



# SPOKANE DIVISION

# TIME TABLE 53

Effective 12:01 A. M. Pacific Time

Wednesday, January 1, 1941.

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

## COMPANY SURGEONS.

- Dr. Roscoe C. Webb, Chief Surgeon.  
Office phone Main 7508, House Colfax 4101;  
1849 Medical Arts Bldg., 9th St. and Nicollet ave.,  
Minneapolis, Minn.
- Dr. H. M. N. Wynne,  
Assistant Chief Surgeon .....Minneapolis, Minn.
- Dr. H. E. Wheeler,  
Division Surgeon .....Spokane, Wash.
- Dr. A. E. Gerhardt,  
Assistant Division Surgeon .....Wenatchee, Wash.
- Dr. H. J. Knott,  
Division Surgeon, Cobb Bldg. ....Seattle, Wash.
- Dr. L. S. Trask,  
Assistant Division Surgeon .....Everett, Wash.
- Dr. R. W. Perry, Ophthalmic Surgeon.....Seattle, Wash.
- Dr. H. T. Rhoads, Ophthalmic Surgeon.....Everett, Wash.
- Dr. Frederick A. Kiehle, Ophthalmic Surgeon.....Portland, Ore.
- Dr. Carroll Smith, Ophthalmic Surgeon.....Spokane, Wash.

## LOCAL SURGEONS.

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

- G. E. Wellein, Chief Dispatcher, Seattle.  
R. I. Triplett, Chief Dispatcher, Spokane.  
J. T. Fransen, Trainmaster.  
J. E. O'Brien, Trainmaster.  
F. V. Percival, Trainmaster.  
I. E. Clary, Trainmaster.  
C. A. Manthe, Superintendent Terminals.

2 WESTWARD

FIRST SUBDIVISION

| Station Numbers | Car Capacity |              | THIRD CLASS   |                |                | FIRST CLASS               |              |               |               | Distance from Hilliard | Time Table No. 53                               |          | Telegraph Calls |
|-----------------|--------------|--------------|---------------|----------------|----------------|---------------------------|--------------|---------------|---------------|------------------------|---|----------|-----------------|
|                 | Siding       | Other Tracks | 401           | 381            | 691            | 45<br>S. P. & S.<br>No. 1 | 1            | 27            | 5             |                        | Effective January 1, 1941.                      |          |                 |
|                 |              |              | Daily         | Tuesday Friday | Monday Thur.   |                           | Daily        | Daily         | Daily         |                        | Daily   | STATIONS |                 |
| 1469            | Yard         | 2558         | L 6.45Pm      |                | L 7.45Am       |                           | L 9.15Pm     | L 6.15Pm      |               | 0.00                   | HILLIARD  |          | HU              |
| 1472            |              |              | 6.58          |                | 8.10           |                           | 9.25         | 6.25          |               | 3.68                   | U. P. R. R. Jct.                                |          |                 |
| 1473            | Yard         | 644          | 7.15          |                | 8.32           |                           | L 9.45Pm     | A 6.30        | L 8.30Am      | 4.85                   | 1.17 SPOKANE                                    |          | Q               |
| 1477            | 69           | 26           | 7.25          |                | 8.45           |                           | L 10.00      | L 7.00        |               | 7.59                   | 2.74 FORT WRIGHT                                |          | FW              |
| 1481            | 69           | 6            | 7.50          |                | 8.56           |                           | A 9.50Pm     |               | f 8.35        | 13.95                  | 6.36 HIGHLAND                                   |          |                 |
| 1486            | 69           | 15           | 8.05          |                | 9.02           |                           |              | 10.23         | f 8.50        | 17.21                  | 3.26 LYONS                                      |          |                 |
| 1493            | 70           | 50           | 8.20          |                | 9.11           |                           |              | 10.31         | f 8.57        | 22.60                  | 5.39 GALENA                                     |          |                 |
| 1496            | 180          | 39           | 8.35          |                | 9.18           |                           |              | 10.36         | f 9.03        | 26.69                  | 4.09 ESPANOLA                                   |          |                 |
| 1502            | 70           | 50           | 8.50          |                | 9.30           |                           |              | 10.44         | f 9.12        | 33.18                  | 6.44 WAUKON                                     |          |                 |
| 1508            | 129          | 35           | 9.15          |                | 9.50           |                           |              | 10.52         | s 9.20        | 38.90                  | 5.72 EDWALL                                     |          | WH              |
| 1512            | 0            | 20           |               |                |                |                           |              |               | f 9.26        | 42.60                  | 3.70 CANBY                                      |          |                 |
| 1517            | 70           | 46           | 9.50          |                | 10.10          |                           |              | 11.05         | f 9.34        | 48.10                  | 5.50 BLUESTEM                                   |          |                 |
| 1524            | E62<br>W69   | 95           | 10.10         |                | 11.25          |                           |              | 11.14         | s 9.44        | 55.51                  | 7.41 HARRINGTON                                 |          | HR              |
| 1531            | E68          | 46           | 10.25         |                | 11.40          |                           |              | 11.23         | f 9.53        | 62.23                  | 6.72 MOHLER                                     |          |                 |
| 1536            | 0            | 49           | 10.35         |                | 11.50          |                           |              | 11.28         | f 9.59        | 65.94                  | 3.71 DOWNS                                      |          |                 |
| 1539            | 126          | 35           | 10.50         |                | 12.05Pm        |                           |              | 11.34         | f 10.07       | 70.40                  | 4.46 LAMONA                                     |          |                 |
| 1544            | 94           | 116          | 11.10         |                | 12.15          |                           |              | 11.41         | f 10.14       | 75.98                  | 5.58 NEMO                                       |          |                 |
| 1550            | 69           | 109          | 11.20         |                | 12.45          |                           |              | 11.47         | s 10.21       | 80.83                  | 4.85 ODESSA                                     |          | SA              |
| 1556            | 0            | 62           | 11.30         |                | 12.55          |                           |              | 11.53         | f 10.28       | 85.41                  | 4.58 SEWARD                                     |          |                 |
| 1558            | 113          | 25           | 11.40         |                | 1.10           |                           |              | 11.59         | f 10.34       | 89.74                  | 4.33 IRBY                                       |          |                 |
| 1566            | 69           | 38           | 11.55         |                | 1.30           |                           |              | 12.10Am       | s 10.44       | 97.21                  | 7.47 MARLIN                                     |          |                 |
| 1573            | 182          | 188          | 12.19Am       |                | 2.05           |                           |              | 12.19         | s 10.54       | 103.83                 | 6.62 WILSON CREEK                               |          | CK              |
| 1580            | 129          | 19           | 12.45         |                | 2.20           |                           |              | 12.29         | f 11.04       | 111.65                 | 7.82 STRATFORD                                  |          |                 |
| 1588            | 137          | 182          | 1.01          |                | 2.35           |                           |              | 12.36         | f 11.12       | 116.97                 | 5.32 ADRIAN                                     |          |                 |
| 1591            | 0            | 20           |               |                |                |                           |              |               | f 11.20       | 121.57                 | 4.60 SOAP LAKE                                  |          |                 |
| 1596            | 129          | 58           | 1.30          |                | 3.14           |                           |              | 12.49         | s 9.50        | 126.97                 | 5.40 EPHRATA                                    |          | FR              |
| 1601            | 70           | 7            | 1.40          |                | 3.25           |                           |              | 12.56         | f 11.40       | 132.12                 | 5.15 NAYLOR                                     |          |                 |
| 1606            | 69           | 15           | 1.50          |                | 3.40           |                           |              | 1.03          | f 11.46       | 137.19                 | 5.07 WINCHESTER                                 |          |                 |
| 1612            | 95           | 104          | 2.10          |                | 4.05           |                           |              | 1.14          | s 11.54       | 143.33                 | 6.14 QUINCY                                     |          | QN              |
| 1617            | 73           | 4            | 2.23          |                | 4.20           |                           |              | 1.22          | f 12.01Pm     | 148.46                 | 5.13 CRATER                                     |          |                 |
| 1623            | 123          | 19           | 2.40          |                | 4.40           |                           |              | 1.32          | s 12.12       | 154.06                 | 5.60 TRINIDAD                                   |          |                 |
| 1632            | 70           | 52           | 3.34          | L 5.40Pm       | 5.05           |                           |              | 1.48          | f 12.27       | 163.37                 | 9.31 COLUMBIA RIVER                             |          | CM              |
| 1637            | 126          | 83           | 3.50          | s 5.55         | 5.15           |                           |              | 1.54          | s 12.33       | 166.82                 | 3.45 ROCK ISLAND                                |          |                 |
| 1641            | 70           | 23           | 4.05          | s 6.10         | 5.30           |                           |              | 2.04          | f 12.43       | 172.34                 | 5.52 MALAGA                                     |          |                 |
| 1646            | Yard         | 1082         | A 4.25Am      |                | 6.20           | A 5.45Pm                  |              | 2.12          | s 12.50       | 177.08                 | 4.74 APPLEYARD                                  |          | WD              |
| 1648            | Yard         | 1085         |               | A 6.30Pm       |                |                           | A 2.15Am     | A 11.05Pm     | A 12.55Pm     | 179.25                 | 2.17 WENATCHEE                                  |          | WC              |
|                 |              |              | 9.45<br>18.50 | .50<br>19.06   | 10.00<br>17.71 |                           | .05<br>33.00 | 5.00<br>35.85 | 4.50<br>37.08 | 4.25<br>40.48          | Time Over Subdivision<br>Average Speed Per Hour |          |                 |

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

Special Rules, Page 11.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 53

Effective January 1, 1941.

| STATIONS                                      | Distance from Wenatchee | FIRST CLASS      |                       |                           |          | SECOND CLASS |           |               | THIRD CLASS    |          | SIGNS                          |
|---|-------------------------|------------------|-----------------------|---------------------------|----------|--------------|-----------|---------------|----------------|----------|--------------------------------|
|   |                         | 2                | 28                    | 46<br>S. P. & S.<br>No. 2 | 6        | 432          | 402       | 694           | 382            |          |                                |
|   |                         | Daily            | Daily                 | Daily                     | Daily    | Daily        | Daily     | Wed. Saturday | Tuesday Friday |          |                                |
| HILLYARD.....<br>3.68<br>U. P. R. R. Jct..... | 179.25                  | A 8.13Am         | A 12.15Pm             |                           |          | A 5.55Pm     | A 12.01Am |               | A 3.59Pm       |          | BRKDNP<br>WOIX                 |
|   | 175.57                  | 8.05             | 12.06                 |                           |          | 5.25         | 11.25     |               | 3.40           |          | DNPIM                          |
| 1.17<br>SPOKANE.....<br>2.74                  | 174.40                  | L 8.00<br>A 7.30 | L 12.01Pm<br>A 8.45Am | A 7.00Am                  | A 6.30Pm | 5.15         | 11.05     |               | s 3.20         |          | RKDNP<br>BWK                   |
|   | 171.66                  | 7.22             | 8.35                  | L 6.53Am                  | f 6.22   | 5.05         | 10.55     |               | s 3.10         |          | IDNPFYX                        |
| FORT WRIGHT.....<br>6.86                      | 165.30                  | 7.10             | 8.23                  |                           | f 6.10   | 4.43         | 10.40     |               | f 2.55         |          | P                              |
| HIGHLAND.....<br>3.26                         | 162.04                  | 7.04             | 8.18                  |                           | f 6.04   | 4.32         | 10.23     |               | f 2.45         |          | P                              |
| LYONS.....<br>5.89                            | 158.65                  | 6.57             | 8.11                  |                           | f 5.55   | 4.20         | 10.05     |               | s 2.30         |          | P                              |
| GALENA.....                                   |                         |                  |                       |                           |          |              |           |               |                |          |                                |
| 4.09<br>ESPANOLA.....<br>6.44                 | 152.66                  | 6.51             | 8.05                  |                           | f 5.49   | 4.10         | 9.50      |               | s 2.10         |          | P                              |
|   | 146.07                  | 6.44             | 7.56                  |                           | f 5.39   | 3.55         | 9.30      |               | s 1.55         |          | P                              |
| WAKON.....<br>5.72                            | 140.35                  | 6.37             | 7.48                  |                           | s 5.30   | 3.45         | 9.15      |               | s 1.40         |          | DPW                            |
| EDWALL.....<br>3.70                           | 136.65                  |                  |                       |                           | f 5.23   |              |           |               |                |          | P                              |
| CANBY.....<br>5.60                            | 131.15                  | 6.23             | 7.36                  |                           | f 5.16   | 3.15         | 8.45      |               | s 1.10         |          | IP                             |
| BLUESTEM.....                                 |                         |                  |                       |                           |          |              |           |               |                |          |                                |
| 7.41<br>HARRINGTON.....<br>6.72               | 123.74                  | 6.11             | 7.25                  |                           | s 5.06   | 2.45         | 8.15      |               | s 12.30        |          | DNPW                           |
|   | 117.02                  | 6.02             | 7.15                  |                           | f 4.56   | 2.20         | 7.45      |               | s 12.05Pm      |          | P                              |
| MOHLER.....<br>3.71                           | 113.31                  | 5.56             | 7.09                  |                           | f 4.50   | 2.00         | 7.25      |               | s 11.50        |          | P                              |
| DOWNS.....<br>4.46                            | 108.85                  | 5.48             | 7.02                  |                           | f 4.43   | 1.40         | 7.10      |               | s 11.40        |          | IPW                            |
| LAMONA.....<br>5.58                           | 103.20                  | 5.40             | 6.54                  |                           | f 4.35   | 1.10         | 6.40      |               | s 11.20        |          | P                              |
| NEMO.....                                     |                         |                  |                       |                           |          |              |           |               |                |          |                                |
| 4.85<br>ODESSA.....<br>2.58                   | 98.42                   | 5.32             | 6.47                  |                           | s 4.28   | 12.45        | 6.10      |               | s 11.05        |          | DP                             |
|   | 93.84                   | 5.26             | 6.41                  |                           | f 4.19   | 12.30        | 5.55      |               | s 10.45        |          | P                              |
| SEWARD.....<br>4.33                           | 89.51                   | 5.20             | 6.35                  |                           | f 4.12   | 12.15        | 5.40      |               | s 10.34        |          | PW                             |
| IRBY.....<br>7.47                             | 82.04                   | 5.11             | 6.25                  |                           | s 4.02   | 12.05Pm      | 5.20      |               | s 10.05        |          | P                              |
| MARLIN.....<br>6.62                           | 75.42                   | 5.02             | 6.16                  |                           | s 3.51   | 11.50        | 5.00      |               | s 9.40         |          | DNPW<br>YXO                    |
| WILSON CREEK.....                             |                         |                  |                       |                           |          |              |           |               |                |          |                                |
| 7.82<br>STRATFORD.....<br>5.32                | 67.60                   | 4.52             | 6.06                  |                           | f 3.38   | 11.04        | 4.10      |               | s 9.05         |          | P                              |
|   | 62.28                   | 4.45             | 5.59                  |                           | f 3.31   | 10.54        | 3.59      |               | s 8.45         |          | P                              |
| ADRIAN.....<br>4.60                           | 57.68                   |                  |                       |                           | s 3.23   |              |           |               | s 8.30         |          | P                              |
| SOAP LAKE.....<br>5.40                        | 52.28                   | 4.34             | s 5.46                |                           | s 3.14   | 10.30        | 3.35      |               | s 8.20         |          | DNPW                           |
| EPHRATA.....<br>5.15                          | 47.18                   | 4.24             | 5.36                  |                           | f 3.04   | 10.20        | 3.25      |               | s 7.50         |          | P                              |
| NAYLOR.....                                   |                         |                  |                       |                           |          |              |           |               |                |          |                                |
| 5.07<br>WINCHESTER.....<br>6.14               | 42.06                   | 4.18             | 5.29                  |                           | f 2.56   | 10.10        | 3.15      |               | s 7.40         |          | P                              |
|   | 35.92                   | 4.11             | 5.21                  |                           | s 2.46   | 9.55         | 3.00      |               | s 7.25         |          | DPW                            |
| QUINCY.....<br>5.18                           | 30.79                   | 4.03             | 5.13                  |                           | f 2.37   | 9.35         | 2.37      |               | s 6.50         |          | P                              |
| CRATER.....<br>5.60                           | 25.19                   | 3.51             | 5.01                  |                           | s 2.28   | 9.10         | 2.10      |               | s 6.40         |          | PW                             |
| TRINIDAD.....<br>9.31                         | 18.88                   | 3.34             | 4.45                  |                           | f 2.12   | 8.40         | 1.40      |               | s 6.24         | A 8.15Am | JNPW                           |
| COLUMBIA RIVER.....                           |                         |                  |                       |                           |          |              |           |               |                |          |                                |
| 8.45<br>ROCK ISLAND.....<br>5.52              | 12.48                   | 3.27             | 4.40                  |                           | s 2.04   | 8.30         | 1.30      |               | s 6.18         | s 8.05   | P                              |
|   | 6.91                    | 3.17             | 4.32                  |                           | f 1.54   | 8.15         | 1.15      |               | s 6.08         | s 7.50   | P                              |
| MALAGA.....<br>4.74                           | 2.17                    | 3.10             | 4.25                  |                           | s 1.45   | L 8.00Am     | L 1.00Pm  |               | L 6.00Am       | 7.35     | BRKDNP<br>TWOX<br>RKDNP<br>WXB |
| APPLEYARD.....<br>2.17                        | 00.0                    | L 3.05Am         | L 4.20Am              |                           | L 1.40Pm |              |           |               | L 7.30Am       |          |                                |
| WENATCHEE.....                                |                         |                  |                       |                           |          |              |           |               |                |          |                                |
| Time Over Subdivision                         |                         | 5.08             | 7.55                  | .07                       | 4.50     | 9.55         | 11.01     |               | 9.59           | .45      |                                |
| Average Speed Per Hour                        |                         | 34.91            | 22.66                 | 28.00                     | 36.84    | 17.85        | 16.07     |               | 17.72          | 21.17    |                                |

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

Special Rules, Page 11.

4 WESTWARD

SECOND SUBDIVISION

| Station Numbers | Car Capacity |              | SECOND CLASS          |          |          | FIRST CLASS |          |           |          |          | Distance from Wenatchee | Time Table No. 53          |          | Telegraph Calls |
|-----------------|--------------|--------------|-----------------------|----------|----------|-------------|----------|-----------|----------|----------|-------------------------|----------------------------|----------|-----------------|
|                 | Siding       | Other Tracks | 403                   | 401      | 711      | 27          | 355      | 359       | 5        | 1        |                         | Effective January 1, 1941. |          |                 |
|                 |              |              | C. M. St. P. & P. 591 | Daily    | Daily    | Daily       | Daily    | Daily     | Daily    | Daily    |                         | Daily                      | STATIONS |                 |
| 1648            | Yard         | 1085         | L 1.35pm              |          |          | L 11.15pm   |          |           | L 1.05pm | L 2.30am | 0.00                    | WENATCHEE                  | WC       |                 |
| 1655            | 75           | 47           | 1.50                  |          |          | 11.29       |          |           | f 1.21   | 2.45     | 7.88                    | MONITOR                    | MR       |                 |
| 1659            | 94           | 218          | 2.00                  |          |          | 11.34       |          |           | s 1.30   | 2.53     | 11.00                   | CASHMERE                   | OM       |                 |
| 1664            | 64           | 85           | 2.10                  |          |          | 11.41       |          |           | s 1.39   | 3.02     | 15.65                   | DRYDEN                     | DN       |                 |
| 1667            | 0            | 286          | 2.20                  |          |          | 11.46       |          |           | s 1.45   | 3.08     | 18.77                   | PESHASTIN                  | PN       |                 |
| 1671            | 112          | 18           | 2.35                  |          |          | 11.52       |          |           | s 1.52   | 3.17     | 22.05                   | LEAVENWORTH                | CH       |                 |
| 1676            | 25           | 0            | 2.50                  |          |          | 12.05am     |          |           | f 2.03   | 3.28     | 27.90                   | CHUMSTICK                  |          |                 |
| 1684            | 109          | 14           | 3.10                  |          |          | 12.20       |          |           | f 2.16   | 3.46     | 35.60                   | WINTON                     |          |                 |
| 1691            | 100          | 41           | 3.28                  |          |          | 12.32       |          |           | f 2.27   | 3.59     | 42.15                   | MERRITT                    |          |                 |
| 1699            | 100          | 87           | 3.53                  |          |          | 12.51       |          |           | f 2.42   | 4.18     | 49.18                   | BERNE                      | BR       |                 |
| 1716            | 135          | 16           | 4.23                  |          |          | 1.13        |          |           | f 3.02   | 4.38     | 58.16                   | SCENIC                     | MA       |                 |
| 1728            | 60           | 10           | 4.45                  |          |          | 1.35        |          |           | f 3.19   | 4.53     | 66.00                   | TONGA                      |          |                 |
| 1728            | W-99         | 271          | 5.30                  |          |          | s 1.55      |          |           | s 3.40   | s 5.15   | 70.96                   | SKYKOMISH                  | KY       |                 |
| 1732            | 59           | 68           | 5.40                  |          |          | 2.02        |          |           | f 3.47   | 5.23     | 74.77                   | GROTTO                     | GO       |                 |
| 1737            | 68           | 62           | 5.52                  |          |          | 2.11        |          |           | f 3.56   | 5.32     | 79.91                   | HALFORD                    |          |                 |
| 1742            | 58           | 14           | 6.07                  |          |          | 2.20        |          |           | s 4.06   | 5.44     | 85.24                   | INDEX                      |          |                 |
| 1747            | 64           | 53           | 6.22                  |          |          | 2.28        |          |           | f 4.15   | 5.55     | 90.14                   | REITER                     |          |                 |
| 1751            | 149          | 980          | 6.35                  |          |          | 2.36        |          |           | s 4.24   | 6.03     | 94.51                   | GOLD BAR                   |          |                 |
| 1757            | 59           | 41           | 6.46                  |          |          | 2.46        |          |           | s 4.33   | 6.11     | 99.91                   | SULTAN                     |          |                 |
|                 |              |              | 7.00                  |          |          | 2.59        |          |           | 4.48     | 6.22     | 107.10                  | MONROE JUNCTION            |          |                 |
| 1764            | 85           | 127          | L 12.40am             | 7.01     |          | 3.00        |          |           | s 4.49   | 6.23     | 107.37                  | MONROE                     | RO       |                 |
| 1771            | 99           | 186          | 1.00                  | 7.20     |          | 3.13        |          |           | s 5.02   | 6.35     | 114.37                  | SNOWMISH                   | SH       |                 |
|                 |              |              | 1.02                  | 7.22     |          | 3.14        |          |           | 5.03     | 6.36     | 115.01                  | SNOWMISH JCT.              |          |                 |
|                 |              |              | 1.18                  | 7.59     |          | 3.21        |          |           | 5.09     | 6.42     | 119.94                  | N. P. JUNCTION             |          |                 |
| 1777            | Continu-ous  | 112          | 1.19                  | 8.00     |          | 3.22        |          |           | 5.10     | 6.43     | 120.19                  | LOWELL                     | W        |                 |
|                 |              |              | A 1.20am              | 8.01     |          | 3.23        |          |           | 5.11     | 6.44     | 120.20                  | LOWELL JUNCTION            |          |                 |
|                 |              | 104          |                       | 8.05     |          | 3.27        |          |           | 5.14     | 6.47     | 121.81                  | PACIFIC AVENUE             | D        |                 |
| 1779            | 0            | 8            |                       | 8.10     |          | s 3.50      |          |           | s 5.25   | s 6.55   | 122.86                  | EVERETT                    | JN       |                 |
| 1780            |              | 4            |                       | 8.15     | L 7.45pm | 3.53        | L 9.07pm | L 11.52am | 5.27     | 6.57     | 123.67                  | EVERETT JUNCTION           |          |                 |
| 1784            | 0            | 84           |                       | 8.25     | 7.55     | 4.02        | 9.12     | 11.57     | f 5.34   | 7.03     | 127.42                  | MUKILTEO                   |          |                 |
| 1793            |              |              |                       | 8.45     | 8.10     | 4.14        | 9.21     | 12.06pm   | 5.45     | 7.14     | 134.56                  | MEADOWDALE                 |          |                 |
| 1795            | 0            | 107          |                       | 8.55     | 8.20     | 4.20        | 9.27     | 12.12     | f 5.52   | 7.21     | 138.27                  | EDMONDS                    | DR       |                 |
| 1796            | 0            | 79           |                       | 9.05     | 8.30     | 4.25        | 9.32     | 12.17     | s 5.58   | 7.26     | 141.37                  | RICHMOND BEACH             | R        |                 |
| 1807            | 0            | 190          |                       | 9.25     | 8.45     | 4.40        | 9.42     | 12.27     | 6.11     | 7.40     | 149.23                  | BALLARD                    |          |                 |
| 1808            | Yard         | 1084         | A 9.35pm              | A 9.00pm |          | 4.44        | 9.45     | f 12.30   | f 6.15   | 7.44     | 150.99                  | INTERBAY                   | RB       |                 |
|                 |              |              |                       |          |          |             |          |           |          |          | 151.97                  | N. P. RY. CROSSING         |          |                 |
|                 |              |              |                       |          |          |             |          |           |          |          | 154.27                  | NORTH PORTAL               |          |                 |

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

|      |      |     |       |       |       |  |          |           |           |          |          |        |                        |    |
|------|------|-----|-------|-------|-------|--|----------|-----------|-----------|----------|----------|--------|------------------------|----|
| 1818 | Yard | 589 |       |       |       |  | A 5.00am | A 10.00pm | A 12.45pm | A 6.30pm | A 8.00am | 155.57 | SOUTH PORTAL           |    |
|      |      |     | .40   | 8.00  | 1.15  |  | 5.45     | .53       | .53       | 5.25     | 5.30     | 155.67 | SEATTLE                | UD |
|      |      |     | 18.09 | 18.87 | 25.60 |  | 27.08    | 36.42     | 36.42     | 28.72    | 28.31    |        | Time Over Subdivision  |    |
|      |      |     |       |       |       |  |          |           |           |          |          |        | Average Speed Per Hour |    |

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

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 53

Effective January 1, 1941.

| STATIONS                   | Distance from Seattle | FIRST CLASS |         |       |       |         |   | SECOND CLASS   |       |                                      | SIGNS |          |           |                |
|----------------------------|-----------------------|-------------|---------|-------|-------|---------|---|----------------|-------|--------------------------------------|-------|----------|-----------|----------------|
|                            |                       | 360         | 6       | 358   | 2     | 28      |   | 712            | 402   | 404                                  |       |          |           |                |
|                            |                       | Daily       | Daily   | Daily | Daily | Daily   |   | Daily Ex. Sat. | Daily | C. M. St. & P. 802<br>Daily Ex. Sun. |       |          |           |                |
| WENATCHEE<br>7.38          | 155.87                | A           | 1.35Pm  |       | A     | 3.00Am  | A | 4.10Am         |       |                                      | A     | 9.20Am   |           | RKDNW<br>XPBJ  |
| MONITOR<br>3.82            | 148.29                | t           | 1.21    |       |       | 2.45    |   | 3.52           |       |                                      |       | 9.00     |           | DP             |
| CASHMERE<br>4.85           | 144.67                | s           | 1.15    |       |       | 2.39    | s | 3.45           |       |                                      |       | 8.45     |           | DNWXP          |
| DRYDEN<br>3.12             | 140.02                | s           | 1.07    |       |       | 2.32    |   | 3.32           |       |                                      |       | 8.30     |           | DP             |
| PESHASTIN<br>3.28          | 136.90                | s           | 1.01    |       |       | 2.27    |   | 3.25           |       |                                      |       | 8.20     |           | DP             |
| LEAVENWORTH<br>5.85        | 133.62                | s           | 12.55   |       |       | 2.20    | s | 3.17           |       |                                      |       | 8.10     |           | DNP            |
| CHUMSTICK<br>7.70          | 127.77                | t           | 12.44   |       |       | 2.10    |   | 2.55           |       |                                      |       | 7.55     |           | P              |
| WINTON<br>5.55             | 120.07                | t           | 12.34   |       |       | 1.59    |   | 2.43           |       |                                      |       | 7.35     |           | P              |
| MERRITT<br>7.03            | 113.53                | t           | 12.23   |       |       | 1.48    |   | 2.30           |       |                                      |       | 7.15     |           | WYP            |
| BERNE<br>8.08              | 106.49                | t           | 12.10Pm |       |       | 1.33    |   | 2.15           |       |                                      |       | 6.50     |           | NP             |
| SCENIC<br>7.54             | 97.51                 | t           | 11.49   |       |       | 1.13    |   | 1.55           |       |                                      |       | 6.15     |           | DNP            |
| TONGA<br>4.96              | 89.07                 |             | 11.28   |       |       | 12.54   |   | 1.35           |       |                                      |       | 5.40     |           | P              |
| SKYKOMISH<br>3.81          | 84.71                 | s           | 11.17   |       | s     | 12.43   | s | 1.22           |       |                                      |       | 5.15     |           | RKDNW<br>BOXYP |
| GROTTO<br>5.14             | 80.90                 | t           | 10.57   |       |       | 12.25   |   | 1.05           |       |                                      |       | 3.50     |           | DP             |
| HALFORD<br>5.33            | 75.76                 | t           | 10.49   |       |       | 12.18   |   | 12.57          |       |                                      |       | 3.35     |           | WP             |
| INDEX<br>4.90              | 70.43                 | s           | 10.38   |       |       | 12.08Am |   | 12.46          |       |                                      |       | 3.20     |           | P              |
| REITER<br>4.37             | 65.53                 | t           | 10.27   |       |       | 11.59   |   | 12.38          |       |                                      |       | 3.05     |           | P              |
| GOLD BAR<br>5.40           | 61.16                 | s           | 10.22   |       |       | 11.53   |   | 12.30          |       |                                      |       | 2.36     |           | WYP            |
| SULTAN<br>7.19             | 55.76                 | s           | 10.14   |       |       | 11.46   |   | 12.23          |       |                                      |       | 2.20     |           | P              |
| MONROE JUNCTION<br>0.27    | 48.57                 |             | 10.02   |       |       | 11.37   |   | 12.13          |       |                                      |       | 2.06     |           |                |
| MONROE<br>7.00             | 48.30                 | s           | 10.01   |       |       | 11.36   | s | 12.12 AM       |       |                                      |       | 2.05     | A 7.45Pm  | DNWPRB         |
| SNOHOMISH<br>0.64          | 41.30                 | s           | 9.46    |       |       | 11.28   | s | 11.58          |       |                                      |       | 1.45     | 7.20      | DNPR           |
| SNOHOMISH JCT.<br>4.93     | 40.66                 |             | 9.45    |       |       | 11.27   |   | 11.56          |       |                                      |       | 1.44     | 7.17      |                |
| N. P. JUNCTION<br>0.25     | 35.73                 |             | 9.40    |       |       | 11.22   |   | 11.51          |       |                                      |       | 1.31     | 7.02      | RJ             |
| LOWELL<br>0.01             | 35.48                 |             | 9.39    |       |       | 11.21   |   | 11.50          |       |                                      |       | 1.30     | 7.01      | NXYP           |
| LOWELL JUNCTION<br>1.61    | 35.47                 |             | 9.38    |       |       | 11.20   |   | 11.49          |       |                                      |       | 1.29     | L 7.00Pm  | R              |
| PACIFIC AVENUE<br>1.05     | 33.86                 |             | 9.36    |       |       | 11.18   |   | 11.47          |       |                                      |       | 1.05     |           | DIXP           |
| EVERETT<br>3.81            | 32.81                 | s           | 9.33    |       | s     | 11.15   | s | 11.44          |       |                                      |       | 1.03     |           | DNXP           |
| EVERETT JUNCTION<br>3.75   | 32.00                 | A           | 9.05Am  |       | A     | 6.30Pm  |   | 11.06          |       |                                      | A     | 11.10 AM | 1.00      | IXPJ           |
| MUKILTEO<br>7.14           | 28.25                 | t           | 9.20    |       |       | 6.24    |   | 11.01          |       |                                      |       | 10.59    | 12.53     | P              |
| MEADOWDALE<br>3.71         | 21.11                 | t           | 9.08    |       |       | 6.15    |   | 10.51          |       |                                      |       | 10.43    | 12.37     | P              |
| EDMONDS<br>8.10            | 17.40                 | t           | 9.03    |       |       | 6.10    |   | 10.46          |       |                                      |       | 10.35    | 12.30     | DWP            |
| RICHMOND BEACH<br>7.86     | 14.30                 | t           | 8.55    |       |       | 6.05    |   | 10.41          |       |                                      |       | 10.22    | 12.21     | P              |
| BALLARD<br>1.76            | 6.44                  | t           | 8.45    |       |       | 5.55    |   | 10.30          |       |                                      |       | 10.05    | 12.06     | X              |
| INTERBAY<br>0.98           | 4.68                  | s           | 8.27    |       |       | 5.52    |   | 10.27          |       |                                      | L     | 10.00Am  | L 12.01Am | RKDNW<br>BOXP  |
| N. P. RY. CROSSING<br>2.30 | 3.70                  |             |         |       |       |         |   |                |       |                                      |       |          |           | I              |
| NORTH PORTAL<br>1.30       | 1.40                  |             |         |       |       |         |   |                |       |                                      |       |          |           | I              |

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

|                        |      |          |          |          |           |           |  |  |  |  |  |       |       |       |             |
|------------------------|------|----------|----------|----------|-----------|-----------|--|--|--|--|--|-------|-------|-------|-------------|
| SOUTH PORTAL<br>0.10   | 0.10 |          |          |          |           |           |  |  |  |  |  |       |       |       | I           |
| SEATTLE                | 0.00 | L 8.15Am | L 8.30Am | L 5.40Pm | L 10.15Pm | L 10.40Pm |  |  |  |  |  |       |       |       | RKDNXP<br>B |
| Time Over Subdivision  |      | .50      | 5.05     | .50      | 4.45      | 5.30      |  |  |  |  |  | 1.10  | 9.19  | .45   |             |
| Average Speed Per Hour |      | 38.40    | 30.95    | 38.41    | 32.73     | 28.30     |  |  |  |  |  | 27.42 | 16.20 | 17.10 |             |

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

6 SOUTHWARD

THIRD SUBDIVISION

| Station Numbers | Car Capacity |              | THIRD CLASS      |               |                  | SECOND CLASS   |              |               | FIRST CLASS                   |                |   | Distance from Vancouver | Time Table No. 53 |       | Telegraph Calls |
|-----------------|--------------|--------------|------------------|---------------|------------------|----------------|--------------|---------------|-------------------------------|----------------|---|-------------------------|-------------------|-------|-----------------|
|                 | Siding       | Other Tracks | 735<br>C. N. 398 | 711<br>Local  | 737<br>C. N. 404 | 101<br>C. N. 2 | 355          | 359           | Effective<br>January 1, 1941. |                | STATIONS  |                         |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | Tues., Fri.                   | Daily Ex. Sun. |   |                         | Daily             | Daily |                 |
| CL 125          | Yard         | 400          |                  | L 10.50Am     |                  |                | L 5 15Pm     | L 8.00Am      | 0.00                          |                | VANCOUVER                                       | VN                      |                   |       |                 |
|                 |              |              | L 8.42Am         |               |                  | L 7.18Pm       | 5.16         | 8.01          | 0.71                          |                | VANCOUVER JUNCTION                              |                         |                   |       |                 |
|                 |              |              | 8.44             | 10.53         | L 12.50Am        | 7.20           | 5.17         | 8.02          | 1.25                          |                | C. N. JUNCTION                                  |                         |                   |       |                 |
| CL 122          |              |              | 8.49             | 10.58         | 12.58            | 7.23           | 5.21         | 8.06          | 2.73                          |                | STILL CREEK                                     |                         |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | 4.67                          |                | B. C. E. RY. CROSSING                           |                         |                   |       |                 |
| CL 115          |              |              | 9.05             | 11.12         | 1 18             | 7.35           | 5.29         | 8.15          | 9.69                          |                | ENDOT   |                         |                   |       |                 |
| CL 112          | 19           | 120          | 9.15             | 11.25         | 1.25             | 7.39           | 5.32         | 8.18          | 11.70                         |                | SAPPERTON                                       |                         |                   |       |                 |
| CL 107          | 0            | 60           | A 9.19Am         | 11.30         | A 1.30Am         | A 7.45Pm       | s 5.39       | s 8.24        | 13.06                         |                | NEW WESTMINSTER                                 | MN                      |                   |       |                 |
| CL 96           | 46           | 47           |                  | 11.40         |                  |                | 5.44         | 8.29          | 13.54                         |                | FRASER RIVER JCT.                               |                         |                   |       |                 |
|                 |              |              |                  | 11.55         |                  |                | 5.56         | 8.41          | 24.03                         |                | COLEBROOK                                       |                         |                   |       |                 |
| CL 92           | 0            | 8            |                  | 12.04Pm       |                  |                | f 6.03       | f 8.49        | 27.72                         |                | CRESCENT  |                         |                   |       |                 |
| CL 87           | 57           | 10           |                  | 12.30         |                  |                | s 6.15       | s 9.02        | 32.75                         |                | WHITE ROCK                                      | WR                      |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | 35.43                         |                | INTERNATIONAL BOUNDARY                          |                         |                   |       |                 |
| CL 84           | 50           | 142          |                  | 1.35          |                  |                | s 6.30       | s 9.15        | 35.88                         |                | BLAINE  | BN                      |                   |       |                 |
| CL 77           | 0            | 55           |                  | 1.50          |                  |                | 6.40         | f 9.29        | 48.46                         |                | CUSTER  |                         |                   |       |                 |
| CL 71           | 60           | 118          |                  | 2.10          |                  |                | f 6.47       | s 9.39        | 49.04                         |                | FERNDALE  | FD                      |                   |       |                 |
| CL 62           | 52           | 589          |                  | 3.00          |                  |                | s 7.07       | s 9.55        | 58.02                         |                | BELLINGHAM                                      | HM                      |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | 58.25                         |                | C. M. St. P. & P. CROSSING                      |                         |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | 58.56                         |                | C. M. St. P. & P. CROSSING                      |                         |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | 58.93                         |                | C. M. St. P. & P. CROSSING                      |                         |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | 58.99                         |                | C. M. St. P. & P. CROSSING                      |                         |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | 59.81                         |                | NOR. PAC. RY. CROSSING                          |                         |                   |       |                 |
| CL 60           | 52           | 101          |                  | 3.15          |                  |                | 7.15         | s 10.03       | 60.95                         |                | SOUTH BELLINGHAM                                | FN                      |                   |       |                 |
| CL 56           | 39           |              |                  | 3.30          |                  |                | 7.22         | 10.10         | 64.87                         |                | SOCKEYE   |                         |                   |       |                 |
| CL 50           | 40           | 0            |                  | 3.50          |                  |                | f 7.34       | 10.20         | 70.83                         |                | SAMISH  |                         |                   |       |                 |
| CL 46           | 23           | 14           |                  | 4.05          |                  |                | 7.38         | 10.25         | 74.63                         |                | BOW   |                         |                   |       |                 |
| CL 39           | 51           | 258          |                  | 5.00          |                  |                | s 7.53       | s 10.41       | 82.01                         |                | BURLINGTON                                      | BU                      |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | 85.07                         |                | P. S. & C. Ry. CROSSING                         |                         |                   |       |                 |
| CL 35           | 93           | 121          |                  | 5.15          |                  |                | s 8.07       | s 10.52       | 85.98                         |                | MT. VERNON                                      | NR                      |                   |       |                 |
| CL 30           | 28           | 17           |                  | 5.28          |                  |                | 8.15         | f 10.59       | 91.31                         |                | FIR   |                         |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | 92.65                         |                | ENGLISH LBR. CO. CROSSG                         |                         |                   |       |                 |
| CL 23           | 50           | 52           |                  | 5.40          |                  |                | 8.23         | s 11.09       | 98.41                         |                | STANWOOD  | B                       |                   |       |                 |
| CL 17           | 0            | 17           |                  | 5.53          |                  |                | 8.29         | f 11.17       | 103.98                        |                | SILVANA   |                         |                   |       |                 |
| CL 13           | 50           | 15           |                  | 6.05          |                  |                | 8.34         | f 11.23       | 107.93                        |                | ENGLISH   |                         |                   |       |                 |
|                 |              |              |                  | 6.15          |                  |                | 8.39         | 11.27         | 111.70                        |                | KRUSE JUNCTION                                  |                         |                   |       |                 |
| CL 8            | 50           | 70           |                  | 6.30          |                  |                | 8.43         | f 11.33       | 116.11                        |                | MARYSVILLE                                      | MS                      |                   |       |                 |
| CL 3            |              |              |                  | 6.45          |                  |                | 8.49         | 11.40         | 117.67                        |                | DELTA JUNCTION                                  | WY                      |                   |       |                 |
|                 |              |              |                  |               |                  |                |              |               | 117.78                        |                | NOR. PAC. RY. CROSSING                          |                         |                   |       |                 |
|                 | 0            | 35           |                  | 7.30          |                  |                | 8.52         | 11.43         | 119.03                        |                | LONG SIDING                                     |                         |                   |       |                 |
| 1779            | Yard         | 112          |                  | 7.40          |                  |                | s 9.05       | s 11.50       | 121.57                        |                | EVERETT   | JN                      |                   |       |                 |
| 1780            | 0            | 4            |                  | A 7.45Pm      |                  |                | A 9.07Pm     | A 11.52Am     | 122.88                        |                | EVERETT JUNCTION                                |                         |                   |       |                 |
|                 |              |              | .37<br>20.02     | 8.55<br>18.72 | .40<br>17.71     |                | .27<br>27.44 | 3.52<br>31.65 | 3.52<br>31.65                 |                | Time Over Subdivision<br>Average Speed Per Hour |                         |                   |       |                 |

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

THIRD SUBDIVISION

NORTHWARD 7

| Time Table No. 53<br>Effective<br>January 1, 1941 | Distance from<br>Everett Junction   | FIRST CLASS    |          |           |           | SECOND CLASS      |                  | THIRD CLASS |          |                  | SIGNS |                   |                |
|---|-------------------------------------|----------------|----------|-----------|-----------|-------------------|------------------|-------------|----------|------------------|-------|-------------------|----------------|
|   |                                     | 102<br>C. N. 1 | 360      | 358       |           | 712               | 738<br>C. N. 403 |             |          | 736<br>C. N. 397 |       |                   |                |
|   |                                     | Daily          | Daily    | Daily     |           | Daily<br>Ex. Sat. | Daily            |             |          | Wed.,<br>Sat.    |       |                   |                |
| DOUBLE<br>TRACK                                   | VANCOUVER.....                      | 122.38         |          | A 1.45Pm  | A 10.40Pm |                   |                  | A 9.45Pm    |          |                  |       |                   | RKDNW<br>BYXOP |
|   | 0.71<br>VANCOUVER JUNCTION...       | 121.67         | A 8.30Am | 1.40      | 10.36     |                   |                  |             |          | A 2.55Pm         |       |                   | XJ             |
|   | 0.54<br>C. N. JUNCTION.....         | 121.18         | 8.25     | 1.38      | 10.34     |                   |                  | 9.35        | A 7.45Pm | 2.50             |       |                   | X              |
|   | 1.48<br>STILL CREEK.....            | 119.65         | 8.20     | 1.35      | 10.32     |                   |                  | 9.30        | 7.30     | 2.46             |       |                   | XP             |
|   | 1.84<br>B. C. E. RY. CROSSING.....  | 117.81         |          |           |           |                   |                  |             |          |                  |       |                   | I              |
|   | 5.12<br>ENDOT.....                  | 112.69         | 8.10     | 1.27      | 10.24     |                   |                  | 9.05        | 7.05     | 2.19             |       |                   | P              |
|   | 2.01<br>SAPPERTON.....              | 110.68         | 8.05     | 1.23      | 10.20     |                   |                  | 8.55        | 6.57     | 2.12             |       |                   | WYXP           |
|   | 1.36<br>NEW WESTMINSTER.....        | 109.32         | L 7.58Am | s 1.20    | s 10.17   |                   |                  | 8.40        | L 6.52Pm | L 2.07Pm         |       |                   | RDINXP         |
|   | 0.88<br>FRASER RIVER JCT.....       | 108.84         |          | 1.09      | 10.07     |                   |                  | 8.30        |          |                  |       |                   | IJ             |
|   | 10.49<br>COLEBROOK.....             | 98.85          |          | f 12.54   | 9.54      |                   |                  | 8.05        |          |                  |       |                   | P              |
|   | 3.69<br>CRESCENT.....               | 94.66          |          | f 12.45   | f 9.48    |                   |                  | 7.50        |          |                  |       |                   |                |
|   | 5.03<br>WHITE ROCK.....             | 89.83          |          | s 12.30   | s 9.35    |                   |                  | 7.30        |          |                  |       |                   | DNXP           |
|   | 2.68<br>INTERNATIONAL BOUNDARY..... | 86.95          |          |           |           |                   |                  |             |          |                  |       |                   |                |
|   | 0.45<br>BLAINE.....                 | 86.50          |          | s 12.10Pm | s 9.17    |                   |                  | 6.30        |          |                  |       |                   | DNWXP          |
|   | 7.58<br>CUSTER.....                 | 78.92          |          | s 11.55   | 9.05      |                   |                  | 5.35        |          |                  |       |                   | P              |
| 5.58<br>FERNDALE.....                             | 73.34                               |                | s 11.45  | 8.58      |           |                   | 5.15             |             |          |                  |       | DP                |                |
| 8.98<br>BELLINGHAM.....                           | 64.36                               |                | s 11.30  | s 8.47    |           |                   | 4.30             |             |          |                  |       | KDNXWPB           |                |
| 0.23<br>C. M. St. P. & P. CROSSING.....           | 64.18                               |                |          |           |           |                   |                  |             |          |                  |       | M                 |                |
| 0.31<br>C. M. St. P. & P. CROSSING.....           | 63.82                               |                |          |           |           |                   |                  |             |          |                  |       | M                 |                |
| 0.37<br>C. M. St. P. & P. CROSSING.....           | 63.45                               |                |          |           |           |                   |                  |             |          |                  |       | M                 |                |
| 0.06<br>C. M. St. P. & P. CROSSING.....           | 63.39                               |                |          |           |           |                   |                  |             |          |                  |       | M                 |                |
| 0.82<br>NOR. PAC. RY. CROSSING.....               | 62.57                               |                |          |           |           |                   |                  |             |          |                  |       | M                 |                |
| 1.14<br>SOUTH BELLINGHAM.....                     | 61.43                               |                | s 11.12  | 8.31      |           |                   | 3.15             |             |          |                  |       | XP                |                |
| 3.92<br>SOCKEYE.....                              | 57.51                               |                | 11.06    | 8.23      |           |                   | 2.55             |             |          |                  |       | P                 |                |
| 5.96<br>SAMISH.....                               | 51.55                               |                | 10.56    | 8.11      |           |                   | 2.40             |             |          |                  |       | WP                |                |
| 3.80<br>BOW.....                                  | 47.75                               |                | f 10.51  | 8.06      |           |                   | 2.30             |             |          |                  |       | P                 |                |
| 7.38<br>BURLINGTON.....                           | 40.37                               |                | s 10.41  | s 7.53    |           |                   | 2.05             |             |          |                  |       | JRDNKZ<br>BOWYXPM |                |
| 3.06<br>P. S. & C. RY. CROSSING.....              | 37.31                               |                |          |           |           |                   |                  |             |          |                  |       | I                 |                |
| 0.91<br>MT. VERNON.....                           | 36.40                               |                | s 10.25  | s 7.45    |           |                   | 1.12             |             |          |                  |       | DNXP              |                |
| 5.33<br>FIR.....                                  | 31.07                               |                | f 10.05  | 7.26      |           |                   | 12.52            |             |          |                  |       | P                 |                |
| 1.24<br>ENGLISH LBR. Co. CROSSG.....              | 29.73                               |                |          |           |           |                   |                  |             |          |                  |       | I                 |                |
| 5.76<br>STANWOOD.....                             | 23.97                               |                | s 9.55   | s 7.16    |           |                   | 12.35            |             |          |                  |       | DP                |                |
| 5.57<br>SILVANA.....                              | 18.40                               |                | f 9.45   | 7.07      |           |                   | 12.20            |             |          |                  |       | WP                |                |
| 3.95<br>ENGLISH.....                              | 14.45                               |                | f 9.40   | 7.02      |           |                   | 12.10            |             |          |                  |       | P                 |                |
| 3.77<br>KRUSE JUNCTION.....                       | 10.68                               |                | 9.35     | 6.57      |           |                   | 12.01Pm          |             |          |                  |       | PJ                |                |
| 3.41<br>MARYSVILLE.....                           | 7.27                                |                | s 9.30   | s 6.52    |           |                   | 11.50            |             |          |                  |       | DP                |                |
| 2.56<br>DELTA JUNCTION.....                       | 4.71                                |                | 9.23     | 6.45      |           |                   | 11.40            |             |          |                  |       | JDNIYXP           |                |
| 0.11<br>NOR. PAC. RY. CROSSING.....               | 4.60                                |                |          |           |           |                   |                  |             |          |                  |       | I                 |                |
| 1.25<br>LONG SIDING.....                          | 3.35                                |                | 9.20     | 6.42      |           |                   | 11.20            |             |          |                  |       |                   |                |
| 2.54<br>EVERETT.....                              | 0.81                                |                | s 9.15   | s 6.37    |           |                   | 11.13            |             |          |                  |       | DNXP              |                |
| 0.81<br>EVERETT JUNCTION.....                     | 0.00                                |                | L 9.05Am | L 6.30Pm  |           |                   | L 11.10Am        |             |          |                  |       | IXPJ              |                |
| Time Over Subdivision                             |                                     | .32            | 4.40     | 4.10      |           |                   | 10.35            | .53         |          | .48              |       |                   |                |
| Average Speed Per Hour                            |                                     | 28.00          | 26.22    | 29.37     |           |                   | 11.56            | 13.37       |          | 15.44            |       |                   |                |

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

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## 8 SOUTHWARD

## FOURTH SUBDIVISION

## NORTHWARD

| Station Numbers | Car Capacity |              | THIRD CLASS        |                | FIRST CLASS |                | Distance from Hedley | Time Table No. 53                               |  |  | Telegraph Calls | Distance from Wenatchee | SIGNS         | FIRST CLASS    |  | THIRD CLASS        |                |
|-----------------|--------------|--------------|--------------------|----------------|-------------|----------------|----------------------|---|--|--|-----------------|-------------------------|---------------|----------------|--|--------------------|----------------|
|                 | Siding       | Other Tracks | 397                | 697            |             | 253            |                      | Effective January 1, 1941                       |  |  |                 |                         |               | 254            |  | 396                | 698            |
|                 |              |              | Tuesday and Friday | Daily Ex. Sun. |             | Daily Ex. Sun. |                      | STATIONS  |  |  |                 |                         |               | Daily Ex. Sun. |  | Tuesday and Friday | Daily Ex. Sat. |
| SG 128          | Yard         | 11           | L 6.30Pm           |                |             |                | 0.00                 | HEDLEY  |  |  |                 | 192.98                  |               |                |  | A 5.40Pm           |                |
| SG 128          | 0            | 10           | f 6.50             |                |             |                | 4.42                 | BRADSHAW  |  |  |                 | 188.56                  | W             |                |  | f 5.20             |                |
| SG 110          | 38           | 38           | s 7.45             |                |             |                | 17.68                | KEREMEOS  |  |  | K               | 175.30                  | D             |                |  | s 4.25             |                |
|                 | 0            | 10           | f 8.15             |                |             |                | 21.58                | CAWSTON   |  |  |                 | 171.40                  |               |                |  | f 3.55             |                |
| SG 108          | 0            | 26           | s 8.30             |                |             |                | 24.93                | SIMILKAMEEN, B. C.                              |  |  |                 | 168.05                  |               |                |  | s 3.40             |                |
| SG 98           | 0            | 22           | s 9.05             |                |             |                | 34.50                | CHOPAKA, WASH.                                  |  |  |                 | 158.48                  | W             |                |  | s 3.05             |                |
| SG 88           | 0            | 19           | s 9.50             |                |             |                | 44.40                | NIGHTHAWK                                       |  |  |                 | 148.58                  |               |                |  | s 2.20             |                |
| SG 71           | Yard         | 243          | A 10.40Pm          |                |             | L 5.45Am       | 55.74                | OROVILLE  |  |  | VR              | 137.24                  | RKDWB<br>BPKO | A 12.30Pm      |  | L 1.30Pm           |                |
| WO 132          | 0            | 35           |                    |                |             | f 5.58         | 61.49                | CORDELL   |  |  |                 | 181.49                  |               |                |  | f 12.10Pm          |                |
| WO 126          | 0            | 34           |                    |                |             | f 6.10         | 66.77                | ELLISFORD                                       |  |  |                 | 126.21                  |               |                |  | f 11.50            |                |
| WO 120          | 0            | 71           |                    |                |             | s 6.25         | 72.70                | TONASKET  |  |  | ON              | 120.28                  | DPW           |                |  | s 11.32            |                |
| WO 115          | 0            | 34           |                    |                |             | f 6.35         | 77.53                | JANIS   |  |  |                 | 115.45                  |               |                |  | f 11.02            |                |
| WO 110          | 0            | 34           |                    |                |             | f 6.46         | 82.96                | BARKER  |  |  |                 | 110.02                  |               |                |  | f 10.47            |                |
| WO 105          | 0            | 36           |                    |                |             | s 6.59         | 88.25                | RIVERSIDE                                       |  |  |                 | 104.78                  | W             |                |  | s 10.32            |                |
| WO 100          | 0            | 35           |                    |                |             | f 7.09         | 92.43                | CHEROKEE  |  |  |                 | 100.55                  |               |                |  | f 10.15            |                |
| WO 96           | 66           | 214          |                    |                | L 6.00Pm    | s 7.30         | 97.28                | OMAK  |  |  | MK              | 95.70                   | BDPXYO        |                |  | s 10.04            | A 7.00Am       |
| WO 92           | 55           | 92           |                    |                | s 6.35      | s 7.50         | 101.48               | OKANOGAN  |  |  | KN              | 91.50                   | DPWX          |                |  | s 9.40             | s 6.20         |
| WO 87           | 0            | 34           |                    |                |             | f 6.50         | 106.41               | CHILLOWIST                                      |  |  |                 | 86.57                   |               |                |  | f 9.13             | f 4.50         |
| WO 83           | 0            | 35           |                    |                |             | f 7.05         | 110.34               | MALOTT  |  |  |                 | 82.64                   |               |                |  | f 9.05             | f 4.00         |
| WO 76           | 0            | 35           |                    |                |             | f 7.25         | 116.59               | WAKEFIELD                                       |  |  |                 | 76.39                   | W             |                |  | f 8.50             | f 3.10         |
| WO 72           | 0            | 34           |                    |                |             | f 7.40         | 121.32               | MONSE   |  |  |                 | 71.66                   |               |                |  | f 8.40             | f 2.15         |
| WO 65           | 50           | 61           |                    |                |             | s 8.10         | 127.99               | BREWSTER  |  |  | BR              | 64.99                   | DPX           |                |  | s 8.25             | s 1.30         |
| WO 59           | 49           | 338          |                    |                |             | s 8.45         | 134.07               | PATEROS   |  |  | RO              | 58.91                   | DPWX          |                |  | s 8.05             | s 12.10Am      |
| WO 58           | 0            | 34           |                    |                |             | f 9.02         | 139.54               | STARR   |  |  |                 | 53.44                   |               |                |  | f 7.48             | f 10.25        |
| WO 50           | 0            | 34           |                    |                |             | f 9.15         | 143.20               | AZWELL  |  |  |                 | 49.78                   |               |                |  | f 7.41             | f 10.00        |
| WO 44           | 0            | 35           |                    |                |             | f 9.35         | 148.93               | HUGO  |  |  |                 | 44.05                   |               |                |  | f 7.29             | s 9.35         |
| WO 39           | 54           | 83           |                    |                |             | s 10.05        | 154.04               | CHELAN  |  |  | HN              | 38.94                   | DPWX          |                |  | s 7.18             | s 9.15         |
|                 | 0            | 78           |                    |                |             | s 10.30        | 155.20               | CHELAN FALLS                                    |  |  |                 | 37.78                   |               |                |  | s 7.02             | s 8.15         |
| WO 32           | 0            | 40           |                    |                |             | f 10.50        | 161.05               | STAYMAN   |  |  |                 | 31.93                   |               |                |  | f 6.47             | f 7.50         |
| WO 26           | 0            | 48           |                    |                |             | f 11.15        | 166.97               | WINESAP   |  |  |                 | 26.01                   |               |                |  | f 6.34             | f 7.20         |
| WO 19           | 66           | 86           |                    |                |             | s 11.45        | 174.08               | ENTIAT  |  |  | NI              | 18.90                   | DPWX          |                |  | s 6.20             | s 6.50         |
| WO 14           | 0            | 39           |                    |                |             | f 12.10Am      | 179.38               | WAGNERSBURG                                     |  |  |                 | 13.60                   |               |                |  | f 5.59             | f 6.00         |
| WO 8            | 0            | 31           |                    |                |             | f 12.30        | 185.01               | ZENA  |  |  |                 | 7.97                    |               |                |  | f 5.48             | f 5.40         |
| WO 8            | 0            | 66           |                    |                |             | f 12.45        | 189.49               | OLDS  |  |  |                 | 3.49                    |               |                |  | f 5.38             | f 5.20         |
| 1648            | Yard         | 1085         |                    |                |             | A 1.00Am       | 192.98               | WENATCHEE                                       |  |  | WC              | 0.00                    | RKDNP<br>BWXJ | L 5.30Am       |  | L 5.00Pm           |                |
|                 |              |              | 4.10<br>12.98      | 7.00<br>13.87  |             | 6.45<br>20.33  |                      | Time Over Subdivision<br>Average Speed Per Hour |  |  |                 |                         |               | 7.00<br>19.60  |  | 4.10<br>12.98      | 14.00<br>6.81  |

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

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## SOUTHWARD

## FIFTH SUBDIVISION

## NORTHWARD 9

| Station Numbers   | Car Capacity |              | THIRD CLASS        |                | FIRST CLASS |                | Distance from Nelson | Time Table No. 53                               |  |  | Telegraph Calls | Distance from Dean | SIGNS          | FIRST CLASS    |           | THIRD CLASS    |                   |
|---|--------------|--------------|--------------------|----------------|-------------|----------------|----------------------|---|--|--|-----------------|--------------------|----------------|----------------|-----------|----------------|-------------------|
|   | Sidings      | Other Tracks | 703                | 701            |             | 255            |                      | Effective January 1, 1941.                      |  |  |                 |                    |                | 256            |           | 702            | 704               |
|   |              |              | Tu. Thur. and Sat. | Daily Ex. Mon. |             | Daily Ex. Sun. |                      | STATIONS  |  |  |                 |                    |                | Daily Ex. Sun. |           | Daily Ex. Sun. | Mo. Wed. and Fri. |
| SA 186  |              |              | L 11.00Am          |                |             |                | 0.00                 | NELSON  |  |  | BC              | 186.13             | RDNWP          |                |           |                | A 10.15Pm         |
| <b>TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES</b> |              |              |                    |                |             |                |                      |   |  |  |                 |                    |                |                |           |                |                   |
| SA 181  | 0            | 0            | s 11.30Am          |                |             |                | 5.45                 | TROUP JUNCTION                                  |  |  |                 | 180.68             | RYPV           |                |           |                | s 9.45Pm          |
| SA 176  | 0            | 27           | s 11.55            |                |             | L 10.30Am      | 10.26                | SOUTH NELSON                                    |  |  |                 | 175.87             | W              | A 5.00Pm       |           |                | s 9.20            |
| SA 189  | 0            | 15           | s 12.30Pm          |                |             | f 10.55        | 17.05                | APEX  |  |  |                 | 169.08             |                | f 4.43         |           |                | s 8.45            |
| SA 186  | 0            | 15           | s 12.45            |                |             | s 11.05        | 20.38                | HALL  |  |  |                 | 165.75             |                | f 4.35         |           |                | s 8.20            |
| SA 159  | 0            | 16           | s 1.26             |                |             | s 11.25        | 27.50                | YMIR  |  |  |                 | 158.63             | W              | s 4.15         |           |                | s 8.00            |
| SA 155  | 0            | 9            | s 1.45             |                |             | f 11.35        | 31.86                | BOULDER MILL                                    |  |  |                 | 154.27             |                | f 4.04         |           |                | s 7.25            |
| SA 152  | 0            | 53           | s 2.05             |                |             | s 11.47        | 35.15                | SALMO   |  |  | SI              | 150.98             | DN             | s 3.55         |           |                | s 7.10            |
| SA 148  | 0            | 15           | s 2.27             |                |             | f 11.57        | 37.87                | ERIE  |  |  |                 | 148.26             |                | f 3.47         |           |                | s 6.45            |
| SA 145  | 0            | 20           | s 2.45             |                |             | f 12.07Pm      | 40.74                | MEADOWS   |  |  |                 | 145.39             |                | s 3.37         |           |                | s 6.30            |
| SA 142  | 7            | 0            | s 3.00             |                |             | f 12.17        | 44.82                | PARKS   |  |  |                 | 141.31             |                | f 3.27         |           |                | s 6.10            |
| SA 136  | 0            | 15           | s 3.15             |                |             | s 12.29        | 50.42                | FRUITVALE                                       |  |  |                 | 135.71             |                | s 3.15         |           |                | s 5.50            |
| SA 180  | 0            | 7            | s 3.35             |                |             | f 12.41        | 55.74                | COLUMBIA GARDENS                                |  |  |                 | 130.39             |                | s 2.50         |           |                | s 5.10            |
| SA 127  | 0            | 20           | s 4.10             |                |             | s 12.55        | 59.57                | WANETA, B. C.                                   |  |  | WN              | 126.56             | D              | s 2.35         |           |                | s 4.45            |
| SA 126  | 0            | 39           | s 4.20             |                |             | s 1.00         | 61.68                | BOUNDARY, U. S.                                 |  |  |                 | 124.45             |                | s 2.20         |           |                | s 4.15            |
| SA 116  | 60           | 89           | s 5.55             |                |             | A 1.30Pm       | 70.48                | NORTHPORT                                       |  |  | NP              | 115.65             | RKDWYX         | L 2.00Pm       |           |                | s 3.19            |
| SA 107  | 0            | 7            | s 6.30             |                |             |                | 78.76                | MARBLE  |  |  |                 | 107.37             |                |                |           |                | s 2.35            |
| SA 96   | 0            | 16           | s 7.30             |                |             |                | 90.23                | BOSSBURG  |  |  |                 | 95.90              |                |                |           |                | s 2.00            |
| SA 89   | 0            | 2            | 8.15               |                |             |                | 97.00                | SAND SPUR                                       |  |  |                 | 89.13              |                |                |           |                | 1.30              |
| SA 87   | Yard         | 148          | A 8.30Pm           | L 2.00Am       |             |                | 99.01                | MARCUS  |  |  | MS              | 87.12              | RKDNW<br>BYXOJ |                | A 12.05Pm | L 1.15Pm       |                   |
| SA 82   | 30           | 30           | s 2.40             |                |             |                | 104.31               | KETTLE FALLS                                    |  |  | MF              | 81.82              | D              |                | s 11.31   |                |                   |
| SA 77   | 0            | 13           | s 3.10             |                |             |                | 109.81               | PALMERS   |  |  |                 | 76.32              |                |                |           |                | s 11.00           |
| SA 73   | 0            | 114          | s 4.00             |                |             |                | 112.86               | COLVILLE  |  |  | VD              | 73.27              | DW             |                |           |                | s 10.35           |
| SA 71   | 0            | 21           | s 4.20             |                |             |                | 116.66               | ORIN  |  |  |                 | 69.47              |                |                |           |                | s 10.05           |
| SA 67   | 40           | 8            | s 4.40             |                |             |                | 119.86               | ARDEN   |  |  |                 | 66.77              |                |                |           |                | s 9.45            |
| SA 59   | 0            | 20           | s 5.15             |                |             |                | 126.75               | ADDY  |  |  | AD              | 59.38              | DW             |                |           |                | s 9.15            |
| SA 50   | 26           | 120          | s 6.30             |                |             |                | 135.96               | CHEWELAH  |  |  | CH              | 60.17              | DX             |                |           |                | s 8.45            |
| SA 43   | 40           | 49           | s 7.30             |                |             |                | 143.63               | VALLEY  |  |  | VY              | 42.60              | DYX            |                |           |                | s 7.30            |
| SA 38   | 0            | 30           | s 8.00             |                |             |                | 148.77               | GRAYS   |  |  |                 | 37.36              |                |                |           |                | s 6.30            |
| SA 84   | 0            | 18           |                    |                |             |                | 152.20               | CLINE   |  |  |                 | 33.93              |                |                |           |                |                   |
| SA 33   | 39           | 17           | s 8.40             |                |             |                | 153.47               | SPRINGDALE                                      |  |  |                 | 32.66              | W              |                |           |                | s 6.05            |
| SA 25   | 40           | 21           | s 9.38             |                |             |                | 161.38               | LOON LAKE                                       |  |  |                 | 24.55              |                |                |           |                | s 5.30            |
| SA 18   | 0            | 68           | s 10.30            |                |             |                | 168.58               | CLAYTON   |  |  |                 | 17.75              |                |                |           |                | s 5.00            |
| SA 13   | 50           | 49           | s 11.00            |                |             |                | 173.65               | DEER PARK                                       |  |  | DE              | 12.48              | DXW            |                |           |                | s 4.30            |
| SA 9  | 0            | 15           | s 11.20            |                |             |                | 177.24               | DENISON   |  |  |                 | 8.89               |                |                |           |                | s 3.25            |
| SA 4  | 40           | 16           | s 11.40            |                |             |                | 182.36               | WAYSIDE   |  |  |                 | 3.77               |                |                |           |                | s 3.10            |
| 1460  | Yard         | 40           | A 12.10Pm          |                |             |                | 186.18               | DEAN  |  |  | SF              | 0.00               | JRDNX          |                | L 3.00Am  |                |                   |
|   |              |              | 9.30<br>10.42      | 10.10<br>8.57  |             | 3.00<br>20.07  |                      | Time Over Subdivision<br>Average Speed Per Hour |  |  |                 |                    |                | 3.00<br>20.07  |           | 9.05<br>9.59   | 9.00<br>10.99     |

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

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## 10 WESTWARD

## SIXTH SUBDIVISION

## EASTWARD

| Station Numbers | Car Capacity |              | SECOND CLASS |               | Distance from Marcus | Time Table No. 53<br>Effective<br>January 1, 1941. | STATIONS | Telegraph Calls | Distance from Republic | SIGNS | SECOND CLASS  |          |
|-----------------|--------------|--------------|--------------|---------------|----------------------|--|----------|-----------------|------------------------|-------|---------------|----------|
|                 | Siding       | Other Tracks | 393          | Friday        |                      |  |          |                 |                        |       | 394           | Saturday |
|                 |              |              |              |               |                      |  |          |                 |                        |       |               |          |
| SA 87           | Yard         | 148          | L            | 1.15Pm        | 0.00                 | MARCUS   | MS       | 73.36           | ORKDNB<br>JWYX         | A     | 12.30Pm       |          |
| SD 5            | 0            | 31           | f            | 1.35          | 5.45                 | BOYDS  |          | 67.91           |                        | f     | 12.10Pm       |          |
| SD 10           | 0            | 31           | f            | 1.48          | 10.12                | BARSTOW  |          | 63.24           |                        | f     | 11.50         |          |
| SD 15           | 0            | 31           | f            | 2.05          | 15.35                | DULWICH  |          | 58.01           |                        | f     | 11.30         |          |
| SD 17           | 0            | 7            | f            | 2.20          | 16.90                | ORIENT   |          | 56.46           |                        | f     | 11.25         |          |
| SD 22           | 0            | 12           | f            | 2.33          | 21.23                | GOLDSTAKE  |          | 52.13           |                        | f     | 11.10         |          |
| SD 27           | 0            | 18           | s            | 3.03          | 27.32                | LAURIER, WASH.                                     |          | 46.04           |                        | s     | 10.45         |          |
| SD 42           | 0            | 4            | s            | 3.38          | 38.66                | GRAND FORKS, B. C.                                 | GR       | 34.70           | Y                      | s     | 10.00         |          |
| SD 42A          | 0            | 40           | s            | 3.58          | 41.74                | DANVILLE, WASH.                                    |          | 31.62           |                        | s     | 9.50          |          |
| SD 46           | 0            | 11           | f            | 4.11          | 45.87                | HURLBURT   |          | 27.49           |                        | f     | 9.20          |          |
| SD 52           | 0            | 48           | s            | 4.30          | 52.16                | CURLEW   |          | 21.20           | W                      | s     | 9.00          |          |
| SD 58           | 0            | 33           | f            | 4.50          | 58.24                | MALO   |          | 15.12           |                        | f     | 8.35          |          |
| SD 65           | 0            | 6            | f            | 5.15          | 64.78                | POLLARD  |          | 8.58            |                        | f     | 8.10          |          |
| SD 68           | 0            | 34           | f            | 5.30          | 68.46                | TORBOY   |          | 4.90            |                        | f     | 7.50          |          |
| SD 73           | Yard         | 33           | A            | 5.45Pm        | 73.36                | REPUBLIC   | Z        | 0.00            | BRKDY                  | L     | 7.30Am        |          |
|                 |              |              |              | 4.30<br>16.30 |                      | Time Over Subdivision<br>Average Speed Per Hour    |          |                 |                        |       | 5.00<br>14.67 |          |

## Special Rules.

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

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

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

All trains stop on flag at Karamin and Rock Cut.

## MAXIMUM SPEED.

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

## WESTWARD

## SEVENTH SUBDIVISION

## EASTWARD

| Station Numbers | Car Capacity |              | SECOND CLASS |              | Distance from Rockport | Time Table No. 53<br>Effective January 1, 1941. | STATIONS | Telegraph Calls | Distance from Anacortes | SIGNS | SECOND CLASS |              |
|-----------------|--------------|--------------|--------------|--------------|------------------------|---|----------|-----------------|-------------------------|-------|--------------|--------------|
|                 | Siding       | Other Tracks | 275          | 277          |                        |   |          |                 |                         |       | 278          | 276          |
|                 |              |              |              |              |                        |   |          |                 |                         |       |              |              |
| CN53            | Yard         | 69           | L            | 10.30Am      | 0.00                   | ROCKPORT  |          | 53.41           | XWY                     | A     | 9.30Am       |              |
| CN48            | 0            | 14           | f            | 10.55        | 6.00                   | NESTOS  |          | 47.41           |                         | f     | 9.00         |              |
| CN44            | 35           | 158          | s            | 1.30Pm       | 9.13                   | CONCRETE  | BA       | 44.28           | DX                      | s     | 8.30         |              |
| CN43            | 0            | 92           | f            | 1.45         | 10.39                  | GRASSMERE                                       |          | 43.02           | X                       | f     | 6.45         |              |
| CN38            | 0            | 36           | f            | 2.15         | 15.44                  | BIRDSVIEW                                       |          | 37.97           |                         | f     | 6.30         |              |
| CN33            | 0            | 39           | f            | 2.35         | 20.67                  | HAMILTON  |          | 32.74           | W                       | f     | 6.10         |              |
|                 |              |              | s            | 2.36         | 21.27                  | HAMILTON JUNCTION                               | H        | 32.14           | RB                      | s     | 6.07         |              |
| CN29            | 0            | 33           | f            | 2.50         | 23.90                  | LYMAN   |          | 29.51           |                         | f     | 5.55         |              |
| CN23            | 0            | 5            | f            | 3.05         | 29.35                  | COKE DALE                                       |          | 24.06           |                         | f     | 5.35         |              |
| CN20            | 0            | 85           | f            | 3.30         | 32.47                  | SEDRO-WOOLLEY                                   | SW       | 20.94           | DX                      | f     | 5.20         |              |
|                 |              |              |              |              | 32.57                  | NOR. PAC. RY. CROSSING                          |          | 20.84           | MJRDNOB<br>PKWXY        |       |              |              |
| CL39            | Yard         | 258          | L            | 8.00Am       | A 3.45Pm               | BURLINGTON                                      | BU       | 16.19           |                         | L     | 5.00Am       |              |
| CN13            | 0            | 14           | f            | 8.10         | 39.90                  | AVON  |          | 13.51           |                         | f     | 4.37         |              |
| CN10            | 0            | 6            | f            | 8.19         | 42.63                  | FREDONIA  |          | 10.78           |                         | f     | 4.30         |              |
| CN9             | 0            | 15           | f            | 8.25         | 44.13                  | WHITNEY   |          | 9.28            |                         | f     | 4.23         |              |
|                 |              |              |              | 8.34         | 47.29                  | WHITMARSH JCT.                                  |          | 6.12            | R                       |       | 4.16         |              |
| CN6             | 0            | 4            | f            | 8.35         | 47.80                  | WHITMARSH                                       | WH       | 5.61            |                         |       | 4.15         |              |
| CN0             | Yard         | 265          | A            | 8.55Am       | 53.41                  | ANACORTES                                       | AC       | 0.00            | RDXWB                   | L     | 4.00Pm       |              |
|                 |              |              |              | .55<br>17.66 | 5.15<br>7.08           | Time Over Subdivision<br>Average Speed Per Hour |          |                 |                         |       | 4.30<br>8.30 | .50<br>19.42 |

## Special Rules.

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

All trains secure clearance card Form A at Burlington.

## MAXIMUM SPEED.

All trains ..... 20 M. P. H.  
Bridge 12—Whit-  
ney ..... 8 M. P. H.  
Bridge 52—Con-  
crete ..... 10 M. P. H.

## SOUTHWARD

## EIGHTH SUBDIVISION

## NORTHWARD

11

| Station Numbers | Car Capacity |              | THIRD CLASS |                    | Distance from Mansfield | Time Table No. 53         |                              | Distance from Columbia River | SIGNS | THIRD CLASS |                     |
|-----------------|--------------|--------------|-------------|--------------------|-------------------------|---------------------------|------------------------------|------------------------------|-------|-------------|---------------------|
|                 | Siding       | Other Tracks | 381         | Tuesday and Friday |                         | Effective January 1, 1941 |                              |                              |       | 382         | Tuesday and Friday  |
|                 |              |              |             |                    |                         | STATIONS                  |                              |                              |       |             |                     |
| CR 60           | Yard         | 48           | L           | 1.30 <sup>pm</sup> | 0.00                    | .....                     | MANSFIELD.....               | 60.39                        | RWY   | A           | 12.40 <sup>pm</sup> |
| CR 55           | 0            | 30           | t           | 1.50               | 5.40                    | .....                     | 5.40<br>TOUHEY.....          | 54.99                        | ..... | f           | 12.20               |
| CR 49           | 0            | 50           | s           | 2.10               | 11.38                   | .....                     | 5.98<br>WITHROW.....         | 49.01                        | ..... | s           | 12.01 <sup>pm</sup> |
| CR 44           | 0            | 30           | t           | 2.30               | 16.94                   | .....                     | 5.56<br>SUPPLEE.....         | 43.45                        | ..... | f           | 11.30               |
| CR 36           | 0            | 62           | s           | 3.00               | 23.93                   | .....                     | 6.89<br>DOUGLAS.....         | 36.46                        | D     | s           | 11.05               |
| CR 31           | 0            | 30           | s           | 3.25               | 29.20                   | .....                     | 5.27<br>ALSTOWN.....         | 31.19                        | ..... | s           | 10.10               |
| CR 21           | 0            | 24           | t           | 4.05               | 39.04                   | .....                     | 9.84<br>McCUE.....           | 21.35                        | ..... | f           | 9.30                |
| CR 16           | 0            | 35           | s           | 4.45               | 44.62                   | .....                     | 5.58<br>PALISADES.....       | 15.77                        | W     | s           | 9.10                |
| CR 11           | 0            | 30           | t           | 5.00               | 49.74                   | .....                     | 5.12<br>APPLEDALE.....       | 10.65                        | ..... | f           | 8.55                |
| 1632            | Yard         | 53           | A           | 5.30 <sup>pm</sup> | 60.39                   | .....                     | 10.65<br>COLUMBIA RIVER..... | 0.00                         | RPWN  | L           | 8.25 <sup>am</sup>  |
|                 |              |              |             |                    | 4.00                    | Time Over Subdivision     |                              |                              |       | 4.15        |                     |
|                 |              |              |             |                    | 15.09                   | Average Speed Per Hour    |                              |                              |       | 14.21       |                     |

## Special Rules.

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

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

## SPECIAL RULES.

## First Subdivision.

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

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

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

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

First class trains use register ticket at Appleyard.

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

High voltage electric wires in Appleyard and between Appleyard and Wenatchee in some places will not clear man on top of train. Trainmen and Enginemen must use extreme caution when obliged to be on top of train.

## FLAG STOPS.

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

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

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

## SPEED RESTRICTION.

|  |        |
|--|--------|
| Howard St., Spokane .....                                  | 12 MPH |
| Other grade crossings, Spokane .....                       | 20 MPH |
| Over bridges 270 and 273, Spokane,                         |        |
| Q-1, R, S, SPS E-1, Z-1 .....                              | 10 MPH |
| Over bridge 274, Fort Wright, Q-1, R, S, SPS E-1, Z-1..... | 20 MPH |
| Ephrata—Train Two .....                                    | 30 MPH |
| Over bridge 356, 1½ miles west of Vulcan .....             | 25 MPH |

## MAXIMUM SPEED.

| Between                   | Passenger | Freight |
|---------------------------|-----------|---------|
| Hillyard and Lyons .....  | 45 MPH    | 35 MPH  |
| Lyons and Wenatchee ..... | 60 MPH    | 50 MPH  |

## INTERLOCKING.

HILLYARD—Whistle Signals:

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

To West Yard—1 long, 1 short, 1 long.

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

U. P. R. R. JCT.—Whistle Signals:

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

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

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

FORT WRIGHT—Whistle Signals:

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

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

Siding, G. N. Ry.—2 long, 1 short.

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

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

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

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

When movement is to be made from the double track to the passing track the passing track switch must not be opened until engine is in the home signal zone. Otherwise, the automatic switch will not line up properly.

**SPECIAL RULES—Continued.****Second Subdivision.**

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

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

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

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

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

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

First class trains use register ticket at Interbay.

The track between Berne and Scenic is controlled by a positive block in both directions and the automatic block signals at these points must not be passed except when displaying a Proceed indication or when authorized by train order to proceed. In case of loss of power or other emergency, a train in the tunnel may make a forward or a backward movement to Scenic or Berne without flag protection and may pass signals indicating Stop and Proceed at restricted speed without stopping.

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

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

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

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

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

Second Subdivision trains moving onto Third Subdivision at Everett Junction, and Third Subdivision trains moving onto Second Subdivision at Everett Junction will not require clearance card Form A at Everett Junction.

**SEATTLE TUNNEL.**

- Between South Portal and North Portal movements are controlled by interlocking signals and rules and positive block is maintained in both directions. A train or engine in the block may make either forward or backward movement without flag protection within these limits.
- No train or engine will run against the current of traffic between South Portal and North Portal nor pass home signal in Stop position unless furnished "Tunnel Card" properly filled out and signed by the Operator-Signalman in charge. When moving against the current of traffic must not exceed ten (10) MPH.
- Tunnel directions are NORTH from South Portal to North Portal and SOUTH from North Portal to South Portal.

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 N. P. Jct. eastward trains from N. P. will move through crossover.

**FLAG STOPS.**

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

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

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

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

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

No. 360 Ballard to Mukilteo, incl., to pick up passengers for points North of Everett.

**SPEED RESTRICTIONS.**

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

**MAXIMUM SPEED.**

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

**INTERLOCKING.**

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

Location of cross-overs between Interbay and Everett Jct.

|      |  |
|------|--|
| M.P. | 7-36 East of Ballard.                            |
| M.P. | 15-02 Standard Oil Spur, East of Richmond Beach. |
| M.P. | 17-92 East of Edmonds.                           |
| M.P. | 24-29 Between Meadowdale and Mukilteo.           |
| M.P. | 29-84 East of Mukilteo.                          |
| M.P. | 31-33 G. N. Oil Spur, West of Everett Jct.       |

**Third Subdivision.**

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

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

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

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

Second Subdivision trains moving onto Third Subdivision at Everett Junction, and Third Subdivision trains moving onto Second Subdivision at Everett Junction will not require clearance card Form A at Everett Junction.

**INTERLOCKERS.**

**FRASER RIVER BRIDGE:**

No train, engine, or cars shall be moved into or through the interlocking zone protecting the Fraser River bridge immediately south of New Westminster, B. C., through the use of flag, hand signal, lantern or word of mouth when the interlocking plant is out of order. The Government has provided regular clearance card to be used in cases of this kind and nothing else should be accepted.

**DELTA JUNCTION:**

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

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

Main Track—One Long.

Delta Yard from North—One Long, One Short.

Delta Yard from South—Two Long, One Short.

Delta Yard North—Two Long.

Delta Yard South—Three Long, One Short.

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

Southward for Northern Pacific connection—One Long, One Short, Two Long.

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

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

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

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

**FLAG STOPS.**

No. 355, Ocean Park.

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

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

No. 359, Bow, for Parcels Post.

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

**SPEED RESTRICTIONS.**

**All Trains or Engines**

Over Brunette St., Sapperton.....30 MPH

Over North wye Fraser River Bridge, New Westminster.... 4 MPH

Over Fraser River Bridge, New Westminster..... 6 MPH

Bridges 69 and 70, Crescent and Colebrook.....25 MPH

MP 123 and 127 between White Rock and Crescent,

Oct. 1st to May 1st.....20 MPH

Thru Blaine, Burlington, Mount Vernon, Marysville..... 8 MPH

Over street crossings between So. Bellingham depot and street crossing just north of Bellingham freight depot 10 MPH

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

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

(2) Pine St., protected by gates..... 8 MPH

South Bellingham, N. P. Ry. crossing, protected by gates.... 8 MPH

Burlington, 7th SubDivision crossing protected by gates.... 8 MPH

Bridge 36, Mount Vernon.....25 MPH

Bridges 10, 11, 12, Delta and Marysville.....10 MPH

Everett, over Bond, Hewitt, California and 24th streets.... 6 MPH

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

**MAXIMUM SPEED.**

| Between                         | Passenger | Freight |
|---------------------------------|-----------|---------|
| Delta Junction and Samish ..... | 55 MPH    | 45 MPH  |
| Samish and Bellingham.....      | 40 MPH    | 30 MPH  |
| Bellingham and Vancouver.....   | 55 MPH    | 45 MPH  |

**Fourth Subdivision.**

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

**FLAG STOPS.**

Nos. 396 and 397 at Ruby Mine Spur.

**MAXIMUM SPEED.**

| Between                      | Passenger | Freight |
|------------------------------|-----------|---------|
| Hedley and Oroville .....    | 15 MPH    | 15 MPH  |
| Oroville and Wenatchee ..... | 35 MPH    | 30 MPH  |

**Fifth Subdivision.**

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

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

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

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

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

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

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

**FLAG STOPS.**

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

**SPEED RESTRICTIONS.**

|                                      |        |
|--------------------------------------|--------|
| Over Clark Fork Bridge, Waneta ..... | 8 MPH  |
| Over Main St. Crossing, Marcus ..... | 6 MPH  |
| Thru Chewelah Town Limits .....      | 8 MPH  |
| Thru Deer Park Town Limits .....     | 10 MPH |

**MAXIMUM SPEED.**

| Between                           | Passenger | Freight |
|-----------------------------------|-----------|---------|
| Troup Jct. and South Nelson ..... | 15 MPH    | 15 MPH  |
| South Nelson and Marcus .....     | 30 MPH    | 20 MPH  |
| Marcus and Kettle Falls .....     | 25 MPH    | 20 MPH  |
| Kettle Falls and Valley .....     | 40 MPH    | 30 MPH  |
| Valley and Dean .....             | 35 MPH    | 30 MPH  |
| Troup Jct. and Marcus, F-1 .....  | 20 MPH    | 20 MPH  |

## SPECIAL RULES, ALL SUBDIVISIONS

| Engines   | Maximum Speed |
|---|---------------|
| N-2, N-3, Q-1, R-1, R-2 .....   | 45 MPH        |
| F-8, G-3, Z-1 .....   | 40 MPH        |
| O-1, O-3, O-4, O-5, O-6, O-7, O-8, Q-2, Y-1 .....   | 50 MPH        |
| Engines without side rods & then only in case emergency .....   | 10 MPH        |
| Dead engines in trains with side rods .....   | 40 MPH        |
| Engines backing up .....  | 20 MPH        |
| Engine & Train thru No. 15 turnout Fort Wright & Everett Jct. ....  | 30 MPH        |
| Engine & Train thru No. 20 turnout Bluestem & Lamona .....  | 45 MPH        |
| Engine & Train thru all other turnouts .....  | 15 MPH        |
| Trains with steam derricks, pile drivers or ditchers (Boom must be trailing)  |               |
| Main Line .....   | 25 MPH        |
| Branch Line .....   | 15 MPH        |
| Trains moving against current of traffic on double track thru interlocking plants or where governed by dwarf signals shall not exceed ..... | 15 MPH        |
| All trains must run at restricted speed where slides or falling rocks likely to be encountered.   |               |

### AUTOMATIC BLOCK SIGNALS

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

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

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

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

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

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

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

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

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

MW-51. On other lines:

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

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

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

### OPERATION OF SPRING SWITCHES.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**AUTOMATIC INTERLOCKING PLANTS.**

Bluestem—End of double track.

Lamona—End of double track.

Interbay—0.98 miles west, crossing with N. P. Ry.

Still Creek—1.84 miles south, B.C.E. RR crossing.

**SEMI-AUTOMATIC INTERLOCKING.**

New Westminster—0.80 miles north of New Westminster.

**RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.**

Burlington, Seventh Subdivision.

One and one-fourth miles north of So. Bellingham, N. P. Ry.

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

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

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

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

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

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

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

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

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

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

**EVERETT JUNCTION REMOTE CONTROL INTERLOCKING.**

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

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

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

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

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

| NAME   | LOCATION                                 | Capacity<br>Cars | NAME                                 | LOCATION                                 | Capacity<br>Cars |
|--|--|------------------|--------------------------------------|--|------------------|
| <b>FIRST SUBDIVISION:</b>                        |  |                  | <b>FOURTH SUBDIVISION—Concl.</b>     |  |                  |
| 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....          | 12               | Thornton Spur .....                  | 3.41 miles North of Tonasket .....       | 2                |
| Sand Spur .....                                  | 1.6 miles West of Trinidad....           | 16               | Ribbon Cliff Fruit Co. ....          | 5.1 miles North of Entiat....            | 6                |
| Gravel Spur .....                                | 2.9 miles West of Trinidad....           | 63               | Olds Washing Plant .....             | 2.02 miles North of Olds....             | 60               |
| Ohio Colony .....                                | 1.5 miles West of Rock Island            | 8                | <b>FIFTH SUBDIVISION:</b>            |  |                  |
| Landreth Spur .....                              | 4.4 miles East of Wenatchee..            | 10               | Porto Rico Spur .....                | 3.6 miles North of Ymir.....             | 2                |
| <b>SECOND SUBDIVISION:</b>                       |  |                  | Swansons Spur .....                  | 1.3 miles South of Ymir.....             | 4                |
| Old Leavenworth .....                            | 0.53 mile East of Leavenworth            | 67               | Durango Spur .....                   | 1.8 miles South of Ymir.....             | 13               |
| Great Republic Mining Co.,<br>Miller River ..... | 2.2 miles West of Skykomish..            | 11               | Baskins & Gevurtz Spur....           | 1.9 miles South of Ymir.....             | 11               |
| Baring .....                                     | 1.26 miles East of Halford....           | 19               | Archibald .....                      | 1.0 mile South of Erie .....             | 11               |
| Index, Galena Mill Spur .....                    | 0.3 mile East of Index .....             | 42               | Benton Pole & Lbr. Co.<br>Spur ..... | 2.0 miles South of Meadows               | 6                |
| Western Granite Works<br>Spur .....              | 1.0 mile West of Index .....             | 8                | Nelson's Spur .....                  | 2.4 miles North of Fruit-<br>vale .....  | 2                |
| Wallace Falls Timber Co....                      | 1.8 miles East of Gold Bar....           | 76               | Stroh Spur .....                     | 5.33 miles North of North-<br>port ..... | 3                |
| Startup .....                                    | 1.9 miles West of Gold Bar....           | 22               | Industrial Spur #134 .....           | 4.06 miles North of North-<br>port ..... | 20               |
| Fryeland .....                                   | 1.9 miles West of Monroe.....            | 20               | Hudson's Spur .....                  | 3.3 miles South of North-<br>port .....  | 12               |
| Robinson Lettuce Spur .....                      | 2.0 miles West of Monroe.....            | 56               | Cameron .....                        | 4.5 miles South of North-<br>port .....  | 12               |
| Frye Spur .....                                  | 3.1 miles West of Monroe.....            | 13               | Kanes .....                          | 4.1 miles South of North-<br>port .....  | 5                |
| G. N. Oil Tank Spur.....                         | 1.0 mile West of Everett Jct....         | 45               | Hendrix Cut .....                    | 3.8 miles North of Bossberg              | 3                |
| Standard Oil and Shell<br>Co.'s Spur .....       | 0.9 mile East of Richmond<br>Beach ..... | 90               | Evans Spur .....                     | 5.4 miles North of Marcus..              | 24               |
| <b>THIRD SUBDIVISION:</b>                        |  |                  | Powells Siding .....                 | 4.8 miles North of Marcus..              | 29               |
| Clark and Buzza .....                            | 0.1 mile South of Still Creek..          | 2                | Kulzer's Spur .....                  | 1.7 miles South of Valley....            | 8                |
| Dominion Bridge Co. ....                         | 1.4 miles South of Still Creek           | 58               | Gess Spur .....                      | 2.8 miles North of Valley....            | 3                |
| Sapperton Pit .....                              | 0.9 mile North of Sapperton....          | 77               | Blue Creek Spur .....                | 3.1 miles South of Addy.....             | 12               |
| B. C. Peat product's .....                       | 6.05 miles North of Colebrook            | 12               | <b>SIXTH SUBDIVISION:</b>            |  |                  |
| Dakota Creek Spur .....                          | 2.1 miles South of Blaine.....           | 21               | Hedlund Spur & Lbr. Co....           | 2.1 miles West of Marcus....             | Private          |
| Olympic Portland Cement<br>Co. Spur .....        | 2.0 miles South of Ferndale....          | 27               | <b>SEVENTH SUBDIVISION:</b>          |  |                  |
| Chuckanut Cannery Spur ..                        | 0.6 mile North of Sockeye.....           | 6                | Mountview .....                      | 3.7 miles West of Rockport               | 16               |
| Belleville Pit .....                             | 4.3 miles North of Burlington..          | 102              | Van Horne's Spur .....               | 1.0 mile West of Nestos.....             | 5                |
| English Lbr. Co.—Inter-<br>change .....          | 1.3 miles South of Fir .....             | 2                | Puget Sound Saw Mill Co....          | 0.8 mile West of Nestos.....             | 80               |
| Norman Spur .....                                | 1.0 mile North of Silvana.....           | 9                | Hawkins Spur .....                   | 0.8 mile West of Fredonia..              | 5                |
| <b>FOURTH SUBDIVISION:</b>                       |  |                  |                                      |  |                  |
| Benders Spur .....                               | 0.5 miles North of Night-<br>hawk .....  | 6                |                                      |  |                  |
| Ruby Mine Spur .....                             | 4.9 miles South of Chopaka               | 4                |                                      |  |                  |
| Dwinnell Siding .....                            | 1.0 mile South of Cordell....            | 20               |                                      |  |                  |

## INSTRUCTIONS RELATIVE HANDLING LOGS.

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

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

Must not exceed 20 miles per hour.

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

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

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

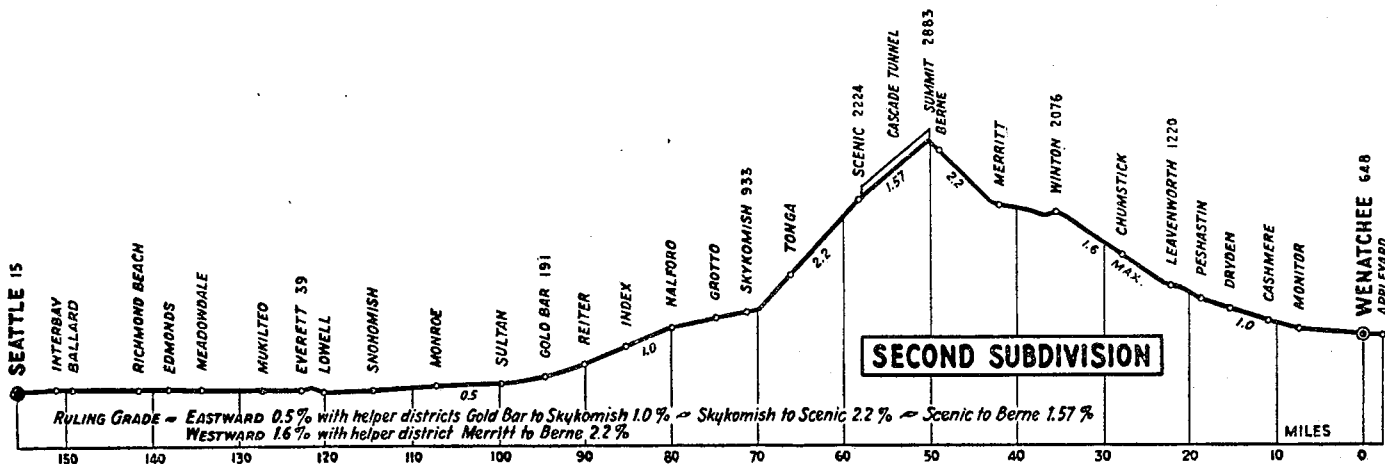
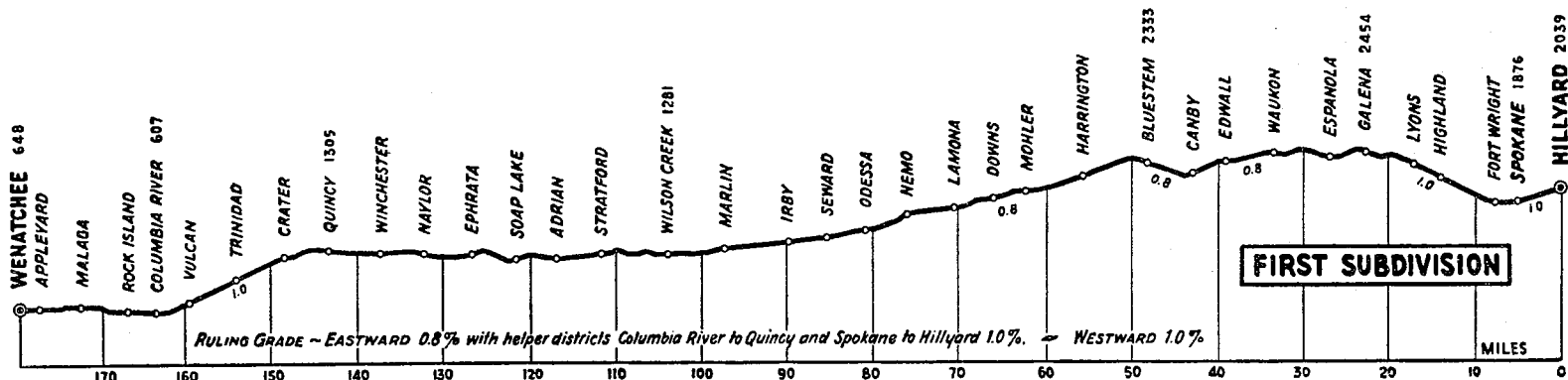
On single track, trains must be at stop when meeting or being passed by passenger trains, except when there are more cars than siding will hold, when it will be permissible to pull by passenger trains slowly.

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

## GREAT NORTHERN BULLETINS ON TENANT LINES.

|                         |                                 |
|-------------------------|---------------------------------|
| N. P. Ry.               | Everett, Auburn, Sumas, Seattle |
| C. M. St. P. & P. R. R. | Everett, Tacoma, Enumclaw       |
| Canadian National       | Port Mann                       |
| Harbor Board            | Vancouver, B. C.                |





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