



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. J. G. Cunningham,
Assistant Chief SurgeonSpokane, Wash.
- Dr. H. E. Wheeler,
Assistant Division SurgeonSpokane, Wash.
- Dr. A. E. Gerhart,
Assistant Division SurgeonWenatchee, Wash.
- Dr. H. F. Craig,
Assistant Division SurgeonMarcus, 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. Roll Newell Dillon Inter- |
| Dr. W. A. Gray.....Colville | bay. Address 3042 15th |
| Dr. C. M. Kingston | Ave. West, Seattle. |
|Grand Forks | Dr. H. L. Hopkins |
| Dr. L. F. Wagner.....Harrington |Leavenworth |
| Dr. J. Farrow.....Hillyard | Dr. Minard Allison.....Monroe |
| Dr. W. O. Rose.....Nelson | Dr. D. A. Clark |
| Dr. E. E. Efner.....Oroville |New Westminster |
| Dr. H. E. Frost.....Anacortes | Dr. G. N. Pease.....Portland |
| Dr. W. A. Kirkpatrick | Dr. Ralph M. Dodson, Medical |
|Bellingham | Dental Bldg., Portland, Ore. |
| Dr. M. A. Keyes.....Blaine | Dr. James A. LaGasa..Tacoma |
| Dr. H. E. Cleveland | Dr. R. D. Wiswall |
|Burlington |Vancouver, Wash. |
| Dr. E. Hayden.....Cashmere | Dr. Geo. H. Clement |
| Dr. Roy F. West.....Seattle |718 Granville St., |
| Dr. Carl L. Martin | Vancouver, B. C. |
|Skykomish | |

- G. E. Wellein, Chief Dispatcher, Seattle.
A. Kase, 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 46

Effective 12:01 A. M. Pacific Time

Sunday, July 25, 1937.

J. L. CLOSE, Superintendent.
R. A. McCANDLESS, General Manager.

J. B. SMITH,
General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS	FIRST CLASS					Distance from Hillyard	Time Table No. 46		Telegraph Calls	
	Sidings	Other Tracks	693	691	381	401	263	255	45 S. P. & S. No. 1	1	27		5	STATIONS		
			Wed. Saturday	Tuesday Friday	Monday Thur.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily		Daily			Effective July 25, 1937
1469	Yard	2558	.....	L 8.15Am	.....	L 10.00Pm	L 9.45Am	L 4.35Pm	.....	L 9.15Pm	L 6.00Pm	.....	0.00	DOUBLE TRACK	.....	HU
1472	.....	.....	.....	8.30	.....	10.25	9.55	4.45	.....	9.25	6.10	.....	3.68		.....	.....
1473	Yard	644	.....	s 8.35	.....	10.50	A 10.00Am	A 4.50Pm	L 9.45Pm	A 9.30	A 6.15	L 8.30Am	4.85	DOUBLE TRACK	.....	Q
1477	69	26	.....	s 8.50	.....	11.05	.....	.....	A 9.50Pm	L 10.00	L 7.00	.....	7.59		.....	FW
1481	69	6	.....	s 9.15	.....	11.30	.....	.....	.....	10.05	7.05	f 8.35	13.95	.....	.....
1486	69	15	.....	s 9.35	.....	11.50	.....	.....	.....	10.17	7.16	f 8.45	17.21	.....	.....
1493	70	50	.....	s 9.55	.....	12.10Am	.....	.....	.....	10.31	7.30	f 8.57	22.60	.....	.....
1496	130	39	.....	s 10.10	.....	12.25	.....	.....	.....	10.36	7.35	f 9.03	26.69	DOUBLE TRACK	.....	.....
1502	70	50	.....	s 10.35	.....	12.40	.....	.....	.....	10.44	7.43	f 9.12	33.18		.....	.....
1508	129	35	.....	s 11.10	.....	1.10	.....	.....	.....	10.52	7.50	s 9.20	38.90	DOUBLE TRACK	.....	WH
1512	0	20	.....	s 11.25	.....	.....	.....	.....	.....	.....	.....	f 9.26	42.60		.....	.....
1517	70	46	.....	s 11.50	.....	1.40	.....	.....	.....	11.05	8.01	f 9.34	48.10	.....	BM	
1524	E62 W69	95	.....	s 12.20Pm	.....	2.05	.....	.....	.....	11.14	8.10	s 9.44	55.51	DOUBLE TRACK	.....	HR
1531	E68	46	.....	s 1.00	.....	2.25	.....	.....	.....	11.23	8.18	f 9.53	62.23		.....	.....
1535	0	49	.....	s 1.15	.....	2.40	.....	.....	.....	11.28	8.22	f 9.59	65.94	DOUBLE TRACK	.....	.....
1539	54	35	.....	s 1.45	.....	3.15	.....	.....	.....	11.34	8.28	f 10.07	70.40		.....	PA
1544	94	116	.....	s 2.05	.....	3.30	.....	.....	.....	11.41	8.35	f 10.14	75.98	.....	.....
1550	69	109	.....	s 2.35	.....	3.45	.....	.....	.....	11.47	8.41	s 10.21	80.83	DOUBLE TRACK	.....	SA
1555	0	62	.....	s 3.00	.....	4.00	.....	.....	.....	11.53	8.47	f 10.28	85.41		.....	.....
1558	113	25	.....	s 3.25	.....	4.15	.....	.....	.....	11.59	8.52	f 10.34	89.74	DOUBLE TRACK	.....	.....
1566	69	33	.....	s 4.02	.....	4.35	.....	.....	.....	12.10Am	9.01	s 10.44	97.21		.....	.....
1573	182	138	L 7.00Am	A 4.30Pm	.....	5.02	.....	.....	.....	12.19	9.09	s 10.54	103.83	.....	CK	
1580	129	19	s 7.30	.....	.....	5.15	.....	.....	.....	12.29	9.18	f 11.04	111.65	DOUBLE TRACK	.....	.....
1588	137	132	s 8.10	.....	.....	5.33	.....	.....	.....	12.36	9.24	f 11.12	116.97		.....	.....
1591	0	20	s 8.30	.....	.....	.....	.....	.....	.....	.....	9.29	f 11.20	121.57	DOUBLE TRACK	.....	AF
1596	129	58	s 9.00	.....	.....	6.15	.....	.....	.....	12.49	s 9.39	s 11.33	126.97		.....	FR
1601	70	7	s 9.15	.....	.....	6.30	.....	.....	.....	12.56	9.46	f 11.40	132.12	.....	.....
1606	69	15	s 9.45	.....	.....	6.45	.....	.....	.....	1.03	9.52	f 11.46	137.19	DOUBLE TRACK	.....	.....
1612	95	104	s 10.15	.....	.....	7.10	.....	.....	.....	1.14	9.59	s 11.54	143.33		.....	QN
1617	73	4	s 10.30	.....	.....	7.25	.....	.....	.....	1.22	10.05	f 12.01Pm	148.46	DOUBLE TRACK	.....	.....
1623	123	19	s 10.55	.....	.....	7.40	.....	.....	.....	1.32	10.14	s 12.12	154.06		.....	.....
1628	69	5	s 11.10	.....	.....	7.55	.....	.....	.....	1.41	10.21	f 12.21	159.34	.....	.....
1632	70	52	s 11.30	.....	L 5.40Pm	8.15	.....	.....	.....	1.48	10.26	f 12.27	163.37	DOUBLE TRACK	.....	CM
1637	135	83	s 11.45	.....	s 5.55	8.25	.....	.....	.....	1.54	10.31	s 12.33	167.94		.....	.....
1641	70	23	s 12.05Pm	.....	s 6.10	8.40	.....	.....	.....	2.04	10.40	f 12.43	172.34	DOUBLE TRACK	.....	.....
1645	Yard	1082	A 12.30Pm	.....	.....	6.20	A 9.00Am	.....	.....	2.12	10.47	f 12.50	177.08		.....	WD
1648	Yard	1085	.....	.....	A 6.30Pm	.....	.....	.....	.....	A 2.15Am	A 10.50Pm	A 12.55Pm	179.25	.....	WC	
			5.30 13.31	8.15 12.73	.50 19.06	11.00 16.10	.15 19.39	.15 19.39	.05 33.00	5.00 35.85	4.50 37.08	4.25 40.48	Time Over Subdivision Average Speed Per Hour			

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

Special Rules, Page 13.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 46

Effective July 25, 1937

STATIONS	Distance from Wenatchee	FIRST CLASS						SECOND CLASS		THIRD CLASS			SIGNS		
		2	28	6	46 S. P. & S. No. 2	256	264	402	432	694	382	692			
		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Tuesday Friday	Monday Thur.	Wed. Saturday			
HILLYARD 3.08 U. P. R. R. Jct.	179.25 175.57	A 8.13Am	A 12.15Pm					A 8.40Am	A 5.15Pm	A 12.01Am	A 7.00Am			A 1.15Pm	RKDNP WCOIX
														s 12.55	DNPI
SPOKANE 1.17 2.74 FORT WRIGHT 6.36 HIGHLAND 3.26 LYONS 5.39 GALENA	174.40 171.66 165.30 162.04 156.65	L 8.00 A 7.30	L 12.01Pm A 8.20Am	A 6.30Pm	A 7.00Am	L 8.25Am	L 5.00Pm			11.05	6.25			s 12.50	RKDNP WOCX
			f 6.22	L 6.55Am						10.55	6.15			s 12.35	IDNPYX
			f 6.10							10.40	6.00			s 12.15	P
			f 6.04							10.23	5.50			s 12.05Pm	P
			f 5.55							10.05	5.40			s 11.50	P
ESPAÑOLA 4.09 6.44 WAUKON 5.72 EDWALL 3.70 CANBY 5.50 BLUESTEM	152.56 146.07 140.35 136.65 131.15	6.51	7.41	f 5.49						9.50	5.30			s 11.35	P
		6.45	7.35	f 5.39						9.30	5.15			s 11.10	P
		6.37	7.27	s 5.30						9.15	5.00			s 10.45	DPW
				f 5.23										s 10.15	P
		6.23	7.13	f 5.16						8.45	4.30			s 10.00	INP
HARRINGTON 7.41 6.72 MOHLER 3.71 DOWNS 4.46 LAMONA 5.58 NEMO	123.74 117.02 113.81 108.85 103.20	6.11	7.01	s 5.06						8.15	4.05			s 9.20	DPW
		6.02	6.52	f 4.56						7.45	3.45			s 8.20	P
		5.56	6.46	f 4.50						7.25	3.30			s 8.05	P
		5.48	6.38	f 4.43						7.10	3.15			s 7.45	INPW
		5.40	6.30	f 4.35						6.40	2.45			s 7.25	P
ODESSA 4.85 4.58 SEWARD 4.33 IRBY 7.47 MARLIN 6.62 WILSON CREEK	98.42 93.84 89.51 82.04 75.42	5.32	6.22	s 4.28						6.10	2.20			s 7.05	DP
		5.26	6.16	f 4.19						5.55	2.10			s 6.35	P
		5.20	6.10	f 4.12						5.40	2.00			s 6.25	PW
		5.11	5.59	s 4.02						5.20	1.45			s 6.10	P
		5.02	5.50	s 3.51						5.00	1.30	A 9.00Pm		L 5.55Am	DNPWCYX
STRATFORD 7.82 5.32 ADRIAN 4.60 SOAP LAKE 5.40 EPHRATA 5.15 NAYLOR	67.60 62.28 57.68 52.28 47.13	4.52	5.40	f 3.38						4.10	12.50	s 8.30			P
		4.45	5.33	f 3.31						3.59	12.36Am	s 8.10			P
				s 3.23								s 7.50			DP
		4.34	s 5.21	s 3.14						3.35	11.57	s 7.30			DNPW
		4.24	5.11	f 3.04						3.25	11.47	s 7.00			P
WINCHESTER 5.07 6.14 QUINCY 5.13 CRATER 5.60 TRINIDAD 5.28 VULCAN	42.06 35.92 30.79 25.19 19.91	4.18	5.05	f 2.56						3.15	11.37	s 6.45			P
		4.11	4.58	s 2.46						3.00	11.22	s 6.30			DPW
		4.03	4.50	f 2.37						2.37	10.50	s 5.20			P
		3.51	4.37	s 2.28						2.10	10.14	s 4.50			PW
		3.41	4.27	f 2.19						1.50	9.50	s 4.10			P
COLUMBIA RIVER 4.03 3.45 ROCK ISLAND 5.52 MALAGA 4.74 APPLEYARD 2.17 WENATCHEE	15.88 11.31 6.91 2.17 00.0	3.34	4.21	f 2.12						1.40	9.40	s 3.55	A 8.15Am		NPW
		3.27	4.15	s 2.04						1.30	9.30	s 3.40	s 8.05		P
		3.17	4.07	f 1.54						1.15	9.15	s 3.20	s 7.50		P
		3.10	4.00	f 1.45						L 1.00Pm	L 9.00Pm	L 3.00Pm	7.35		RKDNP WOCX
		L 3.05Am	L 3.55Am	L 1.40Pm									L 7.30Am		RKDNPWX
Time Over Subdivision		5.08	8.20	4.50	.05	.15	.15	11.01	10.00	6.00	12.18	6.00	21.17	7.20	
Average Speed Per Hour		34.91	21.51	36.84	33.00	19.39	19.39	16.07	17.71	12.18	12.18	12.18	21.17	14.15	

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

Special Rules, Page 13.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS						Distance from Wenatchee	Time Table No. 46		Telegraph Calls
	Siding	Other Tracks	403	401	355	5	359	1	27	Effective July 25, 1937		STATIONS		
			C. M. St. P. & P. 591 Daily Ex. Sun.	Daily									Daily	
1648	Yard	1085	L 1.35Pm		L 1.05Pm		L 2.30Am	L 11.00Pm	0.00	.....	WENATCHEE	WC	
1655	75	47	1.50		f 1.21		2.45	11.14	7.38	.....	MONITOR	MR	
1659	94	213	2.00		s 1.30		2.53	11.22	11.00	.....	CASHMERE	OM	
1664	64	35	2.10		s 1.39		3.02	11.31	15.65	.....	DRYDEN	DN	
1667	0	236	2.20		s 1.45		3.08	11.37	18.77	.....	PESHASTIN	PN	
1671	112	18	2.35		s 1.52		3.17	11.43	22.05	.....	LEAVENWORTH	CH	
1676	25	0	2.50		f 2.03		3.28	11.54	27.90	.....	CHUMSTICK		
1684	109	14	3.10		f 2.16		3.46	12.12Am	35.60	.....	WINTON		
1691	100	41	3.28		f 2.27		3.59	12.25	42.15	.....	MERRITT		
1699	100	37	3.53		f 2.42		4.18	12.42	49.18	.....	BERNE	BR	
1716	135	16	4.23		f 3.02		4.38	1.02	58.16	.....	SCENIC	MA	
1723	60	10	4.45		f 3.19		4.53	1.18	66.00	.....	TONGA		
1728	E-99 W-99	271	5.30		s 3.40		5.15	s 1.50	70.96	.....	SKYKOMISH	KY	
1732	59	68	5.40		f 3.47		5.23	1.58	74.77	.....	GROTTO	GO	
1737	68	62	5.52		f 3.56		5.32	2.07	79.91	.....	HALFORD		
1742	58	14	6.07		s 4.06		5.42	2.17	85.24	.....	INDEX	NX	
1747	101	53	6.22		f 4.15		5.51	2.27	90.14	.....	REITER		
1751	149	951	6.35		s 4.24		5.58	2.35	94.51	.....	GOLD BAR	GB	
1757	59	41	6.46		s 4.33		6.06	2.46	99.91	.....	SULTAN		
1764	85	127	7.01		s 4.49		6.18	3.00	107.37	.....	MONROE	RO	
1771	99	136	L 5.00Am 5.22 5.23 5.38 5.39		4.50 s 5.02 5.03 5.09 5.10		6.19 6.30 6.31 6.37 6.38	3.01 3.13 3.14 3.21 3.22	108.14 114.37 115.01 119.94 120.19	.....	MONROE JUNCTION SNOHOMISH SNOHOMISH JCT. N. P. JUNCTION LOWELL	SH W	
1777	Con- tin- uous	112	A 5.40Am		5.11		6.39	3.23	120.20	.....	LOWELL JUNCTION		
1779	0	8	8.01 8.05 8.10		5.14 s 5.25		6.42 s 6.50	3.27 s 3.50	121.81 122.86	.....	PACIFIC AVENUE EVERETT	D	
1780	4	0	8.15		L 10.12Pm 10.17		L 12.45Pm 12.51	6.52 7.00	123.67 127.42	.....	EVERETT JUNCTION MUKILTEO	JN	
1784	0	84	8.26		5.34		7.00	4.02		.....			
1793			8.55		10.26		5.45	1.01	7.11	4.14	134.56	MEADOWDALE	
1795	0	107	9.09		10.31		f 5.52	f 1.07	7.19	4.20	138.27	EDMONDS	DR
1796	0	79	9.20		10.35		s 5.58	1.12	7.25	4.25	141.37	RICHMOND BEACH	R
1807	0	190	9.50		10.45		6.11	1.26	7.40	4.40	149.23	BALLARD	
1808	Yard	1084	A 10.00Pm		f 6.15		f 1.29	7.44	4.44	150.99	INTERBAY	RB	
1813	Yard	589	A 11.00Pm		A 6.30Pm		A 1.45Pm	A 8.00Am	A 5.00Am	151.97 154.27 155.57 155.67	N. P. RY. CROSSING NORTH PORTAL TOWER SOUTH PORTAL TOWER SEATTLE	UD	
			.40 18.09	8.25 17.39		.48 40.00	5.25 28.72	1.00 32.00	5.30 28.31	6.00 25.94		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, Pages 13 and 14.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 46

Effective July 25, 1937

FIRST CLASS

SECOND CLASS

Distance from Seattle

360

6

298
N. P. 444

358

2

28

402

404
C. M. St.
P. & P. 592

SIGNS

STATIONS

Daily

Daily

Daily
Ex. Sun.

Daily

Daily

Daily

Daily

Daily
Ex. Sun.

WENATCHEE 7.38	155.67	A	1.35Pm			A	3.00Am	A	3.45Am					A	9.20Am		RKDNW XP
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	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	106.49	f	12.10Pm				1.23		1.57						6.50		NP
SCENIC 7.84	97.51	f	11.48				1.02		1.36						6.15		DNP
TONGA 4.86	89.67		11.27				12.41		1.18						5.40		P
SKYKOMISH 3.81	84.71	s	11.15				12.31	s	1.05						5.15		RKDNWC XYP
GROTTO 5.14	80.90	f	10.55				12.15		12.47						3.50		DP
HALFORD	75.78	f	10.47				12.08Am		12.40						3.35		WP
INDEX 4.90	70.43	s	10.36				11.59		12.30						3.20		DP
REITER 4.37	65.53	f	10.25				11.51		12.22						3.05		P
GOLD BAR 5.40	61.16	s	10.18				11.44		12.15						2.35		NWYP
SULTAN 7.46	55.76	s	10.10				11.37		12.07Am						2.20		P
MONROE	48.30	s	9.57				11.27	s	11.57						2.05		DNWYPR
MONROE JUNCTION 6.23	47.53		9.51				11.26		11.50						2.03	A	9.40Pm
SNOHOMISH 0.64	41.30	s	9.42		A	4.18Pm	11.19		11.43						1.45		9.18
SNOHOMISH JCT. 4.93	40.66		9.41			4.17	11.18		11.42						1.44		9.17
N. P. JUNCTION 0.25	35.73		9.34		L	4.06Pm	11.12		11.35						1.31		9.02
LOWELL	35.48		9.33				11.11		11.34						1.30		9.01
LOWELL JUNCTION 1.61	35.47		9.32				11.10		11.33						1.29	L	9.00Pm
PACIFIC AVENUE 1.05	33.86		9.30				11.08		11.32						1.05		9.00
EVERETT 3.75	32.81	s	9.27				11.05	s	11.30						1.03		9.00
EVERETT JUNCTION 7.14	32.00	A	9.05Am				11.01		11.20						1.00		9.00
MUKILTEO 3.71	28.25	s	8.59				10.57		11.14						12.53		9.00
MEADOWDALE 3.10	21.11	f	8.45				10.48		11.04						12.37		9.00
EDMONDS 7.86	17.40	s	8.40				10.44		10.59						12.30		9.00
RICHMOND BEACH 1.76	14.30	s	8.33				10.40		10.55						12.21		9.00
BALLARD 0.98	6.44	s	8.21				10.30		10.45						12.06		9.00
INTERBAY 2.30	4.68	s	8.18				10.27		10.42						12.01Am	L	9.00
N. P. RY. CROSSING 1.30	3.70																9.00
NORTH PORTAL TOWER 0.10	1.40																9.00
SOUTH PORTAL TOWER 0.10	0.10																9.00
SEATTLE	0.00	L	8.05Am	L	8.30Am	L	5.40Pm	L	10.15Pm	L	10.30Pm						9.00
Time Over Subdivision			1.00												9.19		
Average Speed Per Hour			32.00												18.20		
			5.05												.40		
			30.62												18.09		
			.12														
			29.00														
			.50														
			38.41														
			4.45														
			32.73														
			5.15														
			29.65														

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

Special Rules, Pages 13 and 14.

6 SOUTHWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS			FIRST CLASS				Distance from Vancouver	Time Table No. 46		Telegraph Calls
	Siding	Other Tracks	735 C. N. 398	711 Local	737 C. N. 404	101 C. N. 2	355	297 N. P. 444	359	Effective July 25, 1937					
										STATIONS					
			Tues., Fri.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily					
CL 125	Yard	400			L 11.00Am				L 6.00Pm		L 8.30Am	0.00	VANCOUVER	VN	
CL 122			L 7.04Am	11.03	L 12.50Am	L 7.20Pm	6.03		8.33	1.25	8.33	1.25	C. N. JUNCTION		
			7.09	11.08	12.58	7.23	6.06		8.36	2.73	8.36	2.73	STILL CREEK		
CL 115										4.57		4.57	B. C. E. RY. CROSSING		
			7.24	11.22	1.18					9.69	8.45	9.69	ENDOT		
CL 112	19	120								11.33		11.33	B. C. E. RY. CROSSING		
CL 107	0	60	A 7.37Am	11.35	1.25	7.39	6.21		8.51	11.70	8.51	11.70	SAPPERTON		
CL96	46	47		11.40	A 1.30Am	A 7.45Pm	s 6.27		s 8.56	13.06	s 8.56	13.06	NEW WESTMINSTER	MN	
CL92	0	3		11.45					9.01	13.54	9.01	13.54	FRASER RIVER JCT		
CL87	57	10		12.10Pm					6.46	24.03	f 9.15	24.03	COLEBROOK		
CL84	50	142		12.19					f 6.51	27.72	f 9.21	27.72	CRESCENT		
CL77	0	55		12.40					s 7.05	32.75	s 9.35	32.75	WHITE ROCK	WR	
CL71	60	118			1.45				s 7.25	35.43	s 9.55	35.43	INTERNATIONAL BOUNDARY		
CL62	52	539			2.00				7.35	35.88	s 10.05	35.88	BLAINE	BN	
										43.46		43.46	CUSTER		
					2.20				f 7.43	49.04	s 10.15	49.04	FERDALE	FD	
					3.00				s 8.03	58.02	s 10.35	58.02	BELLINGHAM	HM	
										58.25		58.25	C. M. St. P. & P. CROSSING		
										58.56		58.56	C. M. St. P. & P. CROSSING		
										58.93		58.93	C. M. St. P. & P. CROSSING		
										58.99		58.99	C. M. St. P. & P. CROSSING		
										59.81		59.81	NOR. PAC. RY. CROSSING		
CL60	52	101			3.15				s 8.12	60.95	s 10.45	60.95	SOUTH BELLINGHAM	FN	
CL56	39	8			3.30				8.20	64.87	10.51	64.87	SOCKEYE		
CL50	40	0			3.50				f 8.31	70.83	f 11.00	70.83	SAMISH		
CL46	23	14			4.05				8.36	74.63	f 11.05	74.63	BOW		
CL42	0	9			4.15				8.42	79.28	11.11	79.28	BELLEVILLE		
CL39	51	258			5.00				s 8.51	82.01	s 11.20	82.01	BURLINGTON	BU	
CL35	93	121			5.15				s 9.07	85.07	s 11.32	85.07	P. S. P. T. CO. CROSSING		
CL30	28	17			5.28				9.15	85.98	f 11.40	85.98	MT. VERNON	NR	
CL23	50	52			5.40				9.25	92.65		92.65	ENGLISH LBR. CO. CROSSG		
CL17	0	17			5.53				9.32	98.41	s 11.52	98.41	STANWOOD	B	
CL13	50	15			6.05				9.37	103.98	f 11.59	103.98	SILVANA		
										107.93	f 12.05Pm	107.93	ENGLISH		
					6.15				9.41	111.70	L 3.44Pm	12.10	111.70	KRUSE JUNCTION	
CL6	50	70			6.30				9.45	115.11	f 12.18	115.11	MARYSVILLE	MS	
CL3					A 6.45Pm				9.51	117.67	A 3.55Pm	12.24	117.67	DELTA JUNCTION	WY
										117.78		117.78	NOR. PAC. RY. CROSSING		
									9.54	119.03		12.27	119.03	LONG SIDING	
1779	60	112							s 10.10	121.57	s 12.43	121.57	EVERETT		
1780	0	4							A 10.12Pm	122.38	A 12.45Pm	122.38	EVERETT JUNCTION	JN	
			.33 21.47	7.45 15.83	.40 17.71	.25 28.34	4.12 29.15	.11 32.62	4.15 28.80						

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

Time Over Subdivision
Average Speed Per Hour

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

Special Rules, Page 14.

THIRD SUBDIVISION

NORTHWARD 7

Time Table No. 46

Effective
July 25, 1937

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 2.00Pm	A 10.55Pm			A 8.00Pm					RKDNWC YXOP
1.25 C. N. JUNCTION.....	121.13	A	8.50Am	1.48	10.49		7.55	A 9.00Pm		A 3.10Pm		X
1.48 STILL CREEK.....	119.65		8.42	f 1.44	10.46		7.50	8.50		3.02		XP
1.84 B. C. E. RY. CROSSING.....	117.81											I
5.12 ENDOT.....	112.69		8.25	1.32	10.35		7.30	8.25		2.35		P
1.64 B. C. E. RY. CROSSING.....	111.05											I
0.37 SAPPERTON.....	110.68		8.17	f 1.28	10.31		7.24	8.18		2.28		WYXP
1.36 NEW WESTMINSTER.....	109.32	L	8.13Am	s 1.25	s 10.28		7.12	L 8.13Pm		L 2.23Pm		RDINXP
0.48 FRASER RIVER JCT.....	108.84			1.14	10.14		7.06					I
10.49 COLEBROOK.....	98.35		f 12.58	9.58			6.46					YP
3.69 CRESCENT.....	94.66		f 12.50	f 9.50			6.15					
5.03 WHITE ROCK.....	89.63		a 12.40	s 9.35			6.00					DNXP
2.68 INTERNATIONAL BOUNDARY.....	86.95											
0.45 BLAINE.....	86.50		s 12.18Pm	s 9.20			4.45					DNWXP
7.58 CUSTER.....	78.92		s 11.59	9.07			4.00					P
5.58 FERNDALE.....	73.34		s 11.50	9.00			3.45					DP
8.98 BELLINGHAM.....	64.36		s 11.35	s 8.45			3.00					KDNXWP
0.23 C. M. St. P. & P. CROSSING.....	64.13											
0.31 C. M. St. P. & P. CROSSING.....	63.82											
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											
1.14 SOUTH BELLINGHAM.....	61.43		s 11.17	s 8.27			1.50					DXP
3.92 SOCKEYE.....	57.51		f 11.10	8.20			1.35					P
5.96 SAMISH.....	51.55		11.00	8.10			1.20					WP
3.80 BOW.....	47.75		f 10.51	8.05			1.10					P
4.65 BELLEVILLE.....	43.10		f 10.44	7.57			12.55					P
2.73 BURLINGTON.....	40.37		s 10.40	s 7.53			12.45Pm					RDNCK OWYXP
3.06 P. S. P. T. CO. CROSSING.....	37.31											I
0.91 MT. VERNON.....	36.40		s 10.25	s 7.38			11.55					DNXP
5.33 FIR.....	31.07		s 10.12	7.25			11.40					P
1.34 ENGLISH LBR. Co. CROSSG.....	29.73											I
5.76 STANWOOD.....	23.97		s 10.00	s 7.16			11.15					DP
5.57 SILVANA.....	18.40		s 9.47	7.07			11.00					WP
3.95 ENGLISH.....	14.45		f 9.41	7.02			10.45					P
3.77 KRUSE JUNCTION.....	10.68			9.36	6.57		10.35					P
3.41 MARYSVILLE.....	7.27		s 9.30	6.52			10.25					DP
2.56 DELTA JUNCTION.....	4.71			9.23	6.45		L 10.15Am					DNIYXP
0.11 NOR. PAC. RY. CROSSING.....	4.60											I
1.25 LONG SIDING.....	3.35			9.20	6.42							
2.54 EVERETT.....	0.81		s 9.15	s 6.37								P
0.81 EVERETT JUNCTION.....	0.00		L 9.05Am	L 6.30Pm								DNIXP

Time Over Subdivision
Average Speed Per Hour

.37	4.55	4.25	9.45	.47
19.15	24.87	27.71	12.07	15.08

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

Special Rules, Page 14.

8 SOUTHWARD

FOURTH SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Oroville	Time Table No. 46			Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	697		253			Effective July 25, 1937						254		698	
			Daily Ex. Sun.	Daily Ex. Sun.	STATIONS			Daily Ex. Sun.	Daily Ex. Sat.								
SG 71	55	243			L	6.15Am	0.00	OROVILLE	VR	137.24	RKDWCY PX	A	11.59Am				
WO 132	0	35			f	6.28	5.75	CORDELL		131.49		f	11.35				
WO 126	0	34			f	6.39	11.03	ELLISFORD		126.21		f	11.20				
WO 120	0	71			s	6.54	16.96	TONASKET	ON	120.28	DPW	s	11.00				
WO 115	0	34			f	7.04	21.79	JANIS		115.45		f	10.33				
WO 110	0	34			f	7.15	27.22	BARKER		110.02		f	10.22				
WO 105	0	36			s	7.27	32.51	RIVERSIDE		104.73	W	s	10.10				
WO 100	0	35			f	7.37	36.69	CHEROKEE		100.55		f	9.55				
WO 96	66	214			L	6.00Pm		OMAK	MK	95.70	DPXCY	s	9.45		A	7.00Am	
WO 92	55	92			s	6.35		OKANOGAN	KN	91.50	DPWX	s	9.25		s	6.20	
WO 87	0	34	f	6.50	f	8.20	50.67	CHILLOWIST		86.57		f	9.09		f	4.50	
WO 83	0	35	f	7.05	f	8.28	54.60	MALOTT		82.64		f	9.01		f	4.00	
WO 76	0	35	f	7.25	f	8.47	60.85	WAKEFIELD		76.39	W	f	8.47		f	3.10	
WO 72	0	34	f	7.40	f	8.57	65.58	MONSE		71.66		f	8.38		f	2.15	
WO 65	50	61	s	8.10	s	9.15	72.25	BREWSTER	BR	64.99	DPX	s	8.24		s	1.30	
WO 59	49	333	s	8.45	s	9.35	78.33	PATEROS	RO	58.91	DPWX	s	8.10		s	12.10Am	
WO 53	0	34	f	9.02	f	9.46	83.80	STARR		53.44		f	7.55		f	10.25	
WO 50	0	34	f	9.15	f	9.55	87.46	AZWELL		49.78		f	7.48		f	10.00	
WO 44	0	35	f	9.35	f	10.07	93.19	HUGO		44.05		f	7.37		s	9.35	
WO 39	54	83	s	10.05	s	10.22	98.30	CHELAN	HN	38.94	DPWX	s	7.27		s	9.15	
	0	78	s	10.30	s	10.30	99.46	CHELAN FALLS		37.78		s	7.19		s	8.15	
WO 32	0	40	f	10.50	f	10.42	105.31	STAYMAN		31.93		f	7.08		f	7.50	
WO 26	0	43	f	11.15	f	10.54	111.23	WINESAP		26.01		f	6.56		f	7.20	
WO 19	66	86	s	11.45	s	11.15	118.34	ENTIAT	NI	18.90	DPWX	s	6.42		s	6.50	
WO 14	0	39	f	12.10Am	f	11.26	123.64	WAGNERSBURG		13.60		f	6.29		f	6.00	
WO 8	0	31	f	12.30	f	11.40	129.27	ZENA		7.97		f	6.18		f	5.40	
WO 3	0	66	f	12.45	f	11.50	133.75	OLDS		3.49		f	6.08		f	5.20	
1648	Yard	1085	A	1.00Am	A	12.15Pm	137.24	WENATCHEE	WC	0.00	RKDNP WX	L	6.00Am		L	5.00Pm	
				7.00 13.67		6.00 22.87							5.59 22.87			14.00 6.81	

Special Rules.

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

MAXIMUM SPEED.

Between	Passenger	Freight
Wenatchee and Oroville	35 M. P. H.	30 M. P. H.
Bridge 38.1, Chelan	8 M. P. H.	8 M. P. H.

SOUTHWARD

FIFTH SUBDIVISION

NORTHWARD 9

Stations Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Marcus	Time Table No. 46			Telegraph Calls	Distance from Dean	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	701		255			Effective July 25, 1937						256		702	
			Daily Ex. Mon.		Daily Ex. Sun.			STATIONS						Daily Ex. Sun.		Daily Ex. Sun.	
SA 87	40	148	L	7.10Am	L	1.00Pm	0.00	MARCUS	MS	87.12	RKDNW CYX	A	12.20Pm	A	4.00Pm		
SA 82	30	30	s	7.45	s	1.18	5.30	MEYER'S FALLS	MF	81.82	D	s	12.06Pm	s	3.25		
SA 77	0	13	s	8.05	f	1.26	10.80	PALMERS		76.32		f	11.52	s	3.00		
SA 73	0	114	s	8.30	s	1.36	13.85	COLVILLE	VD	73.27	DW	s	11.44	s	2.40		
SA 71	0	21	s	8.50	f	1.43	17.65	ORIN		69.47		f	11.32	s	2.10		
SA 67	40	3	s	9.10	f	1.48	20.35	ARDEN		66.77		f	11.26	s	1.48		
SA 59	0	20	s	9.45	s	2.01	27.74	ADDY	AD	59.38	D	s	11.12	s	1.20		
SA 50	26	120	s	10.53	s	2.21	36.95	CHEWELAH	CH	50.17	DX	s	10.53	s	12.50Pm		
SA 43	40	49	s	11.50	s	2.35	44.52	VALLEY		42.60	YX	s	10.39	s	11.50		
SA 38	0	30	s	12.25Pm	f	2.47	49.78	GRAYS		37.36		f	10.26	s	11.05		
SA 34	0	18					53.19	CLINE		33.93							
SA 33	39	17	s	1.05	s	2.59	54.46	SPRINGDALE		32.66	W	s	10.15	s	10.40		
SA 25	40	21	s	2.00	s	3.18	62.57	LOON LAKE		24.55		s	9.56	s	9.56		
SA 18	0	68	s	2.40	s	3.34	69.37	CLAYTON	CN	17.75	D	s	9.39	s	9.05		
SA 13	50	49	s	3.45	s	3.45	74.64	DEER PARK	DE	12.48	DXW	s	9.28	s	8.30		
SA 9	0	15	s	4.05	f	3.53	78.23	DENISON		8.89		f	9.18	s	7.35		
SA 4	40	16	s	4.25	f	4.05	83.35	WAYSIDE		3.77		f	9.07	s	7.15		
1460	40	40	A	4.45Pm	A	4.16Pm	87.12	DEAN	SF	0.00	RDNX	L	9.00Am	L	7.00Am		
				9.35 9.32		3.16 26.64		Time Over Subdivision Average Speed Per Hour						3.20 26.13		9.00 9.68	

Special Rules.

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

Trains 255 and 256 will stop on flag at Darts, Blue Creek, Buckeye, Mission. Mission is 1.6 miles south of Meyer's Falls.

The normal position of Junction switch at Marcus is for Sixth Subdivision. Northward trains will stop and make service test of air brakes at Meyer's Falls before descending Marcus Hill.

Water at Kulzers Spur, 1.7 miles south of Valley.

Class H-4 and heavier engines not permitted to go beyond Main Street, Marcus.

MAXIMUM SPEED.

Between	Passenger	Freight
Dean and Valley	35 M. P. H.	30 M. P. H.
Valley and Meyer's Falls	40 M. P. H.	30 M. P. H.
Meyer's Falls and Marcus	25 M. P. H.	20 M. P. H.
Thru town limits Chewelah	8 M. P. H.	8 M. P. H.
Thru town limits Deer Park	10 M. P. H.	10 M. P. H.
Over main street crossing, Marcus	6 M. P. H.	6 M. P. H.

10 SOUTHWARD

SIXTH SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Nelson	Time Table No. 46			Telegraph Calls	Distance from Marcus	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	703		259			Effective July 25, 1937						260	704	Daily Ex. Sun.	Mo. Wed. and Fri.
			Tu. Thur. and Sat.	Daily Ex. Sun.	STATIONS												
SA 186			L	6.00Am			0.00	NELSON			BC	99.01	RDNWC OP			A	4.00Pm

TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES

SA 181	0	0	s	6.30			5.45	TROUP JUNCTION				93.56	RYP			s	3.30
SA 176	0	27	s	7.00	L	8.00Am	10.26	SOUTH NELSON				88.75	W	A	4.45Pm	s	3.05
SA 169	0	15	s	7.45	f	8.20	17.05	APEX				81.96		f	4.25	s	2.30
SA 166	0	15	s	8.00	s	8.30	20.38	HALL				78.63		s	4.15	s	2.05
SA 159	0	16	s	8.25	s	8.50	27.50	YMIR				71.51	W	s	3.57	s	1.20
SA 155	0	9	s	8.42	f	9.01	31.86	BOULDER MILL				67.15		f	3.45	s	12.55
SA 152	0	53	s	8.55	s	9.10	35.15	SALMO			SI	63.86	DN	s	3.37	s	12.40
SA 148	0	15	s	9.17	s	9.17	37.87	ERIE				61.14		s	3.27	s	12.20
SA 145	0	20	s	9.30	f	9.24	40.74	MEADOWS				58.27		s	3.19	s	12.08Pm
SA 142	7	0	s	9.40	f	9.31	44.82	PARKS				54.19		f	3.07	s	11.50
SA 136	0	15	s	9.55	s	9.41	50.42	FRUITVALE				48.59		s	2.57	s	11.35
SA 130	0	7	s	10.15	s	9.54	55.74	COLUMBIA GARDENS				43.27		s	2.42	s	10.55
SA 127	0	20	s	10.50	s	10.06	59.57	WANETA, B. C.			WN	39.44	D	s	2.31	s	10.30
SA 126	0	39	s	11.00	s	10.12	61.68	BOUNDARY, U. S.				37.33		s	2.16	s	10.12
SA 116	60	89	s	12.10Pm	s	10.50	70.48	NORTHPORT			NP	28.53	RKDNWYX	s	1.50	s	9.15
SA 107	0	7	s	1.30	f	11.08	78.76	MARBLE				20.25		f	1.30	s	8.20
SA 96	0	16	s	2.30	s	11.33	90.23	BOSSBURG				8.78		s	1.06	s	7.45
SA 89	0	2	s	3.15	s	11.50	97.00	SAND SPUR				2.01		s	12.50	s	7.15
SA 87	40	148	A	3.30Pm	A	11.55Am	99.01	MARCUS			MS	0.00	RKDNW CYX	L	12.45Pm	L	7.00Am
				9.30 10.42		3.55 22.65		Time Over Subdivision Average Speed Per Hour							4.00 22.18		9.00 10.99

Special Rules.

Southward trains are superior to northward trains of the same class.
Trains 259 and 260 will stop on flag at Evans, Kane, Stroh Spur, Benton, Baskins and Gevertz Spur, Porto Rico and Wileys Spur.
Northward trains will stop and make service test of air brakes at Apex before descending Nelson Hill.
Trains must come to a stop before reaching Troup Junction switch and must know track is clear before using Canadian Pacific Main Track.
Trains will not leave Border Stations until conductor has reported to and received clearance from Customs officer.
Water four miles south of Marble and three miles south of Fruitvale.
Yard limit boards one-half mile South of Powells and one-half mile North of Evans.

MAXIMUM SPEED.

Between	Passenger	Freight
Marcus and Troup Jct.	30 M. P. H.	20 M. P. H.
Class F-1 engines	20 M. P. H.	20 M. P. H.
Pend O'Reille River Bridge Waneta	8 M. P. H.	8 M. P. H.

WESTWARD				SEVENTH SUBDIVISION				EASTWARD			
Station Numbers	Car Capacity		SECOND CLASS		Distance from Marcus	Time Table No. 46 Effective July 25, 1937 STATIONS	Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS	
	Sidings	Other Tracks		393						394	
				Friday							Saturday
SA 87	40	148	L	1.15Pm	0.00	MARCUS	MS	73.36	RKDN WCY	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	16.00	ORIENT		56.46		f	11.25
SD 22	0	12	f	2.33	21.23	HUGHES		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	W	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	W	f	8.10
SD 68	0	34	f	5.30	68.46	TORBOY		4.90		f	7.50
SD 73	45	33	A	5.45Pm	73.36	REPUBLIC	Z	0.00	RKDY	L	7.30Am
				4.30 16.30		Time Over Subdivision Average Speed Per Hour					5.00 14.67

Special Rules.

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

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

Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.

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				EIGHTH SUBDIVISION				EASTWARD			
Station Numbers	Car Capacity		SECOND CLASS		Distance from Oroville	Time Table No. 46 Effective July 25, 1937 STATIONS	Telegraph Calls	Distance from Princeton	SIGNS	SECOND CLASS	
	Sidings	Other Tracks		397						396	
				Tuesday Friday							Tuesday Friday
SG 71	55	243	L	1.30Pm	0.00	OROVILLE	VR	79.65	RKDW PYCX	A	9.55Pm
SG 83	0	19	s	2.20	11.34	NIGHTHAWK		68.31		s	9.05
SG 93	0	22	s	3.05	21.24	CHOPAKA, WASH		58.41	W	s	8.20
SG 103	0	26	s	3.40	30.81	SIMILKAMEEN, B. C.		48.84		s	7.45
	0	10	f	3.55	34.16	CAWSTON		45.49		f	7.30
SG 110	38	38	A	4.25Pm	38.06	KEREMEOS	K	41.59	D	L	7.00Pm
SG 117	0	15			45.02	ASHNOLA		34.63			
SG 123	0	10			51.32	BRADSHAW		28.33	W		
SG 128	20	11			55.74	HEDLEY		23.91			
SG 132	0	0			60.31	CORY		19.34			
SG 140	0	20			67.70	BROMLEY		11.95			
SG 144	0	14			72.46	NORMAN		7.19			
SG 149	0	10			77.20	ALLISON		2.45			
					79.40	K. V. JCT		0.25	X		

Special Rules.

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

Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.

Trains 396 and 397 will stop on flag at Ruby Mine Spur.

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

No train or engine will be operated west of west switch Hedley without special permission from Supt.

MAXIMUM SPEED.

All trains15 M. P. H.

TRAINS BETWEEN K. V. JCT. AND PRINCETON BE GOVERNED BY K. V. RY. TIME TABLE AND RULES											
SG 152	40	50			79.65	0.25 PRINCETON	OD	0.00	RDWY		
				2.55 15.00		Time Over Subdivision Average Speed Per Hour					2.55 15.00

12 SOUTHWARD

NINTH SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		THIRD CLASS		Distance from Mansfield	Time Table No. 46 Effective July 25, 1937.	Distance from Columbia River	SIGNS	THIRD CLASS	
	Siding	Other Tracks	381	Monday and Thursday					382	Monday and Thursday
CR 60	41	48	L	1.30Pm	0.00	MANSFIELD	60.39	RWY	A	12.40Pm
CR 55	0	30	f	1.40	5.40	TOUHEY	54.99		f	12.20
CR 49	0	50	s	2.10	11.38	WITHROW	49.01		s	12.01Pm
CR 44	0	30	f	2.30	16.94	SUPPLEE	43.45		f	11.30
CR 36	0	62	s	3.00	23.93	DOUGLAS	36.46	D	s	11.05
CR 31	0	30	s	3.25	29.20	ALSTOWN	31.19		s	10.10
CR 21	0	24	f	4.05	39.04	McCUE	21.35		f	9.30
CR 16	0	35	s	4.45	44.62	PALISADES	15.77	W	s	9.10
CR 11	0	30	f	5.00	49.74	APPLEDALE	10.65		f	8.55
CR 5	0	24	f	5.15	55.00	MOSES COULEE	5.39		f	8.40
1632	70	52	A	5.30Pm	60.39	COLUMBIA RIVER	0.00	RPWN	L	8.25Am
				4.00 15.09		Time Over Subdivision Average Speed Per Hour				4.15 14.21

Special Rules.

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

MAXIMUM SPEED.

All Trains20 M. P. H.

WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Rockport	Time Table No. 46 Effective July 25, 1937.	Telegraph Calls	Distance from Anacortes	SIGNS	SECOND CLASS	
	Siding	Other Tracks	275	277						278	276
CN53	0	39	L	11.30Am	0.00	ROCKPORT	RC	53.41	DXWY	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	9.15
CN43	0	92	f	2.45	10.39	GRASSMERE		43.02	X	f	8.45
CN38	0	36	s	3.15	15.44	BIRDSVIEW		37.97		s	8.30
CN33	0	39	s	3.35	20.67	HAMILTON		32.74	W	s	8.10
				3.36	21.27	HAMILTON JUNCTION	H	32.14	R		8.07
CN29	0	33	s	3.50	23.90	LYMAN		29.51		s	7.55
CN23	0	5	f	4.05	29.35	COKE DALE		24.06		f	7.35
CN20	0	85	s	4.30	32.47	SEDRO-WOOLLEY	SW	20.94	DX	s	7.20
					32.57	NOR. PAC. RY. CROSSING		20.84			
CL39	50	258	L	11.00Am	A 4.45Pm	BURLINGTON	BU	16.19	RDNCO KWXY	L	7.00Am
CN13	0	14	f	11.10	39.90	AVON		13.51		f	4.37
CN10	0	6	f	11.19	42.63	FREDONIA		10.78		f	4.30
CN9	0	15	s	11.25	44.13	WHITNEY		9.28		s	4.23
				11.34	47.29	WHITMARSH JCT.		6.12			4.16
CN6	0	4	f	11.35	47.80	WHITMARSH	WH	5.61	R		4.15
CN4	0		f	11.41	49.66	FIDALGO		3.75		f	4.10
CN0	Yard	265	A	11.55Am	53.41	ANACORTES	AC	0.00	RDXW	L	4.00Pm
				.55 17.66	5.15 7.08	Time Over Subdivision Average Speed Per Hour				3.30 10.63	.50 19.42

Special Rules.

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

Puget Sound & Baker River trains register at Whitmarsh and Hamilton.

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 trains20 M. P. H.
Bridge 52—Concrete 8 M. P. H.

First Subdivision.

Extra trains may use double track with the current of traffic without running orders, provided they secure proper clearance card Form A from Superintendent.

Trains 1, 2 and 27 register by card at Hillyard.

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

First class trains register by card 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.

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. 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.

MAXIMUM SPEED.

Within city limits, Spokane, All trains.....	20 M.P.H.
Between Division St. and Monroe St., Spokane, All trains..	12 M.P.H.
Over Bridges 270 and 273, Spokane, Q-1, R and S-2 engines	10 M.P.H.
Over Bridge 274, Fort Wright, Q-1, R and S-2 engines	20 M.P.H.
Between Fort Wright and Lyons, Passenger trains.....	45 M.P.H.
Freight trains.....	35 M.P.H.
Between Lyons and Wenatchee, Passenger trains.....	60 M.P.H.
Freight trains.....	35 M.P.H.
Between Quincy and Crater, and between Vulcan and Columbia River, S-2 engines	50 M.P.H.

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 Line—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 Line, G. N. Ry.—1 short, 1 long.

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

Siding, G. N. Ry.—2 long, 1 short.

Double track switch 20 feet East of Bridge 274 and derail on Westward main line 600 feet East of double track switch, electrically operated from Fort Wright Plant, and semaphore signals govern train movements over switches and derails.

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.

See Rule 605.

Second Subdivision.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

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.

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 register by card 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 clear indication or when authorized by train order to proceed. In case of loss of power or other emergency, a train in the tunnel may make a forward or a backward movement to Scenic or Berne without flag protection and may pass signals showing stop indication without stopping at a speed not to exceed eight (8) miles per hour.

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

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.

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.

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 cross-over. Eastward first class N. P. trains will leave G. N. main track through cross-over. Other than first class N. P. eastward trains will head in at Snohomish Jct.

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

Loaded log cars are handled over our line at overhead bridges, Snohomish, East of Monroe and East end of Skykomish yard. Enginemen approaching these overhead crossings should keep a close lookout for log trains so as not to pass under same while log train is on the overhead bridge.

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 Everett and points east and north.

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 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	15 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 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.	35 M.P.H.
Merritt and Berne.....	35 M.P.H.	20 M.P.H.
Berne and Scenic.....	30 M.P.H.	20 M.P.H.
Scenic and Skykomish.....	35 M.P.H.	20 M.P.H.
Skykomish and Gold Bar.....	45 M.P.H.	30 M.P.H.
Gold Bar and Seattle.....	55 M.P.H.	35 M.P.H.

INTERLOCKING.

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

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

The track between Everett Junction and the West Switch at Pacific Avenue is governed by interlocking signals controlled by the operator located at Everett Junction. Telephone located at West Switch Pacific Avenue, trainmen can communicate with Everett Junction when required.

Third Subdivision.

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

Trains will not pass International Boundary at Blaine and White Rock without permission of Customs officials.

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, Fuel, Track Scales, Wye and Standard Clock.

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 a two arm home signal located 700 feet north of draw span. Top arm at 90 degrees up proceed to two arm home signal located 20 feet north of N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard.

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

Main Line—One Long.

Delta Yard from North—One Long, One Short.

Delta Yard from South—Two Long, One Short.

Delta Yard North—Two Long.

Delta Yard South—Three Long, One Short.

Northward from Northern Pacific connection—One Long, One Short, One Long.

Southward for Northern Pacific connection—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 line governed by lower arm of home signal on Northern Pacific track. Top arm on advance home signal 500 feet south of draw span.

Southward trains for Northern Pacific connection to be governed by lower arm of home signal.

FLAG STOPS.

No. 360—Norman-Milltown-Blanchard and Ocean Park for passengers and at Crescent bridge for express shipments of oysters.

No. 359—One and one-fourth miles north of Samish and at Blanchard for express shipments of oysters.

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

No. 355—Ocean Park.

SPEED RESTRICTIONS.

All Trains

Over Street Crossings between South Bellingham depot and the Crossing just North Bellingham Freight depot...10 M.P.H.

Over Fraser River Bridge, New Westminster..... 6 M.P.H.

Between Mile Posts 123 and 127, between White Rock and Crescent, Oct. 1st to May 1st.....15 M.P.H.

Over Brunette St., Sapperton and thru Blaine, Burlington, Mt. Vernon and Marysville..... 8 M.P.H.

Everett, over Bond St., Hewitt St., California St. and 24th St. 6 M.P.H.

Following railroad crossings at grade protected by crossing gates, all trains approach and cross them at speed at 8 M.P.H.

Burlington—G. N. Ry. Rockport Branch.

South Bellingham—N. P. Ry.

Bellingham—C. M. St. P. & P. South of Pulp Mill.

MAXIMUM SPEED.

Between	Passenger	Freight
Delta Junction and Samish	55 M.P.H.	35 M.P.H.
Samish and Bellingham.....	40 M.P.H.	25 M.P.H.
Bellingham and Vancouver.....	50 M.P.H.	35 M.P.H.

MAXIMUM SPEEDS, ALL SUBDIVISIONS.

The trains with loaded cars of logs 20 miles per hour and must not move by standing or moving passenger trains.

Engines backing up.....20 M.P.H.

Trains with steam derricks, pile drivers or ditchers.....25 M.P.H.

All trains with restricted speed where slides or falling rock likely to be encountered.

AUTOMATIC INTERLOCKING.

Interbay0.98 miles west with Nor. Pac. Ry.
 B. C. E. Ry. Crossing1.84 miles South of Still Creek
With B. C. E. Ry.

SEMI-AUTOMATIC INTERLOCKING.

New Westminster0.80 miles north New Westminster.

RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

BurlingtonG. N. Ry. Rockport Branch
 1.14 miles north of South Bellingham.....Nor. Pac. Ry.
 BellinghamC. M. St. P. & P. Ry.

STANDARD INTERLOCKING RULES 601 TO 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF THE AUTOMATIC INTERLOCKING PLANTS.

INTERBAY.

Trains on MAIN LINE will approach Home Signals under control and if PROCEED signal is obtained will proceed over the crossing at a speed of not to exceed fifteen miles per hour.

If train on main line is stopped at a Home Signal and no conflicting train movement is evident, trainman shall proceed to crossing and operate push button and slow hand release located in iron box marked "RELEASE" locked with standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or NORMAL position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate PROCEED. If home signal desired does not indicate PROCEED trainman may flag train over crossing after making certain that conflicting home signals are in the STOP position and no conflicting train movement is evident.

SWITCHING LEAD.

For train movements over the crossing on Great Northern switching lead, trainman shall proceed to the crossing and after making certain that no conflicting movement on the Northern Pacific is under way, shall operate PUSH BUTTON located in iron box marked PUSH BUTTON, which will, if indications are correct, cause Northern Pacific signals to assume STOP position, permitting Great Northern switching lead signal to indicate PROCEED after lapse of approximately one minute.

If the operation of the PUSH BUTTON for switching lead movements fails to obtain PROCEED signal, trainman shall operate PUSH BUTTON and SLOW HAND RELEASE located in iron box marked RELEASE locked with standard switch lock. After operations required in the RELEASE box have been performed the switching lead PUSH BUTTON must again be operated to obtain PROCEED signals.

If operation of SLOW HAND RELEASE and PUSH BUTTON does not clear the Home Signals desired, trainman at crossing, after having made certain that Home Signal on conflicting line are at STOP and no immediate train movement is evident, may signal train to PROCEED over the crossing.

**B. C. E. RAILWAY CROSSING
 1.84 Miles South of Still Creek.**

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron 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 cause home signal to indicate "PROCEED."

If smash board on Great Northern route is in PROCEED position and operation of hand release does not clear the home signal desired, trainman may signal his train to proceed over the crossing, after making certain that home signals and smash boards on the B. E. Electric line are in stop position and no immediate conflicting train movement is evident.

If smash board on Great Northern route is not in the PROCEED position and operation of hand release does not clear the home signal desired, trainman shall operate smash board to PROCEED position by hand and may then, if home signal desired does not clear, signal his train to proceed over the crossing, after making certain that home signals and smash boards on the B. C. Electric line are in STOP position and no immediate conflicting train movement is evident.

To Operate Smash Board Mechanism.

Located at the crossing, in an iron box marked "RELEASE," locked with a standard switch lock, is a crank for operation of smash board mechanism by hand. Crank should be taken out of box and inserted in shaft on back of operating mechanism after opening small door locked by a standard switch lock. Crank should be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved to PROCEED position. Crank should then be removed and RETAINED UNTIL ENTIRE TRAIN HAS PASSED SMASH BOARD, when it must again be locked in the crank box.

**NEW WESTMINSTER SEMI-AUTOMATIC.
 FRASER MILL SPUR CROSSING AND CROSSOVER TO
 WATERFRONT LINE.**

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

To unlock gates or switch, trainman 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.

SPECIAL RULES.

Rule 671 to 671 (f), inclusive, amended as follows:

The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour.

Conditions may require a further speed restriction for all trains, per special rules, and at draw bridges the speed of trains shall not exceed eight miles per hour.

The letter "T" in column headed "SIGNS" indicates interlocking plant.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Capacity Cars	NAME	LOCATION	Capacity Cars
FIRST SUBDIVISION:			FOURTH SUBDIVISION:		
Adrian Pit	0.8 mile East of Adrian	75	Peterson Spur	2.0 miles North of Ellisford.....	1
Stratford Spur	1.3 miles West of Stratford.....	23	Ribbon Cliff Fruit Co.	5.1 miles North of Entiat.....	6
Sand Spur	1.6 miles West of Trinidad.....	16	Olds Washing Plant	2.02 miles North of Olds.....	60
Gravel Spur	2.9 miles West of Trinidad.....	63	FIFTH SUBDIVISION:		
Rock Island Dam	0.8 mile East of Rock Island..	126	Holland-Horr Spur	4.7 miles North of Loon Lake ..	3
Ohio Colony	1.5 miles West of Rock Island	8	Kulzers Spur	1.7 miles South of Valley.....	8
Landreth Spur	4.4 miles East of Wenatchee..	10	Gess Spur	2.8 miles South of Valley.....	3
SECOND SUBDIVISION:			Blue Creek Spur	3.1 miles South of Addy.....	12
Old Leavenworth	0.53 mile East of Leavenworth	67	SIXTH SUBDIVISION:		
Great Republic Mining Co., Miller River	2.2 miles West of Skykomish..	11	Powells Siding	4.8 miles North of Marcus.....	29
Index, Galena Mill Spur	0.3 mile East of Index	42	Evans Spur	5.4 miles North of Marcus.....	24
Western Granite Works Spur	1.0 mile West of Index.....	8	Hendrix Cut	3.8 miles North of Bossburg ..	3
Wallace Falls Timber Co.....	1.8 miles East of Gold Bar.....	76	Kanes	4.1 miles South of Northport..	5
Startup	1.9 miles West of Gold Bar.....	22	Harpers	4.5 miles South of Northport..	12
Fryeland	1.9 miles West of Monroe.....	20	Hudson's Spur	3.3 miles South of Northport..	12
Robinson Lettuce Spur	2.0 miles West of Monroe.....	56	Industrial Spur No. 134	4.06 miles North of Northport	20
Frye Spur	3.1 miles West of Monroe.....	13	Stroh Spur	5.33 miles North of Northport	3
G. N. Oil Tank Spur.....	1.0 mile West of Everett Jct..	45	Nelsons Spur	2.4 miles North of Fruitvale...	2
Standard Oil and Shell Co.'s Spur	0.9 mile East of Richmond Beach	90	Benton Pole & Lbr. Co. Spur	2.0 miles South of Meadows...	6
THIRD SUBDIVISION:			Archibald	1.0 mile South of Erie.....	11
Clark and Buzza	0.1 mile South of Still Creek..	2	Rotter's Spur	3.6 miles North of Salmo.....	2
Dominion Bridge Co.	1.4 miles South of Still Creek	58	Baskins & Gevurtz Spur.....	1.9 miles South of Ymir.....	11
Sapperton Pit	0.9 mile North of North West- minster	77	Swansons Spur	1.3 miles South of Ymir	4
Work Train Spur	5.35 miles North of Colebrook	5	Porto Rico Spur	3.6 miles North of Ymir.....	2
Dakota Creek Spur	2.1 miles South of Blaine.....	21	SEVENTH SUBDIVISION:		
Olympic Portland Cement Co. Spur	2.0 miles South of Ferndale....	27	Hedlund Box & Lbr. Co.....	2.1 miles West of Marcus.....	Private
Chuckanut Cannery Spur ..	0.6 mile North of Sockeye.....	6	Helphrey's Spur No. 1.....	1.9 miles West of Curlew.....	3
Hazel Mill Spur	0.8 mile South of Samish.....	7	EIGHTH SUBDIVISION:		
Blanchard	1.4 miles South of Samish.....	8	Benders Spur.....	0.5 mile West of Nighthawk...	6
Bellville Pit	1.6 miles North of Bellville....	102	Ruby Mine Spur.....	4.9 miles East of Chopaka.....	4
Skagit Crossing Track Spur	1.3 miles South of Fir	2	TENTH SUBDIVISION:		
Norman Spur	1.0 mile North of Silvana.....	9	Mountview	3.7 miles West of Rockport....	16
Cox's Spur	1.5 miles North of Marysville..	3	Sauk Spur	1.6 miles West of Rockport....	11
			Van Horne's Spur	1.0 mile West of Nestos.....	5
			Puget Sound Saw Mill Co..	0.8 mile West of Nestos.....	80
			Hawkins Spur	0.8 mile West of Fredonia.....	5