# GREAT NORTHERN RAILWAY



TWELVE-ONE (12:01) 0

TO TAKE

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able No. 14 ar

924

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

2	WESTW					-	1	FIRST SUB-DIVISION-Y	VENA	CH	EE TO EVE	RETT JU	NCTION.				EA	STWARD	).	
Time Table No. 15  1 39 275 3 27  Capacity of Bids Trinods  Effective June 1, 1924 5 1 510NS 40 4 300 276 2 300			SEC	COND CL	455															
1	39	275	3	27	Tracks	-	E S	Effective June 1, 1924.	9	£ 4	SIGNS	40	4	300 (N. P. 442)	276	2	28	402		1
Passager	Passenger	Passager	Passager	Fast Mail	44 .	non upper	Distance		1	Distance Everett Je		Passenger	Pamenger	Pamenger	Pamenger					
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	T O	Station	QN See	STATIONS	1	Diet.		Daily Ex. Sunday	Daily	Daily	Daily Es. Sunday	Passenger	Espress	Time Freight		- 10
		I				T			1			Ex. Sunday	-	Dany	E1 Sunday	Daily	Daily	Daily		-
12.10m	L 11-45Am		L 1.15ks	L 12.05As	-	22 1648	0.0	7.38	WC	132.52 R	O DN WO TP	A 7-20km	A 3.15m			A 2-50km	A 4.00Ms	5 9:45fe		
12.23	111.59		1.28	12.16	+86	35 1655	7.38	MONITOR :		125.14	P	1 7.05	3.00			2.27	3.40	9.00		
12.30	*12.12hm		1.40	12.24		62 1659	10.99	CASHMERE		121 53	DN W P	• 6.57	. 2.52			2-16	3.40	1.40		
12.41 12.48	*12.24 **12.38		1.50	12-33		17 1664	15.65	DRYDEN	DN	116 87	P	1 646	2.42			2.06	3.98	1.10		
			1.58	12.42	e63	20 1667	19 15	PESHASTIN	PN	113.37	D P	1 6-40	2.32			1.58	3.20	18 18 4		
1.05	A 12-55hm		<u> • 2.20</u>	*12-55	67	92 1671	23.19	LEAVENWORTH		109 33 5	BO DN WCTY P	L 6.30An	. 2.22			1.48	. 310	14.134		
1.15			2-30 24 2-40	1.02		1674		TUMWATER	_ A .	105.85			2.10			1-35	2.50	11.30		
1.26				1 08	71 e71 w75	1677		DRURY	DY	102 93			2.03			1.28	240	11.90		
1 1.35			2.52	1.18		21 1681	33.66	CHIWAUKUM	CY	98 16	DN W P		1 1.53			1.18	227	11.05		
1 1.46			2.59	1.23		10 1684		WINTON	WI	95.84			1 1.46			1.10	220	10-50		-
1 1.54			3.08	1.30	e71 w68	4 1688		NASON CRABK	NC	91.76			1 1.36			1.00	2.08	10.35		-
1 2.00			* 3.17	1.35 1.46		6 1691	43.85	MERRITT	CK	88 67	DN W Y P		1 1.30			12 54	200	10:25		
2.13	-		3.32		e70 w76	1696		QAYNOR	OR	84 25			1.21			1244	1.46	10.05		
2 22			3.40	1.54	e81	4 1699		BERNE	BR	81.45	w p		1.14			12.37	1.37	9.50		
. 2.40			4 05	1 2.15		88 1703	55.57	CASCADE TUNNEL	CN	76.95	R DN WCT P		* 1.05			*12-27	1 1 27	9.30		
2.52			4-20	\$ 2.27	e83 u84 :	200 1706	58.54	2.97 TYB	WN	73.96	DN WC P		*12.48			*12-10An	* 1.10			
3.02			4-30	2.35	74	21 1710	62.59	4 05 EMBRO	NY	69.93	w p		-					7.45		
3.11			4.38	2.42	65	17 171	65.37	2.78 CORBA	CO				12:33			1154	1254	7.10		
f 3.21			1 447	2.50	76	10 171	67.94	2.57 SCENIC	MA	64.58	DN W P		12:24 112:09h			11.44	12.45	6.45		-
1 3.31			f 4.57	2.58	70	• 1710	71.27	ALPINE	NI	61 25	D W P					111.28	*12.32	6.15		-
3.41			5.06	3.06	68	12 172	74.94	3.67		57 58			111.59			11.17	1222	5.40		-
				* 3.20			1		-	-			111.45			11.07	19 12 km	5.06	_	-
• 4.00		L 6.50to	* 5.25			178 172		SKYKOMISH	KY	52.56	Re DNWC Y P		•11 28		A 6-00M	*1050	*11-65	3:98		
4.09		1 700	5 35	3.29	68	7 173				45.45			11.17		1 5.49	10.35	1142	2-55		
4.19		1 719	5.45	3.38		51 173			84	43.69	wp		11.09		. 5.37	10-27	11.34	2 30		
4.31		1 7.24	5.56	3.49		17 174				38.36	DN P		10 55		. 6.20	10.17	11.24	2.00		
4.42 276 4.50		1 7.35	6.06	3.59		16 174	_		-	33.26			10.42		1 5.03	10.07	1114	1.40		
		1 7.44	6.14	4.07		815 175		OOLD BAR		-	DN Y		110.35		. 4.50	10.00	1107	1.20		
4.54		1 7.50	617	4.10		71 175	-	STARTUP	RU	27 17			10.28		. 444	9.56	1104			
5.00		1 7.59	6.24	4.17		35 175			.00	23.71	D .		*1023		• 4 38	9.51	10.68	1.00		
5.15		1 8.16	1 6.42	4-30		36 176	_	7.45 MONROS	RO	16.28	DN W VK		*1010		. 425	s 9.37	s1045	12.40		
5.28	-	1 8.33	s 6.58	4.41		166 177	-	SNOHOMISH 5.83	HO	9 30	R DN F		1 9 56	A 3.58M	1 4 10	1 9 22	*1027	12:20		1
5.38		1 8.43	7.08	4.50		27 177		LOWELL		3.47	R DN KW		9 45	L 3.48h	s 3.58	9.11	1016	1. 12.01Am		
5-41		1 8.48	7-11	4.52	37	140	130.66	PACIFIC AVENUE	_ D	1.86	DN P		943		. 3.55	9.08	10.13			
• 5.53	-	s 8.52	1 7.22	1 5.07		8 177	131.72	ZE 1.06		.80	K f		1 940		. 350	s 9.05	*10.10			
5.55h		A 8.554m	A 7-254m	A 5-10Am		1786	132.52	EVERETT JUNCTION	IN	0.0	R DN I		L 9.30m		L 335h	L 9.00m	I. 10 OChn			
					Yard 10	067 CL	132.50	VM N. P. RJ. DELTA	PO		Re DNWCTYOK		- 9.30M		- 3 30M	2-9-00M	. TO OCH			
Daily	Daily Es. Sunday	Ex. Runday	Daily	Dully								Daily Ex. Sunday	Daily	Daily	Daily Ex Sunday	Daily	Daily	Daily		-
1	39	275	3	27					_			40	4	300	276	2	28	402	-	
23 3	1 10 20 0	2 05 25 0	6 10 21 6	5.05 26.4				Time Over Subdivision Average Speed Per Hour	_			27 83	5.45 23.1	34 8	2 18 22 5	5.50 23.0	6 05 22 0	11 15		

# 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 Wenatchee.

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

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

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.

L. I. J. M. N. I. O and P engines are permitted on this subdivision, but O-3 and O-4 engines are restricted to 15 miles per hour over timber bridges, and L.-I. M. N.-I. O and P or equivalent engines are restricted to 10 miles per hour over bridge 418, one mile west of I man.

Q-1 class engines prohibited.

I 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-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 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 (134) 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 to 8 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.

L-1, M, N-1, O and P or equivalent engines reduce speed to 10 miles per hour over bridge 424, Skykomish River, which is equivalent to thirty seconds.

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.

L, M-1, O and P or equivalent engines must not be double-headed over bridge 401 with heavier than F-5 class engines.

J class engines must not be double-headed together. If double-headed with another class engine, the J class must be shead. Engine tanks moving on freight trains must be handled light without fuel or water.

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 lested. 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 working.

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

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

All westward trains using main line will not foul tunnel block at Cascade Tunnel without first receiving a proceed signal from 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 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 transmen must inspect train.

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.

Except when displaying signals for following sections, all first class trains will register by eard 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 block 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 a coordance with rule 509 after conductor and continuum 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 conduction 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; details 55 feet in advance of Home signals.

Yard limit boards are placed each way from Skykomish, east from Cascade Tunnel, east and west from Leavenworth and 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 lap, at

Leavenworth-No. 1 track West Bound Passing track and No. 2 track East Bound Passing track.

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 plattes 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 at fouling point on sidings. At places where light signals are used, push buttons are located on relay boxes located convenient to switches and it is the duty of brakeman or other trainmento light the block signals by pushing button before opening main track switch.

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.

### DERAIL SWITCHES LOCATED:

Peshastin, east end of industry track.
Cashmere, east end industry and storage tracks.
One switch operates both derails
Chiwankum 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.

Dryden, east end industry track.

Scenic, industry track.

Alpine, industry track and mill spur.
Tonga mill spur.
Tonga mill spur.
Skykomish bouse track.
Grotto, industry track and mill spur.
Index, industry track,
Western Granite Works spur I mile west of Index.
Reiter, west end industry track.
Wallace Falls Logging Co.'s track.
Wallace Falls Logging Co.'s track.
Pacific Avenue, Brewery spur, Frye-Bruhn spur.
Everett, power house spur.

# LOCATION OF TUNNELS.

Tunnel No. 13, 13 873 feet long, height 19 feet, between Tye and Cascade Tunnel " 13.1, 1,202 22 1.12 miles east of Embro. .. \*\* . 13.2, 458 22.5 " .20 mi'es east of Embro 274.8 " \*\* 14, \*\* " 1.18 miles west of Embro " 15, 1,512 " 15.2, 1,248 \*\* .. 18.7 " 55 miles east of Corea. \*\* " 22.5 " 1.58 miles east of Scenic. 15.3, 815 22.5 " 1.59 miles west of Cores.

THIRD CLASS	SECOND CLASS		Capa of B	uity			Time Table No.	15	1					FIRST CLA	58		
717		401	Tre	oks	'umb	from	Effective June 1, 19		3	27	357	3	277	359	1	355	
Mdss. Freight		Fast Preight	14	14	ties 7	at the			- de	Fast Mail	Passenger	Passager	Passenger	Passager	Pamager	Passagar	
Daily Ex. Sunday		Daily	26	95	2	Die	STATIONS		1 2	Dally	Daily	Daily	Daily Ex. Sunday	Dally	Daily	Daily	
L 10.00km		L 1.00m			1780		EVERETT JUNCTI	ON)	JN	L 5.10m	L 6.10M	L 7.25km	T	L 12.15m	L 5.55M	L 8.05m	
≢10.35		1.12		110	1784	3.76	MUKILTEO		MU	5.16	. 6.19	7.32	• 9.20	12.21	6.02	1 8 12	
110.66		1.25			1790	7.89				5.22	1 6.27	7.39	1 9.28	12.26	6.09	8.18	
111.15		1.35		8	1793	10.89	_ 00		AD	5.27	1 6.33	7.45	1 9.34	12.31	6.15	8.23	
•11.45		1.55		187	1795	14.77	ZEDMONDS		DR	5-35	. 6.43	7.51	. 9.44	12.37	6.21	B-30	
+12.42h		2.05		87	1796	17.70	0		R	5-40	1 6.61	7.56	. 9.52	12.42	6.26	8.35	
1 1.05		2.45		194	1807	25.57	E		BD	5-55	. 7.10	8-10	*10.11	12.56	6.40	8.50	
A 1.30fm		A 3.00km	Yard	623	1808	27.32	INTERBAY.		RB	5.59	• 7.15	8-14	•10.19	12.59	6.44	8.54	
				265		28.70			z								
				843	1813	32.03	SEATTLE		UD	A 6-15km	A : 7.30m	A 8.30km	A 10.35m	A . 1.150m	A 7.00m	A 9.10ha	
					1813	_	SBATTLE				L 10.00M			L 1.30m			
			_	188	1854	73.0	TACOMA				11:35			* 3.88			
					2121	214.5	PORTLAND	] <i>Ę</i>			4. 4.40h			A . 8.10h			
Daily Ex. Sunday		Daily								Dally	Daily	Dally	Daily Ex.Sunday	Daily	Daily	Daily	
717		401								27	357	3	277	359	1	355	
1.30 8.0		3.00 14.0					Time Over Subdivisi Average Speed per H	an Sur	1	1.08 30.2	1.90	1.05	1.25	1.00	1.05	1 05 30.2	

# 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 (18) 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

# Following trains meet and pass on double track between Everett Jct. and Seattle:

No. 1 meets No. 358. No. 3 meets Nos. 360, 4 and 718.

No. 277 meets Nos. 360 and 4.

No. 356 meets No. 401. No. 355 meets Nos. 2 and 28.

No. 359 passes No. 717. No. 718 meets Nos. 357 and 3.

Bulletin boards are located at Interbay and Seattle. Bulletin boards are located at interpay and scatule. Maximum rate of speed for passenger trains between Everett Jct. and Seattle, 50 miles per hour. Maximum rate of speed for freight trains between Everett Jct. and Seattle 30 miles per hour.

Maximum rate of speed for freight trains between Everett Jct. and Seattle 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.

L, M, N-1, O and P engines permissible on this subdivision, but O-3 and O-4 engines restricted to 15 miles per hour over

timber bridges.

ber bridges.
Q-1 engines prohibited.
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 freight cars 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 pull 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.

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 hour through any yard track, Interbay. All trains reduce speed to 20 miles per hour over lead switch, westward main 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

n siled posts.
J class engines must not be double-headed together. If double-headed with another class engine the J class must be ahead.
Engine tanks moving on freight trains must be handled light without fuel and water.
Steam whistle signals for tracks with switches controlled from Everett Jct. 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 Interbay and Everett Jct.

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

Mile post 10, south of Richmond Beach, is flag stop for Nos. 277 and 278.

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

Ballard is stop for No. 359 Sundays.

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 Baskule 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					Time Table No. 15			SECOND C	LASS THIRD CLASS	s
	356	28	2	358	278	4	360	Effective June 1, 1924.		SIGNS		718	
1977	Pamenger	Espress	Passenger	Passenger	Passenger	Passenger	Passenger		Distance			Mdee Fraight	
	Dally	Daily	Daily	Daily	Daily Es. Sunday	Daily	Daily	STATIONS	25			Dally Es. Sunday	
	A 1.054m	10 00m	4 9.00m	A 6.00mm	A 3-35fm	A 9.30m	A 9.15km	EVERETT JUNCTION	32 03	R DN I		8.15kg	
	•12.65	9.53	8-53	5.53	• 3.26	9.23	• 9.06	MUKILTEO	28 27	D 1		• 805	
	11246	9 46	8.46	5.46	1 3-16	9 17	1 8.56	MOSHER	24.14			1 755	
	112.37	9.41	841	5.41	1 3-10	912	1 8.51	MEADWDALE	21 .14			1 745	
	112 29	9.35	8-35	5-35	. 303	9 0 5	. 8.43	Z EDMONDS	17 26	D W 1		. 7.30	
	112.20	9 30	8-30	5 29	. 2.55	8 59	. 833	RICHMOND BEACH	14 33	D .		• 7.10	
	11203	9 17	8-17	6 17	. 240	8 47	. 8.18	O BALLARD	6.46	D		1 6 50	
	•11.85 hm	9.14	8-14	6 14	• 2.35	8 44	. 8.14	1.75	4.71	Re DIWCTOXE	· K	L 645m	
							-	Q. N. DOCK	3 .33				
	L 11.45m	. 9.00fm	L 8.00m	L 600m	L 2.20%	L 8.30m	L 8.00m	SEATTLE	0	R DN . IF	×		11
	A = 740fm			A. 440m				SEATTLE.	183.1				_
	. 8.88			. 3 18.	E   100			A TACOMA	142.4				
	L 1.00m			L 1000m				PORTLAND	.0				
	Daliy	Daily	Daily	Dally	Dally Ex. Sunday	Dally	Daily					Daily Ex. Sunday	
	356	28	2	358	278	4	360					718	_
	1 20 34 6	1 00 23 T	1 00	1.00 32.7	1 15 26 1	1 00 32 7	1 14 26 1	Time Over Subdivision Average Speed Per Hour				1.30 18.7	7

# 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.

### Westward.

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; top arm is for main line; second arm fixed; bottom arm crossover movements.

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 C	LASS	1	SECONE					1		EVERETT JUNCTION TO	1				-		SOUTHWAR
1	717	713	711	729	401	Ť	fide neks	P .		Time Table No. 15	4	257				CLASS	7 7
	Idee Freight	Midee . Freight	Fost Freight	N. P 476 Freight				N a	14	Effective June 1, 1924.	0 94	357	277	359	299 N F 403	356	
	Daily Ex. Funday	Daily Fr Monday	Daily Es Monday	Daily Rs. Sunday	Past Preight	Trans.	Track	Statio	Dietas	STATIONS	1	Dally	Dally	Passager	Passenger	Passegur	
	10000		L 7.00m	The County	-	NA.	110	CLAZ	0.0	PELLINGHAM	IIM.	AND DESCRIPTION OF	Dally Ex. Sunday	Daily	Daily and and the states	Daily Particulated annual	
			7.15			61	143	CLOO	2 00	SOUTH BRILLINGHAM	FN			1. 10.20km		L 6.30Na	
			7.30			10	-	C1,56	6.80	3.98 50CKHYR		• 3.06	• 6.63	•10.30		4 6.40 278 6.48	
			7.55			57	-	C1,50	12.80	A 1/2	-	1 3.17	1 7.01	10 36			
						-		CLAUS		BLANCHARD			7.11	10.47		6.00	
			8.30		-	AN	16	C146	10.00	2.35	-	1 3.34	• 7.14			6.01	
			8.60				-	CLAS	21.21	BOW	ВО	1 3 40	• 7.20	10.69		607	
		714-300 1. 11.35An	3.28			50	239	CLAS	23,97	2.70	BV	1 3.60	1 7.26	10.67		6-13	
		712 +12.15fm	714		-	37		_		BURLINGTON	BU	• 4.05	* 7.35	*11.05		• 6.23	
		•12-35	360 10.33			1	-60	C1.35	27.101	MT. VERNON	NR	• 4.90	• 7.47	+11.16		• 6-34	
		-12:50	10.33			57	_	CLAO	33.29	PIR	· FR	1 4.35	• 7.56	11.91		• 644	
		• 1.00	350 712 11 32			-		_	35,60	MILLTOWN	?	1 4-38	• 8.00	711 713			
-  -						58	-01	Cl's	40.40	stanwood		• 4.55	. 8.11	711 and 712 11.32		r 6.66	
		1 1.26	12 01M			nu	-14	CL17	45.91	SILVANA	NA	1 5.10	· 8.25	11.40		1 7.10	
			12.15			5N	16		49.87	enoLish		1 5.20	• 8-35	11.46		7-18	
	· · ·	1 2.05		L 9 45 he		-			53 64	KRUSB	K	520	• 840	11.50	L 3 18hm	7.25	
	9.35km	. 250	12.40	9 55		57	74	CLS	57.04	MARYSVILLB	MS	• 540	<b>■ 8.47</b>	11.55	3-25	f 7-30	
	9.40	A 305h	A 100Mm	4 10 05 Na		-		CI3	A0 84	DBLTA WYB	WY	5.48	• 8 53	12.01h	A 334Mm	7-36	
				——	12.40	-			80.95	LONG SIDING	-	5.52	8-56	1204		7-39	
	9.80				12.50	70	120	1779	63,50	EVERBTY	_	• 6.07	• 9.08	•12.13		• 8.00	
	Dally Ex Sunday	Dalty Ex Monday	Dally Es. Monday	Daily Rs. Sunday	A 1.00Am	-	-	1780	64.30	EVERETY JUNCTION	JM	A 6.10m	A 9-10Mm	A 12.16m		A 8.05%	
	717	713	711	729		-	-				-	Daffy	Dally Ex. flunday	Dally	Daily	Dally	
	0 3A 10 A				401	_	_				-	357	277	359	299	355	
, ( 1	10 6	10 3	\$.00 tu.0	IA 3	10 8		i			Time they Subdivision Average Speed For Hour		18.4	2 25 25 2	33 7	37 0	2 35 24 3	

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

Automatic Black Signals in operation between Everett Jet, and South Bellingham. Bulletin boards are located of Burlington and Bellingham.

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

Maximum speed for freight trains between Delta Wye and Samish, 30 miles per hour, and between Samish and Bellingham, 20 notes per hour between overhead crossing two miles north of Samosh and Tunnel 18, in rainy weather, 15 miles per hour. Q.L. be-maine-probabited

Property permissible: All class A, B, D, E, F, G, II, J, K and L-2. Heavier engines (except Q-1) are permistled only in special or emergency service when they will not exceed speed of 15 miles per hour over finder bridges. L-1, M, N-1, O and P. engines will not exceed speed of 10 miles per hour over bridge 15, Silvana.

I corne will not exceed speed of 10 miles per hour.

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

Trans 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 derrock will not exceed speed of 25 miles per hour.

Troop trans 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 trans-reduce speed to 10 miles per hour over draw bridge 10 at Delta Wye, 11 and 12 near Marysville and 36 near Bur-

All trans reduce speed to 8 soiles per hour passing through town limits Marysville, Mt. Vernon and Burlington All trans reduce speed to to talks per hour on coast line track over 21th Street near Everett Flour Mill, California St., Hewatt

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.

Jelass engines must not be double-headed together. If double-headed with another class engine the Jelass must be ahead Engine tanks moving on freight trains must be handled light without fuel or water.

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

Norman, one mile north of Silvana, is flag stop for Nos. 277 and 278. Stanwood is stop for Nos. 358 and 359, Sundays.

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

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

of Fi

P. N. where

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

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

Normal position of gates at crossing of three and fourth subdivisions at Burbugton, will be against fourth subdivision trains. Not no essary 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 Wellingham, will be known as passing track Steam whistle signals for tracks with switches controlled from Delta Wye Interlocking Tower.

Main Line One Long.

Delta Vard from North One Long, One Short

Delta Yard from South Two Long, One Short.

Delta Vard North Two Long.

Delta Varil 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.

(Continued on page 7)

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orth.

ins.

FIRST	CLASS			Π
358	278	360	356	
Pamenger	Passager	Passager	Passager	-
Dully	Daily Ez. Sunday	Daily	Daily	
A 8-15m	A 6.10m	A 12 05M	4 4.10m	
. 8.00	■ 5.58	*11.55	• 4.00	
7.52	1 5.48	11143	1 3.50	1
7.41	1 5.34	11.31	367	
	• 5.32	•11.29	1 3.26	
7.36	1 5.27	*1122	1 3.20	
7.30	1 5.21	111.12	1 3.07	1 i
1 7.26	. 5.17	359-713 #11 05	• 3.00	
. 7.14	. 5.05	•10.50	. 2.45	Signals
7.03	. 4.57	*10.33	1 2.30	k Si
	• 4.53	•10.28	1 2.25	Bloc
355 6-55	. 4.45	*10-19	. 2.15	itic
6.44	• 4.30	*10.05	1 2.00	Automatic Block
6.36	. 4.20	1 9.54	1 1.49	A.L
6-30	• 4-12	9.47	140	
6.25	• 4.04	. 9.42	. 1.34	
6-18	3.53	9.33	1.23	
6.15	3.50	9.30	1.20	
• 6.10	• 3.45	• 9.25	• 1.15	
L 6.00M	L 3.35M	L 9.15	L 1.05Am	
Dally	Daily Ex.Sunday	Dally	Dally	l `
 358	278	360	356	
30.5	2 35 24 7	2 50 23 0	3.04	

_		Time Table No. 15			- 51	ECOND CLASS	1	THIRD CLASS	
		Effective June 1, 1924.	Distance from	SIGNS	712	728	714	718	
_	Т	STATIONS	1		Fast Preight	N. P. 678 Freight	Mdae Freight	Mdee Freight	
_!	-	,	Čů	1	Daily Es Sunday	Daily Es. Sunday	Daily Es Sunday	Daily Ex Sunday	
Am.		BELLINGHAM	64.30	R. DNXCWTKP	A 2.25fm				
_		SOUTH BELLINGHAM	61.40	D 0 К Р	. 215				
_		SOCKEYE	37 42	P	1 2.00				
_		SAMISH	51.50	W P	1 1.45				
		BLANCHARD	50 06	,					
		BOW	47.71	D P	• 1.30				
		BELLEVILLE	43.03	,	1 1 10				
	2	BURLINGTON	40.33	R DNCOWYXIKP	• 1.00		A +11.30m		_
	Signals	MT. VERNON	36 36	DN P	713 12-15P4		359-3ng-711		
	ck S	5.35 PIR	31 01	D P	11.55		18:18		
	Block	MILLTOWN	25.70		11.00		1 9.45		_
	utomatic	STANWOOD	23 90	DN P	359-711 11-32		9.15		-
	ton	5.81 SILVANA	15.39	DW P	11.00		1 8.25		
	4	3.96 ENGLISH	14.43	,	10.30		1 8 05		
		KRUSE	10.66	R DN P	10 15	A 250km	1 7 45		
1	-	MARYSVILLE	7.26	DN P	10.00				
-1	- 1	DELTA WYE	4.46			2.35	1 7.30	277	
-1	i	LONG SIDING	3 35	K DATE P	L 945te	L 220Am	L 7.00km	A 8.35tm	
-		7.55			-			8.30	
		0.80	0.80					8.20	
Art.	1	EVERETT JUNCTION	0.0	R DN P	Daily	Della		L 8.154m	1
-			-		Daily Es. Sunday	Daily Ex. Sunday	Ex Sunday	Daily Ex Sunday	
-	_	Time Ones Subdicioles	_		712	728	714	718	
		Time Over Subdivision Average Speed Per Hour			13 5	12.0	4.30 8.0	0 20	

# Special Rules Continued.

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

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 Parific connection to Great Northern main line governed by lower arm on Home Signal Northern Parific 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 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 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 passage of train.

Interlocking Plant at crossing of Pa ific Northwest Tration Company just north of Burlington. Home signals are located feet north and south of crossing. Derails are located 58 feet inside of home signals. Home Signals are pipe connected. Mt. Vernon interlocking plant I 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. Ry, yards is located with head block i50 feet routh of crossing. block system. A switch opening south reading to the r. S. & C. By yards is located with head block could be to south of crossing. A pipe connected detail is located 185 feet from head block in on this spur. An automatic dwarf signal is located at this detail for south bound train 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 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 limit boards placed at each direction from Burlington.

Everett yard limits include Delta yard and from North ead of draw bridge 11 to yard limit board 11.5 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, 1412 feet long, neight 21.3, .02 miles south Sockeye, Tunnel No. 20, 326 5 feet long, height 20.9, 43 miles south Sockeye, Tunnel No. 21, 697.6 feet long, height 21, .32 miles south South Bellingham.

8	SOUTHWARD,		IMIK	D 2	UB-	DIVI	SION-VANCOUVER TO BE	ELLI	NGHAM.						
	HIRD CLASS	SECOND CLASS	Capa of S Trac	edty			Time Table No. 15					FIRS	ST CLASS		
103 N. Ry. 404	719		Ī'n	-ka		1	Effective June 1, 1924.		357	359	355	271	97	273	101
Preight	Mdm . Preight	-		Track	Numbers	Distance	FTATIONS	dead	Passenger	Passenger	Passager	Passenger	C. N. Ry. 38 Passenger	l'assenger	C. N. Ry. 2 Passenger
Daily	Daily Ex. Sunday		146	ō£	5Z	Q.	STATIONS	100	Daily	Daily	Daily	Ex. Sat. & Sun.	Duly	Saturday Only	Daily
	L 545hm		Yard	319 C	CL125	0.0	VANCOUVER	VN	L 12.01m	L 8.00Am	L 300m	L 5.15 m		L 6.45m	1
11 05m	549					1.26			1205	8 04	304	5-18	L 6.25m	6.48	L 9.55M
11.13	1 5.57	· · · · · · · · · · · · · · · · · · ·			CL122	2.74	STILL CREEK		112.11	8.08	3.08	1 5.22	6.31	1 6.52	10.00
11.19	1 601			c	CL120	4.64	ARDLBY		112.15	8.11	3.11	1 5.26	6.36	1 6-56	10:00
1127	1 605			29 0	CL117	7.20	BURNABY		(12.21	8-15	3 15	1 5 30	6.42	1 7.00	10.09
11.33	1 614			c	CL115	9.69	2 49 ENDOT		12.27	820	3 20	5-35	648	7.05	358 10.15
11.40	* 625		24	88 C	CL112	11.70	SAPPERTON		19.30	823	323	5-38	6.51	7.08	10.15
11.45m	a 630			83 C	CL107	11.77	NEW WESTMINSTER	MN	•12.38	• 8.28	. 328	1 545	A + 6 55hm	s 7-15	10.18 A •10.23h
	1 636					12.23	PRASER RIVER JCT		12.43	833	3.33	5.50	- COOM	7.20	
	1 650		57	. 0	CL101	17.39	TOWNSEND		112.52	8.41	3.43	1 5.58		1 730	
	* 7:10 * 7:48		58		CL96	27.73	COLEBROOK	a	1.02	· 8.50	1 3.52	• 6.08		1 7:30	
	1 8.05			34 (	CLez	26.40	CRESCENT		1 1.10	1 8.57	1 4.00	1 6.17			
	• 930 • 930		66	n (	CL87	31.20	WHITE ROCK	WR	1.35	• 9.22	• 4.25	720 6.35		1 7.48	
						34.13	INTERNATIONAL BOUNDARY				- 20	. 635		* 8-10	
	11.00		58	134	CLS4	34 .59	0.46 BLAINE	BN	• 1.55	• 9.32	* 4.45	A 6.45hm			
	•11 25		69	40 0	CL77	42,17		Cū	1 2.10	1 9.45	4.57	U-4 Oni		A 8-15hm	
				. 0	CL74	44.72	2,55 ENTERPRISE		1 2.17	9.52					
	•11-45 ħ		68	38 C		47.73	PBRNDALE	FD	• 2.23	9.57	• 6.08				_
				30 C		49.96	2.23 BRENNAN		2.28	10.02	- 508				
	A 12.30Am			110 0	_	56.72	BELLINGHAM	ны	A 9.43h	A 10.15tm	A 5.25M				
Daily	Dally Es. Bunday								Dally	Daily		Daily Ex Sat & Sun	Daily	Saturday Ouly	Daily
103	719			_	-				357	359	355	271	97	273	101
17.7	6 45			$\dashv$	-	-	Time Over Subdivision Average Speed Per Hour		2 23	2 15 26 0	2.25	1.30	30	1.30	24.28

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

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

No. 359 meets No. 272 and No. 358 meets No. 101 on double track between Endot and Still Creek.

Bulletin boards are located at Bellingham, Vancouver and Colebrook.

Maximum rate of speed for passenger trains between Bellingham and Vancouver, 45 miles per hour.

No train will exceed apsect 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 prohibited.

Engines permissible: All class A, B, D, E, F, G, H, J, K and L-2. 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 Frazer 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.

J engines must not be double-headed together. If double-headed with another class engine the J class must be shead.

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.

week sure

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

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 Jet., Guichon line Jet., and Fraser River Jet. 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	CLASS				Time Table No. 15			T	T			RTHWARD.
358	360	98	272	102	356	Time Table No. 15.	4	١.			SECOND CLASS	_	HIRD CLASS
Passenger	Passenger	C. N. Ry. 37	Passenger	C. N. Ry. 1	Pamenger	Effective June 1, 1924.	5	Distance from	SIGNS			720	104
Dally	Dally	Delly	Daily Ex. Sunday		Daily	STATIONS	1	ding.				Miles Freight	C N. Ry 403 Freight
A 1045M	A 2.55h		Ar 8.40Am		A 7.55Am		F	04	1			Daily Er Sunday	Daily
10 35	245	A =10.54ka					VN	56.72	RODN WCYTOP	ĸ		A 9.00m	= = = = =
10.30			8.36	A # 7-18Am	7.45			55.56					
	1 2.40	10.49	1 8.32	7.13	1 7.40	STILL CREEK		54.09	P			8 50	1 922ks
1026	1 2.36	10-42	1 8-28	7.06	1 7.35	ARDLEY		52.15	DN P			1 8 4 5	9.17
10.21	1 2.31	10.34	1 8.23	6.59	1 7.28	\$BURNABY		49.62	P			1 8.35	9.12
10-15	2.25	10.24	8.17	6.52	7.21	2.49 ENDOT		47.13				1 8 2 5	9 06
10-11	1 2.21	10.19	8-13	6.44	1 7.17	SAPPERTON			P	-		1 8-10	8.58
*10.0B	• 2.18	L 10.17m	. 8.10	L 6.40km	• 7.15	NEW WESTMINSTER		45.12	XWIYP	<u> </u>		• 8 OO	8.50
9.59	2.08		7.50		7.05	PRASER RIVER JCT	MN	45.05	R DN I P	<u> </u>		. 7.55	L 8 454n
9.51	1 1.58		1 7.40		1 6.55	TOWNSEND		44.59				1 7.50	
• 9.43	• 1.50		• 7.30					39.43		1.41		1 7 30	
1 9.36	1 1.40				1 6.42	COLEBROOK	0	34.00	R DN W Y P			* 7.10	
710 • 0.11	• 1.15		1 7.20		1 6.20	CRESCENT		30.42					
	• 1.16		• 7.00		• 5.55	WHITE ROCK	WR	25.62	DN P			71 6.35	
						INTERNATIONAL BOUNDARY		22.69				271 6.35 5 3 5	
• 9.00	• 1.00		L 6.50Am		6.25	0.46 BLAINE	BN	22 23	RDNWTP				
1 842	•12.41				4.54	7.59 CUSTER		14.65				355 5 20 4 35	
8.35	112 36				1 4.46	2.55 ENTERPRISE			D ,			4 4 15	
• 8.32	•12 31				4.40	3.01 PERNDALE		12.10					
8.24	112.23				4.99	2.33 BRENNAN	PD	9 09	D P			• 3 35	
L 8.15Am	L 1210m				4.154	BELLINGHAM		6,76					
Dally	Dally	Dally	Daily Es. Sunday	Daily	Dally	BELLINGHAM	нм	0.0	RODN WC T PK			L 3-00m	
358	360	98	272	102	356							Daily Es. Bunday	Daily
2.30 23.2	2.45 22.3	19.1	1.50	38		Time Over Subdiciolor						720	104
		10.1	19.7	71.0	3.40 15.4	Time Over Subdivision Average Speed Per Hour						6 00	19 1

# 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

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

# Yard limit board at Sapporton 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 immedistaly 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

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.

New Westminster Interlocking System: Signal tower is located 4,600 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 nignals.

This plant has two advance home signals governing train movements over switches at north and south epil of plant. North of plant this signal 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 house

Interlocking plant at Brunette Street near Sapperton, governing train movement at crossing of B. C. electric and G. N. tracks. Interlocking plants are in use on bridges 69 and 70, between Cross-ent and Colebrook. Home signals and decails are beated 600 feet north and south of both bridges. The caution fixed signals are located 3,000 feet from home signals.

Interlocking plant at Ardley, B. C., governing movement of G. N. Ry. trains and B. C. Electric Railway Company frains:
Northward home signal is located 558 feet from crossing. Derail is 88 feet ahead of signal. Northward distant signal is located, 2,000 feet from home signal. Southward home signal is located 558 feet from crossing and has two arms. Detail is 58 feet ahead of signal. Southward distant signal is located 2,000 feet from home signal.

Burrard Inlet Interlocking plant crosses the C. P. Ry. and B. C. Electric Ry. at Burrard Inlet, Vancouver. South detail is located 200 feet south of B. C. Electric crossing. North denils are located 200 feet north of C. P. Ry. crossing. Northward home signal is 258 feet south of B. C. Electric crossing. Southward home signal is 258 feet south of B. C. Electric crossing. Southward home signal is 210 feet north of C. P. Ry. crossing. No distant

This is a standard interlocking plant and will be operated in accordance with the rules and signal diagram Nos. 801, A. B. C. D and G. inclusive. Distant signal number 2 located on the Harbor Commission tail track 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 he preceded by flagman to the home signal, thus insuring head-on protection from signal number 2 to signal numbers 1, 16 and

10	WESTWAR	D.					FO	UR	HT	SUB-	DIVISIONANAC	ORT	ES T	ROCKPOR	т.					EASTW	ADD
THIRD	CLASS		FIRST	CLASS				pacity Side	1	1	Time Table No. 15	T	T		1		FIRST OLD			1	
725	723	293	291	289	287	285	Ť	racks	-		Effective JUNE 1, 1924.	1 1	Ę		286	288	250	1			CLASS
	Mdse Freight	Passenger	Passenger	Passenger	Passenger	Passenger	14		per	port.		raph.	Distance fr.	SIGNS		200	250	292	294	724	726
Daily Ex Sunday	Dady Ex Monday	Daily	Daily	Daily Ex Sunday	Daily	Daily	Pass	Othe	Station	Durane	STATIONS	Teles	Dieta		Passenger	Passenger	Passenger	Passenger	Pamenger	Mile Freight	Milse Fren
	L 6.30km				L 4-15hm	L 8-55Am	35	1	CNSS	i	ROCKPORT	RK	1	RD WV		Daily	Ex Sunday	Daily	Duity	Ex Sunday	Party Fig. Sand
	1 6.50				1 4.30	1 9.10	11	-	CN45	5 59	5.59 NESTOS	- AA	-	R D W Y	4 1:30fm	A 9.45Pm				A 4-15h	
	a 7.25				. 4.45	. 9.25	40	-	CN44	-	3.54 CONCRETE	-	47 N2		1.15	1 9-30				1 3 35	
	. 7.50				1 4.48	1 9.28	34	-	CN43	10.39	1.26	BA	-	_ D	• 1.05	* 9.20				. 3-20	
	1 8.20				s 5.00	9.40	-	1.0	_		S 05	-	43 02	*	112.55	1 9.10				1 240	
	* 8.50						3,	-	CN3#	15.44	BIRDSVIRW	-	37 97		1243	+ 8-58	1			1 2.15	
	. 9.15				5.15	s 9.55	30	-	CN33		HAMILTON		32,74	D W	112-33	. 848				1.40	
	1 9.35				5-30	*10-10	_	36	CN29	23 90	LYMAN	MY	29 51	D	12.20	· 8-35	1			• 1.10	
					1 5.43	110-23	-11	_	_	29.17	COKEDALE JUNCTION		24, 24		112-05fm	( 820				112.40	
	*10.00				• 5.55	<b>≉10</b> ⋅35	36	44	CN20	32.47	SEDRO-WOOLLEY	sw	20.94	D X 1 P	*11.55	. 8.10					
	10-10		707		6.00	10.40		_	CNIE	34 65	BUTLER	BR	18.76		11.35	7.50				*12 25	_
	A 10.25ka	L 7.40fm	L 11-20km	L 7.45Am	A 6-15m	A 10-55Am	59	228	CL39	37 22	BURLINGTON	80	16.19	R DN CO WYX IN		L 7.45m	A 7.30Am	A 10-55Am		1210	
1.40		* 7.48	*11.28	• 7.52			_	16	CN13	39.90	2.68 AVON		13 51		1130	i ragam			A 5.50h	L 1201m	A 9.30
1.50		1 7.55	f11.35	1 7.57				7	CNIO	42 57	PREDONIA		10.84				* 7.21	*10.46	. 5.39		• 9.20
2.00		1 8.02	*11.42	▲ 8.02				17	CNO	44.13	WHITNEY		9 28				1 7.16	(10.40	1 5-32		1 9.10
2.10		8-12	11-52	8.12						47.80	WHITMARSH	WH	5.61				1 7.11	*10-35	5 5 25		• 9.05
2.15		f 8-18	111.58	1 8-18					CN4	49.66	PIDALGO						7.01	10.25	5 1 5		8.50
2.30m		A 8-30m	A 12-10m	A 8-30Am			Yard	_	CNO	53 41	3.75	_	3 75			-	1 6.57	/10-21	1 6-11		1 8.46
Daily E Sunday	Daily Es. Monday	Daily	Daily	Daily Er Sunday	Daily	Daily	-	_		33.41	ANACORTES	AC.		RDTW			L 6.45km	L 10-10m	I. 5-00Pm		L 8-30
725	723	293	291	289	287	285	-	_	-						Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Es Sunday	Ex Sunda
1.0	1.50	20 .50	20.0	45	2 00 19 0	2.00	-	-	-		Time Over Subdivision				286	288	290	292	294	724	726
		20,0	20.0	22.0	19.0	19.0					Time Over Subdivision Average Speed Per Hour	- 1			2 00 19 0	2.00	22 0	22 0	20.0	1.20	1.0

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

Bulletin boards are located at Anacortes, Burlington and Rockport.

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-5 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, Superior Ave., East Concrete, Van Horn. Sauk, Sedro Box and Veneer Co's. Spur and Nestos Spur.

Normal position of gates at crossing third and fourth subdivisions at Burlington, will be against fourth subdivision trains. Interlocking Plant one half mile west of Sedro-Woolley at crossing of Pacific Northwest Traction Company. Distant signals are located 200 feet east and west of crossing and have one arm showing caution. Home signals are located 208 feet east and west of crossing. Derails are located 58 feet inside of Home Signals.

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 55 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 and Rockport.

Puget Sound and Baker River trains register at Butler and Whitmarsh.

# DERAIL SWITCHES LOCATED:

Forrest Mill Spur. Grassmere Passing Track. Sedro Box and Veneer Spur.

WESTWARD.		F	IF	TH S	SUB-	DIVISION—SUMAS	TO	GUIC	CHON.	EASTWA	RD.	WESTWARD. SI	хт	H SI	UB-D	IVISI	ON-ABBOTSFORE	то то	KILG	ARD. EAST	WARD.
SECOND CLASS.		paeit d Side		I		Time Table No. 15				SECOND	CLASS.	SECOND CLASS	Cape of S	rity			Time Table No. 15				CLAS
383	F	racks	-		from	Effective June 1, 1924	b Call	from	SIGNS.	384		399				from	Effective June 1, 1924	D Call	1 2	SIGNS	398
Mized	in in	ą .	8	in Den	i		Î	chon a		Mixed		Mixed	14	11	tion	100	STATIONS		Distance fro	100	Mixed
Daily Ex Sunday	12	£   8	Ė	SZ.	28	STATIONS.	ż	29		Daily Ex Sunday		Tuceday and Friday	1.E	2 t	2 X	20	SIATIONS	ř	A D		Tuesday s Friday
L 10 154	1			CO30	0.0	SUMAS, WASH	80	46.40	R D W C	9.15M	7				CO40	0.0	CANNOR	CR	14.25		
					0.01	INTERNATIONAL BOUND'RY		46.39				L 9 2 0 An	40	8	CO31	9.09	KILQARD		5 16		A 8 2 C
10-16	1	11	3	CC28	0.05	HUNTINGDON		46.35	w	. 9.14		A 9.40M	24	31	CO26	14.25	ABBOTSFORD	78	0.0	R D W	L 90
± 10⋅30	7	14 :	21	CO:6	3.53	ABBOTSFORD	F8	42.87	R D W	• 9.00		Tuesday and Friday									Friday
10.45			7	C021	8.00	4 47 SAREL		38.40		. 835		399									398
• 11.05		56	21	CO16	12 60	ALDER GROVE	AG	33 50	D	. 820		15.20					Time Cver Subdivision Average Speed Fer Hour				15 2
11.40		26		CO12.	16.74	OTTER		29.66		• 755			•	-		the Mary		-			
■ 12-05ħ		58	18	COS	21.42	LINCOLN		24.98	w	. 7.25											
12.55		13	38	CL93	29.20	CLOYHEDALE	CL	17 20	D XY	• 655											
1 1.15			8	CV4	33.07	ALLUVIA		13.33		6.40							Special Rules.				
1 1.25			8	CV6	34 51	SOUTHPORT		11 89		1 6.35			E	nstwa	rd tra	ns are	Superior to westward tr	ains o	f same	class.	
1 1.30					35.39	COLEBROOK JCT		11 01	Y	1 6.31		- Navis					s between Abbotsford and K				
. 135		58	89	CL96	35 46	COLEBROOK	0	10.94	R DN W	• 6.30 • 5.55		G-3 ela Normal nos	ss en	gines	h Abbo	sford J	mitted on this Subdivision.	n.			
1 3.58					36.23	QUICHON LINE JCT		10.17		1 5.45		All frai	ns si	th Su f mile	bdivision east of	n will p	rotect against all trains fifth S ford.	Subdivi	sion bety	veen Abbotsford	and
1.425				CVIA	42.51	S.28		3.89		1 5.15		Derail	swite	h loca	ted: Al	botsfor	d, east end of passing track.				

1 5.15

1 5.05

Daily Ex. Sunday

384

5.00km

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

Bulletin boards are located at Sumas and Colebrook.

3.89

1.46

0.0 R

..INVERHOLM...

LADNER.

QUICHON ....

Time Over Subdivision Average Speed Per Hour

0 CV14 42.51

6 CV16 44.94

10 CV19

1 425

1 445

A 5.00h

Daily Ex Sunday

383

A 45

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.

All trains will reduce speed to 10 miles per hour over draw bridges.

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 hour.

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

INTERLOCKING governing 1 are rose russing, when is answered as a factoring the related to special to mines per notice. INTERLOCKING governing B. C. E. Ry. crossing, Cloverdale, B. C. Distant signal on north side is located 2,500 feet from crossing. Home signal 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.

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

STATIONS	Ruling		Class N 1950-			Cla		-19 <b>02</b> -19 -1921	903-	OL.	Li-	1900-11	221	Cts	05	3020-3300-3 3-1750-	3069 3350		Superi	140-11 eated	99	Cla	P5-	1095-10 1100-11	99 09		G3				Clam P1	-500-51 -150-41	86 76	c	lass D.	-300-39	5
		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	4	1	2	3	4	1	2	3	4
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	900	1000	900	800	750	775	700			-	-		_
Skykomish 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		540	480	450	480	435	385				02/	600		****		
Cascade Tunnel to Wenatchee	Down	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	21/200			2500				2500	1250			360	360	325	290	250	over 1	***	****	
Wanatchee to Leavenworth	0.1	1800	1630	1460	1375	1700	1530	1360	1275	1600	1440	1280	1200	1550									1080	960	900	1000	1250	1250	1250	900	900	900	500	****	12.70		
Leavenworth to Cascade Tunnel	2.2	950	840	770	725	900	810	720	675	850	765	680	640		630	560	530	625	565	500	470	600	540	480	150	480	900	800 385	750	100	700	625	600				
Buttle to Delta	0.5						****							3500	3150	2800	2630					2500		2000	1875	2000			360	360	325	290	250				***
Dolts to Scattle	0.4													4000			W. DOMEO	S. C. H. S. C.				2750						1600	1500	1500			1125		1000		
Cascade Tunnel to Skykomish.	Down	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500								2500				record and	2070						1300	***	****		
Bellingham to Delta	0.5													1											2500			1250		900	900	900	900			1.4.4.1	
Dolta to Bellingham	0.4													4000											2000	10000	1500	- 1					975	***	14.41		
Delta to Gold Bar	0.4	4000	3350	3000	2830	3800	3150	2800	2630	3800	3150	2800	7 10 10 10 10 10 10 10 10 10 10 10 10 10									2500 2500			1875							1200	1130	1200	11.00		
Skykomish to Delta	0.3						,	3200		1775551																1800		1440	1360	1460	1320	1200	1130	100	999		* * *
Bellingham to Vancouver	1.1	1200			5200	1000	0000	0200	0000	1000		3200	3000	3800	3150	2800	2630					3000		2400	2250	2200	1980	1760	1650	1600	1440	1280	1200				4-
Vancouver to Bellingham	1.1			****							****											1300		1040	975	1000	900	800	750	775	700	625	600	81817			
Burlington to Rockport	0.8										11.11	****					****			-		1300		1040	975	1000	900	800	750	775	700	625	600				
Rockport to Burlington		1-14-1	1.0.0	4.1.4.4	****													1625	1500	1350	1275	1425	1285	1140	1000	1100	990	890	800	960	865	770	670	850	765	690	593
Burlington to Anacortes.	1.0	0.000	1144	1.01.1	****		2.0.7.7					* * * *	••••				• • • • •	1550	1400	1275	1200	1350	1250	1100	980	1020	950	850	725	800	725	650	620	650	600	550	500
Anacortes to Burlington	0.7		1141	****									••••				••••													1000	900	800	700	900	800	700	610
Weather Rating (1-W		1111		4.414						41																				1000	900	800	700	900	800	700	

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.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary. Car capacity of sidings based on 45 feet per car.

# COMPANY SURGEONS.

Dr. H. B. Zimmerman. Chief Surgeon. Hamm Building. St. Paul. Dr. John T. Rogers. Consulting Chief Surgeon. 4th Floor Hamm Building. St. Paul.
Dr. John T. Rogers. Consulting Chief Surgeon 4th Floor Hamm Building St Paul
Dr. Wallace H. Cole Consulting Chief Surgeon 4th Floor Hamm Building Ct David
Dr. Egil Doeckman Onbthalmic Surgeon 641 Lowey Ruilding St Paul
Dr. Edward Boeckman Ophthalmic Surgeon 648 Lowry Building St. Paul.
Wenatchee
Cashmere DRS. PARKER and HAYDEN.
Leaven worth DRS. PARKER and HAYDEN.
Leavenworth DR. G. W. HOXSEY.
DR C I SIMON
DR H W RORTNER
Monroe DR H K STOCKWELL
Everett
DR. C. A. MEAD and W. 1. FLYNN.

# TIME INSPECTORS.

Wenatchee	HOW LDD MHOMES
Leavenmenth	HOWARD THOMAS.
Leavenworth	NELS A. NELSON.
Suitan	W F LEAVELL
Seattle	W W HOUGHTON & SONS Frue Hotel
ceattle	C R COFFIN Sanhourd Bldg Dile St
Burlington	I H CDOCCI EV
Everett	CHAS M. SMITH 1414 Hewitt Ave
ASTORCES	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.