



J. H. Hess
Room 825

CASCADE DIVISION.

TIME TABLE No. 28

EFFECTIVE 12:01 A. M.
PACIFIC TIME

SUNDAY, OCTOBER 7, 1928.

Superseding Time Table No. 27 and all Supplements.

FOR EMPLOYES ONLY.

C. McDONOUGH, Superintendent.

W. R. SMITH, Assistant General Manager.
J. B. SMITH, Superintendent Transportation.

J. H. O'NEILL, General Manager.

file only

2 WESTWARD.

FIRST SUB-DIVISION—WENATCHEE TO EVERETT JUNCTION.

EASTWARD.

FIRST CLASS					Car Capacity	Station Number	Miles from Wenatchee	STATIONS	Telegraph Code	Miles from Everett Sta.	SIGNS	FIRST CLASS				SECOND CLASS			
1	37	299 (N. P. 443)	3	27								Passenger	Passenger	Passenger	Pass Mail	4	38	2	28	402	Time Freight
Passenger	Passenger	Passenger	Passenger	Fast Mail	Sliding	Other	Trucks					Passenger	Passenger	Passenger	Fast Mail		Daily		
Daily	Daily	Daily Ex Sunday	Daily	Daily								Daily	Daily	Daily	Daily		Daily		
409 L 11:30 ^{am}	L 10:30 ^{am}		L 12:35 ^{pm}	L 12:05 ^{pm}	Yard	1193	1048	0.0	..... WENATCHEE	WC	131.35	R ¹ DN WO TP	A 4:40 ^{pm}	A 7:05 ^{pm}	A 3:20 ^{pm}	A 4:00 ^{pm}		A 11:20 ^{am}
11:43	+10:43		12:47	12:16	77	81	1055	7.88	7 38 MONITOR		128.97		4:24	f 6:50	3:04	3:40		10:43	
11:50	+10:53		+12:57	12:24	182	167	1050	11.00	3 52 CASHMERE	OM	130.34	DN W P	* 4:17	* 6:40	2:56	3:33		10:26	
11:58	+11:02		1:07	12:33	70	84	1054	15.54	4 04 DRYDEN	DN	118.71	D P	4:07	* 6:27	2:47	3:23		10:10	
12:07 ^{pm}	+11:12		1:15	12:42	66	74	1067	18.75	3 11 PEHASTIN	FN	113.60	D P	4:00	* 6:17	2:40	3:16		9:55	
+12:20	+11:25		* 1:30	12:50	109		1071	22.04	3 29 LEAVENWORTH	CB	109.81	DN P	* 3:50	* 6:05	* 2:30	* 3:05		9:40	
12:35	f 11:40		1:43	1:05	28		1074	27.89	8 55 CHUMSTICK	CM	108.48		3:35	f 5:50	2:15	2:50		8:50	
12:50	+12:01 ^{pm}		2:00	1:23	130	None	1084	35.59	7 70 WINTON	WT	86.78	DN P	3:19	* 5:27	2:00	2:35		8:20	
12:57	f 12:10		2:11	1:30	87	4	1088	39.55	3 57 NASON CREEK	NC	91.79		3:10	f 5:17	1:47	2:27		8:05	
1:02	+12:20		2:20	1:37	106	5	1091	42.18	3 53 MERRITT	CK	96.17	DN W Y P	3:03	* 5:10	1:37	2:20		7:55	
1:14	f 12:35		2:38	1:45	60		1090	47.08	3 59 GAYNOR	GR	84.37		2:55	f 4:57	1:25	2:03		7:35	
1:24	+12:45		2:48	1:54	84		1099	49.33	3 35 BERNE	BR	82.02	D W P	2:48	* 4:48	1:17	1:54		7:20	
+ 1:42	+ 1:05		+ 3:10	+ 2:15	879	99	1708	54.34	8 09 CASCADE TUNNEL	CN	77.00	R DN WCT P	* 2:37	* 4:35	* 1:05	* 1:43		7:00	
+ 1:54	+ 1:20		+ 3:23	+ 2:27	88	19	1705	57.33	2 38 TYE	WN	74.03	DN W P	2:20	* 4:18	12:46	1:27		6:10	
2:08	f 1:33		3:33	2:35	70	18	1710	61.34	3 01 EMBRO	NY	70.01		2:05	f 4:03	12:32	1:15		5:45	
2:23	+ 1:48		3:51	2:50	74	28	1715	65.68	3 34 SCENIC	MA	64.67	DN P	1:48	* 3:45	12:16	1:02		5:10	
2:33	f 1:59		4:01	2:58	66	10	1719	70.01	3 33 ALPINE	NE	61.34	D W P	1:35	* 3:33	12:07 ^{am}	12:53		4:40	
2:43	f 2:10		4:10	3:05	65	10	1723	73.86	3 57 TONGA	G	57.67		1:20	f 3:22	11:59	12:45		4:10	
					0	28		74.30	0 53 CLEMANS JUNCTION		57.05								
3:08	A 2:30 ^{pm}		+ 4:30	4:03	5 58	236	1728	78.54	4 34 SKYKOMISH	EY	52.71	R ¹ DNWC Y P	* 1:05	L 3:05 ^{pm}	* 11:45	* 12:30		3:30	
3:13			f 4:39	3:29	66	8	1728	83.46	3 33 GROTTO		48.89		11:47		11:30	12:15		2:15	
3:22			4:48	3:38	78	55	1737	87.59	8 13 HALFORD	BA	48.78		12:37		11:22	12:07 ^{am}		2:00	
3:33			f 4:59	3:49	64	18	1743	93.93	3 34 INDEX	NX	38.42	DN P	* 12:22		11:12	11:54		1:35	
3:43			5:08	3:59	70	14	1747	97.83	4 50 REITER		33.53		12:12		11:02	11:43		1:15	
3:51			f 5:16	4:07	83	1041	1781	102.19	4 37 GOLD BAR	GB	29.16	DN W Y P	* 12:05 ^{pm}		10:55	11:36		1:00	
4:00			f 5:26	4:17	65	18	1757	107.50	8 40 SULTAN	BU	22.74		11:56		10:47	11:28		12:40	
+ 4:15			* 5:43	4:30	93	120	1764	115.05	7 46 MONROE	RO	14.20	DN W Y K P	* 11:42		* 10:34	* 11:16		12:20	
4:28		L 8:50 ^{am}	+ 5:58	4:41	65	155	1771	122.05	7 01 SNOHOMISH	SH	9.29	DN P	* 11:23		10:17	* 10:58		12:05 ^{am}	
4:38		A 9:00 ^{am}	6:08	4:50	71	123	1777	127.88	1 52 LOWELL	W	3.47	DN KW P	11:11		10:08	10:45		11:50	
4:41			6:11	4:52	66	115		129.90	1 52 PACIFIC AVENUE	D	1.55	DN P	11:08		10:05	10:43		11:20	
+ 4:53			+ 6:22	+ 5:07	84		1779	130.55	1 05 EVERETT		81	K P	* 11:05		* 10:02	* 10:40			
A 4:55 ^{pm}			A 6:25 ^{am}	A 5:10 ^{am}	40		1780	131.35	80 EVERETT JUNCTION	JN	0.0	R DN P	L 10:55 ^{am}		L 9:55 ^{pm}	L 10:30 ^{pm}		L 11:15 ^{pm}	
5:25	4:00	10	5:30	5:05	Yard	1239	CLB	131.13	80 EVERETT JUNCTION	PG		R ¹ DNWCYOKP	5:45	4:01	5:25	5:30		12:55	
5:48	10:45	24 02	5:53	5:17					Time Over Subdivision				27:54	19 53	23 40	21 40		11:50	
									Average Speed Per Hour										

SPECIAL RULES—FIRST SUB-DIVISION—ON PAGE 3

WESTWARD.

SECOND SUB-DIVISION—EVERETT JUNCTION TO SEATTLE.

EASTWARD. 3

SECOND CLASS		FIRST CLASS						Capacity Other Trains	Stations Numbers	Distance from Everett Junction	Time Table No. 28 Effective October 7, 1922.		Distance from Seattle	SIGNS	Telephone Cuts	FIRST CLASS						SECOND CLASS	
711	355	1	359	3	357	27	356				360	4				358	2	28	712				
Miles Per Daily Ka Sunday	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Miles Per Daily Ka Saturday										
L 10 00	L 9 05	L 4 55	L 12 45	L 6 25	L 5 50	L 5 10	40	1780		32 03	R DN P	JN	A 11 05	A 9 10	A 10 55	A 6 00	A 9 55	A 10 30	A 7 30				
+10 35	f 9 12	5 02	12 51	6 32	+ 5 58	5 16	93	1784	3 78	28 27	D P	MU	+ 1 02	+ 9 01	10 49	f 5 53	9 49	10 23	+ 7 20				
+10 50	9 18	5 09	12 56	6 39	f 6 04	5 22		1790	7 89	24 14	P		f 12 52	8 51	10 43	5 46	9 43	10 16	f 7 10				
+11 05	9 23	5 15	1 01	6 45	f 6 09	5 27		1793	10 89	21 14	P	AD	f 12 47	f 8 46	10 38	5 41	9 38	10 11	f 7 00				
+11 30	f 9 30	5 21	1 07	6 51	+ 6 18	5 35	71	1795	14 61	17 42	D W P	DR	+12 41	+ 8 40	10 33	+ 5 35	9 33	10 05	+ 6 45				
+11 50	9 35	5 26	1 12	6 56	f 6 25	5 40	52	1796	17 70	14 33	D P	R	f 12 32	+ 8 31	10 28	f 5 29	9 28	10 00	+ 6 25				
+12 10	9 40	5 30	1 17	7 01	+ 6 30	5 45	200	1807	25 57	6 46	D	RD	f 12 18	+ 8 17	10 17	5 17	9 17	9 44	f 6 05				
A 12 30	f 9 54	5 44	1 29	7 14	+ 6 44	5 59	1135	1808	27 34	4 71	R @DNWCTOPXK	RB	+12 15	+ 8 14	10 14	5 14	9 14	9 40	L 6 00				
							232		28 07	3 34		S											
	A 10 10	A 6 00	A 1 45	A 7 30	A 7 00	A 6 15	696	1813	32 03	0	R @ DN I PK	UD	L 12 01	L 8 00	L 10 00	L 5 00	L 9 00	L 9 30					
7 30 10 50	1 05 29 54	1 06 29 56	1 00 32 03	1 05 29 56	1 10 32 03	1 05 29 56				1 09 28 04			1 10 28 02	1 05 28 02	1 00 32 03	1 00 32 03	1 00 32 03	1 00 32 03	1 30 18 21				

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 stops 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 Spokane. 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 let off passengers from Spokane and east. No. 358 will stop at any station between Seattle and Mukilteo to discharge passengers from Seattle or points south or east. No. 355 and No. 359 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 Winton 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 Scenic and Tonga and eastward freight trains must stop at Gaynor 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 these 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 head in at west end of N. P. passing track.

At Lowell all eastward trains from N. P. connection, and first class westward trains from N. P. connection, will run through cross-over. All westward second and inferior class trains from 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.

No. 2 will stop on flag at Snohomish for passengers for Spokane and East and at Cashmere for passengers for Twin Cities and east.

Steam 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 60 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, Merritt. When taking siding at Cashmere trains head in at lap, at 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, N, O, P, Y and Z class engines will reduce speed to 10 miles per hour over Bridge 382, near Merritt, and Bridge 403, Scenic. 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 through Martin Creek tunnel and over bridges at both ends; 10 miles per hour over draw span bridge 455. 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	SECOND CLASS		FIRST CLASS			Car Capacity	Station Numbers	Distance from Bellingham	Time Table No. 28 Effective October 7, 1928	Telegraph Code	Distance from Everett Junction	SIGNS	FIRST CLASS				SECOND CLASS		THIRD CLASS
	713	729	711	355	359								357	356	300	360	358	712	728	714
Miles Freight	N. P. 678 Freight	Fast Freight	Passenger	Passenger	Passenger	Seating	Trucks	Station	STATIONS	Passenger	N. P. 643 Passenger	Passenger	Passenger	Fast Freight	N. P. 678 Freight	Miles Freight			
Daily Ex. Monday	Daily Ex. Saturday	Daily Ex. Sunday	Daily	Daily	Daily					Daily	Daily Ex. Monday	Daily	Daily	Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday			
		L 3:25am	L 6:45am	L 10:45am	L 2:50am	58	190	CL62	0.0	.....BELLINGHAM.....	HM	64.35	R ³ DN XCWTK P	A 4:00am		A 11:48am	A 8:20pm	A 3:00pm
		356 3:48	* 6:55	*10:55	* 3:03	58	89	CL60	2.92	.....SOUTH BELLINGHAM.....	FN	61.43	D O K P	* 3:48		*11:36	* 8:10	2:40
		4:00	7:01	11:01	f 3:13	44	9	CL66	6.84	.....SOCKEYE.....		67.51	P	f 3:38		f11:22	8:02	2:25
		4:20	f 7:10	11:10	f 3:25	48	9	CL60	13.80	.....SAMISH.....		61.58	W P	3:25		11:10	7:52	2:05
			f 7:13		f 3:30		8	CL49	14.24	.....BLANCHARD.....		60.11	P	f 3:21		f11:08		
		4:35	7:17	11:15	f 3:37	38	16	CL46	16.60	.....BOW.....	BO	67.73	D P	f 3:16		f11:02	7:47	* 1:45
		4:45	7:23	11:21	f 3:48	10	CL43	21.28	.....BELLEVILLE.....	BY	68.09	P	f 3:06		f10:54	7:40	f 1:25	
714 L 10:15am		5:40	* 7:35	*11:28	* 4:00	57	281	CL29	23.99	.....BURLINGTON.....	BD	66.85	R DNC OWYK P	* 3:00		*10:50	* 7:35	* 1:15
360 *10:35		6:00	* 7:48	*11:38	* 4:13	102	118	CL25	27.95	.....MT. VERNON.....	NR	66.40	DN P	* 2:45		7:13 *10:35	* 7:20	12:15pm
*11:00		6:15	* 7:58	*11:45	f 4:25	55	19	CL20	33.28	.....PIR.....	FR	61.07	D P	f 2:30		*10:23	7:05	356 11:45
					f 4:28		8	CL27	35.61	.....MILDTOWN.....		68.74	P	f 2:25		*10:19		* 9:00
713 *11:20		6:35	f 8:12	*11:57	* 4:43	36	57	CL23	40.28	.....STANWOOD.....	B	68.97	DN P	* 2:15		*10:10	6:51	713 11:20
*11:50		6:55	f 8:20	*12:05pm	f 4:55	66	19	CL17	45.05	.....SILVANA.....	SV	18.40	D W P	f 2:00		* 9:58	6:42	10:65
250 112:12pm		7:15	8:28	12:12	f 5:03	56	17	CL18	49.91	.....ENGLISH.....		14.44	P	f 1:52		f 9:50	6:36	10:40
112:30	L 7:20 pm	7:25	8:34	12:17	5:10			CL9	53.68	.....KRUSE.....	K	10.67	DN P	1:44	A 9:28am	9:43	6:29	10:25
*12:55	7:35	7:35	* 8:39	*12:22	* 5:20	55	78	CL6	57.08	.....MARYSVILLE.....	MS	7.27	DN P	* 1:38	9:23	* 9:38	6:23	10:15
A 1:15pm	A 7:50 pm	9:35	8:46	12:28	5:28			CL3	59.89	.....DELTA WYE.....	WY	4.46	DN Y P	1:28	L 9:17am	711-712 9:29	6:16	360-711 10:00 8:00
		9:40	8:49	12:31	5:31				61.00	.....LONG RIDING.....		3.35	P	1:25		9:26	6:13	7:50
		9:50	* 9:03	*12:43	* 5:47	66	123	1779	63.55	.....EVERETT.....		0.86	P	* 1:20		* 9:20	* 6:07	7:35
3:00 13:37	30 13:42	6:35 9:57	A 10:00am	A 9:05pm	A 12:45pm	A 5:50am	40	1780	64.35	.....EVERETT JUNCTION.....	JN	0.0	R DN P	L 1:10am	L 9:10am	L 6:00pm	L 7:30am	3:00 13:37
										Time Over Subdivision				2:30	2:48	2:30	7:30	3:45	
										Average Speed Per Hour				21.77	23.68	27.61	8:44	14.90	

Special Rules.

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

At Kruse the Junction switch will be handled by operators. Before passing over draw bridge 10, Delta Wye, dosers 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 hauling 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, (1 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 500 after conductor and engineman 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

SECOND CLASS		FIRST CLASS					Car Capacity	Stations from Vancouver	Distance from Vancouver	Time Table No. 28 Effective October 7, 1923	Trough Calls	Distance from Bellingham	SIGNS	FIRST CLASS					SECOND CLASS	
103	711	101	97	355	359	357								102	356	98	360	358	712	104
O. N. Ry. 404 Freight	Mdn. Freight	C. N. Ry. 2 Passenger	C. N. Ry. 38 Passenger	Passenger	Passenger	Passenger	Sitting Over Trucks	Stations Numbers	Stations	C. N. Ry. 1 Passenger	Passenger	C. N. Ry. 37 Passenger	Passenger	Passenger	Mdn. Freight	C. N. Ry. 405 Freight				
Daily	Daily Ex. Saturday	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday	Daily				
L 4-50pm				L 4-30pm	L 8-30am	L 12-01am	Yard 430	CL126	0.0	..VANCOUVER..	VN 58.03	RODN WCYTOPK	A 7-40am		A 2-30pm	A 10-45pm	A 9-45pm			
L 11-05pm	4-55	L 9-55pm	L 6-25pm	4-34	8-34	12-05			1.35	..C. N. JUNCTION..	58.78		A 7-14am	7-30	A 10-54am	2-22	10-35	9-35	A 9-22am	
11-13	f 5-00	10-00	6-31	4-38	8-39	12-11		CL123	2.73	..STILL CREEK..	58.30	P	7-06	f 7-26	10-49	f 2-18	10-30	f 9-30	9-18	
11-19	f 5-05	10-04	6-36	4-41	8-41	12-15		CL120	4.88	..ARDLEY..	58.44	P	7-02	f 7-22	10-42	f 2-14	10-26	f 9-23	9-08	
11-27	f 5-10	10-09	6-42	4-46	8-44	12-21	15	CL117	7.30	..BURNABY..	58.83	P	6-57	f 7-17	10-34	f 2-09	10-21	f 9-16	9-00	
11-33	f 5-15	10-15	6-48	4-50	8-48	12-27	18	CL118	9.89	..ENDOT..	58.34	P	6-51	7-13	10-24	2-04	10-15	f 9-08	8-48	
11-40	* 5-30	10-18	6-51	4-53	8-51	12-30	22	EL113	11.70	..SAPPERTON..	58.33	X W I Y PK	6-44	f 7-08	10-19	f 2-00	10-11	* 9-00	8-38	
A 11-45pm	* 5-35	A 10-23pm	A 6-55pm	* 4-58	* 8-56	* 12-38	22	CL107	13.05	..NEW WESTMINSTER..	58.97	R DN I PK	6-40am	* 7-05	L 10-17am	* 1-57	* 10-08	* 8-52	L 8-35am	
	f 5-41			5-02	9-01	12-43			13.84	..FRASER RIVER JCT..	58.44			6-50		1-46	9-58	f 8-45		
	f 5-55			5-10	9-08	12-52	34	CL101	18.89	..TOWNSHND..	58.34	P	f 6-40		f 1-38	9-50	f 8-32			
	* 6-25			f 5-17	* 9-18	* 1-02	34	CL86	24.04	..COLEBROOK..	58.59	DN Y P	* 6-27		* 1-30	* 9-43	* 8-20			
	f 6-35			f 5-23	f 9-25	f 1-10	38	CL93	27.72	..CRESCENT..	58.31		f 6-15		f 1-20	f 9-36	f 8-00			
	* 7-12			* 5-37	* 9-40	* 1-35	38	CL87	32.75	..WHITE ROCK..	58.25	DN P	* 5-55		* 1-00	* 9-20	* 7-11	* 7-30		
	7-12								35.43	..INTERNATIONAL BOUNDARY..	58.25									
	* 8-05			* 6-00	* 9-55	* 1-55	38	CL84	35.80	..BLAINE..	58.24	DN W T P	* 5-15		* 12-40	* 8-05	* 7-00			
	* 9-25			7-12	* 10-08	f 2-10	38	CL77	48.46	..CUSTER..	58.27	P	* 4-44		* 12-25	f 8-50	* 8-12			
	* 10-00			* 6-23	* 10-18	* 2-23	38	CL71	49.05	..PERNDALB..	58.28	D P	* 4-30		* 12-15pm	* 8-42	* 5-50			
	A 11-15pm			A 6-40pm	A 10-35am	A 2-40am	38	CL82	58.03	..BELLINGHAM..	58.03	HM 0.0	RODN WC T PK	L 4-10am	L 11-55am	L 8-25pm	L 5-00pm			
40	8 25	28	30	3 10	2 05	3 30				Time Over Subdivision			34	3 30	37	3 25	3 30	4 45	47	
17 70	9 05	28 29	28 50	29 37	28 70	31 38				Average Speed Per Hour			39.80	15.55	19.18	22.50	23.35	13.22	18.20	

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 Westminister, between Front St., crossing and old interlocking tower, does not give full side clearance. Train and engineers must not hang on side of cars or engine 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 Westminister 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.

V-7, 8 and 9 engines 30 miles per hour. All trains reduce speed to 10 miles per hour over Brunette St., Sapperton; 8 miles per hour over Fraser River Bridge, New Westminister; 10 miles per hour over drawbridge 89 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 Westminister, 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 Westminister 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 Westminister extends from board at Sapperton Wye to Fraser River Bridge.

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

THIRD CLASS		FIRST CLASS		Car Capacity		STATIONS	Time Table No. 28 Effective October 7, 1922.	Telegraph Calls	Distance from Anacortes	SIGNS		FIRST CLASS		THIRD CLASS	
725	713	279	277	Siding	Other Tracks					278	280	714	726	Passenger	Passenger	Mds. Freight	Mds. Freight
Mds. Freight Daily Ex. Sunday	Mds. Freight Daily Ex. Monday	Passenger Daily	Passenger Daily							Passenger Daily	Passenger Daily	Mds. Freight Daily Ex. Sunday	Mds. Freight Daily Ex. Sunday		
L 5:30am	L 5:16pm	L 8:50am		78	CN55	ROCKPORT	RC	52.41	R D W Y	A 12:50pm	A 9:30pm	A 4:45pm			
f 5:45	f 5:30	f 9:05		18	CN48	NBSTOS		67.41		f 12:35	f 9:10	f 4:05			
* 7:00	* 5:45	* 9:20		38	CN44	CONCRETE	BA	54.28	D	* 12:25	* 9:00	* 3:50			
* 7:25	* 5:48	* 9:23		84	CN42	GRASSMERE		63.03	W	f 12:20	f 8:55	f 3:10			
f 7:50	* 6:00	* 9:35		84	CN38	BIRDVIEW		57.07		* 12:07pm	* 8:42	f 2:45			
* 8:25	* 6:13	* 9:48		30	CN33	HAMILTON	H	52.74	W	* 11:55	* 8:30	* 2:10			
* 8:50	* 6:22	* 9:52		30	CN29	LYMAN	MT	39.81	D	* 11:45	* 8:20	* 1:40			
f 9:05	f 6:35	f 10:10		8	CN25	COKEDALE		34.08		f 11:30	f 8:05	f 1:10			
* 9:25	* 6:45	* 10:20		36	CN20	SEDRO-WOOLLEY	SW	20.94	D X I K	* 11:20	* 7:55	* 12:55			
L 12:30pm	A 9:45am	A 7:00am	A 10:35am	87	CN19	BURLINGTON	BD	16.19	R DN CO W YX IK	L 11:05am	L 7:40pm	L 12:30pm	A 7:00am		
* 12:40				18	CN13	AVON		18.81					* 6:50		
f 12:50				6	CN10	PREDONIA		10.78					f 6:40		
* 1:00				16	CN9	WHITNEY		9.28					* 6:35		
1:10				5	CN7	WHITMARSH	WH	8.61					6:30		
f 1:15					CN4	FIDALGO		8.78					f 6:15		
A 1:30pm				Yard	CN0	ANACORTES	AC		R D Y W				L 6:00am		
1:0 18:19	4:15 8:7	1:45 21:25	1:45 21:25							1:45 21:25	1:00 20:40	4:15 8:7	1:0 18:19		
Time Over Subdivision Average Speed Per Hour															

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 Birdview to Rockport. 20 miles per hour Burlington to Birdview. 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 and Bridge 52 just east of Concrete. 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, Sedro-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	STATIONS	Time Table No. 28 Effective October 7, 1922	Telegraph Calls	Distance from Ladner	SIGNS	SECOND CLASS
383	384						
Mixed Mon. Wed. and Friday	Siding Other Tracks						Mixed Mon. Wed. and Friday
L 10:15am		CO30	0 0		SUMAS, WASH	RU	45 18 R D W C A 9:15am
			0 01		INTERNATIONAL BOUND'RY		46 17
10:16	31	CO28	0 06		HUNTINGDON		46 12 * 9:14
* 10:30	33 19	CO26	2 54		ABBOTSFORD	FR	42 84 W D W * 9:00
* 10:45		CO21	8 01		SARIEL		38 17 * 8:35
* 11:05	34 30	CO18	12 63		ALDERGROVE	AG	32 88 * 8:20
* 11:40	34	CO12	16 75		OTTER		29 43 * 7:55
* 12:00pm	34 46	CO8	21 48		LINCOLN		24 73 W * 7:25
* 12:55	36 38	OL83	29 30		CLOVERDALE	CL	16 98 D XY * 6:55
f 1:15	8	OV4	32 09		ALLUVIA		18 09 * 6:40
f 1:25	4	CV6	34 53		SOUTHPORT		11 55 f 6:35
f 1:30			35 40		COLEBROOK JCT		10 78 Y f 6:31
* 3:00	36 34	CL86	28 47		COLEBROOK	G	10 71 R DN W * 6:25
f 3:58			36 24		QUICHON LINE JCT		9 94 f 5:45
f 4:25	9	CV14	42 53		INVERHOLM		3 68 f 5:15
f 4:45	8	CV18	44 94		CHALLUCIHAN		1 24 f 5:05
A 5:00pm	2	CV19	46 18		LADNER		0 0 R Y L 5:00am
5:48 6:54							4 15 10 46
Time Over Subdivision Average Speed Per Hour							

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 Colebrook Jet and Quichon Line Jet.

SPEED RESTRICTIONS.

Maximum rate of speed for all trains between Ladner and Colebrook, 20 miles per hour, between Colebrook 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	STATIONS	Time Table No. 28 Effective October 7, 1922	Telegraph Calls	Distance from Abbotsford	SIGNS	SECOND CLASS
399	398						
Mixed Monday and Friday	Siding Other Tracks						Mixed Monday and Friday
L 9:20am	0 40	CO31			KILGARD		5 16 A 399 9:20am
			5 18		ABBOTSFORD	FR	0 0 R D W L 9:00am
A 9:40am	33 19	CO26					20 15:48
Time Over Subdivision Average Speed Per Hour							

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:			
Plains	4.49 Miles east of Winton	Both ends	9 Cars	Chuckanut Cannery Spur	0.6 Miles north of Sockeye	North	7 Cars	Briarcoe Spur	1.4 Miles west of Rockport	West	13 Cars
Warehouse Spur	0.4 Miles west of Herna	East	13 "	Isabel Mill Spur	0.8 Miles south of Samish	North	33 "	Mountview	3.7 Miles west of Rockport	Both ends	18 "
Lanham Creek Spur	1.0 Miles west of Herna	East	31 "	Rioelad-Donovan Spur	1.4 Miles north of How	North	56 "	Rauk Spur	1.6 Miles west of Rockport	West	12 "
Carna	2.6 Miles east of Seenie	West	30 "	Bellville Pt.	1.6 Miles north of Bellville	North	140 "	Van Horne Spur	1.0 Miles west of Nestos	Both ends	6 "
Great Republic Mining Co.				Union Oil Co. Spur	1.2 Miles north of Mt. Vernon	South	7 "	Puget Sound Saw Mill Co.	0.8 Miles west of Nestos	Both ends	8 "
Miller River	2.2 Miles west of Skykomish	West	19 "	Puget Sound and Cascade Ry. Conn.	0.8 Miles north of Mt. Vernon	South		Burpee Shingle Spur	0.4 Miles west of Grassmere	West	5 "
Grotto Lumber Co.	0.1 Miles east of Grotto	East	1 "	Associated Oil Co. Spur	1.2 Miles south of Mt. Vernon	North	10 Cars	L. L. Spur	0.6 Miles west of Hamilton	West	1 "
Northwestern Portland Cement Co.'s Spur	0.2 Miles east of Grotto	South	33 "	Skagit Crossing Tr. Track	1.3 Miles south of Fir	North	2 "	Hawkins Spur	0.8 Miles west of Fredonia	East	6 "
Reiter Lbr. Co.'s Spur	3.5 Miles west of Grotto	East	6 "	Hawley Spur	1.9 Miles south of Fir	North	5 "	Gravel Pit Spur	0.1 Miles east of Anacortes	West	4 "
Baring Cedar Co. Spur	3.7 Miles west of Grotto	East end	13 "	Ketchum Spur	2.5 Miles north of Stanwood	South	5 "	Log Itaway	2.3 Miles east of Anacortes	Both ends	22 "
Baring	3.9 Miles west of Grotto	Both ends	37 "	Norman Spur	1.0 Miles north of Silvana	South	10 "	Fifth Sub-Division:			
Index, Galena Mill Spur	0.3 Miles east of Index	East	29 "	Cox's Spur	1.5 Miles north of Marysville	South	4 "	Gowdy Road Spur	1.4 Miles east of Challuthan	West	5 Cars
Western Granite Works Spur	1.0 Miles west of Index	West	29 "	Ardley Power Spur	0.5 Miles south of Ardley	South	9 "	Patterson's Spur	0.9 Miles east of Inverholm	West	7 "
Gravel Bunkers	0.5 Miles west of Reiter	Both ends	82 "	St. Mingo Spur	1.1 Miles north of Townsend	North	21 "	Smith Road Spur	2.1 Miles east of Inverholm	Both	6 "
Wallace Falls Timber Co. start-up	1.7 Miles east of Gold Bar	Both ends	86 "	Campbell Lumber Co. Spur	1.0 Miles south of Whitetock	South	66 "	Mathew Road Spur	3.1 Miles east of Inverholm	Both	6 "
Wallace Lumber Co. Spur	1.9 Miles east of Gold Bar	Both ends	14 "	Dakota Creek Spur	2.1 Miles south of Blaine	North	23 "	Embree Road Spur	3.1 Miles west of Colebrook	Both	6 "
Miller Logging Co.'s Siding	0.7 Miles east of Sultan	East	27 "	Milk Spur	0.7 Miles south of Ferndale	South	31 "	Oliver Road Spur	1.8 Miles west of Colebrook	West	5 "
Woodruff	1.3 Miles west of Sultan	Both ends	64 "	Standard Oil Spur	0.7 Leads off Milk Spur	North	11 "	Gravel Pit Spur	0.7 Miles east of Alluvia	West	7 "
Fry Spur	1.9 Miles west of Monroe	Both ends	22 "	Marietta Spur	3.6 Miles north of Bellingham	South	2 "	Surrey Spur	1.0 Miles west of Cloverdale	West	3 "
Robinson Lumber Spur	3.1 Miles west of Monroe	East	29 "	Olympic Portland Cement Co. Spur	2.0 Miles south of Ferndale	North	29 "	Langley Timber Co.'s Spur	0.9 Miles west of Lincoln	West	7 "
Second Sub-Division:				Utah Idaho, Sugar Co. Spur				Clark's Spur			
G. N. Oil Tank Spur	1.0 Miles west of Everett Jet	East	47 Cars	Olympic Portland Cement Co. Spur	2.4 Miles north of Bellingham	North	176 "	Singers Spur	1.4 Miles east of Aldergrove	West	8 "
Washington Bolt Spur	0.6 Miles west of Edmonds	West	48 "					Fish Trap Pit	1.3 Miles west of Sarel	West	36 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "					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 (-----).

The delivery of the staff to engine men will be either by staff crans, 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 twice. Answer will be two or three taps.
- 2nd. Press bell key "A" three or four 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.
- 4th. A white disc will appear in place of the red one at "H". This indicates that staff is ready to be turned.
- 5th. 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".
- 6th. 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; 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 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 0490, 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, Colib Bldg.	Seattle, Wash.
Dr. C. A. Mead	Assistant Division Surgeon	Everett, Wash.
Dr. W. T. Flynn	Assistant Division Surgeon	Vancouver, B. C.
Dr. A. S. Munro	Assistant Division Surgeon	Wenatche, Wash.
Dr. A. E. Gerhart	Assistant Division Surgeon	Everett, Wash.
Dr. H. T. Rhoads	Ophthalmic Surgeon	Portland, Ore.
Dr. Frederick A. Kiehle	Ophthalmic Surgeon	Portland, Ore.

LOCAL SURGEONS.

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

- D. MOORE, Dispatcher.
- G. E. WELLEIN, Dispatcher.
- T. H. REED, Dispatcher.
- C. O. JOHNSON, Dispatcher.
- M. L. CAULKINS, Dispatcher.
- C. E. LAMKIN, Dispatcher.

- C. E. MCKILLIPS, Dispatcher.
- ALF. MOE, Extra Dispatcher.
- J. C. DEVERY, Jr., Extra Dispatcher.
- E. O. WADHAMS, Asst. Chief Dispatcher.
- J. C. DEVERY, Chief Dispatcher.

- C. A. MANTHE, Trainmaster.
- I. E. CLARY, Trainmaster.
- T. B. DEGNAN, Supt. Terminals.