



G.N.
g.r.s

CASCADE DIVISION.

TIME TABLE No. 31

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

SUNDAY, SEPTEMBER 15, 1929.

Superseding Time Table No. 30.

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	Time Table No. 31 Effective September 15, 1925.	SIGNS	FIRST CLASS				SECOND CLASS		
37	299 (N. P. 445)	1	3	27					38	2	4	28	402		
Passenger	Passenger	Passenger	Passenger	Pass Mail	Size	Trucks	Distance from Wenatchee	Telegraph Code	Distance from Everett Jct.	Passenger	Passenger	Passenger	Pass Mail	Time Freight	
Daily	Daily Ex Sunday	Daily	Daily	Daily	Yard	Other	Miles			Daily	Daily	Daily	Daily	Daily	
L 12:00h		L 3:55a	L 1:55a	L 12:10a	Yard 1232	1548	0.0	WO	12:07	RK DN WOX P	A 3:10h	A 11:10h	A 2:50a	A 3:45a	A 9:15a
f 1:05		4:08	2:10	12:23	128	1664	7.38	114.29		D P	f 2:55	10:54	2:30	3:28	8:45
* 1:15		4:16	2:20	12:30	83	240	11.00	UM	112.87	DN W X P	* 2:45	10:46	2:20	* 3:18	8:35
* 1:25		4:24	2:28	12:38		104	14.54	DN	108.03	D P	* 2:33	10:37	2:10	3:07	8:20
* 1:33		4:32	2:35	12:45		140	18.75	FN	104.91	D P	* 2:25	10:30	2:02	2:57	8:10
* 1:45		4:41	2:45	12:53	100	30	22.05	CE	101.83	DN P	* 2:15	10:20	1:53	* 2:48	7:55
f 2:00		4:55	2:58	1:07	28		27.91	CM	98.75	f 2:00	10:07	1:40	2:33	7:25	
f 2:15		5:12	3:14	1:25	119	16	35.90	WI	95.07	DN P	f 1:40	9:53	1:25	2:20	6:55
* 2:30		5:27	3:28	1:37	115	78	42.15	CK	91.81	W Y P	* 1:23	9:40	1:10	2:09	6:30
f 2:50		5:40	3:45	1:55	80		49.81	BR	78.88	DN P	f 1:05	9:25	12:55	1:55	6:00
f 3:10		6:10	4:05	2:15	85	88	58.17	MA	65.80	DN P	f 12:45	9:05	12:35	1:25	5:30
f 3:21		6:20	4:14	2:23	86	10	62.34	NE	61.38	W P	f 12:32	8:55	12:25	1:10	4:45
f 3:30		6:28	4:22	2:31	85	10	66.00	G	57.87	P	f 12:23	8:45	12:15	1:00	4:22
* 3:50		* 6:50	* 4:45	* 2:55	E 108 W 108	326	70.98	XY	53.71	RK DNWC XY P	* 12:10h	* 8:32	* 12:01a	* 12:45	3:40 2:30
* 3:58		6:58	4:53	3:05	85	42	74.78	GO	48.89	D P	* 11:52	8:16	11:46	12:25	2:15
f 4:08		7:08	5:02	3:14	75	65	79.91	BA	48.78	W P	f 11:38	8:09	11:39	12:17	2:00
* 4:19		7:18	5:11	3:25	84	18	85.25	NX	34.12	DN P	* 11:25	7:59	11:29	12:05a	1:35
f 4:29		7:28	5:20	3:35	70	18	90.14	32.42		W P	f 11:14	7:49	11:19	11:55	1:15
* 4:40		7:35	5:27	3:44	83	1041	94.81	GB	29.15	DN W Y P	* 11:05	7:42	11:12	11:47	1:00
* 4:53		7:50	5:35	3:54	88	18	99.91	80	33.75	D P	* 10:55	7:35	11:05	11:39	12:40
* 5:10		8:08	5:49	4:10	93	126	107.37	RO	15.20	DN W Y P	* 10:40	7:25	10:55	* 11:28	12:20
* 5:25	L 8:50a	8:25	5:59	4:22	109	149	114.38	BR	9.29	DN P	* 10:23	7:15	10:45	* 11:08	12:05a
f 5:35	A 9:00a	8:40	6:08	4:32	71	123	120.20	W	3.17	DN X W P	f 10:11	7:08	10:38	10:55	11:50
f 5:39		8:43	6:11	4:35	86	115	121.82	D	1.85	DN X P	f 10:08	7:05	10:35	10:53	11:20
* 5:53		* 8:58	* 6:23	* 4:53	9	1779	123.87		80	X P	* 10:05	* 7:02	* 10:32	* 10:50	
A 5:55h	A 9:00a	A 6:25a	A 4:55a		40	1780	123.87	JN	0.0	R DN P	L 9:55a	L 6:55h	L 10:25h	L 10:40h	L 11:10h
5:05	10	5:05	4:30	4:45	Yard 1280	CL2	123.45	PG		RK DNWC YO P	5:15	4:15	4:25	3:55	10:00
24:14	34:02	24:14	27:42	26:10							23:55	29:11	27:08	21:15	12:57

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.

Leavenworth will be flag stop for Trains No. 3 and No. 4 for passengers destined to or from Everett and west and to or from Spokane and east.

Trains No. 1 and No. 3 will stop at points west of Wenatchee to let off passengers ticketed from St. Paul or point east.

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 Chairs Tables	Station Numbers	Distance from Everett Junction	Time Table No. 31 Effective September 15, 1929.				Distance from Seattle	SIGNS	Telegraph Calls	FIRST CLASS							SECOND CLASS				
711	365	37	359	1	3	357	27	360				38	358	2	4				28	356	712									
Local Frt. Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Fast Mail Daily									Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Fast Mail Daily	Passenger Daily	Local Frt. Daily Ex. Saturday							
L 10.00	L 9.00	L 6.55	L 12.45	L 9.00	L 6.25	L 5.50	L 4.55	40	1780							A 9.05	A 9.55	A 6.00	A 6.55	A 10.25	A 10.40	A 1.10	A 7.30							
+10.35	f 9.10	6.02	12.51	9.06	6.34	f 5.58	5.02	93	1784	3.78						* 8.59	9.49	f 5.53	6.49	10.19	10.34	f 1.02	* 7.20							
10.50	9.16	6.08	12.56	9.11	6.40	f 6.04	5.08		1790	7.89						P	8.49	9.43	5.46	6.43	10.13	10.28	f 12.52	f 7.10						
11.05	9.21	6.13	1.01	9.16	6.45	f 6.09	5.13		1793	10.89						P	AD	f 8.44	9.38	5.41	6.38	10.08	10.23	f 12.47	f 7.00					
+11.30	f 9.28	6.20	1.07	9.22	6.51	* 6.18	5.20	71	1795	14.81						D W P	DR	* 8.39	9.33	* 5.35	6.33	10.03	10.18	* 12.41	* 6.45					
+11.55	9.34	6.25	1.12	9.27	6.57	f 6.25	5.25	77	1796	17.70						D	P	R	* 8.31	9.28	f 5.29	6.28	9.58	10.13	f 12.32	* 6.25				
12.10	9.50	6.40	1.25	9.41	7.11	f 6.40	5.40	200	1807	25.57						D	X	DD	* 8.17	9.17	5.17	6.17	9.47	10.02	f 12.18	f 6.05				
A 12.30	f 9.54	6.44	1.29	9.44	7.14	* 6.44	5.44	1187	1808	27.32						RK	DNWC	OMP	RB	* 8.14	9.14	5.14	6.14	9.44	9.69	* 12.15	L 6.00			
								232		28.67																				
	A 10.10	A 7.00	A 1.45	A 10.00	A 7.30	A 7.00	A 6.00	664	1818	32.03						RK	DN	XP	UD	L 8.00	L 9.00	L 5.00	L 6.00	L 9.30	L 9.45	L 11.59				
2.30	1.10	1.05	1.00	1.00	1.05	1.10	1.05																							
10.52	24.02	29.58	32.03	32.03	29.58	28.02	29.58																							
												Time Over Subdivision Average Speed Per Hour																		

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 Mukilteo to discharge passengers from Seattle or points west.

No. 355 and No. 359 will stop at stations Mukilteo 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.

	All Trains
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.	

THIRD SUBDIVISION—EVERETT JUNCTION TO BELLINGHAM.

NORTHWARD

4 SOUTHWARD.				THIRD SUBDIVISION—EVERETT JUNCTION TO BELLINGHAM.										NORTHWARD					
THIRD CLASS	SECOND CLASS	FIRST CLASS			Car Capacity	Stations	Distance from Bellingham	Time Table No. 31				Signs	FIRST CLASS			SECOND CLASS		7	
713	729	711	355	359				357	Effective September 15, 1929				356	300	360	358	712		728
Local Freight	N. P. 875 Freight	Fast Freight	Passenger	Passenger	Passenger	Stations	Time	RR	DN	X	P	Passenger	N. P. 443 Passenger	Passenger	Passenger	Fast Freight	N. P. 675 Freight	Local	
Daily Ex. Monday	Daily Ex. Saturday	Daily Ex. Sunday	Daily	Daily	Daily														Daily
		L 3:26m	L 6:45m	L 10:45m	L 2:50m	58	306	CL62	0.0	BELLINGHAM	HM	84.25	RR DN X P	A 4:00m	A 11:55m	A 8:20m	A 3:00m		
		3:58	* 6:56	* 10:55	* 3:03	58	89	CL60	2.92	SOUTH BELLINGHAM	FN	81.43	DNO X P	f 3:48	* 11:45	* 8:10	2:40		
		4:00	7:01	11:01	f 3:13	44	9	OL66	5.84	ROCKBYR		87.81	P	f 3:38	f 11:34	8:02	2:25		
		4:20	f 7:10	11:10	f 3:25	48	9	CL60	12.90	SAMISH		81.68	W P	3:25	11:23	7:52	2:05		
			f 7:13		f 3:30	8		CL49	14.34	BLANCHARD		80.11	P	f 3:21	f 11:20				
		4:35	7:17	11:15	f 3:37	34	15	CL45	16.90	BOW	BO	47.74	P	f 3:16	f 11:15	7:47	* 1:45		
		4:45	7:23	11:21	f 3:48	10		CL43	21.36	BELLEVILLE	BY	48.00	P	f 3:06	f 11:05	7:40	f 1:25		
		5:40	* 7:35	* 11:28	* 4:00	87	281	CL39	22.90	BURLINGTON	BU	40.35	B DNC OWYX P	* 3:00	* 11:00	* 7:35	* 1:15	A 10	
714		L 10:15m			* 4:00	87	281	CL39	22.90	MT. VERNON	NR	36.60	DN P	* 2:45	* 10:42	* 7:15	12:15m	10	
350		* 10:42			* 4:13	100	118	OL35	27.85	PIR	FR	31.97	D P	f 2:30	* 10:27	7:00	11:45	* 5	
		* 11:00			* 4:25	25	19	CL30	33.36	MILLTOWN		35.74	P	f 2:25	* 10:22				
		7:12	f 8:11	* 11:57	* 4:43	88	87	CL28	40.38	STANWOOD	B	32.97	DN P	* 2:15	* 10:13	6:48	7:12	* 5	
		* 11:50	f 8:18	f 12:05m	f 4:55	86	19	CL17	45.95	SILVANA	BY	18.40	W P	f 2:00	* 10:00	6:39	10:55	* 7	
		f 12:12m	8:25	12:12	f 5:03	88	17	CL18	49.91	ENGLISH		14.44	P	f 1:52	f 9:50	6:33	10:40	f 7	
		f 12:30	8:30	12:17	5:10			CL9	53.98	KRUBE	K	10.67	DN P	1:44	A 9:28m	9:41	6:28	10:25	A 11:35m
		* 12:55	* 8:35	f 12:22	f 5:20	85	76	CL4	57.08	MARYVILLE	MB	7.27	D P	* 1:38	9:23	* 9:35	6:23	10:15	11:25
		A 1:15m	8:41	12:28	5:28			CL4	60.80	DBLTA WYE	WT	4.49	DN YX P	1:28	L 9:17m	7:11-7:12	9:25	6:16	10:00
			8:44	12:31	5:31				61.00	LONG SIDING		3.25	P	1:25		9:22	6:13	7:50	L 6
			* 8:58	* 12:43	* 5:47	86	122	1779	62.55	EVERETT		0.90	P	* 1:20	* 9:15	* 6:07	7:35		
		A 10:00m	A 9:00m	A 12:45m	A 5:50m	40	1790	64.25	64.25	EVERETT JUNCTION	JN	0.00	R DN X P	L 1:10m	L 9:05m	L 6:00m	L 7:30m		
		8:00	9:15	12:50	6:00														
		12:37	8:25	12:50	6:17														

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	8 M. P. H.
Over draw span Bridges 10, 11, 12 and 36	10 M. P. H.
Over Bond St., Hewitt St., California St. and 24th St., Everett	6 M. P. H.

Maximum speeds, page 7.

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 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 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 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 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.

SOUTHWARD.

THIRD SUBDIVISION—VANCOUVER TO BELLINGHAM.

NORTHWARD. 5

SECOND CLASS		FIRST CLASS						Car Capacity	Station Numbers	Distance from Vancouver	Time Table No. 31		Stations	Telephone Calls	Distance from Bellingham	FIRST CLASS						SECOND CLASS		
711	103	357	101	97	355	99	359				102	358				98	100	360	358	104	712			
Local Freight	C. N. Ry. 404 Freight	Passenger	C. N. Ry. 3 Passenger	C. N. Ry. 28 Passenger	Passenger	C. N. Ry. 4 Passenger	Passenger	C. M. Ry. 1 Passenger	Passenger	C. N. Ry. 27 Passenger	C. N. Ry. 3 Passenger	Passenger	Passenger	C. N. Ry. 408 Freight	Local Freight									
Daily Ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday									
4:50 ^{PM}		L 11:59 ^{PM}			L 4:30 ^{PM}		L 8:30 ^{PM}	Yard	423	CL130	0.0	VANCOUVER	VN	58.05	RKDN WCYXOP	A 7:40 ^{AM}		A 2:30 ^{PM}	A 10:45 ^{PM}		A 9:45 ^{PM}			
4:55	L 12:50 ^{PM}	12:03 ^{PM}	L 9:55 ^{PM}	L 7:25 ^{PM}	4:34	L 10:34 ^{PM}	8:34				1.33	C. N. JUNCTION		58.78		A 7:14 ^{AM}	7:30	A 10:24 ^{PM}	A 1:52 ^{PM}	2:22	10:37	A 9:20 ^{PM}	9:36	
5:00	12:58	12:09	10:00	7:31	4:38	10:39	8:39			CL133	2.71	STILL CREEK		59.20	P	7:06	f 7:26	10:18	1:45	f 2:18	10:33	9:10	f 9:30	
5:05	1:04	12:13	10:04	7:36	4:41	10:44	8:41			CL130	4.58	ARDLEY		59.44	P	7:02	f 7:22	10:11	1:39	f 2:14	10:30	9:00	f 9:23	
5:10	1:12	12:19	10:09	7:42	4:45	10:49	8:44			CL117	7.30	BURNABY		60.53	P	6:57	f 7:17	10:04	1:34	f 2:09	10:26	8:50	f 9:16	
5:15	1:18	12:26	10:13	7:48	4:50	10:55	8:48		18	CL114	9.89	ENDOT		61.24	P	6:51	7:13	9:56	1:26	2:04	10:22	8:36	f 9:08	
5:30	1:28	12:28	10:18	7:51	4:53	10:59	8:51	28	121	CL113	11.70	SAPPERTON		61.84	W Y F	6:44	f 7:08	9:51	1:20	f 2:00	10:18	8:20	+ 9:00	
5:35	A 1:30 ^{AM}	A 12:37	A 10:23 ^{PM}	A 7:55 ^{PM}	+ 4:58	A 11:04 ^{AM}	+ 8:56		64	CL107	13.04	NEW WESTMINSTER	MN	61.97	R DN X P	L 6:40 ^{AM}	+ 7:05	L 9:48 ^{AM}	L 1:17 ^{PM}	+ 1:57	+ 10:15	L 8:15 ^{PM}	+ 8:52	
5:41		12:43			5:02		9:01				13.84	FRASER RIVER JCT		62.46			6:50		1:46	10:02		f 8:45		
5:55		12:52			5:10		9:08	44	4	CL101	18.60	TOWNSHIP		63.24	P	f 6:40		f 1:38	9:54			f 8:32		
6:25		f 1:02			f 5:17		f 9:18	81	81	CL94	24.04	COLEBROOK	G	63.90	DN Y P	f 6:27		f 1:30	f 9:46			+ 8:20		
6:35		f 1:10			f 5:23		f 9:25	8	8	CL88	27.73	CRESCENT		64.31		f 6:15		f 1:20	f 9:38			f 8:00		
7:00		f 1:35			+ 5:37		+ 9:40	63	11	CL87	33.73	WHITE ROCK	WR	65.24	DN P	+ 5:55		+ 1:00	+ 9:20			711	+ 7:30	
											35.43	INTERNATIONAL BOUNDARY		65.60										
7:45		+ 1:55			+ 6:00		+ 9:55	35	184	CL84	35.89	BLAINE	BN	65.14	DN W X P	+ 5:15		+ 12:40	711	+ 8:05		+ 7:00		
9:25		f 2:10			712	8:12	+ 10:08	66	28	CL77	48.48	CUSTER	CU	64.87	P	+ 4:44		+ 12:27	f 8:50			885	+ 6:12	
10:00		+ 2:23			+ 6:23		+ 10:18	68	81	CL71	49.04	PERNDAL	PD	65.96	D P	+ 4:30		+ 12:18	+ 8:42				+ 5:50	
11:15 ^{PM}		A 2:40 ^{AM}			A 6:40 ^{AM}		A 10:35 ^{AM}	88	200	CL68	58.02	BELLINGHAM	HM	66.00	RKDN WCYXOP	L 4:10 ^{AM}		L 12:01 ^{PM}	L 8:25 ^{PM}			L 6:00 ^{PM}		
8:45	8:55	9:41	28	23:02	2:10	30	23:02	2:05	30							84	2:50	3:35	10:58	30:58	2:29	3:00	1:05	4:45
9:05	9:15	9:51	28	23:02	2:10	30	23:02	2:05	30							84	2:50	3:35	10:58	30:58	2:29	3:00	11:74	4:45

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 engine 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 all first class trains.
- 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 pretesting 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	Stations	Time Table No. 31 Effective September 15, 1929	Signs	FIRST CLASS		THIRD CLASS		
725	713	279	277					278	280	714	726	
Local Freight	Local Freight	Passenger	Passenger	Siding	Other Tracks	Stations	Distance from Anacortes	Signs	Passenger	Passenger	Local Freight	Local Freight
Daily Ex Monday	Daily Ex Monday	Daily	Daily									
L 5:30m	L 5:15m	L 8:50m		78	CNA2	ROCKPORT	RC 88.41	R DNX WY	A 12:50Pm	A 9:30Am	A 4:45Pm	
f 5:45	f 5:30	f 9:06		18	CNA8	NESTOS	47.41		f 12:35	f 9:10	f 4:05	
* 7:00	* 5:45	* 9:20		111	CNA4	CONCRETE	BA 14.38	R D X	* 12:25	* 9:00	* 3:50	
* 7:25	f 5:48	f 9:23		84	CNA8	GRABBERS	43.02	X W	f 12:20	f 8:55	f 3:10	
f 7:50	* 6:00	* 9:35		38	CNA8	BIRDSVIEW	37.97		* 12:07m	* 8:42	f 2:45	
* 8:25	* 6:13	* 9:48		39	CNA3	HAMILTON	E 32.74	W	* 11:55	* 8:30	* 2:10	
* 8:50	* 6:22	* 9:52		88	CNA9	LYMAN	MY 29.81	D	* 11:45	* 8:20	* 1:40	
f 9:05	f 6:35	f 10:10		6					f 11:30	f 8:05	f 1:10	
* 9:25	* 6:45	* 10:20		36	CNA2	COKSDALE	24.06		* 11:20	* 7:55	* 12:55	
L 12:30Pm	A 9:45Am	A 7:00Pm	A 10:35Am	87	CNA9	BURLINGTON	BU 16.19	R DN CD W X Y	L 11:05Am	L 7:40Pm	L 12:30Pm	A 7:00Am
* 12:40				18	CNA13	AVON	18.51					* 6:50
f 12:50				8	CNA10	FREDONIA	10.78					f 6:40
* 1:00				18	CNA9	WHITNEY	9.28					* 6:35
1:10				8		WHITMARSH	WZ 5.61					6:20
f 1:15					CNA4	PIDALGO	3.75					f 6:15
A 1:30Pm				Yard	ON0	ANACORTES	AC 05.41	R D X W				L 6:00Am
1:0 18 19	4 15 8 74	1 48 21 26	1 48 21 26						1 45 81 35	1 50 90 40	4 15 8 72	1 0 18 19
Time Over Subdivision Average Speed Per Hour												

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,
Bauk,
Mountview Spur.

Trains 725 and 726 stop on flag at Pidalgo Mill Spur and Summitt 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 CLOVERDALE TO LADNER. EASTWARD.

SECOND CLASS		Car Capacity		Stations	Time Table No. 31 Effective September 15, 1929	Signs	SECOND CLASS				
383		383					384				
Local Freight	Local Freight	Siding	Other Tracks	Stations	Distance from Ladner	Signs	Local Freight	Local Freight			
Daily Ex Monday	Daily Ex Monday								Daily	Daily	Daily Ex Sunday
L 8:40Am		88	88	CL88	0 0		CLOVERDALE	CL 18 98	Y	A 8:10Am	
f 8:55		8	8	CV4	8 89		ALLUVIA			* 7:55	
f 9:00		4	4	CV8	8 23		SOUTHPORT			f 7:50	
f 9:05					0 87		COLBROOK JCT			Y	f 7:45
* 9:45		88	84	CL88	6 27		COLBROOK	G 10 71	R DN	* 7:45	
f 9:47					7 04		QUICHON LINE JCT				f 7:00
f 10:10		8	8	CV14	13 22		INVERHOLM				f 6:30
f 10:25		8	8	CV16	15 74		CHALLUCTHAN				f 6:20
A 10:40Am		2	2	CV19	18 98		LADNER		0 0 R	Y	L 6:15Am
2 0 8 49							Time Over Subdivision Average Speed Per Hour				1 55 8 57

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 Colbrook Jet. and Quichon Line Jet.

Maximum speeds, page 7.

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

NAME	LOCATION	OPENS	CAPACITY
First Sub-Division:			
ina	4.49 Miles east of Winton	Both ends	9 Cars
son Creek	2.62 Miles east of Merritt	Both	75 "
ynor	2.75 Miles east of Berne	Both	73 "
sat Republic Mining Co.	2.2 Miles west of Skykomish	West	19 "
Miller River	0.1 Miles east of Grotto	East	1 "
otta Lumber Co.	0.2 Miles east of Grotto	South	33 "
the western Portland Ce-	3.5 Miles west of Grotto	East	6 "
nant Co.'s Spur	3.7 Miles west of Grotto	East and	13 "
ier Lbr. Co.'s Spur	3.9 Miles west of Grotto	Both ends	21 "
ring Cedar Co. Spur	0.3 Miles east of Index	East	36 "
ring	1.0 Miles west of Index	West	29 "
lex, Galena Mill Spur	0.5 Miles west of Reiter	Both ends	82 "
where Granite Works Spur	1.7 Miles east of Gold Bar	Both ends	84 "
aval Bunkers	1.9 Miles west of Gold Bar	Both ends	14 "
ilace Falls Timber Co.	0.7 Miles east of Sultan	East	27 "
rtup	1.3 Miles west of Sultan	Both ends	64 "
ilace Lumber Co. Spur	1.9 Miles west of Monroe	Both ends	22 "
ler Logging Co.'s Siding	3.1 Miles west of Monroe	East	14 "
odruft	2.0 Miles west of Monroe	East	20 "
rs Spur			
binson Lettuce Spur			
Second Sub-Division:			
N. Oil Tank Spur	1.0 Miles west of Everett Jet	East	52 Cars
edington Bolt Spur	0.6 Miles west of Edmonds	West	48 "
undard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "
Third Sub-Division:			
uckanut Cannery Spur	0.6 Miles north of Sockeye	North	7 Cars
uel Mill Spur	0.8 Miles south of Samiah	North	33 "
hills Pit	1.6 Miles north of Bellville	North	111 "
tion Oil Co. Spur	1.2 Miles north of Mt. Vernon	South	7 "
get Sound and Cascade	0.8 Miles north of Mt. Vernon	South	10 Cars
ry, Conn.	1.2 Miles south of Mt. Vernon	North	2 "
oicisted Oil Co. Spur	1.3 Miles south of Fir	South	2 "
egit Creaming Tr. Track	1.0 Miles south of Fir	North	5 "
way Spur	2.5 Miles north of Sitka	South	5 "
atum Spur	1.0 Miles north of Silvana	South	4 "
rman Spur	1.5 Miles north of Marysville	South	9 "
x's Spur	0.5 Miles south of Ardley	Both	84 "
dley Power Spur	0.9 Miles north of Sapperton	North	21 "
pperton Pit	1.1 Miles north of Townsend	South	56 "
kingo Spur	1.0 Miles south of Whiterock	South	23 "
mpbell Lumber Co. Spur	2.1 Miles south of Blaine	North	31 "
kota Creek Spur	0.7 Miles south of Ferndale	South	11 "
lk Spur	0.7 Leas off Mile Spur	South	2 "
andard Oil Spur	3.6 Miles north of Bellingham	South	29 "
arieta Spur	2.0 Miles south of Ferndale	North	175 "
ympic Portland Cement	2.4 Miles north of Bellingham	North	25 "
Co. Spur			
ah Idaho, Sugar Co. Spur	2.4 Miles north of Bellingham	North	206 "
ympic Portland Cement			
Co. Spur			
Fourth Sub-Division:			
iacoe Spur	1.4 Miles west of Rockport	West	13 Cars
outview	3.7 Miles west of Rockport	Both ends	18 "
uk Spur	1.6 Miles west of Rockport	West	12 "
n Horn's Spur	1.0 Miles west of Nestos	Both ends	6 "
get Sound Saw Mill Co.	0.8 Miles west of Nestos	Both ends	87 "
L. Spur	0.8 Miles west of Hamilton	East	6 "
whine Spur	0.8 Miles west of Frohman	West	4 "
aval Pit Spur	0.1 Miles east of Anacortes	Both ends	22 "
g Rollway			
Fifth Sub-Division:			
wdy Road Spur	1.4 Miles east of Challuethan	West	5 Cars
terom's Spur	0.9 Miles east of Inverholm	West	7 "
ith Road Spur	2.1 Miles east of Inverholm	Both	7 "
athew Road Spur	3.1 Miles east of Inverholm	Both	6 "
nrees Road Spur	3.1 Miles west of Colebrook	Both	6 "
iver Road Spur	0.7 Miles east of Colebrook	West	5 "
aval Pit Spur	3.1 Miles east of Alluvia	West	7 "
grey Spur	1.0 Miles west of Cloverdale	West	3 "
ugley Timber Co.'s Spur	0.9 Miles west of Lincoln	West	3 "
ah Trap Pit	1.3 Miles west of Sarel	West	36 "
hetaford Timber Spur	0.7 Miles west of Abbotsford	East	10 "

MAXIMUM SPEED.

Between	Passenger	Freight
Wenatchee 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 Samiah	55 miles per hour.	35 miles per hour.
Samiah and Bellingham	40 miles per hour.	25 miles per hour.
Bellingham and Vancouver	50 miles per hour.	35 miles per hour.
Rockport and Birdsview	30 miles per hour.	15 miles per hour.
Birdsview 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	Spokane, Wash.
Dr. J. G. Cunningham	Division Surgeon, Cobb Bldg.	Seattle, Wash.
Dr. H. J. Knott	Assistant Division Surgeon	Everett, 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	Wenatchee
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	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. R. Christopherson	Interbay
Dr. G. W. Hoxsey	Leavenworth
Dr. Minard Allison	Monroe
Dr. Geo. E. Draw	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. LaGasa	Tacoma
Dr. R. D. Wiswall	Vancouver, Wash.
Dr. L. M. Mares	Wenatchee, Wash.

J. C. DEVERY, Chief Dispatcher.

C. A. MANTHE, Train Master.

I. E. CLARY, Train Master.

T. B. DEGNAN, Superintendent Terminals