

GREAT NORTHERN RAILWAY

CASCADE DIVISION.



TIME TABLE No. 24

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

SUNDAY, JUNE 26, 1927

Superseding Time Table No. 23 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

C. McDONOUGH, Superintendent.

F. S. ELLIOTT, General Superintendent.
A. L. BERGFELD, Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD.

FIRST SUB-DIVISION—WENATCHEE TO EVERETT JUNCTION.

EASTWARD.

FIRST CLASS				Capacity of the Trunk	Other Trunk	Station Numbers	Distance from Wenatchee.	Time Table No. 24 Effective June 26, 1927.	STATIONS	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	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Fast Mail Daily	Time Freight Daily									
L 6:00pm	L 12:10pm	L 1:00pm	L 12:05pm	Yard 1108	1648	0.0	..... WENATCHEE	WC 123.55	R ● DN WO TP	A 7:20pm	A 3:10pm		A 2:50pm	A 3:50pm		A 1:30pm		
f 6:13	12:23	1:12	12:16	77 51	1655	7.88	..... MONITOR	125.17		f 7:05	2:55		2:27	3:27		12:55		
* 6:26	12:30	* 1:22	12:24	402 wnc3	157	11.00	..... CASHMERE	OM 121.55	DN W P	* 6:57	* 2:49		2:16	3:16		12:30pm		
* 6:35	12:41	1:32	12:33	4 54 wnc3	70	34.84	..... DRYDEN	DN 116.91	D P	* 6:46	2:40		2:06	3:06		11:40		
* 6:45	12:48	1:39	12:42	68 74	1667	19.06	..... PESHASTIN	PN 113.49	D P	* 6:40	2:34		1:59	2:58		11:25		
A 7:00pm	* 1:05	* 1:50	* 12:55	100 372	1671	23.18	..... LEAVENWORTH	CH 109.37	● DN W Y P	L 6:30pm	* 2:25		* 1:50	* 2:40		11:10		
	1:13	2:15	1:02	61	1674	26.66	..... TUMWATER	A 108.89			2:16		1:35	2:33		10:30		
	1:21	2:25	1:08	67	1677	29.60	..... DRURY	DY 102.95			2:10		1:28	2:28		10:20		
f 1:30	2:34	1:18	1:18	404 w71	20	33.76	..... CHIAWAUKUM	CY 98.79	DN W P	f 2:02	f 2:02		1:18	2:17		10:05		
f 1:37	2:40	1:23	1:23	64 5	1684	36.66	..... WINTON	WI 95.29		f 1:55			1:10	2:10		9:50		
f 1:45	2:48	1:30	1:30	66 4	1688	40.74	..... NASON CREEK	NC 91.81		f 1:48			1:00	2:00		9:35		
f 1:53	* 2:55	1:36	1:36	405 w67	5	43.26	..... MERRITT	CK 89.19	DN W Y P	f 1:37			12:54	1:55		9:25		
2:08	3:08	1:48	1:48	69	1696	48.26	..... GAYNOR	GR 84.39			1:27		12:44	1:49		9:05		
f 2:18	f 3:18	1:54	1:54	72 25	1699	51.06	..... BERNE	BR 81.46	D W P	f 1:20			12:37	1:37		8:50		
* 2:40	* 3:40	* 2:15	* 2:15	407 w75	99	55.56	..... CASCADIA TUNNEL	CN 76.99	R DN WCT P	* 1:10			* 12:27	* 1:27		8:30		
* 2:52	* 3:53	* 2:27	* 2:27	405 w78	105	58.53	..... TYBEE	WN 74.03	DN WC P	* 12:50			12:10pm	* 1:10		7:30		
3:02	4:03	2:35	2:35	70 18	1710	62.04	..... EMBRO	NY 70.01	W P	12:35			11:54	12:54		6:45		
3:11	4:11	2:42	2:42	30	1718	65.82	..... COREA	CO 67.33		12:26			11:44	12:45		6:25		
f 3:21	f 4:21	2:50	2:50	74 38	1718	67.88	..... SCENIC	MA 64.67	DN W P	f 12:10pm			11:28	* 12:28		5:50		
f 3:31	4:31	2:58	2:58	68 10	1719	71.21	..... ALPINE	NE 61.34	D W P	f 11:59			11:17	12:22		5:20		
3:41	4:40	3:05	3:05	65 10	1723	74.88	..... TONGA	G 57.67		f 11:45			11:07	12:12pm		4:40		
* 4:00	* 5:00	* 3:20	* 3:20	408 w92	230	79.84	..... SKYKOMISH	KY 52.71	R ● DNWC Y P	* 11:28			* 10:50	* 11:55		3:40		
4:09	f 5:09	3:29	3:29	65 5	1732	83.96	..... GROTTO	68.59		11:12			10:35	11:42		2:45		
4:19	5:18	3:38	3:38	75 55	1737	88.79	..... HALFORD	RA 43.75	W P	11:02			10:27	11:34		2:30		
4:31	f 5:29	3:49	3:49	64 15	1742	94.13	..... INDEX	NX 38.43	DN P	* 10:48			10:17	11:24		2:05		
4:42	5:38	3:59	3:59	70 15	1747	99.02	..... REITER	33.53	W P	10:39			10:07	11:14		1:45		
4:50	f 5:46	4:07	4:07	83 1041	1761	103.39	..... GOLD BAR	GB 29.15	DN W Y P	* 10:32			10:00	11:07		1:30		
5:00	f 5:56	4:17	4:17	65 18	1767	108.79	..... SULTAN	BU 22.78	D P	* 10:22			9:51	10:58		1:10		
* 5:15	* 6:13	4:30	4:30	93 129	1764	115.25	..... MONROE	RO 15.30	DN W Y K P	* 10:10			* 9:37	* 10:45		12:55		
5:28	* 6:28	4:41	4:41	65 155	1771	123.26	..... SNOHOMISH	SH 9.29	R DN P	* 9:52	A 5:10pm		9:22	* 10:27		12:35		
5:38	6:38	4:50	4:50	71 123	1777	129.08	..... LOWELL	W 8.47	R DN KW P	9:40	L 5:00pm		9:11	10:16		12:20		
5:41	6:41	4:52	4:52	70 115		130.70	..... PACIFIC AVENUE	D 1.85	DN P	9:38			9:08	10:13		12:05		
* 5:53	* 6:52	* 5:07	* 5:07	9	1779	131.75	..... EVERETT .....	.80	K P	* 9:35			* 9:05	* 10:10			
A 5:55pm	A 6:55pm	A 5:10pm	A 5:10pm	Yard 1216	CL3	132.33	..... EVERETT JUNCTION	JN 0.0	R DN P	L 9:25pm			L 9:00pm	L 10:00pm		L 12:01pm		
Daily Ex. Sunday	Daily	Daily	Daily				Via N. P. RY. DELTA	PD	R ● DNWCTYOKP				Daily	Daily		Daily			
39	1	3	27							Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily		Daily			
1.00 23.18	5.45 22.05	5.55 22.35	5.05 20.07							40	4	300	2	28		402			
										.80 27.80	5.45 22.05	.10 34.92	5.50 22.72	5.50 22.72		13.30 9.52			
Time Over Subdivision Average Speed Per Hour																			

Special Rules First Subdivision.

3

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

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

Other opposing trains will clear No. 27 ten (10) minutes.

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

Freight trains will use N. P. tracks between Lowell and Delta and will be governed by N. P. time table and rules between these points.

Electric train staff block system between Everett Jct. and Pacific Avenue and between Tye and Cascade Tunnel.

Automatic block signals in operation between Pacific Avenue and Tye and between Cascade Tunnel and Wenatchee.

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

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

Leavenworth register for trains 30 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.

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 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, O-6, M-2 and P-1 will not exceed 30 miles per hour between Skykomish and Gold Bar.

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 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.

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.

DERAIL SWITCHES LOCATED:

Monroe, industry track east end.	Scenic, industry track.
Dryden, east end industry track.	West end official spur.
Peshastin, east end of industry track.	West end gravel bunker spur.
Cashmere, east end industry and storage tracks.	West end cement spur.
One switch operates both derrails.	Alpine, industry track and mill spur.
Chiwaukum house track.	Grotto, industry track and mill spur.
Laban Creek Spur, (just west of Berne) east end.	Index, industry track.
Berne, east end official spur.	Western Granite Works spur 1 mile west of Index.
East end warehouse spur, west of west switch.	Reiter, west end industry track.
East end track leading to new tunnel.	Wallace Falls Logging Co.'s track.
Cascade Tunnel, east passing track lead, and oil shed track and east end coal spur.	Miller Logging Co.'s spur one half mile west of Sultan.
Tye, west end industry track, and at west end No. 3 track outside shed, and west end No. 1 track.	Monroe Milw. interchange track.
Corea, west end industry.	Monroe Logging Co.'s spur one mile east of Snohomish leading off east approach of Bridge 455.
	Pacific Avenue, Brewery spur, Frye-Bruhn spur.
	Everett, power house spur.

Trainmen will keep off top of cars while passing through electrified zone east switch Cascade Tunnel to west switch Skykomish except in case of emergency and then will exercise extreme caution account of high voltage 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.

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 Tonga and eastward freight trains must stop at Gaynor and Drury 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 derrails and switches are properly set and secured for safe movement over them. If the interlocked signal protects a draw bridge care should be exercised in determining that bridge is in safe condition for safe passage of train.

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

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

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

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

LOCATION OF DISPATCHERS' TELEPHONES BETWEEN STATIONS.

60 ft. west of west switch westward passing track Tye; north side of track.
 60 ft. east of eastward distant signal Tye, south side of track.
 2,000 ft. west of west portal Windy Point Tunnel 13.1; south side of track.
 In watchmen's shack west of Tunnel 14.
 315 ft. from east end of second shed east of Scenic; north side of track.
 In middle of first shed east of Chiwaukum.
 At all Home block signals between Skykomish and Leavenworth.

LOCATION OF TUNNELS.

Tunnel No.	Length	Height	Location
13	13,873	19	feet, between Tye and Cascade Tunnel
"	13.1	22	" " 1.12 miles east of Embro.
"	13.2	22.5	" " .20 miles east of Embro.
"	14	19.1	" " 1.18 miles west of Embro.
"	15	18.7	" " .60 miles east of Corea.
"	15.2	22.5	" " 1.58 miles east of Scenic.
"	15.3	22.5	" " 1.59 miles west of Corea.
"	16	22	" " Everett, Wash.

SECOND SUB-DIVISION—EVERETT JUNCTION TO SEATTLE.

WESTWARD.

THIRD CLASS		SECOND CLASS		Capacity of Side Tracks		Station Numbers		Distance from Everett Junction		Time Table No. 24. Effective June 26, 1927.		FIRST CLASS													
717		401		Freight Tracks	Other Tracks	Station Numbers	Distance from Everett Junction	STATIONS		27		357		3		277		359		1		355			
Mdes Freight Daily Ex. Sunday		Fast Freight Daily						STATIONS		Fast Mail Daily		Passenger Daily		Passenger Daily		Passenger Daily		Passenger Daily		Passenger Daily		Passenger Daily		Passenger Daily	
L. 10:00am		L. 1:00am				1780		EVERETT JUNCTION.....	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		93		1784	3.76	2.76 MUKILTEO.....	MU	6:16	* 6:19	7:02	* 9:34	1:21	6:02	* 8:42									
†10:55		1:25				1790	7.89	4.13 MOSIER.....		5:22	† 6:27	7:09	† 9:40	1:26	6:09	8:48									
†11:15		1:35				1793	10.89	3.60 MEADOWDALE.....	AD	5:27	† 6:33	7:16	† 9:45	1:31	6:15	8:53									
*11:45		1:55		71		1795	14.01	3.72 EDMONDS.....	DR	5:35	* 6:43	7:21	* 9:53	1:37	6:21	† 9:00									
*12:42pm		2:05		52		1796	17.70	3.00 RICHMOND BEACH.....	R	5:40	† 6:51	7:26	*10:00	1:42	6:26	9:05									
† 1:05		2:45		200		1807	25.57	7.87 BALLARD.....	BD	5:55	* 7:10	7:40	*10:17	1:56	6:40	9:20									
A 1:30pm		A 3:00am	Yard	763		1808	27.23	1.75 INTERBAY.....	RB	5:59	* 7:15	7:44	*10:25	1:59	6:44	† 9:24									
				200			28.09	1.37 G. N. DOCK.....	Z																
				614		1813	32.03	3.24 SEATTLE.....	UD	A 6:15am	A * 7:30am	A 8:00am	A 10:40am	A * 2:15pm	A 7:00pm	A 9:40pm									
Daily Ex. Sunday		Daily								Daily	Daily	Daily	Daily	Daily	Daily	Daily									
717		401								27	357	3	277	359	1	355									
8.30 7.30		2.00 13.00								1.05 29.56	1.20 34.02	1.05 29.56	1.15 28.01	1.00 32.03	1.05 29.56	1.05 29.56									
										Time Over Subdivision															
										Average Speed per Hour															

Special Rules.

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

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

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

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

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 5 degrees or over, 30 miles per hour on 6 and 7 degree curves 35 miles per hour on 8 degree curves and 40 miles per hour on 4 degree curves.

3 engines will not exceed speed of 40 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 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 a speed to 10 miles per hour over draw span bridge 4, Salmon Bay, Ballard.

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:

Fast 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. 24 Effective June 26, 1927.	Distance from Seattle	SIGNS	SECOND CLASS			THIRD CLASS		
356	28	2	358	278	4	360	718									
Passenger	Fast Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Mdse. Freight									
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									
A 1:06 ^{am}	A 10:00 ^{am}	A 9:00 ^{am}	A 6:00 ^{am}	A 4:45 ^{pm}	A 9:25 ^{am}	A 9:10 ^{am}		32.03	R DN P				A 7:30 ^{am}			
*12:55	9:53	8:53	f 5:53	* 4:38	9:19	* 9:01		28.27	D P				* 7:20			
f12:45	9:46	8:46	f 5:46	f 4:28	9:13	8:51		24.14	P				f 7:10			
f12:37	9:41	8:41	f 5:41	f 4:22	9:08	f 8:46		21.14	P				f 7:00			
*12:29	9:36	8:36	* 5:36	* 4:16	9:03	* 8:40		17.42	D W P				* 6:45			
f12:20	9:30	8:30	f 5:29	* 4:07	8:58	* 8:31		14.33	D P				* 6:35			
f12:03	9:17	8:17	f 5:17	* 3:50	8:47	* 8:17		9.46	D				f 6:05			
*11:59 ^{am}	9:14	8:14	f 5:14	* 3:45	8:44	* 8:14		4.71	R DNWCTOXPK				L 6:00 ^{am}			
								3.34								
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}		0	R DN * IPK							
Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily Ex. Saturday			
356	28	2	358	278	4	360							718			
1:20 24:02	1:00 32:03	1:00 32:03	1:00 32:03	1:15 25:52	.55 31:01	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, 5141.5 feet long, height 22 feet, Seattle, Wash.

THIRD SUB-DIVISION—EVERETT JUNCTION TO BELLINGHAM.

SOUTHWARD.

THIRD CLASS		SECOND CLASS		Capacity of Side Tracks		Station Number	Stations from Bellingham	Time Table No. 24 Effective June 26, 1927.					FIRST CLASS				
717	713	711	729	Passing Tracks	Other Tracks			STATIONS	357	277	359	299	355	357	277	359	299	355
Mds. Freight Daily Ex. Sunday	Mds. Freight Daily Ex. Monday	Fast Freight Daily Ex. Sunday	N. P. 674 Freight Daily Ex. Saturday					Passenger Daily	Passenger Daily	Passenger Daily	N. P. 444 Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	
		L. 3-40m		158	CL62	0.0	BELLINGHAM	HM	L. 2:43m	L. 11:25m		L. 6:20m					
		358 4-00		58	CL60	2.90	SOUTH BELLINGHAM	FN	* 3:05	* 11:35		* 6:31					
		4-15		44	CL56	6.82	SOCKEYE		f 3:17	11:41		f 6:40					
		4-35		45	CL60	12.78	SAMISH		f 3:30	11:50		f 6:52					
				8	CL64	14.22	BLANCHARD		f 3:34			f 6:55					
		4-50		38	CL66	16.55	BOW	BO	f 3:40	11:55		7:00					
		5-00		10	CL62	21.24	BELLEVILLE	BV	f 3:50	12:01m		f 7:06					
		5-45		57	CL39	23.97	BURLINGTON	BU	* 4:05	L. 7:50m	* 12:06	* 7:15					
	714 L. 10-15m	6-00		102	CL35	27.94	MT. VERNON	NR	* 4:20	* 8:02	* 12:15	* 7:25					
	350 * 10-35	6-15		55	CL30	33.57	PIR	PR	f 4:35	* 8-11	12:21	* 7:33					
	* 11-00			6	CL27	35.00	MILLTOWN		f 4:38	f 8-15							
		6-35		56	CL32	40.28	STANWOOD	B	* 4:55	714 * 8-26	712 12:32	f 7:44					
		6-55		66	CL17	45.03	SILVANA	SV	f 5:10	* 8-40	12:40	f 7:51					
	f 12-15	7-15		56	CL18	49.80	ENGLISH		f 5:20	* 8-50	12:46	7:58					
	f 12-30	7-25	L. 8-10 Pm		CL9	53.06	KRUSE	K	5:26	* 8-55	12:50	L. 4:32Pm	8:03				
	350 * 12-55	7-35	8-25	55	CL6	57.06	MARYSVILLE	MB	* 5:40	* 9-02	12:55	4:37	* 8:08				
	L. 8-35Am	A. 1-15Pm	A. 7-45Am	A. 8-40 Pm		CL3	59.57	WY	5:48	9-08	1:01	A. 4-44Pm	8-15				
	9:40						60.98		5:52	9-11	1:04		8-19				
	9:50						61	122	6:07	9-20	* 1:13		* 8:30				
	A. 10:00Am						1780	64.33	JN	A. 6:10Am	A. 9:20Am	A. 1:16Pm	A. 8:36Pm				
	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Saturday					Daily	Daily	Daily	Daily Ex. Sunday	Daily				
	717	713	711	729					357	277	359	299	355				
	9:25 10:20	3:09 12:27	4:05 14:55	30 12:42					3:27 18:54	1:35 25:49	1:40 31:10	1:10 31:05	3:15 28:54				
									Time Over Subdivision Average Speed Per Hour								

Special Rules.

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

Automatic Block Signals in operation between Everett Jct. and South Bellingham.
Bulletin boards are located at Burlington and Bellingham.

Maximum speed for passenger trains between Delta Wye and Samish, 55 miles per hour, between Samish and Bellingham, 40 miles per hour.

Maximum speed for freight trains between Delta Wye and Samish, 30 miles per hour, and between Samish and Bellingham, 20 miles per hour between overhead crossing two miles north of Samish and Tunnel 18, in rainy weather, 15 miles per hour.

Engines heavier than "P" class not permitted.

L-1, M, O and P. engines will not exceed speed of 10 miles per hour over timber bridges.

J engines will not exceed speed of 40 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.

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.

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, dozers and other equipment should be examined to insure clearance point three and one-quarter inches above top of rail, 27 inches from gauge line of nearest rail.

Norman, one mile north of Silvana, is flag stop for Nos. 277 and 278.
At Kruse all N. P. trains will enter and leave G. N. main line, through cross-over. Switches at cross-over will be handled by operators.

Except when displaying signals for following sections, first class trains will register by card at Kruse, Delta Wye and Everett Jct.

Following railroad crossings at grade that are protected by crossing gates, but not by interlocking plants, which all trains, engines or cars should approach and be crossed over under full control: Crossing of the Great Northern Railway, Skagit Branch just north of Burlington; Northern Pacific Railway near gas works plant north of South Bellingham; W. & 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			
358	278	360	356
Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily
A 8:15ha		A 11:48ha	A 4:10ha
* 8:00		* 11:35	* 4:00
7:52		11:22	3:50
7:41		11:10	3:39
		11:08	3:26
7:36		11:02	3:20
7:25		11:04	3:07
* 7:15	A 8:40ha	* 10:50	* 3:00
* 7:04	* 6:30	* 10:35	* 2:45
6:54	* 6:15	* 10:23	2:30
	6:10	* 10:19	2:25
6:43	* 6:07	* 10:10	* 2:15
6:36	* 6:40	* 9:58	2:00
6:31	* 6:29	9:50	1:49
6:25	* 6:20	9:43	1:40
6:20	* 6:14	* 9:38	* 1:34
6:13	6:04	9:29	1:23
6:10	6:01	9:26	1:20
* 6:05	* 4:55	* 9:20	* 1:15
L 6:00ha	L 4:45ha	L 9:10ha	L 1:05ha
Daily	Daily	Daily	Daily
358	278	360	356
2:15	1:55	2:43	3:05
25:50	21:00	23:08	20:50

Time Table No. 24
Effective June 26, 1927.

STATIONS

STATIONS	Class from Everett Junction	SIGNS	712	728	714	718
			Foot Freight	N. P. 678 Freight	Mide. Freight	Mide. Freight
			Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Saturday
BELLINGHAM	64.37	R* DNXCWTKP	A 3:30ha			
SOUTH BELLINGHAM	61.43	D O K P	f 3:15			
SOCKEYE	67.61		f 3:00			
SAMISH	61.55	W P	f 2:40			
BLANCHARD	60.11					
BOW	47.75	D P	* 2:20			
BELLEVILLE	43.09		f 2:00			
BURLINGTON	40.38	R DNCOWYXIKP	* 1:50		714 A 10:15ha	
MT. VERNON	38.39	DN P	1:05		10:00	
PIR	31.00	D P	12:50		* 9:00	
MILLTOWN	28.73					
STANWOOD	23.07	DN P	12:32		* 8:25	
SILVANA	18.40	D W P	12:01ha		* 7:30	
ENGLISH	14.44		11:45		714 f 7:15	
KRUSE	10.57	R DN P	11:30	A 11:35ha	f 7:00	
MARYSVILLE	7.27	DN P	11:15	11:25	* 6:50	
DELTA WYE	4.46	R DN LY P	L 11:00ha	L 11:10ha	L 6:30ha	A 8:35ha
LONG RIDING	3.35					8:30
EVERETT	0.80					8:20
EVERETT JUNCTION	0.00	K DN P				L 9:15
			Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Saturday
			712	728	714	718
			4:20	25	3:45	0:20
			13:30	14:00	9:55	13:38

Time over Subdivision
Average Speed per Hour

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 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 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 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 Pir.

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 south leading to the P. S. & C. Ry. yards is located with head block 450 feet south of crossing. A pipe connected derail is located 185 feet from head block in on this spur. An automatic dwarf signal is located at this derail for south bound train movements coming out of this spur and will show caution when switch is opened and no train standing between north bound home signal and Mt. Vernon. This dwarf signal is part of automatic block signal system.

YARD LIMITS

Yard limits extend from yard limit board north of Roundhouse, Bellingham, to yard limit board, south of South Bellingham. Yard limit boards placed at each direction from Burlington.

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

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.
- Arley, power house transfer.

LOCATION OF TUNNELS.

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

THIRD SUB-DIVISION—VANCOUVER TO BELLINGHAM.

THIRD CLASS		103		719		Capacity of Side Tracks		Time Table No. 24		FIRST CLASS												
		C. N. Ry. 404 Freight		Mdn. Freight		Passing Tracks		Effective June 26, 1927		357		359		99		355		97		101		
		Daily		Daily Ex. Saturday		Station Numbers		STATIONS		Passenger Daily		Passenger Daily		C. N. Ry. 1 Passenger Daily		Passenger Daily		C. N. Ry. 28 Passenger Daily		C. N. Ry. 2 Passenger Daily		
						Distance from Vancouver				Telegraph Calls												
				L.	4:30pm	Yard	247	CL125	0.0	VANCOUVER	VN	L.	12:01pm	L.	9:00am		L.	4:00pm				
				I.	11:06am				1.26	C. N. JUNCTION			12:05		9:04	I.	9:30am	4:04	I.	6:25pm	I.	9:55pm
					11:13			CL123	2.73	STILL CREEK			12:11		9:09		4:08		6:31		10:00	
					11:19			CL120	4.58	ARDLEY			12:15		9:11		4:11		6:36		10:04	
					11:27		15	CL117	7.20	BURNABY			12:21		9:14		4:15		6:42		10:09	
					11:33		4	CL118	9.69	ENDOT			12:17		9:18		4:20		6:48		10:15	
					11:40		22	CL113	11.70	SAPPERTON			12:30		9:21		4:23		6:51		10:18	
				A	11:45pm		52	CL107	13.00	NEW WESTMINSTER	MN	*12:38	*	9:26	*10:05am	*	4:28	*A	6:55pm	*A	10:23pm	
									13.51	FRASER RIVER JCT.			12:43		9:31		4:32					
									18.60	TOWNSEND			12:25		9:39		4:40					
									24.04	COLEBROOK	Q	* 1:02	*	9:50		4:47						
									27.72	CRESCENT			1:10		9:57		4:53					
									32.75	WHITE ROCK	WR	* 1:35	*10:22		5:18							
									35.43	INTERNATIONAL BOUNDARY												
									35.89	BLAINE	BN	* 1:55	*10:32		5:35							
									43.40	CUSTER	CU	1:21	*10:45		5:47							
									49.06	PERNDALB	PD	* 2:23	*10:57		5:58							
				A	11:15pm		58	CL62	58.05	BELLINGHAM	BM	A 2:43pm	A 11:15pm		6:15pm							
				Daily	Daily Ex. Saturday							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
				103	719							357	359	99	355	97	101					
				40	5:45							2:42	2:15	30	2:15	30	28					
				17.70	8.60							21.50	25.80	23.60	25.50	23.60	25.20					
								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 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.

Q-1 class engines not permitted on this subdivision.

Heavier engines than "T" class not permitted, "L" class or heavier engines will not exceed 15 miles per hour over timber bridges, engines heavier than O-4 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.

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

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.

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 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 office, Vancouver.

No. 355 will register by card at Colebrook.

The normal position of switches at Colebrook Jet., Guichen 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. 24. Effective June 25, 1927.	STATIONS	Telegraph Code	Distance from Bellingham	SIGNS	SECOND CLASS			THIRD CLASS	
358	100	360	98	102	356						720	104			
Passenger	C. N. Ry. 3 Passenger	Passenger	C. N. Ry. 47 Passenger	C. N. Ry. 1 Passenger	Passenger						Mdn Freight	C. N. Ry. 403 Freight	Daily Ex. Saturday	Daily	
							VANCOUVER	VN	58.05	RODN WCY T PK			A 9:45 ^{am}		
							1.20 C. N. JUNCTION		58.79				9:35	A 9:22 ^{am}	
							1.47 STILL CREEK		55.32	P			f 9:30	9:15	
							1.85 ARDLEY		53.47	P			f 9:23	9:08	
							2.02 BURNABY		50.85	P			f 9:15	9:00	
							2.49 ENDOT		48.30	P			f 9:08	8:50	
							2.01 SAPPERTON		46.35	X W I Y PK			* 9:00	8:40	
							3.06 NEW WESTMINSTER	MN	44.59	R DN I PK			* 8:52	L 8:35 ^{am}	
							0.48 FRASER RIVER JCT.		44.51				f 8:45		
							5.15 TOWNSEND		39.36	P			f 8:32		
							5.33 COLEBROOK	G	34.01	R DN Y P			* 8:20		
							3.68 CRESCENT		30.33				f 8:00		
							5.01 WHITE ROCK	WR	25.30	DN P			* 7:30		
							2.08 INTERNATIONAL BOUNDARY		22.02						
							0.48 BLAINE	BN	22.16	R DN W T P			* 7:00		
							7.27 CUSTER	CU	14.50	D P			* 6:20		
							7.09 PERNDALE	PD	8.99	D P			* 5:58		
							8.09 BELLINGHAM	HM	0.0	R DN W C T PK			L 5:00 ^{am}		
													Daily Ex. Saturday	Daily	
													720	104	
													4 45	47	
													12 22	15 20	

Special Rules—Continued.

Retaining wall, New Westminster, between Front St., crossing and old interlocking tower, does not give full side clearance. Train and enginemen 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 derailed is 1,600 feet south of tower.

North derailed 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 Bruette Street near Sapperton, governing train movement at crossing of B. C. electric and G. N. tracks. Interlocking plants are in use on bridges 69 and 70, between Crescent and Colebrook. Home signals and derails are located 600 feet north and south of both bridges. The caution fixed signals are located 3,000 feet from home signals.

Interlocking plant at Ardley, B. C., governing movement of G. N. Ry. trains and B. C. Electric Railway Company trains: Northward home signal is located 558 feet from crossing. Derailed 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. Derailed is 58 feet ahead of signal. Southward distant signal is located 2,900 feet from home signal.

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

This is a standard interlocking plant and will be operated in accordance with the rules and signal diagram Nos. 601, A, B, C, D and G, inclusive. Distant signal number 2 located on the Harbor Commission tail track or lead and located east of the G. N. crossing, is a stop and stay signal, semi-automatically controlled. If a train or engine passes this signal in stop position, it must be preceded by flagman to the home signal, thus insuring head-on protection from signal number 2 to signal numbers 1, 16 and 20, inclusive, which govern movement in opposing direction.

10 WESTWARD.

FOURTH SUB-DIVISION---ANACORTES TO ROCKPORT.

EASTWARD.

THIRD CLASS		FIRST CLASS			Capacity of Side Tracks	Other Trains	Station Numbers	Distance from Rockport	Time Table No. 24 Effective June 26, 1927.		Telegraph Calls	Distance from Anacortes	SIGNS	FIRST CLASS			THIRD CLASS	
725	723			277					Passenger	278				274	726			
Miles Freight Daily Ex. Sunday	Miles Freight Daily Ex. Monday			Passenger Daily	Passenger Daily								Miles Freight Daily Ex. Sunday	Miles Freight Daily Ex. Sunday				
	l. 6.15Am			l. 6.00Am		75	CN52	.....	ROCKPORT	HK	53.41	R D W Y A	9.20Am				A 4.15Pm
	f 6.30			f 6.15			CN48	5.50	.....		47.82						f 3.35
	* 7.00			* 6.30	28	83	CN44	9.13	.....	BA	44.28	D					* 3.20
	* 7.25			f 6.33	34	63	CN43	10.39	.....		43.02	W					f 2.40
	f 7.50			* 6.45	35		CN28	15.44	.....		37.97						f 2.15
	* 8.25			* 6.58	30	9	CN33	20.07	.....	W	32.74	D W					* 1.40
	* 8.50			* 7.07		36	CN29	23.90	.....	MY	30.51	D					* 1.10
	f 9.05			f 7.20	6			20.17	.....		24.24						f 12.40
	* 9.25			* 7.30	38	53	CN20	32.47	.....	SW	20.94	D X I K					* 12.25
l. 12.30Am	A 9.45Am			A 7.45Am	57	281	CL39	37.22	.....	BU	16.19	R DN CO WYX IK	l. 7.30Am				l. 12.01Am
* 12.40						15	CN13	39.90	.....		13.51						* 6.50
f 12.50						6	CN10	42.57	.....		10.84						f 6.40
* 1.00						16	CN9	44.13	.....		9.28						* 6.35
1.10								47.50	.....	WH	8.61						6.20
f 1.15							CN4	49.86	.....		3.75						f 6.15
A 1.30Am						Yard	CN0	53.41	.....	AC		R D T W					l. 6.00Am
Daily Ex. Sunday	Daily Ex. Monday			Daily									Daily				Daily Ex. Sunday	
725	723			277									278				724	
1 9	3 30			1 45									1 50				4 14	
18 19	19 51			21 26									20 40				8 79	
																	1 19	

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-3 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 line at Superior Ave., Baker River, Van Horn, Faber, Sauk and Mountview Spur.

Trains 725 and 726 stop on line at Fidalgo Mill Spur and Summit Park.

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.

Yard limit boards are located at Anacortes, Burlington, Sedro-Woolley, Rockport, Grassmere, Concrete and Baker River.

Puget Sound and Baker River trains register at Whitmarsh.

DERAIL SWITCHES LOCATED:

Stone Webster Spur.
Grassmere Passing Track.
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 Summit	Time Table No. 24 Effective June 26, 1927		Telegraph Code	Distance from Ladner	SIGNS.	SECOND CLASS.	
383	Mixed Mon. Wed. and Friday				384	Mixed Mon. Wed. and Friday					
L 10 16Am			CO30	0.0	SUMAS, WASH	BU	46.18	R D W C	A 9 15Am		
				0.01	INTERNATIONAL BOUNDARY		46.17				
				0.05	HUNTINGDON		46.12	W	* 9 14		
* 10 30			CO36	3.54	3 48 ABBOTSFORD	FB	42.64	R D W	* 9 00		
* 10 45			CO21	6.01	4 47 SAREL		38.17		* 8 36		
* 11 05			CO16	12.02	4 61 ALDERGROVE	AG	33.66	D	* 8 20		
* 11 40			CO12	16.78	4 13 OTTER		29.43		* 7 56		
* 12 05Pm			CO8	21.43	4 38 LINCOLN		24.75	W	* 7 26		
* 12 55			CL93	29.20	7 77 CLOVERDALE	CL	16.98	D XY	* 6 55		
f 1 15			CV4	33.09	3 39 ALLUVIA		13.09		* 6 40		
f 1 25			CV6	34.53	1 44 SOUTHPORT		11.65		f 6 35		
f 1 30				35.40	0 87 COLEBROOK JCT.		10.78	Y	f 6 31		
* 1 35			CL06	35.47	0 07 COLEBROOK	G	10.71	R DN W	* 6 30		
* 3 05				36.24	0 77 QUICHON LINE JCT.		9.94		f 6 45		
f 3 58				42.52	8 28 INVERHOLM		3.66		f 6 15		
f 4 25			CV14	44.94	3 42 CHALLUETHAN		1.24		f 6 05		
f 4 45			CV16	46.18	1 24 LADNER		0.0	R Y	L 5 00Am		
A 6 00Pm			CV19						Mixed Mon. Wed. and Friday		
383									384		
8 45					Time Over Subdivision				4 15		
6 54					Average Speed Per Hour				10 30		

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.

Yard Limit boards located at Cloverdale.

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

SECOND CLASS		Capacity of Side Tracks	Station Numbers	Distance from Cannon	Time Table No. 24 Effective June 26, 1927		Telegraph Code	Distance from Abbotsford	SIGNS	SECOND CLASS	
399	Mixed Monday and Friday				398	Mixed Monday and Friday					
			CO40	0.0	CANNOR		CH	14 25			
L 3 08				9.09	9 09 KILGARD			5 10		3 00 Am	
A 9 40Am			CO26	14.25	8 10 ABBOTSFORD		FB	0.0	R D W	L 9 00Am	
399										398	
20					Time Over Subdivision					20	
15 48					Average Speed Per Hour					15 48	

Special Rules.

Eastward trains are superior to westward trains of same class.

Maximum rate of speed for trains between Abbotsford and Kilgard, 20 miles per hour.

G-3 class engines are heaviest permitted on this Subdivision.

Normal position switch Abbotsford Junction is for fifth Subdivision.

All trains sixth Subdivision will protect against all trains fifth Subdivision between Abbotsford and Junction one half mile east of Abbotsford.

Derail switch located: Abbotsford, east end of passing track.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
First Sub-Division:				Third Sub-Division—Continued.			
Warehouse Spur	0.4 Miles west of Berne	East	13 Cars	Ardley Power Spur	0.5 Miles south of Ardley	South	9 Cars
Lanhan Creek Spur	0.7 Miles west of Berne	East	21 "	St. Mingo Spur	1.1 Miles north of Townsend	North	21 "
Great Republic Mining Co., Miller River	2.2 Miles west of Skykomish	West	19 "	Campbell Lumber Co. Spur	1.0 Miles south of Whiteoak	South	56 "
Grotto Lumber Co.	0.3 Miles east of Grotto	East	3 "	Dakota Creek Spur	2.1 Miles south of Blaine	North	23 "
Reiter Lbr. Co.'s Spur	3.5 Miles west of Grotto	East	6 "	Milk Spur	0.7 Miles south of Ferrandale	South	35 "
G. N. Shingle Co.'s Siding	3.8 Miles west of Grotto	Both ends	13 "	Standard Oil Spur	0.7 Leads off Milk Spur	South	11 "
Baring	3.6 Miles west of Grotto	Both ends	25 "	Marietta Spur	3.6 Miles north of Bellingham	South	2 "
Baring Granite Works Spur	3.9 Miles west of Grotto	West	21 "	Fourth Sub-Division:			
Index, Galena Mill Spur	0.3 Miles east of Index	East	35 "	Briscoe Spur	1.4 Miles west of Rookport	West	13 Cars
Western Granite Works Spur	1.0 Miles west of Index	West	29 "	Mountview	2.48 Miles west of Sauk	Both ends	18 "
Gravel Bankers	1.1 Miles east of Reiter	Both ends	53 "	Sauk Spur	1.5 Miles west of Rookport	West	12 "
Wallace Falls Timber Co	1.7 Miles east of Gold Bar	Both ends	86 "	Cowden's Spur	3.2 Miles west of Rookport	East	9 "
Starstop	1.9 Miles west of Gold Bar	Both ends	15 "	Van Horne's Spur	1.5 Miles west of Neston	Both ends	91 "
Wallace Lumber Co. Spur	0.7 Miles east of Sultan	East	16 "	Burpee Shingle Spur	0.4 Miles west of Grassmere	West	5 "
Miller Logging Co.'s Spur	1.3 Miles west of Sultan	Both ends	61 "	McNeill-O'Hern Spur	1.8 Miles east of Birdview	West	30 "
Woodruff	1.9 Miles west of Monroe	Both ends	45 "	L. L. Spur	0.6 Miles west of Hamilton	West	1 "
Second Sub-Division:				Fifth Sub-Division:			
G. N. Oil Tank Spur	1.0 Miles west of Everett Jct.	East	47 Cars	Gowdy Road Spur	1.4 Miles east of Chalchethan	West	5 Cars
Washington Bolt Spur	0.6 Miles west of Edmonds	West	48 "	Patterson's Spur	0.9 Miles east of Inverholm	West	7 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "	Smith Road Spur	2.1 Miles east of Inverholm	Both	7 "
Third Sub-Division:				Fourth Sub-Division:			
Chuckanut Cannery Spur	0.6 Miles north of Sockeye	North	7 Cars	Matthew Road Spur	3.1 Miles east of Inverholm	Both	6 "
Hazel Mill Spur	0.8 Miles south of Samish	North	21 "	Emree Road Spur	3.1 Miles west of Colebrook	Both	6 "
Blodel-Dunovan Spur	1.4 Miles north of Bow	North	64 "	Oliver Road Spur	1.8 Miles west of Colebrook	West	5 "
Bellville Pit	1.6 Miles north of Bellville	North	110 "	Gravel Pit Spur	0.7 Miles east of Alhuvia	West	7 "
Union Oil Co. Spur	1.2 Miles north of Mt. Vernon	South	7 "	Surrey Spur	1.0 Miles west of Cloverdale	West	3 "
Puget Sound and Cascade Ry. Conn.	0.8 Miles north of Mt. Vernon	South	7 "	McNair Spur No. 2	1.3 Miles west of Lincoln	East	1 "
Associated Oil Co. Spur	1.0 Miles south of Mt. Vernon	North	10 Cars	Langley Timber Co.'s Spur	0.9 Miles west of Lincoln	West	3 "
Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	2 "	Clark's Spur	1.1 Miles west of Otter	West	2 "
Hawley Spur	1.9 Miles south of Fir	North	5 "	Singers Spur	1.4 Miles east of Aldergrove	West	6 "
Ketchikan Spur	2.5 Miles north of Stanwood	South	3 "	Fish Trap Pit	1.3 Miles west of Sarel	West	36 "
Hale Spur	1.2 Miles south of Stanwood	South	2 "	Abbotsford Timber Spur	0.7 Miles west of Abbotsford	East	10 "
Norman Spur	1.0 Miles north of Silvana	South	2 "				
Cox's Spur	1.5 Miles north of Marysville	South	4 "				

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	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	230 tons
Class M	261 tons
Class N	312 tons
Class O	232 tons
Class P-1	246 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.
 16 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

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

For Points Between	LIMIT OF LOAD MEASUREMENT																	
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																	
	HEIGHT																	
Lines East of Cut Bank except Great Falls to Butte and except Nehalem Branch	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"	Max. min. Hgt.	Max. min. Width
Cut Bank to Spokane and Nehalem Branch	17'6"	17'6"	17'6"	17'2"	16'9"	16'5"	16'0"	15'8"	15'4"	15'0"	14'8"	14'4"	14'0"	13'10"	13'1"	12'8"	17'6"	11'6"
Spokane to Seattle	16'7"	16'7"	16'7"	16'7"	16'7"	16'7"	16'7"	16'7"	16'7"	16'2"	15'9"	15'4"	14'10"	14'9"	14'5"	14'0"	16'7"	11'6"
Seattle to Vancouver, B. C.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'10"	16'5"	15'10"	18'0"	11'6"
Seattle to Portland	19'0"	19'0"	19'0"	19'0"	19'0"	18'7"	18'4"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	19'0"	11'6"
Great Falls to Helena	16'3"	16'3"	16'3"	16'3"	15'10"	15'5"	15'3"	15'0"	14'8"	14'6"	14'3"	14'2"	14'0"	13'8"	13'0"	12'0"	16'3"	11'6"
Helena to Butte	16'6"	16'6"	16'6"	16'6"	16'6"	16'0"	15'7"	15'4"	14'11"	14'8"	14'3"	14'2"	14'0"	13'8"	13'0"	12'0"	16'6"	11'6"
Spokane to Vancouver, B. C. via Marcus and Brookline	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"	18'0"	11'6"
Spokane to Portland via S. P. & S. Ry.	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	21'0"	11'6"

*Except Minespolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'6" and 16'9", respectively.

ELECTRIC TRAIN STAFF BLOCK SIGNAL RULES AND INSTRUCTIONS.

13

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

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

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

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

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

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

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

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

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

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

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

GENERAL INSTRUCTIONS

for Operating Train Staff Instruments. To Remove Staff from Machine.

Instructions to Operator removing staff.

- 1st. Press bell key "A" once @. Answer will be two @ taps.
- 2nd. Press bell key "A" three @ times. Then watch current indicating needle "F" until it deflects to the right.
- 3rd. Turn preliminary spindle "B" to the right as far as it will go and then release it, permitting it automatically to return to its former position.
A white disc will appear in place of the red one at "II." This indicates that staff is ready to be removed.
- 4th. Move end staff "E" up to vertical slot into engagement with guard "N." This guard having been turned so that the staff will slip into the slot in the edge of the guard "N."
- 5th. Revolve guard "N" using staff as a handle and withdraw the staff through the opening at "M." This operation moves staff, indicating needle "G" from "Staff in" to "Staff out."
- 6th. Immediately upon withdrawal of staff, press bell key "A" once. This is absolutely necessary.

Instructions to Operator aiding in removal of a staff.

- 1st. Upon receipt of one ring acknowledge same by two pushes on bell key "A."
- 2nd. Upon receipt of three rings, press bell key and hold it so until staff indicating needle "F" moves from left to right Twice, then release key "A" as operation is complete.

TO REPLACE STAFF IN THE MACHINE.

Instructions to Operator replacing staff.

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

Instructions to Operator at opposite end of Block.

The signal 1-2 of the bell code must in every case be answered in order to place the machines in proper condition for the withdrawal of the next staff.

BELL CODE OF SIGNALS

1 --	To attract attention.
2 --	All Right. Yes.
3 ---	Block wanted; Unlock my Instrument; Ans. by Unlocking or by 5 or 3-1.
4 ----	Train has entered Block.
5 -----	Block is not clear.
6 -----	Has a train entered this Block? Answer by 2 or 2-1.
1-2 ---	Clear. Train has cleared Block.
2-1 ---	No.
2-2-2 -----	Previous Signal given in error. Answer by 2.
2-4 - - - - -	Has train Cleared Block? Answer by 5 or 3-1.
3-1 - - - - -	Have unlocked. Block is clear. It must not be used unless Block is known to be clear.
3-3 - - - - -	Train in Block.
5-5-5 - - - - -	Obstruction in Block.
	Stop all trains approaching this Station. Answer by re- peating.
8 - - - - -	Testing. Answer by repeating.

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

STATIONS	Railing Grade	Class M. I. S. 1950-1964				Class L. I. S. 1902-1903-1908-1921				Class L. I. 1900-1994 " 06, 3350-3359				Class L. I. 1890-1844 " (01) 3020-3069 " 05, 3300-3350 " 1750-1764				Class PR-1140-1199 Superheated				Class F5-1095-1099 " F5-1100-1100				Class G2-700-719 " G3-720-769				Class F1-500-505 " D5-450-475				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	1350	1220	1090	1025	1200	1080	960	900	1000	900	800	750	775	700	625	600	.....	.....	.....	.....
Skykomish to Cascade Tunnel	2.2	950	840	770	725	900	810	720	675	850	765	680	640	700	630	560	530	625	565	500	470	600	540	480	450	480	435	385	360	360	325	290	250	.....	.....	.....	.....
Cascade Tunnel to Wenatchee	Down	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	1250	1250	1250	1250	900	900	900	900	.....	.....	.....	.....
Wenatchee to Leavenworth	0.1	1800	1630	1460	1375	1700	1530	1360	1275	1600	1440	1280	1200	1550	1400	1250	1170	1350	1220	1090	1025	1200	1080	960	900	1000	900	800	750	775	700	625	600	.....	.....	.....	.....
Leavenworth to Cascade Tunnel	2.2	950	840	770	725	900	810	720	675	850	765	680	640	700	630	560	530	625	565	500	470	600	540	480	450	480	435	385	360	360	325	290	250	.....	.....	.....	.....
Seattle to Delta	0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3500	3150	2800	2630	2860	2570	2200	2100	2500	2250	2000	1875	2000	1800	1600	1500	1350	1200	1125	.....	.....	.....	.....
Delta to Seattle	0.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4000	3600	3200	3000	3000	2700	2400	2250	2500	2250	2000	1875	2000	1800	1600	1500	1350	1200	1125	.....	.....	.....	.....
Cascade Tunnel to Skykomish	Down	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	1250	1250	1250	1250	900	900	900	900	.....	.....	.....	.....
Bellingham to Delta	0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3500	3150	2800	2630	2600	2340	2080	1850	2300	2070	1840	1730	1650	1500	1350	1270	1300	1170	1010	975	.....	.....	.....	.....
Delta to Bellingham	0.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4000	3600	3200	3000	2800	2520	2240	2100	2500	2250	2000	1875	1800	1620	1440	1360	1460	1320	1200	1130	.....	.....	.....	.....
Delta to Gold Bar	0.4	4000	3350	3000	2830	3800	3150	2800	2630	3800	3150	2800	2630	3500	3150	2800	2630	2800	2520	2240	2100	2500	2250	2000	1875	1800	1620	1440	1360	1460	1320	1200	1130	.....	.....	.....	.....
Skykomish to Delta	0.3	4200	3800	3400	3200	4000	3600	3200	3000	4000	3600	3200	3000	3800	3150	2800	2630	3200	2880	2560	2400	3000	2700	2400	2250	2200	1980	1760	1650	1600	1440	1280	1200	.....	.....	.....	.....
Bellingham to Vancouver	1.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vancouver to Bellingham	1.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington to Rockport	0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockport to Burlington	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington to Anacortes	0.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Anacortes to Burlington	0.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

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

COMPANY SURGEONS.

Dr. Roscoe C. Webb..... Chief Surgeon..... Minneapolis.
Dr. H. M. N. Wynne..... Asst. Chief Surgeon..... Minneapolis.
Dr. F. J. Savage..... Surgeon..... St. Paul.
Dr. Egil Boeckman..... Chief Ophthalmic Surgeon..... 441 Lowry Building..... St. Paul.
Dr. Edward Boeckman..... Ophthalmic Surgeon..... 448 Lowry Building..... St. Paul.
Wenatchee..... DR. A. E. GEARUARDT.
Cashmere..... DR. S. PARKER and HAYDEN.
Leavenworth..... DR. G. W. HOXSEY and ALBERT LESSING.
Skykomish..... DR. D. L. PHILLIPS.
Index..... DR. H. W. BORTNER.
Monroe..... DR. MINARD ALLISON.
Everett..... DR. S. C. A. MEAD and W. T. FLYNN.
Everett..... Ophthalmic Surgeon..... DR. H. T. RHOADS.

Interbay..... DR. O. H. CHRISTOPHERSON.
Seattle..... DR. H. J. KNOTT, 211 Cobb Bldg.
Seattle..... DR. R. W. PERRY, Oculist.
Portland, Ore..... DR. R. C. McDANIELS, 923 Electric Bldg.
Vancouver, Wash..... DR. R. D. Wiswall.
Tacoma..... DR. JAMES A. LA GASA.
Burlington..... DR. H. E. CLEVELAND.
Bellingham..... DR. W. A. KIRKPATRICK.
Blaine..... DR. MARION A. KEYES.
New Westminister..... DR. GEO. E. DREW.
Vancouver..... DR. A. S. MONRO.
Anacortes..... DR. H. E. FROST.

TIME INSPECTORS.

Wenatchee..... HOWARD THOMAS.
Leavenworth..... NELS A. NELSON.
Sultan..... W. F. LEAVELL.
Seattle..... W. W. HOUGHTON & SONS, Frye Hotel.
Seattle..... C. B. COFFIN, Seaboard Bldg., Pike St.
Burlington..... J. H. CROSSLEY.
Everett..... CHAS. M. SMITH, 2823 Colby Ave.

Bellingham..... GEO. E. LUDWIG, 1250 Elk St.
New Westminister, B. C..... W. C. CHAMBERLAIN.
Sumas..... HENDRICKSON JEWELRY CO.
Vancouver, B. C..... ROBERT McDONALD.
Tacoma, Wash..... RICHARD VEATH & SON.
Portland, Ore..... W. H. SAXTON.
Vancouver, Wash..... JOS. CARTER.

D. MOORE, Dispatcher.
C. E. WELLEIN, 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.
M. B. JONES, Extra Dispatcher.
E. O. WADSWORTH, Asst. Chief Dispatcher.
J. C. DEVERY, Chief Dispatcher.

M. J. WELSH, Trainmaster.
I. E. CLARY, Trainmaster.
L. W. HILL, Jr., Trainmaster.
T. B. DEGNAN, Supt. Terminals.