

# GREAT NORTHERN RAILWAY

CASCADE DIVISION.



## TIME TABLE No. 22

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

### SUNDAY, JUNE 27, 1926

Superseding Time Table No. 21 and all Supplements thereto.

**THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.**

C. McDONOUGH, Superintendent.

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

J. H. O'NEILL, General Manager.

FIRST SUB-DIVISION—WENATCHEE TO EVERETT JUNCTION.

FIRST CLASS				Capacity of R.R. Trains	Stations	Distance from Wenatchee	Time Table No. 22 Effective June 27, 1926.	Telegraph Code	Distance from Everett Jct.	SIGNS	FIRST CLASS					SECOND CLASS						
39	1	3	27								40	4	300 (N. P. 444)	2	28	402						
Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Fast Mail Daily	Trailing Trains	Other Trains	Stations Numbers					Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Fast Mail Daily	Passenger Daily Ex. Sunday	Passenger Daily	Time Freight Daily				
L 5:35 <sup>h</sup>	L 12:10 <sup>h</sup>	L 1:00 <sup>h</sup>	L 12:05 <sup>h</sup>	Yard	1190	1648	0.0	.....	WC	132.55	R	DN	WO	T	P	A 7:20 <sup>h</sup>	A 3:10 <sup>h</sup>		A 2:50 <sup>h</sup>	A 3:50 <sup>h</sup>	A 1:30 <sup>h</sup>	
f 5:49	12:23	1:12	12:16	81	55	1655	7.28	.....		125.17					P	f 7:05	2:56		2:27	3:27	12:55	
* 6:02	12:30	* 1:22	12:24	e88 w60	168	1659	11.00	.....	OM	121.55	DN	W	P		P	* 6:57	* 2:49		2:16	3:16	12:30 <sup>h</sup>	
* 6:14	12:41	1:32	12:33	75	36	1664	15.64	.....	DN	118.91	D	P			P	* 6:46	2:40		2:06	3:06	11:47	
* 6:28	12:48	1:39	12:42	71	79	1667	19.06	.....	FN	115.45	D	P			P	* 6:40	2:34		1:59	2:58	11:25	
A 6:45 <sup>h</sup>	* 1:05	* 1:50	* 12:55	e56 w73	315	1671	23.18	.....	CH	109.37	DN	W	Y	P	L 6:30 <sup>h</sup>	* 2:25		* 1:50	* 2:48		11:10	
	1:13	2:15	1:02	69		1674	26.66	.....	A	105.89					P		2:16		1:35	2:33	10:30	
	1:21	2:25	1:08	73		1677	29.60	.....	DY	102.95					P		2:10		1:28	2:25	10:20	
	f 1:30	2:34	1:18	e74 w77	22	1681	33.76	.....	CV	98.79	DN	W	P		P		f 2:02		1:18	2:17	10:05	
	f 1:37	2:40	1:23	70	6	1684	36.65	.....	WI	95.89					P		f 1:55		1:10	2:10	9:50	
	f 1:45	2:48	1:30	71	4	1688	40.74	.....	NC	91.91					P		f 1:55		1:00	2:00	9:35	
	f 1:53	* 2:55	1:35	e71 w73	8	1691	43.30	.....	CK	89.19	DN	W	Y	P			f 1:37		12:54	1:55	9:25	
	2:08	3:08	1:46	75		1696	48.26	.....	GR	81.29					P		f 1:27		12:44	1:46	9:05	
	f 2:18	f 3:18	1:54	78	82	1699	51.06	.....	BR	81.49	D	W	P		P		f 1:20		12:37	1:37	8:50	
	* 2:40	* 3:40	* 2:15	e85 w81	85	1703	53.66	.....	CN	78.99	R	DN	WCT	P			* 1:10		* 12:27	* 1:27	8:30	
	* 2:52	* 3:53	* 2:27	e83 w84	200	1706	58.53	.....	WN	74.92	DN	WC	P				* 12:50		* 12:10 <sup>h</sup>	* 1:10	7:30	
	3:02	4:03	2:35	76	20	1710	62.54	.....	NY	70.91					P		12:35		11:54	12:64	6:45	
	3:11	4:11	2:42	70	15	1713	65.32	.....	CO	67.22					P		12:26		11:44	12:45	6:25	
	f 3:21	f 4:21	2:50	79	10	1716	67.88	.....	MA	64.57	DN	W	P		P		f 12:10 <sup>h</sup>		11:28	* 12:22	5:50	
	f 3:31	4:31	2:58	72	12	1719	71.21	.....	NI	61.54	D	W	P		P		f 11:59		11:17	12:22	5:20	
	3:41	4:40	3:06	71	11	1723	74.88	.....	G	57.67					P		f 11:45		11:07	12:12 <sup>h</sup>	4:40	
	* 4:00	* 5:00	* 3:20	e75 w77	498	1728	79.84	.....	EY	53.71	R	DN	WC	Y	P		* 11:28		* 10:50	* 11:55	3:40	
	4:09	5:09	3:29	70	8	1732	83.96	.....	SA	49.59					P		11:12		10:36	11:42	2:45	
	4:19	5:18	3:38	81	61	1737	88.79	.....	NX	38.42	DN	P			P		11:02		10:27	11:34	2:30	
	4:31	f 5:29	3:49	69	17	1742	94.13	.....	GB	29.16	DN	W	Y	P			* 10:48		10:17	11:24	2:05	
	4:42	5:38	3:59	78	14	1747	99.02	.....	SU	23.78	D	P			P		10:39		10:07	11:14	1:45	
	4:50	f 5:46	4:07	90	1173	1761	103.39	.....	RO	16.35	DN	W	Y	K	P		* 10:22		9:51	10:58	1:10	
	5:00	f 5:56	4:17	71	36	1767	106.79	.....	HO	9.28	R	DN	P		P		* 10:10		* 9:37	* 10:45	12:55	
	* 5:15	* 6:13	4:30	100	101	1764	116.25	.....	W	3.47	R	DN	KW	P			* 9:52	A 5:15 <sup>h</sup>	9:22	* 10:27	12:35	
	5:28	* 6:28	4:41	70	162	1771	123.26	.....	D	1.85	DN	P			P		9:40	L 5:05 <sup>h</sup>	9:11	10:16	12:20	
	5:38	6:38	4:50	78	159	1777	129.05	.....	JN	0.6	R	DN	P		P		9:38		9:08	10:13	12:05	
	5:41	6:41	4:52	42	136		130.70	.....	PG		R	DN	WCTYOK	P			* 9:35		* 9:05	* 10:10		
	* 5:53	* 6:52	* 5:07	8		1779	131.75	.....									L 9:25 <sup>h</sup>		L 9:00 <sup>h</sup>	L 10:00 <sup>h</sup>	L 12:01 <sup>h</sup>	
	A 5:55 <sup>h</sup>	A 6:55 <sup>h</sup>	A 5:10 <sup>h</sup>	Yard	1335	CL2	132.33	.....														
Daily Ex. Sunday	Daily	Daily	Daily														Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily
39	1	3	27														40	4	300	2	28	402
1.10 19.88	5.48 23.05	5.55 22.36	6.05 26.07														.60 27.60	8.45 23.05	.10 31.92	5.50 22.72	5.50 22.72	13.50 9.82

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 Leavenworth 50 miles per hour, Leavenworth to Cascade Tunnel 35 miles per hour, Tye to 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, L-1, M, N, O and P or equivalent engines are restricted to 10 miles per hour over bridge 424, Skykomish River.

Use caution in operating class N-1, and 2 engines through tunnels 14 and 15 on account of scant clearance.

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 and pile drivers 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 to 10 miles per hour from east switch Gaynor to point one-half mile east.

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 them, and carmen will again examine each car and see that brakes release before giving the signal to start the train. Conductors must inform engineer how many cars loaded and empty in the train, and how many cars of "air" are working.

All retainers must be used from Cascade Tunnel to Merritt, from Winton to Leavenworth, and from Cascade Tunnel to Skykomish.

Trainmen will keep off top of cars while passing through Cascade Tunnel and through concrete snow shed just west of Tye except in case of emergency and will then exercise extreme caution account electric wires.

All westward trains using main line will not foul tunnel block at Cascade Tunnel without first receiving a proceed signal from the operator which will be given with a yellow flag by day and a yellow light by night which will permit them to proceed to the block office only. Westward trains will call for signal approaching the cross-over.

Only one train is permitted to enter or use the block at the same time.

All eastward trains 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.

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 and stops on flag at Alpine Sundays only.

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 engineer have satisfied themselves that all derails and switches are properly set and secured for safe movement over them. If the interlocked signal protects a draw bridge care should be exercised in determining that bridge is in safe condition for safe passage of train.

Interlocking plant at bridge 455 just east of Snohomish. Home signals are located 550 feet each way from draw span; derails 55 feet in advance of Home signals.

Yard limit boards are placed each way from Skykomish, east from Cascade Tunnel, east and west from Leavenworth one-half mile west of west switch Wenatchee.

Yard limits extend from Pacific Avenue to N. P. connection at N. P. Freight Depot, and to yard limit board east of Lowell.

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

Referring to the installation of automatic block signals between Leavenworth and Skykomish. Please be governed by the following rules in addition to those quoted in Rule Book dated May 1, 1921:

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

B—Standard colored light signals are substituted for semaphore signal in the snow sheds between Tye and Scenic where trains will be governed by such colored signals by day as well as by night. All such light signals are located on the right hand side of the track as seen from an approaching train. The light signals are provided with number plates and the colored indications have exactly the same significance as when used with the semaphore signals shown by figures 6 to 11, inclusive, pages 92, 93 and 94 of Rule Book, effective May 1, 1921.

C—Trains proceeding on to main tracks from passing tracks will automatically light the signals when track circuit is reached at fouling point on sidings. At places where light signals are used, push buttons are located on relay boxes located convenient to switches and it is the duty of brakeman or other trainmen to light the block signals by pushing button before opening main track switch.

D—The Block Signal Rules and Regulations, effective May 1, 1921, apply also to these light signals.

### LOCATION OF DISPATCHERS' TELEPHONES BETWEEN STATIONS.

60 ft. west of west switch westward passing track Tye; north side of track.

60 ft. east of eastward distant signal Tye, south side of track.

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

In watchmen's shack west of Tunnel 14.

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

In middle of first shed east of Chiwaukum.

At all Home block signals between Skykomish and Leavenworth.

### DERAIL SWITCHES LOCATED:

Monitor, industry track east end.  
Dryden, east end industry track.  
Feshastio, east end of industry track.  
Cashmere, east end industry and storage tracks.  
One switch operates both derails.  
Chiwaukum house track.  
Berne, storage track east end.  
Lahan Creek Spur, (just west of Berne) east end.  
Cascade Tunnel, east passing track lead, and oil shed track.  
Tye, west end industry track, and at west end No. 3 track outside shed, and west end No. 1 track.  
Cores, 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-Bruhn spur.  
Everett, power house spur.

### LOCATION OF TUNNELS.

Tunnel No.	Length	Height	Location
13	13,873 feet	19 feet	between Tye and Cascade Tunnel
" 13.1	1,202 "	" 22 "	1.12 miles east of Embro.
" 13.2	458 "	" 22.5 "	20 miles east of Embro.
" 14	274.8 "	" 19.1 "	1.18 miles west of Embro
" 15	1,512 "	" 18.7 "	.66 miles east of Corea.
" 15.2	1,248 "	" 22.5 "	1.58 miles east of Scenic.
" 15.3	815 "	" 22.5 "	1.59 miles west of Corea.
" 16	2,368.3 "	" 22 "	Everett, Wash.

THIRD CLASS		SECOND CLASS		Capacity of Side Tracks	Station Numbers	Distance from Everett Junction	Time Table No. 22. Effective June 27, 1926.	Telegraph Code	FIRST CLASS							
717	401	27	357						3	277	359	1	355			
Mds. Freight	Fast Freight	Fast Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
L 10.00am	L 1.00am	L 6.10am	L 6.10am	L 6.55am	L 9.25am	L 1.15pm	L 5.55pm	L 8.35pm	JN	L 6.10am	L 6.10am	L 6.55am	L 9.25am	L 1.15pm	L 5.55pm	L 8.35pm
*10.35	1.12	6.16	* 6.19	7.02	* 9.34	1.21	6.02	f 8.42	MU	6.16	* 6.19	7.02	* 9.34	1.21	6.02	f 8.42
f10.55	1.25	6.22	f 6.27	7.09	f 9.40	1.26	6.09	8.48	AD	6.22	f 6.27	7.09	f 9.40	1.26	6.09	8.48
f11.15	1.35	6.27	f 6.33	7.15	f 9.45	1.31	6.15	8.53	DR	6.27	f 6.33	7.15	f 9.45	1.31	6.15	8.53
*11.45	1.55	6.35	* 6.43	7.21	* 9.53	1.37	6.21	f 9.00	R	6.35	* 6.43	7.21	* 9.53	1.37	6.21	f 9.00
*12.42pm	2.05	6.40	f 6.51	7.26	*10.00	1.42	6.26	9.05	BD	6.40	f 6.51	7.26	*10.00	1.42	6.26	9.05
f 1.05	2.45	6.55	* 7.10	7.40	*10.17	1.56	6.40	9.20	RB	6.55	* 7.10	7.40	*10.17	1.56	6.40	9.20
A 1.30pm	A 3.00pm	6.59	* 7.15	7.44	*10.25	1.59	6.44	9.24	E	6.59	* 7.15	7.44	*10.25	1.59	6.44	9.24
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	UD	A 6.15am	A * 7.30am	A 8.00am	A 10.40am	A * 2.15pm	A 7.00pm	A 9.40pm
717	401	27	357	3	277	359	1	355		27	357	3	277	359	1	355
8.30 7.90	8.00 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		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.

Q-1 engines not permitted on this subdivision.

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.

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.

Trains operating through the automatic interlocking plant located at the Northern Pacific Crossing West of Interbay are governed by Rules 501-A to 517 (b), also by Rules 601-A to 671 (f), inclusive, and in addition by the special rules posted in the iron release box placed adjacent to the crossing.

Trains moving over this crossing with the current of traffic, on double track, must not exceed a speed of fifteen (15) miles per hour.

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.

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 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. 22 Effective June 27, 1926.	Distance from Seattle	SIGNS	SECOND CLASS				THIRD CLASS		
356	28	2	358	278	4	360					718						
Passenger Daily	Fast Mail Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily					Misc. Freight Daily Ex. Sunday						
STATIONS								Automatic Block Signals	R DN P D P P P D W P D P D R DNCTOPK P R DN * IPK								
A 1 05 <sup>am</sup>	A 10 00 <sup>pm</sup>	A 9 00 <sup>pm</sup>	A 6 00 <sup>pm</sup>	A 4 45 <sup>pm</sup>	A 9 25 <sup>am</sup>	A 9 10 <sup>am</sup>	EVERETT JUNCTION			32.03						A 8 15 <sup>am</sup>	
*12 55	9 53	8 53	† 5 53	* 4 38	9 19	* 9 01	3 25 MUKILTEO			28.27	D	P				* 8 05	
†12 45	9 46	8 46	5 46	† 4 28	9 13	8 51	4 13 MOSHER			24.14		P				† 7 55	
†12 37	9 41	8 41	5 41	† 4 22	9 08	† 8 46	3 40 MEADOWDALE			21.14		P				† 7 45	
*12 29	9 36	8 36	* 5 35	* 4 16	9 03	* 8 40	3 72 EDMONDS			17.42	D	W	P			* 7 30	
†12 20	9 30	8 30	5 29	* 4 07	8 58	* 8 31	3 09 RICHMOND BEACH			14.33	D	P				* 7 10	
†12 03	9 17	8 17	5 17	* 3 50	8 47	* 8 17	7 57 BALLARD			6.48	D					† 6 50	
*11 59 <sup>pm</sup>	9 14	8 14	5 14	* 3 45	8 44	* 8 14	1 75 INTERBAY			4.71	R	DNCTOPK				L 6 45 <sup>am</sup>	
L 11 45 <sup>pm</sup>	L 9 00 <sup>pm</sup>	L 8 00 <sup>pm</sup>	L 5 00 <sup>pm</sup>	L 3 30 <sup>pm</sup>	L 8 30 <sup>am</sup>	L 8 00 <sup>am</sup>	1 37 O. N. DOCK			3.34							
Daily	Daily	Daily	Daily	Daily	Daily	Daily	3 34 SEATTLE	0	R	DN * IPK							
<b>356</b>	<b>28</b>	<b>2</b>	<b>358</b>	<b>278</b>	<b>4</b>	<b>360</b>								<b>718</b>			
1 20 24 02	1 00 32 03	1 00 32 03	1 00 32 03	1 15 25 02	55 37 40	1 10 28 02								1 30 18 21			
								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.  
NORTHERN PACIFIC CROSSING WEST OF INTERBAY.  
EVERETT JUNCTION.

## Automatic Block Interlocking Signals and Semaphores.

## Westward.

Everett Junction interlocking, westward home signal (high line), is located 200 feet from westward crossover switch, and has three arms; the top arm is for main line trains through crossover; the second arm fixed; bottom arm for diverging movements. Westward Home Signal, Coast line, is located fifty-five feet from east end of eastward crossover switch and has three arms; top arm is for main line; second arm fixed; bottom arm crossover movements. Distant signals, westward high line, is located 3500 feet from home signal. First automatic signal westward is 2500 feet west of Everett Junction.

## Eastward.

First automatic signal eastward is located 3000 feet from eastward home signal, North Portal. Eastward home signal, Everett Junction Interlocking is located 200 feet from west end of eastward crossover switch, and has two arms; top arm is for main line to St. Paul; lower arm for crossover up the Coast line.

## Location of Tunnels.

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

THIRD SUB-DIVISION—EVERETT JUNCTION TO BELLINGHAM.

SOUTHWARD.

THIRD CLASS		SECOND CLASS		Capacity of Side Tracks	Station Numbers	Distance from Bellingham	Time Table No. 22 Effective June 27, 1926.		Telegraph Calls	FIRST CLASS				
717	713	711	729				357	277		359	299	355		
Mdse. Freight Daily Ex. Sunday	Mdse. Freight Daily Ex. Monday	Foot Freight Daily Ex. Sunday	N. P. 876 Freight Daily Ex. Saturday	Passing Tracks Other Tracks			Passenger Daily	Passenger Daily	Passenger Daily	N. P. 444 Passenger Daily Ex. Sunday	Passenger Daily			
		L 3-40am		58 110	CL62	0.0	BELLINGHAM	RM L 2-43am		L 11-25am		L 6-20pm		
		356 4-00		61 143	CL60	2.00	SOUTH BELLINGHAM	FN * 3-05		360 * 11-35		* 6-31		
		4-15		46 9	CL56	5.82	SOCKEYE	f 3-17		11-41		f 6-40		
		4-35		57 8	CL50	12.78	SAMISH	f 3-30		11-50		f 6-52		
				8	CL49	14.22	BLANCHARD	f 3-34				f 6-55		
		4-50		58 16	CL46	16.58	BOW	f 3-40		11-55		f 7-00		
		5-00		8	CL42	21.24	BELLEVILLE	f 3-50		12-01pm		f 7-06		
	800 L 10-55am	5-45		59 239	CL39	23.97	BURLINGTON	BU * 4-05	L 7-50am	* 12-05		278-355 * 7-15		
	* 11-25	6-00		102 90	CL35	27.94	MT. VERNON	NR * 4-20	* 8-02	* 12-15		* 7-25		
	* 11-40	6-15		57 19	CL30	33.27	FIR	FR f 4-35	* 8-11	12-21		* 7-33		
				6	CL27	35.00	MILLTOWN							
	712 * 12-15N	6-35		58 61	CL23	40.38	STANWOOD		f 4-38	f 8-15				
	359 * 12-40	6-55		69 14	CL17	45.93	SILVANA	B * 4-55	* 8-26	715 12-32		f 7-44		
	714 * 12-55	7-15		58 10	CL13	49.89	ENGLISH	NA f 5-10	* 8-40	715 12-40		f 7-51		
	f 1-10	7-25	L 8-45pm		CL9	53.68	KRUSE	f 5-20	* 8-50	12-46		7-58		
	* 1-45	7-35	9-00	67 74	CL6	57.06	MARYSVILLE	K * 5-25	* 8-55	12-50	L 4-36pm	8-03		
	L 8-35am	A 7-45am	A 9-15pm		CL3	59.87	DELTA WYE	MB * 5-40	* 9-02	12-55	4-41	* 8-08		
	9-40					60.98	LONG SIDING	WY * 5-48	9-08	1-01	A 4-48pm	8-15		
	9-50					70 120	EVERETT	* 5-52	9-11	1-04		8-19		
	A 10-00am					1780	EVERETT JUNCTION	* 6-07	* 9-20	* 1-13		* 8-32		
	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Saturday					JN A 6-10am	A 9-25am	A 1-15pm		A 8-35pm		
	717	713	729					Daily	Daily	Daily	Daily Ex. Sunday	Daily		
	9 30 10 70	3 30 10 25	4 05 14 65	30 12 42				357	277	359	299	355		
								3 27 18 64	1 35 25 49	1 50 34 10	12 31 05	2 15 28 54		

Special Rules.

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

Automatic Block Signals in operation between Everett Jet. 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 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 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.  
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 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 and pile drivers 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.

Everett passing track is track paralleling main line between switch north of Hewitt Ave. and switch north of Flour Mill.  
Before passing over draw bridge 10, Delta Wye, doors 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.  
Normal, one mile north of Silvana, is flag stop for Nos. 277 and 278.  
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 Jet.  
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. 22 Effective June 27, 1926.	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	Mdes. Freight	Mdes. Freight
Daily	Daily	Daily	Daily					Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Sunday
A 8:15h		A 11:48Am	A 4:10Am	.....BELLINGHAM.....	64.31	R * DNXCWTK P	A 3:30h				
* 8:00		359 * 11:35	* 4:00	.....SOUTH BELLINGHAM.....	61.43	D O K P	* 3:15				
7:52		* 11:26	* 3:50	.....3 92 .....SOCKEYS.....	67.51		* 3:00				
7:41		11:15	367 * 3:30	.....8 96 .....SAMISH.....	61.55	W P	* 2:40				
		* 11:13	* 3:26	.....1 44 .....BLANCHARD.....	50.11						
7:36		* 11:07	* 3:20	.....2 36 .....BOW.....	47.75	D P	* 2:20				
7:25		* 10:59	* 3:07	.....4 66 .....BELLEVILLE.....	43.09		* 2:00				
355 * 7:15	A 6:40h	713 * 10:55	* 3:00	.....3 73 .....BURLINGTON.....	40.36	R DNCWYXIK P	* 1:50		A 10:15Am		
* 7:04	* 6:30	* 10:40	* 2:45	.....8 97 .....MT. VERNON.....	36.39	DN P	1:05		10:00		
6:54	* 6:15	* 10:28	* 2:30	.....6 33 .....FIR.....	31.06	D P	12:50		* 9:00		
	* 6:10	* 10:24	* 2:25	.....2 23 .....MILLTOWN.....	28.73						
6:43	* 5:57	* 10:15	* 2:15	.....4 76 .....STARWOOD.....	23.97	DN P	12:32-3:50 12:15-7:13		* 8:22		
6:36	* 5:40	* 10:03	* 2:00	.....8 97 .....SILVANA.....	18.40	D W P	12:01Pm		* 7:30		
6:31	* 5:29	* 9:52	* 1:49	.....3 96 .....ENGLISH.....	14.44		11:45		7:11 * 7:15		
6:25	* 5:20	9:45	1:40	.....3 77 .....KRUSE.....	10.67	R DN P	11:30	A 11:35Am	* 7:00		
6:20	* 5:14	* 9:40	* 1:34	.....3 40 .....MARYSVILLE.....	7.27	DN P	11:15	11:25	* 6:50		
6:13	5:04	9:31	1:23	.....2 81 .....DELTA WYE.....	4.46	R DN IY P	L 11:00Am	L 11:10Am	L 6:30Am	A 8:35Am	
6:10	5:01	9:28	1:20	.....1 11 .....LONG SIDING.....	3.35					8:30	
* 6:05	* 4:55	* 9:20	* 1:15	.....2 55 .....EVERETT.....	0.80					8:20	
L 6:00h	L 4:45h	L 9:10Am	L 1:05Am	.....0 80 .....EVERETT JUNCTION.....	0.0	R DN P				L 8:15	
Daily	Daily	Daily	Daily				Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Sunday	
<b>358</b>	<b>278</b>	<b>360</b>	<b>356</b>				<b>712</b>	<b>728</b>	<b>714</b>	<b>718</b>	
2 15 25 59	1 55 21 06	2 43 23 08	3 05 20 86				4 30 13 30	25 14 90	3 45 9 56	6 20 13 38	

Special Rules—Continued.

Automatic Block Signals

Time Over Subdivision  
Average Speed Per Hour

**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, also by home signal located 90 feet east of the frog of the south 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 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 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 spur leading to the P. S. & C. Ry. yards is located with bench 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 N. P. transfer track.  
Ferndale, industry track.  
New Westminster, distillery spur.  
Ardley, power house transfer.

**LOCATION OF TUNNELS.**

Tunnel No. 18, 1,112.0 feet long, height 21.8, .46 miles north Samish.  
Tunnel No. 19, 141.5 feet long, height 21.3, .62 miles south Sockeyes.  
Tunnel No. 20, 326.5 feet long, height 20.9, .43 miles south Sockeyes.  
Tunnel No. 21, 697.8 feet long, height 21, .32 miles south South Bellingham.

THIRD CLASS										FIRST CLASS									
		103	719	Capacity of Side Tracks		Station Numbers	Distance from Vancouver	Time Table No. 22		Telegraph Code	357	359	99	355	97	101			
		C. N. Ry. 404 Freight	Mdse. Freight	Passing Tracks	Other Tracks			Effective June 27, 1925	Passenger		Passenger	C. N. Ry. 1 Passenger	Passenger	C. N. Ry. 38 Passenger	C. N. Ry. 2 Passenger				
		Daily	Daily Ex. Saturday			STATIONS				Daily	Daily	Daily	Daily	Daily	Daily				
			L 4.30pm	Yard	319	CL125	0.0	VANCOUVER	VN	L 12.01Am	L 9.00Am		L 4.00Pm						
		L 11.05Pm	f 4.35				1.26	C. N. JUNCTION		12.05	9.04	L 9.35Am	4.04	L 6.25Pm	L 9.55Pm				
		11.13	f 4.40			CL122	2.73	STILL CREEK	Double Track	12.11	9.08	9.40	4.08	6.31	10.00				
		11.19	f 4.45			CL120	4.58	ARDLEY		12.15	9.11	9.45	4.11	6.36	10.04				
		11.27	f 4.50	16		CL117	7.20	BURNABY		12.21	9.15	9.50	4.15	6.42	10.09				
		11.33	f 4.55	2		CL115	9.69	ENDOT		12.27	9.20	9.56	4.20	6.48	10.15				
		11.40	f 5.10	24	58	CL112	11.70	SAPPERTON		12.30	9.23	10.00	4.23	6.51	10.18				
		A 11.45Pm	f 5.15	52		CL107	13.06	NEW WESTMINSTER	MN	12.38	9.28	10.05Am	4.28	6.55Pm	10.23Pm				
			f 5.21				13.34	FRASER RIVER JCT		12.43	9.33		4.32						
			f 5.35	57	3	CL101	18.69	TOWNSEND		12.52	9.41		4.40						
			f 6.00	58	59	CL98	24.04	COLEBROOK	G	1.02	9.50		4.47						
			f 6.15	24		CL92	27.72	CRESCENT		1.10	9.57		4.53						
			f 7.30	720	66	CL87	32.75	WHITE ROCK	WR	1.35	10.22		5.18						
							35.43	INTERNATIONAL BOUNDARY											
			358 7.45 8.00	58	134	CL84	35.89	BLAINE	BN	1.55	10.32		5.35						
			f 9.25	89	40	CL77	43.47	CUSTER	CU	2.10	10.45		5.47						
				3		CL74	45.97	ENTERPRISE		2.17	10.52								
			f 10.00	65	38	CL71	49.05	FERNDALE	FD	2.23	10.57	720 5.58							
				30		CL70	51.28	BRENNAN		2.28	11.02								
			A 11.15Pm	58	110	CL62	58.05	BELLINGHAM	BM	A 2.43Am	A 11.15Am		A 6.15Pm						
		Daily	Daily Ex. Saturday							Daily	Daily	Daily	Daily	Daily	Daily				
		103	719							357	359	99	355	97	101				
		.40 17.70	6.45 8.60					Time Over Subdivision Average Speed Per Hour		2.42 21.50	2.15 25.80	.30 23.60	2.15 25.80	.30 23.60	.25 25.29				

## 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 130 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 5 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. 355 stops at all stations north of Everett to discharge passengers from Ferokane 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 C. N. train order office, Vancouver.

No. 355 will register by card at Colebrook.

The normal position of switches at Colebrook Jet., Guichon line Jet., and Fraser River Jet. 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. 22. Effective June 27, 1926.	STATIONS	Telegraph Code	Distance from Bellingham	SIGNS	SECOND CLASS		THIRD CLASS	
358	100	360	98	102	356						720	104		
Passenger	C. N. Ry. 1 Passenger	Passenger	C. N. Ry. 37 Passenger	C. N. Ry. 1 Passenger	Passenger						Miles Freight Daily Ex. Saturday	C. N. Ry. 103 Freight Daily		
Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily		
A 10:45h		A 2:30h		A 7:55h		VANCOUVER	YN	58.05	RODN WCYTOPK		A 5:45h			
10:35	A 5:59h	2:22	A 10:54h	A 7:14h	7:45	1.25 C. N. JUNCTION		56.79			9:35	A 9:22h		
10:30	5:54	f 2:18	10:49	7:09	f 7:40	1.47 STILL CREEK		55.32	P		f 9:30	9:15		
10:26	5:50	f 2:14	10:42	7:03	f 7:35	1.83 ARDLEY		53.47	DN P		f 9:23	9:08		
10:21	5:45	f 2:09	10:34	6:57	f 7:28	2.42 BURNABY		50.85	P		f 9:15	9:00		
101 10:15	5:39	2:04	10:24	6:51	7:21	2.49 ENDOT		48.36	P		f 9:08	8:50		
10:11	5:34	f 2:00	10:19	6:44	f 7:17	2.81 SAPPERTON		46.35	X W I Y PK		* 9:00	8:40		
*10:08	L 5:30h	* 1:57	L 10:17h	L 6:40h	* 7:15	1.38 NEW WESTMINSTER	MN	44.09	R DN I PK		* 8:52	L 8:35h		
9:59		1:48			7:05	0.48 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	6.35 COLEBROOK	G	34.01	R DN Y P		* 8:20			
f 9:35		f 1:25			f 6:20	3.68 CRESCENT		30.33			f 8:00			
* 9:11		* 1:00			* 5:55	5.07 WHITE ROCK	WR	25.30	DN P		* 7:19	* 7:30		
						2.68 INTERNATIONAL BOUNDARY		22.62						
719 f 9:00		*12:40			* 5:25	0.46 BLAINE	BN	22.16	R DN W T P		* 7:00			
f 8:42		*12:25			* 4:54	7.58 CUSTER	CU	14.58	D P		* 6:20			
8:35		f12:20			f 4:46	2.50 ENTERPRISE		12.08						
* 8:32		*12:15			* 4:40	3.08 PERNDALE	PD	9.00	D P		* 5:58			
8:24		f12:08h			4:29	2.23 BRENNAN		6.77						
L 8:15h		L 11:55h			L 4:15h	6.77 BELLINGHAM	HM	0.0	R DN W C T PK		L 5:00h			
Daily	Daily	Daily	Daily	Daily	Daily						Daily Ex. Saturday	Daily		
358	100	360	98	102	356						720	104		
3 30 23 31	26 21 30	2 35 22 50	37 19 13	34 23 50	3 40 15 53						4 45 12 22	47 15 29		
						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 1,655 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 355 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 2,600 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.

THIRD CLASS		FIRST CLASS			Capacity of Side Tracks	Passing Tracks	Other Tracks	Station Numbers	Distance from Rockport	Time Table No. 22		Signals	Distance from Anacortes	FIRST CLASS			THIRD CLASS	
725	723	293	291	277						Effective June 27, 1926.	STATIONS			278	292	294	724	726
Mds. Freight	Mds. Freight	Passenger	Passenger	Passenger										Mds. Freight	Mds. Freight			
Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily	Daily										Daily Ex. Sunday	Daily Ex. Sunday			
L 6:30am				L 6:00am	70	CN53		ROCKPORT	RK	53.41	R D W Y A	9:20am				A 4:15pm		
f 6:50				f 6:15	11	CN48	8.59	NESTOS		47.82		f 9:00				f 3:35		
* 7:25				* 6:30	40	CN44	9.13	CONCRETE	BA	44.25	D	* 8:50				* 3:20		
* 7:50				f 6:33	34	CN42	10.39	GRASSMERE		43.02	W	f 8:45				f 2:40		
f 8:20				* 6:45	36	CN38	15.44	BIRDVIEW		37.97		* 8:32				f 2:15		
* 8:50				* 6:58	30	CN35	20.67	HAMILTON	H	32.74	D W	* 8:20				* 1:40		
* 9:15				* 7:07	35	CN29	23.90	LYMAN	MY	29.51	D	* 8:10				* 1:10		
f 9:35				f 7:20	11		29.17	COKEDALE JUNCTION		24.24		f 7:55				f 12:40		
*10:00				* 7:30	36	CN20	32.47	SEDRO-WOOLLEY	SW	20.94	D X I K	* 7:45				*12:25		
10:10				7:35		CN18	34.65	BUTLER	BR	18.76		7:35				12:08		
L 1:30pm	A 10:25am			L 7:20pm	59	CN30	37.22	BURLINGTON	BU	16.19	R DN CO WYX IK	L 7:30pm	A 10:55am	A 6:50pm		L 12:01pm	A 9:30am	
* 1:40				* 7:28	18	CN12	39.90	AVON		13.51		*10:40	* 6:35			* 9:20		
f 1:50				f 7:35	7	CN10	42.57	FREDONIA		10.84		f 10:35	f 6:28			f 9:10		
* 2:00				* 7:42	17	CN9	44.13	WHITNEY		9.28		*10:31	* 6:22			* 9:05		
2:10				7:52			47.80	WHITMARSH	WH	5.61		10:24	6:15			8:50		
f 2:15				f 7:58	3	CN4	49.66	FIDALGO		3.75		f 10:20	f 6:11			f 8:45		
A 2:30pm				A 8:10pm	355	CN0	53.41	ANACORTES	AC		R D T W	L 10:10am	L 6:00pm			L 8:30am		
Daily Ex. Sunday	Daily Ex. Monday			Daily								Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday	
725	723			293	291	277						278	292	294		724	726	
1.0	3.55			.60	.50	1.45						1.50	.45	.80		1.14	1.0	
16.19	9.60			19.43	19.43	21.26						39.40	21.59	19.43		8.79	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 Butler.

Concrete, passing track parallels main line in front of Cement plant.

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.

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. Great Northern East bound trains register at Butler.

**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 LADNER.

## EASTWARD.

SECOND CLASS.		Capacity of Side Tracks	Station Numbers	Distance from Sumas	Time Table No. 22 Effective June 27, 1926	Telegraph Code	Distance from Ladner	SIGNS.	SECOND CLASS.	
	383									384
	Mixed Daily Ex. Sunday								Mixed Daily Ex. Sunday	
L	10.15am		CO30	0.0	.....SUMAS, WASH.....	80	46.18	R D W C	A 9.15am	
				0.01	.....INTERNATIONAL BOUND'RY.....		46.17			
	10.16	21	CC28	0.06	.....HUNTINGDON.....		46.12	W	* 9.14	
*	10.30	34	CO26	2.54	.....ABBOTSFORD.....	FB	42.64	R D W	* 9.00	
*	10.45	7	CO21	8.01	.....SAREL.....		38.17		* 8.35	
*	11.05	56	CO18	12.62	.....ALDROROVE.....	AG	33.56	D	* 8.20	
*	11.40	26	CO12	16.75	.....OTTER.....		29.43		* 7.55	
*	12.05pm	58	CO8	21.43	.....LINCOLN.....		24.75	W	* 7.25	
*	12.55	33	CL93	29.20	.....CLOVERDALE.....	CL	18.98	D XY	* 6.55	
f	1.15	5	CV4	33.09	.....ALLUVIA.....		13.09		* 6.40	
f	1.25	5	CV6	34.53	.....SOUTHPORT.....		11.65		f 6.35	
f	1.30			35.40	.....COLEBROOK JCT.....		10.78	Y	f 6.31	
	1.35	58	CL96	35.47	.....COLEBROOK.....	G	10.71	R DN W	* 6.30 * 5.55	
*	3.55			36.24	.....QUICHON LINE JCT.....		9.94		f 5.45	
f	4.25	9	CV14	42.53	.....INVERHOLM.....		3.66		f 5.15	
f	4.45	8	CV18	44.94	.....CHALLUCTHAN.....		1.24		f 5.05	
A	5.00pm	10	CV19	46.18	.....LADNER.....		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 10.95	

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

SECOND CLASS		Capacity of Side Tracks	Station Numbers	Distance from Abbotsford	Time Table No. 22 Effective June 27, 1926	Telegraph Code	Distance from Abbotsford	SIGNS	SECOND CLASS	
	399									398
	Mixed Monday and Friday								Mixed Monday and Friday	
			CO10	0.0	.....CANNOR.....		14.25			
L	9.20am	40	CO31	9.09	.....KILGARD.....	CR	5.18		A 3.99 9.20am	
A	9.40am	34	CO26	14.25	.....ABBOTSFORD.....	FB	0.0	R D W	L 9.00am Monday and Friday	
	399								398	
	20 15.45				Time Over Subdivision Average Speed Per Hour				20 15.45	

## 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.

Maximum rate of speed for all trains between Ladner 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, Ladner 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 Ladner Line Jct.

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

INTERLOCKING governing B. C. E. Ry. crossing, Cloverdale, B. C. Distant signal on north side is located 2,500 feet from crossing. Home signal is located 75 feet from crossing. Home signal on south side is located 15 feet from crossing and distant signal 1,500 feet from crossing. Derails are placed five feet inside each home signal.

## 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																
<b>First Sub-Division:</b>				<b>Third Sub-Division—Continued.</b>																			
Warehouse Spur.....	0.4 Miles west of Berne.....	East	10 Cars	Enterprise Spur.....	0.1 Miles south of Enterprise.....	South	3 Cars																
Lanhan Creek Spur.....	0.7 Miles west of Berne.....	East	40 "	Milk Spur.....	0.7 Miles south of Ferndale.....	South	28 "																
Great Republic Mining Co., Miller River.....	2.3 Miles east of Skykomish.....	West	14 "	Standard Oil Spur.....	0.7 Leads off Milk Spur.....	South	12 "																
Grotto Lumber Co.....	0.3 Miles west of Grotto.....	East	3 "	Marietta Spur.....	3.6 Miles north of Bellingham.....	South	2 "																
Reiter Lbr. Co.'s Spur.....	3.5 Miles west of Grotto.....	East	3 "	<b>Fourth Sub-Division:</b>																			
C. N. Shingle Co.'s Siding.....	3.8 Miles west of Grotto.....	Both ends	22 "	Briscoe Spur.....	1.4 Miles west of Rockport.....	West	11 Cars																
Baring.....	3.0 Miles west of Grotto.....	Both ends	22 "	Mountview.....	2.45 Miles west of Sank.....	West	5 "																
Baring Granite Works Spur.....	3.9 Miles west of Grotto.....	West	21 "	Sauk Spur.....	1.5 Miles west of Rockport.....	West	12 "																
Index, Galena Mill Spur.....	0.3 Miles east of Index.....	East	12 "	Cowden's Spur.....	3.2 Miles west of Rockport.....	East	9 "																
Western Granite Works Spur.....	1.0 Miles west of Index.....	West	32 "	Van Horne's Spur.....	1.5 Miles west of Nestos.....	Both ends	85 "																
Gravel Bunkers.....	1.1 Miles east of Reiter.....	Both ends	34 "	Superior Portland Cement Co. Spur.....	0.7 Miles west of Concrete.....	East	57 "																
Wallace Falls Timber Co. Spur.....	1.7 Miles east of Gold Bar.....	Both ends	93 "	Burpee Shingle Spur.....	0.4 Miles west of Grassiere.....	West	5 "																
Wallace Lumber Co. Spur.....	0.7 Miles east of Sultan.....	East	16 "	McNeill-O'Hern Spur.....	1.8 Miles east of Birdsview.....	West	30 "																
Miller Logging Co.'s Spur.....	1.3 Miles west of Sultan.....	Both ends	69 "	L. L. Spur.....	0.6 Miles west of Hamilton.....	West	2 "																
Woodruff.....	1.9 Miles west of Monroe.....	Both ends	37 "	Fox Spur.....	0.1 Miles west of Fredonia.....	West	6 "																
<b>Second Sub-Division:</b>				<b>Fifth Sub-Division:</b>																			
G. N. Oil Tank Spur.....	1.0 Miles west of Everett Jet.....	East	51 Cars	Gowdy Road Spur.....	1.4 Miles east of Chalthethan.....	West	5 Cars																
Bailey Shingle Co. Spur.....	1.6 Miles west of Everett Jet.....	West	6 "	Patterson's Spur.....	0.9 Miles east of Inverholm.....	West	7 "																
Washington Bolt Spur.....	0.6 Miles west of Edmonds.....	West	42 "	Smith Road Spur.....	2.1 Miles east of Inverholm.....	Both	7 "																
Standard Oil Co. Spur.....	0.9 Miles east of Richmond Beach.....	West	46 "	Matthew Road Spur.....	3.1 Miles east of Inverholm.....	Both	7 "																
Metum Spur, Oil Spur.....	1.6 Miles east of Ballard.....	West	43 "	Embree Road Spur.....	3.1 Miles west of Colebrook.....	Both	7 "																
<b>Third Sub-Division:</b>				<b>Limit of Load—Measurement</b>																			
Bartells Brick Co. Spur.....	1.2 Miles north of Sockeye.....	South	19 Cars	16 .																			
Chuckanut Cannery Spur.....	0.6 Miles north of Sockeye.....	North	7 "	or Points Between																			
Easel Mill Spur.....	0.8 Miles south of Samish.....	North	35 "	LIMIT OF LOAD AT HEIGHT ABOVE TOP OF RAIL																			
Bloedel-Donovan Spur.....	1.4 Miles north of Bow.....	North	80 "	WIDTH OF LOAD																			
Bellville Pit.....	1.6 Miles north of Bellville.....	North	80 "	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"	10'6"	11'0"	11'6"				
Union Oil Co. Spur.....	1.2 Miles north of Mt. Vernon.....	South	10 "	HEIGHT																			
Puget Sound and Cascade Ry. Conn.....	0.8 Miles north of Mt. Vernon.....	South	10 Cars	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"				
Associated Oil Co. Spur.....	1.0 Miles south of Mt. Vernon.....	North	2 "	*Lines East of Cut Bank except Pacific Junction to Butte.....																			
Skagit Crossing Tr. Track.....	1.3 Miles south of Fir.....	South	6 "	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"					
Hawley Spur.....	1.9 Miles south of Fir.....	North	6 "	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'9"	14'6"	14'3"	14'0"					
Morrison Mill Spur.....	2.7 Miles south of Fir.....	South	8 "	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"	14'9"	14'6"	14'3"	14'0"				
Ketchum Spur.....	2.5 Miles north of Stanwood.....	South	3 "	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"	14'3"	14'0"					
Hals Spur.....	1.2 Miles south of Stanwood.....	South	2 "	Seattle to Vancouver, B. C.....	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"				
Norman Spur.....	1.0 Miles north of Silvana.....	South	2 "	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"				
Kennedy Spur.....	4.7 Miles north of Marysville.....	South	6 "	Pacific Jet. 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"	16'3"	16'0"				
Cox's Spur.....	1.5 Miles north of Marysville.....	South	4 "	Great Falls to Helena.....	16'3"	16'3"	16'3"	16'3"	16'3"	15'11"	15'7"	15'5"	15'4"	15'2"	15'0"	14'6"	14'0"	13'8"	13'0"				
Ardley Power Spur.....	0.5 Miles south of Ardley.....	South	2 "	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"			
St. Mingo Spur.....	1.1 Miles north of Townsend.....	North	23 "	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"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'6"	15'0"	14'6"
McClellands Spur.....	2.1 Miles north of Colebrook.....	South	2 "	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"	17'9"	17'9"	17'9"
Campbell Lumber Co. Spur.....	1.0 Miles south of Whitrock.....	South	62 "	*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'6" and 17'3", respectively. Passenger tracks University Switch to Union Depot Junction via Stone Arch Bridge, limit width of loading to 16'9".																			
Dakota Creek Spur.....	2.1 Miles south of Blaine.....	North	30 "																				

**Average Weight of Empty Cars**  
No allowance to be made for wheel friction.

Box.....	18 tons
Refrigerator.....	25 tons
Stock.....	16 tons
Flat.....	12 tons
Coal (wooden).....	16 tons
Coal (steel).....	20 tons
Ore 50-ton.....	15 tons
Ore 75-ton.....	20 tons
Oil Tanks (system).....	23 tons
Oil Tanks (other).....	20 tons
Sand.....	15 tons
Hart.....	23 tons
Caboose.....	15 tons
(Wood).....	15 tons
(Steel).....	17 tons

**Average Total Weight of Dead Engines and Tanks**

Class E-1 to E-7.....	123 tons
Class E-8 to E-15.....	172 tons
Class F.....	153 tons
Class G.....	139 tons
Class H.....	192 tons
Class J.....	178 tons
Class K.....	184 tons
Class L.....	239 tons
Class M.....	261 tons
Class N.....	312 tons
Class O.....	232 tons
Class P-1.....	241 tons
Class P-2.....	300 tons
Class Q-1.....	354 tons
Class R-1.....	460 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.

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

STATIONS	Ruling Grade	Class M. I. S. 1950-1964				Class L18-1902-1903- 1908-1921				Class L1-1900-1921 " 06, 3350-3359				Class L2-1800-1844 " 011 3029-3069 " 05, 3300-3350 " P-1750-1764				Class P8-1110-1199 Superheated				Class P5-1095-1039 " F5-1100-1109				Class G2-700-719 " G3-720-769				Class F1-500-505 " D5-450-476				Class D-300-395											
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4												
Gold Bar to Skykomish.....	1.0	1840	1630	1460	1375	1700	1530	1360	1275	1600	1440	1280	1200	1550	1400	1250	1170	1330	1220	1090	1025	1390	1080	960	900	1030	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	650	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	1877	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	2900	2640	2380	2200	2500	2270	2030	1850	2300	2070	1840	1730	1650	1500	1350	1270	1300	1170	1040	975	.....	.....	.....	.....				
Delta to Bellingham.....	0.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4000	3600	3200	3000	3800	3520	3240	3100	3500	3250	2900	2750	3000	2760	2540	2400	2500	2280	2060	1970	2000	1820	1640	1560	1400	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	1400	1320	1200	1130	1400	1320	1200	1130	.....	.....	.....	.....				
Skykomish to Delta.....	0.3	4200	3800	3400	3200	4000	3600	3200	3000	4000	3600	3200	3000	3800	3150	2800	2630	3200	2880	2560	2400	3000	2700	2400	2250	2200	1950	1760	1650	1600	1440	1280	1200	.....	.....	.....	.....								
Bellingham to Vancouver.....	1.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	1200	1125	1300	1170	1040	975	1000	900	800	750	775	700	625	600	.....	.....	.....	.....								
Vancouver to Bellingham.....	1.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	1200	1125	1300	1170	1040	975	1000	900	800	750	775	700	625	600	.....	.....	.....	.....								
Burlington to Rockport.....	0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1625	1500	1350	1275	1425	1285	1140	1000	1100	990	890	800	960	865	770	670	850	765	680	595	.....	.....	.....	.....				
Rockport to Burlington.....	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1550	1400	1275	1200	1350	1250	1100	980	1020	950	850	725	800	725	650	620	650	600	550	500	.....	.....	.....	.....				
Burlington to Anacortes.....	0.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	900	800	700	900	800	700	610	.....	.....	.....	.....								
Anacortes to Burlington.....	0.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	900	800	700	900	800	700	610	.....	.....	.....	.....								

Weather Rating {1—When temperature is 25 degrees above zero or over.  
2—Very frosty or wet. 5 to 25 above zero.

Weather Rating {3—Five degrees above to 10 below zero.  
4—Ten below zero and colder.

## COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Minneapolis.	Interbay.....	DR. O. H. CHRISTOPHERSON.
Dr. H. M. N. Wynne.....	Asst. Chief Surgeon.....	Minneapolis.	Seattle.....	DR. H. J. KNOTT, 211 Cobb Bldg
Dr. F. J. Savage.....	Surgeon.....	St. Paul.	Seattle.....	DR. R. W. PERRY, Oculist.
Dr. Egil Boeckman.....	Chief Ophthalmic Surgeon.....	441 Lowry Building, St. Paul.	Portland, Ore.....	DR. R. C. McDANIELS, 923 Electric Bldg.
Dr. Edward Boeckman.....	Ophthalmic Surgeon.....	448 Lowry Building, St. Paul.	Vancouver, Wash.....	DR. R. D. Wiswall
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. D. L. PHILLIPS.		Blaine.....	DR. MARION A. KEYES.
Index.....	DR. H. W. BORTNER.		New Westminster.....	DR. GEO. E. DREW.
Monroe.....	DR. MINARD ALLISON.		Vancouver.....	DR. A. S. MONRO.
Everett.....	DRS. C. A. MEAD and W. T. FLYNN.		Anacortes.....	DR. H. E. FROST.
Everett.....	Ophthalmic Surgeon.....	DR. H. T. RHOADS.		

## 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 JEWELRY CO.
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, 2823 Colby Ave.	Vancouver, Wash.....	JOS. CARTER.

D. MOORE, Dispatcher.  
G. E. WELLEN, Dispatcher.  
T. H. REED, Dispatcher.  
C. O. JOHNSON, Dispatcher.  
H. L. CAULKINS, Dispatcher.

C. E. LAMKIN, Dispatcher.  
C. E. McKILLIPS, Dispatcher.  
ALF. MOE, Extra Dispatcher.  
E. O. WADHAMS, Asst. Chief Dispatcher.  
J. C. DEVERY, Chief Dispatcher.

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