

GREAT NORTHERN RAILWAY

CASCADE DIVISION.

TIME TABLE No. 80.

**TO TAKE EFFECT AT TWELVE ONE (12:01) O'CLOCK A. M.
PACIFIC TIME.**

SUNDAY, NOVEMBER 17, 1912.

Superseding Time Table No. 79 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

J. H. O'NEILL, Superintendent.

F. S. ELLIOTT, Asst. General Superintendent.

W. D. SCOTT, General Superintendent.

W. C. WATROUS, General Supt., of Transportation.

GEO. H. EMERSON, General Manager.

2 WEST BOUND.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.					Capacity of Side Tracks			Time Table No. 80. In Effect Nov. 17, 1913.	Stations.	Telephone Calls
	715			411	401	285	27	43	1	3	Passenger	Other	Excess Baggage			
	Mdn. Freight Leave Daily Ex. Sunday			Fast Freight Leave Daily	Fast Freight Leave Daily	Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger	Other	Excess Baggage		
				1.00pm	8.00am		11.40pm	8.40pm	1.00pm	8.00am	80	492		LEAVENWORTH	CH	
				1.53	8.45		11.58	8.58	1.53	8.48	75	482	6.3	DRURY	DY	
				2.37	9.15		12.09am	4.10	2.05	8.59	155	22	10.5	CHIWAUKUM	CV	
				8.00	9.80		12.16	4.18	2.18	9.06	74	19	13.9	WINTON		
				8.20	9.45		12.22	4.26	2.24	9.14	71	4	17.5	NARON CREEK		
				8.55	10.00		12.33	4.38	2.30	9.21	115	5	20.5	MERRITT	CK	
				4.20	10.50		12.44	4.50	2.45	9.28	76		21.9	GAYHOR	GR	
				5.05	11.20		12.54	5.05	3.00	9.55	152	5	28.0	BERNE	BE	
				6.15	12.00pm		1.08	5.25	3.20	4.10	176	57	32.3	CASCADE TUNNEL	CN	
				6.55	12.45		1.21	5.40	3.35	4.25	85	263	35.9	TYE	WN	
				6.55	1.18		1.31	5.51	3.46	4.37	70	8	29.5	ALVIN	NY	
				7.10	1.40		1.40	5.59	3.55	4.46	78	10	42.2	COREA		
				7.40	2.05		1.50	6.10	4.06	4.57	75	22	45.2	SCENIC	IA	
				7.55	2.20		2.00	6.20	4.15	5.07	76	9	48.3	NIPPON	NI	
				8.10	2.35		2.10	6.30	4.25	5.17	75	9	51.8	TONGA	O	
	9.00am			8.00 9.00	2.25 3.00		2.25 2.30	6.45 6.50	4.40 4.45	5.30 5.35	63	230	57.0	SKYKOMISH	KY	
	9.15			9.20	3.45		2.55	7.00	4.55	5.45	72	7	61.1	GROTTO		
	9.40			9.51	4.00		3.08	7.11	5.08	5.57	80	60	68.1	HALFORD	SA	
	10.15			10.05	4.20		3.28	7.23	5.19	6.10	71	21	71.2	INDEX	NX	
	10.35			10.20	4.40		3.31	7.35	5.29	6.20	78	17	76.3	REITER		
	11.13			10.80	4.55		3.40	7.45	5.38	6.29	85	310	80.0	GOLD BAR	OB	
	11.30						3.47	7.58	5.48	6.54		45	82.4	STARTUP	RU	
	11.55			10.45	5.20		3.55	8.04	5.51	6.41	65	33	85.8	SULTAN	SU	
	12.35pm			11.05	5.40		4.05	8.15	6.01	6.59	105	35	93.3	MONROE	RO	
	1.55			11.25	6.40		4.32	8.35	6.28	7.15	71	38	100.2	SNOWHISH	S	
	2.35			11.50	7.00		4.44	8.45	6.40	7.25	103	30	106.0	LOWELL	W	
							4.47	8.58	6.48	7.39	48	184	107.6	PACIFIC AVENUE	D	
							4.57	9.09	6.58	7.49	8	108.7	EVERETT			
							11.00am	4.20am	9.05pm	6.55pm	7.45am	109.5	109.5	EVERETT JUNCTION	JN	
	8.10pm Arrive Daily Ex. Sunday			12.30am	8.00pm						76	627	109.3	DELTA	PO	
	715			411	401	285	27	43	1	3						
	8.10 8.0			11.30 9.5	12.0 6.1	2.15 23.1	4.40 23.4	5.35 30.3	5.20 20.6	5.15 21.						

ELECTRIC TRAIN STAFF BLOCK SYSTEM.

Read carefully Rules covering Operation Electric Train Staff Block, Pages 13 and 14.

Time Over District
Average Hours Per Hour

EAST BOUND.

FIRST DISTRICT—LEAVENWORTH TO EVERETT JUNCTION.

Time Table No. 80.
In Effect Nov. 17, 1922.

STATIONS.	Distances from Delta	SIGNS. See Rule 7, page 15	FIRST CLASS.				
			28	4	2	44	286
			Express Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily
LEAVENWORTH	109.5	R _h DN WCTYOP	6 00am	8 05pm	1 25am	4 20am	
DRURY	103.2	DN P	5 42	8 47	1 07	4 02	
CHIWAUKUM	99.0	DN W P	5 31	8 37	12 57	3 49	
WINTON	96.5	DN P	5 25	8 31	12 51	3 41	
NASON CREEK	92.0	DN P	5 18	8 24	12 41	3 30	
MERRITT	89.0	DN W Y P	5 12	8 17	12 33	3 21	
GAYNOR	84.0	DN P	5 02	8 08	12 19	3 08	
BERNE	81.5	DN W P	4 54	8 00	12 09am	2 58	
CASCADE TUNNEL	77.2	R DN W T P	4 42	7 50	11 57	2 45	
TYE	73.6	DN WC P	4 28	7 35	11 40	2 27	
ALVIN	70.0	DN W P	4 00	7 18	11 22	2 11	
COREA	67.3	DN P	3 45	7 02	11 12	2 01	
SCENIC	64.3	DN W P	3 30	6 52	11 02	1 50	
NIPPON	61.2	DN W P	3 10	6 42	10 45	1 34	
TONGA	57.7	DN P	2 55	6 22	10 28	1 22	
SKYKOMISH	52.5	R _h DN WC Y P	2 35	6 12	10 15	1 05	8 10pm
GROTTO	48.4	DN P	2 20	5 50pm	10 01	12 51	7 55
HALFORD	43.4	D W P	2 10	5 30	9 51	12 40	7 40
INDEX	38.3	DN P	1 55	5 15	9 37	12 27	7 23
REITER	33.2	W P	1 44	5 00	9 25	12 15	7 00
GOLD BAR	29.5	DN Y P	1 27	4 45	9 12	12 02	6 50
STARTUP	27.1	DN P	1 22	4 38	9 14	12 04am	6 42
SULTAN	22.7	D P	1 26	4 32	9 08	11 58	6 28
MUNROE	16.2	DN W Y P	1 18	4 24	8 54	11 44	6 10
SNOHOMISH	9.3	DN P	12 00	4 12	8 39	11 29	5 55
LOWELL	3.5	R DN P	12 40	4 00	8 27	11 17	5 27
PACIFIC AVENUE	1.9	DN Y P	12 40	4 00	8 24	11 14	5 24
EVERETT	0.8	K	12 36	3 56	8 20	11 10	5 20
EVERETT JUNCTION	0.0	M DN P	12 30am	3 50am	8 15pm	11 05pm	5 20pm
Via N. P. Ry. DELTA		R _h DN WCTYOP					
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			28	4	2	44	286
			5 30	5 00	5 10	5 15	2 50
			20 5	21 9	21 2	21 0	18 9

Special Rules.

West bound trains are superior to east bound 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 west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.
 Freight trains will use N. P. tracks between Lowell and Delta and will be governed by N. P. time table and rules between those points.
 All trains will reduce speed to eight miles per hour through Martin Creek Tunnel and over bridges at either end.
 All trains will reduce speed to ten miles per hour over crossing just east of Pacific Avenue Freight House.
 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 trainmen examine each car, then release them, and trainmen will again examine each car and see that brakes release before giving the signal to start the train. Conductors must inform engineers how many cars loaded and empty in the train, and how many cars of "air" are working.
 All retainers must be used from Cascade Tunnel to Merritt, and from Chiwaikum to Leavenworth, and from Cascade Tunnel to Skykomish.
 Trains are operated between a block post, 125 feet west of the east crossover switch Cascade Tunnel and the safety switch west end depot at Tye, by a train staff block system. No train or engine will be run in either direction between the limits mentioned unless train engineer and the engineman of helper engine each has in his possession a section of a staff which will be handed to them by operators and will be retained by them until entire train has cleared block, then sections of staff must be handed to operator. When no helper engine is used, or when any cars behind helper, conductor or brakeman located on rear of train must be in possession of one-half of the staff.
 Only one train is permitted to enter or use the block at the same time.
 All east bound 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.
 Bulletin boards are located at Leavenworth, Cascade Tunnel, Skykomish, Delta.
 Semaphore located 1200 feet east of switch at Holmquist Spur half-mile east of Monroe.
 Berlin and Baring and B. B. & R. Spur two miles east of Index will be flag stop for Nos. 285 and 286.
 No. 43 stops at any station to let off passengers from east of Shelby.
 No. 44 stops at any station to pick up passengers from points south of Shelby.
 No. 2 will stop at Adrian to let off passengers from points Everett and west.
 Yard limit boards placed each way from Skykomish, Cascade Tunnel and Leavenworth, and east from Pacific Avenue.
 Yard limits extend between Pacific Avenue and Northern Pacific R. R. connection at N. P. Freight Depot.
 Merritt will be flag stop for No. 44 between June 15th and September 15th.

INITIAL STATIONS.

Leavenworth for trains Nos. 3, 1, 43, 27, 401 and 411.
 Everett Jet. for trains Nos. 28, 4, 2, 44 and 286.
 Skykomish for trains Nos. 285 and 715.

TERMINAL STATIONS.

Leavenworth for Nos. 28, 4, 2 and 44.
 Skykomish for train No. 286.
 Everett Jet. for trains 3, 1, 43, 27 and 285.
 Delta, 401, 411 and 715.

DERAIL SWITCHES.

Derail switches must always be set for derail except when in actual use, whether there are any cars on the tracks or not.
 Cascade Tunnel east passing track lead, 30 feet from main line.
 Tye, west end Industry track.
 Tye Safety Switch, 70 feet west of station, on main line.
 Scenic Industry track.
 Grotto, 150 feet east of west head block Industry track.
 Halford passing track, 150 feet east of west head block.
 Index Industry track 120 feet from west head block.
 Monroe Mill Spur, 200 feet from head block.
 Derail Brewery Spur, Pacific Avenue, 210 feet from head block.
 Frye-Bruhn Spur, 120 feet from Crossing Agnew Hardware Co. Spur.
 Power House Spur, 105 feet from head block.

LAP SIDINGS.

Chiwaikum and Merritt.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Nippon Lumber Co.'s Spur	At Nippon	West		4
Skykomish Mill Co.'s Spur	0.3 Miles west of Skykomish	East		20
Great Republic Mining Co., Berlin	1.5 Miles west of Skykomish	West		14
Berlin Spur Miller River Co.	1.5 Miles west of Skykomish	West		4
Grotto Lumber Co.	0.3 Miles east of Grotto	East	1200 feet	25
G. N. Sitigle Co.'s Siding	2.5 Miles west of Grotto	Both ends		24
Baring Cedar Co. Spur	Off of G. N. Siding Siding	East		18
Baring Granite Spur		West	450 feet	
B. B. & R. Spur	2.0 Miles east of Index	West		5
Heybrook Spur	1.5 Miles east of Index	East		2
Smith Lumber Co.	0.5 Miles east of Index	East		12
Soderburg Spur	0.7 Miles west of Index	West		10
Robinson's Spur	0.5 Miles west of Gold Bar	East		26
Casey's Spur	0.1 Miles east of Sultan	East		5
Owen's Spur	4.7 Miles east of Monroe	East		3
Holmquist Spur	0.5 Miles east of Monroe	East		4
Monroe Mill Spur	0.3 Miles east of Monroe	East		18
Monroe Gravel Pit	0.0 Miles west of Monroe	West		10
Wagner & Wilson Lbr. Co. Spur	0.5 Miles west of Monroe	West		25
Woodruff	2.0 Miles west of Monroe	Both ends		24
Cascade Lumber Co. Spur	0.1 Miles east of Snohomish	East		27
Crescent Spur	0.5 Miles east of Lowell	West		26
House Track	0.0 Miles east of Lowell	East		25
Rate Mill Co.	0.5 Miles east of Everett	East		12

Time Over District
Average Speed Per Hour

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

WEST BOUND.

THIRD CLASS.		SECOND CLASS.			FIRST CLASS.									Capacity of Side Tracks		Time Table No. 80. In Effect Nov. 17, 1912.	
717		401	43	355	1	273	359	285	277	3	357	27	Freight Tracks	Other Tracks	STATIONS.		
Miles Freight		Fast Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail					
Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
4.00pm		9.30am	9.05pm	8.30pm	6.55pm	8.35pm	9.10pm	11.00am	10.05am	7.45am	6.40am	4.30am			EVERETT JUNCTION...		
4.35		9.45	9.18	8.37	7.08	8.45	9.16	11.08	10.15	7.52	6.50	4.37	110	3.8	3.8 MUKILTEO		
5.05		9.55	9.20	8.38	7.10	8.53	9.22	11.12	10.22	8.00	7.05	4.45		7.0	4.1 MORRIS		
5.35		10.05	9.28	8.39	7.17	9.00	9.27	11.17	10.27	8.05	7.10	4.48	6	10.0	3.0 MEADOWDALE		
6.00		10.20	9.34	8.45	7.24	9.10	9.35	11.22	10.40	8.15	7.15	4.51	101	14.8	3.0 EDMONDS		
6.30		10.35	9.40	8.51	7.31	9.18	9.43	11.28	10.49	8.21	7.22	4.53	87	17.8	3.0 RICHMOND BEACH		
7.00		10.55	9.53	9.02	7.42	9.29	9.47	11.38	11.00	8.32	7.25	5.12		24.0	6.2 METUM		
7.10		11.00	10.00	9.08	7.50	9.37	9.53	11.45	11.12	8.39	7.45	5.20	164	26.9	7.9 BALLARD		
7.30pm		11.20am	10.04	9.12	7.55	9.42	9.57	11.49	11.17	8.48	7.50	5.25	205	63.1	10.0 INTERBAY		
															1.3 G. N. DOCK		
															3.4 SEATTLE		
															SEATTLE		
															40.7 TACOMA		
															142.4 PORTLAND		
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
717		401	43	355	1	273	359	285	277	3	357	27					
3.30		3.00	1.15	1.10	1.30	1.28	1.05	1.05	1.20	1.15	1.30	1.25					
8.4		14.0	28.2	28.2	34.5	28.0	30.1	30.1	21.8	26.2	21.8	23.0					

Special Rules.

West bound trains are superior to east bound 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 west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown. Double track between Everett Jct. and Metum and between G. N. Dock and Seattle.

No. 285 meets No. 715.
No. 277 meets No. 715.
No. 717 meets Nos. 285, 358 and 278.
No. 273 meets No. 278, 358 and passes No. 717.
No. 279 passes No. 715.
No. 1 meets No. 2 on double track between Everett Junction and Metum.
No. 43 meets No. 44 and No. 357 meets 368 on double track between G. N. Dock and Seattle.

All trains will reduce speed to 8 miles per hour passing through town limits of Edmonds and Ballard. Control Manual Block System is in operation between Pacific Avenue and Everett Jct., between Metum and G. N. Dock. Trains entering double track at Everett Jct. and Metum and G. N. Dock and Seattle will not exceed speed of ten miles per hour. Ballard, Edmonds and Mukilteo are flag stops for No. 4 to take passengers for Spokane or points east of Spokane. Mile post 10 between Metum and Richmond Beach will be flag stop for 277 and 278. Trains 1 and 2 will stop at stations between Tacoma and Seattle to pick up or let off passengers for or from points east of Seattle complying with N. P. time table schedule.

No. 2 will stop at Adrian to let off passengers from points Everett and west. Ballard will be flag stop for No. 2 to take passengers for Spokane or points east of Spokane. No. 43 will stop at any station to let off passengers from east of Shelby. No. 44 will stop at any station to pick up passengers for points south of Shelby. All Great Northern Trains between Seattle and Vancouver, Wash., will be governed by time table and rules of Northern Pacific Railway.

All Great Northern trains between Vancouver, Wash., and Portland will be governed by time table and rules of Spokane, Portland & Seattle Railway. Yard limit boards east of Ballard covers limits to Seattle. Bulletin boards are located at Interbay and Seattle.

INITIAL STATIONS.
Seattle for trains Nos. 360, 4, 270, 354, 286, 278, 2, 44, 28, 356.
Interbay for trains Nos. 718, 712.
Everett Jct. for trains Nos. 27, 357, 3, 285, 277, 273, 359, 1, 355, 43.

TERMINAL STATIONS.
Interbay for trains Nos. 401 and 717.
Seattle for trains Nos. 27, 357, 3, 285, 277, 359, 273, 1, 355, 43.
Everett Jct. for trains Nos. 360, 4, 270, 354, 286, 278, 2, 44, 28, 356.

DERAIL SWITCHES.

Mukilteo Lumber Co., Spur, 144 feet from head block.
Richmond Beach, 120 feet west of H. B. Industry track.
INTERLOCKING governing G. M. & P. R. Crossing, just east of Drawbridge No. 4, Ballard.
Distant signal west bound located three thousand feet from crossing on right hand side of industry track, and is a bracket signal. Home signal is located 600 feet from crossing on right hand side of industry track, and is a bracket signal. The lower arm is fixed, and denotes home signal, with derail fifty-five feet in advance.
Distant signal, west bound, is located twenty feet west of fixed signal for draw bridge No. 4. This signal is automatic. Home signal east bound is located 500 feet from crossing under trestle, and has two arms. Lower arm is fixed, and denotes home signal, with derail fifty-five feet in advance.
Printed instructions are posted in cabin for operation of this plant. Cabin is locked with G. N. and C.J.M. & P. S. Ry. switch locks, so can get in cabin to operate plant.
INTERLOCKING governing N. P. Ily. Crossing just west of Interbay yard:
Westbound home signal is located 300 feet east of crossing. Eastbound home signal is located 300 feet west of crossing. Both home signals have two arms. Top arm works from zero to 90 degrees up and is semi-automatic. Lower arm is fixed and denotes home signal.
Derails are located 55 feet in advance of home signals. Distance signal eastbound is located 3000 feet from eastbound home signal and works zero to 45 degrees up and is automatic. Derails and dwarf signals on G. N. yard track are 160 feet from crossing, east and west.
Derails on N. P. track are located 200 feet from crossing, with dwarf signal 5 feet from them.
Printed instructions posted in cabin for the operation of this plant. Cabin is locked with a G. N. switch lock and N. P. switch lock, so trainmen from both roads will have keys to get into cabin to operate plant.
Derail on N. P. transfer track near Glass Works Spur in operation. Derail is pipe connected with switch stand. Trainmen using this switch should see that all cars and engines are clear of derail before closing switch.

Business Tracks Not Shown as Stations on Time Table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Mukilteo Lumber Co.	2.1 miles east of Mukilteo	West		10
Mowatt Lumber Co. Spur	1 mile east of Meadowdale	East		7
Brown Bay Logging Co. Connection	0.5 miles west of Meadowdale	West		8
Invincible Railroad Spur	0.4 miles west of Edmonds	West		24
Shipyards Spur	1.5 miles west of Edmonds	West	1200	24
Standard Oil Co. Spur	1.0 east of Richmond Beach	West	2185	40
E. W. Mills Spur	2.3 miles west of Richmond Beach	East		2
G. N. Clay Co. Spur	2.0 miles east of Metum	West		10

EAST BOUND.

SECOND DISTRICT—EVERETT JUNCTION TO SEATTLE.

5

Time Table No. 80. In Effect Nov. 27, 1922.	Distance from Seattle	SIGNS. See Rule 7, page 15.	FIRST CLASS.										SECOND CLASS.		THIRD CLASS.		
			360	4	270	286	358	278	2	44	28	356	712		718		
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily	Fast Freight Arrive Daily		Mdn. Freight Arrive Daily		
EVERETT JUNCTION	22.7	R DN	P	9.25am	10.05am	1.20pm	5.20pm	5.40pm	6.50pm	8.15pm	11.05pm	12.50am	1.10am	11.50pm			1.30pm
3.8 MUKILTEO	28.9	D	P	9.19	9.58	1.12	5.11	5.38	6.40	8.09	10.59	12.28	12.58	11.50			1.12
4.1 MOSHER	24.8		P	9.10	9.51	1.02	5.01	5.28	6.31	8.02	10.52	12.16	12.48	11.28			12.25
5.0 MEADOWDALE	21.8	D		9.08	9.48	12.55	4.55	5.21	6.24	7.57	10.47	12.11	12.40	11.25			12.20
3.9 EDMONDS	17.9	D W	P	8.55	9.40	12.50	4.47	5.14	6.18	7.50	10.40	12.00am	12.22	11.15			12.01pm
3.0 RICHMOND BEACH	14.9	D	P	8.44	9.24	12.41	4.28	5.09	6.09	7.45	10.25	11.59	12.24	11.00			11.05
5.3 METUM	9.7	DN		8.32	9.25	12.30	4.25	5.00	5.57	7.24	10.25	11.50	12.11	10.45			10.25
2.9 BALLARD	5.8	D		8.28	9.19	12.24	4.19	4.54	5.50	7.22	10.19	11.44	12.05	10.25			10.10
1.1 INTERBAY	4.7	R DN WCTOPK		8.15	9.15	12.20	4.15	4.50	5.45	7.25	10.15	11.40	12.01am	10.20am			10.00am
1.3 G. N. DOCK	3.4	DN	P	8.10	9.10	12.15	4.10	4.45	5.40	7.20	10.10	11.25	11.25				
3.4 SEATTLE	0	R DN I PK		8.00am	9.00am	12.05pm	4.00pm	4.55pm	5.30pm	7.10pm	10.00pm	11.25pm	11.45pm				
SEATTLE	183.1			7.30am				4.15pm		6.50pm		11.10pm	11.15pm				
40.7 TACOMA	142.4			8.05	9.00am			8.00	9.55pm			10.05	10.00				
142.4 PORTLAND	0			12.15am				10.00am				5.00pm					
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily
				360	4	270	286	358	278	2	44	28	356	712			718
Time Over District				1.20	1.08	1.15	1.20	1.05	1.20	1.05	1.05	1.05	1.20	1.20			3.20
Average Speed Per Hour				24.5	30.1	28.1	24.5	30.1	24.5	30.1	30.1	30.1	24.0	25.5			8.1

Automatic Block Interlocking Signals and Semaphores

Everett Junction interlocking, westbound home signal (high line), is located 200 feet from westbound 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.

Westbound Home Signal, Coast line, is located fifty-five feet from east end of eastbound crossover switch and has three arms; top arm is for main line; second arm fixed; bottom arm crossover movements.

Distant signals, westbound high line and Coast line, are located 3500 feet from home signal, and work from zero to 45°.

First automatic signal westbound is 2500 feet west of Everett Junction. From first automatic signal to Metum, they are located about 7500 feet apart.

G. N. Dock to Seattle first automatic signal westbound is located 500 feet from G. N. Dock; second 3000 feet; third signal is distant signal for North Portal Interlocking Plant.

First automatic signal eastbound is located 3000 feet from eastbound home signal, North Portal; second 3000 feet from first one; next signal is Manual Controlled Block for G. N. Dock.

First automatic signal at Metum is located 3000 feet west of end of double track, and works from zero to 45°. Signal at 45° shows clear track to second automatic signal located on double track. From Metum to Everett Junction, signals are about 7500 feet apart, to Home signal for interlocking plant at Everett Junction.

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

Semaphores at Pacific Avenue and Metum for westbound trains, and at G. N. Dock and Everett Junction for eastbound trains, will be used for manual controlled block.

For Further Instructions and Diagrams see page 15.

THIRD-DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

SOUTH BOUND.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.						Capacity of Side Tracks		Time Table No. 80. In Effect November 17, 1912.	STATIONS.	Time from Bellingham	Time from Everett	
717	713	711		279	355	273	359	277	357	Passing Tracks	Side Tracks					
Mds. Freight Leave Daily	Mds. Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily		Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily							
	6.50am			5.50pm	5.10pm	6.05pm	9.40pm	12.05pm	7.10am	8.00am	40	110	0 0	BELLINGHAM	HM	
	7.00			6.00	* 5.20	* 6.15	* 2.52	* 12.15	* 7.20	* 8.15	40	100	2 0	SOUTH BELLINGHAM	FN	
	7.15			6.22	f 5.30	f 6.22	f 8.00	12.28	f 7.30	f 8.20	51	10	6 0	SOCKEYE		
	7.40			6.45	f 5.42	f 6.32	f 8.10	12.38	f 7.40	f 8.30	61	8	13 5	SAMISH		
	8.40			7.08	f 5.45		* 8.14		f 7.45		8	13 2	BLANCHARD			
	9.05			7.25	* 5.55	6.30	* 3.25	12.40	* 7.50	* 8.40	62	16	16 6	BOW	BO	
	9.15			7.35	* 6.10	6.40	* 3.55	12.47	* 7.55	* 8.45	8	11 2	16 6	BELLEVILLE	BV	
	10.35			8.10	* 6.20pm	* 6.55	* 8.47	* 12.55	* 8.10	* 9.00	63	230	23 8	BURLINGTON	BU	
	11.10			8.35			* 7.05	* 4.02	* 1.05	* 8.22	37	83	27 8	MT. VERNON	NR	
	11.25			8.55			* 4.18	* 1.12	* 8.33	* 9.02	61	13	33 3	FR	FR	
	12.25pm			9.20			* 4.18		* 8.38		6	35 0	33 3	MILLTOWN		
	1.00			9.50			7.25	* 4.28	1.24	* 8.47	61	18	40.4	STANWOOD	S	
	1.35			10.20			7.34	* 4.40	1.38	* 9.06	24	13	45 9	SILVANA	SA	
	2.05			10.50			7.42	f 4.50	1.40	f 9.17	62	17	50 0	ENGLISH		
	8.05			11.20			7.52	* 5.06	1.50	* 9.30	60	75	57 6	MARYSVILLE	MS	
	8.25pm			11.40pm			7.58	5.12	1.56	* 9.41	59	7	59 7	DELTA WYE		
	8.40						8.01	5.16	1.59	9.45	41	80	7	LONG SIDING		
	8.50						* 8.15	* 5.25	* 2.08	* 10.02	110	145	63 3	EVERETT		
	4.00pm						8.20pm	5.30pm	2.10pm	10.05am	64	1	64 1	EVERETT JUNCTION	JN	
	717	713		711	279	355	273	359	277	357						
	9.25	9.00		5.35	1.10	2.15	2.55	2.05	2.55	3.10						
	10.5	8.5		11.8	20.4	22.5	22	30.5	22.0	17.3						

Special Rules.

South bound trains are superior to north bound trains of the same class.

INITIAL STATIONS.

Blaine for train No. 277.
Bellingham for trains Nos. 279, 713 and 720
Burlington for train No. 280.
Delta Wye, for trains Nos. 712, 711, 717.
Everett Jet., for trains Nos. 273, 359, 355, 273, 718 and 712
Fraser River Jet., for trains Nos. 386 and 398.
New Westminster, for train No. 385.
Vancouver, for trains Nos. 359, 355, 273, 357, 307, 711 and 719.

TERMINAL STATIONS.

Blaine for train No. 278.
Bellingham, for trains Nos. 280, 714 and 719.
Burlington, for train No. 279.
Delta Wye, for trains Nos. 711, 713, 718.
Everett Jet., for trains Nos. 359, 355, 273, 357 and 277.
Fraser River Jet., for trains Nos. 385 and 397.
New Westminster, for train No. 386.
Vancouver, for trains Nos. 279, 359, 360, 356, 308, 712 and 720.

DERAIL SWITCHES.

Sockeye, east end siding.
B. B. & E. Transfer Track east end.

INTERLOCKING SYSTEM.—Governing movement of trains N. P. crossing and Bridge 10 just north of Delta Wye.

All trains will reduce speed to 8 miles per hour passing through town limits of Marysville, Mount Vernon, Burlington and over Bond Street and Hewitt Ave., Everett.

Side clearance Tunnel 20, one-quarter mile south of Sockeye, not good. Clearance four feet, standard six feet.

Register for Delta Wye is located on ground floor interlocking plant.

Bulletin boards are located at Burlington and Bellingham.

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

Steam whistle signals for tracks with switches controlled from Interlocking Towers.

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.

Semaphore located 1200 feet south of south switch South Bellingham.

Yard limit extends from yard limit board north of roundhouse Bellingham to yard limit board south of South Bellingham.

Yard limit boards placed each direction Burlington.

All trains will reduce speed to 8 miles per hour over all draw bridges.

Everett yard limits includes Delta yard and from North end of Draw Bridge 11 to yard limit board south of Everett Junction.

All south bound trains from Vancouver 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 Poydsie, lower arm 90 degrees up proceed to Delta yard. A caution fixed signal is located 2500 feet north of two arm home signal.

Train movements from Bayside to Vancouver will be governed by top arm on two arm home signal located 60 feet south of wye switch and by two arm home signal located on trestle 500 feet south of draw span. A caution fixed signal is located 2000 feet south of wye switch.

Train movements from Delta to Vancouver will be governed by top arm on two arm home signal located 60 feet south of wye switch, and by two arm home signal located on trestle 500 feet south of draw span.

Trains between Delta and Bayside will be governed by bottom blade on two blade semaphore located 60 feet south of wye switch.

Interlocking system in one bridge 10, 11 and 12 between Delta and Marysville and at Skagit R. R. Crossing one mile south of Fr.

Interlocker at Drawbridge No. 36 one mile north of Mt. Vernon. Derails are located 500 ft. from end of draw span. Distant signals are located 2,000 ft. from home signals. Home semaphore, standard indications. Distant signal, fixed caution indications.

Time Over District
Average Speed Per Hour

NORTH BOUND.

THIRD DISTRICT—EVERETT JUNCTION TO BELLINGHAM.

Time Table No. 80.
In Effect Nov. 17, 1922.

STATIONS.	Distance from Everett, Washington	SIGNS.	FIRST CLASS.						SECOND CLASS.		THIRD CLASS.		
			356	360	270	358	278	280	712		714	718	
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Freight		Med. Freight	Med. Freight	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	
BELLINGHAM	94.1	R* DN CWTk	4.25Am	12.20Pm	4.00Pm	7.45Pm	9.40Pm	9.20Am		8.20Am			
SOUTH BELLINGHAM	81.2	D OW	4.12	12.18	3.59	7.38	9.29	9.10	8.18	273	2.52		
SOCKEVE	57.2		4.02	12.08Pm	3.41	7.28	9.20	9.04	8.00	285			
SANISH	51.0	W	3.50	11.51	3.31	7.18	9.10	8.51	277-713	7.40	2.00		
BLANCHARD	50.9			11.48			9.08	8.49					
BOW	47.5	D	3.38	11.41	3.25	7.09	9.09	8.40	7.25		1.20		
BELLEVILLE	42.9	D	3.28	11.31	3.16	7.00	8.58	8.27	7.10	350	12.47		
BURLINGTON	40.3	R DN COWYX	3.20	11.25	3.10	6.55	8.47	8.20Am	7.00	12.15-200	10.30 718		
MT. VERNON	38.2	DN	3.08	11.10	3.05	6.45	8.35		6.00		10.00		
PIR	30.8	D	2.45	10.55	2.42	6.37	8.20		5.40		9.20		
MILLTOWN	29.1			10.46	2.36		8.14						
STANWOOD	23.7	DN	2.26	10.37	2.27	6.26	8.05		5.20	277	8.47		
SILVANA	18.2	D W	2.11	10.28	2.19	6.18	7.51		5.00		8.00		
ENGLISH	14.1		1.59	10.18	2.05	6.11	7.42		4.45		7.20		
MARYSVILLE	7.1	DN	1.48	9.59	1.50	6.01	7.25		4.05		6.45		
DELTA WYE	4.4	R IV	1.20	9.49	1.40	5.55	7.10		3.50Am	357	6.15Am		
LONG SIDING	3.4		1.27	9.45	1.37	5.52	7.07			350	1.55Pm		
EVERETT	0.8		1.20	9.35	1.20	5.47	7.00				1.25		
EVERETT JUNCTION	0.0	R DN	1.10Am	9.25Am	1.20Pm	5.40Pm	6.50Pm				1.20Pm		
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
			3.56	3.60	2.70	3.58	2.78	2.80		7.12		7.14	7.18
Time Over District			3.18	3.05	2.40	2.08	2.20	1.10		4.40		9.15	0.25
Average Speed Per Hour			10.7	20.	33.5	30.5	32.3	20.4		13.0		6.7	10.5

Business tracks not shown as stations on time table.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Chuckanut Quarry Spur	1.0 Miles north of Sockeye	North	38	38
Chuckanut Cannery Spur	0.7 Miles north of Sockeye	North	3	3
Blanchard Spur	0.5 Miles south of Sanish	North	30	30
Bosand Blangle Co.'s Spur	2.0 Miles north of Belleville	South	5	5
Everett Pulp and Paper Co. Spur	1.7 Miles north of Mt. Vernon	South	5	5
Skagit Crossing Tr. Track	0.9 Miles south of Fir	South	6	6
Hawley Spur	1.3 Miles south of Fir	North	6	6
Morrison Mill Spur	2.1 Miles south of Fir	South	8	8
Ketchum Spur	2.5 Miles north of Stanwood	South	4	4
Hal's Spur	1.4 Miles south of Stanwood	South	2	2
Flourco	1.5 Miles south of Stanwood	North	4	4
Rabel's Spur	1.8 Miles north of Silvana	North	2	2
Norman Spur	1.1 Miles south of Silvana	South	2	2
Summit Mill Co	0.1 Miles north of English	South	2	2
Kennedy Spur	4.2 Miles north of Marysville	South	6	6

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Kruse Bros. Spur	2.5 Miles north of Marysville	North	2	2
Cox's Spur	1.4 Miles north of Marysville	North	4	4
Union Blough	1.5 Miles south of Marysville	South	6	6
Old Main Line	1.5 Miles south of Marysville	South	20	20
Transfer Track	0.8 Miles north of Long Siding	North	14	14
Blackman Spur	0.4 Miles south of Long Siding	North	7	7
Weidauer & Landadown Spur	0.0 Miles south of Long Siding	South	20	20
Neff's Spur	1.0 Miles south of Long Siding	North	7	7
Wheeler Spur	1.1 Miles north of Everett	North	21	21
Log Dump Spur	1.0 Miles north of Everett	North	31	31
Clark Nickerson Mill	1.0 Miles north of Everett	North	26	26
Everett Milling Co.	0.7 Miles north of Everett	North	25	25
Nickerson Machinery Co.	0.0 Miles north of Everett	South	4	4
Nail House Spur	0.8 Miles north of Everett Jet	South	24	24
Weyerhaeuser Timber Co.	0.2 Miles north of Everett Jet	North	38	38

	THIRD CLASS.				SECOND CLASS.				FIRST CLASS.					Capacity of Side Tracks		Distance from Vancouver	Time Table No. 80. In Effect Nov. 17, 1912.	STATIONS.	Mileage			
	Mdn. Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily	Mixed Leave Daily Ex. Sunday	Mixed Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily					Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily
8:00am	10:18am		9:00pm		4:00pm	12:15pm	10:00am	12:15am							33	313	0.0	VANCOUVER	VN			
8:05	10:20		9:05		4:04	12:20	10:04	12:20									0.7	WYE				
8:20	10:40		f 9:10		4:08	f 12:25	10:08	f 12:25									3.6	STILL CREEK				
8:30	10:50		f 9:15		4:12	f 12:30	10:12	f 12:30									9	ARDLEY				
8:45	11:00		f 9:22		4:17	f 12:35	10:16	f 12:35									30	BURNABY				
																	12.9	SAPPERTON WYE				
6:10	11:25		7:50 2:33		4:24	f 12:42	10:24	12:49									27	SAPPERTON				
6:15	11:45	1:00pm	2:40		4:28	f 12:47	10:28	12:55									17	NEW WESTMINSTER	NW			
6:20	11:50	1:10pm	2:45pm		4:33	12:52	10:33	1:00									14.2	FRASER RIVER JCT.				
6:30	12:05pm				4:38	f 1:01	10:38	f 1:10									64	TOWNSEND				
7:10	12:20				f 4:51	7:20 1:14	f 10:50	1:20									58	COLEBROOK	C			
7:25	12:30				4:57	1:25	10:57	f 1:25									10	CRESCENT				
8:00	12:45 7:20 1:10				5:07	7:30 1:37	11:07	1:40									70	WHITE ROCK	WR			
																	26.2	INTERNATIONAL BOUND				
8:15 7:20 10:38	1:25 3:15 7:23				6:15am	7:11 1:50	7:12-7:20 11:20	2:00									62	BLAINE	BN			
11:33	3:45				f 6:30	7:19 11:33	f 2:06	2:20									40	CUSTER	CU			
					f 6:35		f 2:10	2:25									6	ENTERPRISE				
12:57pm	4:20				f 6:44	7:17 11:43	f 2:17	2:30									41	FERDALE	FD			
					f 6:49	7:22 12:40	f 2:22	2:40										52.0	BRENNAN			
9:00pm	5:00pm				f 7:05am	7:35pm 11:58am	f 2:35pm	2:55am									40	BELLINGHAM	BM			
719	711	385	397	277	355	273	359	357														
8.0	6.15	10	1.45	50	2.00	2.20	1.58	2.40														
6.6	6.4	4	19.	26.6	20.4	25.2	20.6	22.1														

Special Rules.

South bound trains are superior to north bound trains of the same class.

The normal position of switches at Colebrook Junction, Guichen Line Junction and Fraser River Junction will be for main line. Ferndale will be flag stop for 358 for passengers from Everett and south of Everett. Custer will be flag stop for 355 for passengers for south of Seattle. Semaphores for protection of draw on Fraser River bridge between Fraser River Junction and New Westminster are located on south and north ends of bridge. All trains will come to full stop within 50 feet of home signal on either side of Fraser River Bridge and will not proceed until clear signal is displayed and will not exceed a speed of six miles per hour over this bridge. All trains will reduce speed to 8 miles per hour over all other draw bridges. All trains will reduce speed to 8 miles per hour through city limits Blaine. No trains in either direction will cross International Boundary at Blaine and White Rock without permission of Customs Officers. Yard limit boards at Bellingham and Vancouver. Yard limit board at Sapperton and 1st North of Wye, covers limits to Fraser River Bridge. All trains to and from Sixth district will protect between New Westminster and Fraser River Junction. Bulletin boards are located at Bellingham and Vancouver. Trains 359, 270, 355 and 358 will register by card at Colebrook.

DERAIL SWITCHES. Ferndale, 200 feet from east head block passing track. **New Westminster Interlocking System.**—Signal tower is located 3,094 feet north of north end of Fraser River bridge, opposite crossing of the C. P. Ry. This apparatus controls the crossing of the C. P. Ry., also switches leading to and from the Fraser River Bridge tracks and New Westminster. Distant Semaphores are located 1,200 feet south and north and Home Signals are 500 feet south and north of tower, respectively.

Interlocking plants are in use on bridges 69 and 70 between Crescent and Colebrook. Home signals and derails are located 600 feet north and south of both bridges. The caution fixed signals are located 3000 feet from home signals. All signals have standard indications.

Interlock system used on bridge 61, 1,000 feet south of Ferndale. Derails located 55 feet in advance of home signals. Standard indications.

Interlocking plant at Ardley, B. C., governing movement of G. N. Ry., trains and B. C. Electric Railway Company trains: Northbound home signal is located 558 feet from crossing and has two arms. Derail is 58 feet ahead of signal. Northbound distant signal is located 2000 feet from home signal and is automatic. Southbound home signal is located 558 feet from crossing and has two arms. Derail is 58 feet ahead of signal. Southbound distant signal is located 2000 feet from home signal and is automatic. Both home signals on B. C. Electric line are located 558 feet from crossing and have two arms, with derails 58 feet ahead of signals. Distant signal is located 2500 feet from home signals and the normal position is 45 degrees up. Distant signals work from 45 to 90 degrees from tower with line control and can only be cleared to the 90 degree position after home signal is cleared to 90 degrees. All signals are standard upper quadrant.

Time Over District
Average Speed Per Hour

THIRD DISTRICT—VANCOUVER TO BELLINGHAM.

Time Table No. 80. In Effect Nov. 17, 1912.	STATIONS.	Telegraph Calls	Distance from Bellingham	SIGNS. See Rule 7, page 15.	FIRST CLASS.					SECOND CLASS.			THIRD CLASS.	
					356	360	270	358	278	398	388	712	720	
					Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Mixed Arrive Daily Ex. Sunday	Mixed Arrive Daily Ex. Sunday	Fast Freight Arrive Daily	Med. Freight Leave Daily Ex. Sunday	
	VANCOUVER	VN	58.8	R DN WC O K	7.30am	8.30am	6.30pm	10.00pm		11.25am		4.40pm	8.40pm	
	WYE		58.1	Y	7.24	8.25	6.28	9.58		11.20		4.35	8.40	
	STILL CREEK		55.3		7.18	8.19	6.17	9.47		11.18		3.55	3.19	3.19
	ARDLEY		53.5		7.18	8.18	6.18	9.48		11.07		8.50	8.05	
	BURNABY		50.9		7.07	8.10	6.07	9.37		11.00		8.40	8.55	
	SAPPERTON WYE		45.9	Y K										
	SAPPERTON		45.7		6.58	8.57	5.58	9.28		10.47		8.30	2.33	2.33
	NEW WESTMINSTER	MN	43.0	R DN K	6.55	8.58	5.55	9.20		10.42	11.10am	8.05	1.55	1.55
	FRASER RIVER JCT.		44.5		6.49	2.47	5.48	9.18		10.35am	11.05am	8.00	1.45	1.45
	TOWNSEND		39.4		6.40	8.55	5.40	9.10				8.45	1.80	1.80
	COLERDOCK	G	34.0	R DN W Y	6.35	2.20	5.31	9.00				2.20	2.73	1.14
	CRESCENT		30.4		6.18	9.05	5.20	8.50				1.55	1.00	1.00
	WHITE ROCK	WR	25.5	DN	6.00	1.37	5.07	8.40				1.37	1.45	1.45
	INTERNATIONAL BOUND.		22.8									1.16	1.35	1.35
	BLAINE	BN	22.1	R DN TW O	5.25	1.30	4.50	8.25	10.30pm			12.05pm	11.20	9.50
	CUSTER	CU	14.5	D	5.07	1.18	4.35	8.18	10.15			10.15	9.50	9.50
	ENTERPRISE		11.9		4.59	1.05			10.07					
	BERNDALE	PD	9.0	D	4.54	12.57	4.20	8.05	10.02			9.40	8.40	8.40
	BRENNAN		6.8		4.45	12.50			9.55					
	BELLINGHAM	NM	0.0	R DN CW T K	4.30am	12.55pm	4.05pm	7.50pm	9.45pm			9.00am	7.45am	7.45am
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
					3.00	2.55	2.35	2.10	30.45	50	.05	7.40	8.0	7.4
	Time Over District				19.5	20.3	24.3	27.2		17.3		7.7		

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	Length	Car Capacity
Middouge-Shaw Spur	0.7 Miles north of Ardley	South		5
Wells Spur	0.5 Miles north of Burnaby	North		4
Mill No. 2 Spur	0.7 Miles south of Burnaby	South		22
Pifers Mill Spur	3.0 Miles north of Sapperton	South	450	8
Haight Spur	2.3 Miles north of Sapperton	South		2
Bradley and Taylor	1.5 Miles north of Sapperton	South		18
Sand Pit Spur	0.7 Miles north of Sapperton	South		25
Distillery Spur	1.0 Miles south of Townsend	South	630	13
Mosher Lumber & Logging Spur	1.9 Miles south of Blaine	South		0
Blaine Spur	2.0 Miles south of Blaine	South		0
Blaine Shingle Co.'s Spur	1.9 Miles south of Blaine	South		2
Shelton Spur (off Blaine Spur)		South		81
City Dock Spur (off Blaine Spur)		South		6
Ernie Mill Spur (off City Dock Spur)		South		14
Monarch Mill Spur (off City Dock Spur)		South		5
Barge Spur (off City Dock Spur)	0.0 Blaine	South		4
McLross Spur	2.5 Miles north of Custer	South		2
McDonald Spur	1.2 Miles north of Custer	South		3
Enterprise Spur	0.7 Miles north of Enterprise	South		13
Sand Pit Spur	0.8 Miles south of Enterprise	South		2
Henry Spur	1.0 Miles south of Brennan	South		2
Marietta Spur	3.3 Miles north of Bellingham	South		2

10 WEST BOUND.

FOURTH DISTRICT—ANACORTES TO ROCKPORT.

EAST BOUND.

THIRD CLASS.			SECOND CLASS.	FIRST CLASS.				Capacity of Side Tracks		Distance from Rockport	Time Table No. 80. In Effect Nov. 17, 1912.	Telegraph Calls	Distance from Anacortes	SIGNS. See Rule 7, page 1A.	FIRST CLASS.					THIRD CLASS.	
724	726	400	284	292	290	280	Passing Tracks	Other Tracks	289						279	293	291	283	725	723	
Miles Freight Leave Daily	Miles Freight Leave Daily	Mixed Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily				STATIONS.			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Miles Freight Arrive Daily	Miles Freight Arrive Daily		
6 15am					4 10pm	6 00am	30			ROCKPORT	RK	53.7	R D V W	9 10pm	9 10pm					8 00pm	
6 55					723 f 4 30	f 6 17	16		5.8	FABER		47.9		f 1 50	f 8 54					290 4 30	
7 05					* 4 44	* 6 26	83		9.1	CONCRETE	BA	44.6	D	* 1 57	* 8 48					8 45	
8 00					f 4 50	f 6 32	30	70	10.3	GRASSMERE		43.5	W	f 1 58	f 8 58					8 00	
8 25					* 5 08	* 6 47	41		15.5	BIRDSVIEW		38.2		* 1 10	* 8 30					8 30	
8 50					* 5 18	* 7 02	35	9	20.6	HAMILTON	H	33.1	D W	* 1 55	* 8 07					8 00	
9 25					* 5 32	* 7 18	25	23.9		LYMAN	MY	29.8		* 1 40	* 7 55					1 30	
9 50					f 5 48	f 7 27	31		29.2	COKE DALE JUNCTION		24.5		f 1 52	f 7 40					12 45	
10 20	8 30am				* 6 08	* 7 42	43	63	32.4	SEDRO-WOOLLEY	WL	21.2	R D K	* 1 10pm	* 7 31				230 7 30am	12 30	
					f 6 15	f 7 48			34.7	STERLING		19.0		f 1 18	f 7 19						
10 45am	8 50 11 15 20	11 50am	7 15pm	8 55am	* 6 30pm	* 8 00am	83	225	37.2	BURLINGTON	BU	16.5	R DN CO W V X	724 11 50am	7 10pm	* 8 00am	* 729 11 15am	* 6 25pm	7 10 8 15	12 01pm	
	11 30	* 11 58	* 7 24	* 8 48			16		40.0	AVON		13.7		* 7 40	* 11 05	* 6 14			6 00		
	11 40	f 12 05	f 7 38	f 8 51			7		42.8	FREDONIA		11.1		f 7 41	f 10 58	f 6 07			5 45		
	11 55	* 12 12	* 7 40	* 9 00			17		44.1	WHITNEY		9.6		* 7 55	* 10 58	* 6 00			5 55		
									46.3	DRAW BRIDGE		7.4									
	12 30pm	f 12 31	f 7 58	f 9 15			8		49.8	PIDALGO		4.1		f 7 21	f 10 57	f 5 40			5 15		
	12 30pm	* 12 45pm	* 8 10pm	* 9 25am			235	53.7		ANACORTES	AC		R D T W			7 10am	10 25am	5 55pm	5 00am		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
724	726	400	284	292	290	280								289	279	293	291	283	725	723	
4 30 8.2	4 00 2.3	55 18.2	55 18.2	50 18.5	2 20 18.2	2 00 18.5								2 20 18.5	2 00 18.5	50 19.5	50 19.5	50 19.5	2 30 8.5	1 30 7.1	

Times Over District
Average Speed Per Hour

Business tracks not shown as stations on time table.

Special Rules.

East bound trains are superior to west bound trains of the same class.

No. 724 has right over No. 723, Rockport to Burlington.
Yard limit boards are located at Burlington and Anacortes.
All trains will reduce speed to 8 miles per hour over all draw bridges.
Bulletin boards are located at Anacortes, Burlington and Rockport.

INITIAL STATIONS.

Anacortes for trains Nos. 291, 293, 283 and 725.
Rockport for trains Nos. 280, 290 and 724.
Burlington for trains Nos. 292, 284, 400, 289, 279 and 723.
Sedro-Woolley for No. 726.

TERMINAL STATIONS.

Anacortes for trains Nos. 292, 284, 400 and 726.
Rockport for trains Nos. 289, 279 and 723.
Burlington for trains Nos. 280, 290, 293, 291, 283 and 724.
Sedro-Woolley for 725.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Sauk Spur	2.0 Miles west of Rockport	West	.....	2
Tower Mill Co.	0.3 Miles west of Faber	East	.....	19
Van Horn's Spur	0.5 Miles west of Faber	East	.....	16
Harpet Lumber Co. Spur	0.8 Miles east of Faber	West	.....	3
Washington Port Cement Co.	0.7 Miles east of Concrete	East	.....	30
Superior Portland Cement Co. Spur	0.7 Miles west of Concrete	West	.....	28
Burpee Shingle Spur	0.4 Miles west of Grassmere	West	.....	3
Anna Shingle Spur	2.0 Miles west of Grassmere	West	.....	2
L. L. Spur	0.2 Miles west of Hamilton	West	.....	.....
Hop Ranch Spur	0.8 Miles east of Lyman	West	.....	3
Skagit Mill Co. Spur	Lyman	West	.....	22
Hitchcock-Kelly	0.1 Miles west of Lyman	West	.....	3
Superior Portland Cement Co. Spur	3.0 Miles east of Cokedale Jet.	Both Ends	.....	7
Green Mill Spur	3.3 Miles east of Woolley	Both Ends	.....	22
Sound Iron Spur	Woolley	West	.....	7
Holbrook's Spur	0.4 Miles west of Woolley	West	.....	8
Burlington Mill Spur	0.6 Miles west of Burlington	West	.....	6
Hawkin's Spur	0.7 Miles east of Fredonia	East	.....	6
Callahan-Abbott Spur	Fredonia	West	.....	6
Gravel Pit Spur	5.9 Miles east of Anacortes	West	.....	9
Log Rollway	1.5 Miles east of Anacortes	Both Ends	.....	21
Fidalgo Island Shingle Co. Spur	4.6 Miles east of Anacortes	East	.....	2
Fidalgo Mill Spur	2.8 Miles east of Anacortes	East	.....	3

WEST BOUND.

FIFTH DISTRICT—SUMAS TO GUICHON.

EAST BOUND.

SECOND CLASS.				Capacity of Side Tracks	Distance from Sumas	Time Table No. 80. In Effect Nov. 17, 1912.	Telegraph Code	Distance from Guichon	SIGNS. See Rule 7, page 16	SECOND CLASS.		
387	387	397	397							398	398	388
Mixed	Mixed	Mixed	Mixed	Passing Tracks	Other Tracks	STATIONS.				Mixed	Mixed	Mixed
Leave Tue. and Fri.	Leave Tue. and Fri.	Leave Mon. and Wed.	Leave Mon. and Wed.							Arrive Tue. and Fri.	Arrive Mon. and Wed.	Arrive Daily Ex. Sunday
8:30am	8:30am					SUMAS, WASH.	SU	46.5	D C W			8:45am
						INTERNATIONAL BOUNDARY		46.5				
				20	3	HUNTINGDON		46.4	W			8:40
5:45	5:15			37	31	ABBOTSFORD	PS	42.9	D W			8:20
					7	PINEGROVE		38.4				8:45
				62	28	ALDERGROVE		33.8				8:20
				28		OTTER		29.6				4:45
				61	18	LINCOLN		24.9	W			4:20
	9:00am	4:30pm	3:45pm	64	38	CLOVERDALE	CL	17.1	R D Y	8:50am	9:00am	8:45pm
	4:45	4:00			4	ALLUVIA		13.1		8:15	8:45	
	4:50	4:05			4	SOUTHPORT		11.6		8:10	8:40	
	4:55	4:10				COLEBROOK JCT.		10.6	Y	8:00	8:30	
	5:10	4:25		36	58	COLEBROOK	G	10.6	R DN W	7:55	8:25	
	5:15	4:30				GUICHON LINE JCT.		9.8	Y	7:45	8:15	
	5:40	4:55			9	INVERHOLM		3.8		7:25	7:55	
	5:50	5:05			2	CHALLUETHAN		1.4	W 1/2 Mile East	7:10	7:40	
	6:00pm	5:15pm		10	40	GUICHON		0.0	W	7:00am	7:30am	
Arrive Tue. and Fri.	Arrive Tue. and Fri.	Arrive Mon. and Wed.	Arrive Mon. and Wed.							Leave Tue. and Fri.	Leave Mon. and Wed.	Leave Daily Ex. Sunday
387	397	397								398	398	388
2:00	1:30	1:30								1:30	1:30	3:00
11:7	11:4	11:4								11:4	11:4	9:4

Special Rules.

West bound trains are superior to east bound trains of the same class.

The normal position of switches at Colebrook Junction, Guichon Line Junction are for main line. All trains Fifth District will protect against all Third District trains between Colebrook Jct. and Guichon Line Jct.

INITIAL STATIONS.
Guichon for train No. 398. Sumas for train No. 387. Cloverdale for trains Nos. 388 and 397.

TERMINAL STATIONS.
Guichon for train No. 397. Cloverdale for trains Nos. 387 and 398. Sumas for train No. 388.

DERAIL SWITCHES.
Derail switches must always be set for derail except when in actual use whether there are cars on the tracks or not.
Abbotsford east end of passing track.

INTERLOCKING governing B. C. E. Ry. crossing, Cloverdale, B. C. Distant signal on north side is located 2,500 feet from crossing and has one arm showing caution. Home signal is located 75 feet from crossing and has two arms. Lower arm one indication, upper arm governs train movements. Home 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. Normal position of signals will be clear for our line.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Guichon Slip Spur	0.1 Miles east of Guichon	East	3
Godwy Road Spur	2.9 Miles east of Guichon	West	1
Patterson's Spur	5.7 Miles east of Guichon	West	9
Smith Road Spur	5.8 Miles east of Guichon	West	2
Matthew Road Spur	6.8 Miles east of Guichon	West	5
Colebrook Road Spur	8.2 Miles east of Guichon	West	9
Gravel Pit Spur	3.3 Miles west of Cloverdale	West	3
Burry Spur	1.1 Miles west of Cloverdale	West	3
Ferriidge Lbr. Co. Spur	1.4 Miles east of Lincoln	West	15
Lincoln Lbr. Co. Spur	1.0 Miles east of Lincoln	West	30
Clark's Spur	1.0 Miles west of Otter	East	2
Otter Shingle Co. Spur	at Otter	East	15
Aldergrove Lbr. Co. Spur	at Aldergrove	East	20
Fish Trap Pit	1.5 Miles west of Pinegrove	Both	40
Pinegrove Lbr. Co. Spur	0.8 Miles east of Lincoln	West	10

SOUTH BOUND.

SIXTH DISTRICT—FRASER RIVER JCT. TO CLOVERDALE.

NORTH BOUND.

SECOND CLASS.				Capacity of Side Tracks	Distance from Fraser River Jct.	Time Table No. 80. In Effect Nov. 17, 1912.	Telegraph Code	Distance from Hazelmere	SIGNS. See Rule 7, page 16	SECOND CLASS.			
387	397	397	385							398	398	386	384
Mixed	Mixed	Mixed	Mixed	Passing Tracks	Other Tracks	STATIONS.				Mixed	Mixed	Mixed	Mixed
Leave Tue. and Fri.	Leave Tue. and Fri.	Leave Mon. and Wed.	Leave Mon. and Wed.							Arrive Tue. and Fri.	Arrive Mon. and Wed.	Arrive Daily Ex. Sunday	Arrive Tue. and Fri.
	2:47pm	2:47pm	1:10pm			FRASER RIVER JCT.		20.3		10:55am	10:55am	11:05am	
	2:55	2:55	1:15			LIVERPOOL		19.3		10:50	10:50	10:55	
						BUN ACCORD		17.0	W 3 Miles South				
	3:20	3:20	2:00		18	PORT KELLS		11.3		10:05	10:05	10:30	
3:40am	3:55	3:55pm	2:45pm	64	38	CLOVERDALE	CL	8.1	R D Y	9:45	9:45am	9:05am	4:20pm
4:20am	4:00pm			8	20	HAZELMERE		0.0		9:05am			4:05pm
Arrive Tue. and Fri.	Arrive Tue. and Fri.	Arrive Mon. and Wed.	Arrive Daily Ex. Sunday							Leave Tue. and Fri.	Leave Mon. and Wed.	Leave Daily Ex. Sunday	Leave Tue. and Fri.
387	397	397	385							398	398	386	384
1:13	1:48	1:35								1:30	1:50	1:10	1:15
16:3	16:5	16:4								13:3	19:0	12:0	20:0

Special Rules.

South bound trains are superior to north bound trains of the same class.

INITIAL STATIONS.
Fraser River Jct. for trains Nos. 385 and 397. Cloverdale for trains Nos. 386, 387 and 398. Hazelmere for trains Nos. 384 and 398.

TERMINAL STATIONS.
Cloverdale for trains Nos. 385, 384 and 397. Hazelmere for trains Nos. 387 and 397. Fraser River Jct. for trains Nos. 386 and 395.

Trains will register at Cloverdale.
All Sixth District trains will protect against all Third District trains between Fraser River Junction and New Westminster.
All trains will reduce speed to 8 miles per hour over all draw bridges.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	CAR CAPACITY
Davis Spur	0.5 Miles south of Liverpool	North	4
Brownsville Spur	1.0 Miles north of Liverpool	South	15
Flummenfelt Spur	2.0 Miles north of Port Kells	South	4
David Bell & Co. Spur	1.5 Miles north of Cloverdale	South	25
McNair Spur	2.0 Miles north of Cloverdale	South	2
Washington Shingle Co.	2.2 Miles north of Blaine	South	5
Great Western Shingle Spur	0.5 Miles south of Port Kells	North	7

SECOND CLASS.										Capacity of Side Tracks.			Time Table No. 80. In Effect November 17, 1912.				SIGNNS. See Rule 7, page 1A.			SECOND CLASS.													
										395		Passing Tracks	Other Tracks	Distance from Kilgard.	STATIONS.				Telegraph Calls	Distance from Abbotsford	394												
										Mixed											Mixed												
										Leaves Tues., Fri.											Arrive Tues., Fri.												
										8.25am		10	0	0	KILGARD					5.0	8.30am												
										8.55am		30	31	5.0	ABBOTTSFORD				FS	.0	RDW 8.50am												
										Arrive Tues., Fri.											Leaves Tues., Fri.												
										395											394												
										20					Time Over District						20												
										10					Average Speed Per Hour						10.												

East bound trains have right over west bound trains of same class.

Seventh District trains will protect themselves against Fifth District trains between Abbotsford and Junction, one half mile east of Abbotsford.

INITIAL STATIONS.
Abbotsford 394.
Kilgard 395.

TERMINAL STATIONS.
Kilgard 394.
Abbotsford 395.

WEST CHERRY VALLEY BRANCH. EAST

SECOND CLASS.				Capacity of Side Tracks.			Time Table No. 80. In Effect Nov. 17, 1912.				SIGNNS.			SECOND CLASS.		
391		393		Passing Tracks	Other Tracks	Distance from Monroe	STATIONS.				Distance from Tolt	Telegraph Calls	390		392	
Mixed		Mixed					Arrive Daily		Arrive Daily				Mixed		Mixed	
Leave Daily		Leave Daily Ex. Sunday									Arrive Daily		Arrive Daily Ex. Sunday			
8.20am		11.00am				0.0	MONROE				17.6	Re	D N Y W P		10.05am	4.00pm
8.50		11.45		25		9.1	DUVALL				8.5		D P		9.30	8.10
7.15pm		12.30pm		21	28	17.8	TOLT				0.0		D T W P		9.00am	8.40pm
Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday											Leave Daily		Leave Daily Ex. Sunday	
391		393											390		392	
25		1.30					Time over District						1.05		1.20	
19.4		11.7					Average Speed per Hour						10.9		13.2	

East bound trains have right of track over west bound trains of the same class.

INITIAL STATIONS.
Tolt 390-392.
Monroe 391-392.

TERMINAL STATIONS.
Monroe 390-392.
Tolt 391-393.

Business tracks not shown as stations on time table.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Stephens Bird Ind. Spur	3.5 Miles west of Monroe	West	510 ft.	10
Stephens Bird Logging Co.'s Spur	3.8 Miles west of Monroe	East	388 ft.	7
Cerenis Spur	4.6 Miles west of Monroe	West	268 ft.	5
C. B. Spur	5.2 Miles west of Monroe	East	418 ft.	5
O'Neill Cowen Shingle Co. Spur	6.0 Miles west of Monroe	East	350 ft.	4
Bacette Spur	6.4 Miles west of Monroe	West	320 ft.	5
C. V. Log. Co.'s Spur	7.3 Miles west of Monroe	West	474 ft.	9
Novelty Spur	11.6 Miles west of Monroe	West	668 ft.	15

SPECIAL RULES.

- Freight trains will not carry passengers.
- Horizontal position of the semaphore blades by day and yellow light shown by night indicates that switches with which the distant signals are connected are open and approaching trains should immediately be brought under control.

- Diagonal position of the blades and green lights displayed at night indicate that switches with which the distant signals are connected are properly set and train should proceed as per rule.
- Car capacity of passing tracks based on 42 feet to the car inside of clearance points and does not allow for engines or cabooses. Car capacity other tracks do not include engine house tracks, turn table tracks, shop tracks, safety tracks or wye tracks.

REFERENCE MARKS.

- In addition to signs provided for in Rule 7, Book of Rules, the following signs in column headed "Signs" indicate:
 - D Day telegraph or telephone office.
 - N Night telegraph or telephone office.
 - DN Day and night telegraph or telephone office.
 - P Dispatcher's telephone accessible at all times.
 - I Interlocked.
 - K Connection with foreign road.
 - Standard clock.

PERSONAL INJURIES.

- Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.
 - No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.
- In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.
 - When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
- When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
- When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.
- A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.

- As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.
- Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
- In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
- When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
- This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Ernst Building, Cor. 5th and Wabasha, St. Paul.	
Dr. J. W. Chamberlin, Ophthalmic Surgeon, Lowry Building, St. Paul.	
Leavenworth	DR. G. W. HOXSEY.
Skykomish	DR. C. E. GREASON.
Monroe	DR. H. K. STOCKWELL.
Everett	DR. P. M. WALKER & W. O. COPPS.
Interbay	DR. F. A. BOOTH.
Seattle	DR. H. M. READ.
Seattle	DR. R. W. PERRY, Oculist.

Tacoma	DR. JAMES A. LA GASA.
Burlington	DR. H. E. CLEVELAND.
Bellingham	DR. W. A. KIRKPATRICK.
Blaine	DR. A. A. SUTHERLAND.
New Westminster	DR. GEO. E. DREW.
Vancouver	DR. A. S. MONRO.
Anacortes	DR. GEO. B. SMITH.
Woolley	DR. M. B. MATTICE.

TIME INSPECTORS.

Leavenworth	F. E. CARLQUIST.
Seattle	J. F. HUNTER.
Burlington	J. H. CROSSBY.
Everett	A. J. MOHN.
Bellingham	BEHRENS & SON.

Vancouver, B. C.	PAUL & McDONALD.
Tacoma, Wash.	RICHARD VEATH.
Centralia, Wash.	BEN SALICK.
Portland, Ore.	C. CHRISTENSON.
Monroe, Wash.	CARLQUIST BROS.

E. O. WADHAMS, Dispatcher.
G. E. WELLMAN, Dispatcher.
C. O. JOHNSON, Dispatcher.
F. J. ROE, Dispatcher.
T. H. REED, Dispatcher.

C. E. LAMKIN, Dispatcher.
H. L. CAULKINS, Dispatcher.
D. MOORE, Ass't Chief Dispatcher.
G. R. MILLER, Chief Dispatcher.

S. CORRIGAN, Train Master.
J. C. DEVERY, Assistant Superintendent.
T. B. DEGNAN, Superintendent.