



CASCADE DIVISION.

TIME TABLE No. 27

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

SUNDAY, JUNE 17, 1928.

Superseding Time Table No. 26 and all Supplements.

FOR EMPLOYES ONLY.

C. McDONOUGH, Superintendent.

W. R. SMITH, General Superintendent.
A. L. BERGFELD, Superintendent Transportation.

J. H. O'NEILL, General Manager.

Time Table No. 27

Effective June 17, 1928.

STATIONS

FIRST CLASS				Car Capacity	Stations	Distance from Wenatchee	STATIONS	Telegraph Code	Distance from Everett, W.C.	SIGNS	FIRST CLASS					SECOND CLASS	
1	37	3	27								4	38	300 (N. P. 444)	2	28	402	
Passenger Daily	Passenger Daily	Passenger Daily	Fast Mail Daily	Seating	Trunks	Revision Numbers					Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Fast Mail Daily	Time Freight Daily	
102 11:30am	L 10:30am	L 12:30am	L 12:05am	Yard 1192	1048	0.0	WENATCHEE	WC 122.55		R ² DN WO GP	A 4:40pm	A 7:05pm		A 3:20am	A 4:00am	A 11:20am	
11:43	*10:43	12:47	12:16	77 51	1055	7.38	MONITOR	120.17		P	f 4:24	f 6:50		3:04	3:40	10:43	
11:50	*10:53	*12:57	12:24	E82 w83 157	1059	11.00	CASHMERE	121.55		DN W P	* 4:17	* 6:40		2:56	3:33	10:25	
11:58	*11:02	1:07	12:33	4.54	1064	15.64	DRYDEN	118.91		D P	4:07	* 6:27		2:47	3:23	10:10	
12:07pm	*11:12	1:16	12:42	66 74	1067	19.05	PESHASTIN	123.49		D P	4:00	* 6:17		2:40	3:15	9:55	
*12:20	*11:25	* 1:35	*12:55	100 297	1071	23.18	LEAVENWORTH	109.37		DN W Y P	* 3:50	* 6:05		* 2:30	* 3:05	9:40	
12:28	11:33	1:45	1:02	64	1074	26.66	TUMWATER	108.89		P	3:41	f 5:51		2:19	2:50	9:00	
12:35	11:41	1:53	1:08	67	1077	29.90	DRURY	102.94		P	3:35	f 5:44		2:12	2:43	8:50	
12:44	*11:52	2:03	1:18	E04 w71 20	1081	33.76	CHIAWAUKUM	98.79		DN W P	3:26	* 5:35		2:03	2:35	8:35	
12:50	*12:01pm	2:10	1:23	64 5	1084	36.96	WINTON	96.90		D P	3:19	* 5:27		1:55	2:20	8:20	
12:57	12:10	2:18	1:30	66 4	1088	40.74	NASON CREEK	91.81		P	3:10	f 5:17		1:44	2:18	8:05	
1:02	*12:20	2:25	1:37	E 05 w07 5	1091	43.35	MIRKITT	89.19		DN W Y P	3:03	* 5:10		1:37	2:10	7:55	
1:14	12:35	2:38	1:46	69	1098	48.25	GAYNOR	84.29		P	2:55	f 4:57		1:25	2:00	7:35	
1:24	*12:45	2:48	1:54	72 25	1099	51.05	BERNE	81.49		D W P	2:48	* 4:48		1:17	1:54	7:20	
* 1:42	* 1:05	* 3:10	* 2:15	E 70 w75 99	1708	55.85	CASCADE TUNNEL	76.99		R DN WCT P	* 2:37	* 4:35		* 1:05	* 1:43	7:00	
* 1:54	* 1:20	* 3:23	* 2:27	85 19	1708	58.53	TYE	74.02		DN W P	2:20	* 4:18		12:46	1:27	6:10	
2:05	f 1:33	3:33	2:35	70 18	1710	62.54	EMBO	70.01		P	2:05	f 4:03		12:32	1:15	5:45	
2:23	* 1:48	3:51	2:50	74 38	1716	67.88	SCENIC	64.67		DN P	1:48	* 3:45		12:16	1:02	5:10	
2:33	f 1:59	4:01	2:58	66 10	1719	71.21	ALPINE	61.34		D W P	1:29	* 3:33		12:07am	12:53	4:40	
2:43	f 2:10	4:10	3:05	65 10	1723	74.88	TONGA	57.87		P	1:20	f 3:22		11:59	12:45	4:10	
						75.16	CLEMANS JUNCTION	57.39									
* 3:05	A 2:30pm	* 4:30	403 * 3:20	E 68 w02 230	1728	79.84	SKYKOMISH	52.71		R ² DNWC Y P	* 1:05	L 3:05pm		*11:45	*12:30	3:30 2:30	
3:13		f 4:39	3:29	65 25	1723	83.65	OROTTO	48.80		P	12:47			11:30	12:15	2:15	
3:22		4:48	3:38	75 55	1727	88.79	HALFORD	45.75		W P	12:37			11:22	12:07am	2:00	
3:33		f 4:59	3:49	64 15	1742	94.13	INDEX	38.42		DN P	*12:22			11:12	11:54	1:35	
3:43		5:08	3:59	70 10	1747	99.02	REITER	33.53		W P	12:12			11:02	11:43	1:15	
3:51		f 5:16	4:07	82 1041	1751	103.29	GOLD BAR	29.18		DN W Y P	*12:05pm			10:55	11:36	1:00	
4:00		f 5:26	4:17	65 18	1757	108.79	SULTAN	22.78		D P	*11:55			10:47	11:28	12:40	
* 4:15		* 5:43	4:30	93 129	1754	115.25	MONROE	16.30		DN W Y K P	*11:42			*10:34	*11:16	12:20	
4:28		* 5:58	4:41	65 155	1771	123.25	SNOHOMISH	11.29		DN P	*11:23		A 5:10pm	10:17	*10:58	12:05am	
4:38		6:08	4:50	71 123	1777	129.08	LOWELL	7.47		DN KW P	11:11		L 5:00pm	10:08	10:46	11:50	
4:41		6:11	4:52	66 115		130.70	PACIFIC AVENUE	1.55		DN P	11:08			10:05	10:43	11:20	
* 4:53		* 6:22	* 5:07	9	1779	131.75	EVERETT	90		K P	*11:05			*10:02	*10:40		
A 4:55pm	A 6:25am	A 5:10am		40	1780	132.55	EVERETT JUNCTION	0.0		R DN P	L 10:55am		L 9:55pm	L 10:30pm		L 11:15pm	
5:21 21:20	4:00 19:59	5:50 22:55	5:08 25:07	Yard 1215	CL2	132.33	Via N. P. N.Y. DELTA	PG		R ² DNWCYOKP							
							Time Over Subdivision				4:45	4:00	10	5:25	5:30	12:05	
							Average Speed Per Hour				23:05	19:59	24:42	21:20	21:70	11:02	

AUTOMATIC BLOCK SIGNALS

AUTOMATIC BLOCK SIGNALS

4 SOUTHWARD.				THIRD SUB-DIVISION—EVERETT JUNCTION TO BELLINGHAM.										NORTHWARD.						
THIRD CLASS	SECOND CLASS		FIRST CLASS				Car Capacity		Station Numbers	Distance from Bellingham	Time Table No. 27		Telegraph Calls	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS
713	729	711	355	299	359	357	Seating	Other Trucks			Effective June 17, 1928	STATIONS			356	360	358	712	728	714
Mdes. Freight	N. P. 678 Freight	Fast Freight	Passenger	N. P. 444 Passenger	Passenger	Passenger	Daily	Daily Ex. Sunday	Daily	Daily	Passenger	Passenger	Passenger	Fast Freight	N. P. 678 Freight	Mdes. Freight				
Daily Ex. Monday	Daily Ex. Saturday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday				
		L 3:25pm	L 6:50pm	L 10:45pm	L 2:50pm	58 190	CL62	0.0	BELLINGHAM	HM	64.32	R* DN XCWTK P	A 4:00pm	A 11:43pm	A 8:15pm	A 3:00pm				
		355 3:48	* 7:02	* 10:55	* 3:03	58 89	CL60	2.90	SOUTH BELLINGHAM	FN	61.43	D O K P	711 3:48	* 11:35	* 8:00	2:40				
		4:00	7:12	11:01	f 3:13	44 9	CL56	6.82	SOCKSRYE		57.51	P	f 3:38	f 11:22	7:52	2:25				
		4:20	f 7:25	11:10	f 3:25	45 9	CL50	12.78	SAMISH		51.55	W P	357 3:25	850 11:10	7:41	2:05				
			f 7:28		f 3:30	8	CL494	14.22	BLANCHARD		50.11	P	f 3:21	f 11:08						
		4:35	358 7:35	11:15	f 3:37	36 18	CL46	16.58	BOW	BO	47.75	D P	f 3:16	f 11:02	855 7:35	* 1:45				
		4:45	7:42	11:21	f 3:48	10	CL42	21.24	BELLEVILLE	BY	48.09	P	f 3:06	f 10:54	7:25	f 1:25				
714 L 10:15pm		5:40	* 7:50	* 11:28	* 4:00	57 261	CL39	23.97	BURLINGTON	BU	49.86	B DNC OWYXK P	* 3:00	* 10:50	* 7:15	* 1:15	713 A 10:15pm			
360 * 10:35		6:00	* 8:00	* 11:38	* 4:13	102 118	CL35	27.93	MT. VERNON	NR	56.40	DN P	* 2:45	* 10:35	* 7:04	12:15pm	10:00			
* 11:00		6:15	* 8:08	f 11:45	f 4:25	55 19	CL30	32.26	FIR	FR	51.07	D P	f 2:30	* 10:23	6:54	359 11:45	* 9:00			
					f 4:28	6	CL274	35.50	MILLTOWN		28.74		f 2:25	* 10:19						
712 * 11:20		6:35	f 8:19	* 11:57	* 4:43	56 57	CL28	40.36	STANWOOD	B	29.97	DN P	* 2:15	* 10:10	6:43	712 11:20	* 8:10			
* 11:50		6:55	f 8:26	f 12:05pm	f 4:55	66 19	CL17	45.28	SILVANA	BY	18.40	D W P	f 2:00	* 9:58	6:36	10:55	* 7:30			
359 f 12:12pm		7:15	8:32	713 12:12	f 5:03	56 17	CL12	49.89	ENGLISH		14.44	P	f 1:52	f 9:50	6:31	10:40	711 f 7:15			
f 12:30	L 8:10 pm	7:25	8:37	L 4:32pm	12:17	51	CL9	53.06	KRUSE	K	19.67	DN P	1:44	9:43	6:25	10:25	A 11:35pm			
* 12:55	8:25	7:35	* 8:42	4:37	f 12:22	* 5:20	55 76	CL8	57.05	MARYSVILLE	MR	7.27	DN P	* 1:38	* 9:38	6:20	10:15	11:25		
A 1:15pm	A 8:40 pm	350-712 7:45 9:35	8:48	A 4:44pm	12:28	5:28		CL8	59.57	DELTA WYE	WY	4.46	DN IV P	1:28	711-712 9:29	6:13	10:00 8:00	L 11:10am		
		9:40	8:51	12:31	5:31				60.98	LONG SIDING		3.85		1:25	9:25	6:10	7:50	711 L 6:30pm		
		9:50	* 9:03	* 12:43	* 5:47	56 122	1779	62.53	EVERETT		0.80	P	* 1:20	* 9:20	* 6:05	7:35				
3:00 12:27	80 12:42	6:35 9:37	2:15 25:58	13 81:05	2:00 32:17	5:00 31:45			46 1780	54.23										

Special Rules.

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

At Kruse all N. P. trains will enter and leave G. N. main line, through cross-over. Switches at cross-over will be handled by operators. Before passing over draw bridge 10, Delta Wye, dosers and other equipment should be examined to insure clearance point three and one-quarter inches above top of rail, 27 inches from gauge line of nearest rail. Norman, one mile north of Silvana, is flag stop for Nos. 350 and 357. No 358 will stop at any station to discharge passengers from Everett or points south or east of Everett.

SPEED RESTRICTIONS.

Maximum speed between Delta Wye and Samish, passenger trains 55 miles per hour, freight trains 20 miles per hour, between Samish and Bellingham, passenger trains 40 miles per hour, freight trains 20 miles per hour, between overhead crossing two miles north of Samish and Tunnel 18, freight trains 15 miles per hour in rainy weather. J engines 40 miles per hour. All trains reduce speed to 10 miles per hour over draw bridge 10 at Delta Wye, 11 and 12 near Marysville and 36 near Burlington; 8 miles per hour through lower limits of Marysville, Mount Vernon and Burlington; 6 miles per hour over 24th Street, California St., Hewitt Ave. and Bond St., Everett. Trains handling cars loaded with logs not secured with chains will not exceed speed of 20 miles per hour, and such trains must not move by passenger trains moving or standing. M, N, O and P class engines will not exceed 10 miles per hour over Bridge 15, Silvana. Following railroad crossings at grade are protected by crossing gates, but not by interlocking plants, all trains, engines or cars should approach and cross over under full control: Crossing of the Great Northern Railway, Skagit Branch just north of Burlington; Northern Pacific Railway near gas works plant north of South Bellingham; B. & N. Railway just north of the box factory south of Bellingham.

INTERLOCKERS.

Governing movement of trains N. P. crossing and Bridge 10 just north of Delta Wye. All southward trains will be governed by a two arm home signal located 700 feet north of draw span. Top arm at 90 degrees up proceed to two arm home signal located 20 feet north of N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard.

Train movement 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, also by home signal located 90 feet east of the frog of the south wye switch. Trains northward from Northern Pacific connection to Great Northern main line governed by lower arm on Home Signal on Northern Pacific track. Top arm on advanced Home Signal 600 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. Steam whistle signals for tracks with switches controlled from Delta Wye Interlocking Tower. Main Line—One Long. Delta Yard from North—One Long, One Short. Delta Yard from South—Two Long, One Short. Delta Yard North—Two Long. Delta Yard South—Three Long, One Short. Northward from Northern Pacific connection—One Long, One Short, One Long. Southward for Northern Pacific connection—Two Long, One Short, One Long. All home signals at interlocking plants on Cascade Division located within automatic block signal territory, 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 609 after conductor and engine man 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, cars should be exercised in determining that bridge is in safe condition for passage of train.

YARD LIMITS.

Bellingham from yard limit board north of Roundhouse, to yard limit board, south of South Bellingham. Burlington. Yard limit boards placed at each direction. Everett yard limits include Delta yard and from 2400 ft. North of Bridge 10 to yard limit board 1 1/2 miles west of Everett Jet.

SOUTHWARD.

THIRD SUB-DIVISION—VANCOUVER TO BELLINGHAM.

NORTHWARD. 5

THIRD CLASS		FIRST CLASS						Car Capacity		Time Table No. 27		FIRST CLASS						THIRD CLASS					
103	711	101	97	355	99	359	357	Yard	430	CL125	0.0	STATIONS		102	356	98	360	100	358	712	104		
O. N. Ry. 404 Freight	Mide. Freight	C. N. Ry. 2 Passenger	C. N. Ry. 38 Passenger	Passenger	C. N. Ry. 4 Passenger	Passenger	Passenger	Sliding	Other Tracks	Station Numbers	Distance from Vancouver	Effective June 17, 1928	Teleg. Calls	Distance from Bellingham	SPANS	C. N. Ry. 1 Passenger	Passenger	C. N. Ry. 37 Passenger	Passenger	C. N. Ry. 3 Passenger	Passenger	Mide. Freight	C. N. Ry. 403 Freight
Daily	Daily Ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday	Daily
L. 4:50pm				L. 4:30pm		L. 8:30am	L. 12:01am				0.0	VANCOUVER	YN 58.00	RODN WCYTOPK		A 7:40am		A 2:30pm		A 10:45pm		A 9:45pm	
L. 11:05pm	4:55	L. 9:55pm	L. 6:25pm	4:34	L. 9:35am	8:34	12:05				1.25	C. N. JUNCTION	56.80		A 7:14am	7:30	A 10:54am	2:22	A 2:51pm	10:35		9:35	A 9:22am
11:13	f 5:00	10:00	6:31	4:38	9:40	8:39	12:11			CL122	2.73	STILL CREEK	55.32	P	7:06	f 7:26	10:49	f 2:18	2:46	10:30		f 9:30	9:15
11:19	f 5:05	10:04	6:36	4:41	9:45	8:41	12:15			CL120	4.58	ARDLEY	55.47	P	7:02	f 7:22	10:42	f 2:14	2:42	10:26		f 9:23	9:08
11:27	f 5:10	10:09	6:42	4:45	9:50	8:44	12:21		15	CL117	7.20	BURNABY	50.85	P	6:57	f 7:17	10:34	f 2:09	2:37	10:21		f 9:15	9:00
11:33	f 5:15	358 10:15	6:48	4:50	9:56	8:48	12:27		18	CL115	9.69	ENDOT	48.28	P	6:51	7:13	10:24	2:04	2:31	10:15		f 9:08	350 8:48
11:40	* 5:30	10:18	6:51	4:53	10:00	8:51	12:30	22	131	CL112	11.70	SAPPERTON	45.28	X W I Y PK	6:44	f 7:08	10:19	f 2:00	2:26	10:11		* 9:00	8:38
A 11:45pm	* 5:35	A 10:23pm	A 6:55pm	* 4:58	A 10:05am	* 8:56	* 12:38		52	CL107	13.00	NEW WESTMINSTER	44.09	R DN I PK	6:40am	* 7:05	L 10:17am	* 1:57	L 2:22pm	* 10:08		* 8:52	L 8:35am
	f 5:41			5:02		9:01	12:43				13.04	FRASER RIVER JCT	44.01							9:58		f 8:45	
	f 5:55			5:10		9:08	12:52	54	4	CL101	18.09	TOWNSEND	39.80	P	f 6:40		f 1:38			9:50		f 8:32	
	* 6:25			f 5:17		* 9:18	* 1:02	54	54	CL96	24.04	COLEBROOK	34.01	DN Y P	* 6:27		* 1:30			* 9:43		* 8:20	
	f 6:35			f 5:23		f 9:25	f 1:10	3		CL92	27.72	CRESCENT	30.23		f 6:15		f 1:20			f 9:36		f 8:00	
	712 * 7:30			* 5:40		* 9:40	* 1:35	53	11	CL87	32.75	WHITE ROCK	25.20	DN P	* 5:55		* 1:00			* 9:20		711 * 7:30	
											35.43	INTERNATIONAL BOUNDARY	22.02										
	358 * 7:45 * 8:00			* 6:05		* 9:55	* 1:55	55	154	CL84	35.89	BLAINE	22.15	DN W T P	* 6:15		* 12:40			711 * 8:00		* 7:00	
	* 9:25			712 8:17		* 10:08	f 2:10	56	38	CL77	43.45	CUSTER	14.29	P	* 4:44		* 12:25			f 8:42		355 * 6:17	
	* 10:00			* 6:28		* 10:18	* 2:23	55	51	CL71	49.05	PERDALS	9.00	D P	* 4:30		* 12:15pm			* 8:32		* 5:50	
	A 11:15pm			A 6:45pm		A 10:35am	A 2:40am	58	190	CL52	58.00	BELLINGHAM	0.0	RDN W C T PK	L 4:10am		L 11:55am			L 8:10pm		L 6:00pm	
40 17.70	6.25 9.05	25 25.29	30 23.50	2.15 28.80	.30 21.00	2.05 28.70	3.39 31.55					Time Over Subdivision Average Speed Per Hour			34 23.80	8.30 15.58	.87 19.13	2.29 22.50	2.30 23.32	2.30 23.32	4.45 12.22	4.45 15.30	

Special Rules.

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

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

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

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

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

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

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 Nos. 358 and 359 Sunday.

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

SPEED RESTRICTIONS.

Maximum speed between Bellingham and Vancouver, passenger trains 50 miles per hour; freight trains 30 miles per hour.

J class engines 40 miles per hour.
F-7, 8 and 9 engines 30 miles per hour.

All trains reduce speed to 10 miles per hour over Brunette St., Sapperton; 5 miles per hour over Fraser River bridge, New Westminster; 10 miles per hour over drawbridge 69 near Crescent; 15 miles per hour from October 1st to May 1st each year between Mile Posts 123 and 127, between White Rock and Crescent; 8 miles per hour through Blaine town limits.

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.

INTERLOCKER.

No train, engine, or cars shall be moved into or through the interlocking zone protecting the Fraser River bridge immediately south of New Westminster, B. C., through the use of flag, hand signal, lantern or word of mouth when the interlocking plant is out of order. The Government has provided regular clearance card to be used in cases of this kind and nothing else should be accepted.

Track is electrically bonded between northward home signal Fraser River junction and southward home signal at water front track New Westminster and trains when given clear signal at either one of these signals may proceed through block, being governed by the rules pertaining to indications shown by the various signals between the two points mentioned.

YARD LIMITS.

Yard limit boards at Bellingham, Blaine, Vancouver and White Rock.
Yard limit at New Westminster extends from board at Sapperton Wye to Fraser River Bridge.

WESTWARD. FOURTH SUB-DIVISION---ANACORTES TO ROCKPORT. EASTWARD.

THIRD CLASS		FIRST CLASS		Car Capacity	Station Numbers	Distance from Rockport	Time Table No. 27 Effective June 17, 1928.	Telegraph Calls	Distance from Anacortes	SIGNS	FIRST CLASS		THIRD CLASS	
725	713	279	277								278	280	714	726
Mdn. Freight	Mdn. Freight	Passenger	Passenger	Siding	Other Tracks	Station Numbers	Distance from Rockport	Telegraph Calls	Distance from Anacortes	SIGNS	Passenger	Passenger	Mdn. Freight	Mdn. Freight
Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily								Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
L. 5:30am	L. 5:30am	714 L. 5:00am	L. 8:50am	78	CNA3	.....ROCKPORT.....	RC 52.41	R D W Y	A 12:50am	A 9:45am	A 279 4:45am			
f 5:45	f 5:15	f 9:05		15	CN48	.....NESTOS.....	47.41		f 12:35	f 9:25	f 4:05			
* 7:00	* 5:30	* 9:20		28	CN44	.....CONCRETE.....	44.29	D	* 12:25	* 9:15	* 3:50			
* 7:25	f 5:33	f 9:23		34	CN43	.....GRASSMERE.....	43.02	W	f 12:20	f 9:10	f 3:10			
f 7:50	* 5:45	* 9:35		35	CN28	.....BIRDSVIEW.....	17.97		* 12:07pm	* 8:57	f 2:45			
* 8:25	* 5:58	* 9:48		30	CN23	.....HAMILTON.....	32.74	W	* 11:55	* 8:45	* 2:10			
* 8:50	* 6:07	* 9:52		35	CN29	.....LYMAN.....	29.51	D	* 11:45	* 8:35	* 1:40			
f 9:05	f 6:20	f 10:10		6		.....COKEDALE.....	24.06		f 11:30	f 8:20	f 1:10			
* 9:25	* 6:30	* 10:20		38	CN20	.....SEDRO-WOOLLEY.....	30.94	D X I K	* 11:20	* 8:10	* 12:55			
L. 12:30pm	A 9:45am	A 6:45am	A 10:35am	57	CL29	.....BURLINGTON.....	16.19	R DN CO W YX IK	L. 11:05am	L. 7:55pm	L. 12:30pm	A 7:00am		
* 12:40				15	CN13	.....AVON.....	13.51					* 6:50		
f 12:50				6	CN10	.....FREDONIA.....	10.78					f 6:40		
* 1:00				10	CN9	.....WHITNEY.....	9.28					* 6:35		
1:10				5		.....WHITMARSH.....	5.81					6:20		
f 1:15					CN4	.....FIDALGO.....	3.75					f 6:15		
A 1:30pm				Yard	CN0	.....ANACORTES.....	AC	R D Y W				L. 6:00am		
1 0 16 19	4 15 8 75	1 45 21 20	1 45 21 20						1 45 21 20	1 50 20 40	4 15 8 75	1 0 16 19		
Time Over Subdivision Average Speed Per Hour														

Special Rules.

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

Puget Sound and Baker River trains register at Whitmarsh.

Normal position of gates at crossing third and fourth subdivisions at Burlington, will be against fourth subdivision trains
First class trains will stop on flag at Superior Ave., Baker River, Van Horn, Faber, Sauk and Mountview Spur.
Trains 725 and 726 stop on flag at Fidalgo Mill Spur and Summit Park.

SPEED RESTRICTIONS.

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.
All trains will move under full control within the limits of Rockport yard.
All trains reduce speed to 10 miles per hour over draw bridge 12 two miles west of Whitney.
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.

YARD LIMITS.

Anacortes, Burlington, Sedro-Woolley, Rockport, Grassmere, Concrete.

Sixth Sub-Division—Special Rules.

Eastward trains are superior to westward trains of same class.

All trains sixth Subdivision will protect against all trains fifth Subdivision between Abbotsford and Junction one half mile east of Abbotsford.
Normal position switch Abbotsford Junction is for fifth Subdivision.
Maximum speed for trains between Abbotsford and Kilgard, 20 miles per hour.

WESTWARD. FIFTH SUB-DIVISION—SUMAS TO LADNER. EASTWARD.

SECOND CLASS	Car Capacity	Station Numbers	Distance from Sumas	Time Table No. 27 Effective June 17, 1928	Telegraph Calls	Distance from Ladner	SIGNS	SECOND CLASS
383								384
Mixed	Siding	Other Tracks	Station Numbers	Distance from Sumas	Telegraph Calls	Distance from Ladner	SIGNS	Mixed
Monday and Friday								Monday and Friday
L. 10:15am			C000	0.0			SUMAS, WASH	BU 9:15am
				0.01			INTERNATIONAL BOUND'RY	
			C028	0.06			HUNTINGDON	* 9:14
10:16	21							
* 10:30	33	10	C026	3.54			ABBOTSFORD	* 9:00
* 10:45	7		C021	8.01			SARIEL	* 8:35
* 11:05	54	20	C018	12.82			ALDRIDGE	* 8:20
* 11:40	24		C012	16.75			OTTIE	* 7:55
* 12:05pm	54	40	C08	21.43			LINCOLN	* 7:25
* 12:55	50	30	C103	29.20			CLOVERDALE	* 6:55
f 1:15	8		CV4	33.09			ALLUVIA	* 6:40
f 1:25	4		CV8	34.53			SOUTHPORT	f 6:35
f 1:30				35.40			COLEBROOK JCT	f 6:31
* 1:35	50	54	C106	35.47			COLEBROOK	* 6:30 * 5:55
f 3:58				36.24			QUICHON LINE JCT	f 5:45
f 4:25	9		CV14	42.52			INVERHOLM	f 5:15
f 4:45	8		CV16	44.94			CHALLULTHAN	f 5:05
A 5:00pm	3		CV19	46.18			LADNER	1. 5:00am
6 45 8 54								4 15 10 55
Time Over Subdivision Average Speed Per Hour								

Special Rules.

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

All trains Fifth Subdivision will protect against all Third Subdivision trains between Colebrook Jet and Quichon Line Jet.

SPEED RESTRICTIONS.

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

Yard limit boards located at Cloverdale.

WESTWARD. SIXTH SUB-DIVISION—ABBOTSFORD TO KILGARD. EASTWARD.

SECOND CLASS	Car Capacity	Station Numbers	Distance from Abbotsford	Time Table No. 27 Effective June 17, 1928	Telegraph Calls	Distance from Ladner	SIGNS	SECOND CLASS
399								398
Mixed	Siding	Other Tracks	Station Numbers	Distance from Abbotsford	Telegraph Calls	Distance from Ladner	SIGNS	Mixed
Monday and Friday								Monday and Friday
L. 9:20am	0	40	C031	.....KILGARD.....		5.15		A 8:20am
						5.15		
A 9:40am	53	19	C026	.....ABBOTSFORD.....	F8	0.0	R D W	L 9:00am
20 16 48								20 15 45
Time Over Subdivision Average Speed Per Hour								

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
First Sub-Division:				Third Sub-Division:				Fourth Sub-Division:			
Warehous Spur	0.4 Miles west of Berne	East	13 Cars	Chickanut Cannery Spur	0.6 Miles north of Sockeye	North	7 Cars	Briseon Spur	1.4 Miles west of Rockport	West	13 Cars
Lanham Creek Spur	1.0 Miles west of Berne	East	31 "	Hazel Mill Spur	0.8 Miles south of Samish	North	32 "	Mountview	3.7 Miles west of Rockport	Both ends	18 "
Coren	2.6 Miles east of Seemie	West	30 "	Blodiel-Donovan Spur	1.4 Miles north of Bow	North	56 "	Snuk Spur	1.0 Miles west of Rockport	West	12 "
Great Republic Mining Co.				Bellville Pt.	1.6 Miles north of Bellville	North	140 "	Van Horne's Spur	1.6 Miles west of Nestos	Both ends	6 "
Miller River	2.2 Miles west of Skykomish	West	19 "	Union Oil Co. Spur	1.2 Miles north of Mt. Vernon	South	7 "	Puget Sound Saw Mill Co.	0.8 Miles west of Nestos	Both ends	87 "
Grotto Lumber Co.	0.1 Miles east of Grotto	East	3 "	Puget Sound and Cascade				Burpee Shingle Spur	0.4 Miles west of Grassmere	West	5 "
Northwestern Portland Ce-				Ity. Conn.	0.8 Miles north of Mt. Vernon	South		L. L. Spur	0.6 Miles west of Hamilton	West	1 "
ment Co.'s Spur	0.2 Miles east of Grotto	South	33 "	Associated Oil Co. Spur	1.2 Miles south of Mt. Vernon	North	10 Cars	Hawkins Spur	0.8 Miles west of Fredonia	East	4 "
Reiter Lbr. Co.'s Spur	3.5 Miles west of Grotto	East	6 "	Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	2 "	Gravel Pit Spur	6.0 Miles east of Anacortes	West	4 "
Baring Cedar Co. Spur	3.7 Miles west of Grotto	East end	13 "	Hawley Spur	1.9 Miles south of Fir	North	5 "	Log Rollway	2.3 Miles east of Anacortes	Both ends	22 "
Baring	3.9 Miles west of Grotto	Both ends	21 "	Ketchum Spur	2.5 Miles north of Stanwood	South	5 "				
Index, Galena Mill Spur	0.3 Miles east of Index	East	37 "	Norman Spur	1.0 Miles north of Silvana	South	10 "				
Western Granite Works Spur	1.0 Miles west of Index	West	29 "	Cox's Spur	1.0 Miles north of Marysville	South	4 "				
Gravel Dunks	0.5 Miles west of Reiter	Both ends	82 "	Ardley Power Spur	0.5 Miles south of Ardley	South	9 "				
Wallace Falls Timber Co.	1.7 Miles east of Gold Bar	Both ends	86 "	Associated Oil Co. Spur	1.1 Miles north of Townsend	North	21 "	Fifth Sub-Division:			
Startup	1.9 Miles west of Gold Bar	Both ends	15 "	Campbell Lumber Co. Spur	2.0 Miles south of Whiterock	South	56 "	Gowdy Road Spur	1.4 Miles east of Challuethan	West	5 Cars
Wallace Lumber Co. Spur	0.7 Miles east of Sultan	East	27 "	Dakota Creek Spur	1.2 Miles south of Blaine	North	23 "	Patterson's Spur	0.9 Miles east of Inverholm	West	7 "
Miller Logging Co.'s Spur	1.3 Miles west of Sultan	Both ends	64 "	Milk Spur	0.7 Miles south of Ferndale	South	31 "	Smith Road Spur	2.1 Miles east of Inverholm	Both	7 "
Woodruff	1.9 Miles west of Monroe	Both ends	22 "	Standard Oil Spur	0.7 Leads off Milk Spur	South	11 "	Matthew Road Spur	3.1 Miles east of Inverholm	Both	6 "
Frye Spur	2.9 Miles west of Monroe	East	14 "	Marietta Spur	3.6 Miles north of Bellingham	South	2 "	Enbree Road Spur	3.1 Miles west of Colebrook	Both	6 "
Robinson Letuce Spur	2.9 Miles west of Monroe	East	20 "	Olympic Portland Cement				Oliver Road Spur	1.8 Miles west of Colebrook	West	5 "
				Co. Spur	2.0 Miles south of Ferndale	North	29 "	Gravel Pit Spur	0.7 Miles east of Alluvia	West	7 "
Second Sub-Division:				Utah Idaho Sugar Co. Spur	2.4 Miles north of Bellingham	North	175 "	Surrey Spur	1.0 Miles west of Cloverdale	West	3 "
G. N. Oil Tank Spur	1.0 Miles west of Everett Jet	East	47 Cars	Olympic Portland Cement	2.4 Miles north of Bellingham	North	205 "	Langley Timber Co.'s Spur	0.9 Miles west of Lincoln	West	3 "
Washington Bolt Spur	0.6 Miles west of Edmonds	West	48 "					Clark's Spur	1.1 Miles west of Otter	West	7 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "					Singers Spur	1.4 Miles east of Aldergrove	West	6 "
								Fish Trap Pit	1.3 Miles west of Sarel	West	36 "
								Abbotsford Timber Spur	0.7 Miles west of Abbotsford	East	10 "

ELECTRIC TRAIN STAFF BLOCK SIGNAL RULES AND INSTRUCTIONS.

Limits of electric train staff block through Cascade Tunnel, are from a block post 125 ft. west of the east cross-over switch, Cascade Tunnel to the safety switch west end of depot Tye.

Limits through Everett Tunnel, are from junction switch at Everett Jet to west passing track switch, Pacific Avenue.

All trains and engines will be governed exclusively in their movements through these blocks by the train staff.

For the Cascade Tunnel block, a divided staff is provided and no train or engine will run in either direction through this block unless engineer of leading engine or motor, and the engineer of following engine or motor, have in his possession a section of the staff. When no helper engine or motor is used or when there are cars behind the helper, conductor or brakeman located on the rear of train must be in possession of one-half of the staff.

For the Everett Tunnel block, an undivided staff is provided and must be in possession of engineer of leaving engine of train.

The possession of the staff as provided above, gives a train the exclusive right of block.

On arrival of a train at the end of block the staff must be delivered to block operator or must be dropped at block office and after entire train has cleared the block, operator will immediately place staff in staff machine.

When a staff has been secured by engineer, he will announce the fact by sounding one short, one long and one short blast of the whistle, thus to - - - - -.

The delivery of the staff to engineers will be either by staff crane, hand of block operator or by conductor or head brakeman of his own train. Under no circumstances will a staff be transferred from one train to another, or must block operators deliver a staff received from one train to another train.

Engineers must know that the staff is in the pouch before proceeding.

In case of failure of staff apparatus, train dispatcher will issue a staff order which will be delivered trains in lieu of staff. A copy of such order must be given operator at both ends of block.

GENERAL INSTRUCTIONS FOR OPERATING TRAIN STAFF INSTRUMENTS.

TO REMOVE STAFF FROM MACHINE. INSTRUCTIONS TO OPERATOR REMOVING STAFF.

- 1st. Press bell key "A" once. Answer will be two claps.
- 2nd. Press bell key "A" three or four times. Then watch current indicating needle "F" until it deflects to the right.
- 3rd. Turn preliminary spindle "H" to the right as far as it will go and then release it, permitting it automatically to return to its former position.
- 4th. A white disc will appear in place of the red one at "H". This indicates that staff is ready to be removed. Move end staff "E" up to vertical slot into engagement with guard "N". This guard having been turned so that the staff will slip into the slot in the edge of the guard "N".
- 5th. Revolve guard "N" using staff as a handle and withdraw the staff through the opening at "M". This operation moves staff, indicating needle "G" from "Staff in" to "Staff out".
- 6th. Immediately upon withdrawal of staff, press bell key "A" once. This is absolutely necessary.

INSTRUCTIONS TO OPERATOR AIDING IN REMOVAL OF A STAFF.

- 1st. Upon receipt of one ring acknowledge same by two pushes on bell key "A."
- 2nd. Upon receipt of three rings, press bell key and hold it so until staff indicating needle "F" moves from left to right. Twice, then release key "A" as operation is complete.

TO REPLACE STAFF IN THE MACHINE.

INSTRUCTIONS TO OPERATOR REPLACING STAFF.

- 1st. Turn outer guard "N" to place and insert staff in the opening "M."
- 2nd. Using staff as handle revolve guard "N" to the right and allow staff to roll down spirals into place.
- 3rd. Press bell key "A" according to signal 1-2 of the bell code.

INSTRUCTIONS TO OPERATOR AT OPPOSITE END OF BLOCK.

The signal 1-2 of the bell code must in every case be answered in order to place the machines in proper condition for the withdrawal of the next staff.

BELL CODE OF SIGNALS.

- 1 - - - - - To attract attention.
- 2 - - - - - All Right. Yes.
- 3 - - - - - Block wanted; Unlock my instrument; Ans. by Unlocking or by 5 or 3-1.
- 4 - - - - - Train has entered Block.
- 5 - - - - - Block is not clear.
- 6 - - - - - Has a train entered this Block?
- Answer by 2 or 2-1.
- 1-2 - - - - - Clear. Train has cleared Block.
- 2-1 - - - - - No.
- 2-2-2 - - - - - Previous Signal given in error. Answer by 2.
- 2-4 - - - - - Has train Cleared Block? Answer by 5 or 3-1.
- 3-1 - - - - - Have unlocked. Block is clear. It must not be used unless Block is known to be clear.
- 3-3 - - - - - Train in Block.
- 5-5-5 - - - - - Obstruction in Block.
- Stop all trains approaching this Station. Answer by repeating.
- 8 - - - - - Testing. Answer by repeating.

COMPANY SURGEONS.

Dr. Roscoe C. Webb	Chief Surgeon	Office phone Main 7508, House Colfax 0499, 420 LaSalle Bldg., Minneapolis, Minn.
Dr. H. M. N. Wynne	Assistant Chief Surgeon	Minneapolis, Minn.
Dr. J. G. Cunningham	Assistant Chief Surgeon	Spokane, Wash.
Dr. H. J. Knott	Division Surgeon, Colb. Bldg.	Seattle, Wash.
Dr. C. A. Mend	Assistant Division Surgeon	Everett, Wash.
Dr. W. T. Flynn	Assistant Division Surgeon	Everett, Wash.
Dr. A. S. Monroe	Assistant Division Surgeon	Vancouver, B. C.
Dr. A. E. Gerhart	Assistant Division Surgeon	Wenatchee
Dr. H. T. Thouds	Ophthalmic Surgeon	Everett, Wash.
Dr. Frederick A. Kieble	Ophthalmic Surgeon	Portland, Ore.

LOCAL SURGEONS.

Dr. H. E. Frost	Anacortes
Dr. W. A. Kirkpatrick	Bellingham
Dr. M. A. Keyes	Blaine
Dr. H. E. Cleveland	Burlington
Drs. Parker and Hayden	Cashmere
Dr. O. H. Christopherson	Interbay
Dr. G. W. Hoxsey	Leavenworth
Dr. Albert Lessing	Leavenworth
Dr. Minard Allison	Monroe
Dr. Geo. E. Drew	New Westminster
Dr. R. C. McDaniel	Portland
Dr. R. W. Perry, Oculist	Seattle
Dr. B. L. Phillips	Skykomish
Dr. James A. LaGass	Tacoma
Dr. R. D. Wiswall	Vancouver, Wash.

- | | |
|------------------------------------|-----------------------------------------------|
| D. MOORE, Dispatcher. | C. E. McKILLIPS, Dispatcher. |
| G. E. WELLEIN, Dispatcher. | ALF. MOE, Extra Dispatcher. |
| T. H. REED, Dispatcher. | J. C. DEVERY, Jr., Extra Dispatcher. |
| C. O. JOHNSON, Dispatcher. | E. O. WADHAMS, Asst. Chief Dispatcher. |
| H. L. CAULKINS, Dispatcher. | J. C. DEVERY, Chief Dispatcher. |
| C. E. LAMKIN, Dispatcher. | |

- C. A. MANTHE, Trainmaster.**
I. E. CLARY, Trainmaster.
T. B. DEGNAN, Supt. Terminals.