



CASCADE DIVISION.

TIME TABLE No. 26

**EFFECTIVE 12:01 A. M.
PACIFIC TIME**

SUNDAY, MAY 6, 1928.

Superseding Time Table No. 25 and all Supplements.

FOR EMPLOYES ONLY.

C. McDONOUGH, Superintendent.

W. R. SMITH, General Superintendent.
A. L. BERGFELD, Superintendent Transportation.

J. H. O'NEILL, General Manager.

FIRST SUB-DIVISION—WENATCHEE TO EVERETT JUNCTION.

FIRST CLASS				Car Capacity	Station Numbers	Distance from Wenatchee	Time Table No. 26		Stations	Telegraph Code	Signs	FIRST CLASS					SECOND CLASS				
1	37	3	27				4	38				300 (N. F. 444)	2	28	402						
Passenger	Passenger	Passenger	Fast Mail	Sitting	Other Trucks		Effective May 6, 1928.				Passenger	Passenger	Passenger	Passenger	Fast Mail	Time Freight					
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily	Daily				
L 11:25 ⁴⁰² am	L 7:00 ⁴⁰² am	L 12:35 ⁴⁰² am	L 12:05 ⁴⁰² am	Yard	1192	1048	0.0	WENATCHEE	WC	123.55	R	DN	WO	TP	A 3:10 ⁴⁰² pm	A 4:00 ⁴⁰² pm		A 3:30 ⁴⁰² am	A 4:00 ⁴⁰² am	A 11:20 ⁴⁰² am	
11:38	* 7:13	12:47	12:16	77	51	1056	7.38	MONITOR	120.17					P	2:53	f 3:44		3:10	3:40	10:46	
11:46	* 7:23	*12:57	12:24	82	167	1059	11.00	CASHIERE	121.55			DN	W	P	* 2:45	* 3:35		3:00	3:33	10:30	
11:55	* 7:32	1:07	12:33	70	34	1064	15.84	DRYDEN	118.91			D	P	2:35	* 3:25		2:48	3:23	10:10		
12:03 ⁴⁰² pm	* 7:42	1:16	12:42	66	74	1067	19.08	PESHASTIN	119.49			D	P	2:28	* 3:15		2:40	3:16	9:55		
*12:15	* 8:00	* 1:36	*12:55	100	207	1071	23.18	LEAVENWORTH	109.37			DN	W	Y	P	* 2:18	* 3:05	* 2:30	* 3:05	9:40	
12:23	f 8:12	1:46	1:02	61		1074	26.66	TUMWATER	108.90					P	2:07	f 2:53		2:19	2:50	9:00	
12:31	f 8:20	1:53	1:08	67		1077	29.60	DRURY	102.86					P	2:00	f 2:46		2:12	2:43	8:50	
12:40	* 8:35	2:03	1:18	68	71	1081	33.76	CHIWAUKUM	98.73			DN	W	P	1:52	* 2:38		2:03	2:35	8:35	
12:47	* 8:44	2:10	1:23	64	5	1084	36.66	WINTON	98.80			D	P	1:44	* 2:30		1:55	2:28	8:20		
12:55	f 8:54	2:18	1:30	66	4	1088	40.74	NASON CREEK	91.81					P	1:33	f 2:20		1:44	2:18	8:05	
1:01	* 9:02	2:26	1:37	65	7	1091	43.35	MERRITT	89.19			DN	W	Y	P	1:25	* 2:13		1:37	2:10	7:55
1:15	f 9:15	2:38	1:46	69		1096	48.35	GAYNOR	84.29					P	1:15	f 2:03		1:28	2:00	7:35	
1:25	* 9:25	2:48	1:54	72	25	1099	51.05	BERNE	81.48			D	W	P	1:06	* 1:56		1:20	1:54	7:20	
* 1:45	* 9:45	* 3:10	* 2:15	79	99	1108	66.55	CASCADE TUNNEL	78.90			R	DN	WCT	P	*12:55	* 1:45	* 1:10	* 1:43	7:00	
* 1:57	* 9:57	* 3:23	* 2:27	85	10	1106	68.53	TYE	74.03			DN	W	P	12:35	* 1:20		12:50	1:27	6:10	
2:07	10:07	3:33	2:36	70	18	1110	69.54	EMBRU	70.01					P	12:20	f 1:02		12:34	1:15	5:45	
2:26	*10:25	3:51	2:50	74	38	1118	67.88	SCENIC	64.87			DN	W	P	12:08 ⁴⁰² pm	*12:43		12:17	1:02	5:10	
2:36	10:35	4:01	2:58	66	10	1119	71.21	ALPINE	61.34			D	W	P	11:59	*12:30		12:07 ⁴⁰² am	12:53	4:40	
2:46	10:45	4:10	3:06	65	10	1123	74.58	TONGA	57.67					P	11:50	*12:18		11:59	12:46	4:10	
							75.10	CLEMANS JUNCTION	57.39												
* 3:05	A 11:00 ⁴⁰² am	* 4:30	* 3:20	82	230	1128	79.84	SKYKOMISH	52.71			R	DN	W	Y	P	*11:35	L 12:01 ⁴⁰² pm	*11:45	*12:30	3:30
3:13		f 4:39	3:29	66	25	1133	83.66	GROTTO	48.50					P	11:17			11:30	12:15	2:15	
3:22		4:48	3:38	75	55	1137	88.79	HALFORD	43.70			W	P	11:07				11:22	12:07 ⁴⁰² am	2:00	
3:33		f 4:59	3:49	64	15	1143	94.13	INDEX	38.42			DN	P	*10:52				11:12	11:54	1:35	
3:43		5:08	3:59	70	10	1147	99.02	REITER	33.82			W	P	10:42				11:02	11:43	1:15	
3:51		f 5:16	4:07	83	1041	1151	103.39	GOLD BAR	29.18			DN	W	Y	P	*10:35			10:55	11:36	1:00
4:00		f 5:26	4:17	65	18	1157	108.79	SULTAN	28.78			D	P	*10:25				10:47	11:28	12:40	
* 4:15		* 5:43	4:30	93	129	1164	115.25	MONROE	16.80			DN	W	Y	K	P	*10:12		*10:34	*11:16	12:20
4:28		* 5:58	4:41	65	155	1171	123.25	SNOHOMISH	8.28			DN	P	* 9:53		A 5:10 ⁴⁰² pm		10:17	*10:58	12:05 ⁴⁰² am	
4:38		6:08	4:50	71	123	1177	129.08	LOWELL	1.47			DN	K	P	9:41	L 5:00 ⁴⁰² pm		10:08	10:46	11:50	
4:41		6:11	4:52	66	115		130.70	PACIFIC AVENUE	1.85			DN	P	9:38				10:05	10:43	11:20	
* 4:53		* 6:22	* 5:07	9		1179	131.75	EVERETT	80			K	P	* 9:35				*10:02	*10:40		
A 4:55 ⁴⁰² pm		A 6:25 ⁴⁰² pm	A 5:10 ⁴⁰² pm	40		1180	133.55	EVERETT JUNCTION	6.0			R	DN	P	L 9:25 ⁴⁰² pm			L 9:55 ⁴⁰² pm	L 10:30 ⁴⁰² pm	L 11:15 ⁴⁰² pm	
5:30	1:00	5:50	5:08	Yard	1215	GLR	133.33	Via N. P. R.V. DELTA													
21:05	19:55	22:55	20:07					Time Over Subdivision							4:45	3:50	10	5:35	5:30	12:05	
								Average Speed Per Hour							23:05	19:07	24:52	24:01	21:70	11:02	

SPECIAL RULES—FIRST SUB-DIVISION—ON PAGE 3

SECOND SUB-DIVISION—EVERETT JUNCTION TO SEATTLE.

EASTWARD. 3

WESTWARD.

THIRD CLASS	SECOND CLASS	FIRST CLASS						Capacity Over-Order Trains	Stations	Distance from Everett Junction	Time Table No. 26 Effective May 6, 1928.	SIGNS	Telegraph Calls	FIRST CLASS						THIRD CLASS
		355	1	359	3	357	27							356	360	4	358	2	28		712
711		Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail							Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Miles Per Day Ex Saturdays
1:10:00		Daily	Daily	Daily	Daily	Daily	Daily	1780	EVERETT JUNCTION	32.03	R DN P	JN	A 1:10 PM	A 9:10 AM	A 9:26 AM	A 6:00 PM	A 9:55 PM	A 10:30 PM		7.30
+10:30		f 9:13	5:02	1:21	6:32	* 6:58	5:16	93	MUKILTEO	28.27	D P M	MU	* 1:02	* 9:01	* 9:19	* 5:54	* 9:49	10:23		7.20
+10:00		f 9:14	5:09	1:26	6:39	f 6:04	5:22	1790	MOSHER	24.14		P	12:52	8:51	9:13	5:46	9:43	10:16		7.10
+11:00		f 9:30	5:21	1:37	6:51	* 6:18	5:35	71	MEADOWDALE	21.14		P AD	12:47	f 8:46	9:08	5:41	9:38	10:11		7.00
+11:30		f 9:30	5:21	1:37	6:51	* 6:18	5:35	1793	EDMONDS	17.42	D W P	DL	* 12:41	* 8:40	9:03	* 5:35	9:33	10:06		6.45
+11:00		f 9:30	5:21	1:37	6:51	* 6:18	5:35	71	RICHMOND BEACH	14.32	D P R	RL	12:32	* 8:31	8:58	f 5:29	9:28	10:00		6.25
+11:30		f 9:30	5:21	1:37	6:51	* 6:18	5:35	52	BALLARD	8.46	D	DL	12:18	* 8:17	8:47	5:17	9:17	9:47		6.05
+12:30		f 9:50	5:40	1:56	7:10	* 6:40	5:55	200	INTERBAY	4.71	R DNWCTOPK	RL	* 12:15	* 8:14	8:44	5:14	9:14	9:40		6.00
		f 9:54	5:44	1:59	7:14	* 6:44	5:59	1133	G. N. DOCK	3.34		Z								
		A 10:10 PM	A 6:00 PM	A 9:15 PM	A 7:30 PM	A 7:00 PM	A 6:15 PM	679	SEATTLE	0	R DN I PK	DL	L 12:01 PM	L 8:00 AM	L 8:30 AM	L 5:00 PM	L 9:00 PM	L 9:30 PM		1.30
		1:05	1:05	1:00	1:05	1:10	1:05	28.04					1:00	1:10	1:00	1:00	1:00	1:00		18.21
		29:56	29:56	32:03	29:58	28:02	29:58						28:04	28:02	34:94	32:03	32:03	32:03		

Special Rules Second Sub-division.

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.

Except when displaying signals first class trains will register by card at Interbay and Everett Jct. Ballard, Edmonds and Mukilteo are flag stop for No. 4 to take on passengers for Spokane or points east of Spokane. Ballard is flag stop for No. 2, to take on passengers for Spokane or points east of Skykomish. Ballard will be flag stop for No. 3 for passengers from points east of Skykomish. No. 3 will stop at any station between Everett and Seattle to discharge passengers from Seattle or points south or east. No. 358 will stop at any station between Everett and Interbay inclusive to discharge passengers from Everett and No. 355 and No. 356 will stop at any station between Mukilteo and Interbay inclusive to discharge passengers from Everett and points north and east of Everett.

Special Rules First Sub-division.

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.

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.

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.

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

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.

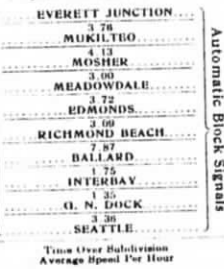
All westward freight trains must stop at Seenie and Tonga and eastward freight trains must stop at Gaynor and Drury and trainmen must inspect train, except when trains handled by electric engines under regeneration.

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

Electric train staff block system between Everett Jct. and Pacific Avenue and between Tye and Cascade Tunnel. 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 lead in at west end of N. P. passing track.

At Lowell all eastward trains from N. P. connection, and first class westward trains from N. P. connection, will run through cross-over. All westward second and inferior class trains for N. P. connection will enter passing track at east switch.

Pacific Avenue passing track is the track known as the "C" line on north side of main line. No. 1 will stop at Snohomish to discharge passengers from Spokane and East and at Cashmere for passengers for Twin Cities 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.



INTERLOCKERS.

Stem whistle signals for tracks with switches controlled from Everett Jct. Interlocking track: East Bound—Main line one long blast; West Bound—Main line one long one short blast. Trains operating through the automatic interlocking plant located at the Northern Pacific Crossing West of Interbay, are governed by Rules 601-A to 671 (I), inclusive, and in addition by the special rules posted in the iron release box placed adjacent to the crossing. (See Speed Restrictions.)

SPEED RESTRICTIONS.

Maximum speed between Everett Jct. and Seattle passenger trains 50 miles per hour; freight trains 30 miles per hour. J engines 40 miles per hour. Trains moving over Northern Pacific Crossing West of Interbay with the current of traffic, on double track must not exceed a speed of fifteen (15) miles per hour. All trains reduce speed to 8 miles per hour through town limits, Edmonds, 10 miles per hour over draw span Bridge 4, Salmon Bay, Ballard and through Seattle Tunnel. 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.

YARD LIMITS.

Yard limits boards east of Ballard cover limits to Seattle. Yard limit board west of Everett Jct. covers Everett and Delta Yard as outlined Page 4.

INTERLOCKERS.

All home signals at interlocking plants on Cascade Division located within automatic block signal territory are semi-automatic and serve as automatic block signals. A train stopped by such home signal where no signal man is on duty may proceed in accordance with rule 509 after conductor and engine man have satisfied themselves that all derails and switches are properly set and secured for safe movement over them. If the interlocked signal protects a draw bridge cars should be exercised in determining that bridge is in safe condition for safe passage of train.

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.

YARD LIMITS.

Wenatchee—One-half mile west of west switch, Leavenworth—One-half mile east of east switch and one-half mile west of west switch. Cascade Tunnel—One-half mile east of east switch to the east end of the tunnel staff block. Skykomish—One-half mile east of east switch and one-half mile west of west switch. Lowell, Pacific Ave. and Everett—From yard limit board one-half mile east of east switch at Lowell to entrance of staff block territory at Pacific Ave.

SPEED RESTRICTIONS.

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. J engines will not exceed a speed of 40 miles per hour. M-2 engines 30 miles per hour. F-5, 7, 8 and 9 engines 35 miles per hour at any point.

M-1, O-1, P, Y and Z class engines will reduce speed to 10 miles per hour over Bridge 382, near Merritt, and Bridge 403, Seenie. 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. Passenger trains reduce speed to 25 miles per hour and freight trains to 15 miles per hour through Monroe town limits. All trains reduce speed to 25 miles per hour over Main Street crossing, Cashmere; 20 miles per hour over Bridge 373, one-fourth mile east of east switch, Leavenworth; 10 miles per hour from east switch, Gaynor, to point one-half mile east; eastbound trains 15 miles per hour and westbound trains 10 miles per hour over street crossing just east of Pacific freight depot. 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.

4 SOUTHWARD.

THIRD SUB-DIVISION—EVERETT JUNCTION TO BELLINGHAM.

NORTHWARD.

THIRD CLASS 713	SECOND CLASS		FIRST CLASS				Car Capacity	Other Trains	Station Numbers	Distance from Bellingham	Time Table No. 26 Effective May 5, 1928				SIGN S	FIRST CLASS			SECOND CLASS		THIRD CLASS 714
	729	711	355	299	359	357					Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	
Miles Freight Daily Ex. Monday	N. P. 674 Freight Daily Ex. Saturdays	Fast Freight Daily Ex. Sunday	Passenger Daily	N. P. 444 Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Sliding	Other	Station	Distance	STATIONS	Telegraph Code	Distance from Everett Junction	Passenger Daily	Passenger Daily	Passenger Daily	Fast Freight Daily Ex. Saturday	N. P. 674 Freight Daily Ex. Saturday	Miles Freight Daily Ex. Sunday		
		L. 3:25Am	L. 6:50Am		L. 11:25Am	L. 2:50Am	58	190	CL2	0.0	BELLINGHAM	HM	64.23	M ⁺ DN XCWTK P	A 4:00Am	A 11:48Am	A 8:15Pm	A 3:00Pm			
		356 3:48	* 7:02	359 *11:35	* 3:03		48	80	CL60	2.90	SOUTH BELLINGHAM	FN	61.43	D O K P	* 3:48	*11:35	* 8:00	2:40			
		4:00	7:12	11:41	f 3:13		44	9	CL56	6.82	SOCKRYE		67.51		f 3:38	11:22	7:52	2:26			
		4:20	f 7:25	11:50	f 3:25		45	0	CL50	12.78	SAMISH		61.58	W P	3:25	11:10	7:41	2:05			
			f 7:28		f 3:30			8	CL49	14.22	BLANCHARD		60.11		f 3:21	11:08					
		4:35	358 7:35	11:55	f 3:37		36	16	CL46	16.58	BOW	BO	47.75	D P	f 3:16	11:02	355 7:36	* 1:45			
		4:45	7:42	12:01Pm	f 3:48		10	CL42	21.24		BELLEVILLE	BY	48.09		f 3:06	10:54	7:26	f 1:26			
714 L. 10:15Am		6:40	* 7:50	*12:06	* 4:00		57	281	CL39	23.97	BURLINGTON	BU	49.36	B DNC OWYXK P	* 3:00	*10:50	* 7:16	* 1:16	713 A 10:15Am		
360 *10:35		6:00	* 8:00	*12:15	* 4:13		102	115	CL35	27.93	MT. VERNON	NR	56.40	DN P	* 2:45	*10:35	* 7:04	359 12:15Pm		10:00	
*11:00		6:15	* 8:08	f12:21	f 4:25		55	19	CL30	33.26	PIR	FR	61.07	D P	f 2:30	*10:23	6:54	11:50		* 9:00	
					f 4:28			6	CL27	35.50	MILLTOWN		58.74		f 2:25	*10:19					
712 *11:30		6:35	f 8:19	*12:32	* 4:43		56	57	CL23	40.38	STANWOOD	B	52.97	DN P	* 2:15	*10:10	6:43	713 11:30		* 8:10	
*12:01Pm		6:55	f 8:26	f12:40	f 4:55		66	19	CL17	45.93	SILVANA	SV	18.40	D W P	f 2:00	* 9:58	6:36	11:00		* 7:30	
714 11:2-15		7:15	8:32	12:46	f 5:03		56	17	CL13	49.80	ENGLISH		14.44		f 1:52	f 9:50	6:31	10:45		711 f 7:15	
11:2-30	L. 8:10 Pm	7:25	8:37	L. 4:32Pm	12:50	5:10			CL9	53.68	KRUSH	K	10.67	DN P	1:44	9:43	6:25	10:30	A 11:35Am	f 7:00	
*12:55	8:25	7:35	* 8:42	4:37	f12:55	* 5:20	55	76	CL6	57.06	MARYSVILLE	MR	7.27	DN P	* 1:38	* 9:38	6:20	10:15	11:25	* 6:50	
A 1:15Pm	A 8:40 Pm	7:45 7:45 8:35	8:48	A 4:44Pm	1:01	5:28			CL3	59.87	DELTA WYB	WY	4.46	DN IV P	1:28	711-712 9:29	6:13	10:00	L. 11:10Am	L. 6:30Am	
		9:40	8:51	1:04	5:31					60.98	LONG SIDING		2.35		1:25	9:26	6:10	7:50			
		9:50	* 9:03	* 1:13	* 5:47		66	122	1779	63.53	EVERETT		0.80		* 1:20	* 9:20	* 6:05	7:35			
3:00 12:27	30 12:42	6:35 9:87	9:05	A 9:05Pm	A 1:16Pm	A 5:50Am	46	1780	54.23		EVERETT JUNCTION	JN	0.0	R DN P	L. 1:10Am	L. 9:10Am	L. 6:00Pm	L. 7:30Am			
					2:18 28.55	12 31.05				1.80 34.10					2:59 21.77	2:43 33.66	2:15 28.59	7:30 8.44	28 14.90	3:45 9.56	

Special Rules.

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

At Krush all N. P. trains will enter and leave G. N. main line, through cross-over. Switches at cross-over will be handled by operators.

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. 356 and 357.

No. 358 will stop at any station to discharge passengers from Everett or points south or east of Everett.

SPEED RESTRICTIONS.

Maximum speed between Delta Wye and Samish, passenger trains 55 miles per hour, freight trains 30 miles per hour, between Samish and Bellingham, passenger trains 40 miles per hour, freight trains 20 miles per hour, between overhead crossing two miles north of Samish and Tunnel 18, freight trains 15 miles per hour in rainy weather. J engines 40 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; 8 miles per hour through town limits of Marysville, Mount Vernon and Burlington; 6 miles per hour over 24th Street, California St., Hewitt Ave and Bond St., Everett.

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.

M, N, O and P class engines will not exceed 10 miles per hour over Bridge 15, Silvana.

Following railroad crossings at grade are protected by crossing gates, but not by interlocking plants, all trains, engines or cars should approach and cross 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.

INTERLOCKERS.

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 movement 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.

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.

All home signals at interlocking plants on Cascade Division located within automatic block signal territory, 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.

YARD LIMITS.

Bellingham from yard limit board north of Roundhouse, to yard limit board, south of South Bellingham.
Burlington. Yard limit boards placed at each direction.
Everett yard limits include Delta yard and from 2400 ft. North of Bridge 10 to yard limit board 1 1/2 miles west of Everett Jet.

SOUTHWARD.

THIRD SUB-DIVISION -VANCOUVER TO BELLINGHAM.

NORTHWARD. 5

THIRD CLASS			FIRST CLASS					Car Capacity	Sliding Other Tracks	Station Numbers	Distance from Vancouver	Time Table No. 26		Signs	FIRST CLASS						THIRD CLASS		
103	711		101	97	355	99	359					357	Effective May 8, 1928		STATIONS	Telephone Calls	102	356	98	360	100	358	712	104
C. N. Ry. 404 Freight	Mdn. Freight		C. N. Ry. 2 Passenger	C. N. Ry. 28 Passenger	Passenger	C. N. Ry. 4 Passenger	Passenger	Passenger				C. N. Ry. 1 Passenger	Passenger	C. N. Ry. 27 Passenger	Passenger	C. N. Ry. 3 Passenger	Passenger	Mdn. Freight	C. N. Ry. 403 Freight				
Daily	Daily Ex. Saturday		Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday	Daily				
	L 4-50pm				L 4 30pm		L 9 00am	L 12 01am	Yard	420	CL125	0 0	..... VANCOUVER	VN 58.00	RODN WCYTPK		A 7-40am		A 2-30pm		A 10 45pm	A 9 45pm
	11 06pm	4 55	L 9 55pm	L 6 25pm	4 34	L 9 35am	9 04	12 05				1.25 C. N. JUNCTION	58.80		A 7 14am	7 30	A 10 54am	2 22	A 2 51pm	10 35	9 35	A 9 22am
	11 13	f 5 00	10 00	6 31	4 38	9 40	9 09	11 2 11			CL133	2 73	1 45 STILL CREEK	55.32	P	7 06	f 7 26	10 49	f 2 18	2 46	10 30	f 9 30	9 16
	11 19	f 5 05	10 04	6 36	4 41	9 45	9 11	11 2 16			CL130	4 58	1 35 ARDLEY	53.47	P	7 02	f 7 22	10 42	f 2 14	2 42	10 26	f 9 23	9 08
	11 27	f 5 10	10 09	6 42	4 45	9 50	9 14	11 2 21			CL117	7 20	3 32 BURNABY	50.82	P	6 57	f 7 17	10 34	f 2 09	2 37	10 21	f 9 15	9 00
	11 33	f 5 15	358 10 15	6 48	4 50	9 55	9 18	12 27			CL116	9 59	2 40 ENDOT	48.31	P	6 51	7 13	10 24	2 04	2 31	10 16	f 9 08	8 50
	11 40	* 5 30	10 18	6 51	4 53	10 00	9 21	12 30			CL112	11 70	2 01 SAPPERTON	46.32	X W I Y PK	6 44	f 7 08	10 19	f 2 00	2 26	10 11	* 9 00	8 40
A	11 45pm	* 5 35	A 10 23pm	A 6 55pm	* 4 58	A 10 05am	* 9 26	* 12 38			CL107	13 00	1 36 NEW WESTMINSTER	MN 44.99	R DN I PK	L 6 40am	* 7 05	L 10 17am	* 1 57	L 2 22pm	* 10 08	* 8 52	L 8 35am
		f 5 41			5 02		9 31	12 43				13 54	0 48 FRASER RIVER JCT	44.51			6 50		1 46		9 58	f 8 45	
		f 5 55			5 10		9 38	11 2 52		4	CL101	18 59	5 15 TOWNSEND	39.34	P		f 6 40		f 1 38		9 50	f 8 32	
		* 6 25			f 5 17		* 9 48	* 1 02		54	CL96	24 04	5 35 COLEBROOK	D 34.01	DN Y P		* 6 27		* 1 30		* 9 43	* 8 20	
		f 6 35			f 5 23		f 9 55	f 1 10		3	CL92	27 72	3 58 CRESCENT	30.33			f 6 15		f 1 20		f 9 36	f 8 00	
		712 * 7 30			* 5 40		* 10 20	* 1 35		63	CL87	32 78	5 03 WHITE ROCK	WR 28.30	DN P		* 5 55		* 1 00		* 9 20	711 * 7 30	
												35 43	2 58 INTERNATIONAL BOUNDARY	22.62									
	358 7 45 * 9 00				* 6 05		* 10 32	* 1 55		55	CL84	35 89	0 48 BLAINE	BN 22 11	DN W T P		* 5 15		* 12 40		711 * 9 00	* 7 00	
		* 9 25			712 6 17		* 10 45	f 2 10		66	CL77	42 46	7 57 CUSTER	CU 14.39	P		* 4 44		* 12 25		f 8 42	358 * 6 17	
		* 10 00			* 6 28		* 10 57	* 2 23		68	CL71	49 05	5 50 FERNDALE	FD 0 00	D P		* 4 30		* 12 15pm		* 8 32	* 5 50	
	A 11 15pm		A 6 45pm		A 11 15am	A 2 40am	A 11 15am	A 2 40am		68	CL52	58 05	0 00 BELLINGHAM	BM 5 1	RODN WC T PK		L 4 10am		L 11 55am		L 8 15pm	L 5 00pm	
40 17 70	8 21 9 03		28 25 29	30 23 50	2 15 25 20	40 17 70	2 15 25 20	2 30 21 25					Time Over Subdivisions Average Speed Per Hour				34 23 40	3 30 16 58	37 19 13	2 35 22 50	2 80 23 33	4 45 12 22	47 15 20

Special Rules.

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

All trains arriving and leaving Vancouver and C. N. Junction will register in train register located in G. N. train order office, Vancouver.

Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

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.

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

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 Nos. 358 and 359 Sunday.

Custer is flag stop for No. 355 to pick up passengers for Seattle and points east and south.

SPEED RESTRICTIONS.

Maximum speed between Bellingham and Vancouver, passenger trains 50 miles per hour; freight trains 30 miles per hour. J class engines 40 miles per hour. F-7, S and 9 engines 30 miles per hour.

All trains reduce speed to 10 miles per hour over Brunette St., Sapperton; 6 miles per hour over Fraser River Bridge, New Westminster; 10 miles per hour over drawbridge 69 near Crescent; 15 miles per hour from October 1st to May 1st each year between Mile Posts 123 and 127, between White Rock and Crescent; 8 miles per hour through Blaine town limits.

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.

INTERLOCKER.

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.

YARD LIMITS.

Yard limit boards at Bellingham, Blaine, Vancouver and White Rock. Yard limit at New Westminster extends from board at Sapperton Wye to Fraser River Bridge.

WESTWARD. FOURTH SUB-DIVISION---ANACORTES TO ROCKPORT. EASTWARD.

THIRD CLASS		FIRST CLASS		Car Capacity	Station Numbers	Distance from Rockport	Time Table No. 26 Effective May 6, 1928.	STATIONS	Telegraph Code	Distance from Anacortes	SIGNS	FIRST CLASS		THIRD CLASS	
725	713	279	277									278	280	714	726
Miles Freight Daily Ex Sunday	Miles Freight Daily Monday	Passenger Daily	Passenger Daily	Siding	Other Tracks	Station Numbers	Distance from Rockport	STATIONS	Telegraph Code	Distance from Anacortes	SIGNS	Passenger Daily	Passenger Daily	Miles Freight Daily Ex Sunday	Miles Freight Daily Ex Monday
	L. 5:30am	L. 5:00am	L. 8:50am	75	CN3	.....	.....	ROCKPORT	RC	53.41	R D WY	A 12:00pm	A 9:45pm	A 4:45pm	
	f 5:45	f 5:15	f 9:05	15	CN48	6.00	6.00	NBSTOS	47.41			f 12:35	f 9:25	f 4:05	
	* 7:00	* 6:30	* 9:20	28	83	9.13	3.13	CONCRETE	BA	14.28	D	* 12:25	* 9:15	* 3:50	
	* 7:25	f 6:33	f 9:23	34	03	10.39	1.26	GRASSBER		43.02	W	f 12:20	f 9:10	f 3:10	
	f 7:50	* 6:45	* 9:35	35	03	15.44	5.05	BIRDSVIEW		37.97		* 12:07pm	* 8:57	f 2:45	
	* 8:25	* 6:58	* 9:48	30	9	20.07	8.28	HAMILTON	H	32.74	W	* 11:55	* 8:45	* 2:10	
	* 8:50	* 6:07	* 9:52	36	03	23.90	3.23	LYMAN	MY	29.51	D	* 11:45	* 8:35	* 1:40	
	f 9:05	f 6:20	f 10:10	8		29.35	5.45	CONDALE		24.06		f 11:30	f 8:20	f 1:10	
	* 9:25	* 6:30	* 10:20	35	55	32.47	3.12	SEIRO-WOOLLEY	SW	30.94	D X I K	* 11:20	* 8:10	* 12:55	
L. 12:30pm	A 9:45am	A 6:45am	A 10:35am	57	261	37.32	4.75	BURLINGTON	BU	15.19	N DM CO W YX IK	L. 11:05am	L. 7:55pm	L. 12:30pm	A 7:00am
* 12:40				15	018	39.90	3.58	AVON		13.51					* 6:50
f 12:50				6	010	42.53	2.73	FREDONIA		10.78					f 6:40
* 1:00				16	019	44.13	1.59	WHITNEY		9.28					* 6:35
1:10				5		47.80	3.47	WHITMARSH	WH	5.01					6:20
f 1:15					04	49.65	1.55	FIDALGO		3.75					f 6:15
A 1:30pm				337	010	53.41	2.75	ANACORTES	AC		R D Y W				L. 6:00am
1:0 15:19	4:15 8:78	1:45 21:26	1:45 21:26									1:45 21:26	1:50 20:40	4:15 8:78	1:0 16:19

Special Rules.

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

Puget Sound and Baker River trains register at Whitmarsh.

Normal position of gates at crossing third and fourth subdivisions at Burlington, will be against fourth subdivision trains. First class trains will stop on flag at Superior Ave., Baker River, Van Horn, Faber, Sauk and Mountview Spur. Trains 725 and 726 stop on flag at Fidalgo Mill Spur and Summit Park.

SPEED RESTRICTIONS.

Maximum rate of speed for passenger trains between Anacortes and Rockport, 30 miles per hour. Freight trains 15 miles per hour. Anacortes to Burlington and Birdsview to Rockport, 20 miles per hour. Burlington to Birdsview, 20 miles per hour. All trains will move under full control within the limits of Rockport yard. All trains reduce speed to 10 miles per hour over draw bridge 12 two miles west of Whitney. 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.

YARD LIMITS.

Anacortes, Burlington, Seiro-Woolley, Rockport, Grassmere, Concrete.

Sixth Sub-Division—Special Rules.

Eastward trains are superior to westward trains of same class.

All trains sixth subdivision will protect against all trains fifth subdivision between Abbotsford and Junction one half mile east of Abbotsford. Normal position switch Abbotsford Junction is for fifth subdivision. Maximum speed for trains between Abbotsford and Kilgard, 20 miles per hour.

WESTWARD. FIFTH SUB-DIVISION—SUMAS TO LADNER. EASTWARD.

SECOND CLASS	Car Capacity	Siding	Other Tracks	Station Numbers	Distance from Sumas	Time Table No. 26 Effective May 6, 1928.	STATIONS	Telegraph Code	Distance from Ladner	SIGNS	SECOND CLASS
Mixed Monday and Friday											Mixed Mon. Wed. and Friday
L. 10:15am							SUMAS, WASH	RU	46.14	R D W C	A 9:15am
							INTERNATIONAL BOUND'RY		45.17		* 9:14
10:16	21		CO28			0:05	RUNTINGDON		45.12		* 9:00
* 10:30	33	19	CO28	3:54		3:48	ABBOTSFORD	FR	42.84	R D W	* 8:35
* 10:45			CO21	8:01		4:47	SARIEL		38.17		* 8:20
* 11:00	54	20	CO18	12:02		4:51	ALDROROVYR	AU	33.58		* 7:55
* 11:40			CO17	16:75		4:13	OTTER		29.43		* 7:25
* 12:00pm	54	46	CO8	21:43		4:55	LINGCOLN		24.78	W	* 6:55
* 12:55	56	36	CL93	29:20		7:77	CLOVERDALE	CL	16.98	D XY	* 6:40
f 1:15			CV4	33:09		3:59	ALLUVIA		13.09		f 6:35
f 1:25			CV8	34:53		1:44	SOUTHPORT		11.65		f 6:30
f 1:30				35:40		0:57	COLBROOK JCT		10.78	Y	* 6:25
* 1:35	56	54	CL98	35:47		0:07	COLBROOK	G	10.71	R DN W	* 6:20
f 3:58				36:24		0:77	GUICHON LINE JCT		9.94		f 5:45
f 4:25			CV14	42:52		0:28	INVERHOLM		3.55		f 5:15
f 4:45			CV18	44:44		2:42	CHALICHTAN		1.24		f 5:05
A 5:00pm	2	CV19	46:18			1:24	LADNER		0.0	R Y	L. 5:00am
5:45 8:54											4:15 10:55

Special Rules.

Eastward trains are superior to westward trains of the same class.

All trains Fifth Subdivision will protect against all Third Subdivision trains between Colbrook Jet and Guichon Line Jet.

SPEED RESTRICTIONS.

Maximum rate of speed for all trains between Ladner and Colbrook, 20 miles per hour, between Colbrook and Sumas, 30 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.

Yard limit boards located at Cloverdale.

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

SECOND CLASS	Car Capacity	Siding	Other Tracks	Station Numbers	Distance from Abbotsford	Time Table No. 26 Effective May 6, 1928.	STATIONS	Telegraph Code	Distance from Ladner	SIGNS	SECOND CLASS
Mixed Monday and Friday											Mixed Monday and Friday
L. 9:20am	0	40	CO31				KILGARD		5.16		A 9:20am
A 9:40am	53	19	CO25			5:16	ABBOTSFORD	FR	0.0	R D W	L. 9:00am
20 16:48											20 15:45

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
First Sub-Division:				Third Sub-Division:				Fourth Sub-Division:			
Warehouse Spur	0.4 Miles west of Berne	East	13 Cars	Clackamas Canyon Spur	0.6 Miles north of Seabeck	North	7 Cars	Briscoe Spur	1.4 Miles west of Rockport	West	13 Cars
Latham Creek Spur	1.0 Miles west of Berne	East	31 "	Head Mill Spur	0.8 Miles south of Sainish	North	33 "	Mountview	3.7 Miles west of Rockport	Both ends	18 "
Curea	2.0 Miles east of Sebec	West	30 "	Blooded-Donovan Spur	1.4 Miles north of Bow	North	56 "	Swak Spur	1.6 Miles west of Rockport	West	12 "
Great Republic Mining Co.	2.2 Miles east of Skykomish	West	19 "	Bellville Pit	1.6 Miles north of Bellville	North	140 "	Van Horne's Spur	1.0 Miles west of Nestow	Both ends	6 "
Miller River	2.2 Miles east of Skykomish	West	19 "	Union Oil Co. Spur	4.2 Miles north of Mt. Vernon	South	7 "	Puget Sound Saw Mill Co.	0.8 Miles west of Nestow	Both ends	87 "
Grotto Lumber Co.	0.1 Miles west of Grotto	East	3 "	Puget Sound and Cascade Ry. Conn.	0.8 Miles north of Mt. Vernon	South	10 "	Perjee Shingle Spur	0.4 Miles west of Greenmere	West	5 "
Northwestern Portland Cement Co.'s Spur	0.2 Miles east of Grotto	South	33 "	Associated Oil Co. Spur	1.2 Miles south of Mt. Vernon	South	10 Cars	L. L. Spur	0.6 Miles west of Hamilton	West	1 "
Reiter Lbr. Co.'s Spur	3.5 Miles west of Grotto	East	6 "	Skagit Crossing Tr. Track	3 Miles south of Fir	South	2 "	Hawkins Spur	0.8 Miles west of Fredonia	East	6 "
Baring Cedar Co.'s Spur	3.7 Miles west of Grotto	East end	13 "	Buxley Spur	1.9 Miles south of Fir	North	5 "	Gravel Pit Spur	6.0 Miles east of Anacortes	West	4 "
Boaz	3.9 Miles west of Grotto	Both ends	13 "	Ketchum Spur	2.5 Miles north of Stanwood	South	5 "	Log Highway	2.3 Miles east of Anacortes	Both ends	22 "
Index, Galena Mill Spur	0.3 Miles east of Index	East	37 "	Norman Spur	1.0 Miles north of Silvana	South	10 "	Fifth Sub-Division:			
Western Granite Works Spur	1.0 Miles west of Index	West	29 "	Cox's Spur	1.0 Miles north of Marysville	South	4 "	Gowdy Road Spur	1.4 Miles east of Challuethan	West	5 Cars
Gravel Bunkers	0.5 Miles west of Reiter	Both ends	82 "	Ardley Power Spur	0.5 Miles south of Ardley	South	9 "	Patterson's Spur	0.9 Miles east of Inverholm	West	7 "
Wallace Falls Timber Co. Startup	1.7 Miles east of Gold Bar	Both ends	86 "	St. Mingo Spur	1.1 Miles north of Townsend	North	21 "	Smith Road Spur	2.1 Miles east of Inverholm	Both	7 "
Wallace Lumber Co. Spur	1.9 Miles west of Gold Bar	Both ends	15 "	Campbell Lumber Co. Spur	1.0 Miles south of Whitetrock	South	59 "	Matthew Road Spur	3.1 Miles east of Inverholm	Both	6 "
Miller Logging Co.'s Spur	0.7 Miles east of Siltan	East	27 "	Dakota Creek Spur	2.1 Miles south of Blaine	North	23 "	Ember Road Spur	3.1 Miles west of Colebrook	Both	6 "
Woodruff	1.3 Miles west of Siltan	Both ends	64 "	Milk Spur	0.7 Miles south of Ferndale	South	31 "	Oliver Road Spur	1.8 Miles west of Colebrook	West	5 "
Frye Spur	2.9 Miles west of Monroe	East	11 "	Standard Oil Spur	0.7 Leads off Milk Spur	North	11 "	Gravel Pit Spur	0.7 Miles east of Alluvia	West	7 "
Robinson Lattice Spur	2.9 Miles west of Monroe	East	20 "	Marietta Spur	3.6 Miles north of Bellingham	South	2 "	Surrey Spur	1.0 Miles west of Cloverdale	West	3 "
Second Sub-Division:				Fourth Sub-Division:				Fifth Sub-Division:			
G. N. Oil Tank Spur	0.1 Miles west of Everett Jet.	East	47 Cars	Olympic Portland Cement Co. Spur	2.0 Miles south of Ferndale	North	20 "	Langley Timber Co.'s Spur	0.9 Miles west of Lincoln	West	3 "
Washington Hill Spur	0.6 Miles west of Edmonds	West	48 "	Utah Lumber Sugar Co. Spur	2.4 Miles north of Bellingham	North	175 "	Clark's Spur	1.1 Miles west of Otter	West	7 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "	Olympic Portland Cement Co. Spur	2.4 Miles north of Bellingham	North	205 "	Singer Spur	1.4 Miles east of Aldergrove	West	6 "
								Fish Trap Pit	1.3 Miles west of Saret	West	36 "
								Abbotsford Timber Spur	0.7 Miles west of Abbotsford	East	10 "

ELECTRIC TRAIN STAFF BLOCK SIGNAL RULES AND INSTRUCTIONS.

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 leaving 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 (s---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 or. Answer will be two o tups
- 2nd. Press bell key "A" three or times. Then watch current indicating needle "F" until it deflects to the right.
- 3rd. Turn preliminary spindle "H" to the right as far as it will go and then release it, permitting it automatically to return to its former position.
- 4th. A white disc will appear in place of the red one at "H". This indicates that staff is ready to be removed.
- 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 spirals 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; Unblock my Instrument; Ans. by Unlocking or by 6 or 3-1.
- 4--- Train has entered Block.
- 5--- Block is not clear.
- 6--- Has a train entered this Block? Answer by 2 or 2-1.
- 1-2--- Clear. Train has cleared Block.
- 2-1--- No.
- 2-2-2--- Previous Signal given in error. Answer by 2.
- 2-4--- Has train Cleared Block? Answer by 5 or 3-1.
- 3-1--- Have unlocked. Block is clear. It must not be used unless Block is known to be clear.
- 3-3--- Train in Block.
- 5-5-5--- Obstruction in Block.
- Stop all trains approaching this Station. Answer by repeating.
- 8--- Testing. Answer by repeating.

COMPANY SURGEONS.

Dr. Roscoe C. Webb	Chief Surgeon	Office phone Main 7508, House Colfax 0499, 420 LaSalle Bldg., Minneapolis, Minn.
Dr. H. M. N. Wynne	Assistant Chief Surgeon	Minneapolis, Minn.
Dr. J. G. Cunningham	Assistant Chief Surgeon	Spokane, Wash.
Dr. H. J. Knott	Division Surgeon, Gold Bldg.	Seattle, Wash.
Dr. C. A. Mead	Assistant Division Surgeon	Everett, Wash.
Dr. W. T. Pienn	Assistant Division Surgeon	Everett, Wash.
Dr. A. S. Monroe	Assistant Division Surgeon	Vancouver, B. C.
Dr. A. E. Gerhart	Assistant Division Surgeon	Wentzhee
Dr. H. T. Hloods	Ophthalmic Surgeon	Everett, Wash.
Dr. Frederick A. Kiehl	Ophthalmic Surgeon	Portland, Ore.

LOCAL SURGEONS.

Dr. H. E. Frost	Anacortes
Dr. W. A. Kirkpatrick	Bellingham
Dr. M. A. Keyes	Blaine
Dr. H. E. Cleveland	Burlington
Drs. Parker and Hayden	Cashmere
Dr. O. H. Christopherson	Interbay
Dr. C. W. Hoxsey	Leavenworth
Dr. Albert Lessing	Leavenworth
Dr. Minard Allison	Monroe
Dr. Geo. E. Drew	New Westminister
Dr. R. C. McDaniel	Portland
Dr. R. W. Perry, Oculist	Seattle
Dr. B. L. Phillips	Skykomish
Dr. James A. LaGuen	Tacoma
Dr. R. D. Wiswall	Vancouver, Wash.

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| D. MOORE, Dispatcher. | C. E. LAMKIN, Dispatcher. |
| G. E. WELLEIN, Dispatcher. | C. E. McKILLIPS, Dispatcher. |
| T. H. RED, Dispatcher. | ALF. MOE, Extra Dispatcher. |
| C. O. JOHNSON, Dispatcher. | E. O. WADSWORTH, Asst. Chief Dispatcher. |
| H. L. CAULKINS, Dispatcher. | J. C. DEVERY, Chief Dispatcher. |
| C. A. MANTHE, Trainmaster. | |
| I. E. CLARY, Trainmaster. | |
| T. B. DEGNAN, Supt. Terminals. | |