industry track.	Grotto, industry track and mill spur.
Peshastin, east end of industry track.	Index, industry track.
Cashmere, east end industry and storage tracks.	Western Granite Works spur 1 mile west of Index.
One switch operates both derrails.	Reiter, west end industry track.
Chiwaukum house track.	Wallace Falls Logging Co.'s track.
Cascade Tunnel, east passing track lead, and motor shed track.	Miller Logging Co.'s spur one half mile west of Sultan.
Tye, west end industry track, and at west end N & 3 track outside shed, and west end No. 1 track.	Monroe Milw. interchange track.
Corea, west end industry.	Monroe Logging Co.'s spur one mile east of Snohomish leading off east approach of Bridge 455.
Scenic, industry track.	Pacific Avenue, Brewery spur, Frye-Bruhn spur.
Alpine, industry track and mill spur.	Everett, power house spur.

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.

No. 2 will stop on flag at Snohomish for passengers for Spokane and East and at Cashmere for passengers for Twin Cities 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 engineman have satisfied themselves that all derrails 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; derrails 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 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.

Skykomish—No. 2 track West Bound Passing track and No. 1 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.

LOCATION OF TUNNELS.

Tunnel No.	Length	Height	Location
13	13,873	19	feet, between Tye and Cascade Tunnel.
"	13.1, 1,202	"	" " 1.12 miles east of Embro.
"	13.2, 458	"	" " .20 miles east of Embro.
"	14, 274.8	"	" " 1.18 miles west of Embro.
"	15, 1,512	"	" " .68 miles east of Corea.
"	15.2, 1,248	"	" " 1.55 miles east of Scenic.
"	15.3, 815	"	" " 1.59 miles west of Corea.
"	16, 2,368.3	"	" " Everett, Wash.

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. 17. Effective April 5, 1925.		FIRST CLASS															
717		401		Passing Tracks		Other Tracks				STATIONS		27		357		3		277		359		1		355			
Mdee. Freight Daily Ex. Sunday		Fast Freight Daily		Passing Tracks		Other Tracks						Fast Mail Daily		Passenger Daily		Passenger Daily		Passenger Daily		Passenger Daily		Passenger Daily		Passenger Daily			
L 10.00am		L 1.00pm					1780			EVERETT JUNCTION	JN	L 5.10am	L 6.10am	L 7.25am	L 9.25am	L 1.15pm	L 5.55pm	L 8.35pm									
#10.35		1.12				102	1784	3.76		2.76 MUKILTEO	MU	5.16	# 6.19	7.32	# 9.34	1.21	6.02	# 8.42									
#10.55		1.25					1790	7.89		4.13 MOSHER		5.22	# 6.27	7.39	# 9.40	1.26	6.09	8.48									
#11.15		1.35				6	1793	10.89		3.00 MEADOWDALE	AD	5.27	# 6.33	7.45	# 9.45	1.31	6.15	8.53									
#11.45		1.55				119	1795	14.61		3.72 EDMONDS	DR	5.35	# 6.43	7.51	# 9.53	1.37	6.21	9.00									
#12.42pm		2.05				57	1796	17.70		3.09 RICHMOND BEACH	R	5.40	# 6.51	7.56	#10.00	1.42	6.26	9.05									
f 1.05		2.45				194	1807	25.57		7.87 BALLARD	BD	5.55	# 7.10	8.10	#10.17	1.56	6.40	9.20									
A 1.30pm		A 3.00pm	Yard			633	1808	27.32		1.75 INTERBAY	RB	5.59	# 7.15	8.14	#10.25	1.59	6.44	9.24									
						285		28.69		1.37 G. N. DOCK	Z																
						843	1813	32.03		3.34 SEATTLE	UD	A 6.15am	A 7.30am	A 8.30am	A 10.40am	A 2.15pm	A 7.00pm	A 9.40pm									
Daily Ex. Sunday		Daily										Daily	Daily	Daily	Daily	Daily	Daily	Daily									
717		401										27	357	3	277	359	1	355									
3.30 7.80		2.00 13.55										1.05 29.55	1.20 24.02	1.05 29.55	1.15 25.51	1.00 32.03	1.05 29.55	1.05 29.55									

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.

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.

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.

F, 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.

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 Skykomish.

No. 358 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. Railway.

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 Bascule 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.

(Continued on page 5.)

FIRST CLASS								Time Table No. 17 Effective April 5, 1925.	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	Passenger Daily	Passenger Daily					Mdwn. Freight Daily Ex. Sunday					
STATIONS								Automatic Block Signals	R DN P D P P P D W P D P D R@ DNWCTOXPK D R DN * IPK							
A 1:06am	A 10:00pm	A 9:00pm	A 6:00pm	A 5:20pm	A 9:30am	A 9:15am	.....EVERETT JUNCTION.....			32.03					A 8:15am	
*12:55	9:53	8:53	f 5:53	* 5:13	9:23	* 9:06	3.76.....MUKILTEO.....			28.27		D	P		* 8:05	
*12:46	9:46	8:46	6:46	f 5:05	9:17	f 8:56	4.13.....MOSHER.....			24.14			P		f 7:55	
*12:37	9:41	8:41	6:41	f 4:59	9:12	f 8:51	3.00.....MEADOWDALE.....			21.14			P		f 7:45	
*12:29	9:35	8:35	* 5:35	* 4:53	9:05	* 8:43	3.72.....EDMONDS.....			17.42		D	W	P	* 7:30	
*12:20	9:30	8:30	5:29	* 4:45	8:59	* 8:33	3.09.....RICHMOND BEACH.....			14.33		D		P	* 7:10	
*12:03	9:17	8:17	5:17	* 4:30	8:47	* 8:18	7.87.....BALLARD.....			6.46			D		f 6:50	
*11:59pm	9:14	8:14	5:14	* 4:25	8:44	* 8:14	1.75.....INTERBAY.....			4.71	R@	DNWCTOXPK			L 6:45am	
L 11:45pm	L 9:00pm	L 8:00pm	L 5:00pm	L 4:10pm	L 8:30am	L 8:00am	1.37.....G. N. DOCK.....			3.34						
Daily	Daily	Daily	Daily	Daily	Daily	Daily	3.34.....SEATTLE.....	0	R	DN * IPK						
356	28	2	358	278	4	360							718			
1.20 24.02	1.00 32.03	1.00 32.03	1.00 32.03	1.10 27.45	1.00 32.03	1.15 25.02							1.30 18.43			
								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 CLASS		SECOND CLASS		FIRST CLASS		Capacity of Side Tracks		Station Numbers		Distance from Bellingham		Time Table No. 17 Effective April 5, 1925.		STATIONS		Telegraph Code		FIRST CLASS						
717	713	711	729	357	277	359	299	355	Passenger	Passenger	Passenger	N P 444 Passenger	Passenger	357	277	359	299	355	Passenger	Passenger	Passenger	Passenger	Passenger	
Mdse. Freight Daily Ex. Sunday	Mdse. Freight Daily Ex. Monday	Fast Freight Daily Ex. Monday	N. P. 676 Freights Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	N P 444 Passenger Daily	Passenger Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		L 5.30am		58 110 CL62 0.0	.....	BELLINGHAM	HM L 2-43am		L 11.20am		L 6.20pm													
		5.45		61 143 CL60 2.90	.....	SOUTH BELLINGHAM	FN # 3.05		#11.30		# 6.31													
		6.00		46 9 CL56 6.82	.....	SOCKEYE	f 3.17		300 11 38		f 6.40													
		6.25		57 8 CL50 12.78	.....	SAMISH	f 3.30		11.49		f 6.42													
				8 CL49# 14.22	.....	BLANCHARD	f 3.34				f 6.55													
		6.50		58 16 CL46 16.58	.....	BOW	f 3.40		11.54		f 7.00													
		7.10		8 CL42 21.24	.....	BELLEVILLE	f 3.50		11.59		f 7.06													
	360 L 11.35am	7.20		59 230 CL39 23.97	.....	BURLINGTON	BU # 4.05	L 7.50am	#12.06pm		# 7.15													
	359 #12.15pm	8.25		37 60 CL35 27.94	.....	MT. VERNON	NR # 4.20	# 8.02	#12.15		# 7.25													
	712 #12.50	8.50		57 19 CL20 33.27	.....	PIR	FR f 4.35	f 8.11	12.21		# 7.33													
				6 CL27# 35.60	.....	MILLTOWN	f 4.38	# 8.15																
	# 1.15	9.10		58 61 CL23 40.36	.....	STANWOOD	B # 4.55	# 8.28	12.32		f 7.44													
	# 1.35	9.30		69 14 CL17 45.03	.....	SILVANA	NA f 5.10	# 8.40	12.40		f 7.51													
	f 1.50	9.54		55 16 CL13 49.89	.....	ENGLISH	f 5.20	# 8.50	12.46		7.58													
	f 2.05	10.10	L 9.00 pm	CL9 53.66	.....	KRUSE	K 5.26	# 8.55	12.50	L 10.46am	8.03													
	# 2.50	10.25	9 15	57 74 CL6 57.06	.....	MARYSVILLE	MS # 5.40	# 9.02	12.55	10.51	# 8.08													
360 L 9.35am	A 3.05pm	A 10.40am	A 9.30 pm	CL3 59.57	.....	DELTA WYE	WY 5.48	9.08	1.01	A 10.58am	8.15													
9.40				60.98	.....	LONG SIDING	5.52	9.11	1.04		8.19													
9.50				70 120 1770 63.53	.....	EVERETT	# 6.07	# 9.23	# 1.13		# 8.32													
A 10.00am				1780 64.33	.....	EVERETT JUNCTION	JN A 6.10am	A 9.25am	A 1.15pm		A 8.36pm													
Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Monday	Daily Ex. Sunday				Daily	Daily	Daily	Daily	Daily													
717	713	711	729				357	277	359	299	355													
9.25 10.70	3.30 10.25	5.10 11.58	30 20.66				3.27 15.64	1.35 25.49	1.55 39.59	12 31.05	2.15 25.58													
							Time Over Subdivision Average Speed Per Hour																	

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, 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 permissible: All class A, B, D, E, F, G, H, J, and K. 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-1, 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 40 miles per hour.
E-7, S 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 must 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.
Trains handling steam derrick will not exceed speed of 25 miles per hour.
Troop 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 36 near Burlington.
All trains reduce speed to 8 miles per hour passing through town limits Marysville, Mt. Vernon and Burlington.
All trains reduce speed to 6 miles per hour on coast line track over 24th Street near Everett Flour Mill, California St., Hewitt 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 tanks 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, 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.
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.)

FIRST CLASS				Time Table No. 17 Effective April 5, 1925.	STATIONS	Distance from Everett Junction	SIGNS	SECOND CLASS			THIRD CLASS		
358	278	360	356					712	728		714	718	
Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily					Fast Freight Daily Ex. Sunday	N. P. 675 Freight Daily Ex. Sunday		Mdse. Freight Daily Ex. Sunday	Mdse. Freight Daily Ex. Sunday	
A 8:15 ^{pm}		A 11:58 ^{am}	A 4:10 ^{am}	.....	BELLINGHAM	64.33	R* DNXCWTKP	A 3:30 ^{pm}				
* 8:00		* 11:48	* 4:00	.....	SOUTH BELLINGHAM	61.43	D O K P	* 3:15				
7:52		³⁵⁹ 11:38	f 3:50	.....	SOCKEYE	57.51	P	f 3:00				
7:41		11:27	³⁵⁷ 3:30	.....	SAMISH	51.55	W P	f 2:40				
		* 11:25	f 3:26	.....	BLANCHARD	50.11	P					
7:36		* 11:19	f 3:20	.....	BOW	47.75	D P	* 2:20				
7:25		11:10	f 3:07	.....	BELLEVILLE	43.09	P	f 2:00				
* 7:15	A 6:55 ^{pm}	* 11:05	* 3:00	.....	BURLINGTON	40.36	R DNCOWYXIKP	* 1:50		A 10:15 ^{am}		
* 7:04	* 6:47	* 10:50	* 2:45	.....	MT. VERNON	36.39	DN P	1:05		10:00		
6:54	* 6:37	* 10:33	f 2:30	.....	FIR	31.00	D P	12:50		* 8:50		
	f 6:32	* 10:28	f 2:25	.....	MILLTOWN	28.73						
6:43	* 6:25	* 10:19	* 2:15	.....	STANWOOD	23.97	DN P	12:32		* 8:26		
6:36	* 6:10	* 10:05	f 2:00	.....	SILVANA	18.40	D W P	12:01 ^{pm}		* 7:30		
6:31	* 5:59	f 9:54	f 1:49	.....	ENGLISH	14.44	P	11:45		f 7:15		
6:25	* 5:51	9:47	1:40	.....	KRUSE	10.67	R DN P	11:30	A 11:35 ^{am}	f 7:00		
6:20	* 5:46	* 9:42	* 1:34	.....	MARYSVILLE	7.27	DN P	11:15	11:25	* 6:50		
6:13	5:38	⁷¹⁷ 9:33	1:23	.....	DELTA WYE	4.46	R DN IV P	L 11:00 ^{am}	L 11:10 ^{am}	L 6:30 ^{am}	A 8:35 ^{am}	
6:10	5:36	9:30	1:20	.....	LONG SIDING	3.35					8:30	
* 6:05	* 5:30	* ²⁷⁷ 9:23	* 1:15	.....	EVERETT	0.80	P				8:20	
L 6:00 ^{pm}	L 5:20 ^{pm}	L 9:15 ^{am}	L 1:05 ^{am}	.....	EVERETT JUNCTION	0.00	R DN P				L 8:15	
Daily	Daily	Daily	Daily					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		
358	278	360	356					712	728	714	718		
2 10 29 60	1 35 25 49	2 43 23 30	3 05 20 86					4 30 13 30	25 14 90	3 45 9 56	0 20 13 35		
				Time Over Subdivision									
				Average Speed Per Hour									

Special Rules—Continued.

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. 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 engine man 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.

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.

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 at each direction from Burlington.

Everett yard limits include Delta yard and from North end of draw bridge 11 to yard limit board 1 1/2 miles west of Everett Jet.

DERAIL SWITCHES LOCATED:

- Stanwood, milk spur.
- Skagit Crossing, English log spur.
- Mt. Vernon, Pacific Northwest Traction Co., transfer.
- Burlington, oil spur.
- South Bellingham, house track.
- Bellingham B. & N., transfer.
- Ferndale, industry track.
- New Westminster, distillery spur.
- Ardley, power house transfer.

LOCATION OF TUNNELS.

- Tunnel No. 18, 1,112.9 feet long, height 21.8, .46 miles north Samish.
- Tunnel No. 19, 141.5 feet long, height 21.3, .62 miles south Sockeye.
- Tunnel No. 20, 326.5 feet long, height 20.9, .43 miles south Sockeye.
- Tunnel No. 21, 697.6 feet long, height 21, .32 miles south South Bellingham.

THIRD SUB-DIVISION—VANCOUVER TO BELLINGHAM.

THIRD CLASS				FIRST CLASS				Time Table No. 17				Telegraph Code					
		103	719	Capacity of Side Tracks		Distance from Vancouver		STATIONS				357	359	355	97	101	
		C. N. Ry. 404 Freight	Mds. Freight	Passenger	Other	Station	Distance					Passenger	Passenger	Passenger	C. N. Ry. 38 Passenger	C. N. Ry. 2 Passenger	
		Daily	Daily Ex. Sunday	Trains	Trains	Numbers	Miles					Daily	Daily	Daily	Daily	Daily	
			L 4:30pm	Yard	318	CL125	0.0	VANCOUVER				VN	L 12:01pm	L 9:00am	L 4:00pm		
		L 11:05pm	4:35				1.26	C. N. JUNCTION					12:05	9:04	4:04	L 6:25pm	L 9:55pm
		11:13	f 4:40			CL122	2.73	STILL CREEK					11:11	9:08	4:08	6:31	10:00
		11:19	f 4:45			CL120	4.58	ARDLEY					11:15	9:11	4:11	6:36	10:04
		11:27	f 4:50		20	CL117	7.20	BURNABY					11:21	9:16	4:15	6:42	10:09
		11:33	f 5:00			CL116	9.69	ENDOT					11:27	9:20	4:20	6:48	10:15
		11:40	* 5:15		24	CL112	11.70	SAPPERTON					11:30	9:23	4:23	6:51	10:18
		A 11:45pm	* 5:20		53	CL107	13.05	NEW WESTMINSTER				MN	* 12:38	* 9:28	* 4:29	A * 6:55pm	A * 10:23pm
			f 5:26				13.54	FRASER RIVER JCT.					12:43	9:33	4:33		
			f 5:40		57	CL101	15.69	TOWNSEND					12:52	9:41	4:31		
			* 6:00		58	CL96	24.04	COLEBROOK				C	* 1:02	* 9:50	f 4:49		
			f 6:15		34	CL92	27.72	CRESCENT					f 1:10	f 9:57	f 4:55		
			* 7:30		60	CL87	32.75	WHITE ROCK				WR	* 1:35	* 10:22	* 5:20		
							35.43	INTERNATIONAL BOUNDARY									
			358 7:45 720x 8:00		58	CL84	35.89	BLAINE				BN	* 1:55	* 10:32	* 5:35		
			* 9:25		69	CL77	43.47	CLUSTER				CU	f 2:10	f 10:45	5:47		
					3	CL74	45.97	ENTERPRISE					f 2:17	10:52			
			* 10:00		68	CL71	49.05	FERNDALE				FD	* 2:23	* 10:57	* 5:58		
					30	CL70	51.28	BRENNAN					2:28	11:02			
			A 11:15pm		58	CL63	58.05	BELLINGHAM				BM	A 2:43pm	A 11:15pm	A 7:20 6:15pm		
		Daily	Daily Ex. Sunday									Daily	Daily	Daily	Daily	Daily	
		103	719									357	359	355	97	101	
		40 17.70	6.45 8.60					Time Over Subdivision Average Speed Per Hour				2.42 21.50	3.15 25.80	2.15 25.71	.30 26.12	.28 27.98	

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.

Bulletin boards are located at Bellingham, Vancouver and Colebrook.

Maximum rate of speed for passenger trains between Bellingham and Vancouver, 50 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 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 and K. 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

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 64, 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.

No. 358 stops at all stations north of Everett to discharge passengers from Spokane and east, and for passengers holding through tickets from points south of Seattle.

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. The normal position of switches 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. 17. Effective April 5, 1925.	Stations	Telegraph Code	Distance from Bellingham	SIGNS	SECOND CLASS			THIRD CLASS	
358	360	98	102	356	720							104			
Passenger Daily	Passenger Daily	C. N. Ry. 37 Passenger Daily	C. N. Ry. 1 Passenger Daily	Passenger Daily	Miles Freight Daily Ex. Sunday							C. N. Ry. 403 Freight Daily			
A 10.45 ^{am}	A 2.30 ^{pm}			A 7.55 ^{am}	.....VANCOUVER.....	YN	58.05	RODNWCYTOPK		A 10.20 ^{am}				
10.35	2.22	A 10.54 ^{am}	A 7.18 ^{am}	7.45	.....1.20 C. N. JUNCTION.....		56.79			10.10		A 9.22 ^{am}		
10.30	f 2.18	10.49	7.13	f 7.40	.....1.47 STILL CREEK.....		55.32	P		f 10.05		9.17		
10.26	f 2.14	10.42	7.06	f 7.35	.....1.53 ARDLEY.....		53.47	DN P		f 10.00		9.12		
10.21	f 2.09	10.34	6.59	f 7.28	.....2.02 BURNABY.....		50.85	P		f 9.55		9.06		
10 ¹⁰¹ 10.15	2.04	10.24	6.52	7.21	.....2.49 ENDOT.....		48.36	P		f 9.45		8.58		
10.11	f 2.00	10.19	6.44	f 7.17	.....2.01 SAPPERTON.....		46.35	X W I Y PK		f 9.35		8.50		
10.08	f 1.57	L 10.17 ^{am}	L 6.40 ^{am}	f 7.15	.....1.36 NEW WESTMINSTER.....	MN	44.99	R DN I PK		f 9.30		L 8.45 ^{am}		
9.59	1.48			7.05	.....0.48 FRASER RIVER JCT.....		44.51			f 9.24				
9.51	f 1.40			f 6.55	.....5.15 TOWNSEND.....		39.36	P		f 9.12				
f 9.43	f 1.33			f 6.42	.....5.35 COLEBROOK.....	G	34.01	R DN W Y P		f 9.00				
f 9.35	f 1.25			f 6.20	.....3.08 CRESCENT.....		30.33			f 8.40				
f 9.11	f 1.00			f 5.55	.....5.03 WHITE ROCK.....	WR	25.30	DN P		f 8.15				
					.....2.08 INTERNATIONAL BOUNDARY.....		22.62							
7 ⁷¹⁹ 9.00	f 12.50			f 5.25	.....0.45 BLAINE.....	BN	22.16	R DN W T P		7 ⁷¹⁹ 7.45				
f 8.42	f 12.35			f 4.54	.....7.58 CUSTER.....	CU	14.58	D P		f 7.10				
8.36	f 12.30			f 4.46	.....2.50 ENTERPRISE.....		12.08							
f 8.32	f 12.25			f 4.40	.....3.05 FERDALE.....	FD	9.00	D P		f 6.55				
8.24	f 12.18			4.29	.....2.23 BRENNAN.....		6.77							
L 8.15 ^{pm}	L 12.05 ^{pm}			L 4.15 ^{pm}	.....6.77 BELLINGHAM.....	HM	0.0	R@DNWCYTPK		355 L 8.15 ^{pm}				
Daily	Daily	Daily	Daily	Daily						Daily Ex. Sunday		Daily			
358	360	98	102	356						720		104			
2.30 23.33	2.25 24.02	.37 19.13	.38 18.63	3.40 15.83	Time Over Subdivision Average Speed Per Hour					4.05 14.21		3.47 19.13			

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

Track is electrically bonded between northward home signal Fraser River junction and southward home signal at water front track New Westminster and trains when given clear signal at either one of these signals may proceed through block, being governed by the rules pertaining to indications shown by the various signals between the two points mentioned.

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. 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 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 or lead 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, 16 and 20, inclusive, which govern movement in opposing direction.

10 WESTWARD.

FOURTH SUB-DIVISION---ANACORTES TO ROCKPORT.

EASTWARD.

THIRD CLASS		FIRST CLASS			Capacity of Side Tracks	Passing Tracks	Other Tracks	Station Numbers	Distance from Rockport	Time Table No. 17 Effective April 5, 1925.		Telegraph Calls	Distance from Anacortes	SIGNS	FIRST CLASS			THIRD CLASS		
725	723	293	291	277						278	292				294	724	726			
Mds. Freight Daily Ex. Sunday	Mds. Freight Daily Ex. Monday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Mds. Freight Daily Ex. Sunday	Mds. Freight Daily Ex. Sunday					
	L 6-30am						L 6-00am	35	CN53		.....ROCKPORT.....	RE	53.41	R D W Y	A 9-20pm				A 4-15pm
	f 6-50						f 6-15	11	CN48	5.59	.....NESTOS.....		47.82		f 8-55				f 3-35
	* 7-25						* 6-30	40	83 CN44	9.13	.....CONCRETE.....	BA	44.28	D	* 8-45				* 3-20
	f 7-50						f 6-33	34	76 CN43	10.39	.....GRASSMERE.....		43.02	W	f 8-40				f 2-40
	* 8-20						* 6-45	36	CN38	15.44	.....BIRDSVIEW.....		37.97		* 8-25				* 2-15
	* 8-50						* 6-58	30	9 CN33	20.67	.....HAMILTON.....	H	32.74	D W	* 8-10				* 1-40
	* 9-15						* 7-07	35	CN29	23.90	.....LYMAN.....	MY	29.51	D	* 8-00				* 1-10
	f 9-35						f 7-20	11		29.17	.....COKEDALE JUNCTION.....		24.24		f 7-45				f 12-40
	*10-00						* 7-30	36	63 CN20	32.47	.....SEDRO-WOOLLEY.....	SW	20.94	D X I K	* 7-35				*12-25
	10-10						7-35		CN18	34.65	.....BUTLER.....	BR	18.76		7-25				12-08
L 1-30pm	A 10-25am		L 7-20pm	L 12-10pm		A 7-45am	59	225 CL39	37.22	2.57BURLINGTON.....	BU	16.19	R D N CO WYX IK	L 7-20pm	A 10-55am	A 5-50pm		L 12-01pm	A 9-30am
* 1-40			* 7-28	*12-18				16	CN13	39.90	.....AVON.....		13.51		*10-46	* 5-39			* 9-20
f 1-50			f 7-35	f12-25				7	CN10	42.57	.....FREDONIA.....		10.84		f10-40	f 5-32			f 9-10
* 2-00			* 7-42	*12-32				17	CN9	44.13	.....WHITNEY.....		9.28		*10-35	* 5-25			* 9-05
2-10			7-52	12-42						47.80	.....WHITMARSH.....	WH	5.61		10-25	5-15			8-50
f 2-15			f 7-58	f12-48				3	CN4	49.66	.....FIDALGO.....		3.75		f10-21	f 5-11			f 8-45
A 2-30pm			A 8-10pm	A 1-00pm				Yard	225 CN0	53.41	.....ANACORTES.....	AC		R D T W	L 10-10am	L 5-00pm			L 8-30am
Daily Ex. Sunday	Daily Ex. Monday		Daily	Daily	Daily										Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday
725	723		293	291	277										278	292	294		724	726
1.0 16.19	3.55 9.50		.50 19.43	.50 19.43	1.45 21.26										2.00 16.61	.45 21.59	.50 19.43		4.14 8.79	1.0 16.19

Special Rules.

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

Bulletin boards are located at Anacortes, Burlington and Rockport.

Maximum rate of speed for passenger trains between Anacortes and Rockport, 30 miles per hour. Freight trains 15 miles per hour Anacortes to Burlington and Birdsview to Rockport. 20 miles per hour Burlington to Birdsview.

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

F-8 class engines heaviest permitted between Burlington and Rockport.

F-1 class engines heaviest permitted between Burlington and Anacortes.

All trains reduce speed to 10 miles per hour over bridge 52 near Concrete, which is equivalent to using 35 seconds.

All trains reduce speed to 10 miles per hour over draw bridge 12 two miles west of Whitney, 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., Baker River Van Horn, Sauk, Sedro Box and Veneer Co's. Spur and Nestos Spur.

Normal position of gates at crossing third and fourth subdivisions at Burlington, will be against fourth subdivision trains.

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.

Engines backing up will not exceed 20 miles per hour.

Trains passing through leads, passing tracks or cross-overs will not exceed 10 miles per hour.

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

Number 1 track parallel with main line in front of Superior-Portland Cement Co's. track at Concrete is passing track.

All trains will move under full control within the limits of Rockport yard.

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

Yard limit boards are located at Anacortes, Burlington, Sedro-Woolley, Rockport, Grassmere and Baker River. Puget Sound and Baker River trains register at Butler and Whitmarsh.

DERAIL SWITCHES LOCATED:

Forrest Mill Spur.
Stone Webster Spur.
Grassmere Passing Track.
Sedro Box and Veneer Spur.
Lyman Lumber Co.'s Spur.
Baker River.

WESTWARD.

FIFTH SUB-DIVISION—SUMAS TO GUICHON.

EASTWARD.

SECOND CLASS.		Capacity of Side Tracks		Station Numbers	Distance from Sumas.	Time Table No. 17 Effective April 5, 1925	Telegraph Calls	Distance from Guichon	SIGNS.	SECOND CLASS.	
	383	Passing Tracks	Other Tracks							384	
	Mixed Daily Ex. Sunday					STATIONS.					Mixed Daily Ex. Sunday
L	10:15am			CO30	0.0	.....SUMAS, WASH.....	SU	46.18	R D W C	A	9:15am
					0.01	INTERNATIONAL BOUND'RY		46.17			
	10:16	21	3	CO28	0.06	.....HUNTINGDON.....		46.12	W	#	9:14
#	10:30	34	21	CO26	3.54	.....ABBOTSFORD.....	FS	42.64	R D W	#	9:00
#	10:45		7	CO21	8.01	.....SARIEL.....		38.17		#	8:35
#	11:05	56	21	CO16	12.62	.....ALDERGROVE.....	AG	33.56	D	#	8:20
#	11:40		26	CO12	16.75	.....OTTER.....		29.43		#	7:55
#	12:05pm	58	18	CO8	21.43	.....LINCOLN.....		24.75	W	#	7:25
#	12:55	33	28	CL93	29.20	.....CLOVERDALE.....	CL	16.98	D XY	#	6:55
f	1:15		5	CV4	33.09	.....ALLUVIA.....		13.09		#	6:40
f	1:25		6	CV6	34.53	.....SOUTHPORT.....		11.65		f	6:35
f	1:30				35.40	.....COLEBROOK JCT.....		10.78	Y	f	6:31
#	1:35 3:55	58	29	CL66	35.47	.....COLEBROOK.....	G	10.71	R DN W	#	6:30 6:55
f	3:58				36.24	.....GUICHON LINE JCT.....		9.94		f	6:45
f	4:25		9	CV14	42.52	.....INVERHOLM.....		3.66		f	6:15
f	4:45		6	CV16	44.94	.....LADNER.....		1.24		f	6:05
A	5:00pm		10	CV19	46.18	.....GUICHON.....		0.0	R Y	L	5:00am
	Daily Ex. Sunday										Daily Ex. Sunday
	383										384
	6.45 6.54					Time Over Subdivision Average Speed Per Hour					4.15 10.86

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

SECOND CLASS		Capacity of Side Tracks		Station Numbers	Distance from Cannon	Time Table No. 17 Effective April 5, 1925	Telegraph Calls	Distance from Abbotsford	SIGNS	SECOND CLASS	
	399	Passing Tracks	Other Tracks							398	
	Mixed Monday and Friday					STATIONS.					Mixed Monday and Friday
				CO40	0.0	.....CANNOR.....	CR	14.25			
L	9:20am	40	5	CO31	9.09	.....KILGARD.....		5.16			A 9:20am
A	9:40am	34	31	CO26	14.25	.....ABBOTSFORD.....	FB	0.0	R D W	L	9:00am
	Mixed Monday and Friday										Mixed Monday and Friday
	399										398
	20 15.48					Time Over Subdivision Average Speed Per Hour					20 15.48

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.
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.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
First Sub-Division:				Third Sub-Division—Continued.			
Great Republic Mining Co., Miller River.....	2.2 Miles west of Skykomish.....	West	14 Cars	Enterprise Spur.....	0.1 Miles south of Enterprise.....	South	3 Cars
Grotto Lumber Co.....	0.3 Miles east of Grotto.....	East	3 "	Milk Spur.....	0.7 Miles south of Ferndale.....	South	28 "
Reiter Lbr. Co.'s Spur.....	3.5 Miles west of Grotto.....	East	3 "	Standard Oil Spur.....	0.7 Leads off Milk Spur.....	South	12 "
G. N. Shingle Co.'s Siding.....	3.8 Miles west of Grotto.....	Both ends	24 "	Marietta Spur.....	3.6 Miles north of Bellingham.....	South	2 "
Baring.....	3.6 Miles west of Grotto.....	Both ends	22 "				
Baring Granite Works Spur.....	3.9 Miles west of Grotto.....	West	21 "	Fourth Sub-Division:			
Index, Galena Mill Spur.....	0.3 Miles east of Index.....	East	12 "	Briscoe Spur.....	1.4 Miles west of Rockport.....	West	14 Cars
Western Granite Works Spur.....	1.0 Miles west of Index.....	West	32 "	Mountview.....	2.48 Miles west of Sauk.....	East	5 "
Gravel Bunkers.....	1.1 Miles east of Reiter.....	Both ends	34 "	Sauk Spur.....	1.5 Miles west of Rockport.....	West	7 "
Wallace Falls Timber Co.....	1.7 Miles east of Gold Bar.....	Both ends	93 "	Cowden's Spur.....	3.2 Miles west of Rockport.....	East	9 "
Wallace Lumber Co. Spur.....	0.7 Miles east of Sultan.....	East	16 "	Van Horne's Spur.....	1.5 Miles west of Nestos.....	East	15 "
Miller Logging Co.'s Spur.....	1.3 Miles west of Sultan.....	Both ends	69 "	Superior Portland Cement Co. Spur.....	0.7 Miles west of Concrete.....	East	57 "
Woodruff.....	1.9 Miles west of Monroe.....	Both ends	37 "	Burpee Shingle Spur.....	0.4 Miles west of Grassmere.....	West	15 "
			24 "	McNeill-O'Hern Spur.....	1.8 Miles east of Birdsview.....	West	30 "
				L. L. Spur.....	0.6 Miles west of Hamilton.....	West	2 "
Second Sub-Division:							
G. N. Oil Tank Spur.....	1.0 Miles west of Everett Jct.....	East	51 Cars	Minkie Mill.....	3.1 Miles east of Cokedale Jct.....	Both ends	13 "
Bailey Shingle Co. Spur.....	1.6 Miles west of Everett Jct.....	West	6 "	Fox Spur.....	0.1 Miles west of Fredonia.....	West	6 "
Washington Bolt Spur.....	0.6 Miles east of Edmonds.....	West	42 "	Gravel Pit Spur.....	6.0 Miles east of Anacortes.....	West	2 "
Standard Oil Co. Spur.....	0.9 Miles east of Richmond Beach.....	West	46 "	Log Rollway.....	2.3 Miles east of Anacortes.....	Both ends	21 "
Metum Spur, Oil Spur.....	1.6 Miles east of Ballard.....	West	43 "	Puget Sound Saw Mill & Shingle Co. Spur.....	2.1 Miles east of Anacortes.....	West	26 "
				Fidalgo Mill Spur.....	1.7 Miles east of Anacortes.....	East	4 "
Third Sub-Division:				Fifth Sub-Division:			
Coast Clay Spur.....	1.2 Miles north of Sockeye.....	South	19 Cars	Gowdy Road Spur.....	1.4 Miles east of Ladner.....	West	5 Cars
Chuckanut Cannery Spur.....	0.6 Miles north of Sockeye.....	North	7 "	Patterson's Spur.....	0.9 Miles east of Inverholm.....	West	7 "
Hazel Mill Spur.....	0.8 Miles south of Samish.....	North	35 "	Smith Road Spur.....	2.1 Miles east of Inverholm.....	Both	7 "
Bloedel-Donovan Spur.....	1.4 Miles north of Bow.....	North	64 "	Matthew Road Spur.....	3.1 Miles east of Inverholm.....	Both	7 "
Bellville Pit.....	1.6 Miles north of Bellville.....	North	80 "	Embree Road Spur.....	3.1 Miles west of Colebrook.....	Both	7 "
Union Oil Co. Spur.....	1.2 Miles north of Mt. Vernon.....	South	10 "	Oliver Road Spur.....	1.8 Miles west of Colebrook.....	West	4 "
Puget Sound and Cascade Ry. Conn.....	0.8 Miles north of Mt. Vernon.....	South	2 Cars	Gravel Pit Spur.....	0.7 Miles east of Alluvia.....	West	16 "
Skagit Crossing Tr. Track.....	1.3 Miles south of Fir.....	South	6 "	McLean Mill Spur.....	1.3 Miles south of Cloverdale.....	North	16 "
Hawley Spur.....	1.9 Miles south of Fir.....	North	6 "	Surrey Spur.....	1.0 Miles west of Cloverdale.....	West	3 "
Morrison Mill Spur.....	2.7 Miles south of Fir.....	South	8 "	McNair Spur.....	1.0 Miles north of Cloverdale.....	South	2 "
Ketchum Spur.....	2.5 Miles north of Stanwood.....	South	3 "	David Bell Co. Spur.....	1.0 Miles north of Cloverdale.....	South	9 "
Hals Spur.....	1.2 Miles south of Stanwood.....	South	2 "	Fernridge Lbr. Co. Spur.....	1.9 Miles west of Lincoln.....	West	15 "
Norman Spur.....	1.0 Miles north of Marysville.....	South	2 "	McNair Spur No. 2.....	1.3 Miles west of Lincoln.....	East	2 "
Kennedy Spur.....	4.7 Miles north of Marysville.....	South	6 "	Langley Timber Co.'s Spur.....	0.9 Miles west of Lincoln.....	West	3 "
Cox's Spur.....	1.5 Miles north of Marysville.....	South	4 "	Clark's Spur.....	1.1 Miles west of Otter.....	West	2 "
Ardley Power Spur.....	0.5 Miles south of Ardley.....	South	4 "	Rarie Spur.....	1.7 Miles east of Otter.....	West	7 "
Bradford and Taylor.....	2.0 Miles north of Sapperton.....	South	4 "	Singers Spur.....	1.4 Miles east of Aldergrove.....	West	3 "
St. Mingo Spur.....	1.1 Miles north of Townsend.....	North	23 "	Fish Trap Pit.....	1.3 Miles west of Sarel.....	West	40 "
Delta Shingle Co. Spur.....	0.8 Miles south of Townsend.....	North	10 "	Abbotsford Timber Spur.....	0.7 Miles west of Abbotsford.....	East	4 "
McClellands Spur.....	2.1 Miles north of Colebrook.....	South	2 "				
Campbell Lumber Co. Spur.....	1.0 Miles south of Whitehook.....	South	62 "				
Dakota Creek Spur.....	2.1 Miles south of Blaine.....	North	30 "				

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

Average Weight of Empty Cars	Average Total Weight of Dead Engines and Tanks
Box..... 15 tons	Class E-1 to E-7..... 123 tons
Refrigerator..... 25 tons	Class E-8 to E-15..... 172 tons
Stock..... 16 tons	Class F..... 153 tons
Flat..... 12 tons	Class G..... 139 tons
Coal (wooden)..... 16 tons	Class H..... 192 tons
Coal (steel)..... 20 tons	Class J..... 178 tons
Ore 50-ton..... 15 tons	Class K..... 184 tons
Ore 75-ton..... 20 tons	Class L..... 239 tons
Oil Tanks (system)..... 23 tons	Class M..... 251 tons
Oil Tanks (other)..... 20 tons	Class N..... 312 tons
Sand..... 15 tons	Class O..... 232 tons
Hart..... 23 tons	Class P-1..... 246 tons
Caboose..... 17 tons	Class P-2..... 300 tons
	Class Q-1..... 354 tons
	Engine Tanks (empty)..... 30 tons

Speed Table.

50 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.

For Points Between	LIMIT OF LOAD—MEASUREMENT																			
	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"	Max-imum Hgt.	Max-imum Wdth.	
*Lines East of Cut Bank except Pacific Junction to Butte.....	H E I G H T																			
Cut Bank to Spokane.....	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"	18'0"	18'0"	18'0"	18'0"	18'0"
Spokane to Seattle.....	17'0"	17'0"	17'0"	17'0"	18'8"	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"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"		
Great Falls to Helena.....	16'0"	16'0"	16'0"	16'0"	16'0"	15'8"	15'4"	15'2"	15'0"	14'8"	14'4"	14'0"	13'0"	12'8"	12'0"	11'0"	10'0"	16'0"	11'6"	
Helena to Butte.....	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9"	15'6"	15'3"	15'0"	14'11"	14'9"	14'6"	13'6"	17'0"	11'6"	
Spokane to Vancouver, B. C. via Marcus and Brookmere.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'0"	14'0"	18'0"	11'6"	
Spokane to Portland via S. P. & S. Ry.....	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	.....	21'0"	11'0"

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'0" and 17'3", respectively. Passenger tracks University Switch to Union Depot Junction via Stone Arch Bridge, limit width of loading to 10'9".

Limits of electric train staff block through Cascade Tunnel, are from a block post 125 ft. west of the east cross-over switch, Cascade Tunnel to the safety switch west end of depot Tye.

Limits through Everett Tunnel, are from junction switch at Everett Jct. to west passing track switch, Pacific Avenue.

All trains and engines will be governed exclusively in their movements through these blocks by the train staff.

For the Cascade Tunnel block, a divided staff is provided and no train or engine will run in either direction through this block unless engineer of leading engine or motor, and the engineer of helping engine or motor has in his possession a section of the staff. When no helper engine or motor is used or when there are cars behind the helper, conductor or brakeman located on the rear of train must be in possession of one-half of the staff.

For the Everett Tunnel block, an undivided staff is provided and must be in possession of engineer of leading engine of train.

The possession of the staff as provided above, gives a train the exclusive right of block.

On arrival of a train at the end of block the staff must be delivered to block operator or must be dropped at block office and after entire train has cleared the block, operator will immediately place staff in staff machine.

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

The delivery of the staff to enginemens will be either by staff crane, hand of block operator or by conductor or head brakeman of his own train. Under no circumstances will a staff be transferred from one train to another, or must block operators deliver a staff received from one train to another train.

Engineers must know that the staff is in the pouch before proceeding.

In case of failure of staff apparatus, train dispatcher will issue a staff order which will be delivered trains in lieu of staff. A copy of such order must be given operator at both ends of block.

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.

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOSES.

STATIONS	Ruling Grade	Class M. I. S. 1950-1964				Class L1S-1902-1903-1908-1921				Class L1-1900-1921				Class 1-2-1800-1844 "O" 3020-3099 " " 05, 3300-3350 P-1750-1764				Class F9-1140-1199 Superheated				Class F5-1095-1099 " " F5-1100-1109				Class G2-700-719 " " G2-720-726				Class F1-500-565 " " D5-450-476				Class D-300-395			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Gold Bar to Skykomish.....	1.0	1840	1630	1460	1375	1700	1530	1360	1275	1600	1440	1280	1200	1550	1400	1250	1170	1350	1220	1090	1025	1200	1080	960	900	1000	900	800	750	775	700	625	600	.....	.....	.....	.....
Skykomish to Cascade Tunnel..	2.2	950	840	770	725	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	2500	2500	2500	2500	1250	1250	1250	1250	900	900	900	900	.....	.....	.....	.....
Wenatchee to Leavenworth....	0.1	1800	1630	1460	1375	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	950	840	770	725	900	810	720	675	850	765	680	640	700	630	560	530	625	565	500	470	600	540	480	450	480	435	385	360	360	325	290	250	.....	.....	.....	.....
Seattle to Delta.....	0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3500	3150	2800	2630	2850	2570	2290	2100	2500	2250	2000	1875	2000	1800	1600	1500	1500	1350	1200	1125	.....	.....	.....	.....
Delta to Seattle.....	0.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4000	3600	3200	3000	3000	2700	2400	2250	2750	2480	2210	2080	2300	2070	1840	1730	1800	1620	1440	1360	.....	.....	.....	.....
Cascade Tunnel to Skykomish..	Down	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	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	4000	3350	3000	2830	3800	3150	2800	2630	3800	3150	2800	2630	3500	3150	2800	2630	2800	2520	2240	2100	2500	2250	2000	1875	1800	1620	1440	1360	1460	1320	1200	1130	.....	.....	.....	.....
Skykomish to Delta.....	0.3	4200	3800	3400	3200	4000	3600	3200	3000	4000	3600	3200	3000	3500	3150	2800	2630	3200	2880	2560	2400	3000	2700	2400	2250	2200	1980	1760	1650	1600	1440	1280	1200	.....	.....	.....	.....
Bellingham to Vancouver.....	1.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	1200	1125	1300	1170	1040	975	1000	900	800	750	775	700	625	600	.....	.....	.....	.....
Vancouver to Bellingham.....	1.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	1200	1125	1300	1170	1040	975	1000	900	800	750	775	700	625	600	.....	.....	.....	.....
Burlington to Rockport.....	0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1625	1500	1350	1275	1425	1285	1140	1000	1100	990	890	800	960	865	770	670	850	765	680	595
Rockport to Burlington.....	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1550	1400	1275	1200	1350	1250	1100	980	1020	950	850	725	800	725	650	620	650	600	550	500
Burlington to Anacortes.....	0.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Anacortes to Burlington.....	0.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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.
Car capacity of sidings based on 43 feet per car.

COMPANY SURGEONS.

Dr. H. B. Zimmerman.....	Chief Surgeon.....	Hamm Building.....	St. Paul.	Interbay.....	DR. R. J. McCURDY.
Dr. John T. Rogers.....	Consulting Chief Surgeon.....	4th Floor Hamm Building.....	St. Paul.	Seattle.....	DR. H. J. KNOTT, 211 Cobb Bldg.
Dr. Wallace H. Cole.....	Consulting Chief Surgeon.....	4th Floor Hamm Building.....	St. Paul.	Seattle.....	DR. R. W. PERRY, Oculist.
Dr. Egil Boeckman.....	Ophthalmic Surgeon.....	641 Lowry Building.....	St. Paul.	Portland, Ore.....	DR. R. C. McDANIELS, 923 Electric Bldg.
Dr. Edward Boeckman.....	Ophthalmic Surgeon.....	648 Lowry Building.....	St. Paul.	Vancouver, Wash.....	DR. J. T. GUERIN.
Wenatchee.....	DR. A. E. GEARHARDT.	.....	.....	Tacoma.....	DR. JAMES A. LA GASA.
Cashmere.....	DRS. PARKER and HAYDEN.	.....	.....	Burlington.....	DR. H. E. CLEVELAND.
Leavenworth.....	DRS. G. W. HOXSEY and ALBERT LESSING.	.....	.....	Bellingham.....	DR. W. A. KIRKPATRICK.
Skykomish.....	DR. C. J. SIMON.	.....	.....	Blaine.....	DR. MARION A. KEYES.
Index.....	DR. H. W. BORTNER.	.....	.....	New Westminster.....	DR. GEO. E. DREW.
Monroe.....	DR. H. K. STOCKWELL.	.....	.....	Vancouver.....	DR. A. S. MONRO.
Everett.....	DR. C. A. MEAD and W. T. FLYNN.	.....	.....	Anacortes.....	DR. H. E. FROST.

TIME INSPECTORS.

Wenatchee.....	HOWARD THOMAS.	Bellingham.....	GEO. E. LUDWIG, 1250 Elk St.
Leavenworth.....	NELS A. NELSON.	New Westminster, B. C.....	W. C. CHAMBERLAIN.
Sultan.....	W. F. LEAVELL.	Sumas.....	HENDRICKSON BROS.
Seattle.....	W. W. HOUGHTON & SONS, Frye Hotel.	Vancouver, B. C.....	ROBERT McDONALD.
Seattle.....	C. B. COFFIN, Seaboard Bldg., Pike St.	Tacoma, Wash.....	RICHARD VEATH & SON.
Burlington.....	J. H. CROSSLEY.	Portland, Ore.....	W. H. SAXTON.
Everett.....	CHAS. M. SMITH, 1414 Hewitt Ave.	Vancouver, Wash.....	JOS. CARTER.

D. MOORE, Dispatcher.
E. O. WADHAMS, Dispatcher.
T. H. REED, Dispatcher.

C. E. LAMKIN, Dispatcher.
C. E. McKILLIPS, Dispatcher.
ALF. MOE, Extra Dispatcher.
C. E. WELSH, Asst. Chief Dispatcher.

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

