

GREAT NORTHERN RAILWAY



CASCADE DIVISION.



TIME

108

No. 18

TO TAKE EFFECT AT 12:00 P. M. (12:00 P. M.)

SUNDAY, 1925

See Table No. 108 for details.

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 SUB-DIVISION—WENATCHEE TO EVERETT JUNCTION.

FIRST CLASS					Capacity of Side Tracks			Stations	Distance from Wenatchee	Time Table No. 18		Telegraph Code	Distance from Everett Jct.	SIGNS	FIRST CLASS						SECOND CLASS										
1	39	275	3	27	Passenger	Other Trains	Station Numbers			Effective May 16, 1925.	STATIONS				Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Time Freight										
Passenger	Passenger	Passenger	Passenger	Fast Mail	Daily	Ex. Sunday	Daily	Daily	Daily	Daily	Ex. Sunday	Daily	Daily	Daily	Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
L 12-10 ^h	L 11-45 ^h		L 1-15 ^h	L 12-05 ^h	Yard	1190	1048	0.0	WENATCHEE	WC	132.55	R	DN	WO	TP	A	7:20 ^h	A	3:10 ^h				A	2:50 ^h	A	3:50 ^h	A	1:30 ^h			
12-23	11-59		1-28	12-16	83	55	1655	7.38	MONITOR		135.17					P	f	7:05	2:56				A	2:27	3:27	12:55					
402 12-30	402 12-12 ^h		1-40	12-24	408 409	168	1059	11.00	CASHMERE	OM	121.55			DN	W	P	*	6:57	* 2:49					2:16	3:16	12:30	12:05 ^h				
12-41	12-24		1-50	12-33	75	36	1064	15.64	DRYDEN	DN	116.91					P	*	6:46	2:40					2:06	3:06	11:40					
12-48	12-38		1-58	12-42	71	79	1067	19.06	PESHASTIN	PN	113.49			D		P	*	6:40	2:34					1:58	2:58	11:25					
* 1-05	A 12-55 ^h		* 2-25	* 12-55	430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500	315	1671	23.18	LEAVENWORTH	CH	109.37							P	L	6:30 ^h	* 2:25				* 1:48	* 2:48	11:10				
1-13			2-35	1-02	60		1074	26.66	TUNWATER	A	105.89					P			2:16					1:35	2:35	10:30					
1-21			2-44	1-08	73		1077	29.60	DRURY	DY	102.95					P			2:10						1:28	2:27	10:20				
f 1-30			2-53	1-18	77	22	1081	33.78	CHIWAUKUM	CY	98.79			DN	W	P			f	2:03					1:18	2:19	10:05				
f 1-37			3-00	1-23	70	6	1084	36.66	WINTON	WI	85.89					P			f	1:55					1:10	2:12	9:50				
f 1-45			3-08	1-30	71	4	1088	40.74	NASON CREEK	NC	91.81					P			f	1:45					1:00	2:02	9:35				
f 1-53			* 3-15	1-35	71	6	1091	43.36	MERRITT	CK	89.19			DN	W	Y	P		f	1:37					12:54	1:56	9:25				
2-08			3-29	1-48	75		1090	45.26	GAYNOR	GR	84.39					P			1:27						12:44	1:46	9:05				
2-18			3-38	1-54	78	4	1090	51.05	BERNE	BR	81.49					P			1:20						12:37	1:37	8:50				
* 2-40			* 4-05	* 2-15	85		1703	55.56	CASCADE TUNNEL	CN	76.99			R	DN	WCT	P		* 1:10						* 12:27	* 1:27	8:30				
* 2-52			* 4-20	* 2-27	200		1706	58.53	TYE	WN	74.02			DN	WC	P			* 12:50						* 12:10 ^h	* 1:10	7:30				
3-02			4-30	2-35	78	20	1710	62.54	EMBO	NY	70.51					P			12:35						11:54	12:54	7:00				
3-11			4-38	2-42	70	15	1713	65.32	COREA	CO	67.23					P			12:26						11:44	12:45	6:45				
f 3-21			f 4-47	2-50	79	10	1716	67.88	SCENIC	MA	64.67			DN	W	P			12:10 ^h						11:28	12:32	6:15				
f 3-31			f 4-57	2-58	72	12	1719	71.21	ALPINE	NI	61.34			D	W	P			11:59						11:17	12:22	5:40				
3-41			5-08	3-06	71	11	1723	74.88	TONGA	G	57.67					P			11:45						11:07	12:12 ^h	5:06				
* 4-00	L 6-50 ^h		* 5-25	* 3-20	475 476 477	408	1728	79.84	SKYKOMISH	KY	52.71			R	DN	W	Y	P	* 11:28					A	7:20 ^h	* 10:50	* 11:55	4:05	3:10		
4-09	f 7:00		5-35	3-29	70	6	1722	83.96	GROTTO		48.59					P			11:17						f 7:09	10:36	11:42	2:55			
4-19	* 7:12		5-45	3-38	61	61	1727	88.79	HALFORD	FA	48.76					P			11:09						* 6:57	10:27	11:34	2:35			
4-31	* 7:24		5-56	3-49	69	17	1743	94.13	INDEX	NX	38.42			DN		P			* 10:55						* 6:40	10:17	11:24	2:05			
4-42	f 7:35		6-06	3-59	76	14	1747	99.02	REITER		33.53					P			10:42						f 6:23	10:07	11:14	1:45			
4-50	* 7:44		6-14	4-07	90	1173	1751	103.39	GOLD BAR	GB	29.16			DN	Y	P			* 10:35						* 6:10	10:00	11:07	1:30			
4-54	* 7:50		6-17	4-10	45		1758	105.35	STARTUP	RU	27.30					P			10:28						* 6:04	9:56	11:04				
5-00	* 7:59		6-24	4-17	71	36	1757	108.79	SULTAN	SU	23.76			D		P			* 10:23						* 5:58	9:51	10:58	1:10			
* 5-15	* 8:16		* 6-42	4-30	100	101	1764	116.25	MONROE	RO	16.20			DN	W	Y	K	P	* 10:10						* 5:45	* 9:37	* 10:45	12:55			
5-28	* 8:33		* 6-58	4-41	70	162	1771	123.26	SNOWMISH	HO	9.29			R	DN		P		* 9:56	A 11-24 ^h					* 5:28	9:22	* 10:27	12:35			
5-38	f 8:43		7-08	4-50	78	139	1777	129.08	LOWELL	W	3.47			R	DN	KW	P		9:45	L 11-14 ^h					* 6:10	9:11	10:16	12:20			
5-41	f 8:48		7-11	4-52	42	136		130.70	PACIFIC AVENUE	D	1.85					P			9:43						* 6:05	9-08	10:13	12:05			
* 5-53	* 8:52		* 7-22	* 5-07	8		1779	131.75	EVERETT		.80					P			* 9:40						* 5:00	* 9:05	* 10:10				
A 5-55 ^h	A 8-55 ^h		A 7-25 ^h	A 5-10 ^h			1780	132.55	EVERETT JUNCTION	JN	0.0			R	DN		P		L 9:30 ^h						L 4-50 ^h	L 9:00 ^h	L 10:00 ^h	L 12:01 ^h			
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Yard	1335	CL2	132.33	Via N. P. RY. DELTA	PG				R	DN	W	Y	K	P												
1	39	275	3	27															Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
5:45 23:05	1:10 19:58	2:05 25:30	6:10 22:09	3:05 26:7															40	4	300	276	2	28	402						
																			.60 27:80	5:40 23:07	.10 34:92	2:30 21:08	5:50 22:72	5:50 22:72	13:30 9:52						

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, 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 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.

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. 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, and to 10 miles per hour over bridge 424, Skykomish River.

Q-1 class engines not permitted on this subdivision.

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-4, 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, 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.

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 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 except first class trains take siding at Tye unless otherwise instructed.

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 from 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 that all derails and switches are properly set and secured for safe movement over them. If the interlocked signal protects a draw bridge car 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 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, Chlwaikum, Merritt. When taking siding at Cashmere trains head in at lap, at Chlwaikum and Merritt trains head in at first switch.

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

At all Home block signals between Skykomish and Leavenworth.

DERAIL SWITCHES LOCATED:

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

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.
Miller Logging Co.'s spur one half mile west of Sultan.
Monroe Milw. interchange track.
Monroe Logging Co.'s spur one mile east of Snohomish leading off east approach of Bridge 455.
Pacific Avenue, Brewery spur, Frye-Bruhns spur.
Everett, power house spur.

LOCATION OF TUNNELS.

Tunnel No.	Length	Height	Location
13	13,873	19	between Tye and Cascade Tunnel
"	"	"	"
"	13.1, 1,202	22	1.12 miles east of Embro.
"	13.2, 458	22.5	20 miles east of Embro.
"	14, 274.8	19.1	1.18 miles west of Embro.
"	15, 1,512	18.7	.66 miles east of Corea.
"	15.2, 1,248	"	1.55 miles east of Scenic.
"	15.3, 815	22.5	1.59 miles west of Corea
"	16, 2,368.3	22	Everett, Wash.

FIRST CLASS

Time Table No. 18

Effective May 16, 1925.

SECOND CLASS

THIRD CLASS

356	28	2	358	278	4	360
Passenger	Fast Mail	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily

STATIONS

Distance from Seattle

SIGNS

718

Mdwn. Freight
Daily
Ex Sunday

A 1.05 ^{am}	A 10.00 ^{am}	A 9.00 ^{am}	A 6.00 ^{am}	A 4.45 ^{am}	A 9.30 ^{am}	A 9.15 ^{am}
*12.55	9.53	8.53	5.53	4.38	9.23	9.06
*12.45	9.46	8.46	5.46	4.28	9.17	8.56
*12.37	9.41	8.41	5.41	4.22	9.12	8.51
*12.29	9.35	8.35	5.35	4.16	9.05	8.43
*12.20	9.30	8.30	5.29	4.07	8.59	8.33
*12.03	9.17	8.17	5.17	3.50	8.47	8.18
*11.59 ^{am}	9.14	8.14	5.14	3.45	8.44	8.14
L 11.45 ^{am}	L 9.00 ^{am}	L 8.00 ^{am}	L 5.00 ^{am}	L 3.30 ^{am}	L 8.30 ^{am}	L 8.00 ^{am}

DOUBLE TRACK.	Automatic Block Signals
.....EVERETT JUNCTION.....	32.03
..... 2.78	
..... MUKILTEO.....	28.27
..... 4.13	
..... MOSHER.....	24.14
..... 3.00	
..... MEADOWDALE.....	21.14
..... 3.72	
..... EDMONDS.....	17.42
..... 3.09	
..... RICHMOND BEACH.....	14.33
..... 7.57	
..... BALLARD.....	6.45
..... 1.75	
..... INTERBAY.....	4.71
..... 1.37	
..... G. N. DOCK.....	3.34
..... 3.34	
..... SEATTLE.....	0

R DN P
D P
P
P
D W P
D P
D
R DNWCTOPK
R DN * IPK

A 8.15 ^{am}
* 8.05
f 7.55
f 7.45
* 7.30
* 7.10
f 6.50
L 6.45 ^{am}
L 6.45 ^{am}
718
1.30
15.43

356	28	2	358	278	4	360
Daily	Daily	Daily	Daily	Daily	Daily	Daily
1.20	1.00	1.00	1.00	1.15	1.00	1.15
24.02	32.03	32.03	32.03	25.62	32.03	25.62

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.

FIRST CLASS				Time Table No. 18 Effective May 10, 1925.	STATIONS	Distance from Everett Junction	SIGNS	SECOND CLASS		THIRD CLASS	
358	278	360	356					712	728	714	718
Passenger	Passenger	Passenger	Passenger					Fast Freight	N. P. 678 Freight	Mdn. Freight	Mdn. Freight
Daily	Daily	Daily	Daily					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
A 8:15 ^h		A 11:58 ^h	A 4:10 ^h	BELLINGHAM	64.33	R* DNXWTKP	A 3:30 ^h				
* 8:00		* 11:48	* 4:00	SOUTH BELLINGHAM	61.43	D O K P	* 3:15				
7:52		359 11:38	f 3:50	SOCKEYS	57.51		f 3:00				
7:41		11:27	387 3:30	SAMISH	51.55	W P	f 2:40				
		11:25	f 3:26	BLANCHARD	50.11						
7:36		11:19	f 3:20	BOW	47.75	D F	* 2:20				
7:25		11:10	f 3:07	BELLEVILLE	43.09		f 2:00				
* 7:16	A 355 6:40 ^h	713 11:05	* 3:00	BURLINGTON	40.36	R DNCOWYXIKP	* 1:50		A 10:15 ^h		
* 7:04	* 6:30	* 10:50	* 2:45	MT. VERNON	38.39	DN P	1:05		10:00		
6:54	* 6:15	* 10:33	f 2:30	PIR	31.06	D P	713 12:50		* 9:00		
	f 6:10	* 10:28	f 2:25	MILLTOWN	28.73						
6:43	* 6:57	* 10:19	* 2:15	STANWOOD	23.97	DN P	359 12:32		377 8:26		
6:36	* 6:40	* 10:05	f 2:00	SILVANA	18.40	D W P	12:01 ^h		* 7:30		
6:31	* 6:29	f 9:54	f 1:49	ENGLISH	14.44		11:45		711 7:15		
6:25	* 6:20	9:47	1:40	KRUSE	10.67	R DN P	11:30	A 11:35 ^h	f 7:00		
6:20	* 6:14	* 9:42	* 1:34	MARYSVILLE	7.27	DN P	11:15	11:25	* 6:50		
6:13	6:04	9:33	1:23	DELTA WYS.	4.46	R DN IY P	L 11:00 ^h	L 11:10 ^h	L 6:30 ^h	A 8:35 ^h	
6:10	6:01	9:30	1:20	LONG SIDING	3.35					8:30	
* 6:05	* 4:55	* 9:23	* 1:15	EVERETT	0.50					8:20	
L 6:00 ^h	L 4:45 ^h	L 9:15 ^h	L 1:05 ^h	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	
3 10 29 60	1 55 21 09	2 43 23 30	3 05 20 86	Time Over Subdivision Average Speed Per Hour			4 30 15 30	25 11 50	3 45 9 56	0 20 11 35	

Automatic Block Signals

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 arm 90 degrees up proceed to Delta yard. N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard.

Train movements from Bayside northward will be governed by top arm on home signal located 60 feet south of wye switch and by home signal located on trestle 500 feet south of draw span.

Train movements from Delta northward will be governed by top arm on home signal located 60 feet east of wye switch, and by home signal located on trestle 500 feet south of draw span.

Trains between Delta and Bayside will be governed by lower arm home signal located 60 feet east of wye switch.

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

Southward trains for Northern Pacific connection to be governed by lower arm on Home Signal 700 feet north of draw span.

Interlocking system in use bridge 10, 11 and 12 between Delta and Marysville and at Skagit R. Crossing one mile south of Fir.

Interlocker at Drawbridge No. 36 one mile north of Mt. Vernon. Derails are located 500 feet from end of draw span.

All home signals at interlocking plants on Cascade Division located within automatic block signal territory, except on the P. N. T. crossing at Burlington, are semi-automatic and serve as automatic block signals. A train stopped by such home signal where no signal man is on duty may proceed in accordance with rule 509 after conductor and engineer have satisfied themselves that all derails and switches are properly set and secured for safe movement over them. If the interlocked signal protects a draw bridge, care should be exercised in determining that bridge is in safe condition for 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 55 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 signal 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, .40 miles north Samish.
- Tunnel No. 19, 141.5 feet long, height 21.3, .02 miles south Sockeye.
- Tunnel No. 20, 325.5 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				Capacity of Side Tracks				Time Table No. 18				FIRST CLASS				
		103	719					Effective May 10, 1925.				357	359	355	97	101
		C. N. Ry. 404 Freight	Mdse. Freight					STATIONS				Passenger	Passenger	Passenger	C. N. Ry. 38 Passenger	C. N. Ry. 2 Passenger
		Daily	Daily Ex. Sunday									Daily	Daily	Daily	Daily	Daily
			L. 4-30Pm	Yard	219	CL125	0.0	VANCOUVER	VN	L. 12:01Am	L. 9:00Am	L. 4:00Pm				
		L. 11:05Am	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	Double Track	12:11	9:08	4:08	6:31	10:00		
		11:19	f 4:45			CL120	4.58	ARDLEY		12:15	9:11	4:11	6:36	10:04		
		11:27	f 4:50		20	CL117	7.20	BURNABY		12:21	9:15	4:15	6:42	10:09		
		11:33	f 5:00			CL115	9.89	ENDOT		12:27	9:20	4:20	6:48	10:15		
		11:40	* 5:15	24	50	CL112	11.70	SAPPERTON		12:30	9:23	4:23	6:51	10:18		
		A 11:45Pm	* 5:20		52	CL107	13.06	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	3	CL101	18.69	TOWNSEND		12:52	9:41	4:41			
			* 6:00		58	59	CL96	24.04	COLEBROOK	G	* 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		66	21	CL87	32.75	WHITE ROCK	WR	* 1:35	* 10:22	* 5:20			
							35.43	INTERNATIONAL BOUNDARY								
		358	7:45		58	124	CL84	35.89	BLAINE	BN	* 1:55	* 10:32	* 5:35			
			* 8:00													
			* 9:25		69	40	CL77	43.47	CUSTER	CU	f 2:10	f 10:45	5:47			
						3	CL74	45.97	ENTERPRISE		f 2:17	10:52				
			* 10:00		68	35	CL71	49.05	PERNDAL	PD	* 2:23	* 10:57	* 5:58			
						30	CL70	51.28	BRENNAN		2:28	11:02				
			A 11:15Pm		58	110	CL65	56.05	BELLINGHAM	BM	A 2:43Am	A 11:15Am	A 6:15Pm			
		Daily	Daily Ex. Sunday							Daily	Daily	Daily	Daily	Daily		
		103	719							357	359	355	97	101		
		40	6:45							2:42	2:15	2:15	3:00	2:30		
		17:70	8:00							21:50	25:30	25:71	26:12	27:58		
										Time Over Subdivision Average Speed Per Hour						

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.

Water front tracks at New Westminster not to be used for meeting or passing trains.

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 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 not permitted on this subdivision.

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 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 64, near Ferndale.

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.

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. 18. Effective May 10, 1925.	STATIONS	Telegraph Calls	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						Mixed-Freight Daily Ex. Sunday	C. N. Ry. 401 Freight Daily		
A 10.45h	A 2.30h			A 7.55h	VANCOUVER	VN	58.05	RODN WCY OPK		A 9.45h			
10.35	2.22	A 10.54h	A 7.14h	7.45	1.25 C. N. JUNCTION		58.79			9.35	A 9.22h		
10.30	f 2.18	10.49	7.09	f 7.40	1.47 STILL CREEK		55.32	P		f 9.30	9.17		
10.26	f 2.14	10.42	7.03	f 7.35	1.85 ARDLEY		53.47	DN P		f 9.23	9.12		
10.21	f 2.09	10.34	6.57	f 7.28	2.42 BURNABY		50.55	P		f 9.15	9.06		
101 10.15	2.04	10.24	6.51	7.21	2.49 ENDOT		48.36	P		f 9.08	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 9.00	8.50		
*10.08	* 1.57	L 10.17h	L 6.40h	* 7.15	1.36 NEW WESTMINSTER	MN	44.99	R DN I PK		* 8.52	L 8.45h		
9.59	1.48			7.05	0.45 FRASER RIVER JCT		44.51			f 8.45			
9.51	f 1.40			f 6.55	5.15 TOWNSEND		39.36	P		f 8.32			
* 9.43	* 1.33			* 6.42	5.35 COLEBROOK	G	34.01	R DN W Y P		* 8.20			
f 9.36	f 1.25			f 6.20	3.68 CRESCENT		30.33			f 8.00			
* 9.11	* 1.00			* 5.55	5.03 WHITE ROCK	WR	25.30	DN P		* 7.30			
					2.98 INTERNATIONAL BOUNDARY		22.62						
7.19 * 8.00	*12.50			* 6.25	0.46 BLAINE	BN	22.14	R DN W T P		* 7.00			
f 8.42	*12.35			* 4.54	7.58 CUSTER	CU	14.58	D P		* 6.20			
8.35	f12.30			f 4.46	2.50 ENTERPRISE		12.08						
* 8.32	*12.25			* 4.40	3.05 FRINDALE	FD	9.00	D P		* 5.58			
8.24	f12.18			4.39	2.23 BRENNAN		6.77						
L 8.15h	L 12.05h			L 4.15h	6.27 BELLINGHAM	BM	0.0	R ADN WC T PK		L 5.00h			
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	34 23.80	3.40 15.83						4.45 12.22	37 15.14		
					Time Over Subdivision								
					Average Speed Per Hour								

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 1,055 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 552 feet from crossing. Derail is 55 feet ahead of signal. Northward distant signal is located 2,000 feet from home signal. Southward home signal is located 555 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 rule 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.

THIRD CLASS		FIRST CLASS					Capacity of Side Tracks	Stations	Distance from Rockport	Time Table No. 18 Effective May 10, 1925.	Telegraph Code	Distance from Anacortes	SIGNS	FIRST CLASS			THIRD CLASS	
725	723	293	291	277	278	292								294	724	726		
Mds. Freight	Mds. Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mds. Freight	Mds. Freight	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Monday		
L 6.30am				L 6.00am		33	CN53		ROCKPORT	RE	53.41	R D W Y	A 9.20pm			A 4.15pm		
f 6.50				f 6.15		11	CN48	8.59	NESTOS		47.82		f 8.55			f 3.35		
* 7.25				* 6.30		40	CN44	9.13	CONCRETE	BA	14.28	D	* 8.45			* 3.20		
* 7.50				f 6.33		34	CN43	10.39	GRASSMERE		43.02	W	f 8.40			f 2.40		
f 8.20				* 6.45		35	CN38	14.44	BIRDSVIEW		37.97		* 8.25			f 2.15		
* 8.50				* 6.58		30	CN33	20.07	HAMILTON	H	32.74	D W	* 8.10			* 1.40		
* 9.15				* 7.07		25	CN28	23.00	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			* 1.10		
*10.00				* 7.30		36	CN20	32.47	SEDRO-WOOLLEY	SW	20.94	D X I K	* 7.35			f 12.40		
10.10				7.35			CN18	34.65	BUTLER	BR	18.76		7.25			*12.25		
L 1.30pm	A 10.26am			L 7.20pm	L 12.10pm	A 7.45am	59	CN30	BURLINGTON	BU	16.19	R D N CO WYX IK	L 7.20pm	A 10.55am	A 6.50pm	L 12.08		
* 1.40				* 7.28	*12.18		16	CN13	AVON		13.51		*10.46	* 6.39		L 12.01pm		
f 1.50				f 7.35	f 12.25		7	CN10	FREDONIA		10.84		*10.40	f 6.32		* 9.20		
* 2.00				* 7.42	*12.32		17	CN9	WHITNEY		9.28		*10.35	* 6.25		f 9.10		
2.10				7.52	12.42				WHITMARSH	WH	5.61		10.25	6.15		* 9.05		
f 2.15				f 7.58	f 12.48		8	CN4	FIDALGO		3.75		f 10.21	f 6.11		8.50		
A 2.30pm				A 8.10pm	A 1.00pm		355	CN0	ANACORTES	AC		R D T W	L 10.10am	L 6.00pm		f 8.45		
Daily Ex. Sunday	Daily Ex. Monday			Daily	Daily	Daily						Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Monday		
725	723			293	291	277							278	292	294	724	726	
1.0	3.55			.50	.50	1.45							2.00	.45	.50	4.14	1.0	
16.19	9.50			19.43	19.43	21.25							18.61	21.59	19.43	8.72	16.19	
Time Over Subdivision Average Speed Per Hour																		

Special Rules.

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

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 Birdview to Rockport. 20 miles per hour Burlington to Birdview

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, McNeill-O'Hearn Spur, Superior Ave., Baker River Van Horn, Sauk, Mountview 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. 18 Effective May 10, 1925		Telegraph Code	Distance from Guichon	SIGNS.	SECOND CLASS.	
	383	Passing Tracks	Other Tracks				STATIONS.				384	
	Mixed Daily Ex. Sunday											
L	10:15Am			CO30	0.0	.....SUMAS, WASH.....	RU	46.18	R D W C	A	9:15Am	
					0.01	INTERNATIONAL SOUND'RY		46.17				
	10:16	21	8	CC28	0.06	.....MUNTINGDON.....		46.12	W	#	9:14	
#	10:30	34	21	CO26	3.54	.....ABBOTSFORD.....	FB	42.64	R D W	#	9:00	
#	10:45		7	CO21	8.01	.....SAREL.....		38.17		#	8:35	
#	11:05	56	21	CO16	12.62	.....ALDERROVE.....	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	26	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		8	CV8	34.53	.....SOUTHPORT.....		11.65		f	6:35	
f	1:30				35.40	.....COLEBROOK JCT.....		10.78	Y	f	6:31	
#	1:35	55	20	CL86	35.47	.....COLEBROOK.....	G	10.71	R DN W	#	6:30	
#	1:55				36.24	.....GUICHON LINE JCT.....		9.94		f	5:45	
f	3:58		9	CV14	42.52	.....INVERHOLM.....		3.66		f	5:15	
f	4:25		6	CV18	44.94	.....LADNER.....		1.24		f	5:05	
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 0.94					Time Over Subdivision Average Speed Per Hour					4.18 10.86	

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

SECOND CLASS		Capacity of Side Tracks		Station Numbers	Distance from Abbotsford	Time Table No. 18 Effective May 10, 1925		Telegraph Code	Distance from Kilgard	SIGNS	SECOND CLASS	
	399	Passing Tracks	Other Tracks				STATIONS				398	
	Mixed Monday and Friday											
				CO40	0.0	.....CANNOR.....	CR	14.25				
L	9:20Am	40	8	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
	Monday and Friday											Monday and Friday
	399											398
	20 15.48					Time Over Subdivision Average Speed Per Hour						20 15.15

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 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.

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 Jct. and Guichon Line Jct.

Eastward trains approaching Yale road crossing, which is first crossing east of Lincoln, will reduce to speed of 10 miles per hour.

INTERLOCKING governing B. C. E. Ry. crossing, Cloverdale, B. C. Distant signal on north side is located 2,500 feet from crossing. Home signal is located 75 feet from crossing. Home signal on south side is located 15 feet from crossing and distant signal 1,600 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 "	Fourth Sub-Division:			
Baring Granite Works Spur.....	3. 9 Miles west of Grotto.....	West	21 "	Briscoe Spur.....	1. 4 Miles west of Rockport.....	West	14 Cars
In lex, Galena Mill Spur.....	0. 3 Miles east of Index.....	East	12 "	Mountainview.....	2. 48 Miles west of Sauk.....	East	5 "
Gravel Bankers.....	1. 0 Miles west of Index.....	West	32 "	Sauk Spur.....	1. 5 Miles west of Rockport.....	West	9 "
Wallace Falls Timber Co.....	1. 1 Miles east of Reiter.....	Both ends	34 "	Cowden's Spur.....	3. 2 Miles west of Rockport.....	East	13 "
Wallace Lumber Co. Spur.....	1. 7 Miles east of Gold Bar.....	Both ends	93 "	Van Horne's Spur.....	1. 5 Miles west of Nestor.....	East	13 "
Miller Logging Co.'s Spur.....	0. 7 Miles east of Sultan.....	East	16 "	Superior Portland Cement Co. Spur.....	0. 7 Miles west of Concrete.....	East	67 "
Woodruff.....	1. 3 Miles west of Sultan.....	Both ends	37 "	Burpee Shingle Spur.....	0. 4 Miles west of Grassmere.....	West	5 "
	1. 9 Miles west of Monroe.....	Both ends	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:					3. 1 Miles east of Cokedale Jct.....	Both ends	13 "
G. N. Oil Tank Spur.....	1. 0 Miles west of Everett Jct.....	East	51 Cars	0. 1 Miles west of Fredonia.....	West	6 "	
Hailey Shingle Co. Spur.....	1. 6 Miles west of Everett Jct.....	West	6 "	Gravel Pit Spur.....	3. 0 Miles east of Anacortes.....	West	2 "
Washington Bolt Spur.....	0. 6 Miles west of Edmonds.....	West	42 "	Log Rolloway.....	2. 3 Miles east of Anacortes.....	Both ends	21 "
Standard Oil Co. Spur.....	0. 9 Miles east of Richmond Beach.....	West	46 "	Puget Sound Saw Mill & Shingle Co. Spur.....	2. 1 Miles east of Anacortes.....	West	26 "
Metum Spur, Oil Spur.....	1. 6 Miles east of Ballard.....	West	43 "	Fidalgo Mill Spur.....	1. 7 Miles east of Anacortes.....	East	4 "
Third Sub-Division:				Fifth Sub-Division:			
Bartels Brick Co. 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 Samiah.....	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 "	Embee 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	8 "	Surrey Spur.....	1. 0 Miles west of Cloverdale.....	West	3 "
Morrison Mill Spur.....	2. 7 Miles south of Fir.....	South	3 "	McNair Spur.....	1. 0 Miles north of Cloverdale.....	South	2 "
Ketchum Spur.....	2. 5 Miles north of Stanwood.....	South	2 "	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 Silvana.....	South	2 "	McNair Spur No. 2.....	0. 9 Miles west of Lincoln.....	East	2 "
Kennedy Spur.....	4. 7 Miles north of Marysville.....	South	6 "	Langley Timber Co.'s Spur.....	1. 3 Miles west of Otter.....	West	3 "
Cox's Spur.....	1. 5 Miles north of Marysville.....	South	4 "	Clark's Spur.....	1. 7 Miles east of Otter.....	West	7 "
Ardley Power Spur.....	0. 5 Miles south of Ardley.....	South	2 "	Rarie Spur.....	1. 4 Miles east of Alergrove.....	West	3 "
Bradford and Taylor.....	2. 0 Miles north of Sapperton.....	South	4 "	Fish Trap Pit.....	1. 3 Miles west of Sarel.....	West	40 "
St. Mingo Spur.....	1. 1 Miles north of Townsend.....	North	23 "	Abbotsford Timber Spur.....	0. 7 Miles west of Abbotsford.....	East	4 "
Delta Shingle Co. Spur.....	0. 8 Miles south of Townsend.....	North	10 "				
McClellands Spur.....	2. 1 Miles north of Colebrook.....	South	2 "				
Campbell Lumber Co. Spur.....	1. 0 Miles south of Whiterock.....	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
No allowance to be made for wheel friction.	Class E-1 to E-7..... 123 tons
Box..... 18 tons	Class E-8 to E-15..... 172 tons
Refrigerator..... 25 tons	Class F..... 153 tons
Stock..... 16 tons	Class G..... 139 tons
Flat..... 12 tons	Class H..... 192 tons
Coal (wooden)..... 16 tons	Class J..... 178 tons
Coal (steel)..... 20 tons	Class K..... 184 tons
Ore 50-ton..... 15 tons	Class L..... 239 tons
Ore 75-ton..... 20 tons	Class M..... 261 tons
Oil Tanks (system)..... 23 tons	Class N..... 312 tons
Oil Tanks (other)..... 29 tons	Class O..... 232 tons
Sand..... 15 tons	Class P-1..... 246 tons
Hart..... 23 tons	Class P-2..... 300 tons
Caboose..... 17 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														Max. Hgt.	Max. Width			
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																		
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	7'8"	8'0"	8'6"	9'0"	9'6"	10'0"	10'2"			10'6"	11'0"	11'6"
*Lines East of Cut Bank except Pacific Junction to Butte.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0"	15'0"	11'6"
Cut Bank to Spokane.....	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'8"	14'4"	14'3"	14'0"	13'0"	12'0"	17'0"	11'6"
Spokane to Seattle.....	17'0"	17'0"	17'0"	17'0"	16'8"	16'3"	15'9"	15'6"	15'3"	15'0"	14'9"	14'6"	14'0"	13'10"	13'6"	13'0"	12'0"	17'0"	11'6"
Seattle to Vancouver, B. C.....	15'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'0"	16'10"	16'6"	16'0"	15'3"	18'0"	14'0"	11'6"
Seattle to Portland.....	19'0"	19'0"	19'0"	19'0"	19'0"	18'7"	18'1"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	14'6"	19'0"	11'6"
Pacific Jct. to Great Falls.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"
Great Falls to Helena.....	16'0"	16'0"	16'0"	16'0"	16'0"	15'8"	15'4"	15'2"	15'0"	14'8"	14'4"	14'0"	13'0"	12'8"	12'0"	11'0"	10'0"	16'0"	11'6"
Helena to Butte.....	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9"	15'6"	15'3"	15'0"	14'11"	14'9"	14'0"	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"	17'0"	21'0"	11'0"

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 10'6" and 17'3", respectively. Passenger tracks University Switch to Union Depot Junction via Stone Arch Bridge, limit width of loading to 16'9".

