



**CASCADE DIVISION.**

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**TIME TABLE No. 33**

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

**SUNDAY, FEBRUARY 2, 1930.**

**Superseding Time Table No. 32.**

**FOR EMPLOYEES ONLY.**

**A. E. KNIGHTS, Superintendent.**

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

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

*Give  
Booby  
and list*

2 WESTWARD.

FIRST SUBDIVISION—WENATCHEE TO EVERETT JUNCTION.

EASTWARD.

FIRST CLASS					Car Capacity	Stations from Wenatchee.	Time Table No. 33 Effective February 7, 1935.	SIGN	FIRST CLASS				SECOND CLASS		
37	299 (N. P. 443)	1	3	27					38	2	4	28	452		
Passenger	Passenger	Passenger	Passenger	Fast Mail	Sliding	Trucks	Stations	Telegraph Code	Passenger	Passenger	Passenger	Fast Mail	Time Freight		
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Yard	Numbers			Daily	Daily	Daily	Daily	Daily		
L 12-50 <sup>h</sup>		L 3-55 <sup>am</sup>	L 1-55 <sup>am</sup>	L 12-10 <sup>am</sup>	1233	1668	0.9	..... WENATCHEE .....	WC 122.67	RK DN WOX P	A 3-10 <sup>pm</sup>	A 11-10 <sup>pm</sup>	A 2-60 <sup>am</sup>	A 3-45 <sup>am</sup>	A 9-15 <sup>am</sup>
f 1.05		4.08	2.10	12-23	7K 53	1668	7.28	..... MONITOR .....	MR 116.29	D WOX P	f 2-55	10.54	2.30	3.28	8.45
* 1.15		4.16	2.20	12-30	116 240	1680	11.00	..... CASHMERE .....	OM 112.87	DN W X P	* 2-45	10.46	2-20	* 3.18	8.35
* 1.25		4-24	2-28	12-38	66 38	1664	18.64	..... DRYDEN .....	DN 108.03	D P	* 2-33	10.37	2.10	3.07	8.20
* 1.33		4-32	2-35	12-45	140	1667	18.76	..... PESHASTIN .....	PN 104.91	D P	* 2-25	10.30	2-02	2-57	8.10
* 1.45		4-41	2-45	12-53	111 20	1671	22.03	..... LEAVENWORTH .....	CB 101.62	DN P	* 2-15	10.20	1-53	* 2-45	7.55
f 2.00		4-56	2-58	1-07	38	1674	27.91	..... CHUMSTICK .....	CM 95.76	P	f 2-00	10.07	1-40	2-33	7.25
f 2.18		5.12	3-14	1-25	119 16	1684	35.60	..... WINTON .....	WT 88.07	DN P	f 1-40	9.53	1-25	2-20	6.55
* 2.34		5-27	3-28	1-37	100 78	1691	43.16	..... MERRITT .....	ME 81.51	W Y P	* 1-23	9.40	1-10	2-09	6.30
f 2.56		5-39	3-45	1-55	107	1689	49.81	..... BIRNE .....	BR 73.84	DN P	f 1-05	9-25	12-55	1-55	5.50
f 3.16		6-10	4-06	2-15	124 36	1716	58.17	..... SCENIC .....	MA 63.50	DN P	f 12-40	9-05	12-35	1-35	5.00
f 3.28		6-20	4-14	2-23	66 10	1719	62.34	..... ALPINE .....	NE 61.33	W P	f 12-25	8-55	12-25	1-10	4.45
3-37		6-28	4-22	2-31	65 10	1728	65.00	..... TONGA .....	G 57.47	P	12-15	8-45	12-15	1-00	4.22
* 3-59		* 6-50	* 4-43	* 2-55	236	1726	70.56	..... SKYKOMISH .....	KY 53.71	RK DNWC XY P	* 12-01 <sup>pm</sup>	* 8-32	* 12-01 <sup>am</sup>	* 12-45	3-40
f 4-07		6-58	4-51	3-05	65 43	1723	74.78	..... GROTTO .....	GO 48.89	D P	f 11-45	8-16	11-46	12-27	2.15
f 4-17		7-08	5-00	3-14	75 65	1737	79.91	..... HALFORD .....	HA 42.76	W P	f 11-32	8-09	11-39	12-19	2.00
* 4-28		7-18	5-09	3-26	64 15	1743	85.35	..... INDEX .....	IX 38.43	DN P	* 11-21	7-59	11-29	12-07 <sup>am</sup>	1.35
f 4-38		7-28	5-17	3-36	70 16	1747	90.14	..... REITER .....	RI 33.33	W P	f 11-10	7-49	11-19	11-57	1.15
* 4-46		7-36	5-24	3-44	83 1041	1751	94.51	..... GOLD BAR .....	GB 29.16	DN W Y P	* 11-03	7-42	11-12	11-49	1.00
* 4-54		7-50	5-32	3-54	66 18	1757	99.91	..... SULTAN .....	SU 23.76	D P	* 10-53	7-35	11-05	11-41	12-40
* 5-10		8-08	5-44	4-10	93 130	1764	107.37	..... MONROE .....	MO 18.30	DN W Y P	* 10-39	7-26	10-56	* 11-31	12-20
* 5-25	L 8-50 <sup>am</sup>	8-25	5-54	4-22	100 149	1771	114.38	..... SNOHOMISH .....	SN 16.17	DN P	* 10-22	7-16	10-46	* 11-13	12-05 <sup>am</sup>
f 5-36	A 9-00 <sup>am</sup>	8-40	6-03	4-32	132	1777	120.20	..... LOWELL .....	LO 14.27	DN X W P	f 10-11	7-08	10-38	11-01	11.50
5-39		8-43	6-06	4-35	115		121.82	..... PACIFIC AVENUE .....	PA 1.55	DN X P	10-08	7-05	10-35	10-58	11.20
* 5-53		* 8-58	* 6-18	* 4-53	9	1779	123.87	..... EVERETT .....	EV 0.00	X P	* 10-05	* 7-02	* 10-32	* 10-55	
A 5-55 <sup>pm</sup>	A 9-00 <sup>am</sup>	A 6-20 <sup>am</sup>	A 4-55 <sup>am</sup>		40	1780	123.67	..... EVERETT JUNCTION .....	JN 0.00	R DN P	L 9-55 <sup>am</sup>	L 6-55 <sup>pm</sup>	L 10-25 <sup>pm</sup>	L 10-45 <sup>pm</sup>	L 11-15 <sup>pm</sup>
8.03	10	8.08	4.25	4.45	Yard	1826	CLD	123.45							
34.14	34.03	34.14	27.98	30.19											
									Via N. P. RY. ..... DELTA .....		L 9-55 <sup>am</sup>	L 6-55 <sup>pm</sup>	L 10-25 <sup>pm</sup>	L 10-45 <sup>pm</sup>	L 11-15 <sup>pm</sup>
									Time Over Subdivision Average Speed Per Hour		5.15	4.15	4.25	5.00	10.00
											23.55	29.11	27.98	24.73	12.37

AUTOMATIC BLOCK SIGNALS

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.  
 Track between Birne 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 Birne 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 Birne 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.  
 Nos. 3 and No. 4 stop on flag at Leavenworth for passengers destined to or from Everett and west and to or from Spokane and east.  
 No. 38 stop, Startup for Parcel Post.  
 Nos. 37 and 38 stop on flag at Clemens Jct., just west of Tonga.

Freight trains use N. P. tracks between Lowell and Delta and be governed by N. P. time table and rules.  
 At Snohomish N. P. trains enter G. N. main track through cross-over. Eastward first class N. P. trains leave G. N. main track through cross-over. Other than first class N. P. eastward trains 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 move through cross-over.

SPEED RESTRICTIONS

Over Main Street Crossing, Cashmere.....	Passenger 25 M. P. H.	Freight 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							Priority Over Trains	Station Numbers	Distance from Everett Junction	Time Table No. 33 Effective February 2, 1935.				Distance from Seattle	SIGNS	Telegraph Calls	FIRST CLASS							SECOND CLASS
711	355	37	359	1	3	357	27	360				38	358	2	4				28	356	712					
Local Pkt 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	Passenger Daily	Local Pkt. Daily Ex. Saturday										
L 10.00 <sup>am</sup>	L 9.00 <sup>am</sup>	L 6.55 <sup>pm</sup>	L 12.45 <sup>pm</sup>	L 9.00 <sup>am</sup>	L 6.20 <sup>am</sup>	L 5.50 <sup>am</sup>	L 4.55 <sup>am</sup>	40	1780		32.03	R DN XP	JN	A 9.05 <sup>am</sup>	A 9.55 <sup>am</sup>	A 6.00 <sup>pm</sup>	A 6.55 <sup>pm</sup>	A 10.25 <sup>pm</sup>	A 10.45 <sup>pm</sup>	A 1.10 <sup>am</sup>	A 7.30 <sup>am</sup>					
*10.35	9.10	f 6.02	12.51	9.06	6.32	f 5.58	5.02	93	1784	3.76	28.27	D P	MD	* 8.59	9.49	f 5.53	6.49	10.19	10.39	f 1.02	* 7.20					
*10.50	9.16	6.08	12.56	9.11	6.39	f 6.04	5.08		1793	7.89	24.14		P		8.49	9.43	5.46	6.43	10.13	10.33	f 12.52	f 7.10				
*11.05	9.21	6.13	1.01	9.16	6.44	f 6.09	5.13		1793	10.89	21.14		P AD	f 8.44	9.38	5.41	6.38	10.08	10.28	f 12.47	f 7.00					
*11.30	f 9.28	6.20	1.07	9.22	6.50	* 6.18	5.20	71	1795	14.61	17.42	D W P	DR	* 8.39	9.33	* 5.36	6.33	10.03	10.23	* 12.41	* 6.45					
*11.50	9.34	6.25	1.12	9.27	6.56	f 6.25	5.25	77	1796	17.70	14.33	D P	R	* 8.31	9.28	f 5.29	6.28	9.58	10.18	f 12.32	* 6.25					
f 12.15 <sup>pm</sup>	9.50	6.40	1.26	9.41	7.11	f 6.40	5.40	200	1807	25.87	6.46	D X	BD	* 8.17	9.17	5.17	6.17	9.47	10.07	f 12.18	f 6.05					
A 12.30 <sup>pm</sup>	f 9.54	6.44	1.29	9.44	7.14	* 6.44	5.44	1167	1808	27.32	4.71	RK DNWC OXP	RB	* 8.13	9.13	5.13	6.13	9.43	10.03	* 12.16	L 6.00 <sup>am</sup>					
								322		28.67	3.34															
	A 10.10 <sup>am</sup>	A 7.00 <sup>pm</sup>	A 1.45 <sup>pm</sup>	A 10.00 <sup>am</sup>	A 7.30 <sup>am</sup>	A 7.00 <sup>am</sup>	A 6.00 <sup>am</sup>	695	1813	32.03	0	RK DN XP	UD	L 8.00 <sup>am</sup>	L 9.00 <sup>am</sup>	L 5.00 <sup>pm</sup>	L 6.00 <sup>pm</sup>	L 9.30 <sup>pm</sup>	L 9.50 <sup>pm</sup>	L 11.59 <sup>pm</sup>						
9.30 10.93	1.10 28.02	1.05 29.56	1.00 32.03	1.00 32.03	1.10 28.02	1.10 28.02	1.05 29.56							1.05 29.56	.55 34.94	1.00 32.03	.55 34.94	.55 34.94	.55 34.94	1.11 28.00	1.30 18.21					
												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 register by card at Interbay and Everett Jet.  
 No. 358 stops at stations Interbay to Mukilteo to discharge passengers from Seattle or points west.  
 No. 356 and No. 359 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 tower:  
 Everett Jct.—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. .... 18 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. 33			Signs	FIRST CLASS				SECOND CLASS		THIRD CLASS		
	713	729	711	355	359				357	Effective February 2, 1930			356	300	360	358	712	728	714		
										Local Freight	N. P. 878 Freight									Fast Freight	Passenger
Daily Ex. Monday	Daily Ex. Saturday	Daily Ex. Sunday	Daily	Daily	Daily	Side	Tracks	Station Numbers	Distance from Bellingham	STATIONS			Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Saturday	Daily Ex. Sunday			
	L. 3:25am		L. 6:45am	L. 10:45am	L. 2:50am	58	206	CL62	0.0	BELLINGHAM	EM	64.35	RK DN XW	P	A 4:00am		A 11:43am	A 8:20pm	A 3:00pm		
	356 3:48		* 6:56	*10:55	f 3:03	58	89	CL60	3.92	SOUTH BELLINGHAM	FN	61.43	DNO X P	f 3:48		*11:33	* 8:10	2:40			
	4:00		7:01	11:01	f 3:13	44	9	CL68	6.84	SOCKEYE		57.51		P	f 3:38	f 11:21	8:02	2:25			
	4:20		f 7:10	360 11:10	f 3:25	45	9	CL50	12.80	SAMISH		51.55	W P	367 3:25	350 11:10	7:52	2:05				
	4:35		7:17	11:15	f 3:37	66	15	CL46	16.60	BOW	BO	47.75		P	f 3:16	f 11:01	7:47	* 1:45			
	4:45		7:23	11:21	f 3:48		10	CL42	21.28	BELLEVILLE	BV	43.09		P	f 3:06	f 10:54	7:40	f 1:25			
	5:40		* 7:35	*11:28	* 4:00	57	281	CL39	23.99	BURLINGTON	BU	40.35	B DNC UWVX	P	* 3:00	*10:50	* 7:35	* 1:15			
714 L. 10:15am	6:00		* 7:48	*11:38	* 4:13	102	115	CL35	27.95	MT. VERNON	NR	36.40	DN P	* 2:45	713 *10:35	* 7:15	12:15pm		713 A 10:15am		
359 *10:35	6:15		* 7:58	f 11:45	f 4:25	55	19	CL30	32.28	PIR	FR	31.07	D P	f 2:30	713 *10:22	7:00	359 11:45		10:00		
*11:00	6:35		f 8:11	*11:57	* 4:43	56	57	CL23	40.38	STARWOOD	B	23.97	DN P	* 2:15	*10:10	6:48	713 11:20		* 9:00		
*11:20	6:55		f 8:18	f 12:05pm	f 4:55	66	19	CL17	45.95	SILVANA	SV	18.40	W P	f 2:00	* 9:58	6:39	10:55		* 7:30		
712 *11:20	7:15		8:25	12:12	f 5:03	56	17	CL13	49.91	ENGLISH		14.44		P	f 1:52	f 9:49	6:33	10:40		711 f 7:15	
*12:30	L. 7:20 pm	7:25	8:30	12:17	5:10			CL9	53.68	KRUSE	K	10.67	DN P	1:44	A 9:28am	9:41	6:28	10:25	A 11:35am	f 7:00	
*12:55	7:35	7:35 360-712 7:45	* 8:35	f 12:22	f 5:20	55	76	CL6	57.08	MARYSVILLE	MB	7.27	D P	* 1:38	9:23	* 9:35	6:23	10:15	11:25	* 6:50	
A 1:15pm	A 7:50 pm	7:45 6:35	8:41	12:28	5:28			CL3	59.89	DELTA WYE	WY	4.46	DN YX P	1:28	L 9:17am	711-712 9:25	6:16	360-711 10:00 8:00	L 11:10am	L 6:30am	
	9:40		8:44	12:31	5:31				61.00	LONG SIDING		3.35		1:25		9:22	6:13	7:50			
	9:50		* 8:58	*12:43	* 5:47	66	122	1779	63.55	EVERETT		0.80		P	* 1:20	* 9:15	* 6:07	7:35			
3:00 12:27	.30 12:43	6:35 9:37	A 9:00pm	A 12:45pm	A 5:50pm	40	1780		64.35	EVERETT JUNCTION	JN	0.0	R DN X P	L 1:10am	L 9:05am	L 6:00pm	L 7:30am				
			2:15 25:60	3:00 32:17	3:00 31:48										2:60 21:72	.11 23:24	2:35 24:03	2:20 27:01	7:30 8:44	25 19:90	3:45 9:56

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.

Milltown, five miles north of Stanwood, is flag stop for No. 360.

Blanchard, two and one-third miles north of Bow, is flag stop for Nos. 357, 355, 356 and 360.

No. 358 stops 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 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 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 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 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 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	Stations	Distance from Vancouver	Time Table No. 33		Signs	FIRST CLASS				SECOND CLASS	
711	105	103	357	101	355	359				Effective February 2, 1930	STATIONS		356	102	360	358	104	712
Load Freight Daily Ex Saturday	C. N. Ry. 406 Freight Daily	C. N. Ry. 404 Freight Daily	Passenger Daily	C. N. Ry. 2 Passenger Daily	Passenger Daily	Passenger Daily	Refilling Other Tracks	Station Numbers	Distance from Vancouver	Stations	Passenger Daily	C. N. Ry. 1 Passenger Daily	Passenger Daily	Passenger Daily	C. N. Ry. 403 Freight Daily	Local Freight Daily Ex Saturday		
L 4-50pm				L 11-59pm	L 4-30pm	L 8-30am	Yard	422	0.0	VANCOUVER	VN 58.03	RKDN WCY X P	A 7-30am		A 2-30pm	A 10-45pm		A 9-45pm
4-55	L 1-50pm	L 12-26pm		12 03pm	L 9-55pm	4 33			1.25	...C. N. JUNCTION...	58.78		7-22	A 7-40am	2-22	10 37		A 9-16pm
f 5-00	1-58	12 33		f 12-09	10-00	4 36			2.73	...STILL CREEK...	58.30	P	f 7-17	7-34	f 2-18	10 33		9-06
f 5-05	2-04	12 39		f 12-13	10-04	4 39			4.58	...ARDLEY...	53.45	P	f 7-13	7-29	f 2-14	10 30		8-58
f 5-10	2-13	12 47		f 12-19	10-09	4 43	0		7.20	...BURNABY...	50.83		f 7-08	7-23	f 2-09	10 26		8-48
f 5-15	2-21	12 53		12 25	10-13	4 47	18		9.69	...ENDOT...	48.34	P	7-03	7-18	2-04	10 22		8-38
* 5-30	2-29	1-00		12 28	10-18	4 51	22	131	11.70	...NORTH WESTMINSTER...	46.33	W Y P	f 6-58	7-13	f 2-00	10 18		8-28
* 5-35	A 2-35pm	A 1-05pm		* 12-37	A 10-23pm	* 4-57	* 8-56	63	13.08	...NEW WESTMINSTER...	44.97	R DN X P	* 6-55	L 7-10am	* 1-57	* 10-15		L 8-23pm
f 5-41				12 43		5-01	9-01		13.54	...FRASER RIVER JCT...	44.49		6-39		1-46	10 02		f 8-45
f 5-55				f 12-52		5-09	9-09	24	18.69	...TOWNSEND...	39.34	P	f 6-30		f 1-38	9 54		f 8-32
* 6-25				f 1-02		f 5-16	f 9-16	51	24.04	...COLEBROOK...	33.99	D Y P	f 6-20		* 1-30	f 9-46		* 8-20
f 6-35				f 1-10		f 5-21	f 9-21	3	27.72	...CRESCENT...	30.31		f 6-10		f 1-20	f 9-38		f 8-00
712 * 7-30				* 1-35		* 5-35	* 9-35	63	32.75	...WHITE ROCK...	25.28	DN P	* 5-55		* 1-00	* 9-20		711 * 7-30
									35.43	...INTERNATIONAL BOUNDARY...	22.60							
8:45 9:05				* 1-55		* 6-00	* 9-55	55	35.89	...BLAINE...	22.14	DN W X P	* 6-15		* 12-38	711 * 8-05		* 7-00
* 9-25				f 2-10		712 6-12	* 10-08	66	38	...CUSTER...	14.87	P	* 4-44		* 12-22	f 8-50		359 * 6-12
* 10-00				* 2-23		* 6-23	* 10-18	68	51	...PERDALS...	8.98	D P	* 4-30		* 12-13pm	* 8-42		* 5-50
A 11-15pm				A 2-40am		A 6-40pm	A 10-35am	88	58.03	...BELLINGHAM...	0.0	RKDN WC X P	L 4-10am		L 11-55am	L 8-25pm		L 5-00pm
8 25 9 05	45 15.81	40 19.55		2 41 21 80	28 25.34	3 10 26 87	2 05 26 70			Time Over Subdivision Average Speed Per Hour			3 20 17.43	30 23.62	2 35 22.43	2 20 24.91		4 45 13.62

**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 C. 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 engines 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, is 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 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	Stations	Time Table No. 33 Effective February 2, 1930	SIGNALS	FIRST CLASS		THIRD CLASS		
725	713	279	277					278	280	714	726	
Local Freight	Local Freight	Passenger	Passenger	Sliding	Other Tracks	Station Numbers	Distance from Rockport	Distance from Anacortes	Passenger	Passenger	Local Freight	Local Freight
Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily						Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
L 5:30am	L 5:15pm	L 8:50am		78	CN63	.....ROCKPORT.....	RC 53.41	R DNX WY	A 12:50pm	A 9:30pm	A 4:45pm	
f 5:45	f 5:30	f 9:05		18	CN48	.....NESTOS.....	47.41		f 12:35	f 9:10	f 4:05	
* 7:00	* 5:45	* 9:20		111	CN44	.....CONCRETE.....	54.28	R D X	* 12:25	* 9:00	* 3:50	
* 7:25	f 5:48	f 9:23		34	CN43	.....GRASSMERE.....	43.02	X W	f 12:20	f 8:55	f 3:10	
f 7:50	* 6:00	* 9:35		35	CN38	.....BIRDSVIEW.....	37.07		* 12:07pm	* 8:42	f 2:45	
* 8:25	* 6:13	* 9:48		39	CN33	.....HAMILTON.....	32.74	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		.....COKEDALE.....	24.06		f 11:30	f 8:05	f 1:10	
* 9:25	* 6:45	* 10:20		36	CN20	.....SEDRO-WOOLLEY.....	20.94	D X	* 11:20	* 7:55	* 12:55	
L 12:30pm	A 9:45am	A 7:00pm	A 10:35am	87	CL39	.....BURLINGTON.....	16.19	R DN CO W X Y	L 11:05am	L 7:40pm	L 12:30pm	A 6:00am
* 12:40				18	CN13	.....AYON.....	13.81					* 5:50
f 12:50				6	CN10	.....PREDONIA.....	10.78					f 5:40
* 1:00				16	CN9	.....WHITNEY.....	9.28					* 5:35
1:10				5		.....WHITMARSH.....	5.81					5:20
f 1:15					CN4	.....PIDALGO.....	3.75					f 5:15
A 1:30pm				Yard	CN0	.....ANACORTES.....	0.00	R D X W				L 5:00am
1:00 16.19	4.15 8.75	1.45 21.25	1.45 21.25			Time Over Subdivision Average Speed Per Hour			1.45 21.25	1.50 20.40	4.15 8.75	1:00 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,  
Bauk,  
Mountview Spur.

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

SPEED RESTRICTIONS

All Trains

Over draw span 12 west of Whitney ..... 10 M. P. H.  
Over Bridge 82 Concrete ..... 10 M. P. H.  
Maximum speeds, page 7.

WESTWARD. FIFTH SUBDIVISION CLOVERDALE TO LADNER. EASTWARD.

SECOND CLASS.		Car Capacity	Stations	Time Table No. 33 Effective February 2, 1930	SIGNALS.	SECOND CLASS	
383	384						
Mixed	Mixed	Sliding	Other Tracks	Station Numbers	Distance from Cloverdale	Distance from Ladner	Mixed
Tuesday and Friday	Tuesday and Friday						Tuesday and Friday
L * 8:30am		56	54	CL98	0.0	.....COLEBROOK.....	A * 7:10am
f 8:32					0.77	.....QUICHON LINE JCT.....	f 7:00
f 8:55		9	CV14	7.05	6.28	.....INVERHOLM.....	f 6:30
f 9:10		6	CV16	9.47	3.42	.....CHALLUETHAN.....	f 6:20
A 9:25am		2	CV19	10.71	1.28	.....LADNER.....	L 6:15am
55 10.59					Time Over Subdivision Average Speed Per Hour		55 10.59

Special Rules—Fifth Subdivision.

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

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

Maximum speeds, page 7.

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

NAME	LOCATION	OPENS	CAPACITY
<b>First Sub-Division:</b>			
Plains	4.49 Miles east of Winton	East	3 Cars
Nason Creek	2.62 Miles east of Merritt	East	15 "
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	East	33 "
Reiter Lbr. Co.'s Spur	3.5 Miles west of Grotto	East	6 "
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 Bunkers	0.5 Miles west of Reiter	Both ends	82 "
Wallace Falls Timber Co.	1.7 Miles east of Gold Bar	Both ends	85 "
Wallace Lumber Co. Spur	1.9 Miles west of Gold Bar	Both ends	14 "
Startup	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-Division:</b>			
G. N. Oil Tank Spur	1.0 Miles west of Everett Jct.	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>			
Clark and Buzza	0.3 Miles south of Still Creek	South	2 Cars
Dominion Bridge Co.	0.3 Miles north of Ardley	South	5 "
Ardley Power Spur	0.3 Miles south of Ardley	South	9 "
Shapperton Pit	0.9 Miles north of New Westminister	Both	84 "
Campbell Lumber Co. Spur	1.0 Miles south of White Rock	North	56 "
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	North	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 "
Union Oil Spur	0.4 Miles south of So. Bellingham	South	9 "
Chuckanut Cannery Spur	0.6 Miles north of Sokeye	North	7 "
Hazel Mill Spur	0.8 Miles south of Samish	North	33 "
Blanchard	1.6 Miles south of Samish	North	8 "
Bellville Pit	1.6 Miles north of Bellville	North	111 "
Union Oil Co. Spur	1.2 Miles north of Mt. Vernon	South	7 "
Puget Sound and Cascade Ry. Conn.	0.8 Miles north of Mt. Vernon	South	10 Cars
Associated Oil Co. Spur	1.2 Miles south of Mt. Vernon	North	2 "
Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	2 "
Milltown	2.3 Miles south of Fir	South	2 "
Hawley Spur	1.9 Miles south of Fir	North	5 "
Norman Spur	1.0 Miles north of Silvana	South	10 "
Cox's Spur	1.6 Miles north of Marysville	South	4 "
<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 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. L. Spur	0.8 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-Division:</b>			
Gowdy Road Spur	1.4 Miles east of Challuthan	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 "
Matthew Road Spur	3.1 Miles east of Inverholm	Both	6 "
Embres Road Spur	3.1 Miles west of Colebrook	Both	6 "
Oliver Road Spur	1.9 Miles west of Colebrook	West	5 "
Gravel Pit Spur	0.7 Miles east of Alluvia	West	7 "
Surrey Spur	1.0 Miles west of Cloverdale	West	3 "

**THEORETICAL LOCOMOTIVE TONNAGE RATING BASED ON TRAINS AVERAGING 50 TONS PER CAR AND FOR LONG CONTINUOUS GRADE**

CLASS LOCOMOTIVE	R-2	R-1 G. N.	R-1 Bald.	Q-2 30x32 Cylinder	Q-2 29x32 Cylinder	Q-1	N-2	O-7	O-6	O-5	O-4	O-3	O-1	Add For Booster
	RATING													
Ruling Grade	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
0.2%	15540	14470	13550	9090	8440	9740	11200	8000	7530	5600	7220	6710	6710	1300
0.3%	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5660	5260	5260	1000
0.4%	10000	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310	4310	850
0.5%	8460	7870	7350	4930	4560	5300	6060	4310	4080	3030	3910	3640	3640	750
0.6%	7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140	3140	650
0.65%	6840	6360	5930	3970	3670	4260	4890	3470	3280	2440	3150	2940	2940	600
0.7%	6420	5970	5570	3730	3450	4000	4590	3250	3080	2280	2960	2760	2760	550
0.8%	5720	5310	4950	3310	3060	3550	4080	2880	2730	2030	2620	2450	2450	500
1.0%	4960	4320	4020	2700	2490	2900	3320	2340	2220	1640	2130	2000	2000	400
1.1%	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820	1820	400
1.8%	2570	2370	2200	1460	1330	1580	1810	1250	1200	880	1150	1080	1080	250
2.0%	2290	2110	1950	1300	1190	1400	1610	110	1050	780	1020	960	960	200
2.2%	2060	1900	1740	1160	1050	1260	1440	1000	940	700	910	860	860	200

10% reduction, when temperature 5° to 25° above.  
20% " " " " " 5° above to 10° below.  
30% " " " " " 10° below or colder

**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 Jct. 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.
Cloverdale 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	1849 Medical Arts Building, 9th Street and Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne	Assistant Chief Surgeon	Bellingham, Minn.
Dr. J. G. 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, Wash.
Dr. H. T. Rhoads	Ophthalmic Surgeon	Everett, Wash.
Dr. Frederick A. Kiehle	Ophthalmic Surgeon	Portland, Ore.

**LOCAL SURGEONS.**

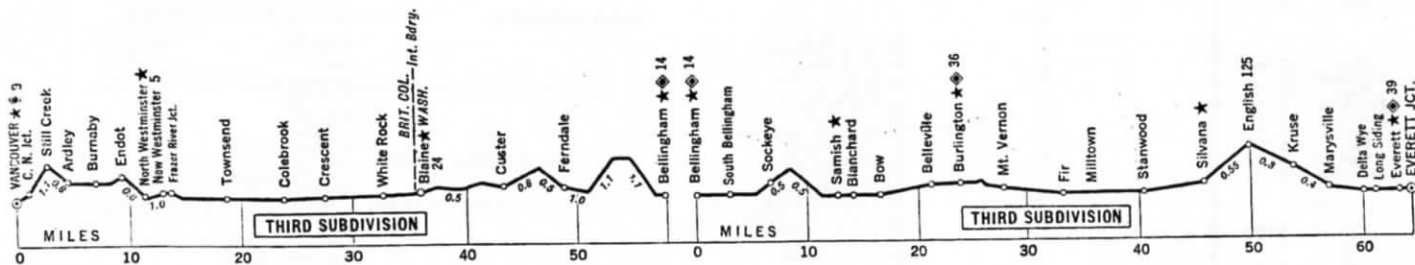
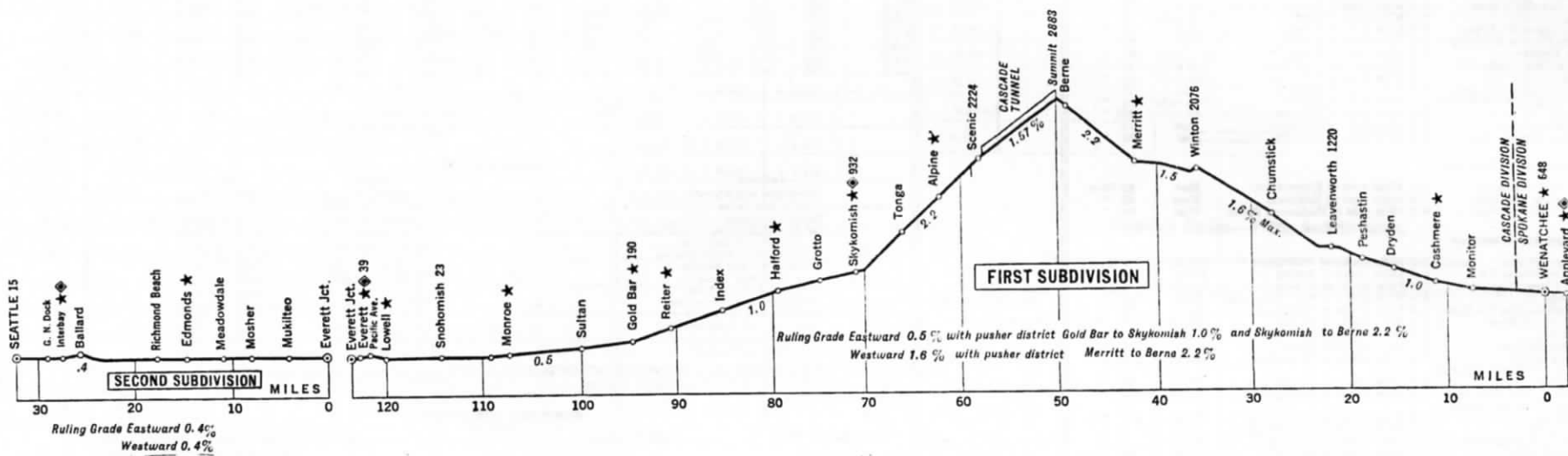
Dr. H. E. Frost	Anacortes.
Dr. W. A. Kirkpatrick	Bellingham.
Dr. M. A. Keyes	Blaine.
Dr. H. E. Cleveland	Burlington.
Dr. E. Hayden	Cashmere.
Dr. Paul W. Sweet	Centralia.
Dr. L. E. Tread	Everett.
Dr. O. H. Christopherson	Interbay.
Dr. G. W. Hozzey	Leavenworth.
Dr. Minard Allison	Monroe.
Dr. Geo. E. Drew	New Westminister.
Dr. R. C. McDaniel	Portland.
Dr. Ralph M. Dodson	Medical Dental Bldg., Portland, Ore.
Dr. R. W. Ferry, Oculist	Seattle.
Dr. S. S. Thorp	Skykomish.
Dr. James A. LaGasa	Tacoma.
Dr. R. D. Wiswall	Vancouver, Wash.
Dr. L. M. Maras	Wenatchee, Wash.

J. C. DEVERY, Chief Dispatcher.

C. A. MANTHE, Train Master.

I. E. CLARY, Train Master.

T. B. DEGNAN, Superintendent Terminals



Water.....★  
 Fuel.....◆  
 Elevation 81