



**CASCADE DIVISION.**

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**TIME TABLE No. 30**

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

**TUESDAY, JUNE 11, 1929.**

Superseding Time Table No. 29.

**FOR EMPLOYES ONLY.**

**C. McDONOUGH, Superintendent.**

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

**J. H. O'NEILL, General Manager.**

2 WESTWARD.

FIRST SUBDIVISION—WENATCHEE TO EVERETT JUNCTION.

EASTWARD.

FIRST CLASS					Car Capacity		Stations from Wenatchee.		STATIONS	Telegraph Code	Signals from Everett Jct.	SIGNS	FIRST CLASS				SECOND CLASS	
37	299 (N. P. 443)	1	3	27	Yard	1233	1048	0.0					38	2	4	28	402	
Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Fast Mail Daily	Sliding	Other Tracks	Station Numbers	Distance from Wenatchee.										Passenger Daily
2:50pm		L 3:50am	L 1:55am	L 12:05am				0.0	WENATCHEE	WC 123.07	RK DN WOX P	A 2:20pm	A 11:10pm	A 2:50am	A 3:45am	A 9:15am		
f 3:05		4:03	2:10	12:19	128	1055	7.38	3.82	MONITOR	116.29	D	f 2:04	10:54	2:30	3:28	8:45		
* 3:15		4:13	2:20	12:27	82	240	10.00	3.62	CASHMERE	112.67	DN W X P	* 1:55	10:46	2:20	* 3:18	8:35		
* 3:25		4:21	2:28	12:36	104	1054	15.64	4.64	DRYDEN	108.03	D	* 1:45	10:37	2:10	3:07	8:20		
* 3:35		4:30	2:35	12:44	140	1007	18.76	3.12	PESHASTIN	104.91	D	* 1:36	10:30	2:02	2:57	8:10		
* 3:45		4:39	2:45	12:53	109	20	1071	22.05	3.29	101.62	DN	* 1:27	10:20	1:53	* 2:45	7:55		
f 4:00		4:54	2:58	1:07	28		1074	27.91	4.85	95.76	P	f 1:12	10:07	1:40	2:33	7:25		
f 4:20		5:11	3:14	1:25	119	18	1084	35.90	7.69	84.07	DN	f 12:56	9:53	1:25	2:20	6:55		
* 4:34		5:27	3:28	1:37	115	78	1091	42.16	6.56	81.51	W Y P	* 12:42	9:40	1:10	2:09	6:30		
f 4:55		5:50	3:46	1:55	86		1099	49.51	7.65	77.86	DN	f 12:26	9:25	12:55	1:55	5:50		
f 5:17		6:10	4:06	2:15	85	38	1716	58.17	8.36	65.50	DN	f 12:01pm	9:05	12:35	1:25	5:00		
f 5:27		6:20	4:14	2:23	66	10	1719	62.34	4.17	61.33	W	f 11:49	8:55	12:25	1:10	4:45		
f 5:37		6:28	4:22	2:31	65	10	1728	66.00	3.66	57.67	P	f 11:39	8:45	12:15	1:00	4:22		
* 6:00		* 6:50	* 4:45	* 2:55	238	W108	1728	70.96	4.96	52.71	RK DNWC XY P	* 11:25	* 8:32	* 12:01am	* 12:45	3:40		
* 6:10		6:58	4:53	3:05	65	42	1729	74.78	3.82	48.89	D	* 11:07	8:16	11:46	12:25	2:15		
f 6:20		7:08	5:02	3:14	75	55	1737	79.91	3.13	43.76	W	f 10:58	8:09	11:39	12:17	2:00		
* 6:32		7:18	5:11	3:26	64	15	1743	85.25	5.34	38.42	DN	* 10:44	7:59	11:29	12:05am	1:35		
f 6:43		7:28	5:20	3:36	70	16	1747	90.14	4.89	33.53	W	f 10:30	7:49	11:19	11:55	1:15		
* 6:53		7:36	5:27	3:44	83	1041	1761	94.51	4.37	29.14	DN W Y P	* 10:22	7:42	11:12	11:47	1:00		
* 7:06		7:50	5:36	3:54	65	18	1767	99.91	5.49	23.78	D	* 10:13	7:35	11:05	11:39	12:40		
* 7:26		8:08	5:49	4:10	93	129	1764	107.37	4.69	16.30	DN W Y P	* 9:59	7:26	10:56	* 11:28	12:20		
* 7:40	L 8:50am	8:25	5:59	4:22	109	149	1771	114.38	7.01	10.22	DN	* 9:43	7:16	10:46	* 11:08	12:05am		
f 7:49	A 9:00am	8:40	6:08	4:32	71	123	1777	120.20	3.83	3.47	DN X W P	f 9:31	7:08	10:38	10:56	11:50		
f 7:52		8:43	6:11	4:35	66	115		121.82	1.85	1.85	DN X	f 9:28	7:05	10:35	10:53	11:20		
* 8:02		* 8:58	* 6:23	* 4:53	9	1779	122.57		1.05	.80	X	* 9:25	* 7:02	* 10:32	* 10:50			
A 8:05pm		A 9:00am	A 6:25am	A 4:55am	40	1780	123.67		80	0.0	R DN	L 9:15am	L 6:55pm	L 10:25pm	L 10:40pm	L 11:15pm		
5.15 23.24	10 34.92	5.10 33.90	4.30 22.49	4.50 26.55	Yard	1239	CL2	123.45	Time Over Subdivision Average Speed Per Hour			5.05 24.14	4.15 29.11	4.25 27.98	5.05 24.15	10.02 12.37		

Special Rules First Subdivision.

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

No. 27 is superior to all 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 time No. 27 is due to leave next station in rear where time is shown but not less than five (5) minutes.

The track between Berne and Scenic and between Pacific Ave. and Everett Jct. is controlled by a positive block in both directions and the automatic block signals at these points must not be passed except when displaying a clear indication or when authorized by train order to proceed. Between Berne and Scenic in case of loss of power or other emergency, a train in the tunnel may make a forward or a backward movement to Scenic or Berne without flag protection and may pass signals showing stop indication without stopping at a speed not to exceed eight (8) miles an hour.

High Voltage electric wires in electrified zone between Appleyard and Skykomish, in some places, will not clear man on top of car and trainmen must keep off cars while passing through this territory except in emergencies and then use extreme caution.

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.

At Snohomish N. P. trains will enter G. N. main track through cross-over. Eastward first class N. P. trains will leave G. N. main track through cross-over. Other than first class N. P. eastward trains will head in at west switch of N. P. passing track.

At Lowell eastward trains from N. P. connection and first class westward trains for N. P. connection will move through cross-over.

SPEED RESTRICTIONS

	Passenger	Freight
Over Main Street Crossing, Cashmere	25 M. P. H.	25 M. P. H.
Thru Monroe town limits	25 M. P. H.	15 M. P. H.
Over draw span Bridge 455 east of Snohomish	10 M. P. H.	10 M. P. H.

Maximum speeds, page 7.

**WESTWARD.**

**SECOND SUBDIVISION—EVERETT JUNCTION TO SEATTLE.**

**EASTWARD. 3**

SECOND CLASS		FIRST CLASS						Capacity Other Tracks		Station Numbers	Distance from Everett Junction	Time Table No. 30 Effective June 11, 1925.				FIRST CLASS						SECOND CLASS		
711	355	359	1	3	357	27	Capacity Other Tracks	Station Numbers	Distance from Everett Junction	STATIONS				Distance from Seattle	SIGNS		Telegraph Calls	360	358	2	4	28	356	712
Local Fri Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Fast Mail Daily				EVERETT JUNCTION	360	358	2		4	28		356	Local Fri Ex. Saturday					
L 10.00am	L 9.00am	L 12.45pm	L 9.00am	L 6.25am	L 5.50am	L 4.55am	40	1780		EVERETT JUNCTION	32.03	R DN XP	IN	A 9.05am	A 6.00pm	A 6.55pm	A 10.25am	A 10.40pm	A 1.10pm	A 7.30am	A 7.30am			
*10.35	f 9.10	12.51	9.06	6.34	f 5.58	5.02	93	1784	3.76	MUKILTEO	28.27	D P	MU	* 8.59	f 5.53	6.49	10.19	10.31	f 1.02	* 7.20				
f10.50	9.16	12.56	9.11	6.40	f 6.04	5.08		1790	7.89	MOSHER	24.14	P		* 8.49	5.46	6.43	10.13	10.28	f12.52	f 7.10				
f11.05	9.21	1.01	9.16	6.45	f 6.09	5.13		1793	10.89	MEADOWDALE	21.14	P	AD	f 8.44	5.41	6.38	10.08	10.23	f12.47	f 7.00				
*11.30	f 9.28	1.07	9.22	6.51	* 6.18	5.20	71	1795	14.61	EDMONDS	17.42	D W P	DR	* 8.39	* 5.35	6.33	10.03	10.18	*12.41	* 6.45				
*11.50	9.34	1.12	9.27	6.57	f 6.25	5.25	77	1796	17.70	RICHMOND BEACH	14.33	D P	R	* 8.31	f 5.29	6.28	9.58	10.13	f12.32	* 6.25				
f12.15pm	9.50	1.26	9.41	7.11	f 6.40	5.40	200	1807	25.57	BALLARD	6.46	D X	BD	* 8.17	5.17	6.17	9.47	10.02	f12.18	f 6.05				
A 12.30pm	f 9.54	1.29	9.44	7.14	* 6.44	5.44	1167	1808	27.32	INTERBAY	4.71	RK DNWC ONP	BB	* 8.14	5.14	6.14	9.14	9.59	*12.15	L 6.00am				
							232	28.67		G. N. DOCK	3.34													
	A 10.10pm	A 1.45pm	A 10.00am	A 7.30am	A 7.00am	A 6.00am	685	1813	32.03	SEATTLE	0	RK DN XP	UI	L 8.00am	L 5.00pm	L 6.00pm	L 9.30pm	L 9.45pm	L 11.59pm					
2.30 10.93	1.10 28.07	1.00 32.03	1.00 32.03	1.05 29.56	1.10 28.02	1.05 29.56								1.05 29.56	1.00 32.03	.55 34.94	.55 34.94	.55 34.94	1.11 28.00	1.30 18.21				

**Special Rules Second Subdivision.**

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

No. 27 is superior to all 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 time No. 27 is due to leave next station in rear where time is shown but not less than five (5) minutes.

Extra trains may use double track in the direction of Current of Traffic without running orders provided they secure proper clearance card Form A from Superintendent.

First class trains will register by card at Interbay and Everett Jct.

No. 358 will stop at stations Interbay to Mukilton to discharge passengers from Seattle or points west.

No. 355 and No. 359 will stop at stations Mukilton to Interbay to discharge passengers from Everett and points east and north.

Whistle signals for tracks with switches controlled from interlocking towers:

Everett Jct. Interlocking—Main track eastward one long. Coast Line eastward one long and one short.

**SPEED RESTRICTIONS.**

Thru Edmonds town limits	8 M. P. H.
Over draw span Bridge 4 Ballard	10 M. P. H.
Over N. P. crossing, Interbay	15 M. P. H.
Thru Seattle tunnel	10 M. P. H.
Maximum speeds, page 7.	

4 SOUTHWARD.				THIRD SUBDIVISION—EVERETT JUNCTION TO BELLINGHAM.										NORTHWARD.							
THIRD CLASS	SECOND CLASS		FIRST CLASS			Car Capacity		Station Numbers	Distance from Bellingham	Time Table No. 30 Effective June 21, 1929	Telegraph Code	Signals from Everett Junction	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS		
713	729	711	355	359	357	Siding	Trucks							356	300	360	358	712	728	714	
Local Freight	N. P. 678 Freight	Fast Freight	Passenger	Passenger	Passenger								Passenger	N. P. 643 Passenger	Passenger	Passenger	Fast Freight	N. P. 678 Freight	Local Freight		
Daily Ex. Monday	Daily Ex. Saturday	Daily Ex. Sunday	Daily	Daily	Daily								Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Sunday		
	L 3:25 <sup>am</sup>		L 6:45 <sup>am</sup>	L 10:45 <sup>am</sup>	L 2:50 <sup>pm</sup>	58	206	CL62	0.0	BELLINGHAM	RM	64.35	RK DN XW	P	A 4:00 <sup>am</sup>		A 11:55 <sup>am</sup>	A 8:20 <sup>pm</sup>	A 3:00 <sup>pm</sup>		
	356 3:48		* 6:55	*10:55	f 3:03	58	89	CL60	3.92	SOUTH BELLINGHAM	FN	61.43	DNO X P	f 3:48		*11:45	* 8:10	2:40			
	4:00		7:01	11:01	f 3:13	44	9	CL56	6.84	SOCKEYE		57.61		P	f 3:38	f11:34	8:02	2:25			
	4:20		f 7:10	11:10	f 3:25	45	9	CL50	12.80	SAMISH		61.85		W P	357 3:25	11:23	7:52	2:05			
			f 7:13		f 3:30		8	CL49	14.24	BLANCHARD		60.11		P	f 3:21	f11:20					
	4:35		7:17	11:15	f 3:37	58	15	CL48	16.80	BOW	BO	47.75		P	f 3:16	359 f11:15	7:47	* 1:45			
	4:45		7:23	11:21	f 3:48		10	CL42	21.28	BELLEVILLE	BV	48.09		P	f 3:06	f11:05	7:40	f 1:25			
L 714 L 10:15 <sup>am</sup>	5:40		* 7:35	*11:28	* 4:00	57	251	CL39	23.99	BURLINGTON	BU	49.38	R DNC GWVX	P	* 3:00	*11:00	* 7:35	* 1:15	713 10:15 <sup>am</sup>		
359 *10:42	6:00		* 7:48	*11:38	* 4:13	102	115	CL35	27.94	MT. VERNON	NR	36.40	DN P	* 2:45	713 *10:42	* 7:15	12:15 <sup>pm</sup>		10:00		
*11:00	6:15		* 7:58	f11:45	f 4:25	55	19	CL30	33.28	PIR	FR	81.07	D P	f 2:30	*10:27	7:00	359 11:45		* 9:00		
					f 4:28		6	CL27	35.61	MILLTOWN		28.74			f 2:25	*10:22					
713 *11:20	6:35		f 8:11	*11:57	* 4:43	56	57	CL23	40.38	STANWOOD	B	28.97	DN P	* 2:15	*10:13	6:48	713 11:20		* 8:10		
*11:50	6:55		f 8:18	f12:05 <sup>pm</sup>	f 4:55	65	19	CL17	45.93	SILVANA	SV	18.40	W P	f 2:00	*10:00	6:39	10:55		* 7:30		
359 f12:12 <sup>pm</sup>	7:15		8:26	713 12:12	f 5:03	56	17	CL13	49.91	ENGLISH		14.44		P	f 1:52	f 9:50	6:33	10:40			
f12:30	L 7:20 <sup>pm</sup>	7:25	8:30	12:17	5:10			CL9	53.66	KRUSB	K	10.67	DN P	1:44	A 9:28 <sup>am</sup>	9:41	6:28	10:25	A 11:35 <sup>am</sup>		
*12:55	7:35	7:35	* 8:35	f12:22	f 5:20	55	76	CL6	57.08	MARYSVILLE	MR	7.27	D P	* 1:38	9:23	* 9:35	6:23	10:15	11:25		
A 1:15 <sup>pm</sup>	A 7:50 <sup>pm</sup>	7:45 8:35	8:41	12:28	5:28			CL3	59.89	DELTA WYE	WY	4.45	DN YX P	1:28	L 9:17 <sup>am</sup>	711-712 8:25	6:16	359-711 10:00 8:00	L 11:10 <sup>am</sup>		
	9:40		8:44	12:31	5:31				61.00	LONG SIDING		3.25		1:25		9:22	6:13	7:50			
	9:50		* 8:58	*12:43	* 5:47	66	123	1779	63.55	EVERETT		0.80		P	* 1:20	* 9:15	* 6:07	7:35			
2:00 12:37	8:35 12:42	9:27	A 9:00 <sup>pm</sup>	A 12:45 <sup>pm</sup>	A 5:50 <sup>pm</sup>	40	1780	64.35		EVERETT JUNCTION	JN	0.0	R DN X P	L 1:10 <sup>am</sup>	L 9:05 <sup>am</sup>	L 6:00 <sup>pm</sup>	L 7:30 <sup>am</sup>		3:45 9:55		
															2:50 21:72	.11 23.94	2:20 21:72	2:20 27.61	7:30 8:44	.28 14.90	3:45 9:55

### Special Rules Third Subdivision.

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

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 and points south or east.

Following railroad crossings at grade are protected by crossing gates, all trains approach and cross them under full control:  
Burlington—G. N. Ry. Rockport Branch.  
South Bellingham—N. P. Ry.  
Bellingham—B. & N. Railway.

#### SPEED RESTRICTIONS

Thru Marysville, Mt. Vernon and Burlington ..... All Trains  
Over draw span Bridges 10, 11, 12 and 36 ..... 8 M. P. H.  
Over Bond St., Hewitt St., California St. and 24th St., Everett ..... 10 M. P. H.  
Maximum speeds, page 7. .... 6 M. P. H.

#### 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.

Whistle signals for tracks with switches controlled from Delta Wye Interlocking Station.

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.

SOUTHWARD.

THIRD SUBDIVISION—VANCOUVER TO BELLINGHAM.

NORTHWARD. 5

SECOND CLASS		FIRST CLASS						Car Capacity	Stilling	Other Tracks	Station Numbers	Distance from Vancouver	Time Table No. 30		Telegraph Code	Distance from Bellingham	SIGNS	FIRST CLASS						SECOND CLASS	
711	103	357	101	97	355	99	359						Effective June 11, 1929					STATIONS		102	356	98	100	360	358
Local Freight	C. N. Ry. 404 Freight	Passenger	C. N. Ry. 2 Passenger	C. N. Ry. 38 Passenger	Passenger	C. N. Ry. 4 Passenger	Passenger											C. N. Ry. 1 Passenger	Passenger	C. N. Ry. 37 Passenger	C. N. Ry. 3 Passenger	Passenger	Passenger	C. N. Ry. 403 Freight	Local Freight
Daily Ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday
L 4:50pm		L 11:59pm			L 4:30pm		L 8:30pm	Yard	422	CL125	0 0	VANCOUVER	VN	55.03	RKDN WCYXOP		A 7:40am			A 2:30pm	A10:45pm		A 9:45pm		
4:55	L 12:50am	12:03am	L 9:55pm	L 7:25pm	4:34	L 10:34am	8:34				1.25	C. N. JUNCTION		56.78		A 7:14am	7:30	A 10:24am	A 1:52pm	9:22	10:37	A 9:20am	9:35		
f 5:00	12:58	f 12:09	10:00	7:31	4:38	10:39	8:39			CL122	2.73	STILL CREEK		55.30	P	7:06	f 7:26	10:18	1:45	f 2:18	10:33	9:10	f 9:30		
f 5:05	1:04	f 12:13	10:04	7:36	4:41	10:44	8:41			CL130	4.58	ARDLEY		53.45	P	7:02	f 7:22	10:11	1:39	f 2:14	10:30	9:00	f 9:23		
f 5:10	1:12	f 12:19	10:09	7:42	4:46	10:49	8:44			CL117	7.20	BURNABY		50.83	P	6:57	f 7:17	10:04	1:34	f 2:09	10:26	8:50	f 9:16		
f 5:15	1:18	12:26	10:13	7:48	4:50	10:55	8:48			CL116	9.69	ENDOT		48.34	P	6:51	7:13	9:56	1:26	2:04	10:22	8:35	f 9:08		
* 5:30	1:25	12:28	10:18	7:51	4:53	10:59	8:51	23	131	CL118	11.70	SAPPERTON		46.33	W Y P	6:44	f 7:08	9:51	1:20	f 2:00	10:18	8:20	* 9:00		
* 5:35	A 1:30am	* 12:37	A 10:23pm	A 7:55pm	* 4:58	A 11:04am	* 8:56			CL107	13.06	NEW WESTMINSTER	MN	44.97	R DN X P	L 6:40am	* 7:05	L 9:48am	L 1:17pm	* 1:57	* 10:15	L 8:15am	* 8:52		
f 5:41		12:43			5:02		9:01				13.84	FRASER RIVER JCT		44.49			6:50			1:46	10:02		f 8:45		
f 5:56		12:52			5:10		9:08	84	4	CL101	18.69	TOWNSEND		39.34	P	f 6:40			f 1:38	9:54		f 8:32			
* 6:26		f 1:02			f 5:17		f 9:18	51	81	CL96	24.04	COLEBROOK	Q	33.95	DN Y P	f 6:27			* 1:30	* 9:46		* 8:20			
f 6:35		f 1:10			f 5:23		f 9:25			CL99	27.72	CRESCENT		30.31		f 6:15			f 1:20	f 9:38		f 8:00			
* 7:10		* 1:35			* 5:37		* 9:40	63	11	CL87	32.75	WHITE ROCK	WR	25.25	DN P	* 5:55			* 1:00	* 9:20		* 7:30			
											35.43	INTERNATIONAL BOUNDARY		22.60											
											35.89	BLAINE	BN	22.14	DN W X P	* 5:15			* 12:40	* 9:05		* 7:00			
* 9:25		f 2:10			6:12		* 10:08	66	38	CL77	43.46	CUSTER	CU	14.57	P	* 4:44			* 12:27	f 8:50		* 6:12			
* 10:00		* 2:23			* 6:23		* 10:18	68	51	CL71	49.05	PERNDALS	PD	8.98	D P	* 4:30			* 12:18	* 8:42		* 5:50			
A 11:15pm		A 2:40am			A 6:40pm		A 10:35am	88	205	CL63	55.03	BELLINGHAM	HM	0 0	RKDN WC X P	L 4:10am			L 12:01pm	L 8:25pm		L 5:00pm			
8:25	19:55	2:41	25:34	30	2:10	30	2:05												2:29	2:30	2:30	1:05	4:45		
		21:80	25:34	23:52	25:57	23:52	25:70												20:57	16:58	19:58	20:25	23:53	23:33	11:71

Third Subdivision 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 be on side of cars or engines passing same.

No train 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. 355 and 360.

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

SPEED RESTRICTIONS

Thru Blaine town limits	8 M. P. H.
Over Brunette St., Sapperton	10 M. P. H.
Over draw span Bridge 69	10 M. P. H.
Over Fraser River Bridge, New Westminster	6 M. P. H.
Between Mile Posts 123 and 127 between White Rock and Crescent, Oct. 1st to May 1st	15 M. P. H.
Maximum speeds, page 7.	

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.

6 WESTWARD. FOURTH SUBDIVISION---ANACORTES TO ROCKPORT. EASTWARD.

THIRD CLASS		FIRST CLASS		Car Capacity	Station Numbers	Distance from Rockport	Time Table No. 30 Effective June 11, 1929	Telegraph Calls	Distance from Anacortes	SIGNS	FIRST CLASS		THIRD CLASS	
725	713	279	277								278	280	714	726
Local Freight	Local Freight	Passenger	Passenger	Sliding	Other Trucks	STATIONS	Daily	Daily	Local Freight	Local Freight	Daily	Daily		
Ex. Sunday	Ex. Monday	Daily	Daily										Ex. Sunday	Ex. Sunday
L 5:30am	L 5:15pm	L 8:50am		78	CN53	ROCKPORT	RC 53.41	R DNX WY	A 12:50pm	A 9:30am	A 4:45pm			
f 5:45	f 5:30	f 9:05		15	CN48	NESTOS	47.41		f 12:35	f 9:10	f 4:05			
* 7:00	* 5:45	* 9:20		111	CN44	CONCRETE	54.28	D X	* 12:25	* 9:00	* 3:50			
* 7:25	f 5:48	f 9:23		84	CN43	GRASSMERE	43.02	X W	f 12:20	f 8:55	f 3:10			
f 7:50	* 6:00	* 9:35		35	CN38	BIRDVIEW	37.97		* 12:07pm	* 8:42	f 2:45			
* 8:25	* 6:13	* 9:48		39	CN33	HAMILTON	33.74	W	* 11:55	* 8:30	* 2:10			
* 8:50	* 6:22	* 9:52		36	CN29	LYMAN	29.81	D	* 11:45	* 8:20	* 1:40			
f 9:05	f 6:35	f 10:10		6		COKEDELE	24.06		f 11:30	f 8:05	f 1:10			
* 9:25	* 6:45	* 10:20		38	CN20	SEBRO-WOOLLEY	20.94	D X	* 11:20	* 7:55	* 12:55			
L 12:30pm	A 9:45am	A 7:00pm	A 10:35am	57	CL29	BURLINGTON	18.19	R DN CO W X Y	L 11:05am	L 7:40pm	L 12:30pm	A 7:00am		
* 12:40				18	CN18	AYON	13.81					* 6:50		
f 12:50				6	CN10	FREDONIA	10.78					f 6:40		
* 1:00				18	CN9	WHITNEY	9.28					* 6:35		
1:10				5		WHITMARSH	8.61	WH				6:20		
f 1:15					CN4	FIDALGO	3.75					f 6:15		
A 1:30pm				Yard	CN0	ANACORTES	0.41	AC	R D X W			L 6:00am		
1 0 16 19	4 15 8 78	1 45 21 26	1 48 21 26			Time Over Subdivision Average Speed Per Hour			1 45 21 26	1 50 20 40	4 15 8 78	1 0 16 19		

Special Rules—Fourth Subdivision.

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

Puget Sound and Baker River trains register at Whitmarsh.

First class trains will stop on flag at:  
Superior Ave., and Baker River, Concrete,  
Van Horn,  
Faber,  
Saulk,  
Mountview Spur.

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

SPEED RESTRICTIONS

All Trains

Over draw span 12 west of Whitney ..... 10 M. P. H.  
Over Bridge 52 Concrete ..... 10 M. P. H.  
Maximum speeds, page 7.

WESTWARD. FIFTH SUBDIVISION—SUMAS TO LADNER. EASTWARD.

SECOND CLASS		Car Capacity	Station Numbers	Distance from Sumas	Time Table No. 30 Effective June 11, 1929	Telegraph Calls	Distance from Ladner	SIGNS	SECOND CLASS	
383	384									
Mixed	Mixed	Sliding	Other Trucks	STATIONS	Daily	Daily	Local Freight	Local Freight	Mixed	Mixed
Mon, Wed, and Friday	Mon, Wed, and Friday									
L 10:15am			CO30	0 0	SUMAS, WASH	80	46.18	R D W C	A 9:15am	
				0 01	INTERNATIONAL BOUND'RY		46.17			
10:16		31	CO28	0 06	HUNTINGDON		46.12		* 9:14	
* 10:30		32	CO26	3 54	ABBOTSFORD	78	42.64	R D W	* 9:00	
* 10:45		7	CO21	8 01	SAREL		38.17		* 8:35	
* 11:05		34	CO16	13 03	ALDERGROVE	AG	33.56		* 8:20	
* 11:40		34	CO12	16 75	OTTER		29.43		* 7:55	
* 12:05pm		34	CO8	21 43	LINCOLN		24.75	W	* 7:25	
* 12:55		36	CL3	29 20	CLOYRDALB	CL	16.98	Y	* 6:55	
f 1:15		8	CV4	33 09	ALLUVIA		13.09		* 6:40	
f 1:25		4	CV6	34 53	SOUTHPORT		11.68		f 6:35	
f 1:30				35 40	COLEBROOK JCT		10.78	Y	f 6:31	
* 2:00		36	CL6	35 47	COLEBROOK	G	10.71	R DN W	6:30 5:55	
f 2:02				36 34	QUICHON LINE JCT		9.94		f 6:45	
f 2:30		9	CV14	43 03	INVERHOLM		3.66		f 5:15	
f 2:45		8	CV18	44 44	CHALLUETHAN		1.24		f 5:05	
A 3:00pm		3	CV19	45 18	LADNER		0 0	R Y	L 5:00am	
4 45 9 70					Time Over Subdivision Average Speed Per Hour				4 15 10 46	

Special Rules—Fifth Subdivision.

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

All trains Fifth Subdivision will protect against all Third Subdivision trains between Colebrook Jct. and Quichon Line Jct.

Maximum speeds, page 7.

**BUSINESS TRACKS NOT SHOWN AS STATIONS  
ON TIME TABLE.**

NAME	LOCATION	OPENS	CAPACITY
<b>First Sub-Divisions:</b>			
Plains	4.49 Miles east of Winton	Both ends	9 Cars
Nason Creek	2.02 Miles east of Merritt	Both	75 "
Gaynor	2.75 Miles east of Berne	Both	73 "
Great Republic Mining Co.			
Miller River	2.2 Miles west of Skykomish	West	19 "
Grotto Lumber Co	0.1 Miles east of Grotto	East	1 "
Northwestern Portland Cement Co.'s Spur	0.2 Miles east of Grotto	South	33 "
Reiter Lbr. Co.'s Spur	3.5 Miles west of Grotto	East	6 "
aring Cedar Co. Spur	3.7 Miles west of Grotto	East end	13 "
Baring	3.9 Miles west of Grotto	Both ends	21 "
Index, Galena Mill Spur	0.3 Miles east of Index	East	35 "
Western Granite Works Spur	1.0 Miles west of Index	West	29 "
Gravel Bankers	0.5 Miles west of Reiter	Both ends	82 "
Wallace Falls Timber Co.	1.7 Miles east of Gold Bar	Both ends	85 "
Startup	1.9 Miles west of Gold Bar	Both ends	14 "
Wallace Lumber Co. Spur	0.7 Miles east of Sultan	East	27 "
Miller Logging Co.'s Siding	1.3 Miles west of Sultan	Both ends	64 "
Woodruff	1.9 Miles west of Monroe	Both ends	22 "
Frye Spur	3.1 Miles west of Monroe	East	14 "
Robinson Lettuce Spur	2.0 Miles west of Monroe	East	20 "
<b>Second Sub-Divisions:</b>			
G. N. Oil Tank Spur	1.0 Miles west of Everett Jet.	East	52 Cars
Washington Bolt Spur	0.6 Miles west of Edmonds	West	48 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "
<b>Third Sub-Division:</b>			
Chukanut Cannery Spur	0.6 Miles north of Sockeye	North	7 Cars
Hazel Mill Spur	0.8 Miles south of Samish	North	33 "
Bellville Pit	1.6 Miles north of Bellville	North	111 "
Puget Sound and Cascade Ry. Cont.	1.2 Miles north of Mt. Vernon	South	7 "
Associated Oil Co. Spur	0.8 Miles north of Mt. Vernon	South	10 Cars
Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	2 "
Hawley Spur	1.9 Miles south of Fir	North	5 "
Ketchum Spur	2.5 Miles north of Stanwood	South	5 "
Norman Spur	1.0 Miles north of Silvana	South	10 "
Cox's Spur	1.5 Miles north of Marysville	South	4 "
Ardley Power Spur	0.5 Miles south of Ardley	South	9 "
Sapperton Pit	0.9 Miles north of Sapperton	Both	84 "
St. Mingo Spur	1.1 Miles north of Townsend	North	21 "
Campbell Lumber Co. Spur	1.0 Miles south of Whiterock	South	55 "
Dakota Creek Spur	2.1 Miles south of Blaine	North	23 "
Milk Spur	0.7 Miles south of Ferndale	South	31 "
Standard Oil Spur	0.7 Leads off Milk Spur	Both	11 "
Marietta Spur	3.6 Miles north of Bellingham	South	2 "
Olympic Portland Cement Co. Spur	2.0 Miles south of Ferndale	North	29 "
Utah Idaho Sugar Co. Spur	2.4 Miles north of Bellingham	North	175 "
Olympic Portland Cement Co. Spur	2.4 Miles north of Bellingham	North	205 "
<b>Fourth Sub-Division:</b>			
Briscoe Spur	1.4 Miles west of Rockport	West	13 Cars
Mountview	3.7 Miles west of Rockport	Both ends	18 "
Sauk Spur	1.6 Miles west of Rockport	West	12 "
Van Horne's Spur	1.0 Miles west of Nestos	Both ends	6 "
Puget Sound Saw Mill Co.	0.8 Miles west of Nestos	Both ends	87 "
L. Spur	0.5 Miles west of Hamilton	West	1 "
Hawkins Spur	0.8 Miles west of Fredonia	East	6 "
Gravel Pit Spur	6.1 Miles east of Anacortes	West	4 "
Log Rollway	2.3 Miles east of Anacortes	Both ends	22 "
<b>Fifth Sub-Divisions:</b>			
Gowdy Road Spur	1.4 Miles east of Challuethan	West	5 Cars
Patterson's Spur	0.9 Miles east of Inverholm	West	7 "
Smith Road Spur	2.1 Miles east of Inverholm	Both	7 "
Mathew Road Spur	3.1 Miles east of Inverholm	Both	6 "
Embre Road Spur	3.1 Miles west of Colebrook	Both	6 "
Oliver Road Spur	1.8 Miles west of Colebrook	West	5 "
Gravel Pit Spur	0.7 Miles east of Alburis	West	7 "
Surrey Spur	1.0 Miles west of Cloverdale	West	3 "
Langley Timber Co.'s Spur	0.9 Miles west of Lincoln	West	3 "
Fish Trap Pit	1.3 Miles west of Sarel	West	36 "
Abbotsford Timber Spur	0.7 Miles west of Abbotsford	East	10 "

**MAXIMUM SPEED.**

Between	Passenger	Freight
Wanatchee and Merritt	50 miles per hour.	40 miles per hour.
Merritt and Berne	35 miles per hour.	20 miles per hour.
Berne and Scenic	30 miles per hour.	20 miles per hour.
Scenic and Skykomish	35 miles per hour.	20 miles per hour.
Skykomish and Gold Bar	45 miles per hour.	30 miles per hour.
Gold Bar and Pacific Avenue	55 miles per hour.	35 miles per hour.
Everett Jet. and Seattle	50 miles per hour.	30 miles per hour.
Delta Wye and Samish	55 miles per hour.	35 miles per hour.
Samish and Bellingham	40 miles per hour.	25 miles per hour.
Bellingham and Vancouver	50 miles per hour.	35 miles per hour.
Rockport and Birdview	30 miles per hour.	15 miles per hour.
Birdview and Burlington	30 miles per hour.	20 miles per hour.
Burlington and Anacortes	30 miles per hour.	15 miles per hour.
Sumas and Colebrook	30 miles per hour.	30 miles per hour.
Colebrook and Ladner	20 miles per hour.	20 miles per hour.

Trains handling cars loaded with logs will not exceed speed of 20 miles per hour and such trains must not move by passenger trains moving or standing.

**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. O. Cunningham	Assistant Chief Surgeon	Spokane, Wash.
Dr. H. J. Knott	Division Surgeon, Cobb Bldg.	Seattle, Wash.
Dr. C. A. Mead	Assistant Division Surgeon	Everett, Wash.
Dr. W. T. Flynn	Assistant Division Surgeon	Everett, Wash.
Dr. A. S. Munro	Assistant Division Surgeon	Vancouver, B. C.
Dr. A. E. Gerhart	Assistant Division Surgeon	Wenatchee.
Dr. H. T. Rhoads	Ophthalmic Surgeon	Everett, Wash.
Dr. Frederick A. Kieble	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.
Dr. E. Hayden	Cashmere.
Dr. Paul W. Sweet	Centralia.
Dr. L. S. Traak	Everett.
Dr. O. H. Christopherson	Interbay.
Dr. G. W. Hoxsey	Leavenworth.
Dr. Minard Allison	Monroe.
Dr. Geo. E. Drew	New Westminister.
Dr. R. C. McDaniel	Portland.
Dr. Ralph M. Dodson	Selling Bldg. Portland, Ore.
Dr. R. W. Perry, Oculist.	Seattle.
Dr. B. L. Phillips	Skykomish.
Dr. James A. LaGass	Tacoma.
Dr. R. D. Wiswall	Vancouver, Wash.
Dr. L. M. Mars	Wenatchee, Wash.

J. C. DEVERY, Chief Dispatcher.      C. A. MANTHE, Train Master.      I. E. CLARY, Train Master.      T. B. DEGNAN, Superintendent Terminals

