



CASCADE DIVISION.

TIME TABLE No. 38

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

SUNDAY, DECEMBER 21, 1930.

A. E. KNIGHTS, Superintendent.

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

J. H. O'NEILL, General Manager.

SOUTHWARD.

SECOND SUBDIVISION—EVERETT JUNCTION AND VANCOUVER.

NORTHWARD. 3

THIRD CLASS 713	SECOND CLASS				FIRST CLASS					Car Capacity Yard 203 Other Stations Distance from Vancouver	Time Table No. 38 Effective December 21, 1939	SIGNALS	FIRST CLASS				SECOND CLASS		THIRD CLASS 714							
	729	711	105	103	357	101	297	355	359				356	102	360	358	712	104		714						
	N. P. 676 Freight	Local Freight	C. N. Ry. 406 Freight	C. N. Ry. 404 Freight	Passenger	C. N. Ry. 2 Passenger	N. P. 444 Passenger	Passenger	Passenger				Passenger	C. N. Ry. 1 Passenger	Passenger	Passenger	Freight	C. N. Ry. 403 Freight		Local Freight						
Local Freight	Daily Ex. Sat.	Daily Ex. Sat.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Sliding Open Station Numbers	0.0	.....VANCOUVER.....	VN	122.28	RKDRWC YXO P	A 7.30am	A 7.11 2.30pm	A 10.15pm	A 8.00am						
Daily Ex. Mon.	Daily Ex. Sat.	Daily Ex. Sat.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	125	1.25C. N. JUNCTION.....	VN	121.13	X	f 7.22	A 7.12am	2.22	10.09	7.50	A 8.53pm					
										122	2.73STILL CREEK.....	VN	119.65	X P	f 7.17	7.05	f 2.18	10.06	7.40	8.46					
										120	4.67ARDLEY.....	VN	117.81	P	f 7.13	6.59	f 2.15	10.03	7.32	8.38					
										117	7.20BURNABY.....	VN	115.18		f 7.08	6.53	f 2.11	9.59	7.27	8.28					
										115	9.89ENDOT.....	VN	112.69	P	f 7.03	6.48	2.06	9.55	7.22	8.18					
										112	11.70NORTH WESTMINSTER.....	VN	110.66	W YXP	f 6.58	6.43	f 2.02	9.51	7.15	8.08					
										110	13.06NEW WESTMINSTER.....	MN	109.23	R D N X P	* 6.55	L 6.40am	1.58	* 9.48	6.52	L 8.03pm					
										108	13.54	.....FRASER RIVER JCT.....	VN	108.94		6.39		1.46	9.34	6.45					
										108	18.80	.....TOWNSEND.....	VN	103.86	P	f 6.30		f 1.38	9.26	6.30					
										107	24.04	.....COLEBROOK.....	G	98.34	D Y P	f 6.20		* 1.30	9.18	6.16					
										107	27.73	.....CRESCENT.....	VN	94.65		f 6.10		f 1.20	9.10	5.40					
										107	27.73	.....WHITE ROCK.....	WR	89.83	DN XP	* 5.55		* 1.00	* 8.52	5.05					
										107	28.43	.....INTERNATIONAL BOUNDARY.....	VN	85.95											
										104	35.89	.....BLAINE.....	BN	85.49	DN W X P	* 5.15		* 12.38	* 8.37	4.30					
										103	43.46	.....CUSTER.....	CU	78.92	P	* 4.44		* 12.22	8.22	3.40					
										103	49.05	.....FERDALE.....	FD	73.33	D P	* 4.30		* 12.13pm	8.15	3.20					
										102	58.03	.....BELLINGHAM.....	BM	64.35	RK DN XW P	* 4.10		* 11.55	* 8.00	2.15	1.20				
										102	60.95	.....SOUTH BELLINGHAM.....	VN	61.43	DNO X P	f 3.48		* 11.33	* 7.45	1.05					
										101	64.87	.....SOCKEYE.....	VN	57.51	P	f 3.38		* 11.21	7.37	12.55					
										101	70.83	.....SAMISH.....	VN	51.55	W P	* 3.25		* 11.10	7.27	12.40					
										100	74.63	.....BOW.....	BO	47.75	P	f 3.16		* 11.01	7.22	12.25					
										100	79.29	.....BELLEVILLE.....	BY	43.09	P	f 3.06		* 10.54	7.14	12.10					
										100	82.02	.....BURLINGTON.....	BU	40.38	R DNC OWYX P	* 3.00		* 10.50	* 7.10	11.20					
										100	85.96	.....MT. VERNON.....	NR	35.40	DN P	* 2.45		* 10.35	* 6.55	11.00					
										100	91.31	.....PIR.....	FR	31.07	D P	f 2.30		* 10.22	6.45	10.45					
										100	98.41	.....STANWOOD.....	B	23.97	DN P	* 2.15		* 10.10	6.35	10.30					
										100	103.98	.....SILVANA.....	SV	18.40	W P	f 2.00		* 9.58	6.26	10.15					
										100	107.94	.....ENGLISH.....	VN	14.44	P	f 1.52		f 9.49	6.21	10.05					
										100	111.71	.....KRUSE.....	K	10.67	DN P	1.44		9.41	6.16	9.55					
										100	115.11	.....MARYSVILLE.....	MB	7.27	D P	* 1.38		* 9.35	6.11	9.45					
										100	117.92	.....DELTA WYE.....	WY	4.46	DN YX P	1.28		7.12 8.25	6.05	L 9.35am					
										100	119.03	.....LONO SIDING.....	VN	3.35		1.25		9.22	6.02						
										100	121.58	.....EVERETT.....	VN	0.80	P	* 1.20		* 9.15	* 5.57						
										100	122.28	.....EVERETT JUNCTION.....	JN	0.0	DN X P	L 1.10am		L 9.05am	L 5.50pm						
										100	122.28															
3.35 10.51	.22 14.70	12.00 9.33	48 16.81	60 19.55	8.51 20.92	.38 16.04	.11 32.94	4.17 28.57	4.18 28.78							8.20 19.34	.32 21.86	8.25 22.62	4.25 27.76	10.25 11.11	.50 14.08		6.15 6.21			

SEE SPECIAL RULES ON PAGE 4.

CASCADE DIVISION

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

THIRD CLASS		FIRST CLASS		Car Capacity	Stations	Distance from Rockport	Time Table No. 38 Effective December 21, 1930	Stations	Telegraph Code	Distance from Anacortes	SIGNS	FIRST CLASS		THIRD CLASS	
725	713		277									278	714	726	
Local Freight	Local Freight	Passenger		Siding	Other Tracks	Station Numbers						Passenger	Local Freight	Local Freight	Local Freight
Daily Ex Sunday	Daily Ex Sunday	Daily										Daily	Daily Ex Sunday	Daily Ex Sunday	Daily Ex Sunday
L 11:00h		L 8:50Am		89	CN43		ROCKPORT	RC	58.41	R DNX WY	A 10:20h		A 2:30h		
f 11:25		f 9:05		14	CN45	8.00	NESTOS		47.41		f 10:00		f 2:05		
*12:05Am		* 9:20		102	CN44	9.13	CONCRETE	BA	14.28	R D X	* 9:50		* 1:50		
*12:15		f 9:23		30	CN43	10.20	GRASSMERE		43.02	X W	f 9:45		f 1:05		
*12:35		* 9:35		36	CN38	15.44	BIRDVIEW		37.97		* 9:32		*12:45		
*12:55		* 9:48		30	CN33	20.07	HAMILTON	H	32.74		W	* 9:20	*12:30		
* 1:10		* 9:52		33	CN19	23.90	LYMAN	MY	39.81		D	* 9:10	*12:15h		
f 1:30		f 10:10		8		29.35	COKEDELS		34.06			f 8:55	f 11:50		
* 1:45		*10:20		32	CN20	32.47	SEDRO-WOOLLEY	EW	30.94	D X	* 8:45		*11:35		
L 3:00h	A 2:00h	10:35 11:35		50	258	CL39	BURLINGTON	BU	16.19	R DN CO W X Y	8:30 6:45		L 11:20h	A 7:30h	
3:10		f 11:42		14	CN13	36.90	AVON		12.81		f 6:36			7:20	
3:20		f 11:49		6	CN10	42.63	PREDONIA		10.78		f 6:30			7:10	
3:30		*11:55		18	CN9	44.13	WHITNEY		9.28		* 6:25			7:05	
3:40		12:04h		4		47.80	WHITMARSH	WH	5.61		6:16			6:50	
3:45		f 12:10			CN4	49.66	FIDALGO		3.75		f 6:10			6:45	
A 4:00h		A 12:20h	Yard	201	CN0	53.41	ANACORTES	AC		R D X W	L 6:00h		L 6:30h		
1:00 16.19	3:00 12.41	3:30 15.24					Time Over Subdivision Average Speed Per Hour				4:20 12.34		3:10 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, 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
Maximum speeds, page 5. 10 M. P. H.

WESTWARD.		EASTWARD.	
SECOND CLASS.		SECOND CLASS.	
383	384	Time Table No. 38 Effective December 21, 1930	
Mixed	Mixed	STATIONS.	
Saturdays	Saturdays	Telegraph Code	Distance from Ladner
L 11:00Am	A 1:00h	G	10.71
f 11:02	f 12:55		9.95
f 11:25	f 12:25		3.66
f 11:40	f 12:15		1.34
A 11:55Am	L 12:10h	R	6.0
55 10.59	50 12.90		
			Time Over Subdivision Average Speed Per Hour

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 Guichon 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 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.

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 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.

SPEED RESTRICTIONS.

Thru Marysville, Mt. Vernon, Burlington, Blaine and Brunette St., Sapperton 8 M. P. H.
Over draw span Bridges 10, 11, 12, 36 and 69. 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 Stops—

Nos. 356 and 357—Norman-Blanchard.
No. 360—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
First Sub Division:			
Blaine	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			
Reiter Lbr. 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 Jet.	East	62 "
Washington Bolt Spur	0.6 Miles west of Edmonds	West	48 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "
Second Sub Division:			
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	54 "
Campbell Lumber Co. Spur	1.0 Miles south of Whiterock	North	86 "
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			
Utah Idaho Sugar Co. Spur	2.0 Miles south of Ferndale	North	29 "
Olympic Portland Cement Co. Spur	2.4 Miles north of Bellingham	North	175 "
Union Oil Spur	2.4 Miles north of Bellingham	North	205 "
Chuckanut Cannery Spur	0.4 Miles south of So. Bellingham	South	9 "
Hazel Mill Spur	0.6 Miles north of Sockeye	North	7 "
Blanchard	0.8 Miles south of Samish	North	3 "
Bellville Pit	1.6 Miles south of Samish	North	8 "
Union Oil Co. Spur	1.6 Miles north of Bellville	North	111 "
Puget Sound and Cascade Ry. Coon	1.2 Miles north of Mt. Vernon	South	7 "
Associated Oil Co. Spur	0.8 Miles north of Mt. Vernon	South	10 Cars
Skagit Crossing Tr. Track	1.2 Miles south of Mt. Vernon	North	2 "
Milltown	1.3 Miles south of Fir	South	2 "
Hawley Spur	2.3 Miles south of Fir	South	5 "
Norman Spur	1.9 Miles south of Fir	North	5 "
Cox's Spur	1.0 Miles north of Silvana	South	10 "
	1.5 Miles north of Marysville	South	4 "
Third Sub Division:			
Briscoe Spur	1.4 Miles west of Rockport	West	13 Cars
Mountainview	3.7 Miles west of Rockport	Both ends	18 "
Bauk Spur	1.6 Miles west of Rockport	West	12 "
Van Horne's Spur	1.0 Miles west of Nestos	Both ends	6 "
Puget Sound Saw Mill Co.	0.8 Miles west of Nestos	Both ends	87 "
L. L. 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 "
Fourth Sub Division:			
Gowdy Road Spur	1.4 Miles east of Challuethan	West	5 Cars
Patterson's Spur	0.9 Miles east of Inverholm	West	7 "
Smith Road Spur	2.1 Miles east of Inverholm	Both	7 "
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								
		RATING											
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	5400	7220	6710	1300
0.3%	12200	11350	10620	7120	6900	7640	8750	6250	5900	4350	5660	5200	1000
0.4%	10000	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310	850
0.5%	8460	7870	7350	4930	4500	5300	6060	4310	4080	3030	3910	3640	750
0.6%	7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140	600
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%	4660	4320	4020	2700	2490	2900	3320	2340	2200	1640	2130	2000	400
1.1%	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820	350
1.8%	2570	2370	2200	1460	1330	1580	1810	1250	1200	880	1150	1050	250
2.0%	2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	960	200
2.2%	2060	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	35 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	35 miles per hour	20 miles per hour
Gold Bar and Seattle	45 miles per hour	30 miles per hour
Delta Wye and Samish	55 miles per hour	35 miles per hour
Samish and Bellingham	55 miles per hour	35 miles per hour
Bellingham and Vancouver	40 miles per hour	25 miles per hour
Rockport and Birdview	50 miles per hour	35 miles per hour
Birdview and Burlington	30 miles per hour	15 miles per hour
Burlington and Anacortes	30 miles per hour	20 miles per hour
Cloverdale and Ladner	30 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. L. S. Trask	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. C. A. Mead	Everett.
Dr. W. T. Flynn	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. R. J. Green	Cobb Bldg., Seattle.
Dr. R. W. Perry, Oculist	Seattle.
Dr. J. E. Gurnsey	Skykomish.
Dr. James A. LaGas	Tacoma.
Dr. R. D. Wiswall	Vancouver, Wash.
Dr. L. M. Mares	Wenatchee.

J. C. DEVERY, Chief Dispatcher.

S. H. ALGYER, Train Master.

I. E. CLARY, Train Master.

T. B. DEGNAN, Superintendent Terminals