

COMPANY SURGEONS.

*Dr. Roscoe C. Webb, Chief Surgeon.....	Minneapolis, Minn.
*Dr. Ernest R. Anderson, Assistant Chief Surgeon	Minneapolis, Minn.
*Dr. H. J. Knott	Seattle, Wash.
*Dr. F. K. Remington	Seattle, Wash.
*Dr. George R. Kingston	Wenatchee, Wash.
*Dr. Chas. E. Conner	Cashmere, Wash.
*Dr. L. S. Trask	Everett, Wash.
*Dr. Ross Wright	Tacoma, Wash.
*Dr. G. H. Clement	Vancouver, B. C.
*Dr. Thos. B. Dodgson	East Stanwood, Wash.
*Dr. G. H. Stollwerck	Burlington, Wash.
*Dr. D. H. Boettner	Bellingham, Wash.
Dr. Minard Allison	Monroe, Wash.
Dr. Roy F. West	Seattle, Wash.
Dr. Albert Ehrlich	Tacoma, Wash.
Dr. G. F. Parks	Centralia, Wash.
Dr. Henry M. Wiswall	Vancouver, Wash.
Dr. Ralph M. Dodson	Portland, Ore.
Dr. Austin Shaw	Anacortes, Wash.
Dr. H. L. Hopkins	Leavenworth, Wash.
*Dr. E. B. Coulter	Spokane, Wash.
Dr. Robert J. Albi	Hillyard, Wash.
*Dr. G. R. Kingston	Wenatchee, Wash.
*Dr. L. F. Wagner	Harrington, Wash.
*Dr. J. F. Kearns	Ephrata, Wash.
*Dr. C. O. Mansfield	Okanogan, Wash.
Dr. R. V. Kinzie	Tonasket, Wash.
Dr. H. B. Stout	Pateros, Wash.

*Designates also Examining Surgeons.

OPHTHALMIC SURGEONS. (Eye Doctors)

Dr. Philip B. Greene	Spokane, Wash.
Dr. C. K. Miller	Wenatchee, Wash.
Dr. H. R. Secoy	Everett, Wash.
Dr. Robert C. Laughlin	Seattle, Wash.

T. J. BRENNAN, Asst. Superintendent.
W. B. JONES, Chief Dispatcher
W. L. SOLGA, Trainmaster.
D. D. HOAG, Trainmaster.
R. C. TANGUY, Trainmaster.
L. E. BARNES, Trainmaster.
E. J. GARDNER, Trainmaster.
W. L. SMITH, Asst. Trainmaster.

Scanned from the Dean Ogle Collection

GREAT NORTHERN RAILWAY COMPANY

CASCADE DIVISION

TIME TABLE 72

Effective 12:01 A. M. Pacific Time

Sunday, September 16, 1956

R. H. SHOBER, Superintendent.
C. M. RASMUSSEN, Assistant General Manager.
T. A. JERROW, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	Time Table No. 72 Effective September 16, 1956	Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS				SECOND CLASS	
	Sidings	Other Tracks	31	3	5						4	6	32		492	494
			Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily
1473	Yard	609				0.00	..... SPOKANE...★ 2.74	Q	174.39	BDNPR VXZ	A 6.30Am	A 5.30Pm	A 10.45Pm			

TRAINS BETWEEN FORT WRIGHT AND SPOKANE WILL BE GOVERNED BY KALISPELL DIVISION TIME TABLE

Station	Capacity	Capacity	Time	Time	Time	Distance	Station	Distance	Signal	Time	Time	Time	Time	Time	Time	Time
1477	69	65	L 2.01Am	L 9.20Pm	L 8.35Am	2.74	FORT WRIGHT	171.65	DINPRVXY	A 6.25Am	A 5.23Pm	A 10.38Pm				A 12.10Pm
1481	69	6	12.13	9.29	8.45	9.10	HIGHLAND	165.29	P	6.12	5.11	10.27				11.57
1486	130	15	12.19	9.34	8.50	12.39	LYONS	162.00	P	6.05	5.05	10.22				11.51
1493	129	75	12.26	9.39	8.57	17.74	FAIRCHILD ★	156.65	DNPV	5.59	4.59	10.16				11.43
1496	130	39	12.31	9.43	8.03	21.84	ESPANOLA	152.55	P	5.54	4.52	10.11				11.37
1502	70	50	12.37	9.48	8.11	28.33	WAWKON	146.06	P	5.48	4.44	10.04				11.28
1508	132	35	12.42	9.58	8.19	34.06	EDWALL ★	140.33	DP	5.43	4.38	9.58				11.20
1512	0	27				37.75	GARBY	136.64	P							
1517	70	49	12.53	10.08	9.30	43.28	BLUESTEM	131.11	IP	5.34	4.26	9.47				11.00
1524	E 62 W 69	95	1.00	10.16	8.40	50.67	HARRINGTON ★	123.72	DNP	5.26	4.17	9.38				10.45
1531	E 68	46	1.06	10.22	8.47	57.38	MOHLER	117.01	P	5.18	4.09	9.29				10.32
1535	0	49	1.10	10.26	9.52	61.09	DOWNS	113.30	P	5.14	4.03	9.24				10.25
1539	126	35	1.14	10.31	8.58	65.76	LAMONA	108.63	IP	5.09	3.57	9.18				10.17
1544	135	15	1.20	10.36	10.04	71.36	NEMO	103.03	P	5.03	3.50	9.13				10.04
1550	135	115	1.25	10.41	8.10	75.98	ODESSA ★	98.41	DNP	4.57	3.43	9.08				9.47
1558	113	25	1.35	10.49	8.20	84.90	IRBY	89.49	P	4.48	3.29	8.59				9.35
1566	69	33	1.42	10.56	8.28	92.37	MARLIN	82.02	P	4.40	3.21	8.51				9.24
1573	168	133	1.48	11.02	8.36	98.98	WILSON CREEK ★	75.41	DNPY	4.33	3.13	8.44				9.15
1580	129	29	1.56	11.09	8.46	106.80	STRATFORD	67.59	P	4.26	3.03	8.37				9.02
1588	141	104	2.01	11.14	8.52	112.12	ADRIAN	62.27	PV	4.21	2.56	8.32				8.55
1591	0	20			8.58	116.71	SOAP LAKE	57.68	P		2.50					
1596	129	133	2.14	11.28	9.08	122.12	EPHATA ★	52.27	BDNPR	4.10	2.42	8.22				8.42
1601	70	15	2.19	11.33	9.14	127.27	NAYLOR	47.12	P	3.53	2.30	8.15				8.35
1606	69	51	2.24	11.38	9.20	132.35	WINGHESTER	42.04	P	3.47	2.24	8.11				8.28
1612	114	331	2.30	11.43	9.29	138.48	QUINGY ★	35.91	DNPX	3.41	2.18	8.06				8.20
1617	33	4	2.36	11.49	9.37	143.61	CRATER	30.78	P	3.30	2.08	8.01				8.05
1623	162	19	2.44	11.57	9.46	149.21	TRINIDAD	25.18	P	3.22	2.01	7.53				7.50
1632	70	52	2.56	12.09Am	9.58	158.53	COLUMBIA RIVER	15.86	JP	3.08	1.46	7.43				7.30
1637	126	74	3.02	12.14	12.04Pm	161.74	VOLTAGE	12.65	P	3.02	1.41	7.40				7.20
1638	0	42			12.07	164.23	ROCK ISLAND	10.16	DP		1.39					
1641	100	68	3.08	12.21	12.16	167.49	MALAGA	6.90	DNP	2.54	1.32	7.33				7.15
1645	Yard	1252	3.13	12.26	12.25	172.21	APPLYARD	2.18	OPTWXZ BDJK NPRWX	2.49	1.25	7.28				7.05
1648	65	1309	A 3.20Am	A 12.30Am	A 12.30Pm	174.39	WENATCHEE ★	0.00		L 2.45Am	L 1.20 Pm	L 7.23Pm				L 7.00Am
			3.19 51.75	3.10 54.20	3.55 43.82		Time Over Subdivision Average Speed Per Hour			3.40 46.81	4.03 42.38	3.15 52.81				5.10 33.22
																5.15 32.69

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

CONDITIONAL STOPS

Nos. 3 and 4 stop at any station between Spokane and Wenatchee to pick up or discharge revenue passengers from or to points Great Falls and East where Nos. 3 and 4 are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 19.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS						Distance from Wenatchee	Time Table No. 72 Effective September 16, 1956 STATIONS	Telegraph Calls	Distance from Seattle	SIGNS	FIRST CLASS					
	Sliding	Other Tracks	361	359	357	5	31	3						358	6	360	32	362	4
			Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily
1648	65	1309				L 12.40Pm	L 3.35Am	L 12.45Am	0.00	.....WENATCHEE★	WC	155.60	BDJKN PRWX	.....	A 1.10Pm	.....	A 7.20Pm	.....	A 2.26Am
1655	70	65				f 12.52	3.50	12.56	7.38	.....MONITOR.....	MR	148.22	DP	.....	f 12.52	.....	7.10	.....	2.16
1659	116 94	332				s 1.00	3.55	1.01	11.00	.....CASHMERE★	OM	144.60	DNPWX	.....	s 12.47	.....	7.05	.....	2.11
1664	64	35				s 1.09	4.02	1.08	15.63	.....DRYDEN.....	DN	139.97	DP	.....	s 12.39	.....	6.59	.....	2.05
1667	0	137				s 1.14	4.07	1.13	18.76	.....PESHASTIN.....	PN	136.84	DP	.....	s 12.33	.....	6.54	.....	2.00
1671	112	18				s 1.20	4.12	1.18	22.04	.....LEAVENWORTH★	CH	133.56	DNP	.....	s 12.27	.....	6.49	.....	1.56
1676	25	0				f 1.29	4.20	1.26	27.90	.....CHUMSTICK.....	....	127.70	P	.....	f 12.18	.....	6.42	.....	1.49
1684	109	28				f 1.42	4.34	1.40	35.59	.....WINTON.....	....	120.01	P	.....	f 12.08Pm	.....	6.32	.....	1.40
1691	139	5				f 1.50	4.42	1.49	42.15	.....MERRITT★	CK	113.45	DNPWY	.....	f 11.58	.....	6.24	.....	1.29
1699	104	0				f 2.04	4.56	2.06	49.12	.....BERNE.....	....	106.48	PT	.....	f 11.43	.....	6.10	.....	1.15
1716	129 E-207	11				f 2.22	5.14	2.24	58.13	.....SCENIC.....	SN	97.47	DNP BDKNO	.....	s 11.25	.....	5.52	.....	12.55
1728	W-95	283				s 2.50	5.40	f 2.54	70.89	.....SKYKOMISH★	KY	84.71	PWXY	.....	s 10.55	.....	5.23	.....	f 12.22
1732	59	103				f 2.56	5.45	2.59	74.71	.....GROTTO.....	GO	80.89	DP	.....	f 10.44	.....	5.18	.....	12.11
1736	135	19				f 3.02	5.50	3.04	78.58	.....BARING.....	....	77.02	WP	.....	f 10.38	.....	5.13	.....	12.06Am
1742	31	24				f 3.13	6.01	3.17	85.17	.....INDEX.....	....	70.43	P	.....	s 10.26	.....	5.02	.....	11.55
1747	100	58				f 3.23	6.10	3.28	90.08	.....REITER.....	....	65.52	P	.....	f 10.17	.....	4.54	.....	11.47
1751	149	Yard				f 3.30	6.16	3.35	94.44	.....GOLD BAR.....	GB	61.16	DPY	.....	s 10.10	.....	4.49	.....	11.41
1757	59	41				s 3.40	6.21	3.41	99.86	.....SULTAN.....	....	55.74	P	.....	s 10.01	.....	4.43	.....	11.36
1764	145	112				s 3.52	6.28	3.49	107.31	.....MONROE★	RO	48.29	BDNPRV	.....	s 9.51	.....	4.35	.....	11.28
1771	137	80				s 4.05	6.34	3.56	114.30	.....SNOHOMISH.....	SH	41.30	DNPR	.....	s 9.37	.....	4.28	.....	11.20
.....	.....	.....				.....	.....	.....	114.96	.....SNOHOMISH JCT.....	....	40.64	JV	.....	.....	.....	.....	.....	.....
1777	Con- tin- uous	121 119				4.15 32 4.20	6.40	4.02	120.13	.....LOWELL.....	W	35.47	DJ NPRVXY	.....	9.29	.....	4.23	.....	11.14
.....	.....	.....				4.30	6.43	4.05	121.74	.....PACIFIC AVENUE.....	D	33.86	DIPX	.....	9.27	.....	4.20	.....	11.12
1779	0	.....				s 4.30	s 6.55	s 4.30	122.80	.....EVERETT★	JN	32.80	DINPWX	.....	s 9.25	.....	s 4.18	.....	s 11.10
1780	.....	102	L 9.33Pm	L 3.40Pm	L 11.17Am	4.32	6.57	4.32	123.61	.....EVERETT JCT.....	....	31.99	UPX	A 8.50Am	9.19	A 2.45Pm	4.13	A 7.15Pm	10.47
1784	0	75	9.38	3.43	11.23	f 4.38	7.02	4.38	127.36	.....MUKILTEO.....	....	28.24	P	8.46	f 9.14	2.41	4.09	7.10	10.42
1795	0	121	9.52	3.58	11.38	s 4.54	7.16	4.54	138.21	.....EDMONDS★	DR	17.39	DP	8.34	s 9.00	2.29	3.57	6.55	10.29
1796	0	109	9.56	4.03	11.42	s 4.59	7.21	4.59	141.30	.....RICHMOND BEACH	R	14.30	DP	8.30	f 8.55	2.25	3.53	6.50	10.25
1807	0	252	10.05	4.14	11.53	5.11	7.32	5.11	149.16	.....BALLARD.....	....	6.44	PX	8.20	8.45	2.15	3.44	6.40	10.15
1808	Yard	1695	10.08	4.17	11.56	f 5.15	7.35	5.14	150.65	.....INTERBAY★	RB	4.95	BDKNOP RTVWXZ	8.17	8.42	2.12	3.41	6.37	10.12
.....	.....	.....	10.10	.....	.....	.....	.....	.....	151.63	.....N.P. RY. CROSSING	....	3.97	I	8.15	8.40	2.10	3.39	6.35	361 10.10
.....	.....	.....	.....	.....	.....	.....	.....	.....	154.47	.....NORTH PORTAL... 0.98	....	1.13	I	.....	.....	.....	.....	.....	.....

BETWEEN NORTH PORTAL AND SOUTH PORTAL INTERLOCKING RULES AND KING STREET PASSENGER STATION TUNNEL RULES GOVERN

Station	Capacity	Time	Time	Time	Time	Time	Time	Distance	Station	Capacity	Time	Time	Time	Time	Time	Time	Time	Time	Time
1813	Yard	1095	A 10.25Pm	A 4.35Pm	A 12.10Pm	A 5.30Pm	A 7.50Am	A 5.30Am	155.45	155.60	UD	0.00	BDKNP RVXZ	L 8.05Am	L 8.30Am	L 2.00Pm	L 3.30Pm	L 6.25Pm	L 10.00Pm
			.52 36.91	.55 34.89	.53 36.21	4.50 32.19	4.15 36.61	4.45 32.75						.45 42.65	4.40 33.34	.45 42.65	3.50 40.59	.50 38.39	4.26 35.10

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

Conditional flag stops—

Nos. 3 and 4 stop at any station between Wenatchee and Seattle, to pick up or discharge revenue passengers from or to points Great Falls and east where Nos. 3 and 4 are scheduled to stop. Nos. 5 and 6 stop on flag at Miller River, Startup and Halford.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 19.

G. N. CASCADE DIVISION

4 SOUTHWARD

THIRD SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		FIRST CLASS						Distance from Vancouver	Time Table No. 72		Telegraph Calls	Distance from Everett Junction	SIGNS	FIRST CLASS					THIRD CLASS
	Siding	Other Tracks	735	103	361	101	359	357		VANCOUVER.....	No. 72				104	358	102	360	362	736
			C. N. 398	C. N. 4		C. N. 2														C. N. 3	C. N. 1	C. N. 397
			Tuesday, Thursday	Daily	Daily	Daily	Daily	Daily		STATIONS	Daily	Daily	Daily	Daily	Daily	Wed., Friday				
CL 125	Yard	828			L 6.30pm		L 12.40pm	L 8.00am	0.00	.....VANCOUVER.....	VN	122.38	BDKNO PRT		A 1.59am		A 5.40pm	A 10.20pm	
			L 7.02am	L 7.47pm		L 2.47pm			0.71	.....VANCOUVER JCT.....		121.67	VVWXYZ JVX	A 6.48am		A 1.00pm			A 1.52pm
			7.04	7.50		2.48			1.25	.....C. N. RY. JCT.....		121.13	JVX	6.44		12.56			1.49
CL 122			7.09	7.53	6.33	2.50	10 ¹⁰³ 12.43	8.04	2.74	.....STILL CREEK.....		119.64	PX	6.38	11.54	12.52	5.33	10.15	1.45
CL 115			7.25	8.05	6.41	3.00	12.51	8.12	9.71	.....ENDOT.....		112.67	P	6.28	11.45	12.42	5.25	10.06	1.31
CL 112	Yard	191	7.30	8.09	6.44	3.04	12.54	8.15	11.88	.....SAPPERTON.....		110.50	PVXYZ DIN	6.23	11.42	12.38	5.22	10.03	1.27
CL 107	0	66	A 7.40am	A 8.25pm	6.50	A 3.13pm	12.58	8.23	13.06	.....NEW WESTMINSTER★.....	MN	109.32	PRVX	L 6.20am	11.40	L 12.35pm	5.20	10.01	L 1.22pm
					6.56		1.03	8.29	13.53	.....FRASER RIVER JCT.....		108.85	IJV		11.33		5.13	9.54	
CL 101	48	0			7.02		1.09	8.34	18.77	.....TOWNSEND.....		103.61	P		11.28		5.08	9.47	
CL 96	46	47			7.08		1.15	8.39	24.04	.....COLEBROOK.....		98.34	P		11.23		5.03	9.41	
CL 92	0	0			7.13		1.19	8.45	27.72	.....CRESCENT BEACH.....		94.66	P		11.18		4.59	9.36	
CL 87	57	10			s 7.20		s 1.29	s 8.57	32.75	.....WHITE ROCK.....	WR	89.63	DNPX		11.11		s 4.54	s 9.29	
CL 84	50	88			s 7.29		s 1.37	s 9.09	35.89	.....BLAINE.....	BN	86.49	DNPX		11.04		s 4.46	s 9.19	
CL 77	0	49			7.37		1.45	9.19	43.49	.....GUSTER.....		78.89	P		10.54		4.37	9.09	
CL 71	60	84			s 7.43		1.50	9.25	49.00	.....FERNDALE.....	FD	73.38	DNP		10.48		4.32	9.03	
CL 62	52	260			s 7.55		s 2.06	s 9.41	58.03	.....BELLINGHAM.....	HM	64.35	BKKNP TVWXZ		10.35		s 4.21	s 8.53	
									59.00	.....MILW. CROSSINGS.....		63.38	M						
									59.82	.....N. P. RY. CROSSING.....		62.56	M						
CL 60	87	80			8.00		2.12	9.47	61.20	.....SOUTH BELLINGHAM.....		61.18	PX		10.27		4.11	8.43	
CL 50	61	0			8.15		2.27	10.02	70.83	.....SAMISH.....		51.55	P		10.12		3.56	8.27	
CL 46	93	8			8.20		2.31	10.07	74.62	.....BOW.....		47.76	P		10.07		3.52	8.20	
CL 39	80	306			8.28		2.38	s 10.18	82.01	.....BURLINGTON★.....	BU	40.37	BDJKMN OPXYZ		s 9.57		3.45	8.13	
CL 35	104	166			s 8.43		s 2.47	s 10.27	85.98	.....MT. VERNON.....	NR	36.40	DNPX		s 9.49		s 3.39	s 8.06	
CL 30	22	17			8.48		2.56	10.33	91.31	.....FIR.....		31.07	P		9.36		3.29	7.57	
CL 23	103	94			8.55		3.03	s 10.40	98.41	.....STANWOOD.....	B	23.97	DNP		s 9.29		3.23	7.49	
CL 17	11	21			9.01		3.08	10.46	103.99	.....SILVANA.....		18.39	P		9.23		3.17	7.44	
CL 13	50	15			9.05		3.12	10.51	108.04	.....ENGLISH.....		14.34	P		9.19		3.12	7.40	
					9.09		3.16	10.55	111.69	.....KRUSE JCT.....		10.69	JPV		9.16		3.07	7.35	
CL 6	50	85			9.14		3.19	s 11.00	115.10	.....MARYSVILLE.....	MS	7.28	DP		9.12		3.03	7.32	
CL 3					9.20		3.25	11.06	117.71	.....DELTA JCT.....	WY	4.67	DIJNP VXY		9.06		2.57	7.26	
									117.78	.....N. P. RY. CROSSING.....		4.60	IM						
	75	87			9.23		3.28	11.09	118.83	.....LONG SIDING.....		3.55	P		9.04		2.55	7.24	
1779	Yard	703			s 9.31		s 3.38	s 11.15	121.57	.....EVERETT★.....	JN	0.81	DNPWX		s 9.00		s 2.51	s 7.20	
1780	0	102			A 9.33pm		A 3.40pm	A 11.17am	122.38	.....EVERETT JCT.....		0.00	IJX		L 8.50am		L 2.45pm	L 7.15pm	
			.38	.38	3.03	.26	3.00	3.17		Time Over Subdivision				.28	3.09	.25	2.55	3.05	.30	
			19.50	19.50	40.12	28.50	40.79	37.27		Average Speed Per Hour				26.47	38.85	29.64	41.96	39.69	24.70	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 19.

SOUTHWARD

FOURTH SUBDIVISION

NORTHWARD 5

Station Numbers	Car Capacity		THIRD CLASS		Distance from Keremeos	Time Table No. 72			Distance from Wenatchee	SIGNS	THIRD CLASS	
	Sidings	Other Tracks	397	697		Effective September 16, 1956					396	698
			Mon., Wed. and Friday	Daily Ex. Sunday		STATIONS					Mon., Wed. and Friday	Daily Ex. Saturday
SG 110	0	85	L 11.20Am	0.00	KEREMEOS	K	175.49	D	A 10.10Am			
.....	0	23	11.30	4.08	4.08 CAWSTON, B. C.		171.41		10.00			
SG 93	0	22	12.01Pm	16.99	12.91 CHOPAKA, WASH.		158.50		9.30			
SG 83	0	5	12.30	26.88	9.89 NIGHTHAWK		148.61		9.00			
SG 71	55	256	A 1.00Pm	L 3.30Pm	11.36 OROVILLE	VR	137.25	RKDY BPXO	L 8.30Am	A 11.30Pm		
WO 132	0	35		3.40	5.67 CORDELL		131.58				11.10	
WO 126	0	34		3.50	5.38 ELLISFORDE		126.20				10.55	
WO 120	0	75		4.00	5.92 TONASKET	ON	120.28	DP			10.40	
WO 115	0	34		4.10	4.83 JANIS		115.45				10.20	
WO 110	0	34		4.20	5.37 DARKER		110.08				10.05	
WO 105	0	36		4.30	5.36 RIVERSIDE		104.72				9.50	
WO 100	0	35		4.45	4.26 CHEROKEE		100.46				9.35	
WO 96	66	214		5.20	4.75 OMAK	MK	95.71	BDPXY			9.20	
WO 92	55	92		5.55	4.20 OKANOAN	KN	91.51	DPX			8.55	
WO 87	0	34		6.10	4.90 CHILLOWIST		86.61				8.30	
WO 83	0	35		6.25	3.97 MALOTT		82.64	P			8.15	
WO 76	0	35		6.40	6.17 WAKEFIELD		76.47				8.00	
WO 72	0	34		6.50	4.80 MONSE		71.67	P			7.45	
WO 68	39	67		7.00	3.97 CHIEF JOSEPH		67.70	P			7.30	
WO 65	50	77		7.10	2.71 BREWSTER	BR	64.99	DPX			7.10	
WO 59	125	335		7.50	6.08 PATEROS	RS	58.91	DPX			6.50	
WO 53	0	34		8.00	5.46 STARR		53.45	P			6.25	
WO 50	0	34		8.20	3.67 AZWELL		49.78	P			6.10	
WO 44	0	35		8.35	5.68 HUGO		44.10				5.55	
WO 39	125	127		9.00	5.16 CHELAN	HN	38.94	DPX			5.40	
.....	0	78		9.25	1.16 CHELAN FALLS		37.78	X			5.25	
WO 32	0	40		9.40	5.78 STAYMAN		32.00	P			5.05	
WO 26	0	43		9.55	5.97 WINESAP		26.03				4.45	
WO 19	125	144		10.20	7.12 ENTIAT	NI	18.91	DPX			4.25	
WO 14	0	39		10.40	5.32 WAGNERSBURG		13.59				4.05	
WO 8	0	31		11.00	5.64 ZENA		7.95				3.50	
WO 3	0	66		11.15	4.59 OLDS		3.36				3.40	
1648	65	1309		A 11.30Pm	3.36 WENATCHEE ★	WC	0.00	RKDNP BXJ		L 3.30Pm		
				1.40 22.94	8.00 17.15						1.40 22.94	
											8.00 17.15	

Northward trains are superior to southward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 19.

Station Numbers	Car Capacity		Distance from Mansfield	Time Table No. 72 Effective September 16, 1956		Distance from Columbia River	SIGNS
	Sidings	Other Tracks		STATIONS			
CR 60	0	95	0.00	MANSFIELD	60.44	PXRY	
CR 55	0	30	5.50	5.50 TOUHEY	54.94	P	
CR 49	0	50	11.39	5.89 WITHROW	49.05		
CR 44	0	30	16.94	5.55 SUPPLEE	43.50	P	
CR 36	0	62	23.93	6.99 DOUGLAS	36.51	PD	
CR 31	0	30	29.21	5.28 ALSTOWN	31.23	P	
CR 21	0	24	39.08	7.87 McCUE	21.36	P	
CR 16	0	35	44.66	5.58 PALISADES	15.78	P	
CR 5	0	230	54.99	10.35 BON SPUR	5.45		
1632	Yard	52	60.44	5.45 COLUMBIA RIVER	0.00	PJ	
				Time Over Subdivision Average Speed Per Hour			

Northward trains are superior to southward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 19.

WESTWARD		SIXTH SUBDIVISION				EASTWARD						
Station Numbers	Car Capacity		SECOND CLASS		Distance from Rockport	Time Table No. 72 Effective September 16, 1956		Telegraph Calls	Distance from Anacortes	SIGNS	SECOND CLASS	
	Siding	Other Tracks	275 Daily Except Sat. & Sun.	277 Daily Except Sat. & Sun.		STATIONS					278 Daily Except Sat. & Sun.	276 Daily Except Sat. & Sun.
CN53	Yard	98		L 10.30Am	0.00	ROCKPORT			53.31	XYV	A 9.30Am	
CN44	35	158		1.30Pm	9.03	9.03 CONCRETE	BA		44.28	DX	8.30	
CN43	0	28		1.45	10.19	1.16 GRASSMERE			43.12	X	6.45	
CN38	0	42		2.15	15.47	5.28 BIRDSVIEW			37.84		6.30	
CN33	0	30		2.35	20.67	5.20 HAMILTON			32.64		6.10	
				2.36	21.21	0.54 HAMILTON JCT.	H		32.10	RBV	6.07	
CN29	0	8		2.50	23.76	2.55 LYMAN			29.55		5.55	
CN23	0	5		3.05	29.25	5.49 COKEDALE			24.06		5.35	
CN20	32	53		3.30	32.37	3.12 SEDRO-WOOLLEY	SW		20.94	DX	5.20	
					32.47	0.10 N. P. RY. CROSSING			20.84	M		
CL39	80 51	306	L	6.00Am	37.12	4.65 BURLINGTON ★	BU		16.19	MJRDNOZ PKXY	L 5.00Am	A 4.50Pm
CN9	0	15		6.25	44.03	6.91 WHITNEY			9.28			4.23
				6.35	47.20	3.17 WHITMARSH JCT.			6.11	RV		4.16
CN6	0	24		6.37	47.37	0.17 WHITMARSH			5.94			4.15
CN4					49.52	2.15 SHELL			3.79			
CN0	Yard	265	A	6.55Am	53.31	3.79 ANACORTES	AC		0.00	RDXB	L 4.00Pm	
				.55 17.66	5.15 7.07	Time Over Subdivision Average Speed Per Hour				4.30 8.25	.50 19.43	

Westward trains are superior to eastward trains of the same class except No. 278 is superior to No. 277.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 19.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movements must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger, freight and mixed trains, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed in Item 1—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

In double track territory, when trains or engines are operated against the current of traffic or when one of the tracks is being used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed is,

Passenger..... 59 MPH
Freight..... 49 MPH

This does not modify Rule 93.

Further, trains and engines operating under the above conditions must not exceed the maximum permissible speed prescribed by the 45 degree signs with the current of traffic.

The 45 degree sign has two sets of figures. The numerals preceded with letter "P" apply to passenger trains and letter "F" to freight and mixed trains.

(c) When passenger trains are handled by Diesel engines, the train will not exceed the maximum speed authorized by Speed Limit Plate on engine, and will be governed by the 45 degree signs where a lower speed is prescribed.

When freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated.

(d) Speed shown on Speed Limit Plate on engines must not be exceeded.

(e) Diesel engines light or with caboose only..... 50 MPH
When cabooses are handled in passenger service trains will not exceed speed of
When handling cabooses X100, X198 to X810..... 65 MPH
When handling cabooses X830 to X749..... 50 MPH

Trains handling non-revenue Great Northern cars that are equipped with K-Type air brake valves are to be operated in trains not exceeding 50 cars and at speeds not exceeding 40 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan spreaders, wedge plows, etc.

On main lines 30 MPH

Except on Six Degree Curves or sharper and on

Branch Lines 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Lines 30 MPH

except on 6 degree curves or sharper, and on Branch Lines 20 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track thru interlockings 15 MPH
Trains or engines moving on main routes actuating points of spring switches 35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock 25 MPH
Trains or engines thru No. 20 turnouts at: 35 MPH

Fort Wright, SP&S Junction.
Bluestem, end of double track.
Lamona, end of double track.
Lamona, east siding switch.
Wilson Creek, west siding switch.
Stratford, east and west siding switch.
Adrian, east and west siding switch.
Quincy, east and west siding switch.
Voltage, east siding switch.
Malaga, east and west switch.
Appleyard, #1 switch east lead.
Appleyard, #2 crossover switch.
Cashmere, east siding switch.
Leavenworth, east and west siding switch.
Winton, east and west siding switch.
Berne, east and west siding switch.
Scenic, east and west siding switch.
Skykomish, east siding switch.
Gold Bar, east siding switch.
Pacific Ave., west siding switch.

Interbay end of double track east and west end of yard, and yard lead at 23rd Ave. overhead bridge.

Stanwood, north and south siding switch.
Mt. Vernon, south siding switch.
Bow, north and south siding switch.
Samish, north and south siding switch.
South Bellingham, north and south siding switch.
Still Creek, end of double track.
Endot, end of double track.

Trains or engines thru No. 15 turnouts at: 25 MPH

Lyons, east and west siding switch.
Nemo, east and west siding switch.
Odessa, east and west siding switch.
Ephrata, east and west siding switch.
Trinidad, east and west siding switch.
Voltage, west siding switch.
Wenatchee, east and west crossover switch west end of yard.
Merritt, east and west siding switch.
Baring, east and west siding switch.
Monroe, east and west siding switch.
Snohomish, east and west siding switch.
Everett Jct., junction switch end of double track

Trains or engines thru all other turnouts 15 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to engines, or immediately next to caboose, occupied outfit cars or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids.

In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Diesel and Gas-Electric engines 2303-2350 must be handled on rear of train.

Not less than five cars will be placed between steam engines moving dead in train.

Switcher and road switcher type Diesel engines G.N. numbers 1 through 232, and 600 through 711, moving dead in freight trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved such units must be separated by a freight car.

When towing multiple unit road type Diesel engines dead in freight trains, not more than four adjacent units are to be towed in a single grouping, separated from the road engine and additional groups by not less than five cars.

Trains handling steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 MPH.

Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent. Trains handling Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 28, 75 to 170	50 MPH
175 to 232, 247 to 249, 250, 251, 253 to 259, 262, 263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 583, 600 to 678, 681 to 711	65 MPH
260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	75 MPH
2303 to 2324	50 MPH
2325 to 2350	60 MPH

3. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific rules will govern.
4. When two or more Diesel engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated. The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.
5. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.
6. Air hose on Diesel engines must be hooked up in hose fastener when not in use.

7. EMPLOYEES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

8. COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:

FIRST SUBDIVISION

WILSON CREEKBoiler and radiator.
 QUINCY " " "
 EDWALLRadiator only.
 HARRINGTON " "
 EPHRATABoiler and radiator.
 ODESSARadiator only.

SECOND SUBDIVISION

EVERETTRadiator only.
 GOLDBAR " "
 SKYKOMISHBoiler and radiator.
 MERRITTRadiator only.
 CASHMERE " "

THIRD SUBDIVISION

EVERETTRadiator only.
 BURLINGTONBoiler and radiator.
 BELLINGHAM " " "

FOURTH SUBDIVISION

OROVILLERadiator only.
 OMAKBoiler and Radiator.
 PATEROSRadiator only
 CHELAN " "
 ENTIAT " "

FIFTH SUBDIVISION

MANSFIELDRadiator only
 PALISADES " "

9. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
10. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.
11. When operating snow machines in non-block signal territory, no trains should be permitted to follow closer than a station apart; when that cannot be done, they will be blocked not less than thirty minutes apart.
12. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drifts without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers, every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in thru trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened, except when dozer has air in cylinders and is attended by an employe.
13. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
14. Unless otherwise provided, when passenger trains are operated against the current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, train shall stop at points where U. S. Mail is usually picked up and conductors are responsible for delivery of mail to Postal car.
15. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.
16. Engineers finding flat spots on Diesel engines in excess of two and one-half inches will immediately notify Superintendent who will prescribe for their movement.
17. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

18. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from way-bills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

19. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

Employees will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 726(C) and 808.

20. In Automatic Block Signal territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.

21. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions thru or over the switch.

Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed thru switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.

During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to

normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

INDICATORS AT SPRING SWITCHES.

Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track thru a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch, and Automatic Signal at leaving end of siding indicates "Proceed."

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection. To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

22. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made thru this type switch.

23. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

24. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated: Nos. 3, 4, 7, 8, 9, 10, 31, 32, and sections thereof; also extra passenger trains whether operated as section of regular train or as a passenger extra.

25. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer or conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting point, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employees to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished; when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

26. Rule D-97 is in effect on this Division.
27. Trains handling flat or skeleton cars loaded with logs will not exceed 10 M.P.H. passing over through-truss bridges or through tunnels. Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding.
- Trainmen must maintain watch behind their trains for logs that may have rolled off cars and if main track is fouled take prompt action to protect trains.
- On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except that when two trains handling logs are passed either one should stop until the other train has pulled by whether on siding or double track.
- On single track, trains handling logs must be at stop when meeting or being passed by passenger and freight trains, except when there are more cars than siding will hold, it is permissible for log train to pull by such trains at restricted speed.
- Unless conditions require further speed restrictions, trains handling logs must not exceed 25 MPH.
- No trains may pass under overhead railroad bridge at Snohomish when cars loaded with logs are passing over this bridge.

28. **GREAT NORTHERN BULLETINS ON TENANT LINES.**
 NP Ry Everett, Auburn, Sumas, Seattle.
 CMStP&P RR Everett, Tacoma, Enumclaw.
 Canadian National Ry Port Mann.
 National Harbours Board Ry ... Vancouver, B. C.
29. SP&S Ry bulletins at Interbay roundhouse, Interbay Yard office and UD office, Seattle.
30. Red signs on frost boxes of water and oil tanks—in case of emergency, close large valve in frost box.
31. Canadian Maintenance of Way flagging Rules 40 through 49 found on pages 216 through 220 in the Consolidated Code are in effect in Canada.
32. **EMERGENCY TELEPHONES.**
- | | |
|---|------------|
| Fort Wright, west switch | Booth |
| Highland Quarry | Pole Booth |
| Bluestem, end double track | Booth |
| Lamona, east of water tank | Booth |
| end double track | Booth |
| Wilson Creek, middle of siding | Booth |
| Ephrata, air base switch | Booth |
| Trinidad, 1.9 Miles East of East Switch | Booth |
| West switch | Booth |
| Gravel spur | Pole booth |
| Appleyard, east lead switch | Pole booth |
| Leavenworth, west switch | Booth |
| Tunnel 13.5, east end | Booth |
| Winton, west switch | Booth |
| Nason Creek | Booth |

Tunnel 14.7, one-half mile east	Booth
Berne, east switch	Booth
Cascade Tunnel No. 15	In each refuge bay
Scenic, west switch	Booth
East end Bridge 407	Booth
East switch Tonga	Watchman's Cabin
Skykomish, east switch crossover	Booth
Grotto, west switch	Booth
Halford Quarry	Booth
Reiter, 2 miles east	Watchman's Cabin
Reiter, Gravel pit	Booth
Gold Bar, west switch	Booth
Monroe, east switch	Booth
Snohomish, east end Br. 455	Booth
Pacific Ave., west switch	Booth
Everett Tunnel No. 16, east end	Booth
Everett Jct.	Booth
MP 31	Booth
Crossover, MP 24.29	Booth
MP 15, Standard Oil Spur	Booth
MP 11.5	Booth
MP 9.5	Booth
Ballard, crossover	Booth
Interbay yard, east end	Booth
Between Delta Jct. and wye	Booth
Bridge 11	Watchman Cabin
Kruse Jct.	Booth
Belleville Pit, switch	Booth
MP 76	Booth
MP 86	Watchman Cabin
Samish	Booth
Sockeye, highway crossing	Booth
So. Bellingham	Booth
No. Bellingham, cement spur	Booth
Custer, south switch	Booth
MP 125	Booth
Brownsville	Booth
Fraser Mill Spur	Booth
Sapperton	Switchman's Shanty
Dominion bridge	Booth
Endot	Booth
Still Creek	Booth
B. I. Jct.	Booth

33. **LOCATION OF TUNNELS**

First Subdivision:

- Tunnel No. 11.1—1 mile west of Crater.
 Length—953.2'.
 Height—23'.
- Tunnel No. 12 —1.50 miles west of Columbia River.
 Length—221'.
 Height—22.3'.

Second Subdivision:

- Tunnel No. 13 —2 miles west of Chumstick.
 Length—2601'.
 O. H. Clearance 19' 2" to trolley wire.
- Tunnel No. 13.5—4.7 miles west of Chumstick.
 Length—788'.
 O. H. Clearance 19' to trolley wire.
- Tunnel No. 14 —1.08 miles east of Winton.
 Length—4059.4'.
 O. H. Clearance 19' 11" to trolley wire.
- Tunnel No. 14.7—2.65 miles east of Berne.
 Length—674.5'.
 O. H. Clearance 22' to trolley wire.
- Tunnel No. 15 —Between Berne and Scenic.
 Length—41152'.
 O. H. Clearance 19' 3" to trolley wire.
- Tunnel No. 16 —0.25 miles east of Everett.
 Length—2440'.
 Height—21.1'.
- Tunnel No. 17 —0.15 miles east of Seattle.
 Length—5141.5'.
 Height—23.3'.

Trinidad, east and west siding switch.
Voltage, east and west siding switch.
Malaga, east and west siding switch.
Appleyard, east switch long lead.
east crossover switch long lead.
Wenatchee, east and west crossover switch west end of yard.
Normal position is for main track.

14. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Westward, on signal;
1623.8 approximately two miles east Trinidad.
1625.7 just east Trinidad.
1640.1 just west Rock Island.
Eastward, on signal;
1623.8 approximately two miles east Trinidad.
1621.8 approximately one mile west Crater.
1480.2 just west Ft. Wright.

15. MANUAL INTERLOCKING.

Fort WrightEnd of double track and SP&S Ry Jct.
Whistle signals for routes:
Fort Wright:
Main Track GN Ry1 short, 1 long.
Main Track SP&S Ry1 long, 1 short.
Siding GN Ry2 long, 1 short.

16. AUTOMATIC INTERLOCKINGS.

Bluestem dual control switch end of double track.
Lamona dual control switch end of double track.
Interlockings operate automatically for all movements with following exceptions:

Lamona, when movement is to be made from double track to siding, siding switch must not be lined until engine is within home signal limits.

Lamona, eastward train moving out of siding immediately after westward train has passed, must operate switch release push button located on eastward home signal to line route for eastward main track.

Bluestem, westward train moving out of siding immediately after eastward train has passed, must operate switch release push button located opposite switch to line route for westward main track.

17. SWITCH INDICATOR.

Rock Island, indicator located at Alcoa Spur.
Ephrata, indicator located at Air Base Washington Spur and Olson Spur.

18. CROSSING SIGNALS.

Brooks Road—1.5 miles West of Fairchild.
Ephrata—1st Crossing West of Depot.
Quincy—First two crossings West of Depot.
Automatic grade crossing signals at Highway crossings are equipped with Key Controller for Manual Control of crossing signals. To set the crossing signals to flash red—insert switch key in Switch Key Controller and turn clockwise, leave key in Controller until engine or cars are on bonded section of rail on highway crossing then key can be removed and signals will operate automatically.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Wenatchee and Cashmere	45 MPH	45 MPH
Cashmere and Peshastin	50 MPH	50 MPH
Peshastin and Winton	55 MPH	50 MPH
Winton and Merritt	50 MPH	50 MPH
Merritt and Skykomish	30 MPH	20 MPH
Skykomish and Baring	50 MPH	50 MPH
Baring and 2 Miles East of Gold Bar.....	35 MPH	25 MPH
2 Miles East of Gold Bar and Everett.....	79 MPH	50 MPH
Everett and Seattle	60 MPH	50 MPH

2. SPEED RESTRICTIONS.

Snohomish, train 4 passing depot	35 MPH
Interbay, over NP Ry crossing	15 MPH
Seattle, thru turnouts South Portal.....	10 MPH
Seattle, over public crossings	20 MPH
Between Home Signals of Interlockings at.....	20 MPH
Everett (Pacific Avenue. (Everett Jct.	

3. TRAIN REGISTER EXCEPTIONS.

Monroe, register only for CMStP&P RR trains.
Snohomish, register only for NP Ry trains and eastward NP Ry trains register by ticket.
Lowell, register only for NP Ry and CMStP&P RR trains.
Interbay, first class trains register by ticket.
Interbay, engineers and conductors of trains originating which operate over joint track south of Seattle must register at yard office and show number of last bulletin issued by NP and GN.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Everett Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

5. IN ELECTRIFIED ZONE, APPELYARD TO SKYKOMISH.

Power transmission line carries 44,000 volts.

Signal transmission line carries 18,200 volts.

Trolley line carries 11,500 volts.

All wires must be considered energized unless a clearance has been obtained from the operator at Skykomish substation.

Telegraph and telephone wires are not located along right-of-way. Never attempt to connect field telephone apparatus to any wires located along right-of-way in this zone.

"Trolley Dead-end" signs are placed on cross span over each of the four tracks leading into Electric Shop at Appleyard and at West end of Skykomish yard and Skykomish motor shed track.

RESTRICTED OVERHEAD CLEARANCES.

The trolley wires in the open sections provide a clearance of 21 feet to 24 feet above top of rail.

At the following locations the overhead clearance of trolley wire is restricted to 19 feet:

Overhead bridge $\frac{1}{2}$ mile west of Cashmere.

Bridge 370, 1 mile east of Dryden.

Tunnel No. 13, 2 miles west of Chumstick.

Tunnel No. 13.5, 4.7 miles west of Chumstick.

Tunnel No. 14, 1 mile east of Winton.

Cascade Tunnel No. 15, between Berne-Scenic.

Employees must keep off the top of cars and engines on electrified tracks, except in emergency, and then must use extreme care.

Snohomish, NP overhead bridge19' 0"

Seattle, overhead bridge between Washington and
Main Sts.....19' 4"

overhead bridge between Third and Fourth
Ave. So.....19' 4"

6. Wenatchee, crossovers main track to W. O. line lead are located as follows:

#3 crossover, 670 ft. west of depot.

#4 crossover, 685 ft. west of depot.

#5 crossover, Fifth St., one mile west of depot.

Olds crossover, 3 miles west of depot.

Crossover 4 is trailing point, and 3, 5 and Olds are facing point for eastward trains.

7. Wenatchee, westward trains moving from W-O Line lead to Second Subdivision and required to wait for westward trains on Second Subdivision shall stop east of sign reading "Wait Here". For further details and push button operation see instructions posted in iron box locked with switch lock.
8. Between Wenatchee and Interbay where helper engines are cut in copies of train orders must be furnished helper engines.
9. Cashmere, Grotto, Monroe, Snohomish and Edmonds, crossing signals are equipped with switch-key controllers. Trains or engines within circuit may clear signals for highway traffic by inserting switch key in controller and turn to right. Crossing signals must be restored to normal operating condition before leaving.
10. Winton, Berne, electric knife switches located in depot provide manual control of signals at these locations so that signals can be set to display Stop-indication in case any defect is discovered while trains are passing depots. Trains stopped by any of these three signals will not proceed until instructed by trainmen to do so. Knife switches are connected to westward automatic block signal at west switch, Winton, and to eastward automatic block signal at east switch, Berne.
Berne, two rail clamps have been placed in depot for emergency use. When necessary to set out bad order car on siding at Berne, train crew must get clamps from depot and see they are properly secured and blocked to rail on east end of car. Crew that picks up bad order car see clamps are removed and replaced in depot.
11. Cascade tunnel, track between Berne and Scenic is controlled by positive block in both directions. When stopped by a Stop-indication at automatic block signal located near entrance to tunnel, train must not proceed unless authorized by train order to do so. In case of loss of power or other emergency, a train in the tunnel may make a forward or backward movement to Scenic or Berne without flag protection and may pass signals indicating Stop and proceed at restricted speed without stopping. Westward trains encountering Signal 1707.9 inside west portal displaying Stop-indication must not pass west portal until it is known track is clear to east switch Scenic.
12. Ventilating fans and tunnel door located at the East Portal of Cascade Tunnel No. 15, Westward signal 1700.3 located 65 feet east of tunnel door, and Eastward signal 1700.4 located 100 feet west of tunnel door. When a train or engine is stopped by either of these signals, in addition to the usual observance of Rules, contact by phone to Scenic operator must be made and great care must be taken before proceeding to see that the tunnel door is not closed, or in a partially open position. Item 11 above does not apply to Westward signal 1700.3 and Eastward signal 1700.4.
13. Scenic, water tank 3 miles west.
14. Skykomish, unless otherwise directed, extension on east end of siding for use only by eastward trains and in no case will train or cars be left on this extension without engine coupled and air brakes operative.
15. Between Lowell and Delta (freight yard) 3.26 miles west, trains and engines will be governed by NP Ry time-table and Special Instructions.
16. Interbay-main track is a single track between 700 ft. east of NP Ry crossing and 4000 ft. west of bridge 4, Ballard. Each end of this single track is equipped with a spring switch, normal position is for trains entering double track.
When an eastward movement is to be made from yard lead to main track, trainmen shall operate push button "R" at signal 4.8. If no conflicting movement is being made on main track and spring switch is in proper operating condition, signal 4.8 will indicate proceed after a time interval of three minutes. After push button "R" is operated a white light will be displayed if operation is effective.

Westward freight trains will enter yard at the connection from westward main track at east end of yard unless otherwise instructed by yardmaster. Trains or engines must stop east of signal 5.3 and not proceed until trainmen have lined switch to enter yard.

Interbay—Switch indicators consisting of single yellow light units (normally dark) and switch key controllers mounted on iron masts located at clearance points of roundhouse lead switch and at yard switch just north of Dravus Street Bridge must be operated by a member of the crew, who, together with the engineer, must observe and be governed by its indication before fouling or making a movement to the main track.

Interbay-Westward Dwarf Signal 5.5. of color light type located between Eastward and Westward main tracks East End Interbay Yard governing Westward train and engine movements is controlled from Interlocking Bridge No. 4, Ballard, Washington.

When train or engine is stopped by the Stop Indication of this signal, a member of the crew must operate push button located on cable post south side of Eastward track opposite the dwarf signal. This operation will inform Signalman on Bridge 4, and automatically clear signal 5.5 if there are no conflicting train movements.

17. SEATTLE, KING STREET PASSENGER STATION TUNNEL RULES.

1. King Street Passenger Station Tunnel Rules shall consist of Great Northern Interlocking Rules as set forth in the Consolidated Code of Operating Rules and General Instructions, supplemented by the following special instructions, and will govern train and engine movements between North Portal and South Portal.

2. A positive block is maintained in both directions between these stations. Trains and engines may make a forward or backward movement within these limits without flag protection, observing governing signal indications.

3. No train or engine will make a complete through movement between North Portal and South Portal against the current of traffic, or pass the governing home signal at the immediate entrance to the tunnel on either track displaying a "Stop" indication, except on the authority of a "Tunnel Card" properly completed by signalman in charge and OK'd by the Signalman at opposite station. When this governing home signal indicates "Stop", trains and engines, after stopping, must proceed at restricted speed to the next signal and be governed by its indication.

4. Tunnel Cards shall be used as required: Form 26 for train and engine movements from North Portal to South Portal, and Form 26-A for train and engine movements from South Portal to North Portal.

5. "Tunnel Card" does not dispense with the observance of or compliance with the indications of southward home signals at the South end of the tunnel governing entrance to the South Portal Interlocking or the northward home signals governing entrance to the North Portal Interlocking.

6. At South Portal, trains and engines may enter the tunnel on either track for short switching movements if required. If the governing home signal at the immediate entrance to the tunnel displays a Stop-indication, a Tunnel Card must first be secured, as prescribed by Rule 3.

7. Interlocking signal located at the north entrance of the tunnel, controlled from South Portal, and governing southward train and engine movements on the Southward track, displays indications in accordance with Great Northern Rules 601-A, 601-C and 601-D.

Green over Red (Rule 601-C) displayed indicates route through South Portal Interlocking to southward main track (Tunnel track 4) properly lined.

Special Indication "Yellow over Red" displayed indicates route through South Portal Interlocking to Southward main track (Tunnel Track 4) properly lined but that Track 4 southward from the Interlocking limits is occupied and every precaution

consistent with safety must be taken in emerging from the Tunnel to avoid accidents.

Red over Yellow (Rule 601-D) displayed indicates diverging route through South Portal Interlocking properly lined.

These indications repeat the indications of the dwarf signal of color light type located at the south exit of the tunnel, governing southward train and engine movements to Southward main track (Tunnel track 4) and other tracks of King Street Passenger Station. Emergencies may arise which may cause a change in the indications of this dwarf signal after southward train or engine has entered the tunnel and enginemen and trainmen must be on the alert to observe such change which will be indicated by the display of a yellow light at the special approach signal located in the tunnel about 1200 feet from the south exit.

8. The maximum permissible speeds between North Portal and South Portal for all trains and engines are: 20 MPH moving with the current of traffic, and 10 MPH moving against the current of traffic.

9. Operating directions are: "North" from south end of King Street Station through South Portal to North Portal, and "South" from North Portal through South Portal to south end of King Street Station.

10. Dwarf signal of color light type, located between northward and southward main tracks, south end of King Street Station governing northward train and engine movements on southward main track (Tunnel track 4) is controlled from South Portal Interlocking.

When Red is displayed, Great Northern Rule 601-A governs.

When Yellow is displayed, Great Northern Rule 601-E governs.

When a train or engine is stopped by the Stop-indication of this signal, Signalman must be informed of desire to make the northward movement on southward main track (Tunnel track 4) by four operations of the push button located on top of the signal.

18. Seattle, train, yard and engine movements between GN freight yard and 5th Avenue tracks will be made via NP and UP main track Oregon Street connection and their time-tables and Special Instructions will govern.

19. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward,

Between MP 1779 and MP 1780 approximately 2 miles west of Snohomish.

Eastward,

Between MP 11 and MP 12 approximately 4 miles east of Ballard.

Between MP 1779 and MP 1780 approximately 2 miles west of Snohomish.

20. CROSSOVERS ON DOUBLE TRACK.

Facing Point.

MP 7.86 just east of Ballard.

MP 28.5 front of depot Mukilteo.

MP 15, Standard Oil spur ¼ mile east of Richmond Beach.

Trailing Point.

MP 14.5, ¼ mile west of Richmond Beach.

MP 17.92 just east of Edmonds.

MP 24.29 between Meadowdale and Mukilteo.

MP 29.21 at Mukilteo.

MP 31.33, 1 mile west of Everett Jct.

MP 30.6, 1½ miles west of Everett Jct.

21. SPRING SWITCHES WITH FACING POINT LOCK.

Wenatchee Olds crossover (Connection to W-O Line) east and west crossover switches.

Cashmereeast and west siding switch.

Leavenwortheast and west siding switch.

Wintoneast and west siding switch.

Merritteast and west siding switch.

Skykomisheast and west siding switch.

Baringeast and west siding switch.

Gold Bareast and west siding switch.

Monroeeast and west siding switch.

Snohomisheast and west siding switch.

Interbayyard lead switch near 23rd Avenue overhead bridge.

Normal position is for main track.

Interbayeast end double track.

Normal position is for eastward main track.

Interbaywest end double track.

Normal position is for westward main track.

Berne.....West siding switch.

Normal position is for siding.

East siding switch.

Normal position is for main track.

22. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Item 23, All Subdivisions, will govern use of these indicators, except at Berne and Scenic which are governed by item 23:

Westward,

On cable post 300 ft. east of MP 7 near Ballard.

On cable post approximately 1100 ft. east of MP 1774.

1½ miles East of Snohomish.

On Post MP 1663.99 approximately 3100 ft. west of Signals 1662.7 and 1662.8 about 2½ miles east of Dryden.

On signal 1696.3 approximately 3½ miles west of Merritt.

On Iron masts at Turntable Switch—Berne.

On Tunnel Wall 1728 ft. west of East Portal Tunnel 15—Berne.

On Trolley Pole 1723.36, 2550 ft. east of Bridge 406.

On signal 1725.5, 2900 ft. east of Bridge 412.

On cable post approximately 4 miles west of Baring.

On cable post just east of Index.

Eastward,

On cable post 250 ft. west of MP 6 near Ballard.

On cable post approximately 100 ft. west of Snohomish Junction switch.

On cable post approximately 2½ miles east of Index.

On signal 1742.0 approximately 2 miles west of Baring.

On Trolley Pole 1728.66, 2100 ft. west of Bridge 418.

On signal 1725.20, 2150 ft. west of Bridge 408.

On Tunnel Wall 1616 ft. east of West Portal Tunnel 15—Scenic.

On Tunnel Wall 4916 ft. east of West Portal Tunnel 15—Scenic.

On cable post approximately 1 mile east of Berne.

On signal 1693.2 just west of Merritt.

On Mast at Signal 1667.0 approximately one mile west of Dryden.

23. Berne and Scenic-Dragging Equipment Detectors located as indicated in Item 22 were installed for the purpose of inspection of freight trains entering tunnel either eastward or westward. In order to do this, swing brakeman will be required to ride on head end of Eastward train out of Skykomish and get off at the depot, Scenic, and engineer will pull by slowly so he can look over entire train. If anything is found wrong he can open the light control switch located in depot and engineer will stop the train and not move until he gets proper signal from the train man.

Westward movements, swing brakeman will arrange to ride head end of train out of Merritt, get off at depot Berne, and inspect train as it pulls by slowly. The light control switch, located in depot, can be opened and train stopped at the signals.

Special Red slide fence light is placed 40 feet from the West Portal of Cascade tunnel, Scenic, to give indication for Westward trains when necessary. This signal will not show light unless there is slide-fence operation between West Portal of the tunnel and East siding switch.

If this signal shows Red indication, trains must stop and not pass until they send flagman ahead to see whether or not main track is blocked by slide, and make report promptly of the condition.

24. MANUAL INTERLOCKINGS.

Ballard, Br. 4.....Salmon Bay drawbridge.
North Portal-South Portal.....King Street tunnel and terminal tracks.

25. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Scenic East and west siding switch.
 Everett—Pacific Ave. West siding switch.
 Everett Jct. End of double track and Junction
 with 3rd Subdivision.

Interbay—East Roundhouse Lead Switch.

Scenic, switches electrically controlled by operator at depot.

Eastward home signals at east switch equipped with Red Marker Disc and "Positive Block" sign, Item 12 of this Subdivision governs in addition to Interlocking Rules.

Home signal governing eastward movements on main track at east siding switch is located to left of main track.

Home signal governing westward movements from siding to main track at west siding switch is located to left of siding. Everett, interlocking electrically controlled by operator at depot. The Home Signal Limits (Rule 605) of this interlocking extend from westward home signal for west siding switch at Pacific Ave. to Eastward home signals for end of double track and junction switches Everett Jct.

Trains and engines receiving a proceed indication of home signal governing entrance to these "Home Signal Limits" at either Pacific Ave. or Everett Jct. may proceed, regardless of class, in accordance with Rule 605. A Positive Block is maintained in both directions within the "Home Signal Limits" and Rule 670 does not apply.

Trains and engines may make forward or backward movements within these home signal limits without flag protection, observing all governing signal indications. When stopped by a Stop-indication of the governing home signal at entrance to home signal limits at either Pacific Ave. or Everett Jct., trains and engines may proceed only when a change in the governing home signal indication permits or when authorized by train order.

26. AUTOMATIC INTERLOCKINGS.

Interbay NP Ry crossing.
 Berne East & west siding switches.
 Siding must be used by eastward trains only unless otherwise authorized by train order.

27. INSTRUCTIONS GOVERNING OPERATION OF TRAINS SKYKOMISH TO WENATCHEE.

When helper engine is operated on freight trains, conductors must see that helper engine is cut into train so that not more than rated tonnage of the helper engine will be trailing. When train does not have full tonnage for all of the engines, tonnage in the train must be prorated between the train engine and the helper engine.

When necessary to make a backup movement on ascending mountain grade sufficient hand brakes must be set on rear end to hold up the slack; then when ready to proceed ahead, hand brakes must be released starting from the rear car first and working toward the head end of train so the slack will run out gradually and avoid break-in-two.

Diesel engines operated on freight trains thru Cascade tunnel will be governed as follows:
 Hot engine alarms are set at 195 degrees and should the hot engine alarm sound, isolate the unit if temperature exceeds 205 degrees. Place the unit back on the line after water temperature is reduced to normal and check has been made of water level in engine cooling water tanks. Should the water level fall below minimum level shut engine down.

If, for any reason, eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on telephone located in each bay of the tunnel and have a thoro understanding with entire crew whether train

will be backed out of tunnel or doubled out to Berne. If backed out to Scenic, train must be stopped before passing east siding switch and not back down main track unless protected by train order or flagman, or backing in siding, it must be known siding is clear. In making these moves definite understanding must be had with all members of the crew as to what is to be done to avoid accident.

Crew of eastward or westward trains stopped in Cascade tunnel must communicate by telephone, located in each bay of tunnel, with operator at Scenic to have tunnel ventilating fans operating and tunnel closure door at Berne closed during time train is standing.

Should a passenger train, irrespective of the type of power being used, be stopped in tunnel, air conditioned cars within the tunnel must immediately have the air conditioning system, including ice engine and engine generator, shut off, fresh air intake shutter closed, and blower fans shut off.

Should a diesel-powered train be stopped with the engine in a tunnel, and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Power plants and steam generators on diesel engines and heater cars should be shut down.

In the event ventilating door, Cascade tunnel, is closed, denying movement, crew must first contact Scenic operator who will take proper action. A hand-hoist at the East portal is provided for hand operation of the door in event of power failure. In any event be guided by instructions of Scenic operator who has remote control of door operation. Further, see instructions relative to operation of hand hoist mounted adjacent to tunnel door.

Eastbound freight train enginemen handling helper engines thru Cascade tunnel will operate in throttle 8 position and head engineer will control speed of train. Helper engine will reduce to throttle 6 at Bay 4.

28. Skykomish, Spring switch indicator located at clearance point of east switch of extension to eastward siding is connected with a repeat indicator at crossover near signal 1731.4. These indicators govern train and engine movements through spring switch at east end of siding extension.

This repeat indicator must not be operated, except when train rights and operating rules permit movement through eastward siding extension without stopping at clearance point of east switch. A yellow light displayed on repeat indicator does not authorize movement beyond switch indicator at clearance point of east switch which indicator must also display yellow light for continuous movement.

THIRD SUBDIVISION

(Vancouver Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Everett Jct. and Samish.....	79 MPH	50 MPH
Samish and Bellingham	40 MPH	30 MPH
Bellingham and Blaine	70 MPH	50 MPH
Blaine and Fraser River Bridge	65 MPH	50 MPH
Fraser River Bridge and Vancouver	55 MPH	50 MPH

2. SPEED RESTRICTIONS.

Everett, over street crossings.....	25 MPH
South Bellingham, NP Ry. Crossing	10 MPH
Bellingham, over street crossings	10 MPH
Bellingham, over CMStP&P RR Crossings	10 MPH
New Westminster, Fraser River Bridge	6 MPH
North Wye Switch, Fraser River Bridge	4 MPH
Over Front and Columbia St. Crossings.....	10 MPH
Vancouver, Burrard Inlet, CPR Crossing, Powell St.....	8 MPH
Vancouver Jct., through turn-out when entering or leaving CNR Passenger Station lead	10 MPH

3. ENGINE RESTRICTIONS.

Engines must not enter train shed of Continental Can Co.—Endot.

4. TRAIN REGISTER EXCEPTIONS.

Vancouver, Vancouver Jct. C.N. Jct., trains arriving will register in G. N. train order office at Vancouver.
New Westminster, all trains register by ticket.
Burlington, register for Sixth Subdivision only.
Delta, register only for trains originating and terminating.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Everett Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

6. RESTRICTED CLEARANCES.

The following overhead wires crossing our track do not have standard clearance of 27 ft. from top of rail:

Delta, south wye switch	25'
Marysville, industry track	23'
Stanwood, house track and industry track.....	24'
Fir, English Lumber Co. spur 1.3 mile south.....	25'
Mt. Vernon, Union Oil Co. spur	25' 10"
Burlington, Carnation Milk Co. spur	25' 6"
Vancouver, Hastings St. viaduct	20' 2"

High voltage electric wires on Powell St. in Vancouver, B. C., will not clear man on top of cars. Train and engine men must keep off top of cars and engines while passing under these wires except in emergency and then use extreme caution. Clearance from top of rail as follows:

Powell St.—Vancouver, B. C. BI Line.....	20' 5"
Main St., Vancouver, B. C.	19' 6"

New Westminster, retaining wall Front Street crossing in front of penitentiary will not clear man on side of car or engine.

- Delta (freight Yard) located 1.08 miles south of Delta Jct. is provided with: Standard Clock, Bulletins, Train Register, Water, Oil, Wye, Track Scale, Turntable.
- Delta, private road crossing near yard office must be protected as prescribed by Rule 103.
- Mt. Vernon, to assist in protection required by Rule 103 when switching or engine movements are made over the industry track at the Pacific Highway crossing North Mt. Vernon Washington, switch key controllers are mounted on iron posts at the North and South side of the highway at the industry track crossing.
- Bellingham, northward freight trains leave train south of Pine Street near old Bloedel-Donovan Mill site, bring their set-out to yard and move pick-up back to train. Southward freight trains leave train north of "F" Street crossing. When necessary to take siding at Bellingham, crossing at "C" and "F" Street will have to be cut. Under no circumstances will any crossing be blocked for more than five minutes.

- Blaine-White Rock, trains will not pass International Border without permission of Customs and Immigration Inspectors.

- White Rock, between 2 miles south of Ocean Park, from May 15 to September 15, engineers will sound engine whistle frequently and bell must be rung continuously.

- Still Creek, northward trains having wait or meet orders to fulfill at this point, or when governing home signal indicates "stop", train will stand south of Renfrew Street Crossing until through movement can be made to clear Grandview Highway, 13th Avenue to avoid circuit operating signals at this crossing.

To assist in providing protection required by Rule 103 when switching over Rupert Street crossing on the industry track approximately 1200 ft. north of MP 153, operate the key controller stencilled Southbound mounted on the instrument case at the crossing.

- Ardley, Southward trains which are to switch Vancouver Steel Company spur trainman must operate switch key controller (located on iron mast at south switch of crossover) to clear crossing signals for traffic on Douglas Ave. Engines and employes must not go beyond the gantry crane due to the possibility of scrap falling from the magnet-equipped crane working over this spur beyond the location of the crane.

- Between Endot and Still Creek

Sperling Avenue Highway
Willingdon Ave.
Rupert St. Crossing
Renfrew St. Crossing
Sapperton, Brunette Street Crossing
White Rock, Street Crossing south of depot.
Bellingham Highway 3 miles north.
Burlington, Fairhaven Ave.
Marysville, 4th St. Crossing.
Everett, 23rd St. Crossing

The above crossings are protected by signals equipped with switch key controllers. Trains or engines within circuit may clear signals for highway traffic by inserting switch key in controller and turning as directed by instructions posted in the box. Crossing signals must be restored to normal operating condition before leaving.

- Vancouver, Canadian National Railway operate jointly with GN Ry over Great Northern tracks between Water Front and connection with GN main track north of the roundhouse; also between north leg of wye from main track switch and connection with Canadian National Railway in the Great Northern South Yard, all of which is located within yard limits of Vancouver. Telephones for City and train dispatcher are located in booth near Great Northern main track connection. There is also a City Telephone and train register in yard office near G.N. Dock. Movements in both directions over the Burrard Inlet Line must be recorded in train register. Before movement is made over Burrard Inlet line in either direction, yard foreman or engineer will communicate with the yard office near G.N. Dock to ascertain if it is safe to proceed; air brakes must be cut in and operative on all engines and cars; the engine must be on the leading end of the cars at all times in making this movement.
Speed restrictions:

8 MPH over Georgia, Kiefer, Pender and Cordova Streets.

10 MPH over Union Street on northward movements; southward movements must stop before passing over Union Street and a member of the crew must be on ground at crossing to protect traffic.

- The Board of Railway Commissioners for Canada, General Order 571, forbids the handling of freight cars in main line passenger trains.

18. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Northward, between MP 65 and 66 approximately 2 miles south of Mt. Vernon.

Southward, between MP 149 and MP 150 approximately 3 miles south of Still Creek.

between MP 65 and 66 approximately 2 miles south of Mt. Vernon.

19. CROSSOVERS ON DOUBLE TRACK.

Facing point.

Trailing point.

At MP 152.4—1.4 miles south of Still Creek.

Dominion Bridge Co. spur.

Ardley—2.5 miles south of Still Creek, at Vancouver Steel Co. Spur.

MP 147.8—1 mile north of Endot.

20. SPRING SWITCHES WITH FACING POINT LOCK.

Stanwood—North and South siding switch.

Mt. Vernon—South siding switch.

Bow—North and South siding switch.

Samish—North and South siding switch.

South Bellingham—North and South siding switch.

Normal position is for main track.

Endot—End of double track.

Normal position is for Northward main track.

Still Creek—End of double track.

Normal position is for Southward main track.

21. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Northward

On cable post 800 ft. north of MP 48 between English and Silvana.

On Cable Post 400 ft. north of MP 69 between Mt. Vernon and Burlington.

On Mast 1800 ft. North of MP 140—Fraser River Jct.

Southward

On Signal 71.1 about 200 ft. north of MP 71 between Burlington and Mt. Vernon.

On Signal 51.9 about 1200 ft. south of MP 52 between Silvana and Stanwood.

22. MANUAL INTERLOCKINGS.

Marysville, 1.25 miles south of.....drawbridge 11.
0.50 miles south of.....drawbridge 12.

New Westminster-Fraser River Jct.....drawbridge and junction
with CN and BCE Rys.

Following instructions will govern operation over Fraser River Bridge, New Westminster, B. C.:

Explosion of one torpedo indicates stop. No steam or electric locomotive, or train operated by steam, electricity, or other power, no hand or push car or speeder shall cross the bridge in either direction at speeds greater than 10 miles an hour on approaching Home Signals and move between Home Signals at speed not exceeding 6 miles an hour.

No train shall move forward against a stop signal (red indication or no indication) unless the engineman or motorman has been handed a clearance form provided by the Department of Public Works by the Bridge Superintendent or a person authorized by him to do so. No hand flag or lamp signal or verbal instructions are to be accepted as a clearance to cross the bridge.

23. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Delta Jct.Drawbridge 10 and NP Ry crossing.
These switches are electrically controlled by operator at Delta Jct.

Whistle signals for routes:

Main track	1 long.
From North to Delta Yard	1 long, 1 short.
From South to Delta Yard	2 long, 1 short.
From Delta Yard to North	2 long.
From Delta Yard to South	3 long, 1 short.
From NP Ry connection to North.....	1 long, 1 short, 1 long.
From North to NP Ry connection.....	1 long, 1 short, 2 long.

24. AUTOMATIC INTERLOCKINGS.

Still CreekEnd of double track.

Interlocking operates automatically for all movements except for southward train movements from single track to northward main track against the current of traffic which requires hand operation of spring switch. Northward trains on northward track have preference over northward trains on southward track. When a northward train on southward track is to move through the interlocking with a northward train standing at home signal on northward track, trainman shall operate switch-key controller which is fastened to instrument case on northward home signal. Further instructions posted in box on signal mast.

25. SEMI-AUTOMATIC INTERLOCKINGS.

New Westminster, 0.50 miles north

CPR crossing.....Crossover to Waterfront track.

New Westminster, 1 mile north.....

Fraser Mill Spur.

CPR crossing.

VancouverCPR crossing at Burrard Inlet.

New Westminster, crossover to water front track:

GN train or engine movements between main track and water front track over CPR crossing are governed by electric lock at main track switch. Both switches of crossover are lined by operation of main track switch. Instructions for their operation are posted in lock box locked with a switch lock.

New Westminster, Fraser Mill Spur CPR crossing:

Normal position of gates is stop for Great Northern.

GN train or engine movements over CPR crossing are governed by manually operated gates electrically locked. Instructions for their operation are posted in lock box locked with a switch lock.

Vancouver, CPR crossing at Burrard Inlet:

Normal position of gates is stop for Great Northern.

GN trains or engines shall stop clear of Powell Street until gates are opened and the way is clear for movement across CPR tracks to avoid blocking traffic on Powell Street. Wigwag type crossing signals governing traffic on Powell Street are manually controlled by handle of electric gate lock.

GN trains or engine movements over CPR crossing are governed by manually operated gates electrically locked. Instructions for their operation are posted in lock box locked with a switch lock located at gate adjacent to Powell Street.

26. RAILROAD CROSSINGS PROTECTED BY GATES.

BurlingtonSixth Subdivision crossing.
Normal position is for Third Subdivision.

South Bellingham, 1.14 miles north of.....NP Ry crossing.
Normal position is for Great Northern.

BellinghamCMST&P RR crossings.
1 at Army Street, 1 at Commercial Street, 2 at Pine Street.
Normal position is for Great Northern.

Vancouver, Main StreetBCE Ry crossing.
Normal position is stop for Great Northern.
Trains, engines or cars must not be moved over this crossing until a member of the crew is stationed at the crossing to protect traffic on Main Street.

27. SWITCH INDICATORS.

Vancouver, indicators are located near switches on each side of main track at the junction of the Burrard Inlet Line and Prior Yard, roundhouse lead and wye tracks about 800 ft. south of Vancouver Jct. First class trains must approach B. I. Line and roundhouse lead switches prepared to stop unless block signals governing movement over these switches indicate proceed and main track is seen to be clear. Yard and engine movements may be made in either direction across main track at this point on the time of delayed first class trains without flag protection provided yellow light is displayed in the indicator. First class trains will be considered delayed when they are more than ten minutes past due out of Vancouver, Vancouver Jct. or Still Creek.

CN Junction, Continental Can Co. siding north of Endot, Burlington, south switch No. 1 track, switch indicator consisting of a single yellow light (normally dark), and a switch-key controller mounted on an iron mast located at the clearance point. Before fouling main track or lining switch for train or engine movements to main track, a member of the crew must operate switch indicator and together with the engineer must observe and be governed by its indication. Further instructions posted in box.

- 28. Canadian Maintenance of Way flagging Rules 40 through 49 found on pages 216 through 220 in the Consolidated Code are in effect in Canada.**

FOURTH SUBDIVISION

(Oroville Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Wenatchee and Oroville	45 MPH	45 MPH
Oroville and Keremeos	25 MPH	25 MPH

- 2. Nighthawk-Keremeos, trains will not pass International Border without permission of Customs and Immigration Inspectors at Oroville.**

3. WRECKING DERRICK X-1740.

Wenatchee to Oroville—Max. Speed 20 MPH
Oroville to Keremeos—Prohibited.

FIFTH SUBDIVISION

(Mansfield Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	
Columbia River and Mansfield	20 MPH

- 2. Columbia River, normal position of junction switch is for siding on First Subdivision.**

3. WRECKING DERRICK X-1740.

Columbia River to Withrow—Max. Speed 15 MPH
Withrow to Mansfield—Prohibited.

SIXTH SUBDIVISION

(Anacortes Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	
Rockport and Anacortes	25 MPH

2. SPEED RESTRICTIONS.

Bridge 12, Whitney	10 MPH
Bridge 52, Concrete	5 MPH
Trains handling loaded log cars or high fuel racks.....	20 MPH

3. ENGINE RESTRICTIONS.

Concrete Bridge 52, multiple unit engines coupled together not permitted.

Engines not permitted on industry tracks at:

Anacortes, Puget Sound Mill & Lumber Co. log dump trestle.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Burlington, Sixth Subdivision trains must secure clearance.

5. MANUAL INTERLOCKINGS.

Whitney, one mile west of.....Drawbridge 12.

WATCH INSPECTORS

Button Jewelers, 4 S. Wenatchee Ave., Wenatchee.

Weisfield's, Inc., 414 Pike St., Seattle.

Peter Michael, 223 Pine St., Seattle.

Roy Davidson, Jeweler, 8524 Greenwood Ave., Seattle.

A. T. Crumpacker, Jeweler, 5325 Ballard Ave., Seattle.

Rainier Jewelers, 4852 Rainier Ave., Seattle.

Mierow's Inc., 1105 Broadway, Tacoma.

Benjamin F. Salewsky, Jeweler, Centralia.

Kenneth A. Wade, Jeweler, Burlington.

Erving H. Easton, Jeweler, 1308 Cornwall Ave., Bellingham.

Gifford's Jewellery, Ltd., 515 Columbia St., New Westminster,
B. C.

W. H. Grassie, Watchmaker & Jeweler, 566 Seymour St., Van-
couver, B. C.

Weisfield's, Inc., 530 S.W. Washington St., Portland.

McDonough's Jewelers, 2810 Colby, Everett, Wash.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
First Subdivision				Third Subdivision			
Fort Wright Military Spur...	0.68 miles west of Fort Wright	38	West	Clark & Buzza Spur.....	0.1 mile south of Still Creek..	2	South
Highland Rock Quarry.....	1.0 mile east of Highland.....	72	East	Woodward Stores.....	Off Clark Buzza.....	17	South
Geiger Field.....	9.3 miles east of Fairchild....	Yard	West	Overseas Commodity Spur...	0.1 mile south of Still Creek..	7	South
Fairchild Air Force Base....	At Fairchild-U. S. Depot Yard	.....	West	Golden Kist Spur.....	0.1 mile south of Still Creek, opens south off of Overseas Commodity Spur.....	2	.....
Air Base, Washington.....	2.2 miles east of Ephrata.....	Yard	East	Andrews & George Spur....	0.13 mile south of Still Creek.	2	North
Olson Spur.....	1.8 miles west of Ephrata....	22	Both	Dominion Construction Spur.	0.42 mile south of Still Creek.	24	South
Gravel Spur.....	3.0 miles west of Trinidad....	53	West	Dominion Bridge Co. Spur..	1.4 miles south of Still Creek.	65	South
Alcoa Spur.....	1.2 miles west of Rock Island 6,954 feet long and yard....	.....	West	Kraft Foods.....	opens south off Dominion Construction Co. spur.....	9	.....
Northwest Wholesale, Inc....	2.2 miles east of Appleyard...	10	West	H. S. Heinz.....		5	.....
Second Subdivision				Fourth Subdivision			
Old Leavenworth.....	0.53 mile east of Leavenworth.	67	East	British Ropes.....		14	.....
Everett Pulp & Paper.....	2.6 miles east of Merritt.....	16	East	RCA Victor.....	open north off switching lead .44 miles south of Still Creek.....	22	.....
Northwestern Portland Cement Co.....	2.4 miles east of Merritt.....	40	Both	Dominion Tar & Chemical Co.		5	.....
Halford Rock Spurs.....	1.57 miles west of Baring.....	50	West	W. H. Malkin Co.....		27	.....
Manufacturers Mineral Spur.	1.0 mile west of Index.....	8	West	Geo. Weston Co.....		14	.....
Startup Spur.....	2.0 miles west of Gold Bar....	22	West	Overweighta Ltd.....			
Fryelands Industry.....	1.9 miles west of Monroe.....	18	Both	Vancouver Steel Co., Ltd....	2.3 miles south of Still Creek on northward track.....	9	South
Robinson Lettuce Spur.....	2.0 miles west of Monroe.....	56	East	Continental Can Co. Spur...	0.8 mile north of Endot.....	55	Both
McKinnon Spur.....	2.48 miles west of Monroe....	4	East	Brownsville Connection to C. N. Ry.....	1.4 miles south of Frazer River Jct.....	.....	North
M. P. 31.....	1.83 miles west of Everett....	76	Both	B. C. Peat Products Industry	0.83 mile north of Townsend..	12	Both
Standard Oil & Shell Co's Trks.	0.9 mile east of Richmond Beach	90	Both	Industrial Peat Co., Ltd....	1.2 miles south of Townsend..	29	Both
Storage Yard-Pit Tracks....	0.03 mile west of depot Rich- mond Beach.....	97	Both	Olympic Portland Cement Co. Spur.....	2.0 miles south of Ferndale... 7.0 miles south of So. Belling- ham.....	27	North

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.3	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.2
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.7	1	45	34.3
	55	65.5	1	50	32.7
	56	64.3	1	55	31.3
	57	63.2	2	—	30.0
	58	62.1	2	10	27.7
	59	61.0	2	20	25.7
	—	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.1	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.3	4	—	15.0
1	5	55.4	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.8
1	8	52.9	8	—	7.5
1	9	52.2	9	—	6.7
1	10	51.4	10	—	6.0

Luttin Spur.....	1.81 miles north of Cawston..	4	North
Dwinnell Industry.....	1.3 miles south of Cordell...	20	Both
Larabee Industry.....	0.8 mile north of Ellisforde..	10	Both
Thornton Spur.....	3.48 miles north of Tonasket..	9	Both
Tunk Creek Spur.....	1.04 miles south of Barker....	10	Both
Constructors Track.....	0.64 mile north of Chief Joseph	97	Both
Gunther, Shirley & Lane Spur	0.5 mile south of Chief Joseph	11	South
Foster Schultz Spur.....	5.1 miles north of Entiat.....	6	South
Springland Orchard Spur...	1.7 miles south of Wagnersburg	3	South
Olds Pit.....	2.13 miles north of Olds.....	60	Both
Welch Spur (Friday Pack Co.)	1.6 miles north of Olds.....	13	North
Wenatchee Gas Co.....	1.8 miles north of Olds.....	4	North
Sixth Subdivision			
Mountview.....	3.7 miles west of Rockport...	16	Both
Puget Sound Saw Mill Co. Trackage.....	6.7 miles west of Rockport...	48	Both
Van Horn Spur.....	6.9 miles west of Rockport...	5	East

