

### COMPANY SURGEONS.

Dr. Roscoe C. Webb, Chief Surgeon.  
Office phone Main 7508, House Colfax 4101;  
1849 Medical Arts Bldg., 9th St. and Nicollet ave.,  
Minneapolis, Minn.

Dr. H. M. N. Wynne,  
Assistant Chief Surgeon .....Minneapolis, Minn.

Dr. H. E. Wheeler,  
Assistant Division Surgeon .....Spokane, Wash.

Dr. A. E. Gerhardt,  
Assistant Division Surgeon .....Wenatchee, Wash.

Dr. H. J. Knott,  
Division Surgeon, Cobb Bldg. ....Seattle, Wash.

Dr. L. S. Trask,  
Assistant Division Surgeon .....Everett, Wash.

Dr. R. W. Perry, Ophthalmic Surgeon.....Seattle, Wash.

Dr. H. T. Rhoads, Ophthalmic Surgeon.....Everett, Wash.

Dr. Frederick A. Kiehle, Ophthalmic Surgeon.....Portland, Ore.

Dr. Carroll Smith, Ophthalmic Surgeon.....Spokane, Wash.

### LOCAL SURGEONS.

Dr. C. R. McKinley.....Brewster	Dr. Lawrence Mattison
Dr. W. H. Gray.....Colville	.....Interbay
Dr. C. M. Kingston	Dr. Henry Bell.....Centralia
.....Grand Forks	Dr. H. L. Hopkins
Dr. L. F. Wagner.....Harrington	.....Leavenworth
Dr. J. Farrow.....Hillyard	Dr. Minard Allison.....Monroe
Dr. E. E. Efnor.....Oroville	Dr. D. A. Clark
Dr. Samuel G. Brooks	.....New Westminster
.....Anacortes	Dr. T. M. Joyce.....Portland
Dr. W. D. Kirkpatrick	Dr. G. N. Pease.....Portland
.....Bellingham	Dr. Ralph M. Dodson
Dr. M. A. Keyes.....Blaine	.....Portland
Dr. H. E. Cleveland	Dr. James A. LaGasa.....Tacoma
.....Burlington	Dr. R. D. Wiswall
Dr. V. Stanley Todd	.....Vancouver, Wash.
.....Cashmere	Dr. Geo. H. Clement
Dr. Roy F. West.....Seattle	.....Vancouver, B. C.
	Dr. H. H. MacKenzie
	.....Nelson, B. C.

G. E. Wellein, Chief Dispatcher, Seattle.  
E. A. Leahy, Chief Dispatcher, Spokane.  
J. T. Fransen, Trainmaster.  
J. M. Budd, Trainmaster.  
F. V. Percival, Trainmaster.  
I. E. Clary, Trainmaster.  
C. A. Manthe, Superintendent Terminals.

Scanned from the Dean Ogle Collection



# SPOKANE DIVISION

# TIME TABLE 50

Effective 12:01 A. M. Pacific Time

Sunday, April 23, 1939.

J. L. CLOSE, SuperIntendent.

R. A. McCANDLESS, General Manager.

J. B. SMITH,  
General SuperIntendent Transportation.



FIRST SUBDIVISION

EASTWARD 3

Time Table No. 50

Effective April 23, 1939.

FIRST CLASS

SECOND CLASS

THIRD CLASS

STATIONS	Distance from Wenatchee	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
		2	28	46 S. P. & S. No. 2	256	6	432	402	694	382		
		Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Wed. Saturday	Tuesday Friday		
<b>HILLYARD</b> 3.68 <b>U. P. R. R. Jct.</b>	179.25	A 8.13Am	A 12.15Pm		A 8.30Am	A 5.55Pm	A 12.01Am		A 3.59Pm		BRKDNP WOIK	
	175.57	8.05	12.06		8.20	5.25	11.25		3.40		DNPIM	
<b>SPOKANE</b> 1.17 2.74 <b>FORT WRIGHT</b> 6.36 <b>HIGHLAND</b> 3.26 <b>LYONS</b> 5.39 <b>GALENA</b>	174.40	L 8.00 A 7.30	L 12.01Pm A 8.20Am	A 7.00Am	L 8.15Am	A 6.30Pm	5.15	11.05	s 3.20		RKDNP BWV	
	171.66	7.22	8.12	L 6.53Am		f 6.22	5.05	10.55	s 3.10		IDNPYX	
	165.30	7.10	8.00			f 6.10	4.43	10.40	f 2.55		P	
	162.04	7.04	7.54			f 6.04	4.32	10.23	f 2.45		P	
	156.65	6.57	7.47			f 5.55	4.20	10.05	s 2.30		P	
<b>ESPANOLA</b> 4.09 6.44 <b>WAUKON</b> 5.72 <b>EDWALL</b> 3.70 <b>CANBY</b> 5.80 <b>BLUESTEM</b>	152.56	6.51	7.41			f 5.49	4.10	9.50	s 2.10		P	
	146.07	6.44	7.34			f 5.39	3.55	9.30	s 1.55		P	
	140.35	6.37	7.27			s 5.30	3.45	9.15	s 1.40		DPW	
	136.65					f 5.23					P	
	131.15	6.23	7.13			f 5.16	3.15	8.45	s 1.10		INP	
<b>HARRINGTON</b> 7.41 6.72 <b>MOHLER</b> 3.71 <b>DOWNS</b> 4.46 <b>LAMONA</b> 5.58 <b>NEMO</b>	123.74	6.11	7.01			s 5.06	2.45	8.15	s 12.30		DPW	
	117.02	6.02	6.52			f 4.56	2.20	7.45	s 12.05Pm		P	
	113.31	5.56	6.46			f 4.50	2.00	7.25	s 11.50		P	
	108.85	5.48	6.38			f 4.43	1.40	7.10	s 11.40		INPW	
	103.20	5.40	6.30			f 4.35	1.10	6.40	s 11.20		P	
<b>ODESSA</b> 4.85 4.58 <b>SEWARD</b> 4.33 <b>IRBY</b> 7.47 <b>MARLIN</b> 6.62 <b>WILSON CREEK</b>	93.42	5.32	6.22			s 4.28	12.45	6.10	s 11.05		DP	
	93.84	5.26	6.16			f 4.19	12.30	5.55	s 10.45		P	
	89.51	5.20	6.10			f 4.12	12.15	5.40	s 10.34		PW	
	82.04	5.11	5.59			s 4.02	12.05Pm	5.20	s 10.05		P	
	75.42	5.02	5.50			s 3.51	11.50	5.00	s 9.40		DNPW YXO	
<b>STRATFORD</b> 7.82 5.32 <b>ADRIAN</b> 4.60 <b>SOAP LAKE</b> 5.40 <b>EPHRATA</b> 5.15 <b>NAYLOR</b>	67.60	4.52	5.40			f 3.38	11.04	4.10	s 9.05		P	
	62.28	4.45	5.33			f 3.31	10.54	3.59	s 8.45		P	
	57.68					s 3.23			s 8.30		DP	
	52.28	4.34	s 5.21			s 3.14	10.30	3.35	s 8.20		DNPW	
	47.13	4.24	5.11			f 3.04	10.20	3.25	s 7.50		P	
<b>WINCHESTER</b> 5.07 6.14 <b>QUINCY</b> 5.13 <b>CRATER</b> 5.60 <b>TRINIDAD</b> 5.28 <b>VULCAN</b>	42.06	4.18	5.05			f 2.56	10.10	3.15	s 7.40		P	
	35.92	4.11	4.58			s 2.46	9.55	3.00	s 7.25		DPW	
	30.79	4.03	4.50			f 2.37	9.35	2.37	s 6.50		P	
	25.19	3.51	4.37			s 2.28	9.10	2.10	s 6.40		PW	
	19.91	3.41	4.27			f 2.19	8.50	1.50	s 6.31		P	
<b>COLUMBIA RIVER</b> 4.03 3.45 <b>ROCK ISLAND</b> 5.52 <b>MALAGA</b> 4.74 <b>APPLEYARD</b> 2.17 <b>WENATCHEE</b>	15.88	3.34	4.21			f 2.12	8.40	1.40	s 6.24	A 8.15Am	JNPW	
	12.43	3.27	4.16			s 2.04	8.30	1.30	s 6.18	s 8.05	P	
	6.91	3.17	4.07			f 1.54	8.15	1.15	s 6.08	s 7.50	P	
	2.17	3.10	4.00			s 1.45	L 8.00Am	L 1.00Pm	L 6.00Am	7.35	BRKDNP TWOX RKDNP WXBV	
	00.0	L 3.05Am	L 3.55Am			L 1.40Pm			L 7.30Am			
Time Over Subdivision		5.08	8.20	.07	.15	4.50	9.55	11.01	9.59	.45		
Average Speed Per Hour		34.91	21.51	28.00	19.39	36.84	17.85	16.07	17.72	21.17		

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

DOUBLE TRACK

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

Special Rules, Page 11.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS					Distance from Wenatchee	Time Table No. 50		Telegraph Calls		
	Siding	Other Trains	403	401	711	27	355	359	5	1		Effective April 23, 1939.	STATIONS			
			C. M. St. P. & P. 591	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily					Daily	
1648	Yard	1085		L 1.35pm					L 11.00pm			L 1.05pm	L 2.30am	0.00	..... WENATCHEE .....	WC
1655	75	47		1.50					11.14			f 1.21	2.45	7.38	7.38 MONITOR .....	MR
1659	94	213		2.00					11.22			s 1.30	2.53	11.00	3.62 CASHMERE .....	OM
1664	64	35		2.10					11.31			s 1.39	3.02	15.65	4.65 DRYDEN .....	DN
1667	0	236		2.20					11.37			s 1.45	3.08	18.77	3.12 PESHASTIN .....	PN
1671	112	18		2.35					11.43			s 1.52	3.17	22.05	3.28 LEAVENWORTH .....	CH
1676	25	0		2.50					11.54			f 2.03	3.28	27.90	5.85 CHUMSTICK .....	
1684	109	14		3.10					12.12am			f 2.16	3.46	35.60	7.70 WINTON .....	
1691	100	41		3.28					12.25			f 2.27	3.59	42.15	6.55 MERRITT .....	
1699	100	87		3.53					12.42			f 2.42	4.18	49.18	7.03 BERNE .....	BR
1716	135	16		4.23					1.02			f 3.02	4.38	58.16	8.08 SCENIC .....	MA
1723	60	10		4.45					1.18			f 3.19	4.53	66.00	7.84 TONGA .....	
1728	E-99 W-99	271		5.30					1.50			s 3.40	5.15	70.96	4.96 SKYKOMISH .....	KY
1732	59	68		5.40					1.58			f 3.47	5.23	74.77	3.81 GROTTO .....	GO
1737	68	62		5.52					2.07			f 3.56	5.32	79.91	5.14 HALFORD .....	
1742	58	14		6.07					2.17			s 4.06	5.44	85.24	5.33 INDEX .....	NX
1747	101	53		6.22					2.27			f 4.15	5.55	90.14	4.90 REITER .....	
1751	149	980		6.35					2.35			s 4.24	6.03	94.51	4.37 GOLD BAR .....	GB
1757	59	41		6.46					2.46			s 4.33	6.11	99.91	5.40 SULTAN .....	
				7.00					2.59			s 4.48	6.22	107.10	7.19 MONROE JUNCTION .....	
1764	85	127	L 12:40am	7.01					3.00			s 4.49	6.23	107.37	0.27 MONROE .....	RO
1771	99	136		1.00	7.20				3.13			s 5.02	6.35	114.37	7.00 SNOHOMISH .....	SH
				1.02	7.22				3.14			s 5.03	6.36	115.01	0.66 SNOHOMISH JCT. ....	
				1:18	7.59				3.21			s 5.09	6.42	119.94	4.93 N. P. JUNCTION .....	
1777		112		1:19	8.00				3.22			s 5.10	6.43	120.19	0.25 LOWELL .....	W
	Contin- uous		A 1:20am	8.01					3.23			s 5.11	6.44	120.20	0.01 LOWELL JUNCTION .....	
		104		8.05					3.27			s 5.14	6.47	121.81	1.61 PACIFIC AVENUE .....	D
1779	0	8		8.10					3.50			s 5.25	6.55	122.86	1.05 EVERETT .....	
1780		4		8.15	L 7.45pm				3.53	L 10.07pm	L 11.57am	s 5.27	6.57	123.67	0.81 EVERETT JUNCTION .....	JN
1784	0	84		8.26	7.55				4.02	10.12	12.02pm	f 5.34	7.03	127.42	3.75 MUKILTEO .....	
1793				8.55	8.10				4.14	10.21	12.11	s 5.45	7.14	134.56	7.14 MEADOWDALE .....	
1795	0	107		9.09	8.20				4.20	10.27	12.16	f 5.52	7.21	138.27	3.77 EDMONDS .....	DR
1796	0	79		9.20	8.30				4.25	10.32	12.20	s 5.58	7.26	141.37	3.10 RICHMOND BEACH .....	R
1807	0	190		9.50	8.45				4.40	10.42	12.30	s 6.11	7.40	149.23	7.86 BALLARD .....	
1808	Yard	1084		A 10.00pm	A 9.00pm				4.44	10.45	12.33	f 6.15	7.44	150.99	1.76 INTERBAY .....	RB
														151.97	0.98 N. P. RY. CROSSING .....	
														154.27	2.30 NORTH PORTAL TOWER .....	
														155.57	1.30 SOUTH PORTAL TOWER .....	
1813	Yard	589							A 5.00am	A 11.00pm	A 12.45pm	A 6.30pm	A 8.00am	155.67	0.10 SEATTLE .....	UD
				.40 18.09	8.25 17.39	1.15 25.60			6.00 25.94	.53 36.42	.48 40.00	5.25 28.72	5.30 28.31		Time Over Subdivision Average Speed Per Hour	

Westward trains are superior to eastward trains of the same class.  
Special Rules, Page 12.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 50

Effective April 23, 1939.

STATIONS	Distance from Seattle	FIRST CLASS						SECOND CLASS			SIGNS			
		360	6	298 N. P. 444	358	2	28	712	402	404 C. M. St. P. & P. 592				
		Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sat.	Daily	Daily Ex. Sun.				
WENATCHEE..... 7.38	155.67	A	1.35pm			A	3.00Am	A	3.45Am					RKDNW XPBJ
MONITOR..... 3.62	148.29	f	1.21				2.45		3.27					DP
CASHMERE..... 4.65	144.67	s	1.15				2.37	s	3.20					DNWXP
DRYDEN..... 3.12	140.02	s	1.07				2.28		3.02					DP
PESHASTIN..... 3.28	136.90	s	1.01				2.23		2.52					DP
LEAVENWORTH..... 5.85	133.62	s	12.55				2.15	s	2.45					DNP
CHUMSTICK..... 7.70	127.77	f	12.44				2.04		2.33					P
WINTON..... 6.55	120.07	f	12.34				1.50		2.23					P
MERRITT..... 7.03	118.52	f	12.23				1.37		2.10					WYP
BERNE..... 8.98	106.49	f	12.10pm				1.23		1.57					NP
SCENIC..... 7.84	97.51	f	11.49				1.02		1.36					DNP
TONGA..... 4.96	89.67		11.28				12.41		1.18					P
SKYKOMISH..... 3.81	84.71	s	11.17				12.31	s	1.05					RKDNW BOXYP
GROTTO..... 5.14	80.90	f	10.57				12.15		12.47					DP
HALFORD..... 5.33	75.76	f	10.49				12.08Am		12.40					WP
INDEX..... 4.90	70.43	s	10.38				11.59		12.30					DP
REITER..... 4.37	65.53	f	10.27				11.51		12.22					P
GOLD BAR..... 5.40	61.16	s	10.22				11.44		12.15					NWYP
SULTAN..... 7.19	55.76	s	10.14				11.37		12.07Am					P
MONROE JUNCTION..... 0.27	48.57		10.02				11.28		11.58					2.06
MONROE..... 7.00	48.30	s	10.01				11.27	s	11.57					2.05
SNOHOMISH..... 0.64	41.30	s	9.46	A	4.18pm		11.19	s	11.43					7.20
SNOHOMISH JCT..... 4.93	40.66		9.45		4.17		11.18		11.42					1.44
N. P. JUNCTION..... 0.25	35.73		9.40	L	4.06pm		11.12		11.36					1.31
LOWELL..... 0.01	35.48		9.39				11.11		11.35					1.30
LOWELL JUNCTION..... 1.61	35.47		9.38				11.10		11.34					1.29
PACIFIC AVENUE..... 1.05	33.86		9.36				11.08		11.32					1.05
EVERETT..... .81	32.81	s	9.33				11.05	s	11.30					1.03
EVERETT JUNCTION..... 3.75	32.00	A	9.05Am			A	6.30pm		11.01		10.00Am			1.00
MUKILTEO..... 7.14	28.25	f	9.20				6.24		10.57		9.49			12.53
MEADOWDALE..... 3.71	21.11	f	9.08				6.15		10.48		9.33			12.37
EDMONDS..... 3.10	17.40	f	9.03				6.10		10.44		9.25			12.30
RICHMOND BEACH..... 7.86	14.30	f	8.55				6.05		10.40		9.12			12.21
BALLARD..... 1.76	6.44	f	8.45				5.55		10.30		8.55			12.06
INTERBAY..... 0.98	4.68	s	8.27				5.52		10.27		L 8.50Am	L 12.01Am		RKDNW BOXP
N. P. RY. CROSSING..... 2.30	3.70													I
NORTH PORTAL TOWER..... 1.30	1.40													I
SOUTH PORTAL TOWER..... 0.10	0.10													I
SEATTLE.....	0.00	L	8.15Am	L	8.30Am	L	5.40pm	L	10.15pm	L	10.30pm			RKDNXP B.
Time Over Subdivision			.50		.12		.50		4.45		5.15			1.10
Average Speed Per Hour			38.40		29.00		38.41		32.73		29.65			27.42
			5.05		30.95		30.95		16.20		17.10			17.10

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

Special Rules, Page 12.



THIRD SUBDIVISION

NORTHWARD 7

Time Table No. 50

Effective  
April 23, 1939

Distance from  
Everett Junction

FIRST CLASS

SECOND CLASS

THIRD CLASS

SIGNS

**102**  
C. N. 1

**360**

**358**

**712**

**738**  
C. N. 403

**736**  
C. N. 397

STATIONS

Daily

Daily

Daily

Daily  
Ex. Sat.

Daily

Wed.,  
Sat.

DOUBLE  
TRACK

AUTOMATIC BLOCK SIGNALS

VANCOUVER.....	122.38		A 1.45Pm	A 10.40Pm			A 8.30Pm					RKDNW BYXOP
0.71 VANCOUVER JUNCTION...	121.67	A	8.40Am	1.39	10.36					A 2.55Pm		XJ
0.54 C. N. JUNCTION.....	121.13		8.35	1.37	10.34		8.20	A 7.45Pm		2.50		X
1.48 STILL CREEK.....	119.65		8.31	1.33	10.32		8.15	7.30		2.46		XP
1.84 B. C. E. RY. CROSSING.	117.81											I
5.12 ENDOT.....	112.69		8.15	1.22	10.24		7.50	7.05		2.19		P
2.01 SAPPERTON.....	110.68		8.11	1.18	10.20		7.39	6.57		2.12		WYXP
1.36 NEW WESTMINSTER.....	109.32	L	8.08Am	s 1.15	s 10.17		7.25	L 6.52Pm		L 2.07Pm		RDINXP
0.48 FRASER RIVER JCT.....	108.84			1.07	10.07		7.15					IJ
10.49 COLEBROOK.....	98.35		f 12.54		9.54		6.53					P
3.69 CRESCENT.....	94.66		f 12.46	f 9.48			6.35					
5.03 WHITE ROCK.....	89.63		s 12.35	s 9.35			6.10					DNXP
2.68 INTERNATIONAL BOUNDARY	86.95											
0.45 BLAINE.....	86.50		s 12.20	s 9.20			4.50					DNWXP
7.58 CUSTER.....	78.92		s 12.03Pm	9.08			4.00					P
5.58 FERNDALE.....	73.34		s 11.53	9.01			3.45					DP
8.98 BELLINGHAM.....	64.36		s 11.38	s 8.50			3.00					KDNXWPB
0.23 C. M. St. P. & P. CROSSING.	64.13											
0.31 C. M. St. P. & P. CROSSING.	63.82											M
0.37 C. M. St. P. & P. CROSSING.	63.45											
0.06 C. M. St. P. & P. CROSSING.	63.39											
0.82 NOR. PAC. RY. CROSSING..	62.57											M
1.14 SOUTH BELLINGHAM.....	61.43		s 11.20	s 8.33			1.50					XP
3.92 SOCKEYE.....	57.51		11.12	8.23			1.35					P
5.96 SAMISH.....	51.55		11.00	8.10			1.20					WP
3.80 BOW.....	47.75		f 10.55	8.05			1.10					P
7.38 BURLINGTON.....	40.37		s 10.41	s 7.55			12.45					JRDNKZ BOWYXP
3.06 P. S. & C. RY. CROSSING.	37.31											I
0.91 MT. VERNON.....	36.40		s 10.25	s 7.44			12.02Pm					DNXP
5.33 FIR.....	31.07		f 10.05	7.25			11.40					P
1.34 ENGLISH LBR. Co. CROSSG.	29.73											I
5.76 STANWOOD.....	23.97		s 9.55	s 7.16			11.13					DP
5.67 SILVANA.....	18.40		f 9.45	7.07			10.55					WP
3.95 ENGLISH.....	14.45		f 9.40	7.02			10.45					P
3.77 KRUSE JUNCTION.....	10.88		9.35	6.57			10.35					PJ
3.41 MARYSVILLE.....	7.27		s 9.30	s 6.52			10.25					DP
2.56 DELTA JUNCTION.....	4.71		9.23	6.45			10.15					JDNIYXP
0.11 NOR. PAC. RY. CROSSING.	4.60											I
1.25 LONG SIDING.....	3.35		9.20	6.42			10.10					
2.54 EVERETT.....	0.81		s 9.15	s 6.37			10.03					P
0.81 EVERETT JUNCTION.....	0.00		L 9.05Am	L 6.30Pm			L 10.00Am					DNIXPJ
Time Over Subdivision			.32	4.40	4.10		10.30	.53		.48		
Average Speed Per Hour			23.15	26.22	29.37		11.65	13.37		15.44		

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

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## 8 SOUTHWARD

## FOURTH SUBDIVISION

## NORTHWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Princeton	Time Table No. 50			Distance from Wenaschee	SIGNS	FIRST CLASS		THIRD CLASS				
	Sidings	Other Tracks	397	697		253		Effective April 23, 1939					254		396	698			
			Tuesday and Friday.	Daily Ex. Sun.		Daily Ex. Sun.		STATIONS					Daily Ex. Sun.		Tuesday and Friday.	Daily Ex. Sat.			
SG 152	40	50					0.00	PRINCETON			OD	216.89	RDWYV						
<b>TRAINS BETWEEN K. V. JCT. AND PRINCETON BE GOVERNED BY K. V. RY. TIME TABLE AND RULES</b>																			
							0.25	K. V. JCT.				216.64	X						
SG 128	Yard	11	L	6.30Pm			23.91	HEDLEY				192.98				A	5.40Pm		
SG 123	0	10	f	6.50			28.33	BRADSHAW				188.56	W			f	5.20		
								6.30											
SG 117	0	15	f	7.15			34.63	ASHNOLA				182.26				f	4.55		
SG 110	38	38	s	7.45			41.59	KEREMEOS			K	175.30	D			s	4.25		
	0	10	f	8.15			45.49	CAWSTON				171.40				f	3.55		
SG 103	0	26	s	8.30			48.84	SIMILKAMEEN, B. C.				168.05				s	3.40		
SG 93	0	22	s	9.05			58.41	CHOPKA, WASH.				158.48	W			s	3.05		
								9.90											
SG 83	0	19	s	9.50			68.31	NIGHTHAWK				148.58				s	2.20		
SG 71	Yard	243	A	10.40PM			79.65	ORVILLE			VR	137.24	RKDWDY BXPXO	A	12.30PM	L	1.30PM		
WO 132	0	35					85.40	CORDELL				131.49			f	12.10PM			
WO 126	0	34					90.68	ELLISFORD				126.21			f	11.50			
WO 120	0	71	s	6.25			96.61	TONASKET			ON	120.28	DPW	s	11.32				
WO 115	0	34					101.44	JANIS				115.45			f	11.02			
								5.43											
WO 110	0	34					106.87	BARKER				110.02			f	10.47			
WO 105	0	36	s	6.59			112.16	RIVERSIDE				104.73	W		s	10.32			
WO 100	0	35					116.34	CHEROKEE				100.55			f	10.15			
WO 96	66	214					121.19	OMAK			MK	95.70	BDPXYO	s	10.04		A	7.00Am	
WO 92	55	92	s	6.35			125.39	OKANOGAN			KN	91.50	DPWX	s	9.40		s	6.20	
								4.93											
WO 87	0	34	f	6.50			130.32	CHILLOWIST				86.57			f	9.13		f	4.50
WO 83	0	36	f	7.05			134.25	MALOTT				82.64			f	9.05		f	4.00
WO 76	0	35	f	7.25			140.50	WAKEFIELD				76.39	W		f	8.50		f	3.10
WO 72	0	34	f	7.40			145.23	MONSE				71.66			f	8.40		f	2.15
WO 65	50	61	s	8.10			151.90	BREWSTER			BR	64.99	DPX	s	8.25		s	1.30	
								6.08											
WO 59	49	333	s	8.45			157.98	PATEROS			RO	58.91	DPWX	s	8.05		s	12.10Am	
WO 53	0	34	f	9.02			163.45	STARR				53.44			f	7.48		f	10.25
WO 50	0	34	f	9.15			167.11	AZWELL				49.78			f	7.41		f	10.00
WO 44	0	35	f	9.35			172.84	HUGO				44.05			f	7.29		s	9.35
WO 39	54	83	s	10.05			177.95	CHELAN			HN	38.94	DPWX	s	7.18		s	9.15	
								1.16											
	0	78	s	10.30			179.11	CHELAN FALLS				37.78			s	7.02		s	8.15
WO 32	0	40	f	10.50			184.96	STAYMAN				31.93			f	6.47		f	7.50
WO 26	0	43	f	11.15			190.88	WINESAP				26.01			f	6.34		f	7.20
WO 19	66	86	s	11.45			197.99	ENTIAT			NI	18.90	DPWX	s	6.20		s	6.50	
WO 14	0	39	f	12.10Am			203.29	WAGNERSBURG				13.60			f	5.59		f	6.00
								5.63											
WO 8	0	31	f	12.30			208.92	ZENA				7.97			f	5.48		f	5.40
WO 3	0	66	f	12.45			213.40	OLDS				3.49			f	5.38		f	5.20
1648	Yard	1085	A	1.00Am			216.89	WENATCHEE			WC	0.00	RKDNP BWJ	L	5.30Am		L	5.00Pm	
				4.10 12.98											7.00 19.60			4.10 12.98	14.00 6.81
Time Over Subdivision Average Speed Per Hour																			

Southward trains are superior to northward trains of the same class except No. 396 is superior to No. 397.

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## SOUTHWARD

## FIFTH SUBDIVISION

## NORTHWARD 9

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Nelson	Time Table No. 50			Telegraph Calls	Distance from Dean	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	703	701		255		Effective April 23, 1939.	STATIONS	256					702	704	
			Tu. Thur. and Sat.	Daily Ex. Mon.		Daily Ex. Sun.				Daily Ex. Sun.					Daily Ex. Sun.	Mo. Wed. and Fri.	
SA 186			L 6.00Am				0.00	NELSON	BC	186.13	RDNWP						A 4.00Pm
<b>TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES</b>																	
SA 181	0	0	s 6.30AM				5.45	TROUP JUNCTION		180.68	RYPV						s 3.30Pm
SA 176	0	27	s 6.55		L 1.00Pm		10.26	SOUTH NELSON		175.87	W	A 3.15Pm					s 3.05
SA 169	0	15	s 7.30		f 1.18		17.05	APEX		169.08		f 2.58					s 2.30
SA 166	0	15	s 7.45		s 1.27		20.38	HALL		165.75		f 2.53					s 2.10
SA 159	0	16	s 8.25		s 1.42		27.50	YMIR		158.63	W	s 2.38					s 1.42
SA 155	0	9	s 8.42		f 1.55		31.86	BOULDER MILL		154.27		f 2.28					s 12.55
SA 152	0	53	s 8.55		s 2.04		35.15	SALMO	SI	150.98	DN	s 2.20					s 12.40
SA 148	0	15	s 9.17		f 2.14		37.87	ERIE		148.26		f 2.14					s 12.20
SA 145	0	20	s 9.30		f 2.19		40.74	MEADOWS		145.39		s 2.08					s 12.08Pm
SA 142	7	0	s 9.40		f 2.27		44.82	PARKS		141.31		f 1.59					s 11.50
SA 136	0	15	s 9.55		f 2.37		50.42	FRUITVALE		135.71		f 1.48					s 11.35
SA 130	0	7	s 10.15		s 2.49		55.74	COLUMBIA GARDENS		130.39		s 1.33					s 10.55
SA 127	0	20	s 10.50		s 2.57		59.57	WANETA, B. C.	WN	126.56	D	s 1.25					s 10.30
SA 126	0	39	s 11.00		s 3.02		61.68	BOUNDARY, U. S.		124.45		s 1.15					s 10.12
SA 116	60	89	s 12.52Pm		s 3.20		70.48	NORTHPORT	NP	115.65	RKDWYX	s 12.52					s 9.15
SA 107	0	7	s 1.30		f 3.37		78.76	MARBLE		107.37		f 12.35					s 8.20
SA 96	0	16	s 2.30		f 4.01		90.23	BOSSBURG		95.90		f 12.11Pm					s 7.45
SA 89	0	2	3.15		4.15		97.00	SAND SPUR		89.13		11.55					7.15
SA 87	Yard	148	A 3.30Pm	L 2.00Am	s 4.20		99.01	MARCUS	MS	87.12	RKDNW BYXOJ	s 11.50		A 12.05Pm	L 7.00Am		
SA 82	30	30	s 2.40		s 4.30		104.31	MEYER'S FALLS	MF	81.82	D	s 11.31		s 11.31			
SA 77	0	13	s 3.10		f 4.41		109.81	PALMERS		76.32		f 11.19					s 11.00
SA 73	0	114	s 4.00		s 4.47		112.86	COLVILLE	VD	73.27	DW	s 11.13					s 10.35
SA 71	0	21	s 4.20		f 4.55		116.66	ORIN		69.47		f 11.03					s 10.05
SA 67	40	3	s 4.40		f 5.01		119.36	ARDEN		66.77		f 10.57					s 9.45
SA 69	0	20	s 5.15		s 5.16		126.75	ADDY	AD	59.38	DW	s 10.43					s 9.15
SA 60	26	120	s 6.30		s 5.35		135.96	CHEWELAH	CH	50.17	DX	s 10.29					s 8.45
SA 43	40	49	s 7.30		s 5.50		143.53	VALLEY		42.60	YX	s 10.15					s 7.30
SA 38	0	30	s 8.00		f 6.01		148.77	GRAYS		37.36		f 10.04					s 6.30
SA 34	0	18					152.20	CLINE		33.93							
SA 33	39	17	s 8.40		s 6.12		153.47	SPRINGDALE		32.66	W	s 9.55					s 6.05
SA 25	40	21	s 9.38		f 6.30		161.38	LOON LAKE		24.55		f 9.38					s 5.30
SA 18	0	68	s 10.30		s 6.45		168.58	CLAYTON	CN	17.75	D	s 9.22					s 5.00
SA 13	50	49	s 11.00		s 6.55		173.65	DEER PARK	DE	12.48	DXW	s 9.12					s 4.30
SA 9	0	15	s 11.20		f 7.03		177.24	DENISON		8.89		f 9.02					s 3.25
SA 4	40	16	s 11.40		f 7.15		182.36	WAYSIDE		3.77		f 8.51					s 3.10
1460	Yard	40	A 12.10Pm	A 7.30Pm			186.13	DEAN	SF	0.00	JRDNX	L 8.44Am		L 3.00Am			
			9.30 10.42	10.10 8.57	6.30 27.92			Time Over Subdivision Average Speed Per Hour				6.31 27.99		9.05 9.59		9.00 10.99	

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

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## 10 WESTWARD

## SIXTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Marcus	Time Table No. 50			Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	393			Effective April 23, 1939	STATIONS	394					
			Friday					Saturday					
SA 87	Yard	148	L	1.15Pm	0.00	MARCUS	MS	73.36	ORKDNB JWYX	A	12.30Pm		
SD 5	0	31	f	1.35	5.45	BOYDS		67.91		f	12.10Pm		
SD 10	0	31	f	1.48	10.12	BARSTOW		63.24		f	11.50		
SD 15	0	31	f	2.05	15.35	DULWICH		58.01		f	11.30		
SD 17	0	7	f	2.20	16.90	ORIENT		56.46		f	11.25		
SD 22	0	12	f	2.33	21.23	GOLDSTAKE		52.13		f	11.10		
SD 27	0	18	s	3.03	27.32	Laurier, Wash		46.04		s	10.45		
SD 42	0	4	s	3.38	38.66	GRAND FORKS, B. C.	GR	34.70	Y	s	10.00		
SD 42A	0	40	s	3.58	41.74	DANVILLE, WASH		31.62		s	9.50		
SD 46	0	11	f	4.11	45.87	HURLBURT		27.49		f	9.20		
SD 52	0	48	s	4.30	52.16	CURLEW		21.20	W	s	9.00		
SD 58	0	33	f	4.50	58.24	MALO		15.12		f	8.35		
SD 66	0	16	f	5.15	64.78	POLLARD		8.58		f	8.10		
SD 68	0	34	f	5.30	68.46	TORBOY		4.90		f	7.50		
SD 73	Yard	33	A	5.45Pm	73.36	REPUBLIC	Z	0.00	BRKDY	L	7.30Am		
				4.30 16.30		Time Over Subdivision Average Speed Per Hour					5.00 14.67		

## Special Rules.

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

Normal position of Junction switch at Marcus is for Fifth subdivision.

Trains will not pass International Boundary without permission of Customs officials.

All trains stop on flag at Karamin and Rock Cut.

## MAXIMUM SPEED.

All trains .....20 M. P. H.  
Trains with loaded log cars .....15 M. P. H.  
Republic High-line .....10 M. P. H.  
Over bridge No. 1 at Marcus ..... 8 M. P. H.

## WESTWARD

## SEVENTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Rockport	Time Table No. 50			Telegraph Calls	Distance from Anacortes	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	275 277			Effective April 23, 1939	STATIONS	278 276					
			Mon., Wed., Fri.	Daily Ex. Sun.				Daily Ex. Sun.				Mon., Wed., Fri.	
CN53	Yard	69	L	11.30Am	0.00	ROCKPORT	RC	53.41	XWY	A	10.30Am		
CN48	0	14	f	11.55	6.00	NESTOS		47.41		f	10.00		
CN44	35	158	s	2.30Pm	9.13	CONCRETE	BA	44.28	DXW	s	9.30		
CN43	0	92	f	2.45	10.39	GRASSMERE		43.02	X	f	7.45		
CN38	0	36	s	3.15	15.44	BIRDVIEW		37.97		s	7.30		
CN33	0	39	s	3.35	20.67	HAMILTON		32.74	W	s	7.10		
				3.36	21.27	HAMILTON JUNCTION	H	32.14	RB		7.07		
CN29	0	33	s	3.50	23.90	LYMAN		29.51		s	6.55		
CN28	0	5	f	4.05	29.35	COKE DALE		24.06		f	6.35		
CN20	0	85	s	4.30	32.47	SEDRO-WOLLEY	SW	20.94	DX	s	6.20		
					32.57	NOR. PAC. RY. CROSSING		20.84	MJRDNOB PKWXY				
CL39	Yard	258	L	8.00Am	A 4.45Pm	BURLINGTON	BU	16.19		L	6.00Am	A 4.50Pm	
CN13	0	14	f	8.10	39.90	AVON		13.51		f	4.37		
CN10	0	6	f	8.19	42.63	FREDONIA		10.78		f	4.30		
CN9	0	15	s	8.25	44.13	WHITNEY		9.28		s	4.23		
				8.34	47.29	WHITMARSH JCT.		6.12	R			4.16	
CN6	0	4		8.35	47.80	WHITMARSH	WH	5.61				4.15	
CN0	Yard	265	A	8.55Am	53.41	ANACORTES	AC	0.00	RDXWB		L	4.00Pm	
				.55 17.66	5.15 7.08	Time Over Subdivision Average Speed Per Hour					4.30 8.30	.50 19.42	

## Special Rules.

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

No. 277 & No. 278 will stop on flag at Superior Ave., Baker River, Van Horn, Faber, Sauk, Mountview Spur, Fidalgo Mill Spur and Summit Park.

## MAXIMUM SPEED.

All trains .....20 M. P. H.  
Bridge 12—Whitney ..... 8 M. P. H.  
Bridge 52—Concrete .....10 M. P. H.

## SOUTHWARD

## EIGHTH SUBDIVISION

## NORTHWARD

11

Station Numbers	Car Capacity		THIRD CLASS		Distance from Mansfield	Time Table No. 50 Effective April 23, 1939		Distance from Columbia River	SIGNS	THIRD CLASS	
	Sidings	Other Tracks		381		Tuesday and Friday				382	Tuesday and Friday
CR 60	Yard	48	L	1.30 <sup>pm</sup>	0.00	MANSFIELD	60.39	RWY	A	12.40 <sup>pm</sup>	
CR 55	0	30	f	1.50	5.40	5.40 TOUHEY	54.99		f	12.20	
CR 49	0	50	s	2.10	11.38	5.98 WITHROW	49.01		s	12.01 <sup>pm</sup>	
CR 44	0	30	f	2.30	16.94	5.58 SUPPLEE	43.45		f	11.30	
CR 36	0	62	s	3.00	23.93	6.99 DOUGLAS	36.46	D	s	11.05	
CR 31	0	30	s	3.25	29.20	5.27 ALSTOWN	31.19		s	10.10	
CR 21	0	24	f	4.05	39.04	9.84 McCUE	21.35		f	9.30	
CR 16	0	35	s	4.45	44.62	5.58 PALISADES	15.77	W	s	9.10	
CR 11	0	30	f	5.00	49.74	5.12 APPLEDALE	10.65		f	8.55	
1632	Yard	53	A	5.30 <sup>pm</sup>	60.39	10.65 COLUMBIA RIVER	0.00	J RPWN	L	8.25 <sup>am</sup>	
				4.00 15.09						4.15 14.21	
						Time Over Subdivision Average Speed Per Hour					

## Special Rules.

Southward trains are superior to northward trains of the same class, except No. 382 is superior to No. 381.

## MAXIMUM SPEED.

All Trains ..... 20 M. P. H.

## SPECIAL RULES.

## First Subdivision.

Extra trains may be run with the current of traffic on double track without train orders providing they secure proper clearance as provided for in Transportation Rule D-97.

Trains 1, 2 and 27 use register ticket at Hillyard.

Only first class trains and trains originating at Spokane Passenger Station will register and receive clearance card Form A.

First class Westward trains approach crossover just east of Bridge 270, and first class Eastward trains approach crossover just west of Howard St. at Spokane Passenger Station at restricted speed prepared to use any of the tracks in front of depot.

First class trains use register ticket at Appleyard.

Only First Class Trains, Passenger Extras, Nos. 381 and 382 will register at Wenatchee.

High voltage electric wires on eastward main track between Spokane Passenger Station, and connection with S. C. & P. Ry. east of Division Street bridge, and to transfer track on S. C. & P. Ry., and in Appleyard and between Appleyard and Wenatchee in some places will not clear man on top of train. Trainmen and Enginemen must use extreme caution when obliged to be on top of train.

## FLAG STOPS.

Nos. 1 and 2 stop at any station between Spokane and Seattle to pick up or discharge revenue passengers from or to points south of Shelby, and from or to points east of Havre where Nos. 1 and 2 are scheduled to stop.

Nos. 1 and 2 stop on flag at Ephrata to pick up or discharge revenue passengers from or to points Everett and West, Spokane and East.

Nos. 1 and 2 stop on flag at Soap Lake to pick up or discharge revenue passengers to or from points east of Spokane.

## SPEED RESTRICTION.

Howard St., Spokane .....	12 MPH
Other grade crossings, Spokane .....	20 MPH
Over bridges 270 and 273, Spokane, Q-1, R, S-2, SPS E-1, Z-1 .....	10 MPH
Over bridge 274, Fort Wright, Q-1, R, S-2, SPS E-1, Z-1 .....	20 MPH
Over bridge 356, 1½ miles west of Vulcan .....	25 MPH

## MAXIMUM SPEED.

Between	Passenger	Freight
Fort Wright and Lyons .....	45 MPH	35 MPH
Lyons and Wenatchee .....	60 MPH	50 MPH
Quincy and Crater, Vulcan and Columbia River, S-2 .....	50 MPH	

## INTERLOCKING.

## HILLYARD—Whistle Signals:

Eastward trains:—To Main Yard—1 long, 1 short.

To West Yard—1 long, 1 short, 1 long.

Both Westward and Eastward Trains:—To cross over to opposing track, 2 long, 1 short.

## U. P. R. R. JCT.—Whistle Signals:

U. P. R. R. Junction—Main Track—1 long.

U. P. R. R. Transfer No. 1—1 long, 1 short.

U. P. R. R.—Transfer No. 2—2 long, 1 short.

## FORT WRIGHT—Whistle Signals:

Main Track, G. N. Ry.—1 short, 1 long.

Main Track, S. P. & S. Ry.—1 long, 1 short.

Siding, G. N. Ry.—2 long, 1 short.

Eastward trains stopped by semaphore signals governing double track switch and derail on East end of Bridge 274 communicate with Fort Wright operator, Westward trains communicate by phone located on East end of Bridge 274. If necessary to pass signal in Stop position derail and switch to be spiked before proceeding.

## Second Subdivision.

Extra trains may be run with the current of traffic on double track without train orders providing they secure proper clearance as provided for in Transportation Rule D-97.

Only first class trains and passenger extras will register at Wenatchee.

Only C. M. St. P. & P. trains will register at Monroe.

Only N. P. trains will register at Snohomish and they may register by ticket.

Register shown at N. P. Junction is located in N. P. depot between N. P. Jct. and Delta, and is for use of N. P. trains only.

Register shown at Lowell Junction is located in C. M. St. P. & P. office, 32d St. and McDougall Ave., Everett, and is for use of C. M. St. P. & P. trains only.

First class trains use register ticket at Interbay.

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 Proceed 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 indicating Stop and Proceed at restricted speed without stopping.

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

All wires must be considered alive unless a clearance has been obtained from Operator at Skykomish Substation. Telegraph and telephone lines between Wenatchee and Skykomish located along highway. Extreme care must be used not to attempt to connect telephone apparatus to the high tension wires.

Delta (Freight Yard) 3.26 miles West of N. P. Jct.

Trains between N. P. Jct. and Delta will be governed by Northern Pacific Railway Time Table and Rules.

Track between Everett Junction and West switch Pacific Avenue is controlled by a positive block in both directions. The home signals must not be passed except when displaying proceed indication or when authorized by train order to proceed. A train in the block may make forward or backward movement without flag protection.

Trains may be moved against current of traffic through Seattle Tunnel only on written order on prescribed form properly filled out—Form 26 to be used for movement of westward trains against current of traffic and Form 26-A to be used for movement of eastward trains against current of traffic.

The tracks between interlocking plant at North Portal and interlocking plant South Portal, Seattle tunnel, are controlled by positive block in both directions and the home signal must not be passed except when displaying proceed indication or when authorized by train order to proceed. A train in the block may make forward or backward movement to North Portal interlocking plant or South Portal interlocking plant without flag protection.

Monroe Junction is junction point with CMStP&P RR.

Snohomish Junction is junction point with N. P. Ry.

N. P. Junction is junction point with N. P. Ry.

Lowell Junction is junction point with CMStP&P RR.

At Snohomish N. P. trains will enter G. N. main track through crossover. Eastward first class N. P. trains will leave G. N. main track through crossover. Other than first class N. P. eastward trains will head in at Snohomish Jct.

At N. P. Jct. eastward trains from N. P. and first class westward trains for N. P. will move through crossover.

## FLAG STOPS.

Trains 1 and 2 stop at any station between Spokane and Seattle to pick up or discharge revenue passengers from or to points south of Shelby, and from or to points east of Havre, where Nos. 1 and 2 are scheduled to stop.

Nos. 5 and 6 at Miller River, Baring and Startup.

No. 359 Mukilteo to Interbay to discharge passengers from points north of Everett.

No. 358 Edmonds for revenue passengers Mt. Vernon and North.

No. 355 at Edmonds to discharge passengers from North of Everett.

## SPEED RESTRICTIONS.

Over Main Street crossing, Cashmere .....	25 M.P.H.
Over Bridge 370, Dryden, Q-1, R, S-1 .....	5 M.P.H.
Over Bridge 371, Dryden, Q-1, R, S-1 .....	5 M.P.H.
Over Bridge 372, Dryden, Q-1, R, S-1 .....	5 M.P.H.
Over Bridge 382, 1½ Mi. West of Merritt, Q-1, R, S-1 .....	5 M.P.H.
Over Bridge 385, 2 Mi. East of Berne, Q-1, R, S-1 .....	8 M.P.H.
Over Bridge 404, 2 Mi. West of Scenic, Q-1, R, S-1 .....	8 M.P.H.
Over Bridge 406, 4 Mi. West of Scenic, Q-1, R, S-1 .....	8 M.P.H.
Over Bridge 413, 1 Mi. East of Tonga .....	15 M.P.H.
Over Street Crossings, Skykomish .....	15 M.P.H.
Over Bridge 424, ½ Mi. East of Grotto, Q-1, R, S-1 .....	8 M.P.H.
Over Bridge 432, Halford, Q-1, R, S-1 .....	8 M.P.H.
Over Bridge 436, Index, Q-1, R, S-1 .....	25 M.P.H.
Over Bridge 441, Startup, Q-1, R, S-1 .....	8 M.P.H.
Over Bridge 446, Sultan, Q-1, R, S-1 .....	5 M.P.H.
Thru Monroe Town Limits .....	25 M.P.H.
Over Bridge 455, Snohomish .....	10 M.P.H.
Over Bridge 455, Snohomish, Q-1, R, S-1 .....	5 M.P.H.
Over Crossing Pacific Ave., Everett .....	8 M.P.H.
Thru Edmonds Town Limits .....	8 M.P.H.
Over Bridge 4, Ballard .....	15 M.P.H.
Over N. P. Crossing, Interbay .....	15 M.P.H.
Thru Seattle Tunnel .....	20 M.P.H.
Between Denny Way and Hanford St., Seattle .....	6 M.P.H.

## MAXIMUM SPEED.

Between	Passenger	Freight
Wenatchee and Merritt.....	50 M.P.H.	50 M.P.H.
Merritt and Berne.....	35 M.P.H.	25 M.P.H.
Berne and Scenic.....	30 M.P.H.	20 M.P.H.
Scenic and Skykomish.....	35 M.P.H.	25 M.P.H.
Skykomish and Halford .....	50 M.P.H.	40 M.P.H.
Halford and Gold Bar .....	45 M.P.H.	35 M.P.H.
Gold Bar and Seattle .....	60 M.P.H.	50 M.P.H.

## INTERLOCKING.

Whistle signals for tracks with switches controlled by interlocking at Everett Jct.:

Main track eastward one long. Coast Line Northward one long and one short.

**Third Subdivision.**

All trains arriving and leaving Vancouver, Vancouver Jct. and C. N. Junction will register in G. N. train order office, Vancouver. Trains will not pass International Boundary without permission of Customs officials.

The switches at the end of double track Still Creek and Endot are spring switches. The normal position of switch at Still Creek is for Southward trains and at Endot for Northward trains.

**Delta (Freight Yard) 1.08 miles south of Delta Junction:—** Water, Track Scales, Wye, Standard Clock, Oil, Turntable, and Bulletins.

Register at Delta for trains originating and terminating at this station.

**INTERLOCKERS.**

**FRASER RIVER BRIDGE:**

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.

**DELTA JUNCTION:**

All southward trains be governed by home signal located 700 feet North of drawspan. Top arm governs movement to Great Northern and lower arm governs movement to Northern Pacific connection. Top arm of home signal located 20 ft. North of Northern Pacific crossing governs movement to Bayside and lower arm to Delta yard.

Whistle signals for tracks with switches controlled from Delta Junction Interlocking Plant.

Main Track—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—One Long, One Short, Two Long.

Train movements from Bayside northward be governed by top arm of home signal.

Train movements from Delta northward be governed by top arm of home signal.

Trains between Delta and Bayside be governed by lower arm of home signal.

Trains northward from Northern Pacific connection to Great Northern main track governed by lower arm of home signal on Northern Pacific track. Top arm on advance home signal 500 feet south of draw span.

**FLAG STOPS.**

No. 360—Ballard to Mukilteo, inclusive, to pick up passengers for points North of Everett. Ocean Park.

No. 358—Ferndale for revenue passengers from Everett and South.

Nos. 358 and 359—Ocean Park from May 15 to Sept. 15.

No. 355—Ocean Park.

**SPEED RESTRICTIONS.**

	<b>All Trains</b>
Over Brunette St., Sapperton.....	30 MPH
Over North wye Fraser River Bridge, New Westminster....	4 MPH
Over Fraser River Bridge, New Westminster.....	6 MPH
Bridges 69 and 70, Crescent and Colebrook.....	25 MPH
MP 123 and 127 between White Rock and Crescent, Oct. 1st to May 1st.....	20 MPH
Thru Blaine, Burlington, Mount Vernon, Marysville.....	8 MPH
Over street crossings between So. Bellingham depot and street crossing just north of Bellingham freight depot	10 MPH
Bellingham, C. M. St. P. & P. RR crossing protected by gates .....	8 MPH

South Bellingham, N. P. Ry. crossing, protected by gates....	8 MPH
Burlington, 7th SubDivision crossing protected by gates....	8 MPH
Bridge 36, Mount Vernon.....	25 MPH
Bridges 10, 11, 12, Delta and Marysville.....	10 MPH
Everett, over Bond, Hewitt, California and 24th streets....	6 MPH

From May 15th to Sept. 15th, enginemen will sound their whistles at frequent intervals and ring the bell continuously from Ocean Park to two miles south of White Rock.

**MAXIMUM SPEED.**

<b>Between</b>	<b>Passenger</b>	<b>Freight</b>
Delta Junction and Samish .....	55 MPH	45 MPH
Samish and Bellingham.....	40 MPH	30 MPH
Bellingham and Vancouver.....	55 MPH	45 MPH

**Fourth Subdivision.**

Trains will not pass the International Boundary without permission of Customs officials.

Normal position of switch at K. V. Jct. is for K. V. Ry. main track.

No trains will be operated west of west switch at Hedley without special permission from superintendent.

**FLAG STOPS.**

Nos. 396 and 397 at Ruby Mine Spur.

**SPEED RESTRICTIONS.**

Over Bridges between Hedley and Oroville, E-15.....	10 MPH
Over Bridge 38.1, Chelan .....	8 MPH

**MAXIMUM SPEED.**

<b>Between</b>	<b>Passenger</b>	<b>Freight</b>
Hedley and Oroville .....	15 MPH	15 MPH
Oroville and Wenatchee .....	35 MPH	30 MPH

**Fifth Subdivision.**

Northward trains will stop and make service test of air brakes at Meyers Falls before descending Marcus Hill, and at Apex before descending Nelson Hill.

Trains must come to a stop before reaching Troup Jct. switch and must know track is clear before using Canadian Pacific main track.

Trains will not pass International Boundary without permission of Customs officials.

Water 4 miles south of Marble, 3 miles south of Fruitvale, and 1.7 miles south of Valley.

Yard limit boards one-half mile south of Powells and one-half mile north of Evans.

H-4 engines will not go north of Main St., Marcus.

**FLAG STOPS.**

Nos. 255 and 256 at Porto Rico, Baskins and Gevurtz Spur, Benton, Stroh Spur, Kane, Evans, Mission, Buckeye, Blue Creek, and Darts.

**SPEED RESTRICTIONS.**

Over Pend Oreille River Bridge, Waneta .....	8 MPH
Over Main St. Crossing, Marcus .....	6 MPH
Thru Chewelah Town Limits .....	8 MPH
Thru Deer Park Town Limits .....	10 MPH

**MAXIMUM SPEED.**

<b>Between</b>	<b>Passenger</b>	<b>Freight</b>
Troup Jct. and Marcus .....	30 MPH	20 MPH
Marcus and Meyers Falls .....	25 MPH	20 MPH
Meyers Falls and Valley .....	40 MPH	30 MPH
Valley and Dean .....	35 MPH	30 MPH
Troup Jct. and Marcus, F-1 .....	20 MPH	20 MPH

## SPECIAL RULES, ALL SUBDIVISIONS

Engines	Maximum Speed
N-2, R-1, R-2 .....	35 MPH
F-8, G-3, Z-1 .....	40 MPH
Q-1 .....	45 MPH
O-1, O-3, O-4, O-5, O-6, O-7, O-8, Q-2, Y-1 .....	50 MPH
Engines backing up .....	20 MPH
Trains with steam derricks, pile drivers, or ditchers (boom on derrick must be trailing) .....	25 MPH

All trains must run at restricted speed where slides or falling rocks likely to be encountered.

### AUTOMATIC BLOCK SIGNALS

Supplement to Rule 509 (B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an Approach signal indication, Rule 501 (B), and before proceeding into the block, every precaution, consistent with running orders, and the nature of the track ahead, should be taken to insure safe movement thru the block.

### INSTRUCTIONS RELATIVE HANDLING LOGS.

Flat or skeleton cars loaded with logs must not pass thru tunnels without permission of Superintendent.

Must be inspected before passing over drawbridges and Howe truss spans.

Must not exceed 20 miles per hour.

Trainman must be on rear platform while train is in motion.

In double track territory, conductor must notify dispatcher when logs are to be handled and trains must be at stop when meeting or being passed by other trains, except when two trains handling logs are meeting or passing.

### OPERATION OF SPRING SWITCHES.

TRAIN MOVEMENTS MAY BE MADE "THROUGH" THE SWITCH IN A TRAILING POINT DIRECTION WITHOUT OPERATING THE SWITCH STAND.

Train movements over the switch in both directions will be governed by color light type signals, located at the switch, displaying a "LUNAR WHITE" light to designate a "SPRING SWITCH IN NORMAL OPERATING CONDITION", and "RED" for "STOP AND PROCEED".

The speed of a train "RUNNING THROUGH" the Spring Switch shall not exceed 15 M.P.H. until the leading truck has passed through the switch, when normal speed may be resumed.

When part of a train has "RUN THROUGH" the Spring Switch, no movement shall be made in the opposite direction until the Switch has been thrown to the reversed position by means of the switch stand, TO BACK UP THE TRAIN BEFORE SWITCH HAS BEEN THROWN WILL CAUSE A DERAILMENT.

When a train moving in either direction, not "through" the switch, is stopped by a "STOP AND PROCEED" signal at the Spring Switch, it may proceed after making certain that the switch is properly set for such movement.

When a train moving in the direction to run "THROUGH" the switch is stopped by a "STOP AND PROCEED" signal at the Spring Switch, it may proceed after throwing the switch by hand and making certain that it is properly set for such movement. Switch shall be returned to its NORMAL POSITION after train movement through it has been completed.

In electrified zone and double track territory, logs must be secured to cars by chains or cables, except between Hillyard and Fort Wright.

On single track, trains must be at stop when meeting or being passed by passenger trains, except when there are more cars than siding will hold, when it will be permissible to pull by passenger trains slowly.

No trains may pass under overhead railroad bridge at Snohomish or Skykomish when cars loaded with logs are passing over the bridges.

### GREAT NORTHERN BULLETINS LOCATED AT FOLLOWING STATIONS ON TENANT LINES.

N. P. Ry—Everett, Auburn, Arlington.

C.M.St.P.&P. RR—Everett, Tacoma.

Canadian Nat'l—Port Mann.

**AUTOMATIC INTERLOCKING PLANTS.**

Interbay—0.98 miles West, with Nor. Pac. Ry.  
B. C. E. Railway crossing—1.84 miles south of Still Creek.

**SEMI-AUTOMATIC INTERLOCKING.**

New Westminster—0.80 miles north of New Westminster.

**RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.**

Burlington, Seventh Subdivision.  
One and one-fourth miles north of So. Bellingham, N. P. Ry.  
Bellingham, C. M. St. P. & P. Ry.

**STANDARD INTERLOCKING RULE 672, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS. ADDITIONAL INSTRUCTIONS AS REQUIRED WILL BE POSTED IN RELEASE BOXES.**

If smash boards or semaphore type signals are not in use trainmen, before giving hand signal in accordance with rule 672, shall place a burning red fusee at each home signal on conflicting routes. If smash boards or semaphore type signals are in use, and may be plainly seen to be in their "normal" position (set against train movements on conflicting routes), the placing of fusees will not be required.

When necessary to operate smash board mechanism by hand, crank for this purpose is located in RELEASE box. Crank must be inserted in shaft on back of smash board mechanism after opening small cover locked with standard switch lock. Crank should be turned slowly and uniformly until movement has completed its entire stroke and smash board has been moved to its "reverse" position. When operation is complete small cover must be locked and crank returned to the RELEASE box.

**NEW WESTMINSTER SEMI-AUTOMATIC. FRASER MILL SPUR CROSSING AND CROSS OVER TO WATERFRONT TRACK.**

Great Northern train movements over Fraser Mill spur crossing will be governed by manually operated gates. G. N. route over Fraser Mill spur crossing will be set manually after obtaining release of electric lock holding gates in STOP position.

Great Northern train movements from Main Track to Waterfront Track over C.P.R. crossing will be governed by indicator and electrically operated lock on main track switch stand. Great Northern route from main track to Waterfront Track over the C.P.R. crossing will be set manually after obtaining release of electric lock holding main track switch in normal position. Both ends of this long crossover are handled by the main track switch stand.

To unlock gates or switch, train man shall open lock box locked with standard switch lock and if light indicator is burning, push operating button. If the semaphore indicator in the lock box indicates CLEAR at close of this operation, gates or switch may be unlocked by raising the handle under the indicator to the vertical position. Handle must be left in this position until gates or switch are closed after train movement is completed, when it must again be placed in the NORMAL position before door of the box can be locked.

If pushing the operating button does not bring about the above operation and no conflicting train movement on the C.P.R. is evident, trainman shall operate time release provided in box marked "RELEASE" and locked with a standard switch lock.

Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to zero or NORMAL position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should release the electric lock as indicated by the Semaphore indicator.

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

NAME	LOCATION	Capacity Cars	NAME	LOCATION	Capacity Cars
<b>FIRST SUBDIVISION:</b>			<b>FOURTH SUBDIVISION—Concl.</b>		
Adrian Pit .....	0.8 mile East of Adrian .....	75	Ruby Mine Spur .....	4.9 miles South of Chopaka	4
Stratford Spur .....	1.3 miles West of Stratford .....	23	Dwinnell Siding .....	1.0 mile South of Cordell .....	20
Sand Spur .....	1.6 miles West of Trinidad .....	16	Peterson Spur .....	2.0 miles North of Ellisford	1
Gravel Spur .....	2.9 miles West of Trinidad .....	63	Thornton Spur .....	3.41 miles North of Tonasket	2
Ohio Colony .....	1.5 miles West of Rock Island	8	Ribbon Cliff Fruit Co. ....	5.1 miles North of Entiat .....	6
Landreth Spur .....	4.4 miles East of Wenatchee .....	10	Olds Washing Plant .....	2.02 miles North of Olds .....	60
<b>SECOND SUBDIVISION:</b>			<b>FIFTH SUBDIVISION:</b>		
Old Leavenworth .....	0.53 mile East of Leavenworth	67	Porto Rico Spur .....	3.6 miles North of Ymir .....	2
Great Republic Mining Co., Miller River .....	2.2 miles West of Skykomish .....	11	Swansons Spur .....	1.3 miles South of Ymir .....	4
Index, Galena Mill Spur .....	0.3 mile East of Index .....	42	Durango Spur .....	1.8 miles South of Ymir .....	13
Western Granite Works Spur .....	1.0 mile West of Index .....	8	Baskins & Gevurtz Spur .....	1.9 miles South of Ymir .....	11
Wallace Falls Timber Co. ....	1.8 miles East of Gold Bar .....	76	Rotter's Spur .....	3.6 miles North of Salmo .....	2
Startup .....	1.9 miles West of Gold Bar .....	22	Archibald .....	1.0 mile South of Erie .....	11
Fryeland .....	1.9 miles West of Monroe .....	20	Benton Pole & Lbr. Co. Spur .....	2.0 miles South of Meadows	6
Robinson Lettuce Spur .....	2.0 miles West of Monroe .....	56	Nelson's Spur .....	2.4 miles North of Fruit- vale .....	2
Frye Spur .....	3.1 miles West of Monroe .....	13	Stroh Spur .....	5.33 miles North of North- port .....	3
G. N. Oil Tank Spur .....	1.0 mile West of Everett Jct. ....	45	Industrial Spur #134 .....	4.06 miles North of North- port .....	20
Standard Oil and Shell Co.'s Spur .....	0.9 mile East of Richmond Beach .....	90	Hudson's Spur .....	3.3 miles South of North- port .....	12
<b>THIRD SUBDIVISION:</b>			<b>SIXTH SUBDIVISION:</b>		
Clark and Buzza .....	0.1 mile South of Still Creek .....	2	Cameron .....	4.5 miles South of North- port .....	12
Dominion Bridge Co. ....	1.4 miles South of Still Creek	58	Kanes .....	4.1 miles South of North- port .....	5
Sapperton Pit .....	0.9 mile North of Sapperton .....	77	Hendrix Cut .....	3.8 miles North of Bossberg	3
Work Train Spur .....	5.35 miles North of Colebrook	5	Evans Spur .....	5.4 miles North of Marcus .....	24
Dakota Creek Spur .....	2.1 miles South of Blaine .....	21	Powells Siding .....	4.8 miles North of Marcus .....	29
Olympic Portland Cement Co. Spur .....	2.0 miles South of Ferndale .....	27	Kulzer's Spur .....	1.7 miles South of Valley .....	8
Chuckanut Cannery Spur .....	0.6 mile North of Sockeye .....	6	Gess Spur .....	2.8 miles North of Valley .....	3
Hazel Mill Spur .....	0.8 mile South of Samish .....	7	Blue Creek Spur .....	3.1 miles South of Addy .....	12
Blanchard .....	1.4 miles South of Samish .....	8	<b>SEVENTH SUBDIVISION:</b>		
Belleville Pit .....	4.3 miles North of Burlington	102	Mountview .....	3.7 miles West of Rockport	16
Belleville .....	2.7 miles North of Burlington	9	Sauk Spur .....	1.6 miles West of Rockport	11
English Lbr. Co.—Inter- change .....	1.3 miles South of Fir .....	2	Van Horne's Spur .....	1.0 mile West of Nestos .....	5
Norman Spur .....	1.0 mile North of Silvana .....	9	Puget Sound Saw Mill Co. ....	0.8 mile West of Nestos .....	80
<b>FOURTH SUBDIVISION:</b>			<b>HAWKINS SUBDIVISION:</b>		
Allison .....	21.46 miles North of Hedley .....	10	Hawkins Spur .....	0.8 mile West of Fredonia .....	5
Norman .....	16.72 miles North of Hedley .....	14			
Bromley .....	11.96 miles North of Hedley .....	20			
Benders Spur .....	0.5 miles North of Night- hawk .....	6			