## COMPANY SURGEONS.

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

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

Dr. J. G. Cunningham,
Assistant Chief Surgeon .....Spokane, Wash.

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

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

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

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

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

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

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

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

## LOCAL SURGEONS.

Dr. C. R. McKinley....Brewster
Dr. W. A. Gray.....Colville
Dr. C. M. Kingston
..... Grand Forks
Dr. L. F. Wagner..Harrington
Dr. J. Farrow.....Hillyard
Dr. E. E. Efner.....Oroville
Dr. H. E. Frost.....Anacortes
Dr. W. A. Kirkpatrick
..... Bellingham
Dr. M. A. Keyes.....Blaine
Dr. H. E. Cleveland
..... Burlington
Dr. E. Hayden.....Cashmere
Dr. Roy F. West.....Seattle
Dr. Carl L. Martin
..... Skykomish

Dr. E. C. Gross, Address 323 Lakeside, Seattle. Office Insurance Bldg., 2nd & Madison, Seattle.
Dr. H. L. Hopkins
..... Leavenworth
Dr. Minard Allison.....Monroe
Dr. D. A. Clark
..... New Westminster
Dr. G. N. Pease.....Portland
Dr. Ralph M. Dodson, Medical Dental Bldg., Portland, Ore.
Dr. James A. LaGasa..Tacoma
Dr. R. D. Wiswall
..... Vancouver, Wash.
Dr. Geo. H. Clement
.....718 Granville St., Vancouver, B. C.

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

Scanned from the Dean Ogle Collection

GREAT NORTHERN RAILWAY

# SPOKANE DIVISION

# TIME TABLE 48

**Effective 12:01 A. M. Pacific Time**

## Sunday, February 6, 1938.

**J. L. CLOSE, Superintendent.**
**R. A. McCANDLESS, General Manager.**
**J. B. SMITH,**
**General Superintendent Transportation.**

# Time Table No. 48

Effective February 6, 1938

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | THIRD CLASS | | 691 Monday Thur. | 381 Tuesday Friday | 401 Daily | FIRST CLASS 255 Daily Ex. Sun. | 45 S. P. & S. No. 1 Daily | 1 Daily | 27 Daily | 5 Daily | Distance from Hillyard | | STATIONS | Telegraph Calls |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1469 | Yard | 2558 | | | L 7.45Am | | L 6.45Pm | L 4.35Pm | | L 9.15Pm | L 6.15Pm | | 0.00 | DOUBLE TRACK | HILLYARD | HU |
| | | | | | | | | | | | | | | | 3.68 | |
| 1472 | | | | | 8.10 | | 6.58 | 4.45 | | 9.25 | 6.25 | | 3.68 | | U. P. R. R. Jct. | |
| | | | | | | | | | | A 9.30 | A 6.30 | | | | 1.17 | |
| 1473 | Yard | 644 | | | s 8.32 | | 7.15 | A 4.50Pm | L 9.45Pm | L 10.00 | L 7.00 | L 8.30Am | 4.85 | | SPOKANE | Q |
| | | | | | | | | | | | | | | | 2.74 | |
| 1477 | 69 | 26 | | | s 8.45 | | 7.25 | | A 9.50Pm | 10.05 | 7.05 | f 8.35 | 7.59 | | FORT WRIGHT | FW |
| | | | | | | | | | | | | | | | 6.36 | |
| 1481 | 69 | 6 | | | s 9.05 | | 7.50 | | | 10.17 | 7.16 | f 8.45 | 13.95 | | HIGHLAND | |
| | | | | | | | | | | | | | | | 3.26 | |
| 1486 | 69 | 15 | | | s 9.15 | | 8.05 | | | 10.23 | 7.22 | f 8.50 | 17.21 | | LYONS | |
| | | | | | | | | | | | | | | | 5.39 | |
| 1493 | 70 | 50 | | | s 9.30 | | 8.20 | | | 10.31 | 7.30 | f 8.57 | 22.60 | | GALENA | |
| | | | | | | | | | | | | | | | 4.09 | |
| 1496 | 130 | 39 | | | s 9.40 | | 8.35 | | | 10.36 | 7.35 | f 9.03 | 26.69 | | ESPANOLA | |
| | | | | | | | | | | | | | | | 6.44 | |
| 1502 | 70 | 50 | | | s 9.55 | | 8.50 | | | 10.44 | 7.43 | f 9.12 | 33.18 | | WAUKON | |
| | | | | | | | | | | | | | | | 5.72 | |
| 1508 | 129 | 35 | | | s 10.15 | | 9.15 | | | 10.52 | 7.50 | s 9.20 | 38.90 | | EDWALL | WH |
| | | | | | | | | | | | | | | | 3.70 | |
| 1512 | 0 | 20 | | | | | | | | | | f 9.26 | 42.60 | | CANBY | |
| | | | | | | | | | | | | | | | 5.50 | |
| 1517 | 70 | 46 | | | s 10.40 | | 9.50 | | | 11.05 | 8.01 | f 9.34 | 48.10 | | BLUESTEM | BM |
| | | | | | | | | | | | | | | | 7.41 | |
| 1524 | E62 W69 | 95 | | | s 11.30 | | 10.10 | | | 11.14 | 8.10 | s 9.44 | 55.51 | | HARRINGTON | HR |
| | | | | | | | | | | | | | | | 6.72 | |
| 1531 | E68 | 46 | | | s 11.40 | | 10.25 | | | 11.23 | 8.18 | f 9.53 | 62.23 | | MOHLER | |
| | | | | | | | | | | | | | | | 3.71 | |
| 1535 | 0 | 49 | | | s 11.50 | | 10.35 | | | 11.28 | 8.22 | f 9.59 | 65.94 | | DOWNS | |
| | | | | | | | | | | | | | | | 4.46 | |
| 1539 | 54 | 35 | | | s 12.05Pm | | 10.50 | | | 11.34 | 8.28 | f 10.07 | 70.40 | | LAMONA | PA |
| | | | | | | | | | | | | | | | 5.58 | |
| 1544 | 94 | 116 | | | s 12.15 | | 11.10 | | | 11.41 | 8.35 | f 10.14 | 75.98 | | NEMO | |
| | | | | | | | | | | | | | | | 4.85 | |
| 1550 | 69 | 109 | | | s 12.45 | | 11.20 | | | 11.47 | 8.41 | s 10.21 | 80.83 | | ODESSA | SA |
| | | | | | | | | | | | | | | | 4.58 | |
| 1555 | 0 | 62 | | | s 12.55 | | 11.30 | | | 11.53 | 8.47 | f 10.28 | 85.41 | | SEWARD | |
| | | | | | | | | | | | | | | | 4.33 | |
| 1558 | 113 | 25 | | | s 1.10 | | 11.40 | | | 11.59 | 8.52 | f 10.34 | 89.74 | | IRBY | |
| | | | | | | | | | | | | | | | 7.47 | |
| 1566 | 69 | 33 | | | s 1.30 | | 11.55 | | | 12.10Am | 9.01 | s 10.44 | 97.21 | | MARLIN | |
| | | | | | | | | | | | | | | | 6.62 | |
| 1573 | 182 | 138 | | | s 2.05 | | 12.19Am | | | 12.19 | 9.09 | s 10.54 | 103.83 | | WILSON CREEK | CK |
| | | | | | | | | | | | | | | | 7.82 | |
| 1580 | 129 | 19 | | | s 2.20 | | 12.45 | | | 12.29 | 9.18 | f 11.04 | 111.65 | | STRATFORD | |
| | | | | | | | | | | | | | | | 5.32 | |
| 1588 | 137 | 132 | | | s 2.35 | | 1.01 | | | 12.36 | 9.24 | f 11.12 | 116.97 | | ADRIAN | |
| | | | | | | | | | | | | | | | 4.60 | |
| 1591 | 0 | 20 | | | | | | | | | 9.29 | f 11.20 | 121.57 | | SOAP LAKE | AF |
| | | | | | | | | | | | | | | | 5.40 | |
| 1596 | 129 | 58 | | | s 3.14 | | 1.30 | | | 12.49 | s 9.39 | s 11.33 | 126.97 | | EPHRATA | FR |
| | | | | | | | | | | | | | | | 5.15 | |
| 1601 | 70 | 7 | | | s 3.25 | | 1.40 | | | 12.56 | 9.46 | f 11.40 | 132.12 | | NAYLOR | |
| | | | | | | | | | | | | | | | 5.07 | |
| 1606 | 69 | 15 | | | s 3.40 | | 1.50 | | | 1.03 | 9.52 | f 11.46 | 137.19 | | WINCHESTER | |
| | | | | | | | | | | | | | | | 6.14 | |
| 1612 | 95 | 104 | | | s 4.05 | | 2.10 | | | 1.14 | 9.59 | s 11.54 | 143.33 | | QUINCY | QN |
| | | | | | | | | | | | | | | | 5.13 | |
| 1617 | 73 | 4 | | | s 4.20 | | 2.23 | | | 1.22 | 10.05 | f 12.01Pm | 148.46 | | CRATER | |
| | | | | | | | | | | | | | | | 5.60 | |
| 1623 | 123 | 19 | | | s 4.40 | | 2.40 | | | 1.32 | 10.14 | s 12.12 | 154.06 | | TRINIDAD | |
| | | | | | | | | | | | | | | | 5.28 | |
| 1628 | 69 | 5 | | | s 4.50 | | 2.52 | | | 1.41 | 10.21 | f 12.21 | 159.34 | | VULCAN | |
| | | | | | | | | | | | | | | | 4.03 | |
| 1632 | 70 | 52 | | | s 5.05 | L 5.40Pm | 3.01 3.27 | | | 1.48 | 10.26 | f 12.27 | 163.37 | | COLUMBIA RIVER | CM |
| | | | | | | | | | | | | | | | 3.45 | |
| 1637 | 135 | 83 | | | s 5.15 | s 5.55 | 3.40 | | | 1.54 | 10.31 | s 12.33 | 166.82 | | ROCK ISLAND | |
| | | | | | | | | | | | | | | | 5.52 | |
| 1641 | 70 | 23 | | | s 5.30 | s 6.10 | 4.07 | | | 2.04 | 10.40 | f 12.43 | 172.34 | | MALAGA | |
| | | | | | | | | | | | | | | | 4.74 | |
| 1645 | Yard | 1082 | | | A 5.45Pm | 6.20 | A 4.30Am | | | 2.12 | 10.47 | f 12.50 | 177.08 | | APPLEYARD | WD |
| | | | | | | | | | | | | | | | 2.17 | |
| 1648 | Yard | 1085 | | | | A 6.30Pm | | | | A 2.15Am | A 10.50Pm | A 12.55Pm | 179.25 | | WENATCHEE | WC |
| | | | | | 10.00 17.71 | .50 19.06 | 9.45 18.50 | .15 19.39 | .05 33.00 | 5.00 35.85 | 4.35 39.10 | 4.25 40.48 | | | Time Over Subdivision Average Speed Per Hour | |

AUTOMATIC BLOCK SIGNALS

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

**Special Rules, Page 13.**

| Time Table No. 48<br>Effective February 6, 1938 | Distance from Wenatchee | FIRST CLASS | | | | | SECOND CLASS | | | THIRD CLASS | | | SIGNS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATIONS | | 2<br>Daily | 28<br>Daily | 6<br>Daily | 46<br>S. P. & S. No. 2<br>Daily | 256<br>Daily Ex. Sun. | 432<br>Daily | 402<br>Daily | | 694<br>Wed. Saturday | 382<br>Tuesday Friday | | |
| DOUBLE TRACK — HILLYARD | 179.25 | A 8.13Am | A 12.15Pm | ..... | ..... | A 8.40Am | A 1.10PM | A 12.01Am | ..... | A 3.59Pm | ..... | ..... | RKDNP WCOIX |
| 3.68 | | | | | | | | | | | | | |
| U. P. R. R. Jct. | 175.57 | 8.05 | 12.06 | ..... | ..... | 8.30 | 12.40 | 11.25 | ..... | 3.40 | ..... | ..... | DNPI |
| 1.17 | | | | | | | | | | | | | |
| SPOKANE | 174.40 | L 8.00<br>A 7.30 | L 12.01Pm<br>A 8.20Am | A 6.30Pm | A 7.00Am | L 8.25Am | 12.30 | 11.05 | ..... | s 3.20 | ..... | ..... | RKDNP WOX |
| 2.74 | | | | | | | | | | | | | |
| FORT WRIGHT | 171.66 | 7.22 | 8.12 | f 6.22 | L 6.55Am | ..... | 12.20 | 10.55 | ..... | s 3.10 | ..... | ..... | IDNPYX |
| 6.36 | | | | | | | | | | | | | |
| HIGHLAND | 165.30 | 7.10 | 8.00 | f 6.10 | ..... | ..... | 12.01PM | 10.40 | ..... | f 2.55 | ..... | ..... | P |
| 3.26 | | | | | | | | | | | | | |
| LYONS | 162.04 | 7.04 | 7.54 | f 6.04 | ..... | ..... | 11.50 | **10.23** | ..... | f 2.45 | ..... | ..... | P |
| 5.39 | | | | | | | | | | | | | |
| GALENA | 156.65 | 6.57 | 7.47 | f 5.55 | ..... | ..... | 11.40 | 10.05 | ..... | s 2.30 | ..... | ..... | P |
| 4.09 | | | | | | | | | | | | | |
| ESPANOLA | 152.56 | 6.51 | 7.41 | f 5.49 | ..... | ..... | 11.30 | 9.50 | ..... | s 2.10 | ..... | ..... | P |
| 6.44 | | | | | | | | | | | | | |
| WAUKON | 146.07 | 6.45 | 7.35 | f 5.39 | ..... | ..... | 11.15 | 9.30 | ..... | s 1.55 | ..... | ..... | P |
| 5.72 | | | | | | | | | | | | | |
| EDWALL | 140.35 | 6.37 | 7.27 | s 5.30 | ..... | ..... | 11.05 | **9.15** | ..... | s 1.40 | ..... | ..... | DPW |
| 3.70 | | | | | | | | | | | | | |
| CANBY | 136.65 | ..... | ..... | f 5.23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | P |
| 5.50 | | | | | | | | | | | | | |
| BLUESTEM | 131.15 | 6.23 | 7.13 | f 5.16 | ..... | ..... | **10.40** | 8.45 | ..... | s 1.10 | ..... | ..... | INP |
| 7.41 | | | | | | | | | | | | | |
| HARRINGTON | 123.74 | 6.11 | 7.01 | s 5.06 | ..... | ..... | 10.10 | 8.15 | ..... | s 12.30 | ..... | ..... | DPW |
| 6.72 | | | | | | | | | | | | | |
| MOHLER | 117.02 | 6.02 | 6.52 | f 4.56 | ..... | ..... | 9.40 | 7.45 | ..... | s 12.05Pm | ..... | ..... | P |
| 3.71 | | | | | | | | | | | | | |
| DOWNS | 113.31 | 5.56 | 6.46 | f 4.50 | ..... | ..... | 9.20 | 7.25 | ..... | s 11.50 | ..... | ..... | P |
| 4.46 | | | | | | | | | | | | | |
| LAMONA | 108.85 | 5.48 | 6.38 | f 4.43 | ..... | ..... | 9.00 | 7.10 | ..... | s 11.40 | ..... | ..... | INPW |
| 5.58 | | | | | | | | | | | | | |
| NEMO | 103.20 | 5.40 | 6.30 | f 4.35 | ..... | ..... | 8.30 | 6.40 | ..... | s 11.20 | ..... | ..... | P |
| 4.85 | | | | | | | | | | | | | |
| ODESSA | 98.42 | 5.32 | 6.22 | s 4.28 | ..... | ..... | 8.05 | 6.10 | ..... | s 11.05 | ..... | ..... | DP |
| 4.58 | | | | | | | | | | | | | |
| SEWARD | 93.84 | 5.26 | 6.16 | f 4.19 | ..... | ..... | 7.50 | 5.55 | ..... | s 10.45 | ..... | ..... | P |
| 4.33 | | | | | | | | | | | | | |
| IRBY | 89.51 | 5.20 | 6.10 | f 4.12 | ..... | ..... | 7.35 | 5.40 | ..... | s **10.34** | ..... | ..... | PW |
| 7.47 | | | | | | | | | | | | | |
| MARLIN | 82.04 | 5.11 | 5.59 | s 4.02 | ..... | ..... | 7.15 | 5.20 | ..... | s 10.05 | ..... | ..... | P |
| 6.62 | | | | | | | | | | | | | |
| WILSON CREEK | 75.42 | 5.02 | 5.50 | s 3.51 | ..... | ..... | 7.00 | 5.00 | ..... | s 9.40 | ..... | ..... | DNPWCYX |
| 7.82 | | | | | | | | | | | | | |
| STRATFORD | 67.60 | 4.52 | 5.40 | f 3.38 | ..... | ..... | 6.20 | 4.10 | ..... | s 9.05 | ..... | ..... | P |
| 5.32 | | | | | | | | | | | | | |
| ADRIAN | 62.28 | 4.45 | 5.33 | f 3.31 | ..... | ..... | 6.05 | 3.59 | ..... | s 8.45 | ..... | ..... | P |
| 4.60 | | | | | | | | | | | | | |
| SOAP LAKE | 57.68 | ..... | ..... | s 3.23 | ..... | ..... | ..... | ..... | ..... | s 8.30 | ..... | ..... | DP |
| 5.40 | | | | | | | | | | | | | |
| EPHRATA | 52.28 | 4.34 | s 5.21 | s **3.14** | ..... | ..... | 5.40 | 3.35 | ..... | s 8.20 | ..... | ..... | DNPW |
| 5.15 | | | | | | | | | | | | | |
| NAYLOR | 47.13 | 4.24 | 5.11 | f 3.04 | ..... | ..... | 5.30 | **3.25** | ..... | s 7.50 | ..... | ..... | P |
| 5.07 | | | | | | | | | | | | | |
| WINCHESTER | 42.06 | 4.18 | 5.05 | f 2.56 | ..... | ..... | 5.20 | 3.15 | ..... | s 7.40 | ..... | ..... | P |
| 6.14 | | | | | | | | | | | | | |
| QUINCY | 35.92 | 4.11 | 4.58 | s 2.46 | ..... | ..... | 5.05 | 3.00 | ..... | s 7.30 | ..... | ..... | DPW |
| 5.13 | | | | | | | | | | | | | |
| CRATER | 30.79 | 4.03 | **4.50** | f **2.37** | ..... | ..... | **4.50** | **2.37** | ..... | s 7.10 | ..... | ..... | P |
| 5.60 | | | | | | | | | | | | | |
| TRINIDAD | 25.19 | 3.51 | 4.37 | s 2.28 | ..... | ..... | 4.25 | 2.10 | ..... | s 6.55 | ..... | ..... | PW |
| 5.28 | | | | | | | | | | | | | |
| VULCAN | 19.91 | 3.41 | 4.27 | f 2.19 | ..... | ..... | 4.01 | 1.50 | ..... | s 6.45 | ..... | ..... | P |
| 4.03 | | | | | | | | | | | | | |
| COLUMBIA RIVER | 15.88 | 3.34 | 4.21 | f 2.12 | ..... | ..... | 3.48 | 1.40 | ..... | s 6.35 | A 8.15Am | ..... | NPW |
| 3.45 | | | | | | | | | | | | | |
| ROCK ISLAND | 12.43 | **3.27** | 4.15 | s 2.04 | ..... | ..... | **3.40** | 1.30 | ..... | s 6.25 | s 8.05 | ..... | P |
| 5.52 | | | | | | | | | | | | | |
| MALAGA | 6.91 | 3.17 | **4.07** | f 1.54 | ..... | ..... | 3.25 | 1.15 | ..... | s 6.15 | s 7.50 | ..... | P |
| 4.74 | | | | | | | | | | | | | |
| APPLEYARD | 2.17 | 3.10 | 4.00 | f 1.45 | ..... | ..... | L 3.15Am | L 1.00Pm | ..... | L 6.00AM | 7.35 | ..... | RKDNP WOCX |
| 2.17 | | | | | | | | | | | | | |
| WENATCHEE | 00.0 | L 3.05Am | L 3.55Am | L 1.40Pm | ..... | ..... | ..... | ..... | ..... | ..... | L 7.30Am | ..... | RKDNPWX |
| Time Over Subdivision | | 5.08 | 8.20 | 4.50 | .05 | .15 | 9.55 | 11.01 | | 9.59 | .45 | | |
| Average Speed Per Hour | | 34.91 | 21.51 | 36.84 | 33.00 | 19.39 | 17.85 | 16.07 | | 17.72 | 21.17 | | |

DOUBLE TRACK: HILLYARD – FORT WRIGHT

AUTOMATIC BLOCK SIGNALS: WENATCHEE – ODESSA

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

**Special Rules, Page 13.**

| Station Numbers | Car Capacity: Siding | Car Capacity: Other Tracks | SECOND CLASS 403 C. M. St. P. & P. 591 Daily Ex. Sun. | SECOND CLASS 401 Daily | FIRST CLASS | | | FIRST CLASS 355 Daily | FIRST CLASS 5 Daily | FIRST CLASS 359 Daily | FIRST CLASS 1 Daily | FIRST CLASS 27 Daily | Distance from Wenatchee | Time Table No. 48 Effective February 6, 1938 STATIONS | Telegraph Calls |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1648 | Yard | 1085 | | L 1.35Pm | | | | | L 1.05Pm | | L 2.30Am | L 11.00Pm | 0.00 | WENATCHEE | WC |
| | | | | | | | | | | | | | | 7.38 | |
| 1655 | 75 | 47 | | 1.50 | | | | | f 1.21 | | 2.45 | 11.14 | 7.38 | MONITOR | MR |
| | | | | | | | | | | | | | | 3.62 | |
| 1659 | 94 | 213 | | 2.00 | | | | | s 1.30 | | 2.53 | 11.22 | 11.00 | CASHMERE | OM |
| | | | | | | | | | | | | | | 4.65 | |
| 1664 | 64 | 35 | | 2.10 | | | | | s 1.39 | | 3.02 | 11.31 | 15.65 | DRYDEN | DN |
| | | | | | | | | | | | | | | 3.12 | |
| 1667 | 0 | 236 | | 2.20 | | | | | s 1.45 | | 3.08 | 11.37 | 18.77 | PESHASTIN | PN |
| | | | | | | | | | | | | | | 3.28 | |
| 1671 | 112 | 18 | | 2.35 | | | | | s 1.52 | | 3.17 | 11.43 | 22.05 | LEAVENWORTH | CH |
| | | | | | | | | | | | | | | 5.85 | |
| 1676 | 25 | 0 | | 2.50 | | | | | f 2.03 | | 3.28 | 11.54 | 27.90 | CHUMSTICK | |
| | | | | | | | | | | | | | | 7.70 | |
| 1684 | 109 | 14 | | 3.10 | | | | | f 2.16 | | 3.46 | 12.12Am | 35.60 | WINTON | |
| | | | | | | | | | | | | | | 6.55 | |
| 1691 | 100 | 41 | | 3.28 | | | | | f 2.27 | | 3.59 | 12.25 | 42.15 | MERRITT | |
| | | | | | | | | | | | | | | 7.03 | |
| 1699 | 100 | 37 | | 3.53 | | | | | f 2.42 | | 4.18 | 12.42 | 49.18 | BERNE | BR |
| | | | | | | | | | | | | | | 8.98 | |
| 1716 | 135 | 16 | | 4.23 | | | | | f 3.02 | | 4.38 | 1.02 | 58.16 | SCENIC | MA |
| | | | | | | | | | | | | | | 7.84 | |
| 1723 | 60 | 10 | | 4.45 | | | | | f 3.19 | | 4.53 | 1.18 | 66.00 | TONGA | |
| | | | | | | | | | | | | | | 4.96 | |
| 1728 | E-99 W-99 | 271 | | 5.30 | | | | | s 3.40 | | s 5.15 | s 1.50 | 70.96 | SKYKOMISH | KY |
| | | | | | | | | | | | | | | 3.81 | |
| 1732 | 59 | 68 | | 5.40 | | | | | f 3.47 | | 5.23 | 1.58 | 74.77 | GROTTO | GO |
| | | | | | | | | | | | | | | 5.14 | |
| 1737 | 68 | 62 | | 5.52 | | | | | f 3.56 | | 5.32 | 2.07 | 79.91 | HALFORD | |
| | | | | | | | | | | | | | | 5.33 | |
| 1742 | 58 | 14 | | 6.07 | | | | | s 4.06 | | 5.42 | 2.17 | 85.24 | INDEX | NX |
| | | | | | | | | | | | | | | 4.90 | |
| 1747 | 101 | 53 | | 6.22 | | | | | f 4.15 | | 5.51 | 2.27 | 90.14 | REITER | |
| | | | | | | | | | | | | | | 4.37 | |
| 1751 | 149 | 980 | | 6.35 | | | | | s 4.24 | | 5.58 | 2.35 | 94.51 | GOLD BAR | GB |
| | | | | | | | | | | | | | | 5.40 | |
| 1757 | 59 | 41 | | 6.46 | | | | | s 4.33 | | 6.06 | 2.46 | 99.91 | SULTAN | |
| | | | | | | | | | | | | | | 7.46 | |
| 1764 | 85 | 127 | | 7.01 | | | | | s 4.49 | | 6.18 | 3.00 | 107.37 | MONROE | RO |
| | | | L 5.00Am | 7.03 | | | | | 4.50 | | 6.19 | 3.01 | 108.14 | 0.77 MONROE JUNCTION | |
| | | | | | | | | | | | | | | 6.23 | |
| 1771 | 99 | 136 | 5.22 | 7.20 | | | | | s 5.02 | | 6.30 | 3.13 | 114.37 | SNOHOMISH | SH |
| | | | 5.23 | 7.22 | | | | | 5.03 | | 6.31 | 3.14 | 115.01 | 0.64 SNOHOMISH JCT. | |
| | | | 5.38 | 7.59 | | | | | 5.09 | | 6.37 | 3.21 | 119.94 | 4.93 N. P. JUNCTION | |
| 1777 | Continuous | 112 | 5.39 | 8.00 | | | | | 5.10 | | 6.38 | 3.22 | 120.19 | 0.25 LOWELL | W |
| | | | A 5.40Am | 8.01 | | | | | 5.11 | | 6.39 | 3.23 | 120.20 | 0.01 LOWELL JUNCTION | |
| | | 104 | | 8.05 | | | | | 5.14 | | 6.42 | 3.27 | 121.81 | 1.61 PACIFIC AVENUE | D |
| 1779 | 0 | 8 | | 8.10 | | | | | s 5.25 | | s 6.50 | s 3.50 | 122.86 | 1.05 EVERETT | |
| 1780 | 4 | 0 | | 8.15 | | | | L 10.12Pm | 5.27 | L 1.15Pm | 6.52 | 3.53 | 123.67 | 0.81 EVERETT JUNCTION | JN |
| 1784 | 0 | 84 | | 8.26 | | | | 10.17 | f 5.34 | 1.21 | 7.00 | 4.02 | 127.42 | 3.75 MUKILTEO | |
| 1793 | | | | 8.55 | | | | 10.26 | 5.45 | 1.31 | 7.11 | 4.14 | 134.56 | 7.14 MEADOWDALE | |
| 1795 | 0 | 107 | | 9.09 | | | | 10.31 | f 5.52 | f 1.37 | 7.19 | 4,20 | 138.27 | 3.71 EDMONDS | DR |
| 1796 | 0 | 79 | | 9.20 | | | | 10.35 | s 5.58 | 1.42 | 7.25 | 4.25 | 141.37 | 3.10 RICHMOND BEACH | R |
| 1807 | 0 | 190 | | 9.50 | | | | 10.45 | 6.11 | 1.56 | 7.40 | 4.40 | 149.23 | 7.86 BALLARD | |
| 1808 | Yard | 1084 | | A 10.00Pm | | | | 10.48 | f 6.15 | f 1.59 | 7.44 | 4.44 | 150.99 | 1.76 INTERBAY | RB |
| | | | | | | | | | | | | | 151.97 | 0.98 N. P. RY. CROSSING | |
| | | | | | | | | | | | | | 154.27 | 2.30 NORTH PORTAL TOWER | |
| | | | | | | | | | | | | | 155.57 | 1.30 SOUTH PORTAL TOWER | |
| 1813 | Yard | 589 | | | | | | A 11.00Pm | A 6.30Pm | A 2.15Pm | A 8.00Am | A 5.00Am | 155.67 | 0.10 SEATTLE | UD |
| | | | .40 | 8.25 | | | | .48 | 5.25 | 1.00 | 5.30 | 6.00 | | Time Over Subdivision | |
| | | | 18.09 | 17.39 | | | | 40.00 | 28.72 | 32.00 | 28.31 | 25.94 | | 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.**

**Time Table No. 48**

Effective February 6, 1938

| STATIONS | Distance from Seattle | FIRST CLASS 360 Daily | 6 Daily | 298 N. P. 444 Daily Ex. Sun. | 358 Daily | 2 Daily | 28 Daily | | | | SECOND CLASS 402 Daily | 404 C. M. St. P. & P. 592 Daily Ex. Sun. | SIGNS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WENATCHEE | 155.67 | | A 1.35Pm | | | A 3.00Am | A 3.45Am | | | | A 9.20Am | | RKDNW XP |
| 7.38 | | | | | | | | | | | | | |
| MONITOR | 148.29 | | f 1.21 | | | 2.45 | 3.27 | | | | 9.00 | | DP |
| 3.62 | | | | | | | | | | | | | |
| CASHMERE | 144.67 | | s 1.15 | | | 2.37 | s 3.20 | | | | 8.45 | | DNWXP |
| 4.65 | | | | | | | | | | | | | |
| DRYDEN | 140.02 | | s 1.07 | | | 2.28 | 3.02 | | | | 8.30 | | DP |
| 3.12 | | | | | | | | | | | | | |
| PESHASTIN | 136.90 | | s 1.01 | | | 2.23 | 2.52 | | | | 8.20 | | DP |
| 3.28 | | | | | | | | | | | | | |
| LEAVENWORTH | 133.62 | | s 12.55 | | | 2.15 | s 2.45 | | | | 8.10 | | DNP |
| 5.85 | | | | | | | | | | | | | |
| CHUMSTICK | 127.77 | | f 12.44 | | | 2.04 | 2.33 | | | | 7.55 | | P |
| 7.70 | | | | | | | | | | | | | |
| WINTON | 120.07 | | f 12.34 | | | 1.50 | 2.23 | | | | 7.35 | | P |
| 6.55 | | | | | | | | | | | | | |
| MERRITT | 113.52 | | f 12.23 | | | 1.37 | 2.10 | | | | 7.15 | | WYP |
| 7.03 | | | | | | | | | | | | | |
| BERNE | 106.49 | | f 12.10Pm | | | 1.23 | 1.57 | | | | 6.50 | | NP |
| 8.98 | | | | | | | | | | | | | |
| SCENIC | 97.51 | | f 11.48 | | | 1.02 | 1.36 | | | | 6.15 | | DNP |
| 7.84 | | | | | | | | | | | | | |
| TONGA | 89.67 | | 11.27 | | | 12.41 | 1.18 | | | | 5.40 | | P |
| 4.96 | | | | | | | | | | | | | |
| SKYKOMISH | 84.71 | | s 11.15 | | | s 12.31 | s 1.05 | | | | 5.15 | | RKDNWC XYP |
| 3.81 | | | | | | | | | | | | | |
| GROTTO | 80.90 | | f 10.55 | | | 12.15 | 12.47 | | | | 3.50 | | DP |
| 5.14 | | | | | | | | | | | | | |
| HALFORD | 75.76 | | f 10.47 | | | 12.08Am | 12.40 | | | | 3.35 | | WP |
| 5.33 | | | | | | | | | | | | | |
| INDEX | 70.43 | | s 10.36 | | | 11.59 | 12.30 | | | | 3.20 | | DP |
| 4.90 | | | | | | | | | | | | | |
| REITER | 65.53 | | f 10.25 | | | 11.51 | 12.22 | | | | 3.05 | | P |
| 4.37 | | | | | | | | | | | | | |
| GOLD BAR | 61.16 | | s 10.18 | | | 11.44 | 12.15 | | | | 2.35 | | NWYP |
| 5.40 | | | | | | | | | | | | | |
| SULTAN | 55.76 | | s 10.10 | | | 11.37 | 12.07Am | | | | 2.20 | | P |
| 7.46 | | | | | | | | | | | | | |
| MONROE | 48.30 | | s 9.57 | | | 11.27 | s 11.57 | | | | 2.05 | | DNWYPR |
| 0.77 | | | | | | | | | | | | | |
| MONROE JUNCTION | 47.53 | | 9.51 | | | 11.26 | 11.50 | | | | 2.03 | A 9.40Pm | |
| 6.23 | | | | | | | | | | | | | |
| SNOHOMISH | 41.30 | | s 9.42 | A 4.18Pm | | 11.19 | s 11.43 | | | | 1.45 | 9.18 | DNPR |
| 0.64 | | | | | | | | | | | | | |
| SNOHOMISH JCT. | 40.66 | | 9.41 | 4.17 | | 11.18 | 11.42 | | | | 1.44 | 9.17 | |
| 4.93 | | | | | | | | | | | | | |
| N. P. JUNCTION | 35.73 | | 9.34 | L 4.06Pm | | 11.12 | 11.35 | | | | 1.31 | 9.02 | R |
| 0.25 | | | | | | | | | | | | | |
| LOWELL | 35.48 | | 9.33 | | | 11.11 | 11.34 | | | | 1.30 | 9.01 | XYP |
| 0.01 | | | | | | | | | | | | | |
| LOWELL JUNCTION | 35.47 | | 9.32 | | | 11.10 | 11.33 | | | | 1.29 | L 9.00Pm | R |
| 1.61 | | | | | | | | | | | | | |
| PACIFIC AVENUE | 33.86 | | 9.30 | | | 11.08 | 11.32 | | | | 1.05 | | DIXP |
| 1.05 | | | | | | | | | | | | | |
| EVERETT | 32.81 | | s 9.27 | | | s 11.05 | s 11.30 | | | | 1.03 | | XP |
| .81 | | | | | | | | | | | | | |
| EVERETT JUNCTION | 32.00 | A 9.05Am | 9.20 | | A 6.30Pm | 11.01 | 11.20 | | | | 1.00 | | DNIXP |
| 3.75 | | | | | | | | | | | | | |
| MUKILTEO | 28.25 | s 8.59 | 9.14 | | 6.24 | 10.57 | 11.14 | | | | 12.53 | | P |
| 7.14 | | | | | | | | | | | | | |
| MEADOWDALE | 21.11 | f 8.45 | 9.05 | | 6.15 | 10.48 | 11.04 | | | | 12.37 | | P |
| 3.71 | | | | | | | | | | | | | |
| EDMONDS | 17.40 | s 8.40 | 9.00 | | 6.10 | 10.44 | 10.59 | | | | 12.30 | | DWP |
| 3.10 | | | | | | | | | | | | | |
| RICHMOND BEACH | 14.30 | s 8.33 | 8.55 | | 6.05 | 10.40 | 10.55 | | | | 12.21 | | P |
| 7.86 | | | | | | | | | | | | | |
| BALLARD | 6.44 | s 8.21 | 8.45 | | 5.55 | 10.30 | 10.45 | | | | 12.06 | | X |
| 1.76 | | | | | | | | | | | | | |
| INTERBAY | 4.68 | s 8.18 | 8.42 | | 5.52 | 10.27 | 10.42 | | | | L 12.01Am | | RKDNWC OXP |
| 0.98 | | | | | | | | | | | | | |
| N. P. RY. CROSSING | 3.70 | | | | | | | | | | | | I |
| 2.30 | | | | | | | | | | | | | |
| NORTH PORTAL TOWER | 1.40 | | | | | | | | | | | | I |
| 1.30 | | | | | | | | | | | | | |
| SOUTH PORTAL TOWER | 0.10 | | | | | | | | | | | | I |
| 0.10 | | | | | | | | | | | | | |
| SEATTLE | 0.00 | L 8.05Am | L 8.30Am | | L 5.40Pm | L 10.15Pm | L 10.30Pm | | | | | | RKDNXP |
| Time Over Subdivision | | 1.00 | 5.05 | .12 | .50 | 4.45 | 5.15 | | | | 9.19 | .40 | |
| Average Speed Per Hour | | 32.00 | 30.62 | 29.00 | 38.41 | 32.73 | 29.65 | | | | 16.20 | 18.09 | |

DOUBLE TRACK — AUTOMATIC BLOCK SIGNALS

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

**Special Rules, Pages 13 and 14.**

| Station Numbers | Car Capacity: Siding | Car Capacity: Other Tracks | THIRD CLASS | | SECOND CLASS | | | FIRST CLASS | | | | | Distance from Vancouver | Time Table No. 48 Effective February 6, 1938 — STATIONS | Telegraph Calls |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 735 C. N. 398 | | 711 Local | 737 C. N. 404 | | 101 C. N. 2 | 355 | 297 N. P. 444 | 359 | | | |
| | | | | Tues., Fri. | | Daily Ex. Sun. | Daily | | Daily | Daily | Daily Ex. Sun. | Daily | | | |
| CL 125 | Yard | 400 | | | | L 11.00Am | | | | L 6.00Pm | | L 9.00Am | 0.00 | VANCOUVER | VN |
| | | | | | | | | | | | | | | 1.25 | |
| | | | | L 7.04Am | | 11.03 | L 12.50Am | | L 7.20Pm | 6.03 | | 9.03 | 1.25 | C. N. JUNCTION | |
| | | | | | | | | | | | | | | 1.48 | |
| CL 122 | | | | 7.09 | | 11.08 | 12.58 | | 7.23 | 6.06 | | 9.06 | 2.73 | STILL CREEK | |
| | | | | | | | | | | | | | | 1.84 | |
| | | | | | | | | | | | | | 4.57 | B. C. E. RY. CROSSING | |
| | | | | | | | | | | | | | | 5.12 | |
| CL 115 | | | | 7.24 | | 11.22 | 1.18 | | 7.35 | 6.15 | | 9.15 | 9.69 | ENDOT | |
| | | | | | | | | | | | | | | 1.64 | |
| | | | | | | | | | | | | | 11.33 | B. C. E. RY. CROSSING | |
| | | | | | | | | | | | | | | 0.37 | |
| CL 112 | 19 | 120 | | 7.34 | | 11.35 | 1.25 | | 7.39 | 6.21 | | 9.21 | 11.70 | SAPPERTON | |
| | | | | | | | | | | | | | | 1.36 | |
| CL 107 | 0 | 60 | | A 7.37Am | | 11.40 | A 1.30Am | | A 7.45Pm | s 6.27 | | s 9.26 | 13.06 | NEW WESTMINSTER | MN |
| | | | | | | | | | | | | | | 0.48 | |
| | | | | | | 11.45 | | | | 6.32 | | 9.31 | 13.54 | FRASER RIVER JCT | |
| | | | | | | | | | | | | | | 10.49 | |
| CL96 | 46 | 47 | | | | 12.10Pm | | | | 6.46 | | f 9.45 | 24.03 | COLEBROOK | |
| | | | | | | | | | | | | | | 3.69 | |
| CL92 | 0 | 3 | | | | 12.19 | | | | f 6.51 | | f 9.51 | 27.72 | CRESCENT | |
| | | | | | | | | | | | | | | 5.03 | |
| CL87 | 57 | 10 | | | | 12.40 | | | | s 7.05 | | s 10.05 | 32.75 | WHITE ROCK | WR |
| | | | | | | | | | | | | | | 2.68 | |
| | | | | | | | | | | | | | 35.43 | INTERNATIONAL BOUNDARY | |
| | | | | | | | | | | | | | | 0.45 | |
| CL84 | 50 | 142 | | | | 1.45 | | | | s 7.25 | | s 10.25 | 35.88 | BLAINE | BN |
| | | | | | | | | | | | | | | 7.58 | |
| CL77 | 0 | 55 | | | | 2.00 | | | | 7.35 | | s 10.35 | 43.46 | CUSTER | |
| | | | | | | | | | | | | | | 5.58 | |
| CL71 | 60 | 118 | | | | 2.20 | | | | f 7.43 | | s 10.45 | 49.04 | FERNDALE | FD |
| | | | | | | | | | | | | | | 8.98 | |
| CL62 | 52 | 539 | | | | 3.00 | | | | s 8.03 | | s 11.05 | 58.02 | BELLINGHAM | HM |
| | | | | | | | | | | | | | | 0.23 | |
| | | | | | | | | | | | | | 58.25 | C. M. St. P. & P. CROSSING | |
| | | | | | | | | | | | | | | 0.31 | |
| | | | | | | | | | | | | | 58.56 | C. M. St. P. & P. CROSSING | |
| | | | | | | | | | | | | | | 0.37 | |
| | | | | | | | | | | | | | 58.93 | C. M. St. P. & P. CROSSING | |
| | | | | | | | | | | | | | | 0.06 | |
| | | | | | | | | | | | | | 58.99 | C. M. St. P. & P. CROSSING | |
| | | | | | | | | | | | | | | 0.82 | |
| | | | | | | | | | | | | | 59.81 | NOR. PAC. RY. CROSSING | |
| | | | | | | | | | | | | | | 1.14 | |
| CL60 | 52 | 101 | | | | 3.15 | | | | s 8.12 | | s 11.15 | 60.95 | SOUTH BELLINGHAM | FN |
| | | | | | | | | | | | | | | 3.92 | |
| CL56 | 39 | 8 | | | | 3.30 | | | | 8.20 | | 11.21 | 64.87 | SOCKEYE | |
| | | | | | | | | | | | | | | 5.96 | |
| CL50 | 40 | 0 | | | | 3.50 | | | | f 8.31 | | f 11.30 | 70.83 | SAMISH | |
| | | | | | | | | | | | | | | 3.80 | |
| CL46 | 23 | 14 | | | | 4.05 | | | | 8.36 | | f 11.35 | 74.63 | BOW | |
| | | | | | | | | | | | | | | 4.65 | |
| CL42 | 0 | 9 | | | | 4.15 | | | | 8.42 | | 11.41 | 79.28 | BELLEVILLE | |
| | | | | | | | | | | | | | | 2.73 | |
| CL39 | 51 | 258 | | | | 5.00 | | | | s 8.51 | | s 11.50 | 82.01 | BURLINGTON | BU |
| | | | | | | | | | | | | | | 3.06 | |
| | | | | | | | | | | | | | 85.07 | P. S. P. T. CO. CROSSING | |
| | | | | | | | | | | | | | | 0.91 | |
| CL35 | 93 | 121 | | | | 5.15 | | | | s 9.07 | | s 12.02PM | 85.98 | MT. VERNON | NR |
| | | | | | | | | | | | | | | 5.33 | |
| CL30 | 28 | 17 | | | | 5.28 | | | | 9.15 | | f 12.10 | 91.31 | FIR | |
| | | | | | | | | | | | | | | 1.34 | |
| | | | | | | | | | | | | | 92.65 | ENGLISH LBR. CO. CROSSG | |
| | | | | | | | | | | | | | | 5.76 | |
| CL23 | 50 | 52 | | | | 5.40 | | | | 9.25 | | s 12.22 | 98.41 | STANWOOD | B |
| | | | | | | | | | | | | | | 5.57 | |
| CL17 | 0 | 17 | | | | 5.53 | | | | 9.32 | | f 12.29 | 103.98 | SILVANA | |
| | | | | | | | | | | | | | | 3.95 | |
| CL13 | 50 | 15 | | | | 6.05 | | | | 9.37 | | f 12.35Pm | 107.93 | ENGLISH | |
| | | | | | | | | | | | | | | 3.77 | |
| | | | | | | 6.15 | | | | 9.41 | L 3.44Pm | 12.40 | 111.70 | KRUSE JUNCTION | |
| | | | | | | | | | | | | | | 3.41 | |
| CL6 | 50 | 70 | | | | 6.30 | | | | 9.45 | 3.49 | f 12.48 | 115.11 | MARYSVILLE | MS |
| | | | | | | | | | | | | | | 2.56 | |
| CL3 | | | | | | A 6.45Pm | | | | 9.51 | A 3.55Pm | 12.54 | 117.67 | DELTA JUNCTION | WY |
| | | | | | | | | | | | | | | 0.11 | |
| | | | | | | | | | | | | | 117.78 | NOR. PAC. RY. CROSSING | |
| | | | | | | | | | | | | | | 1.25 | |
| | 0 | 35 | | | | | | | | 9.54 | | 12.57 | 119.03 | LONG SIDING | |
| | | | | | | | | | | | | | | 2.54 | |
| 1779 | 60 | 112 | | | | | | | | s 10.10 | | s 1.13 | 121.57 | EVERETT | |
| | | | | | | | | | | | | | | 0.81 | |
| 1780 | 0 | 4 | | | | | | | | A 10.12Pm | | A 1.15Pm | 122.38 | EVERETT JUNCTION | JN |
| | | | | .33 | | 7.45 | .40 | | .25 | 4.12 | .11 | 4.15 | | Time Over Subdivision | |
| | | | | 21.47 | | 15.83 | 17.71 | | 28.34 | 29.15 | 32.62 | 28.80 | | Average Speed Per Hour | |

DOUBLE TRACK: STILL CREEK – B. C. E. RY. CROSSING

AUTOMATIC BLOCK SIGNALS: SOUTH BELLINGHAM – ENGLISH LBR. CO. CROSSG

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

**Special Rules, Page 14.**

| Time Table No. 48 Effective February 6, 1938 | Distance from Everett Junction | FIRST CLASS | | | | | SECOND CLASS | | THIRD CLASS | | | | SIGNS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STATIONS | | 102 C. N. 1 Daily | 360 Daily | 358 Daily | | | 712 Daily Ex. Sat. | 738 C. N. 403 Daily | | | 736 C. N. 397 Wed., Sat. | | |
| 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 | | s12.40 | 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 | | s11.15 | s 8.27 | | | 1.50 | | | | | | DXP |
| 3.92 | | | | | | | | | | | | | |
| SOCKEYE | 57.51 | | f 11.08 | 8.20 | | | 1.35 | | | | | | P |
| 5.96 | | | | | | | | | | | | | |
| SAMISH | 51.55 | | 10.58 | 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 | | | 12.45 | | | | | | 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 | | | 12.02Pm | | | | | | 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 | | .37 | 4.55 | 4.25 | | | 9.45 | .47 | | | .47 | | |
| Average Speed Per Hour | | 19.15 | 24.87 | 27.71 | | | 12.07 | 15.08 | | | 15.08 | | |

DOUBLE TRACK: Vancouver – Endot

AUTOMATIC BLOCK SIGNALS: Vancouver – Everett Junction

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

**Special Rules, Page 14.**

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | THIRD CLASS 697 Daily Ex. Sun. | FIRST CLASS 253 Daily Ex. Sun. | Distance from Oroville | Time Table No. 48 Effective Effective February 6, 1938 STATIONS | Telegraph Calls | Distance from Wenatchee | SIGNS | FIRST CLASS 254 Daily Ex. Sun. | THIRD CLASS 698 Daily Ex. Sat. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SG 71 | 55 | 243 | | L 6.15Am | 0.00 | OROVILLE | VR | 137.24 | RKDWYC PX | A 11.59Am | |
| | | | | | | 5.75 | | | | | |
| WO 132 | 0 | 35 | | f 6.28 | 5.75 | CORDELL | | 131.49 | | f 11.35 | |
| | | | | | | 5.28 | | | | | |
| WO 126 | 0 | 34 | | f 6.39 | 11.03 | ELLISFORD | | 126.21 | | f 11.20 | |
| | | | | | | 5.93 | | | | | |
| WO 120 | 0 | 71 | | s 6.54 | 16.96 | TONASKET | ON | 120.28 | DPW | s 11.00 | |
| | | | | | | 4.83 | | | | | |
| WO 115 | 0 | 34 | | f 7.04 | 21.79 | JANIS | | 115.45 | | f 10.33 | |
| | | | | | | 5.43 | | | | | |
| WO 110 | 0 | 34 | | f 7.15 | 27.22 | BARKER | | 110.02 | | f 10.22 | |
| | | | | | | 5.29 | | | | | |
| WO 105 | 0 | 36 | | s 7.27 | 32.51 | RIVERSIDE | | 104.73 | W | s 10.10 | |
| | | | | | | 4.18 | | | | | |
| WO 100 | 0 | 35 | | f 7.37 | 36.69 | CHEROKEE | | 100.55 | | f 9.55 | |
| | | | | | | 4.85 | | | | | |
| WO 96 | 66 | 214 | L 6.00Pm | s 7.55 | 41.54 | OMAK | MK | 95.70 | DPXCY | s 9.45 | A 7.00Am |
| | | | | | | 4.20 | | | | | |
| WO 92 | 55 | 92 | s 6.35 | s 8.10 | 45.74 | OKANOGAN | KN | 91.50 | DPWX | s 9.25 | s 6.20 |
| | | | | | | 4.93 | | | | | |
| WO 87 | 0 | 34 | f 6.50 | f 8.20 | 50.67 | CHILLOWIST | | 86.57 | | f 9.09 | f 4.50 |
| | | | | | | 3.93 | | | | | |
| WO 83 | 0 | 35 | f 7.05 | f 8.28 | 54.60 | MALOTT | | 82.64 | | f 9.01 | f 4.00 |
| | | | | | | 6.25 | | | | | |
| WO 76 | 0 | 35 | f 7.25 | f **8.47** | 60.85 | WAKEFIELD | | 76.39 | W | f **8.47** | f 3.10 |
| | | | | | | 4.73 | | | | | |
| WO 72 | 0 | 34 | f 7.40 | f 8.57 | 65.58 | MONSE | | 71.66 | | f 8.38 | f 2.15 |
| | | | | | | 6.67 | | | | | |
| WO 65 | 50 | 61 | s 8.10 | s 9.15 | 72.25 | BREWSTER | BR | 64.99 | DPX | s 8.24 | s 1.30 |
| | | | | | | 6.08 | | | | | |
| WO 59 | 49 | 333 | s 8.45 | s 9.35 | 78.33 | PATEROS | RO | 58.91 | DPWX | s 8.10 | s 12.10Am |
| | | | | | | 5.47 | | | | | |
| WO 53 | 0 | 34 | f 9.02 | f 9.46 | 83.80 | STARR | | 53.44 | | f 7.55 | f 10.25 |
| | | | | | | 3.66 | | | | | |
| WO 50 | 0 | 34 | f 9.15 | f 9.55 | 87.46 | AZWELL | | 49.78 | | f 7.48 | f 10.00 |
| | | | | | | 5.73 | | | | | |
| WO 44 | 0 | 35 | f **9.35** | f 10.07 | 93.19 | HUGO | | 44.05 | | f 7.37 | s **9.35** |
| | | | | | | 5.11 | | | | | |
| WO 39 | 54 | 83 | s 10.05 | s 10.22 | 98.30 | CHELAN | HN | 38.94 | DPWX | s 7.27 | s 9.15 |
| | | | | | | 1.16 | | | | | |
| | 0 | 78 | s 10.30 | s 10.30 | 99.46 | CHELAN FALLS | | 37.78 | | s 7.19 | s 8.15 |
| | | | | | | 5.85 | | | | | |
| WO 32 | 0 | 40 | f 10.50 | f 10.42 | 105.31 | STAYMAN | | 31.93 | | f 7.08 | f 7.50 |
| | | | | | | 5.92 | | | | | |
| WO 26 | 0 | 43 | f 11.15 | f 10.54 | 111.23 | WINESAP | | 26.01 | | f 6.56 | f 7.20 |
| | | | | | | 7.11 | | | | | |
| WO 19 | 66 | 86 | s 11.45 | s 11.15 | 118.34 | ENTIAT | NI | 18.90 | DPWX | s 6.42 | s 6.50 |
| | | | | | | 5.30 | | | | | |
| WO 14 | 0 | 39 | f 12.10Am | f 11.26 | 123.64 | WAGNERSBURG | | 13.60 | | f 6.29 | f 6.00 |
| | | | | | | 5.63 | | | | | |
| WO 8 | 0 | 31 | f 12.30 | f 11.40 | 129.27 | ZENA | | 7.97 | | f 6.18 | f 5.40 |
| | | | | | | 4.48 | | | | | |
| WO 3 | 0 | 66 | f 12.45 | f 11.50 | 133.75 | OLDS | | 3.49 | | f 6.08 | f 5.20 |
| | | | | | | 3.49 | | | | | |
| 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 | 6.00 | | Time Over Subdivision | | | | 5.59 | 14.00 |
| | | | 13.67 | 22.87 | | Average Speed Per Hour | | | | 22.87 | 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. |

| Stations Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | THIRD CLASS | | FIRST CLASS | | Distance from Marcus | Time Table No. 48 Effective February 6, 1938 — STATIONS | Telegraph Calls | Distance from Dean | SIGNS | FIRST CLASS | | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 701 Daily Ex. Mon. | | 255 Daily Ex. Sun. | | | | | | 256 Daily Ex. Sun. | | 702 Daily Ex. Sun. | |
| SA 87 | 40 | 148 | | L 2.00Am | | L 1.00Pm | 0.00 | MARCUS | MS | 87.12 | RKDNW CYX | A 12.20Pm | | A 12.05Pm | |
| | | | | | | | | 5.30 | | | | | | | |
| SA 82 | 30 | 30 | | s 2.40 | | s 1.18 | 5.30 | MEYER'S FALLS | MF | 81.82 | D | s 12.06Pm | | s 11.30 | |
| | | | | | | | | 5.50 | | | | | | | |
| SA 77 | 0 | 13 | | s 3.10 | | f 1.26 | 10.80 | PALMERS | | 76.32 | | f 11.52 | | s 11.00 | |
| | | | | | | | | 3.05 | | | | | | | |
| SA 73 | 0 | 114 | | s 4.00 | | s 1.36 | 13.85 | COLVILLE | VD | 73.27 | DW | s 11.44 | | s 10.35 | |
| | | | | | | | | 3.80 | | | | | | | |
| SA 71 | 0 | 21 | | s 4.20 | | f 1.43 | 17.65 | ORIN | | 69.47 | | f 11.32 | | s 10.05 | |
| | | | | | | | | 2.70 | | | | | | | |
| SA 67 | 40 | 3 | | s 4.40 | | f 1.48 | 20.35 | ARDEN | | 66.77 | | f 11.26 | | s 9.45 | |
| | | | | | | | | 7.39 | | | | | | | |
| SA 59 | 0 | 20 | | s 5.15 | | s 2.01 | 27.74 | ADDY | AD | 59.38 | D | s 11.12 | | s 9.15 | |
| | | | | | | | | 9.21 | | | | | | | |
| SA 50 | 26 | 120 | | s 6.30 | | s 2.21 | 36.95 | CHEWELAH | CH | 50.17 | DX | s 10.53 | | s 8.45 | |
| | | | | | | | | 7.57 | | | | | | | |
| SA 43 | 40 | 49 | | s 7.30 | | s 2.35 | 44.52 | VALLEY | | 42.60 | YX | s 10.39 | | s 7.30 | |
| | | | | | | | | 5.24 | | | | | | | |
| SA 38 | 0 | 30 | | s 8.00 | | f 2.47 | 49.76 | GRAYS | | 37.36 | | f 10.26 | | s 6.30 | |
| | | | | | | | | 3.43 | | | | | | | |
| SA 34 | 0 | 18 | | | | | 53.19 | CLINE | | 33.93 | | | | | |
| | | | | | | | | 1.27 | | | | | | | |
| SA 33 | 39 | 17 | | s 8.40 | | s 2.59 | 54.46 | SPRINGDALE | | 32.66 | W | s 10.15 | | s 6.05 | |
| | | | | | | | | 8.11 | | | | | | | |
| SA 25 | 40 | 21 | | s 9.56 | | s 3.18 | 62.57 | LOON LAKE | | 24.55 | | s 9.56 | | s 5.30 | |
| | | | | | | | | 6.80 | | | | | | | |
| SA 18 | 0 | 68 | | s 10.30 | | s 3.34 | 69.37 | CLAYTON | CN | 17.75 | D | s 9.39 | | s 5.00 | |
| | | | | | | | | 5.27 | | | | | | | |
| SA 13 | 50 | 49 | | s 11.00 | | s 3.45 | 74.64 | DEER PARK | DE | 12.48 | DXW | s 9.28 | | s 4.30 | |
| | | | | | | | | 3.59 | | | | | | | |
| SA 9 | 0 | 15 | | s 11.20 | | f 3.53 | 78.23 | DENISON | | 8.89 | | f 9.18 | | s 3.35 | |
| | | | | | | | | 5.12 | | | | | | | |
| SA 4 | 40 | 16 | | s 11.40 | | f 4.05 | 83.35 | WAYSIDE | | 3.77 | | f 9.07 | | s 3.15 | |
| | | | | | | | | 3.77 | | | | | | | |
| 1460 | 40 | 40 | | A 12.10Pm | | A 4.16Pm | 87.12 | DEAN | SF | 0.00 | RDNX | L 9.00Am | | L 3.00Am | |
| | | | | 10.10 | | 3.16 | | Time Over Subdivision | | | | 3.20 | | 9.05 | |
| | | | | 8.57 | | 26.64 | | Average Speed Per Hour | | | | 26.13 | | 9.59 | |

## 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. |

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | THIRD CLASS | 703 Tu. Thur. and Sat. | FIRST CLASS | 259 Daily Ex. Sun. | Distance from Nelson | Time Table No. 48 Effective February 6, 1938 STATIONS | Telegraph Calls | Distance from Marcus | SIGNS | FIRST CLASS 260 Daily Ex. Sun. | THIRD CLASS | 704 Mo. Wed. and Fri. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 (5.45) | | 93.56 | RYP | | | s 3.30 |
| SA 176 | 0 | 27 | | s 7.00 | | L 8.00Am | 10.26 | SOUTH NELSON (4.81) | | 88.75 | W | A 4.45Pm | | s 3.05 |
| SA 169 | 0 | 15 | | s 7.45 | | f 8.20 | 17.05 | APEX (6.79) | | 81.96 | | f 4.25 | | s 2.30 |
| SA 166 | 0 | 15 | | s 8.00 | | s 8.30 | 20.38 | HALL (3.33) | | 78.63 | | s 4.15 | | s 2.05 |
| SA 159 | 0 | 16 | | s 8.25 | | s 8.50 | 27.50 | YMIR (7.12) | | 71.51 | W | s 3.57 | | s 1.20 |
| SA 155 | 0 | 9 | | s 8.42 | | f 9.01 | 31.86 | BOULDER MILL (4.36) | | 67.15 | | f 3.45 | | s 12.55 |
| SA 152 | 0 | 53 | | s 8.55 | | s 9.10 | 35.15 | SALMO (3.29) | SI | 63.86 | DN | s 3.37 | | s 12.40 |
| SA 148 | 0 | 15 | | s 9.17 | | s 9.17 | 37.87 | ERIE (2.72) | | 61.14 | | s 3.27 | | s 12.20 |
| SA 145 | 0 | 20 | | s 9.30 | | f 9.24 | 40.74 | MEADOWS (2.87) | | 58.27 | | s 3.19 | | s 12.08Pm |
| SA 142 | 7 | 0 | | s 9.40 | | f 9.31 | 44.82 | PARKS (4.08) | | 54.19 | | f 3.07 | | s 11.50 |
| SA 136 | 0 | 15 | | s 9.55 | | s 9.41 | 50.42 | FRUITVALE (5.60) | | 48.59 | | s 2.57 | | s 11.35 |
| SA 130 | 0 | 7 | | s 10.15 | | s 9.54 | 55.74 | COLUMBIA GARDENS (5.32) | | 43.27 | | s 2.42 | | s 10.55 |
| SA 127 | 0 | 20 | | s 10.50 | | s 10.06 | 59.57 | WANETA, B. C. (3.83) | 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. (2.11) | | 37.33 | | s 2.16 | | s 10.12 |
| SA 116 | 60 | 89 | | s 12.10Pm | | s 10.50 | 70.48 | NORTHPORT (8.80) | NP | 28.53 | RKDWYX | s 1.50 | | s 9.15 |
| SA 107 | 0 | 7 | | s 1.30 | | f 11.08 | 78.76 | MARBLE (8.28) | | 20.25 | | f 1.30 | | s 8.20 |
| SA 96 | 0 | 16 | | s 2.30 | | s 11.33 | 90.23 | BOSSBURG (11.47) | | 8.78 | | s 1.06 | | s 7.45 |
| SA 89 | 0 | 2 | | 3.15 | | 11.50 | 97.00 | SAND SPUR (6.77) | | 2.01 | | 12.50 | | 7.15 |
| SA 87 | 40 | 148 | | A 3.30Pm | | A 11.55Am | 99.01 | MARCUS (2.01) | MS | 0.00 | RKDNW CYX | L 12.45Pm | | L 7.00Am |
| | | | | 9.30 | | 3.55 | | Time Over Subdivision | | | | 4.00 | | 9.00 |
| | | | | 10.42 | | 22.65 | | Average Speed Per Hour | | | | 22.18 | | 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

**Time Table No. 48**
Effective February 6, 1938

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 393 Friday | Distance from Marcus | STATIONS | Telegraph Calls | Distance from Republic | SIGNS | SECOND CLASS 394 Saturday |
|---|---|---|---|---|---|---|---|---|---|
| SA 87 | 40 | 148 | L 1.15Pm | 0.00 | MARCUS | MS | 73.36 | RKDN WCY | A 12.30Pm |
| | | | | 5.45 | | | | | |
| SD 5 | 0 | 31 | f 1.35 | 5.45 | BOYDS | | 67.91 | | f 12.10Pm |
| | | | | 4.67 | | | | | |
| SD 10 | 0 | 31 | f 1.48 | 10.12 | BARSTOW | | 63.24 | | f 11.50 |
| | | | | 5.23 | | | | | |
| SD 15 | 0 | 31 | f 2.05 | 15.35 | DULWICH | | 58.01 | | f 11.30 |
| | | | | 1.55 | | | | | |
| SD 17 | 0 | 7 | f 2.20 | 16.90 | ORIENT | | 56.46 | | f 11.25 |
| | | | | 4.33 | | | | | |
| SD 22 | 0 | 12 | f 2.33 | 21.23 | HUGHES | | 52.13 | | f 11.10 |
| | | | | 6.09 | | | | | |
| SD 27 | 0 | 18 | s 3.03 | 27.32 | LAURIER, WASH | | 46.04 | | s 10.45 |
| | | | | 11.34 | | | | | |
| SD 42 | 0 | 4 | s 3.38 | 38.66 | GRAND FORKS, B. C. | GR | 34.70 | Y | s 10.00 |
| | | | | 3.08 | | | | | |
| SD 42A | 0 | 40 | s 3.58 | 41.74 | DANVILLE, WASH | | 31.62 | W | s 9.50 |
| | | | | 4.13 | | | | | |
| SD 46 | 0 | 11 | f 4.11 | 45.87 | HURLBURT | | 27.49 | | f 9.20 |
| | | | | 6.29 | | | | | |
| SD 52 | 0 | 48 | s 4.30 | 52.16 | CURLEW | | 21.20 | W | s 9.00 |
| | | | | 6.08 | | | | | |
| SD 58 | 0 | 33 | f 4.50 | 58.24 | MALO | | 15.12 | | f 8.35 |
| | | | | 6.54 | | | | | |
| SD 65 | 0 | 16 | f 5.15 | 64.78 | POLLARD | | 8.58 | W | f 8.10 |
| | | | | 3.68 | | | | | |
| SD 68 | 0 | 34 | f 5.30 | 68.46 | TORBOY | | 4.90 | | f 7.50 |
| | | | | 4.90 | | | | | |
| SD 73 | 45 | 33 | A 5.45Pm | 73.36 | REPUBLIC | Z | 0.00 | RKDY | L 7.30Am |
| | | | 4.30 | | Time Over Subdivision | | | | 5.00 |
| | | | 16.30 | | Average Speed Per Hour | | | | 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 trains .....20 M. P. H.
Trains with loaded log cars .....15 M. P. H.
Republic High-line ..10 M. P. H.
Over bridge No. 1 at Marcus ..... 8 M. P. H.

## WESTWARD — EIGHTH SUBDIVISION — EASTWARD

**Time Table No. 48**
Effective February 6, 1938

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 397 Tuesday Friday | Distance from Oroville | STATIONS | Telegraph Calls | Distance from Princeton | SIGNS | SECOND CLASS 396 Tuesday Friday |
|---|---|---|---|---|---|---|---|---|---|
| SG 71 | 55 | 243 | L 1.30Pm | 0.00 | OROVILLE | VR | 79.65 | RKDW PYCX | A 9.55Pm |
| | | | | 11.34 | | | | | |
| SG 83 | 0 | 19 | s 2.20 | 11.34 | NIGHTHAWK | | 68.31 | | s 9.05 |
| | | | | 9.90 | | | | | |
| SG 93 | 0 | 22 | s 3.05 | 21.24 | CHOPAKA, WASH | | 58.41 | W | s 8.20 |
| | | | | 9.57 | | | | | |
| SG 103 | 0 | 26 | s 3.40 | 30.81 | SIMILKAMEEN, B. C | | 48.84 | | s 7.45 |
| | | | | 3.35 | | | | | |
| | 0 | 10 | f 3.55 | 34.16 | CAWSTON | | 45.49 | | f 7.30 |
| | | | | 3.90 | | | | | |
| SG 110 | 38 | 38 | A 4.25Pm | 38.06 | KEREMEOS | K | 41.59 | D | L 7.00Pm |
| | | | | 6.96 | | | | | |
| SG 117 | 0 | 15 | | 45.02 | ASHNOLA | | 34.63 | | |
| | | | | 6.30 | | | | | |
| SG 123 | 0 | 10 | | 51.32 | BRADSHAW | | 28.33 | W | |
| | | | | 4.42 | | | | | |
| SG 128 | 20 | 11 | | 55.74 | HEDLEY | | 23.91 | | |
| | | | | 4.57 | | | | | |
| SG 132 | 0 | 0 | | 60.31 | CORY | | 19.34 | | |
| | | | | 7.39 | | | | | |
| SG 140 | 0 | 20 | | 67.70 | BROMLEY | | 11.95 | | |
| | | | | 4.76 | | | | | |
| SG 144 | 0 | 14 | | 72.46 | NORMAN | | 7.19 | | |
| | | | | 4.74 | | | | | |
| SG 149 | 0 | 10 | | 77.20 | ALLISON | | 2.45 | | |
| | | | | 2.20 | | | | | |
| | | | | 79.40 | K. V. JCT | | 0.25 | X | |
| **TRAINS BETWEEN K. V. JCT. AND PRINCETON BE GOVERNED BY K. V. RY. TIME TABLE AND RULES** | | | | | | | | | |
| | | | | 0.25 | | | | | |
| SG 152 | 40 | 50 | | 79.65 | PRINCETON | OD | 0.00 | RDWY | |
| | | | 2:55 | | Time Over Subdivision | | | | 2.55 |
| | | | 15.00 | | Average Speed Per Hour | | | | 15.00 |

**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 trains .....15 M. P. H.

## 12 SOUTHWARD — NINTH SUBDIVISION — NORTHWARD

**Time Table No. 48**
Effective February 6, 1938

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | THIRD CLASS 381 (Monday and Thursday) | Distance from Mansfield | STATIONS | Distance from Columbia River | SIGNS | THIRD CLASS 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 | 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 | 9.84 McCUE | 21.35 | | f 9.30 |
| CR 16 | 0 | 35 | s 4.45 | 44.62 | 5.58 PALISADES | 15.77 | W | s 9.10 |
| CR 11 | 0 | 30 | f 5.00 | 49.74 | 5.12 APPLEDALE | 10.65 | | f 8.55 |
| CR 5 | 0 | 24 | f 5.15 | 55.00 | 5.26 MOSES COULEE | 5.39 | | f 8.40 |
| 1632 | 70 | 52 | A 5.30Pm | 60.39 | 5.39 COLUMBIA RIVER | 0.00 | RPWN | L 8.25Am |
| | | | 4.00 | | Time Over Subdivision | | | 4.15 |
| | | | 15.09 | | Average Speed Per Hour | | | 14.21 |

### Special Rules.

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

**MAXIMUM SPEED.**
All Trains .....20 M. P. H.

## WESTWARD — TENTH SUBDIVISION — EASTWARD

**Time Table No. 48**
Effective February 6, 1938

| Station Numbers | Car Capacity: Siding | Car Capacity: Other Tracks | SECOND CLASS 275 (Tues., Thur., Sat.) | SECOND CLASS 277 (Daily Ex. Sun.) | Distance from Rockport | STATIONS | Telegraph Calls | Distance from Anacortes | SIGNS | SECOND CLASS 278 (Daily Ex. Sun.) | SECOND CLASS 276 (Tues., Thur., Sat) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| CN53 | 0 | 69 | | L 11.30Am | 0.00 | ROCKPORT | RC | 53.41 | DXWY | A 10.30Am | |
| CN48 | 0 | 14 | | f 11.55 | 6.00 | 6.00 NESTOS | | 47.41 | | f 10.00 | |
| CN44 | 35 | 158 | | s 2.30Pm | 9.13 | 3.13 CONCRETE | BA | 44.28 | DXW | s 9.15 | |
| CN43 | 0 | 92 | | f 2.45 | 10.39 | 1.26 GRASSMERE | | 43.02 | X | f 8.45 | |
| CN38 | 0 | 36 | | s 3.15 | 15.44 | 5.05 BIRDSVIEW | | 37.97 | | s 8.30 | |
| CN33 | 0 | 39 | | s 3.35 | 20.67 | 5.23 HAMILTON | | 32.74 | W | s 8.10 | |
| | | | | 3.36 | 21.27 | 0.60 HAMILTON JUNCTION | H | 32.14 | R | 8.07 | |
| CN29 | 0 | 33 | | s 3.50 | 23.90 | 2.63 LYMAN | | 29.51 | | s 7.55 | |
| CN23 | 0 | 5 | | f 4.05 | 29.35 | 5.45 COKEDALE | | 24.06 | | f 7.35 | |
| CN20 | 0 | 85 | | s 4.30 | 32.47 | 3.12 SEDRO-WOOLLEY | SW | 20.94 | DX | s 7.20 | |
| | | | | | 32.57 | 0.10 NOR. PAC. RY. CROSSING | | 20.84 | | | |
| CL39 | 50 | 258 | L 11.00Am | A 4.45Pm | 37.22 | 4.65 BURLINGTON | BU | 16.19 | RDNCO KWXY | L 7.00Am | A 4.50Pm |
| CN18 | 0 | 14 | f 11.10 | | 39.90 | 2.68 AVON | | 13.51 | | | f 4.37 |
| CN10 | 0 | 6 | f 11.19 | | 42.63 | 2.73 FREDONIA | | 10.78 | | | f 4.30 |
| CN9 | 0 | 15 | s 11.25 | | 44.13 | 1.50 WHITNEY | | 9.28 | | | s 4.23 |
| | | | 11.34 | | 47.29 | 3.16 WHITMARSH JCT. | | 6.12 | R | | 4.16 |
| CN6 | 0 | 4 | 11.35 | | 47.80 | 0.51 WHITMARSH | WH | 5.61 | | | 4.15 |
| CN4 | 0 | | f 11.41 | | 49.66 | 1.86 FIDALGO | | 3.75 | | | f 4.10 |
| CN0 | Yard | 265 | A 11.55Am | | 53.41 | 3.75 ANACORTES | AC | 0.00 | RDXW | | L 4.00Pm |
| | | | .55 | 5.15 | | Time Over Subdivision | | | | 3.30 | .50 |
| | | | 17.66 | 7.08 | | Average Speed Per Hour | | | | 10.63 | 19.42 |

### Special Rules.

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

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

**MAXIMUM SPEED.**
All trains .....20 M. P. H.
Bridge 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.

### 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. 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.

### SPEED RESTRICTION.

| | |
|---|---|
| Howard St., Spokane | 12 MPH |
| Other grade crossings, Spokane | 20 MPH |
| Over bridges 270 and 273, Spokane, Q-1, R, S-2 | 10 MPH |
| Over bridge 274, Fort Wright, Q-1, R, S-2 | 20 MPH |

### MAXIMUM SPEED.

| Between | Passenger | Freight |
|---|---|---|
| Fort Wright and Lyons | 45 MPH | 35 MPH |
| Lyons and Wenatchee | 60 MPH | 35 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 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.**

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

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

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

Monroe Junction is junction point with CMStP&P RR.

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

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

Lowell Junction is junction point with CMStP&P RR.

At Snohomish N. P. trains will enter G. N. main track through 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—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.

Interbay .....0.98 miles west with Nor. Pac. Ry.
B. C. E. Ry. Crossing .....1.84 miles South of Still Creek
.....With B. C. E. Ry.

### SEMI-AUTOMATIC INTERLOCKING.

New Westminster .....0.80 miles north New Westminster.

### RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

Burlington .....G. N. Ry. Rockport Branch
1.14 miles north of South Bellingham.....Nor. Pac. Ry.
Bellingham .....C. 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 further speed restriction.

At drawbridges speed of trains shall not exceed eight miles per hour over draw spans with the following exceptions:

Bridge 455, Snohomish .....10 MPH
Bridge 4, Ballard .....15 MPH
Bridge 10, Delta & Marysville .....10 MPH
Bridge 11, Delta & Marysville .....10 MPH
Bridge 12, Delta & Marysville .....10 MPH
Bridge 36, Mount Vernon .....15 MPH
Bridge 69, Crescent .....15 MPH

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

# BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

| NAME | LOCATION | Capacity Cars |
|---|---|---|
| **FIRST SUBDIVISION:** | | |
| Adrian Pit | 0.8 mile East of Adrian | 75 |
| Stratford Spur | 1.3 miles West of Stratford | 23 |
| Sand Spur | 1.6 miles West of Trinidad | 16 |
| Gravel Spur | 2.9 miles West of Trinidad | 63 |
| Rock Island Dam | 0.8 mile East of Rock Island | 126 |
| Ohio Colony | 1.5 miles West of Rock Island | 8 |
| Landreth Spur | 4.4 miles East of Wenatchee | 10 |
| **SECOND SUBDIVISION:** | | |
| Old Leavenworth | 0.53 mile East of Leavenworth | 67 |
| Great Republic Mining Co., Miller River | 2.2 miles West of Skykomish | 11 |
| Index, Galena Mill Spur | 0.3 mile East of Index | 42 |
| Western Granite Works Spur | 1.0 mile West of Index | 8 |
| Wallace Falls Timber Co. | 1.8 miles East of Gold Bar | 76 |
| Startup | 1.9 miles West of Gold Bar | 22 |
| Fryeland | 1.9 miles West of Monroe | 20 |
| Robinson Lettuce Spur | 2.0 miles West of Monroe | 56 |
| Frye Spur | 3.1 miles West of Monroe | 13 |
| G. N. Oil Tank Spur | 1.0 mile West of Everett Jct. | 45 |
| Standard Oil and Shell Co.'s Spur | 0.9 mile East of Richmond Beach | 90 |
| **THIRD SUBDIVISION:** | | |
| Clark and Buzza | 0.1 mile South of Still Creek | 2 |
| Dominion Bridge Co. | 1.4 miles South of Still Creek | 58 |
| Sapperton Pit | 0.9 mile North of North Westminster | 77 |
| Work Train Spur | 5.35 miles North of Colebrook | 5 |
| Dakota Creek Spur | 2.1 miles South of Blaine | 21 |
| Olympic Portland Cement Co. Spur | 2.0 miles South of Ferndale | 27 |
| Chuckanut Cannery Spur | 0.6 mile North of Sockeye | 6 |
| Hazel Mill Spur | 0.8 mile South of Samish | 7 |
| Blanchard | 1.4 miles South of Samish | 8 |
| Bellville Pit | 1.6 miles North of Bellville | 102 |
| English Lbr. Co.—Interchange | 1.3 miles South of Fir | 2 |
| Norman Spur | 1.0 mile North of Silvana | 9 |
| Cox's Spur | 1.5 miles North of Marysville | 3 |

| NAME | LOCATION | Capacity Cars |
|---|---|---|
| **FOURTH SUBDIVISION:** | | |
| Peterson Spur | 2.0 miles North of Ellisford | 1 |
| Thornton Spur | 3.41 miles North of Tonasket | 2 |
| Ribbon Cliff Fruit Co. | 5.1 miles North of Entiat | 6 |
| Olds Washing Plant | 2.02 miles North of Olds | 60 |
| **FIFTH SUBDIVISION:** | | |
| Holland-Horr Spur | 4.7 miles North of Loon Lake | 3 |
| Kulzers Spur | 1.7 miles South of Valley | 8 |
| Gess Spur | 2.8 miles North of Valley | 3 |
| Blue Creek Spur | 3.1 miles South of Addy | 12 |
| **SIXTH SUBDIVISION:** | | |
| Powells Siding | 4.8 miles North of Marcus | 29 |
| Evans Spur | 5.4 miles North of Marcus | 24 |
| Hendrix Cut | 3.8 miles North of Bossburg | 3 |
| Kanes | 4.1 miles South of Northport | 5 |
| Cameron | 4.5 miles South of Northport | 12 |
| Hudson's Spur | 3.3 miles South of Northport | 12 |
| Industrial Spur No. 134 | 4.06 miles North of Northport | 20 |
| Stroh Spur | 5.33 miles North of Northport | 3 |
| Nelsons Spur | 2.4 miles North of Fruitvale | 2 |
| Benton Pole & Lbr. Co. Spur | 2.0 miles South of Meadows | 6 |
| Archibald | 1.0 mile South of Erie | 11 |
| Rotter's Spur | 3.6 miles North of Salmo | 2 |
| Baskins & Gevurtz Spur | 1.9 miles South of Ymir | 11 |
| Durango Spur | 1.8 miles South of Ymir | 13 |
| Swansons Spur | 1.3 miles South of Ymir | 4 |
| Porto Rico Spur | 3.6 miles North of Ymir | 2 |
| **SEVENTH SUBDIVISION:** | | |
| Hedlund Box & Lbr. Co. | 2.1 miles West of Marcus | Private |
| Helphrey's Spur No. 1 | 1.9 miles West of Curlew | 3 |
| **EIGHTH SUBDIVISION:** | | |
| Benders Spur | 0.5 mile West of Nighthawk | 6 |
| Ruby Mine Spur | 4.9 miles East of Chopaka | 4 |
| **TENTH SUBDIVISION:** | | |
| Mountview | 3.7 miles West of Rockport | 16 |
| 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 |