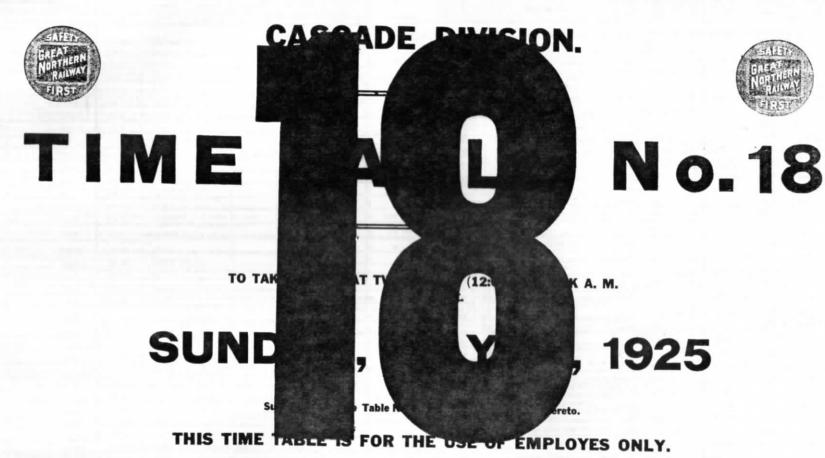
GREAT NORTHERN RAILWAY



2	WESTW								FIRST SUB-DIVISION-W	VENA	TCF	IEE TO EVE	RETT JU	INCTION	L			E	ASTWARD	
		FIRST CLAS	5		Capa of 8 Trac	-			Time Table No. 18						FIRS	T CLASS				OND CLASS
1	39	275	3	27	Tree	-		fron	Effective May 10, 1925.	3	1	SIGNS	40	4	300 (N. P. 440)	276	2	28	402	OND CLASS
-	Passoger	Passenger	Passager	Fast Mail	44	.4	lon bers	Distance		40	Distance from		Pamenger							
Dally	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily .	2.5	Trans	Station	DA R S	STATIONS	I	Dista		Daily Ex Sunday	Passenger	Pamenger	Passenger	Passenger	Past Mail	Time Freight	
					İΠ	1	1			1	1		Ex. Sunday	Dully	Daily Ex. Sunday	Daily Ex. Bunday	Daily	Daily	Daily	
12-10m	L 11.45Am		I. 1.15km	L 12.05kg			1648	0.0	WENATCHEE	wc	132.55	RO DN WO TP	A 7.20M	A 310Pm			A 2.50km	A 3.50Am	A 1.30Am	
12.23	f11.59		1.28	12.16	e88 w69		1655	7.38	MONITOR	-	125.17	P	1 7.05	2.56			2.27	3.27	12-55	
12.30	#1 2.1 27m		• 1.40	12:24			1659	11.00	CASHMERE	OM	121.55	DN W P	6.57	. 2.49			2:16	3-16	12.88 Anda	
12.41	*12.24		1.50	12-33	75		1664	15.64	DRYDEN	DN	116.91	Р	6.46	2.40			2.06	3.06	11.40	
12.48	*12-38		1.58	12-42	71 e56 w73		1667	19.06	93.42 PESHASTIN	PN	113.49	D P	. 6.40	2.34			1.58	2.58	11.25	
1.05	4 12-55hm		28 2.35	·12·55		315	1671	23.18	LEAVENWORTH	CH	109.37	e DN WCTY P	L 6.30M	1 2.25			• 1.48	1 248	11.10	
1.13				1.02	60	-	1674	26.66	W. C.	_ A	105.89	P		2.16			1.35	235	10.30	
1.21			244	1.08	73	-	1677	29.60	DRURY	DY	102 95	p		2.10			1.28	2.27	10.20	
1.30			2.53	1.18	e74 w77	22	1681	33.76	CHIWAUKUM	CY	98.79	DN W P		1 2.02			1.18	219	10.05	
1.37			3.00	1.23	70	- 6	1684	36.66	winton	wi	95.89	P		1 1.55			1.10	9.13	9.50	
1.45			3.08	1.30	71	- 4	1688	40.74	NASON CREEK	NC	91.81			1 1.45			1.00	2.02	9.35	
1.53			* 3.15	1.35	e71 w73	- 6	1691	43.36	2.62 MERRITT	CK	89.19	DN W Y P		1 1.37			12.54	1-56	9.25	
2.08			3.29	1.46	75		1096	48.26	GAYNOR	GR	84.29	F		1.27			1244	1.46		
2.18			3.38	1.54	78	4	1699	51.06	BERNE	BR	81.49	w p		1.20			12.37	1.37	9.05	
2.40			4 05	■ 2.15	e86 w81	85	1703	85.56	CASCADE TUNNEL	CN	76.99	R DN WCT P		• 1.10			12.27	1.37	8-50	
2.52			· 4.20	. 2.27	+83 #84	200	1706	58.53	2.97 TYE	WN	74.02	DN WC P							8-30	
3.02			4.30	2.35	76	20	1710	62.54	4.01 EMBRO		-			*12.50			412-10ks	* 1.10	7.30	
3.11			4.38	2.42	70		1713	65.32	2.78 COREA	NY	-	w p		12.35			11.54	1254	7.00	
3.21			1 4.47	2.50	79		1716	67.88	2.56 SCENIC	CO		P		112.26			_11.44	12.45	6.45	
3.31			1 4.57	2.58	72		1719	71.21	3.33 ALPINE	MA	-	DN W P					111.28	112.32	6.15	
3.41			5.06	3.06	71		1723	74.88	3.67	NI	61.34	D W F		111.59			_11.17	12.22	5-40	
								74.88	9	G	87.67	p		111.45			11.07	_12.12Am	5.06	
4.00		L 6.50h	■ 5.25	· 3·20	w77	498	1728	79.84	SKYKOMISH.	KY	82.71	Re DNWC Y P		*11.28		A 7.20m	*10.50	*11-55	4 05 3 10	
4.09		1 7.00	6.35	3.29	70	6	1732	83.96	4.12 SRYKOMISH.		48.59	p		11.17		1 7.09	10.35	11.42	2-55	
4.19		. 7.12	5.45	3.38	81	61	1737	88.79	9.00	SA	42.76	w p		11.09		1 6.57	10.27	11.34	2-35	
4.31		1 7.24	5.56	3.49	69	17	1742	94.13	5.34 C	NX	38.42	DN P		*10 55		. 6.40	10.17	11:24	2.05	
4.42		1 7.35	6.06	3.59	76	14	1747	99.02			33.53	W P		10.42		1 6.23	10.07	11.14		
4.50		. 7.44	6.14	4.07	90	1173	1751	103.39	4.37 CZ	GB	29.16	DN Y P		10.35	-	• 6.10	10.00	11.07	1.45	
4.54		1 7.50	617	4 10		45	1758	105.35	STARTUP	RU	27.20	P		10.28		* 6.04	9.56	11 04	1.30	
5.00		1 7.59	6.24	4.17	71	36	1757	105.79	3.44 SULTAN	su	23.76	D P		110.23		• 5.58	9.51			
5.15		. 816	. 6.42	4-30	100	101	1764	116.25	7.46 MONROE	RO	16.30	DN W Y K P		10.10		• 5.45	1 9.37	-10.45	1.10	-
5.28		· 8.33	▶ 6-58	4.41	70	162	1771	123.26	7.01 SNOHOMISH	но				• 9.56	A 11-24Am	1 528	9.37		_12.55	
5-38		1 843	7.08	4-50	78	139	1777	129,08	5.82 LOWELL	w	1.47			9.45	L 11.14m			*1027	12:35	
5.41		1 8.48	7.11	4-52	42	136		130.70	PACIFIC AVENUE	D	1.85			9.43	11.144	<u> </u>	9.11	10.16	12-20	
5.53		8.52	• 7.22	a 5-07		8	1779	131.75	1 05 EVERETT	1	_	К Р				■ 5.05	9.08	10.13	12.05	
5.55Pm		A 8.55km	A 7.25km	A 5-10km			1780		in ====================================	-	.80			1 9.40		5.00	s 9.05	*10.10		
J.00m		G.OUA	- resum	- 0.10M	-	_	_	132.55	VIA N. P. RY.	JN	0.0			L 9.30m		L 4.50m	L 9.00h	L 10.00Pm	L 12-01/m	
Dally	Daily Ex. Sunday	Daily Ex. Sunday	Dally	Dally	Yard	1335	CL2	132.33	DELTA	PG	-	Re DNWCTYOKP								
1	39	275	3	27	\vdash	-				-	-		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Dauy Ex Hunday	Dally	Daily	Daily	
5.45 28.05	1.10	2.05 25 30	6 10 22 00	5.05 26.7	-	-			Time Over Subdivision		_		40	4	300	276	2	28	402	
28.08	19.86	25 30	12.00	26.7					Time Over Subdivision Average Speed Par Hour				27.80	5.40 23.07	34.92	2.30	5.50 22.72	5.50 22.72	13.30	

Special Rules First Subdivision.

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

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes.

All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown, and not less than five (5) minutes.

Freight trains will use N. P. tracks between Lowell and Delta and will be governed by N. P. time table and rules between these points.

Electric train staff block system between Everett Jct. and Pacific Avenue and between Tye and Cascade Tunnel. Automatic block signals in operation between Pacific Avenue and Tye and between Cascade Tunnel and We-

Read carefully rules covering operation electric staff block, page 13.

Bulletin boards are located at Appleyard, Wenatchee, Cascade Tunnel, Skykomish and Delta.

Leavenworth register for trains 39 and 40 only

Maximum speed for passenger trains between Wenatchee and Skykomish 35 miles per hour, through Cascade Tunnel 20 miles per hour, between Skykomish and Gold Bar 40 miles per hour, between Gold Bar and Pacific Avenue 50 miles per hour.

On descending grades of 1.8 per cent and greater, the maximum speed for freight trains must not exceed 18 miles per hour, and on less than 1.8 per cent descending grade to a 1 per cent grade, the speed must not exceed 25 miles per hour, live stock and fruit trains excepted. On a 1 per cent grade and less, 30 miles per hour will be the limit.

It must be understood that the above is maximum speed for freight trains, and that this maximum speed will not be made where track conditions will not warrant, which are regulated by slow orders.

No train will exceed speed of 25 miles per hour on curves of 8 degrees or over, 30 miles per hour on 6 and 7 degree curves, 35 miles per hour on 5 degree curves and 40 miles per hour on 4 degree curves.

O-3 and O-4 engines are restricted to 15 miles per hour over timber bridges Nos. 419.2, 426, 433, 438.1, 438.2 & 438.3, Lal, M. Nal, O and P or equivalent engines are restricted to 10 miles per hour over bridge 418, one mile west of Tonga, and to 10 miles per hour over bridge 424, Skykomish River.

Q-1 class engines not permitted on this subdivision.

J engines will not exceed a speed of 40 miles per hour.

L and M-1 engines will not exceed speed of 30 miles per hour.

F-5, 7, 8 and 9 engines will not exceed speed of 35 miles per hour.

O-1, O-4, O-5 and P-1 will not exceed 30 miles per hour between Skykomish and Gold Bar.

Troop trains handling freight cars will not exceed speed of 25 miles per hour.

Trains handling steam derrick will not exceed speed of 25 miles per hour.

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

All trains passing through leads, cross-overs or passing tracks will not exceed speed of 10 miles per hour.

Engines backing up will not exceed speed of 20 miles per hour.

All trains reduce speed to 15 miles per hour between slow boards located east and west of Rock Bluffs, one and one-half (136) miles west of Cashmere

All trains reduce speed to 25 miles per hour over Main Street crossing, Cashmere.

All trains reduce speed to 20 miles per hour over bridge 373, one quarter mile east of east switch, Leavenworth.

All trains reduce speed, East bound trains 15 miles per hour, West bound trains 10 miles per hour through Martin Creek tunnel and over bridges at both ends.

All trains reduce speed to 10 miles per hour over bridge 419, two miles west of Tonga.

Passenger trains reduce speed to 25 miles per hour and freight trains to 15 miles per hour through town limits, Monroe.

All trains reduce speed to 10 miles per hour over draw span bridge 455, Snohomish River.

All trains reduce speed to 10 miles per hour over street crossing just east of Pacific Avenue freight depot.

Pacific Avenue passing track is the track known as the "C" line on north side of main line.

Additional to other required tests of the air brake, no train will leave Cascade Tunnel until the air brakes have been carefully tested. Engineer will set the brakes and leave them set until carmen examine each car, then release them, and carmen will again examine each car and see that brakes release before giving the signal to start the train. Conductors must inform engineer how many cars loaded and empty in the train, and how many cars of "air" are

All retainers must be used from Cascade Tunnel to Merritt, from Winton to Leavenworth, and from Cascade Tunnel to Skykomish

Trainmen will keep off top of cars while passing through Cascade Tunnel and through concrete snow shed just west of Tye except in case of emergency and will then exercise extreme caution account electric wires.

DERAIL SWITCHES LOCATED:

Dryden, east end industry track. Peshastin, east end of industry track. Cashmere, east end industry and storage tracks. One switch operates both derails Chiwaukum house track Cascade Tunnel, east passing track lead, and motor

shed track. Tye, west end industry track, and at west end No. 3 track outside shed, and west end No. 1 track Cores, west end industry.

Scenic, industry track. Alpine, industry track and mill spur.

Grotto, industry track and mill spur. Grotto, industry track.

Index, industry track.

Western Granite Works spur 1 mile west of Index.

Reiter, west end industry track. Wallace Falls Logging Co.'s track Miller Logging Co.'s spur one half mile west of Sultan. Monroe Milw, interchange track. Monroe Logging Co.'s spur one mile east of Snoho-mish leading off east approach of Bridge 455. Pacific Avenue, Brewery spur, Frye-Bruhn spur. Everett, power house spur.

All westward trains using main line will not foul tunnel block at Cascade Tunnel without first receiving a proceed signal from the operator which will be given with a yellow flag by day and a yellow light by night which will permit them to proceed to the block office only. Westward trains will call for signal approaching the cross-over.

Only one train is permitted to enter or use the block at the same time.

All eastward trains except first class trains take siding at Tye unless otherwise instructed.

All eastward trains will approach the east end of the concrete shed at Tye under absolute control and will not pass the fouling point of the passing track unless signalled to do so by the Tunnel conductor.

Switch to safety track located at west end Tye depot. Switch must be kept set and locked for safety track. All trains must come to full stop before reaching safety switch and send a brakeman ahead to set switch for main track. After train has passed over, switch must be reset and locked for safety track by operator.

Local freight trains between Skykomish and Delta will carry male adult passengers, when provided with proper transportation. All westward freight trains must stop at Scenic and eastward freight trains must stop at Gaynor and trainmen must inspect

Miller River and Baring will be flag stops for trains 275 and 276.

No. 1 and No. 28 will stop at Cashmere on Sundays.

No. 1 will stop at Snohomish to discharge passengers from Spokane and east.

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

Except when displaying signals for following sections, all first class trains will register by card at Snohomish, Lowell and Everett Jct.

At Snohomish all N. P. trains will enter G. N. main line through cross-over.

Eastward first class N. P. trains will leave G. N. main line through cross-over.

Other than first class N. P. eastward trains will head in at west end of N. P. passing track.

At Lowell all eastward trains from N. P. connection, and first class westward trains for N. P. connection, will run through cross-over. All westward second and inferior class trains for N. P. connection will enter passing track at east switch.

All home signals at interlocking plants on Cascade Division located within automatic black signal territory, except the P. N. T. crossing at Burlington, are semi-automatic and serve as automatic block signals. A train stopped by such home signal where no signal man is on duty may proceed in accordance with rule 509 after conductor and engineman have satisfied themselves that all derails and switches are properly set and secured for safe movement over them. If the interlocked signal protects a draw bridge care should be exercised in determining that bridge is in safe condition for safe passage of train.

Interlocking plant at bridge 455 just east of Snohomish. Home signals are located 550 feet each way from draw span; derails 55 feet in advance of Home signals.

Yard Ilmit boards are placed each way from Skykomish, east from Cascade Tunnel, east and west from Leavenworth one-half mile west of west switch Wenatchee.

Yard limits extend from Pacific Avenue to N. P. connection at N. P. Freight Depot, and to yard limit board east of Lowell. Lap sidings: Cashmere, Chiwaukum, Merritt. When taking siding at Cashmere trains head in at lap, at

Chiwaukum and Merritt trains head in at first switch. Referring to the installation of automatic block signals between Leavenworth and Skykomish. Please be governed by the

following rules in addition to those quoted in Rule Book dated May 1, 1921: A-Electric lamps are substituted for oil lamps on all automatic block signals between Leavenworth and Skykomish. Trains

approaching on main tracks or from side tracks to main tracks automatically light the signal lamps.

B-Standard colored light signals are substituted for semaphore signal in the snow sheds between Tye and Scenic where trains will be governed by such colored signals by day as well as by night. All such light signals are located on the right hand side of the track as seen from an approaching train. The light signals are provided with number plates and the colored indications have exactly the same significance as when used with the semaphore signals shown by figures 6 to 11, inclusive, pages 92, 93 and 94 of Rule Book, effective May 1, 1921.

C-Trains proceeding on to main tracks from passing tracks will automatically light the signals when track circuit is reached — trains proceeding on to main traces from passing traces with automatically ages the expans when trace from the real real folling point on sidings. At places where light signals are used, push buttons are located on relay boxes learned convenient to awitches and it is the duty of brakeman or other trainmen to light the block signals by pushing button before opening main track.

D-The Block Signal Rules and Regulations, effective May 1, 1921, apply also to these light signals.

LOCATION OF DISPATCHERS' TELEPHONES BETWEEN STATIONS.

60 ft. west of west switch westward passing track Tye; north side of track.

60 ft. east of eastward distant signal Tye, south side of track.

2,000 ft. west of west portal Windy Point Tunnel 13.1; south side of track.

In watchmen's shack west of Tunnel 14.

315 ft. from east end of second shed east of Scenic; north side of track.

In middle of first shed east of Chiwaukum.

At all Home block signals between Skykomish and Leavenworth.

LOCATION OF TUNNELS.

Tunnel No. 13, 13,873 feet long, height 19 feet, between Tyc and Cascade Tunnel " 13.1, 1,202 " 13.2, 458 22 1.12 miles east of Embro. 22.5 .20 miles east of Embro. " 14, " 15, 274.8 19.1 1.18 miles west of Embro. 1.512 ** 18.7 .66 miles east of Corea. " 15.2, 1,248 .. 22.5 22.5 22 1.55 miles east of Scenic. " 15.3, 815 1.59 miles west of Corea Everett Wash

SECOND SUB-DIVISION-EVERETT JUNCTION TO SEATTLE.

WESTWARD.

THIRD CLASS	SECOND CLASS		Capacity			Time Table No. 10						FIRST CLAS				-
717		401	Capacity of Side Tracks	lumber	from	Time Table No. 18.	3	27	357	3	277	359		355		_
Mdss. Freight	74	set Freight	14 14	Hoe N	1		dar	Past Mail	Passenger	Pamengar	Passenger	Pamongar				_
Daily Ex. Sunday		Dally	£ 8£	1 10	2014	STATIONS	1 1	Daily	Delly	Dally	Daily	Daily	Passenger	Passanger		_
L 10.00Am	L	1.004		1780		[BVERETT JUNCTION]	JN	L 5.10m		7.25m	L 9.254a			Daily		-
●10.36		1.12	102	1784	3.76	MUKILTEO	MU	5.16	• 6.19	7.32	• 9.34	1.21	6.02	8-35Fm		-
110.55		1.25		1790	7.89	MOSHER		5.22	1 6.27	7.39	1 9.40	1.26	6.09	848		-
111.15		1.35		1793	10.89	MEADOWDALE	AD	5.27	1 6.33	7.45	1 9.45	1.31	6.15	8.53		-
•11.45		1.55	119	1795	14.61	0	DR	5.35	. 6.43	7-51	• 9.53	1.37	6.21	1 9 00		-
-12.42h		2.05	57	1796	17.70	- T	R	5.40	1 6.51	7-56	*10 00	1.42	6.26	905		-
1 1.05		2.45	194	1807	26.57	E	BD	5-55	• 7.10	8-10	*10.17	1.56	6.40	920		-
A 1.30m	— — — <u> </u>	3.00km Y	ard 633	1808	27.32	1.76 INTERBAY	RB	5.59	• 7.15	8-14	10.25	1.59	6.44	924		-
			285		28.60		z						7 7 7	701		-
Daily Ex. Sunday			843	1813	32.03	SEATTLE.	υD	A 6-154m	7.30m	8-30An	A 10.40km	A . 2.15m	7.00m	940%		-
		Daily						Daily	Daily	Duily	Daily	Daily	Daily	Daily		-
717		401						27	357	3	277	359	1	355		-
3.30 7.80		2.00 13.66				Time Over Subdivision Average Speed per Hour		1.05 29.56	1.20 24.02	1.05	1.15 25.61	1.00	1.05	1.05	-	_

Special Rules.

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

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (19) minutes.

All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown and not less than five (5) minutes.

Extra trains will use double track in direction of Current of Traffic without running orders on receipt of Clearance from Superintendent.

Bulletin boards are located at Interbay and Seattle.

Bulletin boards are located at Interbay and Scattle.

Maximum rate of speed for pasenger trains between Everett Jct. and Scattle, 50 miles per hour.

Maximum rate of speed for freight trains between Everett Jct. and Scattle 30 miles per hour.

No train will exceed speed of 25 miles per hour on curves of 8 degrees or over, 30 miles per hour on 6 and 7 degree curves

35 miles per hour on 5 degree curves and 40 miles per hour on 4 degree curves.

Q-1 engines not permitted on this subdivision.

J engines will not exceed speed of 40 miles per hour.

L and M-1 engines will not exceed speed of 30 miles per hour.

F-7, 8 and 9 engines will not exceed speed of 30 miles per hour.

Trains handling cars loaded with logs not secured with chains will not exceed speed of 20 miles per hour and such trains must Trains handling cars loaned with togs hot secured with chains with not exceed speed of 20 miles per hour.

All trains passing through leads, passing tracks or cross-overs will not exceed speed of 10 miles per hour.

Trains handling steam derrick will not exceed speed of 25 miles per hour.

Engines backing up will not exceed speed of 20 miles per hour.

All trains reduce speed to 8 miles per hour through town limits, Edmonds.

All trains reduce speed to 10 miles per hour over draw span bridge 4, Salmon Bay, Ballard.

L and M-1 class engines will not exceed speed of 8 miles per bour through any yard track, Interbay.

All trains reduce speed to 20 miles per hour over lead switch, westward man track, G. N. Dock. All trains reduce speed to 10 miles per hour through Seattle tunnel.

Enginemen on P-2 class engines must use care entering King St. Terminal on account of close clearance between cab and train shed posts.

Steam whistle signals for tracks with switches controlled from Everett Jet. Interlocking track:

East Bound-Main line one long blast: Coast line one long one short blast.

Except when displaying signals first class trains will register by card at Interby and Everett Jct.

Except when displaying signals first class trains will register by card at Interby and Everett Jct.

Ballard, Edmonds and Mukilteo are flag stops for No. 4 to take on passengers for Spokane or points east.

Ballard is flag stop for No. 2, to take on passengers for Spokane or points east of Spokane.

Ballard will be flag stop for No. 3 for passengers from points east of Skykomish.

No. 358 will stop at any station between Seattle and Vancouver to discharge passengers from south of Seattle, or Spokane

All G. N. trains between Seattle and Vancouver, Wash., will be governed by time table and rules of N. P. Ry.
All G. N. trains between Vancouver, Wash., and Portland, Ore., will be governed by time table and rules of S. P. and S. Rail-

Yard limit boards east of Ballard cover limits to Seattle.

Yard limit board west of Everett Jct, covers Everett and Delta Yard as outlined Page 7.

INTERLOCKING Plant Bascule drawbridge 500 feet west of Ballard.
Distant signals are located 4000 feet east and west of draw span.
Home signals are located 600 feet east and west of draw span.
Derails are located 55 feet inside home signals.
Eastward Distant Signal connected with Home Signal and normally indicates same position as Home Signal.

(Continued on page 5.)

-		FIRST	CLASS								SECOND CLASS	
	356	28	2	358	278	4	360	Time Table No. 18		SIGNS	SECOND CEASS	THIRD CLASS
	Passenger	Fast Mail	Passenger	Passager	Passagar	Passenger	Passenger	E. BEETING May 10, 1925.	2	SIGNS		718
	Daily	Dally	Daily	Daily	Daily	Daily	Daily	STATIONS	Dietani Seattle			Mdee . Freight
	A 1.05m	10.00m	9.00	A 6.00m	A 4.45m	4 9.30h						Daily Ex Sunday
	•12.55	9.63					A 9.15to	EVERETT JUNCTION	32.03	R DN P		A 8.15Am
			8.53	5-53	1 4-38	9.23	• 9.06	MUKILTEO	28.27	D P		a 8.05
	119.46	9.46	8.46	5.46	1 4.28	9.17	1 8 5 6		24.14			1 7.56
	112.37	9.41	8-41	5.41	1 4-22	9.12	8.51	SMEADOWDALE	21.14	,		
	12.29	9.35	8-35	5.35	• 4-16	9.05	8.43	2 EDMONDS	17.42	D W .		1 7.45
	112.20	9.30	8-30	5 29	• 4.07	8.59	• 8.33	ш{ 3.00 }æ				• 7.30
	/12.03	9.17	8.17					RICHMOND BEACH	14.33	D P		• 7.10
	•11.59m			5 17	■ 3-50	8.47	• 8.18	O BALLARD	6.45	D		1 6.50
	*11.09m	9.14	8-14	5 14	1 3.45	8.44	. 8.14	INTERBAY	4.71	RS DNWCTOXPK		L 6.45ta
								Q. N. DOCK	3.34			
-	L 11 45m	L 9.00m	L 8.00№	L 5.00m	L 3.30%	B-30	L 8.00m	SEATTLE		R DN . IPK		
	Dany	Daily	Daily	Daily	Daily	Daily	Daily		_	N TPK		
	356	28	2	358	278	4	360					E1 Sunday
	1.20 24.02	1.00 32.03	1.00	1.00	1.15 25.62	1.00 32.03		Time Over Subdivision				718
-		**.09	32.03	32.03	25.62	32.03	1.15 25 62	Time Over Subdivision Average Speed Per Hour				1.30 18 43

Special Rules - Continued.

Automatic Block System.

Automatic Block Signals are in operation between King Street Station, Seattle, and Everett Jct.

Interlocking Signals.

Within the limits of the Automatic Block Signal System Interlocking plants are located as follows: SOUTH PORTAL OF SEATTLE TUNNEL. NORTH PORTAL OF SEATTLE TUNNEL. EVERETT JUNCTION

Automatic Block Interlocking Signals and Semaphores.

Everett Junction interlocking, westward home signal (high line), is located 200 feet from westward crossover switch, and has three arms; the top arm is for main line trains through crossover; the second arm fixed; bottom arm for diverging movements. Westward Home Signal, Coast line, is located fifty-five feet from east end of eastward crossover switch and has three arms; Distant signals, westward high line, is located 3500 feet from home signal. First automatic signal westward is 2500 feet west of Everett Junction.

Eastward.

First automatic signal eastward is located 3000 feet from eastward home signal, North Portal.

Eastward home signal, Everett Junction Interlocking is located 200 feet from west end of eastward crossover switch, and has two arms; top arm is for main line to St. Paul; lower arm for crossover up the Coast line.

Location of Tunnels.

Tunnel No. 17, 5,141.5 feet long, height 22 feet, Seattle, Wash.

				THIRD S	SUB	-DI	VISI	ON—	EVERETT JUNCTION TO	BE	LLINGHA	M.				SOUTHWARD
THIRD C	CLASS		SECOND CLASS		Cap	Bids	ė		Time Table No. 18	П				FIRST	CLASS	
	717	713	711	729	Tr	noks	*qum		Effective May 10, 1925.	1	357	277	359	299	355	
	Mdm . Freight	Mdae . Preight	Fast Freight	N. P. 676 Freight	11	14	tion 7	14		-	Pamenger	Passager	Pamenger	N. P. 444 Passenger	Pamengar	
	Daily Et. Sunday	Dally Ex. Monday	Daily Es Monday	Daily Ex. Sunday	25	8F	8	22	STATIONS	1 :	Daily	Daily	Daily	Daily Ex. Sunday	Daily	
			L 3.40km		58	110	CL62	0.0	BELLINGHAM	H	M L 2.43h		L 11.20Am		L 620M	
			356 4.00		61	143	CL60	2.90	SOUTH BELLINGHAM	,	N • 3.05		•11.30		• 6.31	
			4-15		46		CL56	6.82	50CKEYE		1 3.17		11.38		1 6.40	
			4.35		57		CLSO	12.78	5.96 SAMISH		1 3.30		11.49		1 6.52	
							CL49	14.22	BLANCHARD		1 3.34				1 6.55	
			4.50		88	16	CL46	16.58	2.36 BOW	В	0 1 340		11.54		1 7.00	
			5.00				CLAS		BBLLEVILLE	В	v / 3.50		11.59		1 7.06	
		L 11.35m	5.45		59	220	CL39		BURLINGTON	B	0 . 4.05	L 7-50Am	*12.06h		278-355 • 7-15	
		41 2.1 5№	6.00		37	80	CLAS			N		• 8-02	*12.06m			
		*1 2.50	6.15		67	10	CLAO		A 33	1	R 1 4.35	* 8-11	12.18		• 7-25	
						_	_	_	2.33 MILLTOWN	-	1 4.38		13.31		• 7.33	
		• 1.15	6-35		58	61	CL23		4.74	-		1 8-15 - 714 - 8-26	12.32			
		1.35	6.55		09	_	-	45.03	5.57 O	-	4.55				1 7.44	
		1 1.50	714 7-15		58		CLIS		3.96	-	A / 5.10	• 8-40	12.40		7.51	
		1 2.05	7.25	L 9.00 h	- 00		CLO		3.77 KRUSE	-	1 5.20	■ 8.50	12.46		7.58	
		• 2.50	7.35	9.15	-	_	_			-	5 26	• 8.55	12.50	L 10-46km	8.03	
	360 L 9.35km	A 3.05M			- 57	74				M		• 9.02	12.55	10-51	s 8.08	
	9.40	3.00/1	A 7.45Am	4 9 30 M	_	-	CL3	59.87	The state of the s	W	7 5.48	9.08	1.01	A 10.58Am	8-15	
					_	-			LONG BIDING	-	5.52	9.11	1.04		8.19	
	9.80				70	130	1779	63.53	EVERETT	_	■ 6.07	9.23	• 1.13		• 8-32	

1780 64.33

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

EVERETT JUNCTION

Time Over Subdivision

Automatic Block Signals in operation between Everett Jct. and South Bellingham. Bulletin boards are located at Burlington and Bellingham.

Maximum speed for passenger trains between Delta Wye and Samish, 55 miles per hour, between Samish and Bellingham.

Dally Er. Monday

711

4.05

Daily Ez. Sunday

729

Maximum speed for freight trains between Delta Wye and Samish, 30 miles per hour, and between Samish and Bellingham, 20 miles per hour between overhead crossing two miles north of Samish and Tunnel 18, in rainy weather, 15 miles per hour. Q-1 class engines not permitted on this subdivision.

Engines permissible: All class A, B, D, E, F, G, H, J, and K. Heavier engines (except Q-1) are permitted only in special or emergency service when they will not exceed speed of 15 miles per hour over timber bridges. L-1, M, N-1, O and P engines will not exceed speed of 10 miles per hour over bridge 15, Silvana.

J engines will not exceed speed of 40 miles per hour.

A 10.00km

Dally Ex. Sunday

717

10.70

F-7, 8 and 9 engines will not exceed speed of 30 miles per hour.

Dally Es Monday

713

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

All trains passing through leads, passing tracks or cross-overs will not exceed speed of 10 miles per hour.

Trains handling steam derrick will not exceed speed of 25 miles per hour.

Troop trains handling freight cars will not exceed speed of 25 miles per hour.

Engines backing up will not exceed speed of 20 miles per hour.

All trains reduce speed to 10 miles per hour over draw bridge 10 at Delta Wye, 11 and 12 near Marysville and 36 near Burlington

All trains reduce speed to 8 miles per hour passing through town limits Marysville, Mt. Vernon and Burlington. All trains reduce speed to 6 miles per hour on coast line track over 24th Street near Everett Flour Mill, California St., Hewitt Ave. and Bond St. north and south of passenger depot, Everett.

All trains run carefully from overhead crossing 2 miles north of Samish to tunnel 18.

Before passing over draw bridge 10, Delta Wye, dozers and other equipment should be examined to insure clearance point three and one-quarter inches above top of rail, 27 inches from gauge line of nearest rail.

1.15h

Dally

359

Daily Es. Sunday

299

8.35h

Dally

355

2.15

Norman, one mile north of Silvana, is flag stop for Nos. 277 and 278.

At Kruse all N. P. trains will enter and leave G. N. main line, through cross-over. Switches at cross-over will be handled by operators.

Except when displaying signals for following sections, first class trains will register by card at Kruse, Delta Wye and Everett

Following railroad crossings at grade that are protected by crossing gates, but not by interlocking plants, which all trains, engines or cars should approach and be crossed over under full control: Crossing of the Great Northern Railway, Skagit Branch just north of Burlington; Northern Pacific Railway near gas works plant north of South Bellingham; B. & N. Railway just north of the box factory south of Bellingham.

Crossings will be indicated on either side by standard signs "Railway crossing 200 feet."

9.25

Dally

277

25.49

Normal position of gates at crossing of third and fourth subdivisions at Burlington, will be against fourth subdivision trains. Not necessary to stop for crossing when gates are set against opposing subdivision.

South switch Everett passing track, is located 300 feet north of station platform.

Track lying to the south of cross-over, between round house and depot Bellingham, will be known as passing track

Steam whistle signals for tracks with switches controlled from Delta Wye Interlocking Tower.

Main Line-One Long

Delta Yard from North—One Long, One Short. Delta Yard from South—Two Long, One Short.

JN

6.10kg

Dally

357

Delta Yard North—Two Long.

Delta Yard North—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.

(Continued on page 7.)

FIRST	CLASS			Time Table No. 18	.		SE	COND CLASS		HIRD CLASS	
 358	278	360	356		unation	SIGNS	712	728	714	718	1
Passenger	Passenger	Passenger	Pamenger		Everett Junet		Fast Freight	N. P. 678 Freight	Mdes Freight	Mdss . Freight	
Daily	Daily	Daily	Dally	STATIONS	w		Daily Ex Sunday	Daily Ez. Sunday		Daily Ex Sunday	
A 8.15m		A 11-58Am	4 4-10ks	BELLINGHAM 64	1.33	R. DHXCMTKP	A 3.30m		1	L. odday	
■ 8.00		11.48	• 4.00	SOUTH BELLINGHAM 61	1.43	во кр	. 315				
7.52		111.38	1 3.50	SOCKEYE 57	7.51	P	1 3.00				
7.41		11.27	387	8.96	1.55	w p	1 2.40				
		11125	1 3.26	1.44	0.11	P	. 2.10				
7.36		f11.19	1 3.20	2.36	7.75	D P	• 2.20				
7.25		f11.10	1 3.07	4.66	3.09	-	1 2.00				
• 7·15	A 6-40Pm	*11.05	• 3.00	2.73		R DNCOWYXIKP					
• 7.04	• 6.30	•10·50	. 2.45	£ 3.97			• 1.50		A 10.154m		
6.54	• 6.15	*10·33	1 9.30	5.33	5.39	DN P	1.05 713 12.50		10.00		
	f 6.10	10.28	1 2.25	2.33	1.06	D P	12.60		• 9.00		
6.43	• 5-57	10.19	. 2.15	2 4.76	8.73		359				
6-36	• 5.40	•10.05		A. 57	3.97	DN P	12.32		1 8.26		
6.31	. 5.29		f 9.00	SILYANA 18	8.40	D W P	12-01ħm		• 7.30		
6.25		1 9.54	1 1.49		1.44		11.45		1 7.15		
6-25	• 5.20	947	1 40	3.77 KRUSB 10	0.67	R DN P	11.30	A 11.35m	1 7.00		
6.20	. 5.14	1 9.42	1.34	MARYSVILLE	7.27	DN P	11.15	11.25	• 6-50		
6.13	5.04	9.33	1.23	DBLTA WYB	1.46	R DN IY P	L 11.00Am	L 11.10ka		A 8.35Am	
6.10	5-01	9.30	1.90	LONG SIDING	3.35				- U-30M	8.30	
• 6.05	• 4-55	• 9.23	. 1.15	2 55	0.80						
 L 6.00h	L 4.45M	L 9.15	L 1.05M	0.80	0.0	R DN P				8.20	
Dally	Dally	Dally	Dally	-	-		Daily Ex Sunday	Daily Es. Sunday	Dally Et. Sunday	Daily Bz Sunday	
358	278	360	356		-		712	728	714	718	
2 10 29 60	1.55	2.43 23.30	3.05 20.86	Time Over Subdivision Average Speed Per Hour	-		4.30 13.30	25 14.90	3 45	0 20 13 38	

INTERLOCKING SYSTEM—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 movements 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. 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. Interlocking system in use bridge 10, 11 and 12 between Delta and Marysville and at Skagit R. R. Crossing one mile south

Interlocker at Drawbridge No. 36 one mile north of Mt. Vernon. Derails are located 500 feet from end of draw span.

All home signals at interlocking plants on Cascade Division located within automatic block signal territory, except on the P. N. T. crossing at Burlington, are semi-automatic and serve as automatic block signals. A train stopped by such home signal P. N. T. crossing at Burington, are semi-automatic and serve as automatic clock signals. A train stopped by such nome signal where no signal man is on duty may proceed in accordance with rule 500 after conductor and engineman have satisfied themselves that all derails and switches are properly set and secured for safe movement over them. If the interlocked signal protects a draw bridge, care should be exercised in determining that bridge is in safe condition for passage of train.

Interlocking Plant at crossing of Pacific Northwest Traction Company just north of Burlington. Home signals are located 208 feet north and south of crossing. Derails are located 58 feet inside of home signals. Home Signals are pipe connected. Mt. Vernon interlocking plant 1 mile north of Mt. Vernon, crossing the P. S. & C. Ry. South derail is located 255 feet south of crossing. North derail located 400 feet north of crossing. North bound home signal is located 200 feet south of crossing.

South bound home signal located 458 feet north of crossing. All signals standard indications and are a part of the automatic block system. A switch opening south leading to the P. S. & C. Rv. yards is located with head block 450 lect south of crossing. A pipe connected derail is located 185 feet from head block in on this spur. An automatic dwarf signal is located at this derail A pipe connected agreement to the control of this spur and will show caution when switch is opened and no train standing between north bound from movements coming out of this spur and will show caution when switch is opened and no train standing between north bound home signal and Mt. Vernon. This dwarf signal is part of automatic block signal system.

YARD LIMITS

Yard limits extend from yard limit board north of Roundhouse, Bellingham, to yard limit board, south of South Bellingham. Yard limit boards placed at each direction from Burlington.

Everett yard limits include Delta yard and from North end of draw bridge 11 to yard limit board 134 miles west of Everett Jet.

DERAIL SWITCHES LOCATED:

Stanwood, milk spur. Skagit Crossing, English log spur. Mt. Vernon, Pacific Northwest Traction Co., transfer. Burlington, oil spur. South Bellingham, house track. Bellingham B. & N., transfer Ferndale, industry track. New Westminster, distillery spur Ardley, power house transfer.

LOCATION OF TUNNELS.

Tunnel No. 18, 1,112.9 feet long, height 21.8, .46 miles north Samish Tunnel No. 19, 141.5 feet long, height 21.3, .62 miles south Sockeye. Tunnel No. 20, 329.5 feet long, height 20.9, .43 miles south Sockeye. Tunnel No. 21, 697.6 feet long, height 21, .32 miles south South Bellingham.

_	SOUTHWARD.				, ,	UB-	DIVIS	SION-VANCOUVER TO BE	LLII	NGHAM.					
_		THIRD CLASS		Capa of Bi Trac	dity			Time Table No. 18					FIRS	T CLASS	
_		103	719	Tree	oka		£ 5	Effective May 10, 1925.	Calls	357	359	355	97	101	
		C. N. Ry. 404 Freight		Passing Tracks	1	Station	Distance		greph	Passenger	Passenger	Passenger	C. N. Ry. 38 Passenger	C. N. Ry. 2 Passenger	
		Daily	Daily Er Sunday	ar-	35	žž	ದೆಕೆ	STATIONS	ž	Daily	Dally	Daily	Daily	Daily	
_			L 4-30m	Yard	319	CL125	0.0	VANCOUVER	VN	L 12.01m	L 9.00km	L 4 00m			1
_		I. 11 05m	4.35	_		_	1.26			1205	9.04	4 04	L 6.25Am	L 9.55fm	
_		11.13	1 4.40	-		CL122	2.73	STILL CREEK		112.11	9.08	4 08	6.31	10.00	
_	 	11.19	1 445	-		CL120	4.58	1.85 ARDLEY		/19.15	9.11	4.11	6-36	10.04	
_		11.27	f 4.50	-	20	CL117	7.20	BURNABY		112.21	9.15	4.15	6.42	10.09	
_	 	11.33	1 5.00	-	-	CL118		ENDOT	_	12.27	9.20	4.20	6.48	10-15	
_		1140	• 5.15	24		CL112		SAPPERTON		19.30	9.23	4.23	6.51	10-18	
_		A 11-45fm	• 5.20	-	52	CL107	13.06	NEW WESTMINSTER	MN	•12.38	• 9.28	+ 429	4 6 6 55Am	A •10-23hm	
_			1 5.26		-	_	13 .54	PRASER RIVER JCT		12.43	9.33	4 33			
			1 540	57	-	CL101	18.69	5.15 TOWNSEND		112.52	9.41	441			
_			• 6.00	- 58	-	CL96	24.04	COLEBROOK	G	1.02	• 9.50	1 449			
			1 6.15 - 7:20 - 7:30	-	-	CL92	27.72	CRESCENT	_	1 1.10	1 9.67	1 4.55			
			. 7.30	00	-	CL87	32.75	WHITE ROCK	WR	• 1.35	*1022	* 5.20			
			358 7.45	-	-	CL84	35.43	0.46 BLAINE	-						
			• 9.25		-	CLTT	43.47	7.5s CUSTER	BN	• 1.55	*10-32	* 535			
			- 720			CL74	45.97	2.50 ENTERPRISE	CU	1 2.10	110.46	5.47			
			*10.00	68	_		49.05	3.08 PERNDALE		1 2.17	10.52	720			
					-	CL70	51.28	2.23 BRENNAN	FD	9.23	10.67	s 5.58			
			A 11-15Pm	58	-	CL62	58.05	6.77	ВМ	9.28	11.02				
		Daily	Dally Es. Sunday						-	A 2.43h	A 11-154s	A 6-15fm Dally	Daily	Daily	_ _
		103	719							357	359	355	97	101	
		17.70	6.45 8.60					Time Over Subdivision Average Speed Per Hour	-	2 42 21 50	2 15 25 80	2:15	30 26 12	27.98	

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

Double track between Still Creek and Endot. Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

Water front tracks at New Westminster not to be used for meeting or passing trains.

Maximum rate of speed for passenger trains between Bellingham and Vancouver, 50 miles per hour.

No train will exceed speed of 25 miles per hour on curves of 8 degrees or over, 30 miles per hour over 6 and 7 degree curves, 35 miles per hour over 5 degree curves and 40 miles per hour over 4 degree curves.

On descending grades of 1.8 per cent and greater, the maximum speed for freight trains must not exceed 15 miles per hour, and on less than 1.8 per cent descending grade to a 1 per cent grade, the speed must not exceed 25 miles per hour, live stock and fruit trains excepted. On a 1 per cent grade and less, 30 miles per hour will be the limit.

It must be understood that the above is maximum speed for freight trains, and that this maximum speed will not be made where track conditions will not warrant, which are regulated by slow orders.

Q-1 class engines not permitted on this subdivision.

Engines permissible: All class A, B, D, E, F, G, H, J and K. Heavier engines (except Q-1) are permitted only in special or emergency service when they will not exceed 15 miles per hour over timber bridges, except engines heavier than E-14 and F-5 are prohibited over Fraser River bridge.

J class engines will not exceed speed of 40 miles per hour.

F-7, 8 and 9 engines will not exceed speed of 30 miles per hour.

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

All trains passing through leads, passing tracks or cross-overs will not exceed speed of 10 miles per hour.

Engines backing up will not exceed speed of 20 miles per hour.

Troop trains handling freight cars will not exceed speed of 25 miles per hour.

Trains handling steam derrick will not exceed speed of 25 miles per hour.

All trains reduce speed to 25 miles per hour between Mile Post 139 and bridge 77, Frazer River.

All trains reduce speed to 10 miles per hour over draw bridges 69 and 70 near Colebrook.

All trains reduce speed to 10 miles per hour over Brunette Street, Sapperton.

All trains reduce speed to 5 miles per hour over Frazer River bridge.

All trains reduce speed to 10 miles per hour between Mile Posts 123 and 127 between White Rock and Crescent.

All trains reduce speed to 8 miles per hour through town limits, Blaine.

All trains reduce speed to 15 miles per hour over bridge 64, near Ferndale.

Ocean Park, 1 mile south of Crescent, will be flag stop for Nos. 356 and 357, and will be flag stop for No. 355 on Saturday and No. 359 Sunday.

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

No. 358 stops at all stations north of Everett to discharge passengers from Spokane and east, and for passengers holding through tickets from points south of Seattle.

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

No. 355 will register by card at Colebrook.

The normal position of switches at Colebrook Jct., Guichon line Jct., and Fraser River Jct. will be for main line.

Track lying to the south of cross-over between round house and depot, Bellingham, will be known as passing track.

 FIRST	LASS				Time Table No. 18.			1.	SECOND CLASS	TH	URD CLASS
358	360	98	102	356	Effective May 10, 1925.	3	an a	SIGNS		720	104
Passenger	Passenger	C. N. Ry. 37 Passenger	C. N. Ry. 1	Passager		i i	Distance (-		Miss Freight	I' N Rv 401
Daily	Daily	Daily	Daily	Delly	STATIONS	į.	Dist			Daily Ex Sunday	Daily
A 10.45m	A 2.30Mm			A 7-55Mm	VANCOUVER	VN	58.05	RODN WCYT OPK		A 9.45hm	
10.35	2.22	A #10-54km	A # 7-14M	7.45			56.79			9.35	A 922ka
10.30	1 2.18	10.49	7.09	1 7.40	STILL CREEK		55.32	Р		1 9.30	917
 10.26	1 2.14	10.42	7.03	1 7.35	1.85 ARDLEY		53.47	DN P		1 9.23	919
10.21	1 2.09	10-34	6.57	1 7.28	BURNABY		50.85			1 9.15	9.06
10.15	2.04	10.24	6.51	7.21	2.49 ENDOT		49.36	P		1 9.03	8 5 8
10.11	1 2.00	10.19	6.44	t 7.17	SAPPERTON		46.35	X W I Y PK		1 9.60	8.50
•10.08	1.57	L 10-17km	L 6.40m	• 7.15	NEW WESTMINSTER	MN	44.99	R DN I PK		1 8-52	t 845An
9.59	1.48			7.05	PRASER RIVER JCT		44.51			1 845	
9.51	f 1.40			1 6.55	TOWNSEND		39.36	P		1 8-32	
9.43	1.33			. 6.42	COLEBROOK	a	34.01	R DN W Y P		, 8-20	
1 9.35	f 1.25			1 6.20	CRESCENT		30.33			1 8.00	
9.11	· 1.00			. 5.55		WR	25.30	DN P		719 7-30	
					INTERNATIONAL BOUNDARY		22 63				
• 9.00	·12·50			. 5.25	BLAINE	BN	22.16	RDNWTP		+ 7.00	
1 8.42	·12-35			1 4.54	7.58 CUSTER	cu	14.58	D P		. 620	
8.35	112-30			1 4.46	2.50 ENTERPRISE		12.08				
• 8.32	12.25			4.40	3.08 PERNDALE	FD	9.00	D P		1 5 5 8	
8.24	112-18			4.99	2.23 BRENNAN		6.77				
L 8.16hm	L 12.05m			L 4.15m	BELLINGHAM	нм	0.0	REDN WC T PK		L 5.00m	
Daily	Delly	Daily	Daily	Dally						Dully Es Sunday	Daily
358	360	98	102	356						720	104
2 30 23 33	2.25 24.02	19.13	23.80	3 40 15 83	Time Over Subdivision Average Speed Per Hour					1 45	10 19

Special Rules—Continued.

Retaining wall, New Westminster, between Front St., crossing and old interlocking tower, does not give full side clearance. Train and enginemen must not hang on side of cars or engines passing same.

No trains in either direction will pass International Boundary at Blaine and White Rock without permission of Customs officials

Yard limit boards at Bellingham, Blaine, Vancouver and White Rock.

Yard limit board at Sapperton Sand Pit North of Wye, covers limits to Fraser River Bridge.

No train, engine, or cars shall be moved into or through the interlocking zone protecting the Frazer 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 bended 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.

New Westminster Interlocking System: Signal tower is located 4,500 feet north of north end of Fraser River bridge. This apparatus controls the crossing of the C. P. Ry., also switches leading to and from the Fraser River bridge tracks and New West-

South derail is 1,600 feet south of tower.

North derail is 625 feet north of tower.

Northward home signal is located to the left of the track and is 1,655 feet south of tower.

Southward home signal is located 675 feet north of the tower. Distant signals are located 1,200 feet north and south of home signals.

This plant has two advance home signals governing train movements over switches at north and south end of plant. North of plant this rignal is located to the left of the track top arm for main line, lower arm for diverging track leading to Fraser Mills. South of plant top arm for main line, lower arm for track leading to water front and freight boars.

Interlocking plant at Brunette Street near Sapperton, governing train movement at crossing of B. C. electric and G. N. tra. ks. Interlocking plants are in use on bridges 60 and 70, between Crossent and Colchrook. If time sixuals and distails are located 600 feet north and south of both bridges. The caution fixed signals are located 3000 feet from bone signals.

Interlocking plant at Ardley, B. C., severning movement of G. N. Ry. trains and B. C. Flectric Badway Company trains: Northward home signal is located 558 feet from crossing. Dermit is 58 feet ahead of signal. Northward distant signal is beauted 2,000 feet from home signal. Southward home signal is 88 feet ahead. of signal. Southward distant signal is located 2,000 feet from home signal.

Burrard Inlet Interlocking plant crosses the C. P. Rv. and B. C. Electric Ry. at Burrard Inlet, Vancouver. South derail is located 200 feet south of B. C. Electric crossing. North derails are located 200 feet north of C. P. Ry. crossing. Northward home signal is 225 feet south of B. C. Electric crossing. Southward home signal is 210 feet north of C. P. Ry. crossing. No detail signals at this plant.

This is a standard interlocking plant and will be operated in accordance with the rule, and rigual diagram, Nos. 601, A. B. C. D and G. inclusive. Distant signal number 2 located on the Hariner Commission to litrack or lead and located east of the G. N. crossing, is a stop and stay signal, semi-automatically controlled. If a train or engine passes this signal in stop position, it must be preceded by flagman to the home signal, thus insuring head-on protection from signal number 2 to signal numbers 1, 16, and 20, inclusive, which govern movement in opposing direction.

10	WESTWARD.				FO	DUR	HTS	SUB-	DIVISIONANAC	ORT	ES T	O RO	CKPOR	т.					
THIRD	CLASS	FIRST CLASS				pacity Side	1	1	Time Table No. 18	1	Т	I		1				EASTWA	ARD.
725	723	293	291	277	Ť	racks	_	g	Effective May 10, 1925.	1	5					FIRST CLASS	5	THIRD	CLASS
dee. Freight	Mdae, Freight	Passenger	P		٠١,	١.		ee fro		- bla	e fro		SIGNS	278	292	294		724	726
Daily Ex Sunday	Daily Ex. Monday	Daily	Passanger	Passenger	Passing		Station	Distanc	STATIONS	legs.	Distance			Passenger	Passenger	Passenger		Mdse. Freight	
	L 6.30M		1	L 6.00km	1	<u> </u>	+	-		F	¥ D	-		Daily	Daily	Daily		Daily Ex. Sunday	
	1 6.50				-		CN 53	_	ROCKFORT	RK	53.41	R D	w y	A 9.20m				A 4-15fm	I BE Sand
	• 7.25			1 6-15	- 11	-	CN48			_	47.82	-		1 8.55				1 3.35	
	• 7.50			• 6-30	40	-	CN44		CONCRETE	BA	14.28	D		* 845					
	1 8.20			1 6.33	34	76	CN43		QRASSMERB		43.02		w	1 840				* 3.20	
				• 6-45	36	-	CN38	15.44	BIRDSVIEW		37.97			· 8.25				1 2.40	
	* 8.50			▶ 6.58	30		CN33	20.67	HAMILTON		32,74	D	*	· 8·10				1 2.15	
	* 9.15			■ 7.07	_	34	CN39	23.90		MY	29.51	D		# B.00				1.40	
	1 9.35			f 7.20	11			29.17	COKEDALE JUNCTION		24.24			1 7.45				1.10	
	•10.00			s 7·30	36	63	CN20	32.47	SEDRO-WOOLLEY	6W	20.94	- D	x 1 K					112.40	
	10-10			7.35			CNIS	34.65	BUTLER	BR	18.76		- ' '					*12-25	
1.30m	A 10.25ka	L 7.20m	L 12-10m	A 7.45Mm	59	124	CLSO		BURLINGTON	BU				7.25				12.08	
1.40		• 7.28	*12·18						2.68 AYON			K DN	CO WYX IK	L 7-20fm	A 10-55An	A 6-50hn		L 12.01h	A 9.30
1.50		1 7.35	112-25			,	CN10		FREDONIA	-	13.51	-			*10.46	• 6-39			. 9.20
2.00		1 7.42	*12-32		-	-	CNO	44.13	1.56	-	10.84				110.40	1 6-32			1 9.10
2.10		7.52	12.42		-	-	CNE		1.67	-	9.28				*10-35	6-25			9.05
2.15		1 7.58	112.48		-	-	-	47.50		WH	5.61				10.25	6.15			8.50
2-30m		A 8-10fm			1	-		49.06	PIDALGO		3.75				f10.21	1 6-11			1 8.45
Daily E. Sunday	Daily Ex. Monday	A 8-1 Ofm Daily	A 1.00m	Daily	Yard	355	CNO	53.41	3.75	AC		R D	T W		L 10-10An	L 6.00m			
725	723	293	291	277	-	_								Daily	Daily	Daily		Daily	L 8-30
1.0 16.19	3.55 9.50	19.43			-	_								278	292	294		724	726
.0.15	3,00	19.43	19.43	1.45 21.26	1				Time Over Subdivision Average Speed Per Hour					2.00	21.45	.50		4.14	120

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

Maximum rate of speed for passenger trains between Anacortes and Rockport, 30 miles per hour. Freight trains 15 miles per hour Anacortes to Burlington and Birdsview to Rockport. 20 miles per hour Burlington to Birdsview

No train will exceed speed of 25 miles per hour on curves of 8 degrees or over.

F-8 class engines heaviest permitted between Burlington and Rockport.

F-1 class engines heaviest permitted between Burlington and Anacortes.

All trains reduce speed to 10 miles per hour over bridge 52 near Concrete, which is equivalent to using 35 seconds.

All trains reduce speed to 10 miles per hour over draw bridge 12 two miles west of Whitney, which is equivalent to using 2

First class trains will stop on flag at Fidalgo Mill Spur, Summitt Park, Minkler, McNeill-OHearn Spur, Superior Ave., Baker River Van Horu, Sauk, Mountview Spur and Nestos Spur.

Normal position of gates at crossing third and fourth subdivisions at Burlington, will be against fourth subdivision trains. Interlocking Plant just west of Burlington at crossing of Pacific Northwest Traction Company eastward distant signal is located 2000 feet west of crossing, has one arm showing caution. Home signals are located 5 feet each way from crossing. Derails are located 5 feet inside of home signals. There is no distant signal for westward trains. Engines backing up will not exceed 20 miles per hour.

Trains passing through leads, passing tracks or cross-overs will not exceed 10 miles per hour.

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

Number 1 track parallel with main line in front of Superior-Portland Cement Co's, track at Concrete is passing track. All trains will move under full control within the limits of Rockport yard.

Engine tanks handled on freight trains must be handled light without fuel or water

Yard limit boards are located at Anacortes, Burlington, Sedro-Woolley, Rockport, Grassmere and Baker River. Puget Sound and Baker River trains register at Butler and Whitmarsh.

DERAIL SWITCHES LOCATED:

Forrest Mill Spur. Stone Webster Spur. Grassmere Passing Track. Sedro Box and Veneer Spur. Lyman Lumber Co.'s Spur. Baker River.

WESTW	ARD.		FII	FTH	SUB-	DIVISION—SUMAS	TO	GUI	СНО	N.	EASTWAR	RD.
SECON	D CLASS.	of f	seity Ride			Time Table No. 18					SECOND	CLASS
	383	Tra	ieka		1	Effective May 10, 1925	Cells	tron.		SIGNS.	384	
	Mixed	Passing Tracks	Other Tracks	Station	Distanse Bumas.	STATIONS.	Colegraph	Distance from Guichon			Mized	
-	L 10-15An		1	C030	0.0	SUMAS, WASH	80	40.18	P D	w c	A 9.154m	
		_	_		0.01	INTERNATIONAL BOUND'RY	_	46.17	-		, 9.10Am	
	10-16	21	3	CC28	0.06	0.05 MUNTINGDON	_	46.12		w	. 9.14	
	• 10-30	34	21	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	56	21	CO16	12.62	ALDER GROVE	AG	33.56	D		• 8.20	
	11.40	26		C012	16.75	ofter		29.43			. 7.55	
	• 12-05ħm	58	18	cos	21.43	LINCOLN		24.75		*	. 7.25	
	12.55	33	38	CL93	29.20	CLOVERDALE	CL	16.98	D	XY	• 6.55	
	f 1-15	_		CV4	33.09	ALLUVIA		13.09			■ 6.40	
	f 1.25	_		CV6	34.53	SOUTHPORT		11.65			1 6.35	
	f 1-30		_		35.40	COLEBROOK JCT		10.78		Y	1 6.31	
	. 335	58	80	C1.96	35.47	COLEBROOK	a	10.71	R D	· w	6.30 5.55	
	1 3.58	_			36.24	QUICHON LINE JCT		9.94			1 5.45	
	1 425		•	CV14	42.52	INVERHOLM		3.66			1 5.15	
	1 4.45	_	•	CV16	44.94	LADNER		1.24			1 5.05	
	A 5-00m	_	10	CVID	46.18	витской		0.0	R	Y	L 5.00km	
	Daily Ex. Sunday										Daily Ex. Sunday	
	383	_									384	
	6.45 6.84					Time Over Subdivision Average Speed Per Hour					4.18 10.86	

SECON	CLASS	Capa of 8 Tre	rity			Time Table No. 18				CLASS
	Mixed Monday and Friday	176	-			Effective May 10, 1925	Call	9 7	21042	398
	Mixed Monday and Friday	11	14	Station	1		94.0	Distante fro		Mixed
	Monday and Friday	Present	Other	Sta	Constitution	STATIONS	15	Abb		Monday and
				CO48	0.0	CANNOR	CR	14.25		1
	L 9.20Am	40	8	C031	9.09	KILGARD		5.16		A 9.20 A
	A 9.40m	34	31	CO26	14.25	ABBOTSPORD	rs	0.0	R D W	L 9.00A
	Monday and Friday									Monday and Friday
	399									398
	.20 15 48					Time Over Subdivision				15 45

Eastward trains are Superior to westward trains of same class.

Maximum rate of speed for trains between Abbotsford and Kilgard, 20 miles per hour.

G-3 class engines are heaviest permitted on this Subdivision.

Normal position switch Abbotsford Junction is for fifth Subdivision.

All trains sixth Subdivision will protect against all trains fifth Subdivision between Abbotsford and Junction one half mile east of Abbotsford.

Derail switch located: Abbotsford, east end of passing track.

Special Rules.

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

Maximum rate of speed for all trains between Guichon and Colebrook, 20 miles per hour, between Colebrook and Sumas, 30 miles per hour.

G-3 class engines are heaviest permitted on this Subdivision.

The normal position of switches at Colebrook Junction, Guichon Line Junction are for main line.

All trains reduce speed to 10 miles per hour through leads, passing tracks and cross-overs.

Trains handling steam derrick will not exceed 25 miles per hour.

Engines backing up will not exceed 20 miles per bour.

Trains handling cars loaded with logs not secured with chains must not exceed 20 miles per hour, and such trains must not pull by passenger trains moving or standing.

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

Eastward trains approaching Yale road crossing, which is first crossing east of Lincoln, will reduce to speed of 10 miles per hour.

INTERLOCKING governing B. C. E. Ry, crossing, Cloverdale, B. C. Distant signal on north side is located 2,500 feet from crossing. Home signal in south side is located 15 feet from crossing. Home signal on south side is located 15 feet from crossing and distant signal on south side is located 15 feet from crossing and distant signal on south side is located 15 feet from crossing and distant signal 1,500 feet from crossing. Derails are placed five feet inside each home signal.

YARD LIMITS.

Cloverdale yard limits extend to yard limit board at point about 2 miles north of Cloverdale on old line and to yard limit board at point about 1 mile south of Cloverdale on old line.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
First Sub-Division:				Third Sub-Division—Continued.			
Great Republic Mining Co., Miller River	2 2 Miles west of Skykomish	West	14 Cars	Enterprise Spur	0.1 Miles south of Enterprise	South	0.6
Grotto Lumber Co	0.3 Miles east of Grotto	East	3 "	Milk Spur	0.7 Miles south of Ferndale.	South	3 Cars
Reiter Lbr. Co.'s Spur	3.5 Miles west of Grotto.	East	3 "	Standard Oil Spur	0.7 Leads off Milk Spur		
G. N. Shingle Co.'s Siding	3.8 Miles west of Grotto.	Both ends	24 "	Marietta Spur.	3.6 Miles north of Bellingham	South	12 "
Desire	3.6 Miles west of Grotto	Both ends	22 "		o to lines noted of beinignam.	South	
Baring Granite Works Spur	3.9 Miles west of Grotto.	West	21 "	Fourth Sub-Division:			
In Jan Calena Mill Spur	0.3 Miles east of Index	East	12 "	Briscoe Spur	1 4 Miles 4 D. 1 4		1
Western Granite Works Spur	1.0 Miles west of Index	West	32 "	Mountview	1.4 Miles west of Rockport 2.48 Miles west of Sauk	West	14 Cars
Casual Bunkars	1.1 Miles east of Reiter	Both ends	34 "	Sauk Spur	1.5 Miles west of Rockport	Enst	5 "
Wallage Falls Timber Co	1.7 Miles east of Gold Bar	Both ends	93 "	Cowden's Spur	3.2 Miles west of Rockport	West	9 11
Wallace Lumber Co. Sput	0.7 Miles east of Sultan	East	16 "	Van Horne's Spur	1.5 Miles west of Nestos.	Enst	15 "
Miller Logging Co.'s Spur.	1.3 Miles west of Sultan	Both ends	(9 "	Superior Portland Cement Co. Spur.	0.7 Miles west of Concrete.	Enst	57 "
Woodruff	1.9 Miles west of Monroe	Both ends	37 "	Burpee Shingle Spur	0.4 Miles west of Grassmere	East West	57
			24 "	McNeill-O'Hern Spur	1.8 Miles east of Birdsview	West	30 "
Second Sub-Division:				L. L. Spur	0.6 Miles west of Hamilton	West	30
G. N. Oil Tank Spur	1.0 Miles west of Everett Jet.	East	51 Cars	Minkler's Mill	3.1 Miles east of Cokedale Jct.	Both cods	13 "
Bailey Shingle Co. Spur	1.6 Miles west of Everett Jet	West	6 "	Fox Spur	0.1 Miles west of Fredonia	West	6 "
Washington Bolt Spur	0.6 Miles west of Edmonds	West		Gravel Pit Spur	6.0 Miles east of Anacortes	West	9 11
Standard Oil Co. Spur	1.6 Miles east of Ballard	West	46 "	Log Rollway	2.3 Miles east of Anacortes	Both ends	21 "
Metum Spur, Oil Spur	1.0 Stites east of Danard	West	43	Puget Sound Saw Mill & Shingle Co. Spur	2.1 Miles east of Anacortes	West	26 "
Third Sub-Division:				Fidalgo Mill Spur	1.7 Miles east of Anacortes	East	4 "
Bartella Brick Co. Spur	1.2 Miles north of Sockeye	South	19 Cars	tondo michalina de la companya del companya de la companya del companya de la com	Tit Miles case of Allacortes,	E.nst	4
Chuckanut Cannery Spur	0.6 Miles north of Sockeye	North	7 "	Fifth Sub-Division:			
Hazel Mill Spur	0.8 Miles south of Samish	North	35 "	Gowdy Road Spur	1.4 Miles east of Ladner.		
Bloedel-Donovan Spur	1.4 Miles north of Bow	North	64 "			West	5 Cars
Bellville Pit	1.6 Niles north of Bellville	North	80 "	Patterson's Spur	0.9 Miles east of Inverholm	West	7 "
Union Oil Co. Spur	1.2 Miles north of Mt. Vernon	South	10 "	Smith Road Spur	2.1 Miles east of Inverholm	Both	7 "
Puget Sound and Cascade Ry. Conn	0.8 Miles north of Mt. Vernon	South		Matthew Road Spur.	3.1 Miles east of Inverholm	Both	7 "
Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	2 Cars	Embree Road Spur	3.1 Miles west of Colebrook	Both	7 "
Hawley Spur	1.9 Miles south of Fir	North	6 "	Oliver Road Spur	1.8 Miles west of Colebrook	West	4 "
Morrison Mill Spur	2.7 Miles south of Fir	South	8 "	Gravel Pit Spur	0.7 Miles east of Alluvia.	West	16 "
Ketchum Spur	2.5 Miles north of Stanwood	South	3 "	McLean Mill Spur	1.3 Miles south of Cloverdale	North	16 "
Hals Spur	1.2 Miles south of Stanwood	South	2 "	Surrey Spur	1.0 Miles west of Cloverdale	West	7 11
Norman Spur	1.0 Miles north of Silvana	South	2 "	McNair Spur	1.0 Miles porth of Cloverdale	South	9 "
Kennedy Spur	4.7 Miles north of Marysville	South	6 "	David Bell Co. Spur	1.0 Miles north of Cloverdale	South	0 "
Cox's Spur.	1.5 Miles north of Marysville	South	4 "	Fernridge Lbr. Co. Spur	1.9 Miles west of Lincoln.	West	15 "
	0.5 Miles south of Ardley	South	2 "	McNair Spur No. 2	1.3 Miles west of Lincoln.		15 "
Ardley Power Spur			2 "			East	2 "
Bradford and Taylor	2.0 Miles north of Sapperton	South	1 1	Langley Timber Co.'s Spur	0.9 Miles west of Lincoln	West	3 "
St. Mingo Spur	1.1 Miles north of Townsend	North	23 "	Clark's Spur	1.1 Miles west of Otter	West	2 "
Delta Shingle Co. Spur	0.8 Miles south of Townsend	North	10 "	Rarie Spur	1.7 Miles east of Otter	West	7 "
McClellands Spur	2.1 Miles north of Colebrook	South	2 "	Singers Spur	1.4 Miles east of Aldergrove	West	3 "
Campbell Lumber Co. Spur	1.0 Miles south of Whiterock	South	62 "	Fish Trap Pit	1.3 Miles west of Sarel	West	40 "
Dakota Creek Spur	2 1 Miles south of Blaine	North	30 "	Abbotsford Timber Spur	0.7 Miles west of Abbotsford	East	4 "
Dakota Creek Spur	2 1 Miles south of Blaine	North	30 "	Abbotsford Timber Spur	0.7 Miles west of Abbotsford	East	

Average Weight of Empty Cars No allowance to be made for wheel fric-

tion.	Class E-1 to E-7
	Class E-8 to E-15
Box	Class F
Refrigerator	Class G
Stock 16 tons	Class H
Flat	Class J
Coal (wooden)16 tons	Class K
Coal (steel)	Class L
Ore 50-ton	Class M
Ore 75-ton	Class N
Oil Tanks (system)	Class O
Oil Tanks (other)	Class P-1
Sand15 tons	Class P-2
Hart	Class Q-1
Caboose	Engine Tanks (empty) 30 tons

Average Total Weight of Dead Engines and Tanks

Speed Table.

50	miles	per	hour	is	equivalent	to	one	mile	in	1	minute and 12 seconds.
45	miles	per	hour	18	equivalent	to	one	mile	in	1	minute and 20 seconds.
40	miles	per	hour	18	equivalent	to	one	mile	in	1	minute and 30 seconds.
35	miles	per	hour	18	equivalent	to	one	mile	in	1	minute and 43 seconds.
30	miles	per	hour	is	equivalent	to	one	mile	in	2	minutes and 0 seconds.
25	miles	ner	hour	is	equivalent	to	one	mile	in	2	minutes and 24 seconds.
20	miles	ner	hour	is	equivalent	to	one	mile	in	3	minutes and 0 seconds.
											minutes and O seconds

Maximum Clearance Table to be observed in the loading of material on open cars.

							LI	MIT (OF LO	AD-N	MEASI	JREM	ENT						
For Points Between						WII	отн с	F LO	AD AT	HEIG	HT A	BOVE	TOP	OF RA	IL				
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	7'6"	8'0"	8'6"	9'0"	9'6"	10'0"	10'2"	10.6	11.0"	11'6"		Max
Lines East of Cut Bank except Pacific Junction to Butte	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	EIGH 18 0"		18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0'		11 6
Out Bank to Spokane	17 0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'8"	14'4"	14'3"	14'0"	13'0"	12'0"	17'0"	110
pokane to Seattle	17'0"	17'0'	17'0"	17'0"	16'8"	16'3"	15'9"	15'6"	15'3"	15'0"	14'9"	14'6"	14'0"	13'10"	13'6"	13'0"	12'0"	17'0"	116
Seattle to Vancouver, B. C	15'0"	18.0	18'0"	18'0	18'0"	18'0"	18'0'	18'0"	18'0"	17'9"	17'6'	17'3"	17'0"	16'10"	16'6"	16 0"	15'3"	18 0"	11'6
Seattle to Portland	19'0'	19'0"	19'0"	19'0"	19'0"	18'7"	18'1"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	14'6"	19'0'	11'6
Pacific Jet. to Great Falls	18'0"	18'0"	18'0'	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16 0"	15'6"	18'0"	11'6
Great Falls to Helena	16'0	16'0"	16'0"	16'0"	16'0"	15'8"	15'4"	15'2"	15'0"	14'8'	14'4"	14'0"	13'0"	12'8"	12'0"	11'0"	10'0"	16'5"	11'6
delens to Butte	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9'	15'6"	15'3"	15'0'	14'11'	14'9"	14'6"	13'6"	17'0'	11'6
Spokane to Vancouver, B. C. via Marcus and Brookmere.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0'	15'0'	14'0"	18'0"	11'6
Spokane to Portland via S. P. & S. Rv	21'0"	21'0"	21 0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19"2"	19'0'	18'8"	18'3"	18'2"	18'0'	17'9"		21'0"	110

*Except Minnes polis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 10'0" and 17'3", respectively. Passenger tracks University Switch to Union Depot Junction via Stone Arch Bridge, limit width of loading to 10'9".

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSES.

STATIONS	Ruling Grade		Class 1950	M. I. S -1964	i.	Cl		-19 02 -19 -19 2 1	903-	Class L1-1900-1921				Ctass L2-1800-1 " "O1" 3020-3 " O5, 3300-3 " P-1750-1				Class F8-1140-1199 Superheated			199	Class P5-1095-1099 " P5-1100-1109					GI GI	-700-7 -720-7	19	Class P1-500-865 " D5-450-476				Class D-309-395		
		1	2	3	4	1	2	3	٠	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3
Gold Bar to Skykomish	1.0	1840	1630	1460	1375	1700	1530	1360	1275	1600	1440	1280	1200	1550	1400	1250	1170	1350	1220	1090	1025	1200	1080	960	_			_		-					-	
#kykomish to Cascade Tunnel	2.2	950	840	770	725	900	810	720	675	850	765	680	640	/***********	630	560	530		565	500	470			1.00	900	1000	000	800	750	775	700	924	600		****	
Cascade Tunnel to Wenatchee	Down	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500		2500									2500	540	480		480	435	385	360	360	325	290	250	22		
Wenatchee to Leavenworth	0.1	1800	1630	1460	1375	1700	1530	1360	1275	1600	1440		3003300	1550			-0.00						2500		2500	1250	1250	1250	1250	900	900	900	900			
Leavenworth to Cascade Tunnel	2.2	950	840	770	725	900	810	720	675	850	765	680	640	700	630	560	530	625	565	500	470	1200 600	1080 540	960 480	900	1000	900	800		775	700	625	600			
Seattle to Delta	0.5													3500	3150			2850				2500	2250		450	480	435	335	300	360	325	290	250		****	
Delta to Seattle	0.4																	3000		80050	000000		13993200	2000		2000	1800	1600	1500	1500			1125			50 0
Cascade Tunnel to Skykomish	Down	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500						2500		2500				2210		2300	2070						1360			mol w
Hellingham to Delta	0.5																200	2000			120,000	2300			2500	1250		1250		900	900	900	900			
Delta to Bellingham	0.4																										1500				1170		975			
Delta to Gold Bar	0.4	4000	3350	3000	2830	3800	3150	2800	2630	3800	3150	2800								2240					1875					1460	00000	1200	1130		*****	
Skykomish to Delta	0.3	4200	3800	3400	3200	4000	3600		3000			3200											2250	200000		1800					1320	1200	1130	100		00 0
Bellingham to Vancouver	1.1												0.00			2000						3000 1300				2200	1980				1140	1280	1200			
Vancouver to Bellingham	1.1																		= 1		0.000	0.000		1040		1000	900	800	750	775	700	625	600		800	
Burlington to Rockport	0.8																			1200			1170		975	1000	900	800	750	775	700	625	600		100	
tockport to Burlington	1.0																		- 1			1425			1000		990	890	800	960	865	770	670	850	765	680 59
Burlington to Anacortes	0.7																	1990	1400	1275	1200	1350	1250	1100	980	1020	950	850	725	800	725	650	620	650	600	550 50
Anacortes to Burlington	0.7																										****			1000	900	800	700	900	800	700 6
					ter /1	_Whe	n tem		in 25		-1								****	****				!						1000	900	800	700	900	800	700 6

Weather Rating {1—When temperature is 25 degrees above zero or over. 2—Very frosty or wet. 5 to 25 above zero.

Weather Rating (3—Five degrees above to 10 below zero.
4—Ten below zero and colder.

COMPANY SURGEONS.

Dr. H. B. Zimmerman
Dr. Wallace H. Cole
Dr. Egil Roeckman Outstalling Chief Surgeon. 4th Floor Hamm Building. St. Paul.
Dr. Egil BoeckmanOphthalmic Surgeon641 Lowry BuildingSt. Paul.
Dr. Edward BoeckmanOphthalmic Surgeon648 Lowry BuildingSt. Paul. Wenatches
DDG DADKED and HAVDEN
DDC C W HOVEEV J AT DEDM'T DOCTAR
DP H W DODTNED
Monroe DD H V CTOCKWELL
EverettOphthalmic SurgeonDR. H. T. RHOADS.
Ophthalmic Surgeon DR. H. T. RHOADS.

TIME INSPECTORS.

Wenatchee	HOWADD THOMAS
Legvanworth	HOWARD I HOMAS.
Leavenworth	NELS A. NELSON.
Everett	CHAS. M. SMITH, 1414 Hewitt Ave.

Bellingham. GEO. E. LUDWIG, 1250 Elk St
New Westminster, B. C. W. C. CHAMBERLAIN.
Sumas. HENDRICKSON BROS.
Vancouver, B. C. ROBERT McDONALD.
Tacoma, Wash. RICHARD VEATH & SON.
Portland, Ore. W. H. SAXTON.
Vancouver, Wash. JOS. CARTER.

D. MOORE, Dispatcher.
E. O. WADHAMS, Dispatcher.
T. H. REED, Dispatcher.
C. O. JOHNSON, Dispatcher.
H. L. CAULKINS, Dispatcher.

C. E. LAMKIN, Dispatcher.
C. E. McKILLIPS, Dispatcher.
ALF. MOE, Extra Dispatcher.
G. E. WELLEIN, Asst. Chief Dispatcher.
J. C. DEVERY, Chief Dispatcher.

M. J. WELSH, Trainmaster.
I. E. CLARY, Trainmaster.
T. B. DEGNAN, Supt. Terminals.