



**CASCADE DIVISION.**

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**TIME TABLE No. 36**

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

**SUNDAY, AUGUST 17, 1930.**

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

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

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





4 WESTWARD. THIRD SUBDIVISION—ANACORTES AND ROCKPORT. EASTWARD.

THIRD CLASS		FIRST CLASS		Car Capacity		Time Table No. 36 Effective August 17, 1938	STATIONS	Telegraph Code	Distance from Anacortes	SIGNS	FIRST CLASS		THIRD CLASS	
725	713	279	277	Bldg	Other Trucks						278	280	714	726
Local Freight Daily Ex Sunday	Local Freight Daily Ex Monday	Passenger Daily	Passenger Daily								Passenger Daily	Passenger Daily	Local Freight Daily Ex Sunday	Local Freight Daily Ex Sunday
	L 11:00h	L 5:05h	L 8:00h	80	CN82	0.00	ROCKPORT	BC	88.41	R DNX WY	A 12:50h	A 9:20h	A 2:30h	
	#11:25	# 5:20	# 9:05	14	CN48	6.00	NESTOS		87.41		#12:35	# 9:00	# 2:05	
	#12:05h	# 5:35	# 9:20	102	CN44	9.18	CONCRETE	BA	14.28	R D X	#12:55	# 8:50	# 1:50	
	#12:15	# 5:38	# 9:23	80	CN43	10.30	GRASMEERE		48.03	X W	#12:20	# 8:45	# 1:05	
	#12:35	# 5:50	# 9:35	30	CN38	18.44	BIRDVIEW		37.97		#12:07h	# 8:32	#12:45	
	#12:55	# 6:03	# 9:48	30	CN32	30.07	HAMILTON	M	22.74	W	#11:55	# 8:20	#12:30	
	# 1:10	# 6:12	# 9:52	38	CN29	32.90	LYMAN	MY	29.51	D	#11:45	# 8:10	#12:15h	
	# 1:30	# 6:25	#10:10	5		30.88	COKEDALE		34.06		#11:30	# 7:55	#11:50	
	# 1:45	# 6:35	#10:20	82	CN20	33.47	SEBRO-WOOLLEY	SW	30.94	D X	#11:20	# 7:45	#11:35	
A 10:35h	A 2:00h	A 6:50h	A 10:35h	80	CN28	37.32	BURLINGTON	BD	16.19	R DN CO W X Y	L 11:05h	L 7:30h	L 11:20h	A 8:30h
#10:45				14	CN18	39.90	AVON		12.51				# 8:20	
#10:55				6	CN10	42.63	FRONONIA		10.78				# 8:10	
#11:05				18	CN9	44.13	WHITNEY		9.28				# 8:05	
11:15				4		47.50	WHITMARSH	WH	5.81				7:50	
#11:20					CN4	49.95	FIDALGO		3.73				# 7:45	
A 11:35h				Yard	CN0	52.41	ANACORTES	AC		R D X W			L 7:30h	
1:00 16 19	2 00 12 41	1 45 21 24	1 45 21 24				Time Over Subdivision Average Speed Per Hour				1 45 21 20	1 50 20 40	2 10 11 45	1 00 16 19

Special Rules

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., Baker River, Concrete, Van Horn, Faber, Sauk and Mountview Spur.  
Trains 725 and 726 stop on flag at Fidalgo Mill Spur and Summit Park.

SPEED RESTRICTIONS

Over draw span 12 west of Whitney and Bridge 52, Concrete. All Trains 10 M. P. H.  
Maximum speeds, page 5.

FOURTH SUBDIVISION—COLEBROOK AND LADNER. WESTWARD. EASTWARD.

SECOND CLASS		Car Capacity		Time Table No. 36 Effective August 17, 1938	STATIONS	Telegraph Code	Distance from Ladner	SIGNS	SECOND CLASS	
383		Bldg	Other Trucks						384	
Mixed Tuesday and Friday									Mixed Tuesday and Friday	
L 8:30h	46	47	CV16	0.0	COLEBROOK	G	10.71	R D	A 7:10h	
# 8:32				0.77	QUICHON LINE JCT		9.95		# 7:00	
# 8:55	8	CV14		7.08	INVERFLM		8.88		# 6:30	
# 9:10	8	CV18		9.47	CHALLUETHAN		1.34		# 6:20	
A 9:25h	9	CV19		10.71	LADNER		0.0	R Y W	L 6:15h	
55 10 39					Time Over Subdivision Average Speed Per Hour				55 10 50	

Special Rules

Eastward trains are superior to westward trains of the same class.  
All trains Fourth Subdivision protect against all Second Subdivision trains between Colebrook Jct. and Quichon Line Jct.  
Maximum speeds, page 5.

Special Rules—Second Subdivision.

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

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

No train will pass International Boundary at Blaine and White Rock without permission of Customs officials. Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

Delta (Freight Yard) 1.08 miles south of Delta Wye:—Water, Fuel, Track Scales, Wye and Standard Clock.

Register at Delta for trains originating and terminating at this station.

INTERLOCKERS.

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 or 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.

Signals 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.

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.

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 600 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.

SPEED RESTRICTIONS.

All Trains

Thru Marysville, Mt. Vernon, Burlington, Blaine and Brunette St., Sapperton. . . . . 8 M. P. H.  
Over draw span Bridges 10, 11, 12, 36 and 68. . . . . 10 M. P. H.  
Over Bond St., Hewitt St., California St. and 24th St., Everett. . . . . 6 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.

Railroad crossings at grade protected by crossing gates, all trains approach and cross them at restricted speed:—

Burlington—G. N. Ry. Rockport Branch.  
South Bellingham—N. P. Ry.  
Bellingham—B. & N. Railway.

Maximum speeds, page 5.

Flag Stop:—

No. 355 and 357—Norman-Blanchard.  
No. 380—Milltown-Blanchard.  
Ocean Park—Flag for all first class trains except Nos. 355 and 358.  
No. 355—Stop Ocean Park, Saturday only.  
No. 358—Stop Ocean Park, Sunday only.

**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 Ce- ment 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	88 "
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 "
G. N. Oil Tank Spur.....	1.0 Miles west of Everett Jct.....	East	52 "
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>Second 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.....	0.5 Miles south of Ardley.....	South	9 "
Sapperton Pit.....	0.9 Miles north of New Westminster.....	Both	84 "
Campbell Lumber Co. Spur.....	1.0 Miles south of Whiterock.....	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.....	South	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 Sockeye.....	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	10 "
Skagit Crossing Tr. Track.....	1.3 Miles south of Fir.....	South	2 "
Miltdown.....	2.3 Miles south of Fir.....	South	2 "
Hawley Spur.....	1.9 Miles south of Fir.....	North	6 "
Norman Spur.....	1.0 Miles north of Silvana.....	South	10 "
Cox's Spur.....	1.5 Miles north of Marysville.....	South	4 "
<b>Third Sub Division:</b>			
Briarcoe 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 "
L. L. Spur.....	0.8 Miles west of Nestos.....	Both ends	87 "
Hawley Spur.....	0.6 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>Fourth Sub Division:</b>			
Godwy 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 "
Matthew Road Spur.....	3.1 Miles east of Inverholm.....	Both	6 "
Embree 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 Alluvia.....	West	7 "
Surrey Spur.....	1.0 Miles west of Cloverdale.....	West	3 "

**THEORETICAL FIRST CLASS LOCOMOTIVE TONNAGE RATINGS.  
BASED ON TRAINS AVERAGING 50 TONS PER CAR.**

CLASS LOCOMOTIVE	R-2	R-1		Q-2		Q-1	N-2	O-7	O-6	O-5	O-4	O-3 and O-1	Add For Booster
		2023-2043	2030-2033	30x32	29x32								
<b>RATING</b>													
Ruling Grade	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	1300
0.3%	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5660	5260	1000
0.4%	10000	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310	850
0.5%	8460	7870	7350	4930	4560	5300	6060	4310	4080	3030	3910	3640	750
0.6%	7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140	650
0.65%	6840	6360	5930	3970	3670	4260	4890	3470	3280	2440	3150	2940	600
0.7%	6420	5970	5570	3730	3450	4000	4590	3250	3080	2280	2960	2760	550
0.8%	5720	5310	4950	3310	3060	3550	4080	2880	2730	2030	2620	2450	500
1.0%	4600	4320	4020	2700	2490	2900	3320	2340	2220	1640	2130	2000	400
1.1%	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820	400
1.8%	2570	2370	2200	1460	1330	1580	1810	1250	1200	880	1150	1080	250
2.0%	2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	960	200
2.2%	2050	1900	1740	1160	1050	1260	1440	1000	940	700	910	860	200

Above are ratings for districts with long continuous grades. For districts with short pieces of maximum grade ratings should be increased 10%.  
Make 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 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.	20 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.....	Minneapolis, 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.
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. S. Traak.....	Everett.
Dr. O. H. Christopherson.....	Interbay.
Dr. G. W. Hoxsey.....	Leavenworth.
Dr. Minard Allison.....	Monroe.
Dr. Geo. E. Drew.....	New Westminster.
Dr. R. C. McDaniel.....	Portland.
Dr. Ralph M. Dodson.....	Medical Dental Bldg., Portland, Ore.
Dr. H. J. Green.....	Centralia, Cobb Bldg., Seattle.
Dr. R. W. Perry, Oculist.....	Seattle.
Dr. S. S. Thordarson.....	Skykomish.
Dr. James A. LaGasa.....	Tacoma.
Dr. R. D. Wiswall.....	Vancouver, Wash.
Dr. L. M. Mares.....	Wenatchee, Wash.

J. C. DEVERY, Chief Dispatcher.

S. H. ALGYER, Train Master.

I. E. CLARY, Train Master.

T. B. DEGNAN, Superintendent Terminals