

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 SurgeonMinneapolis, Minn.

Dr. H. E. Wheeler,
Division SurgeonSpokane, Wash.

Dr. A. E. Gerhardt,
Assistant Division SurgeonWenatchee, Wash.

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

Dr. L. S. Trask,
Assistant Division SurgeonEverett, 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.....ColvilleInterbay
Dr. C. M. Kingston	Dr. Henry Bell.....Centralia
.....Grand Forks	Dr. H. L. Hopkins
Dr. L. F. Wagner.....HarringtonLeavenworth
Dr. J. Farrow.....Hillyard	Dr. Minard Allison.....Monroe
Dr. E. E. Efner.....Oroville	Dr. D. A. Clark
Dr. Samuel G. BrooksNew 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.....BlainePortland
Dr. H. E. Cleveland	Dr. James A. LaGasa.....Tacoma
.....Burlington	Dr. R. D. Wiswall
Dr. V. Stanley ToddVancouver, Wash.
.....Cashmere	Dr. Geo. H. Clement
Dr. Roy F. West.....SeattleVancouver, 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.



SPOKANE DIVISION

TIME TABLE 52

Effective 12:01 A. M. Pacific Time

Sunday, September 24, 1939.

J. L. CLOSE, Superintendent.

R. A. McCANDLESS, General Manager.

**J. B. SMITH,
General Superintendent Transportation.**

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 52

Effective September 24, 1939.

STATIONS	Distance from Wenatchee	FIRST CLASS					SECOND CLASS			THIRD CLASS			SIGNS	
		2	28	46	256	S	432	402		694	382			
		Daily	Daily	S. P. & S. No. 2 Daily	Daily Ex. Sun.	Daily	Daily	Daily		Wed. Saturday	Tuesday Friday			
DOUBLE TRACK HILLYARD 3.68 U. P. R. R. Jct. 1.17 SPOKANE 2.74 FORT WRIGHT 6.36 HIGHLAND 3.26 LYONS 5.39 GALENA 156.65	179.25	A 8.13Am	A 12.15Pm		A 8.30Am		A 5.55Pm	A 12.01Am		A 3.59Pm			BRKDNP WOIX	
	175.57		8.05	12.06	8.20		5.25	11.25		3.40			DNPIM	
	174.40	L 8.00 A 7.30	L 12.01Pm A 8.20Am	A 7.00Am L 6.53Am	L 8.15Am	A 6.30Pm	5.15	11.05		s 3.20			RKDNP BWX	
	171.66		7.22	8.12		f 6.22	5.05	10.55		s 3.10			IDNPYX	
	165.80		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	
	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	
DOUBLE TRACK CANBY 5.50 BLUESTEM 7.41 HARRINGTON 6.72 MOHLER 3.71 DOWNS 4.46 LAMONA 5.58 NEMO 103.20	136.65					f 5.23							P	
	131.15		6.23	7.13		f 5.16	3.15	8.45		s 1.10			IP	
	123.74		6.11	7.01		s 5.06	2.45	8.15		s 12.30			DNPW	
	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			IPW	
	103.20		5.40	6.30		f 4.35	1.10	6.40		s 11.20			P	
	98.42		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	
AUTOMATIC BLOCK SIGNALS MARLIN 6.62 WILSON CREEK 7.82 STRATFORD 5.32 ADRIAN 4.60 SOAP LAKE 5.40 EPHRATA 5.15 NAYLOR 42.08	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	
	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	
	42.08		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	
TRINIDAD 5.60 VULCAN 19.91 4.03 COLUMBIA RIVER 3.45 ROCK ISLAND 5.52 MALAGA 4.74 APPLEYARD 2.17 WENATCHEE 00.0	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	
	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 WXB	
	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		

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. 52 Effective September 24, 1939.		Telegraph Calls
	Siding	Other Tracks	403	401	711	27	355	359	5	1		STATIONS		
			C. M. St. P. & P. 591 Daily Ex. Mon.	Daily	Daily Ex. Sun.								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	MONITOR	MR	
1659	94	213	2.00			11.22			s 1.30	2.53	11.00	CASHMERE	OM	
1664	64	35	2.10			11.31			s 1.39	3.02	15.65	DRYDEN	DN	
1667	0	236	2.20			11.37			s 1.45	3.08	18.77	PESHASTIN	PN	
1671	112	18	2.35			11.43			s 1.52	3.17	22.05	LEAVENWORTH	CH	
1676	25	0	2.50			11.54			f 2.03	3.28	27.90	CHUMSTICK		
1684	109	14	3.10			12.12Am			f 2.16	3.46	35.60	WINTON		
1691	100	41	3.28			12.25			f 2.27	3.59	42.15	MERRITT		
1699	100	37	3.53			12.42			f 2.42	4.18	49.18	BERNE	BR	
1716	135	16	4.23			1.02			f 3.02	4.38	58.16	SCENIC	MA	
1723	60	10	4.45			1.18			f 3.19	4.53	66.00	TONGA		
1728	E-99 W-99	271	5.30			s 1.50			s 3.40	s 5.15	70.96	SKYKOMISH	KY	
1732	59	68	5.40			1.58			f 3.47	5.23	74.77	GROTTO	GO	
1737	68	62	5.52			2.07			f 3.56	5.32	79.91	HALFORD		
1742	58	14	6.07			2.17			s 4.06	5.44	85.24	INDEX		
1747	64	53	6.22			2.27			f 4.15	5.55	90.14	REITER		
1751	149	980	6.35			2.35			s 4.24	6.03	94.51	GOLD BAR		
1757	59	41	6.46			2.46			s 4.33	6.11	99.91	SULTAN		
			7.00			2.59			s 4.48	6.22	107.10	MONROE JUNCTION		
1764	85	127	L 12.40Am	7.01		3.00			s 4.49	6.23	107.37	MONROE	RO	
1771	99	136	1.00	7.20		3.13			s 5.02	6.35	114.37	SNOHOMISH	SH	
			1.02	7.22		3.14			5.03	6.36	115.01	SNOHOMISH JCT.		
			1.18	7.59		3.21			5.09	6.42	119.94	N. P. JUNCTION		
1777		112	1.19	8.00		3.22			5.10	6.43	120.19	LOWELL	W	
	Contin- uous		A 1.20Am	8.01		3.23			5.11	6.44	120.20	LOWELL JUNCTION		
		104	8.05			3.27			5.14	6.47	121.81	PACIFIC AVENUE	D	
1779	0	8	8.10			s 3.50			s 5.25	s 6.55	122.86	EVERETT	JN	
1780		4	8.15	L 7.45Pm		3.53	L 9.07Pm	L 11.52Am	5.27	6.57	123.67	EVERETT JUNCTION		
1784	0	84	8.26	7.55		4.02	9.12	11.57	f 5.34	7.03	127.42	MUKILTEO		
1793			8.55	8.10		4.14	9.21	12.06Pm	5.45	7.14	134.56	MEADOWDALE		
1795	0	107	9.09	8.20		4.20	9.27	12.12	f 5.52	7.21	138.27	EDMONDS	DR	
1796	0	79	9.20	8.30		4.25	9.32	12.17	s 5.58	7.26	141.37	RICHMOND BEACH	R	
1807	0	190	9.50	8.45		4.40	9.42	12.27	6.11	7.40	149.23	BALLARD		
1808	Yard	1084	A 10.00Pm	A 9.00Pm		4.44	9.45	f 12.30	f 6.15	7.44	150.99	INTERBAY	RB	
											151.97	N. P. RY CROSSING		
											154.27	NORTH PORTAL TOWER		
											155.57	SOUTH PORTAL TOWER		
1813	Yard	589				A 5.00Am	A 10.00Pm	A 12.45Pm	A 6.30Pm	A 8.00Am	155.67	SEATTLE	UD	
			.40 18.09	8.25 17.39	1.15 25.60	6.00 25.94	.53 36.42	.53 36.42	5.25 28.72	5.30 28.31		Time Over Subdivision Average Speed Per Hour		

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

Special Rules, Page 12.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 52

Effective September 24, 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 7.35	155.67	A	1.35Pm			A	3.00Am	A	3.45Am			A	9.20Am	RKDNW XPBJ
MONITOR 3.62	148.29	f	1.21				2.45		3.27				9.00	DP
CASHMERE 4.65	144.67	s	1.15				2.37	s	3.20				8.45	DNWXP
DRYDEN 3.12	140.02	s	1.07				2.28		3.02				8.30	DP
PESHASTIN 3.28	136.90	s	1.01				2.23		2.52				8.20	DP
LEAVENWORTH 5.85	133.62	s	12.55				2.15	s	2.45				8.10	DNP
CHUMSTICK 7.70	127.77	f	12.44				2.04		2.33				7.55	P
WINTON 6.55	120.07	f	12.34				1.50		2.23				7.35	P
MERRITT 7.03	113.52	f	12.23				1.37		2.10				7.15	WYP
BERNE 8.98	106.49	f	12.10Pm				1.23		1.57				6.50	NP
SCENIC 7.84	97.51	f	11.49				1.02		1.36				6.15	DNP
TONGA 4.96	89.67		11.28				12.41		1.18				5.40	P
SKYKOMISH 3.81	84.71	s	11.17			s	12.31	s	1.05				5.15	RKDNW BOXYP
GROTTO 5.14	80.90	f	10.57				12.15		12.47				3.50	DP
HALFORD 8.98	75.76	f	10.49				12.08Am		12.40				3.35	WP
INDEX 4.90	70.43	s	10.38				11.59		12.30				3.20	P
REITER 4.37	65.53	f	10.27				11.51		12.22				3.05	P
GOLD BAR 5.40	61.16	s	10.22				11.44		12.15				2.35	NWYP
SULTAN 7.19	55.76	s	10.14				11.37		12.07Am				2.20	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	A 7.45Pm	DNWPRB
SNOHOMISH 0.64	41.30	s	9.46	A	3.53Pm		11.19	s	11.43			1.45	7.20	DNPR
SNOHOMISH JCT. 4.93	40.66		9.45		3.52		11.18		11.42			1.44	7.17	
N. P. JUNCTION 0.25	35.73		9.40	L	3.40Pm		11.12		11.36			1.31	7.02	RJ
LOWELL 0.01	35.48		9.39				11.11		11.35			1.30	7.01	XYP
LOWELL JUNCTION 1.61	35.47		9.38				11.10		11.34			1.29	L 7.00Pm	R
PACIFIC AVENUE 1.05	33.86		9.36				11.08		11.32			1.05		DIXP
EVERETT 3.76	32.81	s	9.33				11.05	s	11.30			1.03		DNXP
EVERETT JUNCTION 3.76	32.00	A	9.05Am			A	6.30Pm		11.01		A	11.10Am	1.00	IXPJ
MUKILTEO 7.14	28.25	f	9.20				6.24		10.57			10.59	12.53	P
MEADOWDALE 3.71	21.11	f	9.08				6.15		10.48			10.43	12.37	P
EDMONDS 3.10	17.40	f	9.03				6.10		10.44			10.35	12.30	DWP
RICHMOND BEACH 7.86	14.30	f	8.55				6.05		10.40			10.22	12.21	P
BALLARD 1.76	6.44	f	8.45				5.55		10.30			10.05	12.06	X
INTERBAY 0.98	4.68	s	8.27				5.52		10.27			L 10.00Am	L 12.01Am	RKDNW BOXYP
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		30.95		29.00		38.41		32.73		27.42	16.20
														.45 17.10

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

Special Rules, Page 12.

6 SOUTHWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS			FIRST CLASS				Distance from Vancouver	Time Table No. 52		Telegraph Calls						
	Siding	Other Tracks	735 C. N. 398			711 Local			737 C. N. 404					101 C. N. 2			355 N. P. 444		297 N. P. 444		359	
			Tues., Fri.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily		Daily	STATIONS		Effective September 24, 1939					
CL 125	Yard	400				L 10.50Am					L 5 15Pm		L 8.00Am	0.00	VANCOUVER	VN						
			L 8.42Am								L 7.18Pm		8.01	0.71	VANCOUVER JUNCTION							
			8.44			10.53					7.20		8.02	1.25	C. N. JUNCTION							
CL 122			8.49			10.58		L 12.50Am			7.23		8.06	2.73	STILL CREEK							
														4.57	B. C. E. RY. CROSSING							
CL 115													8.15	9.69	ENDOT							
CL 112	19	120											8.18	11.70	SAPPERTON							
CL 107	0	60	A 9.19Am			11.30		A 1.30Am		A 7.45Pm	s 5.39		s 8.24	13.06	NEW WESTMINSTER	MN						
CL96	46	47				11.40					s 5.44		s 8.29	13.54	FRASER RIVER JCT							
						11.55					s 5.56		f 8.41	24.03	COLEBROOK							
CL92	0	3				12.04Pm					f 6.03		f 8.49	27.72	CRESCENT							
CL87	57	10				12.30					s 6.15		s 9.02	32.75	WHITE ROCK	WR						
													s 9.15	35.43	INTERNATIONAL BOUNDARY							
CL84	50	142				1.35					s 6.30		s 9.15	35.88	BLAINE	BN						
CL77	0	55				1.50					f 6.40		f 9.29	43.46	CUSTER							
CL71	60	118				2.10					f 6.47		s 9.39	49.04	FERNSDALE	FD						
CL62	52	539				3.00					s 7.07		s 9.55	58.02	BELLINGHAM	HM						
														58.25	C. M. St. P. & P. CROSSING							
														58.56	C. M. St. P. & P. CROSSING							
														58.93	C. M. St. P. & P. CROSSING							
														58.99	C. M. St. P. & P. CROSSING							
														59.81	NOR. PAC. RY. CROSSING							
CL60	52	101				3.15							s 10.03	60.95	SOUTH BELLINGHAM	FN						
CL56	39	8				3.30							s 10.10	64.87	SOCKEY							
CL50	40	0				3.50					f 7.34		s 10.20	70.83	SAMISH							
CL46	23	14				4.05							s 10.25	74.63	BOW							
CL39	51	258				5.00					s 7.53		s 10.41	82.01	BURLINGTON	BU						
														85.07	P. S. & C. Ry. CROSSING							
CL35	93	121				5.15					s 8.07		s 10.52	85.98	MT. VERNON	NR						
CL30	28	17				5.28							f 10.59	91.31	FIR							
														92.65	ENGLISH LBR. CO. CROSSG							
CL23	50	52				5.40							s 11.09	98.41	STARWOOD	B						
CL17	0	17				5.53							f 11.17	103.98	SILWANA							
CL13	50	15				6.05							f 11.23	107.93	ENGLISH							
						6.15							L 3.19Pm	111.70	KRUSE JUNCTION							
CL6	50	70				6.30							f 11.33	115.11	MARYSVILLE	MS						
CL3						6.45							A 3.30Pm	117.67	DELTA JUNCTION	WY						
														117.78	NOR. PAC. RY. CROSSING							
	0	35				7.30							s 11.43	119.03	LONG SIDING							
1779	Yard	112				7.40							s 11.50	121.57	EVERETT	JN						
1780	0	4				A 7.45Pm					A 9.07Pm		A 11.52Am	122.38	EVERETT JUNCTION							
			.37 20.02			8.55 13.72	.40 17.71				.27 27.44	3.52 31.65	.11 32.62	3.52 31.65								

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

Southward trains are superior to northward trains of the same class.
Special Rules, Page 13.

Time Over Subdivision
Average Speed Per Hour

THIRD SUBDIVISION

NORTHWARD 7

Time Table No. 52

Effective
September 24, 1939

Distance from
Everett Junction

FIRST CLASS

SECOND CLASS

THIRD CLASS

102
C. N. 1

360

358

712

738
C. N. 403

736
C. N. 397

SIGNS

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 9.45Pm				R KDNW BYXOP
VANCOUVER JUNCTION...	121.67	A	8.30Am	1.40	10.36					A 2.55Pm	XJ
C. N. JUNCTION.....	121.13		8.25	1.38	10.34		9.35	A 7.45Pm		2.50	X
STILL CREEK.....	119.65		8.20	1.35	10.32		9.30	7.30		2.46	XP
B. C. E. RY. CROSSING.	117.81										I
ENDOT.....	112.69		8.05	1.27	10.24		9.05	7.05		2.19	P
SAPPERTON.....	110.08		8.00	1.23	10.20		8.55	6.57		2.12	WYXP
NEW WESTMINSTER.....	109.32	L	7.53Am	s 1.20	s 10.17		8.40	L 6.52Pm		L 2.07Pm	RDINXP
FRASER RIVER JCT.....	108.84			1.09	10.07		8.30				IJ
COLEBROOK.....	98.35		f 12.54	9.54			8.05				P
CRESCENT.....	94.66		f 12.45	f 9.48			7.50				
WHITE ROCK.....	89.83		s 12.30	s 9.35			7.30				DNXP
INTERNATIONAL BOUNDARY	86.95										
BLAINE.....	86.50		s 12.10Pm	s 9.17			6.30				DNWXP
CUSTER.....	78.92		s 11.55	9.05			5.35				P
FERDALE.....	73.34		s 11.45	8.58			5.15				DP
BELLINGHAM.....	64.36		s 11.30	s 8.47			4.30				KDNXWPB
C. M. St. P. & P. CROSSING.	64.13										M
C. M. St. P. & P. CROSSING.	63.82										M
C. M. St. P. & P. CROSSING.	63.45										M
C. M. St. P. & P. CROSSING.	63.39										M
NOR. PAC. RY. CROSSING..	62.57										M
SOUTH BELLINGHAM....	61.43		s 11.12	8.31			3.15				XP
SOCKEYE.....	57.51			11.06	8.23		2.55				P
SAMISH.....	51.55			10.56	8.11		2.40				WP
BOW.....	47.75		f 10.51	8.06			2.30				P
BURLINGTON.....	40.37		s 10.41	s 7.53			2.05				JRDNKZ BOWYXPM
P. S. & C. RY. CROSSING.	37.31										I
MT. VERNON.....	36.40		s 10.25	s 7.45			1.12				DNXP
FIR.....	31.07		f 10.05	7.26			12.52				P
ENGLISH LBR. Co. CROSSG.	29.73										I
STANWOOD.....	23.97		s 9.55	s 7.16			12.35				DP
SILVANA.....	18.40		f 9.45	7.07			12.20				WP
ENGLISH.....	14.45		f 9.40	7.02			12.10				P
KRUSE JUNCTION....	10.68			9.35	6.57		12.01Pm				PJ
MARYSVILLE.....	7.27		s 9.30	s 6.52			11.50				DP
DELTA JUNCTION.....	4.71			9.23	6.45		11.40				JDN1YXP
NOR. PAC. RY. CROSSING.	4.60										I
LONG SIDING.....	3.35			9.20	6.42		11.20				
EVERETT.....	0.81		s 9.15	s 6.37			11.13				DNPX
EVERETT JUNCTION....	0.00		L 9.05Am	L 6.30Pm			L 11.10Am				IXPJ
Time Over Subdivision			.37	4.40	4.10		10.35	.53		.48	
Average Speed Per Hour			20.02	26.22	29.37		11.56	13.37		15.44	

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

Special Rules, Page 13.

8 SOUTHWARD

FOURTH SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Hedley	Time Table No. 52 Effective September 24, 1939	Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	397	697		253						254		396	698
			Tuesday and Friday.	Daily Ex. Sun.		Daily Ex. Sun.						Daily Ex. Sun.		Tuesday and Friday.	Daily Ex. Sat.
STATIONS															
SG 128	Yard	11	L	6.30pm			0.00	HEDLEY		192.98			A	5.40pm	
SG 123	0	10	f	6.50			4.42	BRADSHAW		188.56	W		f	5.20	
SG 117	0	15	f	7.15			10.72	ASHNOLA		182.26			f	4.55	
SG 110	38	38	s	7.45			17.68	KEREMEOS	K	175.30	D		s	4.25	
	0	10	f	8.15			21.58	CAWSTON		171.40			f	3.55	
SG 103	0	26	s	8.30			24.93	SIMILKAMEN, B. C.		168.05			s	3.40	
SG 93	0	22	s	9.05			34.50	CHOPAKA, WASH.		158.48	W		s	3.05	
SG 83	0	19	s	9.50			44.40	NIGHTHAWK		148.58			s	2.20	
SG 71	Yard	243	A	10.40pm		L	5.45am	OROVILLE	VR	137.24	RKDWDY BPXO	A	12.30pm	L	1.30pm
WO 132	0	35				f	5.58	CORDELL		131.49		f	12.10pm		
WO 126	0	34				f	6.10	ELLISFORD		126.21		f	11.50		
WO 120	0	71				s	6.25	TONASKET	ON	120.28	DPW	s	11.32		
WO 115	0	34				f	6.35	JANIS		115.45		f	11.02		
WO 110	0	34				f	6.46	BARKER		110.02		f	10.47		
WO 105	0	36				s	6.59	RIVERSIDE		104.73	W	s	10.32		
WO 100	0	35				f	7.09	CHEROKEE		100.55		f	10.15		
WO 96	66	214		L	6.00pm	s	7.30	OMAK	MK	95.70	BDPXYO	s	10.04	A	7.00am
WO 92	55	92		s	6.35	s	7.50	OKANOGAN	KN	91.50	DPWX	s	9.40	s	6.20
WO 87	0	34		f	6.50	f	8.01	CHILLOWIST		86.57		f	9.13	f	4.50
WO 83	0	35		f	7.05	f	8.10	MALOTT		82.64		f	9.05	f	4.00
WO 76	0	35		f	7.25	f	8.25	WAKEFIELD		76.39	W	f	8.50	f	3.10
WO 72	0	34		f	7.40	f	8.40	MONSE		71.66		f	8.40	f	2.15
WO 65	50	61		s	8.10	s	9.05	BREWSTER	BR	64.99	DPX	s	8.25	s	1.30
WO 59	49	333		s	8.45	s	9.30	PATEROS	RO	58.91	DPWX	s	8.05	s	12.10am
WO 53	0	34		f	9.02	f	9.42	STARR		53.44		f	7.48	f	10.25
WO 50	0	34		f	9.15	f	9.52	AZWELL		49.78		f	7.41	f	10.00
WO 44	0	35		f	9.35	f	10.05	HUGO		44.05		f	7.29	s	9.35
WO 39	54	83		s	10.05	s	10.25	CHELAN	HN	38.94	DPWX	s	7.18	s	9.15
	0	78		s	10.30	s	10.35	CHELAN FALLS		37.78		s	7.02	s	8.15
WO 32	0	40		f	10.50	f	10.49	STAYMAN		31.93		f	6.47	f	7.50
WO 26	0	43		f	11.15	f	11.05	WINESAP		26.01		f	6.34	f	7.20
WO 19	66	86		s	11.45	s	11.30	ENTIAI	NI	18.90	DPWX	s	6.20	s	6.50
WO 14	0	39		f	12.10am	f	11.44	WAGNERSBURG		13.60		f	5.59	f	6.00
WO 8	0	31		f	12.30	f	12.01pm	ZENA		7.97		f	5.48	f	5.40
WO 3	0	66		f	12.45	f	12.18	OLDS		3.49		f	5.38	f	5.20
1648	Yard	1085		A	1.00am	A	12.30pm	WENATCHEE	WC	0.00	RKDNP BWXXJ	L	5.30am	L	5.00pm
				4.10 12.98	7.00 13.87		6.45 20.33	Time Over Subdivision Average Speed Per Hour				7.00 19.60		4.10 12.98	14.00 6.81

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

Special Rules, Page 13.

SOUTHWARD

FIFTH SUBDIVISION

NORTHWARD 9

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Nelson	Time Table No. 52			Distance from Dean	SIGNS	FIRST CLASS		THIRD CLASS		
	Sittings	Other Tracks	703	701		255		Effective September 24, 1939.					256		702	704	
			Tu. Thur. and Sat.	Daily Ex. Mon.		Daily Ex. Sun.		STATIONS					Daily Ex. Sun.		Daily Ex. Sun.	Mo. Wed. and Fri.	
SA 186			L 11.00Am				0.00	NELSON	BC	186.13	RDNWP					A 10.15Pm	
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES																	
SA 181	0	0	s 11.30Am				5.45	^{5.45} TROUP JUNCTION		180.68	RYPV					s 9.45Pm	
SA 176	0	27	s 11.55			L 12.30Pm	10.26	^{4.81} SOUTH NELSON		175.87	W	A 4.00Pm				s 9.20	
SA 169	0	15	s 12.30Pm			f 1.05	17.05	^{6.79} APEX		169.08		f 3.43				s 8.45	
SA 166	0	15	s 12.45			s 1.13	20.38	^{3.33} HALL		165.75		f 3.35				s 8.20	
SA 159	0	16	s 1.26			s 1.26	27.50	^{7.12} YMIR		158.63	W	s 3.19				s 8.00	
SA 155	0	9	s 1.45			f 1.34	31.86	^{4.36} BOULDER MILL		154.27		f 3.09				s 7.25	
SA 152	0	53	s 2.05			s 1.43	35.15	^{3.29} SALMO	SI	150.98	DN	s 3.01				s 7.10	
SA 148	0	15	s 2.27			f 1.52	37.87	^{2.72} ERIE		148.26		f 2.55				s 6.45	
SA 145	0	20	s 2.45			f 2.02	40.74	^{2.87} MEADOWS		145.39		s 2.45				s 6.30	
SA 142	7	0	s 3.00			f 2.12	44.82	^{4.08} PARKS		141.31		f 2.35				s 6.10	
SA 136	0	15	s 3.15			f 2.23	50.42	^{5.60} FRUITVALE		135.71		f 2.23				s 5.50	
SA 130	0	7	s 3.35			s 2.35	55.74	^{5.32} COLUMBIA GARDENS		130.39		s 1.55				s 5.10	
SA 127	0	20	s 4.10			s 2.45	59.57	^{3.83} WANETA, B. C.	WN	126.56	D	s 1.40				s 4.45	
SA 126	0	39	s 4.20			s 3.01	61.68	^{2.11} BOUNDARY, U. S.		124.45		s 1.20				s 4.15	
SA 116	60	89	s 5.55			s 3.19	70.48	^{8.80} NORTHPORT	NP	115.65	RKDWYX	s 12.58				s 3.19	
SA 107	0	7	s 6.30			f 3.35	78.76	^{8.28} MARBLE		107.37		f 12.35				s 2.35	
SA 96	0	16	s 7.30			f 4.01	90.23	^{11.47} BOSSBURG		95.90		f 12.12Pm				s 2.00	
SA 89	0	2	s 8.15			s 4.15	97.00	^{6.77} SAND SPUR		89.13		11.56				s 1.30	
SA 87	Yard	148	A 8.30Pm	L 2.00Am		s 4.20	99.01	^{2.01} MARCUS	MS	87.12	RKDNW BYXOJ	s 11.50	A 12.05Pm	L 1.15Pm			
SA 82	30	30	s 2.40			s 4.35	104.31	^{5.30} KETTLE FALLS	MF	81.82	D	s 11.31	s 11.31				
SA 77	0	13	s 3.10			f 4.45	109.81	^{5.50} PALMERS		76.32		f 11.18				s 11.00	
SA 73	0	114	s 4.00			s 4.54	112.86	^{3.05} COLVILLE	VD	73.27	DW	s 11.13				s 10.35	
SA 71	0	21	s 4.20			f 5.02	116.66	^{3.80} ORIN		69.47		f 11.02				s 10.05	
SA 67	40	3	s 4.40			f 5.07	119.36	^{2.70} ARDEN		66.77		f 10.57				s 9.45	
SA 59	0	20	s 5.15			s 5.19	126.75	^{7.39} ADDY	AD	59.38	DW	s 10.44				s 9.15	
SA 50	26	120	s 6.30			s 5.38	135.96	^{9.21} CHEWELAH	CH	50.17	DX	s 10.29				s 8.45	
SA 43	40	49	s 7.30			s 5.51	143.53	^{7.57} VALLEY		42.60	YX	s 10.15				s 7.30	
SA 38	0	30	s 8.00			f 6.01	148.77	^{5.24} GRAYS		37.36		f 10.04				s 6.30	
SA 34	0	18	s 8.40			s 6.12	152.20	^{3.43} CLINE		33.93		s 9.55				s 6.05	
SA 33	39	17	s 8.40			s 6.12	153.47	^{1.27} SPRINGDALE		32.66	W	s 9.55				s 6.05	
SA 25	40	21	s 9.38			f 6.30	161.38	^{8.11} LOON LAKE		24.55		f 9.38				s 5.30	
SA 18	0	68	s 10.30			s 6.45	168.58	^{6.80} CLAYTON	CN	17.75	D	s 9.22				s 5.00	
SA 13	50	49	s 11.00			s 6.55	173.65	^{5.27} DEER PARK	DE	12.48	DXW	s 9.12				s 4.30	
SA 9	0	15	s 11.20			f 7.03	177.24	^{3.59} DENISON		8.89		f 9.02				s 3.25	
SA 4	40	16	s 11.40			f 7.15	182.36	^{5.12} WAYSIDE		3.77		f 8.51				s 3.10	
1460	Yard	40	A 12.10Pm	A 7.30Pm		A 7.30Pm	186.13	^{3.77} DEAN	SF	0.00	JRDNX	L 8.44Am	L 3.00Am				
			9.30 10.42	10.10 8.57		7.00 25.15		Time Over Subdivision Average Speed Per Hour				7.16 24.22			9.05 9.59	9.00 10.99	

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

Special Rules, Page 13.

10 WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Marous	Time Table No. 52		Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS	
	Siding	Other Tracks	393	Friday		STATIONS	394				Saturday	
												Friday
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 65	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 trains20 M. P. H.

Trains with loaded log cars15 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. 52		Telegraph Calls	Distance from Anacortes	SIGNS	SECOND CLASS	
	Siding	Other Tracks	275	277		STATIONS	278				276	
												Mon., Wed., Fri.
CN53	Yard	69	L	10.30Am	0.00	ROCKPORT	RC	53.41	XWY	A	9.30Am	
CN48	0	14	f	10.55	6.00	NESTOS		47.41		f	9.00	
CN44	35	158	s	1.30Pm	9.13	CONCRETE	BA	44.28	DXW	s	8.30	
CN43	0	92	f	1.45	10.39	GRASSMERE		43.02	X	f	6.45	
CN38	0	36	f	2.15	15.44	BIRDSVIEW		37.97		f	6.30	
CN33	0	39	f	2.35	20.67	HAMILTON		32.74	W	f	6.10	
			s	2.36	21.27	HAMILTON JUNCTION	H	32.14	RB	s	6.07	
CN29	0	33	f	2.50	23.90	LYMAN		29.51		f	5.55	
CN23	0	5	f	3.05	29.35	COKE DALE		24.06		f	5.35	
CN20	0	85	f	3.30	32.47	SEDRO-WOOLLEY	SW	20.94	DX	f	5.20	
					32.57	NOR. PAC. RY. CROSSING		20.84				
CL39	Yard	258	L	8.00Am	A 3.45Pm	BURLINGTON	BU	16.19	MJRDNOB PKWXY	L	5.00Am	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	f	8.25	44.13	WHITNEY		9.28		f	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.

MAXIMUM SPEED.

All trains20 M. P. H.

Bridge 12—Whitney 8 M. P. H.

Bridge 52—Concrete10 M. P. M.

SOUTHWARD

EIGHTH SUBDIVISION

NORTHWARD

11

Station Numbers	Car Capacity		THIRD CLASS		Distance from Mansfield	Time Table No. 52 Effective September 24, 1939		Distance from Columbia River	SIGNS	THIRD CLASS	
	Sidings	Other Tracks		381			382			Tuesday and Friday	
CR 60	Yard	48	L	1.30pm	0.00	MANSFIELD	60.39	RWY	A	12.40pm	
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	12.01pm	
CR 44	0	30	f	2.30	16.94	5.56 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	9.34 McCUE	21.85		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	5.30pm	60.39	10.65 COLUMBIA RIVER	0.00	J RPWN	L	8.25am	
				4.00 15.09		Time Over Subdivision Average Speed Per Hour				4.15 14.21	

Special Rules.

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

MAXIMUM SPEED.

All Trains20 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 secure 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, SPS E-1, Z-1	10 MPH
Over bridge 274, Fort Wright, Q-1, R, S, 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 or engines 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.

Electric automatic interlocking switches at ends of double track Bluestem and Lamona are controlled by track circuit and operate automatically with following exceptions:

Movement of Westward trains from single track to double track at Bluestem against current of traffic requires manual operation.

Movement of Eastward trains from single track to double track at Lamona against current of traffic requires manual operation.

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 Appleyard 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 and engines 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 or engine in the block may make forward or backward movement without flag protection.

Trains or engine 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 or engine 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.

No. 360 Ballard to Mukilteo, incl., to pick up passengers for points 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, 1 1/2 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, 1/2 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.

Switches controlling end of double track and Junction between 2d and 3d Subdivisions at Everett Junction are interlocked and electrically controlled from telegraph office, Everett passenger station.

Location of Cross-overs between Interbay and Everett Jct.

M.P. 7-36 East of Ballard.
M.P. 13-75 West of Richmond Beach.
M.P. 15-02 Standard Oil Spur, East of Richmond Beach.
M.P. 17-92 East of Edmonds.
M.P. 24-29 Between Meadowdale and Mukilteo.
M.P. 29-34 East of Mukilteo.
M.P. 31-33 G. N. Oil Spur, West of Everett Jct.

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 or engines 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 or engine movements from Bayside northward be governed by top arm of home signal.

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

Train or engine between Delta and Bayside be governed by lower arm of home signal.

Train or engine 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. 355, Ocean Park.

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

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

No. 359, Bow, for Parcels Post.

No. 360, Ocean Park for passengers, Norman and Blanchard for Parcels Post.

SPEED RESTRICTIONS.

All Trains or Engines

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, Four C. M. St. P. & P. RR crossings located:

(1) Army St., (1) Commercial St.

(2) Pine St., 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.

Between	Passenger	Freight
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.

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.

Between	Passenger	Freight
Hedley and Oroville	15 MPH	15 MPH
Oroville and Wenatchee	35 MPH	30 MPH

Fifth Subdivision.

All trains secure clearance card, Form A, at Marcus.

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 Limits10 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
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 without side rods and then only in case emergency.....	10 MPH
Dead engines in trains with side rods.....	40 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.

OPERATION OF SPRING SWITCHES.

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

Train or engine 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 or engine "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 or engine 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 or engine 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 or engine 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.

Canadian Maintenance of Way flagging rules, Board of R.R. Commissioners General Order No. 188, amended by Orders Nos. 248, 280 and 368.

MW-49. Before undertaking any work which will render the track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employes of the Company shall protect the same as follows:

(a) On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent (i. e., nine or more trains per day), or fast (35 miles per hour or over), train service.

Send out a flagman in each direction with stop signals, at least:

1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,400 feet if there is a down grade towards the obstruction within one mile.

MW-50. The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineman of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and red light by night, and remain in such position until recalled or relieved.

MW-51. On other lines:

(a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineman of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:

(b) By day place a red flag supported on two staffs with flag drawn out between them, at right angles to the track and five feet above rail level; and, in addition, by night, a red light; on the same side of the track as the engineman of an approaching train so that it will be clearly in his view, at least:

3,600 feet from the defective or working point, if there is no down grade towards the obstruction.

5,400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineman of an approaching train, 300 feet in advance of the red signal.

(d) Between sunset and sunrise and during stormy, foggy or smoky weather conditions, flagmen must be placed instead of outer signals referred to in clause (b).

MW-52. (a) Trains stopped by flagman, as per Rules MW-49 and MW-51 (d), shall be governed by his instructions and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge.

(b) Trains stopped by red signal, as per Rule MW-51, shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

(c) In the event of train order protection being provided, the defective or working point may be marked by signals placed in both directions as follows:

Yellow flags by day, and in addition, yellow lights by night, 3,600 feet from the defective or working point, red flags by day, and in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineman of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineman of an approaching train, and there is a clear view of at least 1,200 feet.

(d) When weather or other conditions obscure day signals, night signals must be used in addition.

(e) That a signal of serviceable type, consisting of a bunting flag, 22x28 inches, five feet above rail level, supported by any satisfactory device which will securely maintain such flag in proper position, be used to display the signals directed to be provided under Rule MW-51, paragraphs A and B (red signal), Rule MW-52, paragraph C (yellow signal) of this circular, and Rule 35 (yellow signal) of the uniform code of operating rules.

(f) Flagmen then must each be equipped for day time with a red flag and four torpedoes, and for night time, and when weather or other conditions obscure day signals, with a red light, or white light, four torpedoes, three red fuses, and a supply of matches.

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, Four—C. M. St. P. & P. Ry; (1) Army St., (1) Commercial St., (2) Pine St.

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.

EVERETT JUNCTION REMOTE CONTROL INTERLOCKING.

Train movements thru this interlocking plant will be governed by standard interlocking signal indications in accordance with rules 601A to 671, inclusive.

Upon authority of the operator at Everett depot the two interlocked switches may be handled by hand for switching or other movements as required. Push button control for such hand operation is provided in an iron box located adjacent to these switches and locked with a standard switch lock. Instructions for the use of this push button control are posted in the control box.

The two interlocked switches may also be thrown by hand by means of a hand crank located in an iron box adjacent to the switch marked "Crank" and locked with a standard switch lock. To operate switch machines by hand, crank should be taken out of the box and inserted in the shaft on the top of the operating mechanism after opening the small cover locked with a standard switch lock. The crank should be turned slowly and uniformly until movement has made its entire stroke and then removed from the mechanism. If a train movement is to be made over a switch which has been operated by means of the crank, THE CRANK SHALL UNDER NO CIRCUMSTANCES BE PLACED IN THE CRANK BOX UNTIL AFTER THE ENTIRE TRAIN HAS PASSED OVER THE SWITCH. When such operation is completed crank should be replaced in the crank box and the box locked.

If a train is stopped by a stop indication of a home signal and no immediate conflicting train movement is evident, train man shall communicate with the operator by means of a telephone located in the telephone booth at this point, and be governed by the operator's instructions in proceeding thru the interlocking plant.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Capacity Cars	NAME	LOCATION	Capacity Cars
FIRST SUBDIVISION:			FOURTH SUBDIVISION—Concl.		
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
SECOND SUBDIVISION:			FIFTH SUBDIVISION:		
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
Baring	1.26 miles East of Halford	19	Durango Spur	1.8 miles South of Ymir	13
Index, Galena Mill Spur	0.3 mile East of Index	42	Baskins & Gevurtz Spur	1.9 miles South of Ymir	11
Western Granite Works Spur	1.0 mile West of Index	8	Archibald	1.0 mile South of Erie	11
Wallace Falls Timber Co.	1.8 miles East of Gold Bar	76	Benton Pole & Lbr. Co. Spur	2.0 miles South of Meadows	6
Startup	1.9 miles West of Gold Bar	22	Nelson's Spur	2.4 miles North of Fruit- vale	2
Fryeland	1.9 miles West of Monroe	20	Stroh Spur	5.33 miles North of North- port	3
Robinson Lettuce Spur	2.0 miles West of Monroe	56	Industrial Spur #134	4.06 miles North of North- port	20
Frye Spur	3.1 miles West of Monroe	13	Hudson's Spur	3.3 miles South of North- port	12
G. N. Oil Tank Spur	1.0 mile West of Everett Jct.	45	Cameron	4.5 miles South of North- port	12
Standard Oil and Shell Co.'s Spur	0.9 mile East of Richmond Beach	90	Kanes	4.1 miles South of North- port	5
THIRD SUBDIVISION:			SIXTH SUBDIVISION:		
Clark and Buzza	0.1 mile South of Still Creek	2	Hendrix Cut	3.8 miles North of Bossberg	3
Dominion Bridge Co.	1.4 miles South of Still Creek	58	Evans Spur	5.4 miles North of Marcus	24
Sapperton Pit	0.9 mile North of Sapperton	77	Powells Siding	4.8 miles North of Marcus	29
B. C. Peat product's	6.05 miles North of Colebrook	12	Kulzer's Spur	1.7 miles South of Valley	8
Dakota Creek Spur	2.1 miles South of Blaine	21	Gess Spur	2.8 miles North of Valley	3
Olympic Portland Cement Co. Spur	2.0 miles South of Ferndale	27	Blue Creek Spur	3.1 miles South of Addy	12
Chuckanut Cannery Spur	0.6 mile North of Sockeye	6	SEVENTH SUBDIVISION:		
Hazel Mill Spur	0.8 mile South of Samish	7	Mountview	3.7 miles West of Rockport	16
Blanchard	1.4 miles South of Samish	8	Sauk Spur	1.6 miles West of Rockport	11
Belleville Pit	4.3 miles North of Burlington	102	Van Horne's Spur	1.0 mile West of Nestos	5
Belleville	2.7 miles North of Burlington	9	Puget Sound Saw Mill Co.	0.8 mile West of Nestos	80
English Lbr. Co.—Inter- change	1.3 miles South of Fir	2	Hawkins Spur	0.8 mile West of Fredonia	5
Norman Spur	1.0 mile North of Silvana	9	FOURTH SUBDIVISION:		
Allison	21.46 miles North of Hedley	10	Hedlund Spur & Lbr. Co.	2.1 miles West of Marcus	Private
Norman	16.72 miles North of Hedley	14	Helphrey's Spur #1	1.9 miles West of Curlew	3
Bromley	11.96 miles North of Hedley	20	INSTRUCTIONS RELATIVE HANDLING LOGS.		
Benders Spur	0.5 miles North of Night- hawk	6	Flat or skeleton cars loaded with logs must not pass thru tunnels without permission of Superintendent.		

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.

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 ON TENANT LINES.

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