



**CASCADE DIVISION.**

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# **TIME TABLE No. 29**

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**EFFECTIVE 6:00 P. M.  
PACIFIC TIME**

## **SATURDAY, JANUARY 12, 1929.**

**Superseding Time Table No. 28 and all Supplements.**

**FOR EMPLOYEES ONLY.**

**C. McDONOUGH, Superintendent.**

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

**J. H. O'NEILL, General Manager.**

| 2 WESTWARD. |           |                    |           |           | FIRST SUB-DIVISION—WENATCHEE TO EVERETT JUNCTION. |                 |                          |                             |                        |           |              |           |           |           | EASTWARD.    |              |       |       |  |
|-------------|-----------|--------------------|-----------|-----------|---------------------------------------------------|-----------------|--------------------------|-----------------------------|------------------------|-----------|--------------|-----------|-----------|-----------|--------------|--------------|-------|-------|--|
| FIRST CLASS |           |                    |           |           | Car Capacity                                      | Station Numbers | Distance from Wenatchee. | Time Table No. 29           |                        | Signs     | FIRST CLASS  |           |           |           |              | SECOND CLASS |       |       |  |
| 37          | 1         | 299<br>(N. P. 442) | 3         | 27        |                                                   |                 |                          | Effective January 12, 1929. |                        |           | 38           | 4         | 2         | 28        | 402          |              |       |       |  |
| Passenger   | Passenger | Passenger          | Passenger | Fast Mail | Siding                                            | Other Tracks    | D                        | S                           | T                      | P         | Passenger    | Passenger | Passenger | Fast Mail | Time Freight |              |       |       |  |
| Daily       | Daily     | Daily Ex Sunday    | Daily     | Daily     |                                                   |                 |                          |                             |                        |           | Daily        | Daily     | Daily     | Daily     |              | Daily        | Daily | Daily |  |
| L 3:00pm    | L 11:50am |                    | L 1:50am  | L 12:15pm | Yard                                              | 1218            | 1648                     | 0 0                         | WENATCHEE              | WO 128.07 | RK DN WOX P  | A 2:20pm  | 4:55pm    | A 2:40am  | A 3:45am     | A 9:15am     |       |       |  |
| f 3:15      | 12:03pm   |                    | 2:03      | 12:26     |                                                   | 128             | 1654                     | 7.38                        | MONITOR                | 118.29    |              | f 2:04    | 4:39      | 2:23      | 3:28         | 8:45         |       |       |  |
| * 3:25      | 12:10     |                    | * 2:15    | 12:33     | 83                                                | 240             | 1659                     | 11.00                       | CASHMERE               | 112.07    | DN W X P     | * 1:55    | * 4:30    | 2:15      | * 3:18       | 8:30         |       |       |  |
| * 3:35      | 12:17     |                    | 2:25      | 12:41     |                                                   | 104             | 1664                     | 15.44                       | DRYDEN                 | 108.08    | D            | * 1:46    | 4:18      | 2:07      | 3:07         | 8:15         |       |       |  |
| * 3:45      | 12:25     |                    | 2:33      | 12:47     |                                                   | 140             | 1667                     | 18.76                       | PEHASTIN               | 104.01    | D            | * 1:38    | 4:10      | 2:00      | 2:57         | 8:00         |       |       |  |
| * 4:00      | 12:34     |                    | * 2:45    | 12:55     | 109                                               |                 | 1671                     | 22.05                       | LEAVENWORTH            | 101.02    | DN           | * 1:30    | * 4:00    | 1:50      | * 2:45       | 7:45         |       |       |  |
| f 4:15      | 12:46     |                    | 2:58      | 1:08      | 28                                                |                 | 1674                     | 27.91                       | CHUMSTICK              | 96.78     |              | f 1:15    | 3:50      | 1:38      | 2:33         | 7:00         |       |       |  |
| f 4:35      | 1:00      |                    | 3:13      | 1:25      | 100                                               | None            | 1684                     | 35.60                       | WINTON                 | 86.07     | DN           | f 1:00    | 3:35      | 1:25      | 2:20         | 6:30         |       |       |  |
| * 4:55      | 1:15      |                    | 3:25      | 1:37      | 100                                               | 74              | 1691                     | 42.16                       | MERRITT                | 81.51     | DN W Y P     | * 12:38   | 3:20      | 1:10      | 2:09         | 6:05         |       |       |  |
| f 5:20      | 1:40      |                    | 3:50      | 1:55      | 86                                                |                 | 1699                     | 49.81                       | BERNE                  | 78.86     | DN W P       | * 12:23   | 3:05      | 12:55     | 1:55         | 5:40         |       |       |  |
| f 5:40      | 2:00      |                    | 4:10      | 2:15      | 85                                                | 88              | 1716                     | 58.17                       | SCENIC                 | 65.50     | DN           | * 12:03pm | 2:45      | 12:35     | 1:30         | 5:05         |       |       |  |
| f 5:50      | 2:10      |                    | 4:18      | 2:23      | 66                                                | 10              | 1719                     | 62.34                       | ALPINE                 | 61.33     | D W P        | * 11:53   | 2:33      | 12:25     | 1:18         | 4:45         |       |       |  |
| f 6:00      | 2:20      |                    | 4:25      | 2:31      | 65                                                | 10              | 1723                     | 66.00                       | TONGA                  | 57.67     |              | * 11:43   | 2:20      | 12:15     | 1:08         | 4:25         |       |       |  |
| 6:15        | 2:40      |                    | * 4:45    | * 2:55    | 68                                                | 236             | 1738                     | 70.06                       | SKYKOMISH              | 52.71     | RK DNWC XY P | 11:30     | * 2:05    | * 12:01am | * 12:55      | 3:40         |       |       |  |
| 6:30        |           |                    |           |           |                                                   |                 |                          |                             |                        |           |              |           |           |           |              | 2:30         |       |       |  |
| * 6:39      | 2:48      |                    | 4:53      | 3:05      | 65                                                | 5               | 1732                     | 74.78                       | GROTTO                 | 48.89     | D            | * 11:10   | 1:48      | 11:47     | 12:38        | 2:15         |       |       |  |
| f 6:50      | 2:57      |                    | 5:02      | 3:15      | 75                                                | 55              | 1737                     | 79.01                       | HALFORD                | 43.78     | W            | * 11:00   | 1:40      | 11:40     | 12:30        | 2:00         |       |       |  |
| * 7:03      | 3:07      |                    | 5:11      | 3:28      | 64                                                | 15              | 1742                     | 85.25                       | INDEX                  | 38.42     | DN           | * 10:45   | 1:25      | 11:31     | 12:17        | 1:35         |       |       |  |
| f 7:13      | 3:16      |                    | 5:20      | 3:40      | 70                                                | 16              | 1747                     | 90.14                       | REITER                 | 33.53     | W            | * 10:30   | 1:13      | 11:22     | 12:04am      | 1:15         |       |       |  |
| * 7:22      | 3:23      |                    | 5:28      | 3:50      | 83                                                | 1041            | 1751                     | 94.51                       | GOLD BAR               | 29.16     | DN W Y P     | * 10:20   | 1:05      | 11:16     | 11:55        | 1:00         |       |       |  |
| * 7:33      | 3:32      |                    | 5:38      | 4:02      | 65                                                | 18              | 1757                     | 99.91                       | SULTAN                 | 28.78     | D            | * 10:10   | 12:55     | 11:09     | 11:45        | 12:40        |       |       |  |
| * 7:50      | 3:47      |                    | 5:52      | 4:19      | 98                                                | 129             | 1764                     | 107.87                      | MONROE                 | 16.30     | DN W Y P     | * 9:55    | 12:42     | 11:00     | * 11:32      | 12:20        |       |       |  |
| * 8:05      | 4:00      | L 8:50am           | 6:03      | 4:32      | 65                                                | 155             | 1771                     | 114.38                      | SNOHOMISH              | 9.29      | DN           | * 9:38    | * 12:23   | 10:46     | * 11:10      | 12:05am      |       |       |  |
| f 8:16      | 4:11      | A 9:00am           | 6:13      | 4:42      | 71                                                | 123             | 1777                     | 120.20                      | LOWELL                 | 3.47      | DN X W P     | f 9:26    | 12:11     | 10:38     | 10:56        | 11:50        |       |       |  |
| f 8:19      | 4:14      |                    | 6:16      | 4:45      | 65                                                | 115             |                          | 121.82                      | PACIFIC AVENUE         | 1.85      | DN X P       | f 9:23    | 12:08     | 10:35     | 10:53        | 11:20        |       |       |  |
| * 8:30      | * 4:28    |                    | * 6:28    | * 5:03    |                                                   | 84              | 1779                     | 122.37                      | EVERETT                | .80       | X P          | * 9:20    | * 12:05pm | * 10:32   | * 10:50      |              |       |       |  |
| A 8:35pm    | A 4:30pm  |                    | A 6:30am  | A 5:05am  |                                                   | 40              | 1780                     | 123.67                      | EVERETT JUNCTION       | 0.0       | R DN         | L 9:10am  | L 11:55am | L 10:25pm | L 10:40pm    | L 11:15pm    |       |       |  |
|             |           |                    |           |           |                                                   |                 |                          |                             | Via N. P. RY. DELTA    |           |              |           |           |           |              |              |       |       |  |
| 5.05        | 4.40      | 10                 | 4.40      | 4.50      | Yard                                              | 1239            | CL2                      | 123.45                      |                        |           |              | 5.10      | 5.00      | 4.15      | 5.05         | 10.00        |       |       |  |
| 24.14       | 26.55     | 34.02              | 26.55     | 25.55     |                                                   |                 |                          |                             | Time Over Subdivision  |           |              | 21.07     | 24.74     | 20.11     | 24.15        | 12.37        |       |       |  |
|             |           |                    |           |           |                                                   |                 |                          |                             | Average Speed Per Hour |           |              |           |           |           |              |              |       |       |  |

### Special Rules First Sub-division.

Westward trains are superior to eastward trains of same class.

No. 27 is superior to all 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 time No. 27 is due to leave next station in rear where time is shown but not less than five (5) minutes.

The track between Berne and Scenic is controlled by a positive block in both directions and the automatic block signals at these points must not be passed except when displaying a clear indication or when authorized by train order to proceed. In case of loss of power or other emergency, a train in the tunnel may make a forward or a backward movement to Scenic or Berne without flag protection and may pass signals showing stop indication without stopping at a speed not to exceed eight (8) miles an hour.

High Voltage electric wires in electrified zone between Appleyard and Skykomish, in some places, will not clear man on top of car and trainmen must keep off cars while passing through this territory except in emergencies and then use extreme caution.

Freight trains leaving Berne will move slowly and trainmen must inspect train as it pulls by. Freight trains will use N. P. tracks between Lowell and Delta and will be governed by N. P. time table and rules between those points.

At Snohomish N. P. trains will enter G. N. main track through cross-over. Eastward first class N. P. trains will leave G. N. main track through cross-over. Other than first class N. P. eastward trains will head in at west switch of N. P. passing track. At Lowell eastward trains from N. P. connection and first class eastward trains from N. P. connection will move through cross-over. Electric train staff block system between Everett Jet. and Pacific Avenue.

### SPEED RESTRICTIONS

|                                                                  | Passenger   | Freight     |
|------------------------------------------------------------------|-------------|-------------|
| Over Main Street Crossing, Cashmere                              | 25 M. P. H. | 25 M. P. H. |
| Thru Monroe town limits                                          | 25 M. P. H. | 15 M. P. H. |
| Over draw span Bridge 455 east of Snohomish                      | 10 M. P. H. | 10 M. P. H. |
| Over Bond St., Hewitt St., California St., and 24th St., Everett | 6 M. P. H.  | 6 M. P. H.  |
| Maximum speeds, page 7.                                          |             |             |

### YARD LIMITS.

Wenatchee—Cashmere—Skykomish—Lowell—Pacific Avenue and Everett.

## WESTWARD.

## SECOND SUB-DIVISION—EVERETT JUNCTION TO SEATTLE.

EASTWARD. 3

| SECOND CLASS       |  | FIRST CLASS   |               |               |               |               |               |      | Capacity<br>Other<br>Trains |       | Station Numbers |  | Distance from<br>Everett Junction |                                                 | Time Table No. 29<br>Effective January 12, 1929. |  |  |       | Distance from<br>Seattle |             | SIGNS    |           | Telegraph Calls |           | FIRST CLASS |           |           |           |           |           | SECOND CLASS |           |                      |  |  |
|--------------------|--|---------------|---------------|---------------|---------------|---------------|---------------|------|-----------------------------|-------|-----------------|--|-----------------------------------|-------------------------------------------------|--------------------------------------------------|--|--|-------|--------------------------|-------------|----------|-----------|-----------------|-----------|-------------|-----------|-----------|-----------|-----------|-----------|--------------|-----------|----------------------|--|--|
| 711                |  | 355           | 1             | 359           | 3             | 357           | 27            |      |                             |       |                 |  |                                   | STATIONS                                        |                                                  |  |  |       |                          |             |          |           |                 |           |             | 360       | 4         | 358       | 2         | 28        | 356          | 712       |                      |  |  |
| Mile Fret          |  | Passenger     | Passenger     | Passenger     | Passenger     | Passenger     | Fast Mail     |      |                             |       |                 |  |                                   |                                                 |                                                  |  |  |       |                          |             |          |           |                 |           |             | Passenger | Passenger | Passenger | Passenger | Fast Mail | Passenger    | Mile Fret |                      |  |  |
| Daily<br>Ex Sunday |  | Daily         | Daily         | Daily         | Daily         | Daily         | Daily         |      |                             |       |                 |  |                                   |                                                 |                                                  |  |  |       |                          |             |          |           |                 |           |             | Daily     | Daily     | Daily     | Daily     | Daily     | Daily        | Daily     | Daily<br>Ex Saturday |  |  |
| L 10:00Am          |  | L 9:05Pm      | L 4:30Pm      | L 12:45Pm     | L 6:30Am      | L 5:50Am      | L 5:05Am      | 40   | 1780                        |       |                 |  |                                   | EVERETT JUNCTION                                |                                                  |  |  | 32.03 | R DN XP                  | JN          | A 9:05Am | A 11:55Am | A 6:00Pm        | A 10:25Pm | A 10:40Pm   | A 1:10Am  | A 7:30Am  |           |           |           |              |           |                      |  |  |
| * 10:35            |  | * 9:12        | * 4:36        | * 12:51       | * 6:36        | * 5:58        | * 5:12        | 93   | 1784                        | 3.76  |                 |  |                                   |                                                 | 3 70<br>MUKILTEO                                 |  |  |       | 28.27                    | D P         | MU       | * 8:59    | * 11:49         | * 5:53    | * 10:19     | * 10:34   | * 1:02    | * 7:20    |           |           |              |           |                      |  |  |
| * 10:50            |  | * 9:18        | * 4:41        | * 12:56       | * 6:41        | * 6:04        | * 5:19        |      | 1790                        | 7.89  |                 |  |                                   |                                                 | 4 13<br>MOSHER                                   |  |  |       | 24.14                    |             | P        | * 8:49    | * 11:43         | * 5:46    | * 10:13     | * 10:28   | * 12:52   | * 7:10    |           |           |              |           |                      |  |  |
| * 11:05            |  | * 9:23        | * 4:46        | * 1:01        | * 6:46        | * 6:09        | * 5:24        |      | 1793                        | 10.89 |                 |  |                                   |                                                 | 3 00<br>MEADOWDALE                               |  |  |       | 21.14                    |             | P        | * 8:44    | * 11:38         | * 5:41    | * 10:08     | * 10:23   | * 12:47   | * 7:00    |           |           |              |           |                      |  |  |
| * 11:30            |  | * 9:30        | * 4:52        | * 1:07        | * 6:52        | * 6:18        | * 5:32        | 71   | 1795                        | 14.61 |                 |  |                                   |                                                 | 3 72<br>EDMONDS                                  |  |  |       | 17.42                    | D W P       | DR       | * 8:39    | * 11:33         | * 5:36    | * 10:03     | * 10:18   | * 12:41   | * 6:45    |           |           |              |           |                      |  |  |
| * 11:50            |  | * 9:36        | * 4:57        | * 1:12        | * 6:57        | * 6:25        | * 5:38        | 52   | 1796                        | 17.70 |                 |  |                                   |                                                 | 3 00<br>RICHMOND BEACH                           |  |  |       | 14.33                    | D P         | R        | * 8:31    | * 11:28         | * 5:29    | * 9:58      | * 10:13   | * 12:32   | * 6:25    |           |           |              |           |                      |  |  |
| * 12:15Pm          |  | * 9:50        | * 5:11        | * 1:26        | * 7:11        | * 6:40        | * 5:55        | 209  | 1807                        | 25.57 |                 |  |                                   |                                                 | 7 87<br>BALLARD                                  |  |  |       | 6.46                     | D X         | BD       | * 8:17    | * 11:17         | * 5:17    | * 9:47      | * 10:02   | * 12:18   | * 6:05    |           |           |              |           |                      |  |  |
| A 12:30Pm          |  | * 9:54        | * 5:14        | * 1:29        | * 7:14        | * 6:44        | * 5:59        | 1167 | 1808                        | 27.32 |                 |  |                                   |                                                 | 1 75<br>INTERBAY                                 |  |  |       | 4.71                     | RK DNWC OXP | RU       | * 8:14    | * 11:14         | * 5:14    | * 9:44      | * 9:59    | * 12:15   | L 6:00Am  |           |           |              |           |                      |  |  |
|                    |  |               |               |               |               |               |               | 232  |                             | 28.67 |                 |  |                                   |                                                 | 1 35<br>O. N. DOCK                               |  |  |       | 3.34                     |             | Z        |           |                 |           |             |           |           |           |           |           |              |           |                      |  |  |
|                    |  | A 10:10Pm     | A 5:30Pm      | A 1:45Pm      | A 7:30Am      | A 7:00Am      | A 6:16Am      | 695  | 1813                        | 32.03 |                 |  |                                   |                                                 | 3 30<br>SEATTLE                                  |  |  |       | 0                        | RK DN XP    | UD       | L 8:00Am  | L 11:00Am       | L 5:00Pm  | L 9:30Pm    | L 9:45Pm  | L 11:59Pm |           |           |           |              |           |                      |  |  |
| 2 30<br>10 91      |  | 1 05<br>29 56 | 1 00<br>32 03 | 1 00<br>32 03 | 1 00<br>32 03 | 1 10<br>28 02 | 1 10<br>28 02 |      |                             |       |                 |  |                                   | Time Over Subdivision<br>Average Speed Per Hour |                                                  |  |  |       |                          |             |          |           |                 |           |             |           |           |           |           |           |              |           |                      |  |  |

## Special Rules Second Sub-division.

Westward trains are superior to eastward trains of same class.

No. 27 is superior to all 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 time No. 27 is due to leave next station in rear where time is shown but not less than five (5) minutes.

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

Except when displaying signals first class trains will register by card at Interbay and Everett Jet.

No. 358 will stop at stations Interbay to Mukilteo to discharge passengers from Seattle or points west.

No. 355 and No. 359 will stop at stations Mukilteo to Interbay to discharge passengers from Everett and points east and north.

Steam whistle signals for tracks with switches controlled from interlocking towers:

Everett Jet. Interlocking—Main track outward one long. Coast Line eastbound one long and one short.

## SPEED RESTRICTIONS.

|                                 | Passenger   | Freight     |
|---------------------------------|-------------|-------------|
| Thru Edmonds town limits        | 8 M. P. H.  | 8 M. P. H.  |
| Over draw span Bridge 4 Ballard | 10 M. P. H. | 10 M. P. H. |
| Over N. P. crossing, Interbay   | 15 M. P. H. | 15 M. P. H. |
| Thru Seattle tunnel             | 10 M. P. H. | 10 M. P. H. |
| Maximum speeds, page 7.         |             |             |

## YARD LIMITS.

Everett Jet.—Ballard.

| 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. 29          |          | Telegraph Code | Distance from Everett Junction | SIGNS                      | FIRST CLASS         |           |            |                    | SECOND CLASS       |                  | THIRD CLASS  |            |            |               |
| 713              | 729                | 711               | 355                                                | 359       | 357        | Siding       | Other Tracks |                 |                          | Effective January 12, 1922 | STATIONS |                |                                |                            | 356                 | 300       | 360        | 358                | 712                | 728              | 714          |            |            |               |
| Mdco. Freight    | N. P. 676 Freight  | Fast Freight      | Passenger                                          | Passenger | Passenger  |              |              |                 |                          |                            |          |                |                                | Passenger                  | N. P. 442 Passenger | Passenger | Passenger  | Fast Freight       | N. P. 676 Freight  | Mdco. Freight    |              |            |            |               |
| Daily Ex. Monday | Daily Ex. Saturday | Daily Ex. Sunday  | Daily                                              | Daily     | Daily      |              |              |                 |                          |                            |          |                |                                | Daily                      | Daily Ex. Sunday    | Daily     | Daily      | Daily Ex. Saturday | Daily Ex. Saturday | Daily Ex. Sunday |              |            |            |               |
|                  |                    | L 3.25am          |                                                    |           | L 6.45am   | L 10.45am    | L 2.50am     | 58              | 204                      | CL22                       | 0.0      |                |                                | .....BELLINGHAM.....       | HM                  | 64.35     | RK DN XW   | P                  | A 4.00am           |                  | A 11.55am    | A 8.20pm   | A 3.00pm   |               |
|                  |                    | 3.48              |                                                    |           | * 6.55     | *10.55       | * 3.03       | 58              | 89                       | CL20                       | 2.92     |                |                                | .....SOUTH BELLINGHAM..... | FN                  | 61.43     | D O X P    | P                  | * 3.48             |                  | *11.45       | * 8.10     | 2.40       |               |
|                  |                    | 4.00              |                                                    |           | 7.01       | 11.01        | f 3.13       | 44              | 9                        | CL56                       | 6.84     |                |                                | .....SOCKEYE.....          |                     | 87.51     |            | P                  | f 3.38             |                  | f11.34       | 8.02       | 2.25       |               |
|                  |                    | 4.20              |                                                    |           | f 7.10     | 11.10        | f 3.25       | 45              | 9                        | CL50                       | 12.80    |                |                                | .....SAMISH.....           |                     | 51.55     | W P        | P                  | 3.25               |                  | 11.23        | 7.52       | 2.06       |               |
|                  |                    |                   |                                                    |           | f 7.13     |              | f 3.30       |                 | 8                        | CL49                       | 14.34    |                |                                | .....BLANCHARD.....        |                     | 50.11     |            | P                  | f 3.21             |                  | f11.20       |            |            |               |
|                  |                    | 4.35              |                                                    |           | 7.17       | 11.15        | f 3.37       | 56              | 15                       | CL46                       | 16.00    |                |                                | .....BOW.....              | BO                  | 47.75     | D          | P                  | f 3.16             |                  | f11.15       | 7.47       | * 1.45     |               |
|                  |                    | 4.45              |                                                    |           | 7.23       | 11.21        | f 3.48       |                 | 10                       | CL43                       | 21.36    |                |                                | .....BELLVILLE.....        | BV                  | 48.09     |            | P                  | f 3.06             |                  | f11.05       | 7.40       | f 1.25     |               |
| 714 L 10.15am    |                    | 5.40              |                                                    |           | * 7.35     | *11.28       | * 4.00       | 57              | 281                      | CL39                       | 23.00    |                |                                | .....BURLINGTON.....       | BU                  | 40.35     | R DNC OWYX | P                  | * 3.00             |                  | *11.00       | * 7.35     | * 1.15     | 713 A 10.15am |
| 360 *10.42       |                    | 6.00              |                                                    |           | * 7.48     | *11.38       | * 4.13       | 109             | 115                      | CL35                       | 27.95    |                |                                | .....MT. VERNON.....       | NR                  | 36.40     | DN         | P                  | * 2.45             |                  | *10.42       | * 7.15     | 12.15pm    | 10.00         |
| *11.00           |                    | 6.15              |                                                    |           | * 7.58     | f11.45       | f 4.25       | 55              | 19                       | CL30                       | 32.28    |                |                                | .....FIR.....              | FR                  | 31.07     | D          | P                  | f 2.30             |                  | *10.27       | 7.00       | 350 11.45  | * 9.00        |
|                  |                    |                   |                                                    |           |            |              | f 4.28       |                 | 5                        | CL27                       | 35.51    |                |                                | .....MILLTOWN.....         |                     | 28.74     |            |                    | f 2.25             |                  | *10.22       |            |            |               |
| 713 *11.20       |                    | 6.35              |                                                    |           | f 8.12     | *11.57       | * 4.43       | 55              | 57                       | CL23                       | 40.38    |                |                                | .....STANWOOD.....         | B                   | 22.97     | DN         | P                  | * 2.15             |                  | *10.13       | 6.48       | 713 11.20  | * 8.10        |
| *11.50           |                    | 6.55              |                                                    |           | f 8.20     | f12.05pm     | f 4.55       | 55              | 19                       | CL17                       | 45.95    |                |                                | .....SILVANA.....          | SV                  | 18.40     | D W        | P                  | f 2.00             |                  | *10.00       | 6.39       | 10.55      | * 7.30        |
| 350 f12.12pm     |                    | 7.15              |                                                    |           | 8.28       | 713 12.12    | f 5.03       | 54              | 17                       | CL13                       | 49.91    |                |                                | .....ENGLISH.....          |                     | 14.44     |            | P                  | f 1.52             |                  | f 9.50       | 6.33       | 10.40      | 711 f 7.15    |
| f12.30           | L 7.20 pm          | 7.25              |                                                    |           | 8.34       | 12.17        | 5.10         |                 |                          | CL9                        | 53.68    |                |                                | .....KRUSE.....            | K                   | 10.57     | DN         | P                  | 1.44               | A 9.28am         | 9.41         | 6.28       | 10.25      | A 11.35am     |
| *12.55           | 7.35               | 7.35              |                                                    |           | * 8.39     | f12.22       | * 5.20       | 55              | 75                       | CL5                        | 57.08    |                |                                | .....MARYSVILLE.....       | MS                  | 7.37      | DN         | P                  | * 1.38             | 9.23             | * 9.35       | 6.23       | 10.15      | 11.25         |
| A 1.15pm         | A 7.50 pm          | 360-712 7.45 9.35 |                                                    |           | 8.46       | 12.28        | 5.28         |                 |                          | CL3                        | 59.89    |                |                                | .....DELTA WYE.....        | WY                  | 4.46      | DN YX      | P                  | 1.28               | L 9.17am         | 711-712 9.25 | 6.16       | 10.00 8.00 | L 11.10am     |
|                  |                    | 9.40              |                                                    |           | 8.49       | 12.31        | 5.31         |                 |                          |                            | 61.00    |                |                                | .....LONG SIDING.....      |                     | 3.35      |            |                    | 1.25               |                  | 9.22         | 6.13       | 7.50       |               |
|                  |                    | 9.50              |                                                    |           | * 9.03     | *12.43       | * 5.47       | 56              | 123                      | 1779                       | 63.55    |                |                                | .....EVERETT.....          |                     | 0.80      |            | P                  | * 1.20             |                  | * 9.15       | * 6.07     | 7.35       |               |
|                  |                    | A 10.00am         |                                                    |           | A 9.05pm   | A 12.45pm    | A 5.50pm     | 40              | 1780                     | 64.35                      |          |                |                                | .....EVERETT JUNCTION..... | JN                  | 0.0       | R DN X P   | L                  | 1.10am             |                  | L 9.05am     | L 6.00pm   | L 7.30am   |               |
| 8.00 12.27       | .80 12.42          | 9.87              |                                                    |           | 2.20 27.61 | 2.00 32.17   | 3.00 31.45   |                 |                          |                            |          |                |                                |                            |                     |           |            |                    | 2.80 21.72         |                  | 2.50 21.72   | 2.20 27.61 | 7.30 8.44  | 35 14.90      |
|                  |                    |                   |                                                    |           |            |              |              |                 |                          | Time Over Subdivision      |          |                |                                |                            |                     |           |            |                    |                    |                  |              |            |            |               |
|                  |                    |                   |                                                    |           |            |              |              |                 |                          | Average Speed Per Hour     |          |                |                                |                            |                     |           |            |                    |                    |                  |              |            |            |               |

### Special Rules Third Sub-Division.

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

Norman, one mile north of Silvana, is flag stop for Nos. 356 and 357.

No. 358 will stop at any station to discharge passengers from Everett and points south or east.

Following railroad crossings at grade are protected by crossing gates, all trains approach and cross them under full control:

Burlington—G. N. Ry. Rockport Branch.

South Bellingham—N. P. Ry.

Bellingham—B. & N. Railway.

#### SPEED RESTRICTIONS

Thru Marysville, Mt. Vernon and Burlington..... All Trains 8 M. P. H.  
Over draw span Bridges 10, 11, 12 and 36..... 10 M. P. H.  
Maximum speeds, page 7.

#### 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.

#### YARD LIMITS.

Bellingham—South Bellingham—Burlington—Delta Wye and Everett Jet.

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 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.

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.



## SOUTHWARD.

## THIRD SUB-DIVISION—VANCOUVER TO BELLINGHAM.

## NORTHWARD. 5

| SECOND CLASS       |                       | FIRST CLASS |                       |                        |           |           |        | Car Capacity |          | Time Table No. 29          |                        | Telegraph Calls | Distance from Bellingham | SIGNS                 | FIRST CLASS |                        |           |           |                       | SECOND CLASS       |          |
|--------------------|-----------------------|-------------|-----------------------|------------------------|-----------|-----------|--------|--------------|----------|----------------------------|------------------------|-----------------|--------------------------|-----------------------|-------------|------------------------|-----------|-----------|-----------------------|--------------------|----------|
| 711                | 103                   | 357         | 101                   | 97                     | 355       | 359       | Siding | Other Tracks | Stations | Effective January 12, 1929 | STATIONS               |                 |                          |                       | 102         | 356                    | 98        | 360       | 358                   | 104                | 712      |
| Miles Freight      | C. N. Ry. 404 Freight | Passenger   | C. N. Ry. 2 Passenger | C. N. Ry. 28 Passenger | Passenger | Passenger |        |              |          |                            |                        |                 |                          | C. N. Ry. 1 Passenger | Passenger   | C. N. Ry. 27 Passenger | Passenger | Passenger | C. N. Ry. 403 Freight | Miles Freight      |          |
| Daily Ex. Saturday | Daily                 | Daily       | Daily                 | Daily                  | Daily     | Daily     |        |              |          |                            |                        |                 |                          | Daily                 | Daily       | Daily                  | Daily     | Daily     | Daily Ex. Saturday    | Daily Ex. Saturday |          |
| L 4:50pm           |                       | L 11:59pm   |                       |                        | L 4:30pm  | L 8:30pm  | Yard   | 430          | CL125    | 0 0                        | VANCOUVER              | VN              | 58.08                    | R KDN WCY XOP         | A 7:40am    |                        | A 2:30pm  | A 10:45pm |                       | A 9:45pm           |          |
| 4:55               | L 12:25am             | 12:03am     | L 9:55pm              | L 6:25pm               | 4:34      | 8:34      |        |              |          | 1.25                       | C. N. JUNCTION         |                 | 58.78                    |                       | A 7:14am    | 7:30                   | A 10:54am | 2:22      | 10:35                 | A 9:20am           | 9:35     |
| f 5:00             | 12:33                 | f 12:09     | 10:00                 | 6:31                   | 4:38      | 8:39      |        |              | CL122    | 2.73                       | STILL CREEK            |                 | 59.30                    | P                     | 7:06        | f 7:26                 | 10:49     | f 2:18    | 10:30                 | 9:10               | f 9:30   |
| f 5:05             | 12:39                 | f 12:13     | 10:04                 | 6:36                   | 4:41      | 8:41      |        |              | CL130    | 4.58                       | ARDLV                  |                 | 59.45                    | P                     | 7:02        | f 7:22                 | 10:42     | f 2:14    | 10:26                 | 9:00               | f 9:23   |
| f 5:10             | 12:47                 | f 12:19     | 10:09                 | 6:42                   | 4:45      | 8:44      |        | 0            | CL117    | 7.20                       | BURNABY                |                 | 60.83                    | P                     | 6:57        | f 7:17                 | 10:34     | f 2:09    | 10:21                 | 8:50               | f 9:15   |
| f 5:15             | 12:53                 | 12:25       | 10:15                 | 6:48                   | 4:50      | 8:48      |        | 18           | CL118    | 9.69                       | ENDOT                  |                 | 61.34                    | P                     | 6:51        | 7:13                   | 10:24     | 2:04      | 10:15                 | 8:35               | f 9:08   |
| * 5:30             | 1:00                  | 12:28       | 10:18                 | 6:51                   | 4:53      | 8:51      | 22     | 181          | CL119    | 11.70                      | SAPPERTON              |                 | 61.38                    | W Y P                 | 6:44        | f 7:08                 | 10:19     | f 2:00    | 10:11                 | 8:20               | * 9:00   |
| * 5:35             | A 1:05am              | * 12:37     | A 10:23pm             | A 6:55pm               | * 4:58    | * 8:56    |        | 52           | CL107    | 13.08                      | NEW WESTMINSTER        | MN              | 64.97                    | R DN X P              | L 6:40am    | * 7:05                 | L 10:17am | * 1:57    | * 10:08               | L 8:15am           | * 8:52   |
| f 5:41             |                       | 12:43       |                       |                        | 5:02      | 9:01      |        |              |          | 13.44                      | FRASER RIVER JCT       |                 | 64.49                    |                       |             | 6:50                   |           | 1:46      | 9:58                  |                    | f 8:45   |
| f 5:55             |                       | f 12:52     |                       |                        | 5:10      | 9:08      | 54     | 4            | CL101    | 18.09                      | TOWNSEND               |                 | 69.24                    | P                     | f 6:40      |                        | f 1:38    | 9:50      |                       |                    | f 8:32   |
| * 6:25             |                       | * 1:02      |                       |                        | f 5:17    | * 9:18    | 54     | 54           | CL06     | 24.04                      | COLEBROOK              | D               | 73.99                    | DN Y P                | * 6:27      |                        | * 1:30    | * 9:43    |                       |                    | * 8:20   |
| f 6:35             |                       | f 1:10      |                       |                        | f 5:23    | f 9:25    |        | 2            | CL03     | 27.72                      | CRESCENT               |                 | 76.31                    |                       | f 6:15      |                        | f 1:20    | f 9:36    |                       |                    | f 8:00   |
| * 7:10             |                       | * 1:35      |                       |                        | * 5:37    | * 9:40    | 58     | 11           | CL87     | 32.75                      | WHITE ROCK             | WR              | 78.28                    | DN P                  | * 5:55      |                        | * 1:00    | * 9:20    |                       |                    | * 7:11   |
|                    |                       |             |                       |                        |           |           |        |              |          | 35.43                      | INTERNATIONAL BOUNDARY |                 | 82.60                    |                       |             |                        |           |           |                       |                    | * 7:30   |
| 55 7:45            |                       | * 1:55      |                       |                        | * 6:00    | * 9:55    | 58     | 154          | CL84     | 35.89                      | BLAINE                 | BN              | 82.14                    | DN W X P              | * 5:15      |                        | * 12:40   | * 8:05    |                       |                    | * 7:00   |
| * 9:25             |                       | f 2:10      |                       |                        | 712 8:12  | * 10:08   | 58     | 88           | CL77     | 48.46                      | CUSTER                 | CU              | 84.57                    | P                     | * 4:44      |                        | * 12:27   | f 8:50    |                       |                    | 555 6:12 |
| 10:00              |                       | * 2:23      |                       |                        | * 6:23    | * 10:18   | 58     | 51           | CL71     | 49.05                      | PERNDAL                | PD              | 84.98                    | D P                   | * 4:30      |                        | * 12:18   | * 8:42    |                       |                    | * 5:50   |
| A 11:15pm          |                       | A 2:40am    |                       |                        | A 6:40pm  | A 10:35am | 58     | 190          | CL63     | 58.03                      | BELLINGHAM             | HM              | 0 0                      | R KDN WC X P          | L 4:10am    |                        | L 12:01pm | L 8:25pm  |                       |                    | L 6:00pm |
| 8:25               | 40                    | 3:41        | 28                    | 30                     | 8:10      | 9:05      |        |              |          |                            | Time Over Subdivision  |                 |                          |                       | 34          | 3:30                   | 37        | 2:30      | 2:30                  | 1:05               | 4:45     |
| 9:05               | 17 70                 | 31.80       | 28.29                 | 32.00                  | 8:57      | 9:50      |        |              |          |                            | Average Speed Per Hour |                 |                          |                       | 22.50       | 16.68                  | 19.18     | 25.85     | 23.38                 | 11.74              | 12.22    |

## Third Sub-Division 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 Endet for northward trains.

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

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

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

Thru Blaine town limits..... 8 M. P. H.  
 Over Brunette St., Sapperton..... 10 M. P. H.  
 Over draw span Bridge 69..... 10 M. P. H.  
 Over Fraser River Bridge, New Westminster..... 6 M. P. H.  
 Between Mile Posts 123 and 127 between White Rock and Crescent, Oct. 1st to May 1st..... 15 M. P. H.  
 Maximum speeds, page 7.

## 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.

Bellingham, Blaine, New Westminster and Vancouver.

| THIRD CLASS      |                  | FIRST CLASS   |               | Car Capacity | Station Numbers | Distance from Rockport | Time Table No. 29<br>Effective January 12, 1929 | Telephone Calls | Distance from Anacortes | SIGNS            | FIRST CLASS   |               | THIRD CLASS      |                  |
|------------------|------------------|---------------|---------------|--------------|-----------------|------------------------|-------------------------------------------------|-----------------|-------------------------|------------------|---------------|---------------|------------------|------------------|
| 725              | 713              | 279           | 277           |              |                 |                        |                                                 |                 |                         |                  | 278           | 280           | 714              | 726              |
| Mdse. Freight    | Mdse. Freight    | Passenger     | Passenger     | Siding       | Other Tracks    |                        |                                                 |                 |                         |                  | Passenger     | Passenger     | Mdse. Freight    | Mdse. Freight    |
| Daily Ex. Sunday | Daily Ex. Monday | Daily         | Daily         |              |                 |                        | STATIONS                                        |                 |                         |                  | Daily         | Daily         | Daily Ex. Sunday | Daily Ex. Sunday |
|                  | L 6:30am         | L 6:15pm      | L 8:50am      |              | 75              | CN83                   | .....ROCKPORT.....                              | RC              | 53.41                   | R D X WY         | A 12:50pm     | A 9:30pm      | A 4:45pm         |                  |
|                  | f 5:45           | f 6:30        | f 9:05        |              | 15              | CN48                   | 6.00<br>.....NBSTOS.....                        |                 | 47.41                   |                  | f 12:35       | f 9:10        | f 4:05           |                  |
|                  | * 7:00           | * 6:45        | * 9:20        | 28           | 83              | CN44                   | 3.13<br>.....CONCRETE.....                      | BA              | 14.28                   | D X              | * 12:25       | * 9:00        | * 3:50           |                  |
|                  | * 7:25           | f 5:48        | f 9:23        | 34           | 63              | CN43                   | 1.26<br>.....GRASSIERE.....                     |                 | 43.02                   | X W              | f 12:20       | f 8:55        | f 3:10           |                  |
|                  | f 7:50           | * 6:00        | * 9:35        | 35           |                 | CN38                   | 5.05<br>.....BIRDSVIEW.....                     |                 | 37.07                   |                  | * 12:07pm     | * 8:42        | f 2:45           |                  |
|                  | * 8:25           | * 6:13        | * 9:48        | 30           | 9               | CN33                   | 5.23<br>.....HAMILTON.....                      | H               | 32.74                   | W                | * 11:55       | * 8:30        | * 2:10           |                  |
|                  | * 8:50           | * 6:22        | * 9:52        | 35           |                 | CN29                   | 5.32<br>.....LYMAN.....                         | MY              | 29.51                   | D                | * 11:45       | * 8:20        | * 1:40           |                  |
|                  | f 9:05           | f 6:35        | f 10:10       | 6            |                 |                        | 5.45<br>.....COKEDALE.....                      |                 | 24.08                   |                  | f 11:30       | f 8:05        | f 1:10           |                  |
|                  | * 9:25           | * 6:45        | * 10:20       | 36           | 55              | CN20                   | 3.12<br>.....SEDRO-WOODLEY.....                 | SW              | 20.94                   | D X              | * 11:20       | * 7:55        | * 12:55          |                  |
| L 12:30pm        | A 9:45am         | A 7:00pm      | A 10:35am     | 57           | 281             | CL29                   | 4.75<br>.....BURLINGTON.....                    | BU              | 16.19                   | R DN CO W<br>X Y | L 11:05am     | L 7:40pm      | L 12:30pm        | A 7:00am         |
| * 12:40          |                  |               |               |              | 15              | CN13                   | 3.58<br>.....AVON.....                          |                 | 13.51                   |                  |               |               | * 6:50           |                  |
| f 12:50          |                  |               |               |              | 6               | CN10                   | 3.73<br>.....FREDONIA.....                      |                 | 10.78                   |                  |               |               | f 6:40           |                  |
| * 1:00           |                  |               |               |              | 15              | CN9                    | 1.50<br>.....WHITNEY.....                       |                 | 9.28                    |                  |               |               | * 6:35           |                  |
| 1:10             |                  |               |               |              | 5               |                        | 3.57<br>.....WHITMARSH.....                     | WH              | 5.51                    |                  |               |               | 6:20             |                  |
| f 1:15           |                  |               |               |              |                 | CN4                    | 1.55<br>.....FIDALGO.....                       |                 | 3.75                    |                  |               |               | f 6:15           |                  |
| A 1:30pm         |                  |               |               | Yard         | 331             | CN0                    | 3.75<br>.....ANACORTES.....                     | AC              |                         | R D X W          |               |               | L 6:00am         |                  |
| 1:0<br>15.19     | 4 15<br>8.7H     | 1 45<br>21.25 | 1 45<br>21.25 |              |                 |                        | Time Over Subdivision<br>Average Speed Per Hour |                 |                         |                  | 1 45<br>21.25 | 1 50<br>20.40 | 4 15<br>8.7H     | 1 0<br>15.19     |

### Special Rules—Fourth Sub-Division.

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

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

First class trains will stop on flag at:  
Superior Ave., and Baker River, Concrete.  
Van Horn.  
Faber.  
Sauk.  
Mountview Spur.

Trains 725 and 726 stop on flag at Fidalgo Mill Spur and Summitt Park.

### SPEED RESTRICTIONS

### All Trains

|                                         |             |
|-----------------------------------------|-------------|
| Over draw span 12 west of Whitney ..... | 10 M. P. H. |
| Over Bridge 52 Concrete .....           | 10 M. P. H. |
| Maximum speeds, page 7.                 |             |

**YARD LIMITS.**

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

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

| SECOND CLASS.                    |    | Car Capacity |              | Radio Number | Distance from Burma | Time Table No. 29<br>Effective January 12, 1929 |    | Telegraph Calls | Distance from Ladder | SIGNS. | SECOND CLASS                     |               |
|----------------------------------|----|--------------|--------------|--------------|---------------------|-------------------------------------------------|----|-----------------|----------------------|--------|----------------------------------|---------------|
| 383                              |    | Siding       | Other Tracks |              |                     | STATIONS.                                       |    |                 |                      |        | 384                              |               |
| Mixed<br>Mon. Wed.<br>and Friday |    |              |              |              |                     |                                                 |    |                 |                      |        | Mixed<br>Mon. Wed.<br>and Friday |               |
| L 10-15Am                        |    |              |              | CO20         | 0 0                 | ..... SUMAS, WASH .....                         | BD | 46.18           | R D W C              |        | A 9-15A                          |               |
|                                  |    |              |              |              | 0 01                | ..... INTERNATIONAL BOUND'RY .....              |    | 46.17           |                      |        |                                  |               |
| 10-16                            | 31 |              |              | CO28         | 0 06                | ..... HUNTINGDON .....                          |    | 46.12           |                      |        | * 9-14                           |               |
| * 10-30                          | 33 | 19           |              | CO26         | 3 34                | ..... ABBOTSFORD .....                          | FS | 42 64           | R D W                |        | * 9-00A                          |               |
| * 10-46                          |    | 7            |              | CO21         | 8 01                | ..... SAREL .....                               |    | 38 17           |                      |        | * 8-35                           |               |
| * 11-05                          | 54 | 30           |              | CO16         | 12 62               | ..... ALDBOROUGH .....                          | AG | 33 56           |                      |        | * 8-20                           |               |
| * 11-40                          |    | 24           |              | CO12         | 16 78               | ..... OTTER .....                               |    | 29 43           |                      |        | * 7-55                           |               |
| * 12-05Pm                        | 54 | 46           |              | CO8          | 21 43               | ..... LINCOLN .....                             |    | 24 78           | W                    |        | * 7-25                           |               |
| * 12-55                          | 56 | 36           |              | CL03         | 29 30               | ..... CLOVERDALE .....                          | CL | 16 08           | D Y                  |        | * 6-55                           |               |
| f 1-15                           |    | 8            |              | CV4          | 33 09               | ..... ALLUVIA .....                             |    | 13 09           |                      |        | * 6-40                           |               |
| f 1-25                           |    | 4            |              | CV6          | 34 53               | ..... SOUTHPORT .....                           |    | 11 65           |                      |        | f 6-35                           |               |
| f 1-30                           |    |              |              |              | 35 40               | ..... COLEBROOK JCT. ....                       |    | 10 78           | Y                    |        | f 6-31                           |               |
| * 1-35<br>3-55                   | 56 | 54           |              | CL06         | 35 47               | ..... COLEBROOK .....                           | G  | 10 71           | R DN W               |        | * 6-30<br>6-55                   |               |
| f 3-58                           |    |              |              |              | 36 24               | ..... QUICHON LINE JCT. ....                    |    | 9 94            |                      |        | f 5-45                           |               |
| f 4-25                           |    | 9            |              | CV14         | 43 52               | ..... INVERMOLM .....                           |    | 3 56            |                      |        | f 5-15                           |               |
| f 4-45                           |    | 6            |              | CV16         | 44 94               | ..... CHALLUCTHAN .....                         |    | 1 24            |                      |        | f 5-05                           |               |
| A 5-00Pm                         |    | 2            |              | CV19         | 46 18               | ..... LADNER .....                              |    | 0 0             | R Y                  |        | L 5-00Pm                         |               |
| 6 45<br>6 54                     |    |              |              |              |                     | Time Over Subdivision<br>Average Speed Per Hour |    |                 |                      |        |                                  | 4 15<br>10 55 |

### Special Rules—Fifth Sub-Division.

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

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

Maximum speeds, page 7.

# **BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.**

| NAME                                    | LOCATION                         | OPENS     | CAPACITY |
|-----------------------------------------|----------------------------------|-----------|----------|
| <b>First Sub-Division:</b>              |                                  |           |          |
| Plains                                  | 4.49 Miles east of Winton        | Both ends | 9 Cars   |
| Warehouse Spur                          | 0.4 Miles west of Berne          | East      | 13 "     |
| Lanham Creek Spur                       | 0.9 Miles west of Berne          | East      | 31 "     |
| Great Republic Mining Co.               |                                  |           |          |
| Miller Lumber                           | 2.2 Miles west of Skykomish      | West      | 19 "     |
| Grotto Lumber Co.                       | 0.1 Miles east of Grotto         | East      | 1 "      |
| Northwestern Portland Cement Co.'s Spur | 0.2 Miles east of Grotto         | South     | 33 "     |
| Belter Lbr. Co.'s Spur                  | 3.5 Miles west of Grotto         | East      | 6 "      |
| Baring Cedar Co. Spur                   | 3.7 Miles west of Grotto         | East end  | 13 "     |
| Baring                                  | 3.9 Miles west of Grotto         | Both ends | 21 "     |
| Index, Galena Mill Spur                 | 0.3 Miles east of Index          | East      | 35 "     |
| Western Granite Works Spur              | 0.5 Miles west of Index          | West      | 29 "     |
| Gravel Bunkers                          | 1.0 Miles west of Index          | Both ends | 82 "     |
| Wallace Falls Timber Co.                | 1.7 Miles east of Gold Bar       | Both ends | 88 "     |
| Startup                                 | 1.9 Miles west of Gold Bar       | Both ends | 14 "     |
| Wallace Lumber Co. Spur                 | 0.7 Miles east of Sultan         | East      | 27 "     |
| Miller Logging Co.'s Siding             | 1.3 Miles west of Sultan         | Both ends | 64 "     |
| Woodruff                                | 1.9 Miles west of Monroe         | Both ends | 22 "     |
| Frye Spur                               | 3.1 Miles west of Monroe         | East      | 14 "     |
| Robinson Lumber Spur                    | 2.0 Miles west of Monroe         | East      | 20 "     |
| <b>Second Sub-Division:</b>             |                                  |           |          |
| G. N. Oil Tank Spur                     | 1.0 Miles west of Everett Jct.   | East      | 52 Cars  |
| Washington Bolt Spur                    | 0.6 Miles west of Edmonds        | West      | 48 "     |
| Standard Oil Co. Spur                   | 0.9 Miles east of Richmond Beach | West      | 98 "     |
| <b>Third Sub-Division:</b>              |                                  |           |          |
| Chuckanut Cannery Spur                  | 0.6 Miles north of Nockaya       | North     | 7 Cars   |
| Basel Mill Spur                         | 0.8 Miles south of Samish        | North     | 33 "     |
| Bellville Pit                           | 1.6 Miles north of Bellville     | North     | 149 "    |
| Union Oil Co. Spur                      | 1.2 Miles north of Mt. Vernon    | South     | 7 "      |
| Puget Sound and Cascade Ry. Conn.       | 0.8 Miles north of Mt. Vernon    | South     |          |
| Associated Oil Co. Spur                 | 1.2 Miles south of Mt. Vernon    | North     | 10 Cars  |
| Skagit Crossing Tr. Track               | 1.3 Miles south of Fir           | South     | 2 "      |
| Hawley Spur                             | 1.9 Miles south of Fir           | North     | 5 "      |
| Ketchikan Spur                          | 2.5 Miles north of Stanwood      | South     | 5 "      |
| Norman Spur                             | 1.0 Miles north of Silvana       | South     | 10 "     |
| Cox's Spur                              | 1.5 Miles north of Marysville    | South     | 4 "      |
| Ardley Power Spur                       | 0.5 Miles south of Ardley        | South     | 9 "      |
| St. Mingo Spur                          | 1.1 Miles north of Townsend      | North     | 21 "     |
| Campbell Lumber Co. Spur                | 1.0 Miles south of Whiterock     | South     | 56 "     |
| Dakota Creek Spur                       | 2.1 Miles south of Blaine        | North     | 23 "     |
| Milk Spur                               | 0.7 Miles south of Ferndale      | South     | 31 "     |
| Standard Oil Spur                       | 0.7 Leads off Milk Spur          |           | 11 "     |
| Marietta Spur                           | 3.6 Miles north of Bellingham    | South     | 2 "      |
| Olympic Portland Cement Co. Spur        | 2.0 Miles south of Ferndale      | North     | 29 "     |
| Utah Idaho Sugar Co. Spur               | 2.4 Miles north of Bellingham    | North     | 175 "    |
| Olympic Portland Cement Co. Spur        | 2.4 Miles north of Bellingham    | North     | 205 "    |
| <b>Fourth Sub-Division:</b>             |                                  |           |          |
| Briscoe Spur                            | 1.4 Miles west of Rockport       | West      | 13 Cars  |
| Mountainview                            | 3.7 Miles west of Rockport       | Both ends | 18 "     |
| Sauk Spur                               | 1.6 Miles west of Rockport       | West      | 12 "     |
| Van Horne's Spur                        | 1.0 Miles west of Nestos         | Both ends | 6 "      |
| Puget Sound Saw Mill Co.                | 0.8 Miles west of Nestos         | Both ends | 87 "     |
| L. L. Spur                              | 0.6 Miles west of Hamilton       | West      | 1 "      |
| Hawkins Spur                            | 0.8 Miles west of Fredonia       | East      | 6 "      |
| Gravel Pit Spur                         | 6.1 Miles east of Anacortes      | West      | 4 "      |
| Log Rollway                             | 2.3 Miles east of Anacortes      | Both ends | 22 "     |
| <b>Fifth Sub-Division:</b>              |                                  |           |          |
| Gowdy Road Spur                         | 1.4 Miles east of Challuethan    | West      | 5 Cars   |
| Patterson's Spur                        | 0.9 Miles east of Inverholm      | West      | 7 "      |
| Smith Road Spur                         | 2.1 Miles east of Inverholm      | Both      | 7 "      |
| Matthew Road Spur                       | 3.1 Miles east of Inverholm      | Both      | 6 "      |
| Embroe Road Spur                        | 3.1 Miles west of Colebrook      | Both      | 6 "      |
| Oliver Road Spur                        | 1.8 Miles west of Colebrook      | West      | 5 "      |
| Gravel Pit Spur                         | 0.7 Miles east of Alluvia        | West      | 7 "      |
| Surrey Spur                             | 1.0 Miles west of Cloverdale     | West      | 3 "      |
| Langley Timber Co.'s Spur               | 0.9 Miles west of Lincoln        | West      | 3 "      |
| Fish Trap Pit                           | 1.3 Miles west of Sarel          | West      | 36 "     |
| Abbotsford Timber Spur                  | 0.7 Miles west of Abbotsford     | East      | 10 "     |

## **MAXIMUM SPEED.**

| Between                     | Passenger         | Freight           |
|-----------------------------|-------------------|-------------------|
| Wenatchee and Merritt       | 50 miles per hour | 40 miles per hour |
| Merritt and Berne           | 35 miles per hour | 20 miles per hour |
| Berne and Seaside           | 30 miles per hour | 20 miles per hour |
| Seaside and Skykomish       | 35 miles per hour | 20 miles per hour |
| Skykomish and Gold Bar      | 45 miles per hour | 30 miles per hour |
| Gold Bar and Pacific Avenue | 55 miles per hour | 35 miles per hour |
| Everett Jct. and Seattle    | 50 miles per hour | 30 miles per hour |
| Delta Wye and Samish        | 55 miles per hour | 35 miles per hour |
| Samish and Bellingham       | 40 miles per hour | 25 miles per hour |
| Bellingham and Vancouver    | 50 miles per hour | 35 miles per hour |
| Rockport and Birdview       | 30 miles per hour | 15 miles per hour |
| Birdview and Burlington     | 30 miles per hour | 20 miles per hour |
| Burlington and Anacortes    | 30 miles per hour | 15 miles per hour |
| Sumas and Colebrook         | 30 miles per hour | 30 miles per hour |
| Colebrook and Ladner        | 20 miles per hour | 20 miles per hour |

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

## **COMPANY SURGEONS.**

|                         |                              |                                                                                     |
|-------------------------|------------------------------|-------------------------------------------------------------------------------------|
| Dr. Roscoe C. Webb      | Chief Surgeon                | Office phone Main 7508, House Colfax 0400,<br>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, Cobb Bldg. | Seattle, Wash.                                                                      |
| Dr. C. A. Mead          | Assistant Division Surgeon   | Everett, Wash.                                                                      |
| Dr. W. T. Flynn         | Assistant Division Surgeon   | Everett, Wash.                                                                      |
| Dr. A. S. Munro         | Assistant Division Surgeon   | Vancouver, B. C.                                                                    |
| Dr. A. E. Gerhart       | Assistant Division Surgeon   | Wenatchee                                                                           |
| Dr. H. T. Rhoads        | Opthalmic Surgeon            | Everett, Wash.                                                                      |
| Dr. Frederick A. Kiehle | Opthalmic Surgeon            | Portland, Ore.                                                                      |

## **LOCAL SURGEONS.**

|                          |                  |
|--------------------------|------------------|
| Dr. H. E. Frost          | Anacortes        |
| Dr. W. A. Kirkpatrick    | Bellingham       |
| Dr. M. A. Keyes          | Blaine           |
| Dr. H. E. Cleveland      | Burlington       |
| Dr. E. Hayden            | Cashmere         |
| Dr. L. S. Trask          | Everett          |
| Dr. O. H. Christopherson | Interbay         |
| Dr. G. W. Hoxsey         | Leavenworth      |
| Dr. Minard Allison       | Monroe           |
| Dr. Geo. E. Drew         | New Westminster  |
| Dr. R. C. McDaniel       | Portland         |
| Dr. R. W. Perry, Oculist | Seattle          |
| Dr. B. L. Phillips       | Skykomish        |
| Dr. James A. LaGasa      | Tacoma           |
| Dr. R. D. Wiswall        | Vancouver, Wash. |
| Dr. L. M. Mares          | Wenatchee, Wash. |

D. MOORE, Dispatcher.  
T. H. REED, Dispatcher.  
G. E. WELLEN, Dispatcher.  
C. E. LAMKIN, Dispatcher.  
C. O. JOHNSON, Dispatcher.  
H. L. CAULKINS, Dispatcher.  
C. E. McKILLIPS, Dispatcher.

ALFRED MOE, Dispatcher.  
J. C. DEVERY, JR., Dispatcher.  
E. O. WADHAMS, Night Chief Dispatcher.  
J. C. DEVERY, Chief Dispatcher.  
C. A. MANTHE, Train Master.  
I. E. CLARY, Train Master.  
T. B. DEGNAN, Superintendent Terminals.