



SPOKANE DIVISION

TIME TABLE No. 38.

**EFFECTIVE 12:01 A. M.
PACIFIC TIME**

SUNDAY, OCTOBER 8, 1933.

C. McDONOUGH, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD

FIRST SUBDIVISION—HILLYARD AND WENATCHEE.

EASTWARD

Special Rules.

THIRD CLASS			FIRST CLASS				Car Capacity		Time Table No. 38				SIGNALS		FIRST CLASS				SECOND CLASS			THIRD CLASS			Westward trains are superior to eastward trains of the same class.		
693	691	381	255	45	1	27	5			Effective October 8, 1933.						2	28	6	46	256	432	450	476	694	382	692	Extra trains may use double track with the current of traffic without running orders, provided they secure proper clearance card from A. C. Surin.
Local Freight	Local Freight	Mixed	Mixed	Passenger	Passenger	Fast Mail	Passenger	Stations	Stations	STATIONS				SIGNALS		Passenger	Fast Mail	Passenger	Passenger	Mixed	Freight	Freight	Freight	Local Freight	Mixed	Local Freight	Trains 1, 2 and 27 register by card at Hillyard. No. 27 will stop at Hillyard to discharge Revenue passengers.
Wed. Saturday	Tuesday Friday	Monday Thursday	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Stations	Stations	STATIONS				SIGNALS		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Tuesday Friday	Monday Thursday	Wed. Saturday	Only first class trains and trains originating at Spokane Passenger Station will register and receive clearance card from A. C. Surin.
L. 5.40	L. 4.35	L. 9.15	L. 7.37	L. 9.15	L. 7.37	L. 9.15	L. 7.37	Yard	1469	0.0	0.0	0.0	0.0	0.0	0.0	A. 8.00	A. 8.15	A. 8.30	A. 8.40	A. 10.45	A. 6.15	A. 1.45	A. 2.30	A. 2.30	A. 2.30	First class trains register by card at Appleyard. Register at Columbia River for trains originating and terminating at this station.	
5.55	4.45	9.25	7.45	9.25	7.45	9.25	7.45	Yard	1472	3.68	3.68	3.68	3.68	3.68	3.68	7.50	8.05	8.20	8.30	10.20	5.50	1.20	2.05	2.05	2.05	Siding at Adrian is used jointly by N. P. and G. N. trains between N. P. connection and depot (See Rule 105). Normal position of N. P. connection switch is for siding.	
6.00	4.50	9.30	7.50	9.30	7.50	9.30	7.50	Yard	1473	4.85	4.85	4.85	4.85	4.85	4.85	7.55	8.10	8.25	8.35	10.10	5.40	1.15	1.55	1.55	1.55	West yard limit Spokane is one mile west of Fort Wright.	
6.15	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1477	7.50	7.50	7.50	7.50	7.50	7.50	7.55	7.70	7.85	7.95	9.55	5.30	1.05	1.40	1.40	1.40	Rock Island Dam Depot, 84 mile east Rock Island Station.	
6.40	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1481	13.95	13.95	13.95	13.95	13.95	13.95	7.10	7.31	7.46	7.56	9.40	5.15	1.25	1.20	1.20	1.20	INTERLOCKING.	
6.45	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1486	17.21	17.21	17.21	17.21	17.21	17.21	7.04	7.25	7.40	7.50	9.30	5.05	1.24	1.05	1.05	1.05	Whistle signals for movements through plant: Eastward Trains:	
6.50	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1492	22.00	22.00	22.00	22.00	22.00	22.00	6.56	7.17	7.32	7.42	9.15	4.55	1.23	1.25	1.25	1.25	To Main Yard—1 long, 1 short.	
7.04	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1499	26.09	26.09	26.09	26.09	26.09	26.09	6.49	7.11	7.26	7.36	9.05	4.45	1.20	1.20	1.20	1.20	To West Yard—1 long, 1 short, 1 long.	
7.25	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1508	33.18	33.18	33.18	33.18	33.18	33.18	6.40	7.01	7.16	7.26	8.55	4.30	1.15	1.15	1.15	1.15	Both Westward and Eastward Trains:	
8.10	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1512	43.60	43.60	43.60	43.60	43.60	43.60	6.32	6.52	6.67	6.77	8.20	4.15	1.15	1.15	1.15	1.15	To cross over to opposing track, 2 long, 1 short.	
8.42	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1517	48.10	48.10	48.10	48.10	48.10	48.10	6.25	6.45	6.60	6.70	8.20	4.15	1.15	1.15	1.15	1.15	O-W. R. & N. JCT.—	
8.48	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1524	55.51	55.51	55.51	55.51	55.51	55.51	6.18	6.37	6.52	6.62	7.50	3.45	1.05	1.05	1.05	1.05	Whistle signals for tracks with switches controlled from interlocking tower:	
9.25	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1531	62.23	62.23	62.23	62.23	62.23	62.23	6.18	6.37	6.52	6.62	7.50	3.45	1.05	1.05	1.05	1.05	O-W. R. & N. Junction—Main Line—1 long.	
9.40	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1537	68.90	68.90	68.90	68.90	68.90	68.90	6.06	6.25	6.40	6.50	7.30	3.15	1.05	1.05	1.05	1.05	O-W. R. & N. Transfer No. 1—1 long, 1 short.	
10.05	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1544	75.98	75.98	75.98	75.98	75.98	75.98	6.06	6.25	6.40	6.50	7.30	3.15	1.05	1.05	1.05	1.05	O-W. R. & N. Transfer No. 2—2 long, 1 short.	
10.40	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1550	80.83	80.83	80.83	80.83	80.83	80.83	5.55	6.14	6.29	6.39	7.12	2.50	1.00	1.00	1.00	1.00	FORT WRIGHT—	
11.05	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1555	85.41	85.41	85.41	85.41	85.41	85.41	5.42	6.01	6.16	6.26	7.00	2.35	0.95	0.95	0.95	0.95	Whistle signals for tracks with switches controlled from Interlocking Plant:	
11.20	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1562	92.10	92.10	92.10	92.10	92.10	92.10	5.33	5.52	5.67	5.77	6.45	2.20	0.90	0.90	0.90	0.90	Main Line, G. N. Ry.—1 short, 1 long.	
11.45	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1569	101.17	101.17	101.17	101.17	101.17	101.17	5.25	5.44	5.59	5.69	6.30	2.05	0.85	0.85	0.85	0.85	Main Line, S. P. & S. Ry.—1 long, 1 short.	
12.05	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1576	108.83	108.83	108.83	108.83	108.83	108.83	5.18	5.37	5.52	5.62	6.15	1.45	0.85	0.85	0.85	0.85	Siding, G. N. Ry.—2 long, 1 short.	
12.35	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1583	115.65	115.65	115.65	115.65	115.65	115.65	5.11	5.31	5.46	5.56	6.00	1.35	0.85	0.85	0.85	0.85	Switches east and Fort Wright are operated from Interlocking Plant and signals are located as follows:	
12.55	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1590	122.47	122.47	122.47	122.47	122.47	122.47	5.04	5.21	5.36	5.46	5.50	1.20	0.85	0.85	0.85	0.85	Home signal for westward trains 55 feet east of main line switch leading to S. P. & S. Ry. Top arm 90 degrees up is for main line, second arm 90 degrees up is for S. P. & S. Ry. and third arm is for siding.	
1.20	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1597	129.30	129.30	129.30	129.30	129.30	129.30	4.59	5.21	5.36	5.46	5.50	1.20	0.85	0.85	0.85	0.85	Home signal eastward for G. N. Ry. 600 feet west of east main line switch, on right hand side of siding govern east, top arm is for main line trains, lower arm is fixed and denotes home signal and derail 55 feet ahead.	
1.50	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1604	136.13	136.13	136.13	136.13	136.13	136.13	4.48	5.12	5.27	5.37	5.12	0.85	0.85	0.85	0.85	0.85	Home signal on S. P. & S. Ry. 580 feet from east main line switch. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derail 55 feet ahead.	
7.00	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1611	143.00	143.00	143.00	143.00	143.00	143.00	4.34	5.04	5.19	5.29	4.07	1.05	0.85	0.85	0.85	0.85	Derail on siding 400 feet from frog, governed by dwarf signal 55 feet from derail.	
7.35	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1618	150.00	150.00	150.00	150.00	150.00	150.00	4.25	4.57	4.72	4.82	3.52	1.10	0.85	0.85	0.85	0.85	Eastward Distant Signal on G. N. Ry. 3700 feet west of Eastward Home Signal.	
8.10	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1625	157.00	157.00	157.00	157.00	157.00	157.00	4.18	4.48	4.63	4.73	3.27	1.14	0.85	0.85	0.85	0.85	S. P. & S. Distant Signal at west end of Tunnel No. 19.	
8.35	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1632	164.00	164.00	164.00	164.00	164.00	164.00	4.10	4.35	4.50	4.60	3.12	1.04	0.85	0.85	0.85	0.85	Double track switch 20 feet East of Bridge 274 and derail on Westward main line 600 feet East of the double track switch, are electrically operated from Fort Wright Plant, and semaphore signals govern train movements over switches and derails.	
9.10	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1639	171.00	171.00	171.00	171.00	171.00	171.00	4.00	4.35	4.50	4.60	3.02	1.01	0.85	0.85	0.85	0.85	Eastward trains stopped by semaphore signals governing double track switch and derail on East end of Bridge 274 will communicate with Fort Wright operator verbally and Westward trains will communicate by phone located on East end of Bridge 274. If necessary to pass signal in Stop position the derail and switch to be spiked before proceeding.	
9.40	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1646	178.00	178.00	178.00	178.00	178.00	178.00	3.52	4.28	4.43	4.53	2.45	0.95	0.85	0.85	0.85	0.85	See Rule 605.	
10.15	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1653	185.00	185.00	185.00	185.00	185.00	185.00	3.42	4.20	4.35	4.45	2.25	0.95	0.85	0.85	0.85	0.85	Between MAXIMUM SPEED. Passenger Freight	
10.40	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1660	192.00	192.00	192.00	192.00	192.00	192.00	3.33	4.13	4.28	4.38	2.25	0.95	0.85	0.85	0.85	0.85	Within city limits, 20 M. P. H. 20 M. P. H.	
11.00	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1667	200.00	200.00	200.00	200.00	200.00	200.00	3.23	4.04	4.19	4.29	2.00	0.91	0.85	0.85	0.85	0.85	Spokane 20 M. P. H. 12 M. P. H.	
11.35	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1674	208.00	208.00	208.00	208.00	208.00	208.00	3.14	3.55	3.70	3.80	1.41	0.91	0.85	0.85	0.85	0.85	From Division Street to	
12.07	4.55	9.35	7.55	9.35	7.55	9.35	7.55	Yard	1681	216.00	216.00	216.00	216.00	216.00	216.00</												

WESTWARD.

SECOND SUBDIVISION—WENATCHEE AND SEATTLE.

EASTWARD. 3

FIRST CLASS						Car Capacity	Stations	Distance from Wenatchee	Time Table No. 38		Signs	FIRST CLASS						SECOND CLASS
453	355	5	359	1	27				Effective October 8, 1933	Telephone Calls		360	6	298	358	2	28	452
Freight	Passenger	Passenger	Passenger	Passenger	Foot Mail	Stations	Stations	Stations	Stations	Stations	Stations	Passenger	Passenger	(N. P. 444) Passenger	Passenger	Passenger	Mixed	Freight
Daily	Daily	Daily	Daily	Daily	Daily	Stations	Stations	Stations	Stations	Stations	Stations	Daily	Daily	Daily	Daily	Daily	Daily	Daily
4.00						Yard	1085	1048	0.0	WENATCHEE.....	WC	144.67	RKDNW OX P	A 1.55		A 2.30	A 3.10	A 1.30
4.30						78	47	1055	7.38	MONITOR.....	MR	148.29	D P	1.40		2.15	2.55	1.03
4.45						94	218	1050	11.00	CASHMERE.....	OM	144.67	DNWXP	1.31		2.08	2.50	12.42
5.00						54	35	1054	15.55	DREYEN.....	DN	140.03	P	1.23		2.00	2.35	12.30
5.15						230	1057	15.77		PESHASTIN.....	PN	136.90	D P	1.12		1.53	2.26	12.20
5.30						113	18	1071	23.05	LEAVENWORTH.....	CH	133.92	DN P	1.03		1.45	2.18	12.10
5.55						33	1074	27.90		CHUMSTICK.....	CM	127.77	P	12.49		1.34	2.05	11.50
6.20						109	14	1054	35.00	WINTON.....	WI	126.97	P	12.36		1.20	1.50	11.30
6.45						100	41	1091	43.15	MERRITT.....	ME	113.82	WYP	12.23		1.07	1.36	11.05
7.25						107	37	1090	49.15	BERNE.....	BL	104.48	N P	12.10		12.53	1.22	10.35
7.55						185	16	1718	55.15	SCENIC.....	MA	97.51	DN P	11.48		12.32	1.02	9.45
8.20						80	10	1728	55.00	TONGA.....	T	80.67	P	11.27		12.11	12.40	9.10
8.35						271	1728	70.95		SKYKOMISH.....	KY	54.71	RKDNW OX P	11.15		12.01	12.29	8.45
9.20						59	88	1732	74.77	GROTTO.....	GO	80.90	P	10.59		11.44	12.13	7.55
9.45						68	62	1737	79.91	HALFORD.....	HA	75.76	W P	10.49		11.37	12.05	7.40
10.00						28	14	1742	85.34	INDEX.....	IX	70.43	N P	10.38		11.28	11.55	7.20
10.27						68	18	1747	90.14	REITER.....	RI	65.53	P	10.27		11.19	11.46	7.05
10.47						140	951	1751	94.51	GOLD BAR.....	GB	51.16	DWYP	10.20		11.12	11.39	6.50
11.02						50	16	1757	99.91	SULTAN.....	SU	55.76	P	10.12		11.05	11.32	6.35
11.30						85	137	1764	107.37	MONROE.....	MO	48.50	DNWYP	10.00		10.56	11.22	6.15
11.55						99	158	1771	114.37	SNOHOMISH.....	SH	41.30	DN P	9.43		10.46	11.05	5.55
12.35						113	1777	126.19		LOWELL.....	LO	35.48	XWP	9.33		10.38	10.56	5.40
12.40						104		131.81		PACIFIC AVENUE.....	P	32.56	D I X P	9.30		10.35	10.53	5.15
12.45						8	1779	132.35		EVERETT.....	EV	32.51	X P	9.27		10.32	10.50	5.10
12.50						44	1780	132.57		EVERETT JUNCTION.....	JN	32.00	DN I X P	9.20		10.25	10.40	5.05
1.00						84	1784	137.43		MUKILTBO.....	MU	28.28	P	8.59		10.19	10.34	4.55
1.10						1790	131.36			MOSHER.....	MO	24.12	P	8.49		10.09	10.28	4.45
1.18						1793	134.35			MEADOWDALE.....	AD	21.11	P	8.45		10.05	10.23	4.37
1.28						68	1795	138.37		EDMONDS.....	ED	17.40	DW P	8.40		10.00	10.18	4.30
1.35						79	1796	141.37		RICHMOND BEACH.....	R	14.30	P	8.33		9.55	10.13	4.20
1.55						190	1807	149.35		BALLARD.....	BD	6.44	X	8.21		9.45	10.02	4.05
2.00						181	177			INTERBAY.....	IB	4.65	RKDNW OX P	8.18		9.43	9.58	4.00
						154.37				N. P. RY. CROSSING.....		3.70	I					
						154.37				OOTH PORTAL TOWER.....		1.40	I					
						154.37				SOUTH PORTAL TOWER.....		0.10	I					
						154.37				SEATTLE.....	UD	0.0	RKDNXP	8.05		8.30	9.45	9.30
10.00						88	6.10	1.00	5.30	5.25	11	50	5.00	5.25	5.25	5.25	5.25	9.30
10.10						83.15	55.37	87.08	28.81	28.77		39.10	39.70	41.94	29.77	10.73		

INTERLOCKING

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

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

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

Special Rules.

Westward trains are superior to eastward trains of the same class. The track between Berne and Scenic is controlled by a positive block in both directions and the automatic block signals at these points must not be passed except when displaying a clear indication or when authorized by train order to proceed. In case of loss of power or other emergency, a train in the tunnel may make a forward or a backward movement to Scenic or Berne without flag protection and may pass signals showing stop indication without stopping at a speed not to exceed eight (8) miles an hour.

High Voltage electric wires in electrified zone between Appleyard and Skykomish. In some places, will not clear man on top of car and trainmen must keep off cars 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 line 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) 3.25 miles west of Lowell.

Trains between Lowell and Delta will be governed by Northern Pacific Railway Time Table and Rules.

First class trains register by card at Interbay.

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

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

At Snohomish N. P. trains will enter G. N. main track through cross-over. Eastward first class N. P. trains will leave G. N. main track through cross-over. Other than first class N. P. eastward trains will head in at west switch of N. P. siding.

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

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

FLAG STOPS.

No. 5, Startup for parcel post.

No. 5 and No. 6 Plains, Clemens Jet., Miller River and Baring.

No. 6, Startup.

No. 359, Mukilteo to Interbay to discharge passengers from Everett and points east and north.

No. 358, Edmonds for revenue passengers, Mt. Vernon and North, at Stanwood, and Ferndale for revenue passengers from Everett and South.

SPEED RESTRICTIONS.

	Passenger	Freight
Over Main Street Crossing, Cashmere.....	25 M. P. H.	25 M. P. H.
Over Bridge 370, Dryden, Q-1, R, S-1.....	5 M. P. H.	5 M. P. H.
Over Bridge 371, Dryden, Q-1, R, S-1.....	5 M. P. H.	5 M. P. H.
Over Bridge 372, Dryden, Q-1, R, S-1.....	5 M. P. H.	5 M. P. H.
Over Bridge 382, Merritt, Q-1, R, S-1.....	5 M. P. H.	5 M. P. H.
Over Bridge 385, Berne, Q-1, R, S-1.....	8 M. P. H.	8 M. P. H.
Over Bridge 386, Berne, Q-1, R, S-1.....	8 M. P. H.	8 M. P. H.
Over Bridge 406, Alpine, Q-1, R, S-1.....	8 M. P. H.	8 M. P. H.
Over Bridge 424, Grotto, Q-1, R, S-1.....	8 M. P. H.	8 M. P. H.
Over Bridge 432, Halford, Q-1, R, S-1.....	8 M. P. H.	8 M. P. H.
Over Bridge 436, Index, Q-1, R, S-1.....	5 M. P. H.	5 M. P. H.
Over Bridge 441, Startup, Q-1, R, S-1.....	8 M. P. H.	8 M. P. H.
Over Bridge 445, Sultan, Q-1, R, S-1.....	5 M. P. H.	5 M. P. H.
Thru Monroe Town Limits.....	25 M. P. H.	15 M. P. H.
Over Bridge 455, Snohomish, Q-1, R, S-1.....	5 M. P. H.	5 M. P. H.
Over Crossing Pacific Ave., Everett.....	8 M. P. H.	8 M. P. H.
Over Bridge 455, All other classes.....	8 M. P. H.	8 M. P. H.
Thru Edmonds Town Limits.....	8 M. P. H.	8 M. P. H.
Over N. P. Crossing, Interbay.....	15 M. P. H.	15 M. P. H.
Thru Seattle Tunnel and Draw Span Bridge 4, Ballard.....	8 M. P. H.	8 M. P. H.
Between Denny Way and Halford Street, Seattle.....	6 M. P. H.	6 M. P. H.
Over Street Crossings, Skykomish.....	15 M. P. H.	15 M. P. H.

MAXIMUM SPEED.

Between	Passenger	Freight
Wenatchee and Merritt.....	50 M. P. H.	35 M. P. H.
Merritt and Berne.....	35 M. P. H.	20 M. P. H.
Berne and Scenic.....	30 M. P. H.	20 M. P. H.
Scenic and Skykomish.....	35 M. P. H.	20 M. P. H.
Skykomish and Gold Bar.....	45 M. P. H.	30 M. P. H.
Gold Bar and Seattle.....	55 M. P. H.	35 M. P. H.

SOUTHWARD. FOURTH SUBDIVISION NORTHWARD. **WENATCHEE AND OROVILLE.**

THIRD CLASS	FIRST CLASS	Car Capacity	Other Trains	Stations	Distance from Wenatchee	Time Table No. 38	Effective October 8, 1933.	SIGNS	FIRST CLASS	THIRD CLASS
697	253								254	698
Local Freight	Mixed								Mixed	Local Freight
Daily Ex. Sun.	Daily Ex. Sun.								Daily Ex. Sun.	Daily Ex. Sun.
L. Am. 6:16		55	243	801	0.0	...OROVILLE...	VR	137.24	RKDWCY	X 11:59
				5.75		...CORDELL...		181.49		
f 6:28		0	35	182	5.75	...CORDELL...				f 11:35
				11.03		...ELLISFORD...		126.21		
f 6:39		0	34	126	11.03	...ELLISFORD...				f 11:20
				16.90		...TONASKET...	ON	120.28	DPW	* 11:00
* 6:54		0	71	120	16.90	...TONASKET...				
				21.70		...JANIS...		118.45		f 10:33
f 7:04		0	24	118	21.70	...JANIS...				
				27.22		...BARKER...		110.02		f 10:22
f 7:16		0	24	110	27.22	...BARKER...				
				32.51		...RIVERSIDE...		104.73	PW	* 10:10
* 7:27		0	35	105	32.51	...RIVERSIDE...				
				36.60		...CHEROKEE...		100.85		f 9:55
f 7:37		0	35	100	36.60	...CHEROKEE...				
L. Am. 6:00	* 7:55	66	214	98	41.54	...OMAK...	M K	95.70	DPXC	* 9:45 A. M. 2:20
				45.74		...OKANOGAN...	K N	91.80	DPWX	* 9:25 * 2:00
* 6:35	* 8:10	55	92	92	45.74	...OKANOGAN...				
				50.87		...CHILLOWIST...		86.57		f 9:09 f 1:25
f 6:50	* 8:20	0	24	87	50.87	...CHILLOWIST...				
f 7:05	* 8:28	0	35	83	54.60	...MALOTT...		82.64		f 9:01 f 1:10
f 7:25	* 8:47	0	25	76	60.85	...WAKEFIELD...		76.29	W	f 8:47 f 12:45
				65.58		...MONSE...		71.66		f 8:38 f 12:25
* 7:40	* 8:57	0	24	72	65.58	...MONSE...				
				72.25		...BREWSTER...	BR	64.90	DP X	* 8:34 f 12:15
* 8:10	* 9:15	50	61	65	72.25	...BREWSTER...				
* 8:45	* 9:35	49	333	59	78.33	...PATEROS...	RO	58.91	DPWX	* 8:10 f 11:45
f 9:02	* 9:46	0	24	53	82.80	...STARR...		52.44		f 7:55 f 11:00
f 9:15	* 9:55	0	24	50	87.45	...WELLS...		49.78		f 7:48 f 10:45
f 9:35	* 10:07	0	35	44	93.19	...HUDD...		44.05		f 7:37 f 10:25
* 10:05	* 10:22	54	83	39	98.30	...CHELAN...	HN	38.94	DPWX	* 7:27 f 10:05
				99.45		...CHELAN FALLS...		37.78		* 7:19 * 9:50
* 10:30	* 10:30	78				...STAYMAN...		31.92		f 7:08 f 9:20
* 10:50	* 10:42	0	40	32	105.81	...WINEAP...		26.01		f 6:56 f 8:55
* 11:15	* 10:54	0	43	26	111.28	...ENTIAI...	NI	18.90	DPWX	* 6:42 * 8:30
* 11:45	* 11:15	66	86	19	118.24	...WAGNERSBURG...		13.80		f 6:29 f 7:55
* 12:10	* 11:26	0	39	14	122.64	...ZENA...		7.97		f 6:18 f 7:35
* 12:30	* 11:40	0	31	108	129.27	...OLDS...		8.49		f 6:08 f 7:15
* 12:45	* 11:50	0	66	108	133.75	...WENATCHEE...		0.0	RKDNPW	X 7:00
A. M. 1:00	A. M. 12:15			1648	137.24					
7:00	6:00					Time Over Subdivision				
13:07	22:57					Average Speed Per Hour				

Special Rules.

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

MAXIMUM SPEED.

Between	Passenger	Freight
Wenatchee and Oroville.....	35 M. P. H.	30 M. P. H.
Except over Bridge 38.4, Chelan, All trains.....	8 M. P. H.	

SOUTHWARD. FIFTH SUBDIVISION NORTHWARD. **DEAN AND MARCUS.**

THIRD CLASS	FIRST CLASS	Car Capacity	Other Trains	Stations	Distance from Marcus	Time Table No. 38	Effective October 8, 1933.	SIGNS	FIRST CLASS	THIRD CLASS
701	255								256	702
Local Freight	Mixed								Mixed	Local Freight
Daily Ex. Sun.	Daily Ex. Sun.								Daily Ex. Sun.	Daily Ex. Sun.
L. Am. 6:30	* 1:00	40	148	84	0.00	...MARCUS...	MS	87.12	RKD WC	YX 12:20 A. M. 6:00
				5.30		...MEYER'S FALLS...	MF	81.82	D	* 12:05 * 4:25
* 6:05	* 1:18	30	30	82	5.30	...MEYER'S FALLS...				
				10.80		...PALMERS...		76.32		f 11:52 * 4:00
* 6:25	* 1:26	0	13	77	10.80	...PALMERS...				
				13.85		...COLVILLE...	VD	73.27	D W	* 11:44 * 3:40
* 7:00	* 1:36	0	114	73	13.85	...COLVILLE...				
				17.68		...ORIN...		69.47		f 11:32 * 3:16
* 7:20	* 1:43	0	21	71	17.68	...ORIN...				
				20.38		...ARDEN...		66.77		f 11:26 * 2:40
* 7:40	* 1:48	40	3	67	20.38	...ARDEN...				
				27.74		...ADDY...	AD	59.38	D W	* 11:12 * 2:01
* 8:40	* 2:01	0	20	59	27.74	...ADDY...				
				36.95		...CHIEWELAH...	CH	50.17	D X	* 10:53 * 1:26
* 9:50	* 2:21	28	54	50	36.95	...CHIEWELAH...				
				44.62		...VALLEY...		42.60	Y X	* 10:39 f 12:40
* 10:30	* 2:35	40	49	43	44.62	...VALLEY...				
				49.76		...GRAYS...		37.30		f 10:26 f 12:15
* 11:25	* 2:47	0	30	38	49.76	...GRAYS...				
				53.19		...CLINE...		33.93		
				54.46		...SPRINGDALE...		32.65	W	* 10:15 f 11:30
* 12:05	* 2:59	39	17	33	54.46	...SPRINGDALE...				
				62.67		...LOON LAKE...		24.55		* 9:56 f 10:40
* 1:05	* 3:18	40	21	25	62.67	...LOON LAKE...				
				69.37		...CLAYTON...	CN	17.78	D	* 9:39 * 9:39
* 1:35	* 3:34	0	44	18	69.37	...CLAYTON...				
				70.26		...CHRISTIANSON...		16.88		9:36
				74.64		...DEER PARK...	DE	12.48	D W	* 9:28 * 8:20
* 2:20	* 3:45	50	46	13	74.64	...DEER PARK...				
				78.23		...DENISON...		8.89		f 9:18 * 7:05
* 2:35	* 3:53	0	15	9	78.23	...DENISON...				
				83.35		...WAYSIDE...		3.77		f 9:07 * 6:30
* 3:00	* 4:05	40	16	4	83.35	...WAYSIDE...				
				87.12		...DEAN...	DF	0.0	R DN X	L. Am. 9:00 L. Am. 6:10
A. M. 3:20	A. M. 4:16	40	40	1400	87.12	...DEAN...				
9:50	2:10					Time Over Subdivision				
8:55	25:04					Average Speed Per Hour				

Special Rules.

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

Trains 255 and 256 will stop on flag at Darts, Blue Creek, Buckeye, Mission. Mission is 1.6 miles south of Meyers Falls.
The normal position of Junction switch at Marcus is for Sixth Subdivision. Northward trains will stop and make service test of air brakes at Meyers Falls before descending Marcus Hill.
Water at Kulzers spur, 1.7 miles south of Valley.
Class II-4 and heavier engines not permitted to go beyond Main street, Marcus.

MAXIMUM SPEED.

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

SOUTHWARD. SIXTH SUBDIVISION NORTHWARD. 5 **MARCUS AND NELSON.**

THIRD CLASS	FIRST CLASS	Car Capacity	Other Trains	Stations	Distance from Nelson	Time Table No. 38	Effective October 8, 1933.	SIGNS	FIRST CLASS	THIRD CLASS
703	259								260	704
Local Freight	Mixed								Mixed	Local Freight
Daily Ex. Sun.	Daily Ex. Sun.								Daily Ex. Sun.	Daily Ex. Sun.
L. Am. 6:00				84	0.00	...NELSON...	BC	99.01	R DNWC	D 4:00
				10.26		...SOUTH NELSON...		88.75	W	* 4:45 * 3:06
* 7:00	* 8:00	27		170	10.26	...SOUTH NELSON...				
				16.05		...APEX...		81.96		f 4:25 * 2:30
* 7:45	* 8:20	0	15	169	16.05	...APEX...				
				20.38		...HALL...		78.63		* 4:15 * 2:05
* 8:00	* 8:30	0	15	166	20.38	...HALL...				
				27.80		...YMR...		71.51	W	* 3:57 * 1:20
* 8:25	* 8:50	0	16	159	27.80	...YMR...				
				31.96		...BOULDER MILL...		67.15		f 3:45 f 12:55
* 8:42	* 9:01	0	9		31.96	...BOULDER MILL...				
				35.15		...SALMO...	80	63.96	D	* 3:37 f 12:40
* 8:55	* 9:10	0	53	152	35.15	...SALMO...				
				37.87		...ERIE...		61.14		* 3:27 f 12:20
* 9:17	* 9:17	0	15	148	37.87	...ERIE...				
				40.74		...MEADOWS...		58.27		* 3:19 f 12:08
* 9:30	* 9:24	0	20	145	40.74	...MEADOWS...				
				44.82		...PARKS...		54.19		f 3:07 f 11:50
* 9:40	* 9:31	7	0		44.82	...PARKS...				
				55.74		...FRUITVALE...		48.50		* 2:57 f 11:35
* 9:55	* 9:41	0	15	135	55.74	...FRUITVALE...				
				59.57		...WANETA, B. C....	WN	39.44	D	* 2:31 f 10:30
* 10:15	* 9:54	0	7	130	59.57	...WANETA, B. C....				
				61.68		...BOUNDARY, U. S....		37.33		* 2:16 f 10:12
* 10:50	* 10:06	0	14	127	61.68	...BOUNDARY, U. S....				
				70.48		...NORTHPORT...	NP	25.53	RKDWCY	* 1:50 * 9:15
* 11:00	* 10:12	0	29	123	70.48	...NORTHPORT...				
				78.70		...MARBLE...		20.25		f 1:30 * 8:20
* 12:10	* 10:50	60	89	115	78.70	...MARBLE...				
				90.23		...BOSSBURG...		8.78		* 1:06 * 7:45
* 1:30	* 11:08	0	7	107	90.23	...BOSSBURG...				
				99.01		...MARCUS...	MS	0.00	RKD WC	YX 14:45 L. Am. 7:00
A. M. 3:30	A. M. 11:55	40	148	87	99.01	...MARCUS...				
9:30	3:55					Time Over Subdivision				
10:42	22:55					Average Speed Per Hour				

Special Rules.

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

Trains 259 and 260 will stop on flag at Evans, Kane, Stroh Spur, Benton, Baskins and Geverts Spur, Porto Rico and Wilays Spur.
Northward trains will stop and make service test of air brakes at Apex before descending Nelson Hill.
Trains must come to a stop before reaching Troup Junction switch and must know track is clear before using Canadian Pacific Main Track.
Trains will not leave Border Stations until conductor has reported to and received clearance from Customs Officer.
Water four miles south of Marble and three miles south of Fruitvale.

MAXIMUM SPEED.

Between	Passenger	Freight
Marcus and Troup Jet.....	30 M. P. H.	20 M. P. H.
Except over Pend O'Reille River Bridge at Waneta all trains 8 M. P. H.		
Yard limit boards one-half mile South of Powells and one-half mile North of Evans.		

6 WESTWARD.				SEVENTH SUBDIVISION— MARCUS AND REPUBLIC.				EASTWARD.			
SECOND CLASS		Car Capacity		Stations from Marcus.	Time Table No. 38 Effective October 2, 1933.		Telegraph Cuts	Distance from Republic	SIGNS	SECOND CLASS	
393	391	Seats	Other Traffic		STATIONS					392	394
Mixed	Mixed									Mixed	Mixed
Monday	Friday									Saturday	Tuesday
L. 1:16	L. 1:16	40	148	SA 87	0.00	MARCUS.....	MS	72.36	RKD WC Y	A. 12:30	A. 12:30
f 1:36	f 1:36		31	SD 5	5.45	BOYDS.....		67.91		f 12:10	f 12:10
f 1:48	f 1:48		81	SD 10	10.13	BARSTOW.....		62.34		f 11:50	f 11:50
f 2:05	f 2:05		81	SD 15	15.35	DULWICH.....		58.01		f 11:30	f 11:30
f 2:20	f 2:20	0	7	SD 17	18.90	ORIENT.....		56.46		f 11:25	f 11:25
f 2:33	f 2:33	0	12	SD 22	21.23	HUGHES.....		52.12		f 11:10	f 11:10
* 3:03	* 3:03	0	18	SD 27	27.23	LAURIER, WASH.....		46.04		* 10:45	* 10:45
* 3:38	* 3:38	0	4	SD 43	35.46	GRAND FORKS.....	GR	34.70		* 10:00	* 10:00
f 3:43	f 3:43	0	0	SD 40	40.13	GRAND FORKS JCT.....		32.34	Y	9:55	9:55
* 3:58	* 3:58	0	40	SD 42A	41.74	DANVILLE, WASH.....		31.63	W	* 9:50	* 9:50
f 4:11	f 4:11	0	11	SD 46	45.37	HURLBURT.....		27.49		f 9:20	f 9:20
* 4:30	A. 4:30		48	SD 52	52.16	CUNLEW.....	W	21.30	R D W Y	L. 9:00	L. 9:00
f 4:50			33	SD 58	58.24	MALO.....		16.12		f 8:35	
f 5:15		0	16	SD 65	64.78	POLLARD.....		8.58	W	f 8:10	
f 5:30			34	SD 68	68.46	TORBOY.....		4.90		f 7:50	
A. 5:45		45	33	SD 72	72.36	REPUBLIC.....	S	0.00	RKD W Y	L. 7:30	
Time Over Subdivision Average Speed Per Hour											
4:30 10:30		3:15 15:06								2:30 14:30	5:00 14:37

Special Rules—Seventh Subdivision.

Eastward trains are superior to westward trains of the same class.
Normal position of Junction switch at Marcus is for Sixth subdivision.
Normal position of Junction switch at Curlew is for Seventh subdivision.
Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.
All trains stop on flag at Karamin and Rock Out.

SPEED RESTRICTIONS.

All Trains

Trains with loaded log cars between Marcus and Republic..... 15 miles per hour.

MAXIMUM SPEED.

Passenger Trains..... 25 miles per hour.
Freight Trains..... 20 miles per hour.
Except over Bridge No. 1 at Marcus, all trains..... 8 miles per hour.

Special Rules—Eighth Subdivision.

Eastward trains are superior to westward trains of the same class.
Normal position of Junction switch at Curlew is for Seventh Subdivision.
Service air test must be made before leaving Molson.
Trains will not leave Border Stations until conductor has reported to and received clearance from Customs officers.

MAXIMUM SPEED.

All Trains..... 25 miles per hour.
Except passing high bluff one mile west of Bridesville and from one mile east to two miles west of Bergen..... 15 miles per hour.

Special Rules—Ninth Subdivision.

Westward trains are superior to eastward trains of the same class.
Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.

Trains 396 and 397 will stop on flag at Ruby Mine Spur.
Normal position of switch at K. V. Jct. is for K. V. Ry. main track.
Normal position of Junction switch at Oroville is for Fourth subdivision.

MAXIMUM SPEED.

All Trains..... 25 miles per hour.

WESTWARD.

EIGHTH SUBDIVISION—CURLEW AND MOLSON.

EASTWARD.

SECOND CLASS				Car Capacity		Stations from Curlew	Time Table No. 38 Effective October 2, 1931.	Telegraph Code	Distance from Molson	SIGNS	SECOND CLASS			
391				Bridges	Other Tracks						392			
Mixed											Mixed			
Friday											Saturday			
STATIONS														
L. ^{PM} 4:30				48	0	SD 52	0.00	CURLEW.....	W	45.31	R D W Y	A ^{AM} 8:55		
f 4:46						80 6	5.70	PAXSON.....		39.61		f 8:35		
f 4:58					8	80 10	9.92	TORODA.....		35.39		f 8:25		
* 5:11					26	80 14	14.30	FERRY, WASH.....		30.92	W	* 8:10		
* 5:20						80 18	14.63	MIDWAY, B. C.....		30.60		* 8:05		
f 5:50						80 22	22.12	BROOK.....		22.19		f 7:40		
* 6:20						80 24	25.77	MYNCASTER.....		16.54		* 7:20		
f 6:35					7	80 24	25.53	SYACKAN.....		11.56		f 7:00		
* 7:05					26	80 40	40.28	BRIDESVILLE, B. C.....		8.03	W	* 6:40		
A ^{PM} 7:35					58	80 45	45.31	MOLSON, WASH.....		0	R Y	L ^{PM} 6:15		
3:08 14:09								Time Over Subdivision Average Speed Per Hour				2:40 10:08		

WESTWARD. NINTH SUBDIVISION—OROVILLE AND PRINCETON. EASTWARD.

SECOND CLASS				Car Capacity		Stations from Oroville	Time Table No. 38		Telegraph Cables	Distance from Princeton	SIGNS	SECOND CLASS			
397		Mixed Monday Wednesday Friday	Biting	Other Trucks	Stations Numbers		Effective October 2, 1933.					398			
										STATIONS				Mixed Monday Wednesday Friday	
		L. 7:00			80 71	0	.....	OROVILLE.....	VR	79.65	RKD WYC X	A	8:05		
		* 7:30	0	19	80 82	11.34	.....	11.34 NIGHTHAWK.....		68.21	W	*	4:35		
		* 7:55	0	32	80 88	21.34	.....	21.34 CHOPAKA, WASH.....		58.41	W	*	4:05		
		* 8:25	0	36	80 102	30.81	.....	30.81 SIMILKAMEN, B. C.....		48.94		*	3:40		
		f 8:40	0	10	.....	34.16	.....	34.16 CAWSTON.....		45.49		f	3:25		
		* 9:00	88	88	80 110	38.06	.....	38.06 KIRKEMBOS.....	K	41.80	D	*	3:05		
		f 9:20	0	18	80 117	48.09	.....	48.09 ASBNOLA.....		34.63		f	2:40		
		f 9:40	0	10	80 128	51.23	.....	51.23 BRADSHAW.....		28.23	W	f	2:15		
		* 10:00	20	11	80 128	55.74	.....	55.74 NEBLEY.....		22.91		*	1:55		
		f 10:20	0	0	80 132	60.81	.....	60.81 CORV.....		19.34		f	1:35		
		f 10:45	20	80 140	67.70		.....	67.70 BROMLEY.....		11.95		f	1:10		
		f 11:00	8	14	80 144	73.40	.....	73.40 NORMAN.....		7.19		f	12:55		
		f 11:15	10	80 146	77.30		.....	77.30 ALLISON.....		2.44		f	12:40		
					79.40		.....	79.40 K. V. JCT.....		0.25	X				

TRAINS BETWEEN K. V. JCT. AND PRINCETON BE GOVERNED BY K. V. RY. TIME TABLE AND RULES

TRAINS BETWEEN NEW YORK AND PRINCETON											
		A				0.35				L. 12.30	
		11.25	40	50	80	152	79.65	PRINCETON	OD	0.00	R D W Y
		4.35						Time Over Subdivision			4.35
		16.08						Average Speed Per Hour			17.38

SOUTHWARD. TENTH SUBDIVISION NORTHWARD. **COLUMBIA RIVER AND MANSFIELD.**

THIRD CLASS		Car Capacity		Station Numbers	Distance from Mansfield	Time Table No. 38 Effective October 2, 1913.	STATIONS	Distance from Columbia River	SIGNS	THIRD CLASS
Mixed	381	Min. and Thurs.	Other							Mixed
L 1:30	41	48	CR 60	0.0			MANSFIELD.....	60.39	RPWY	A 12:40
f 1:40	30	CH 55	5.40				TOUHY.....	54.99	P	f 12:20
* 2:10	50	CH 49	11.35				WITHROW.....	49.01	P	* 12:01
f 2:30	30	CR 44	16.34				SUPPLE.....	48.45	P	f 11:30
* 3:00	52	CR 38	22.32				DOUGLAS.....	38.45	D P	* 11:05
* 3:25	30	CR 31	28.30				ALSTOWN.....	31.19	PW	* 10:10
f 4:05	24	CH 21	39.04				McCUB.....	31.35	P	f 9:30
* 4:45	35	CR 16	44.52				PALISADES.....	15.77	PW	* 9:10
f 5:00	30	CR 11	49.74				APPLEDALE.....	10.55	P	f 8:55
f 5:15	24	CH 5	55.00				MOSES COULBE.....	5.39		f 8:40
A 5:30	1022	60.39					COLUMBIA RIVER.....	0.0	RPW	L 8:25
4.00 15.09							Time Over Subdivision Average Speed Per Hour			4.15 14.31

Special Rules.

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

MAXIMUM SPEED.

All trains 20 miles per hour.

WESTWARD. ELEVENTH SUBDIVISION—ANACORTES AND ROCKPORT. EASTWARD.

SECOND CLASS		Car Capacity		Station Numbers	Distance from Rockport	Time Table No. 38 Effective October 2, 1913.	STATIONS	Telegraph Code	Distance from Anacortes	SIGNS	SECOND CLASS	
275	277	Mixed	Mixed								278	276
Tues., Thurs. Sat.	Mon., Wed. Fri.	Sliding	Other	Trucks	Trucks						Mixed	Mixed
											Mon., Wed. Fri.	Tues., Thurs. Sat.
	L 3:30pm	60	CN55				ROCKPORT.....	NC	53.41	R D X WY	A 2:00pm	
	f 3:55	14	CN45	6.00			NESTOS.....		47.41		f 1:30	
	* 4:20	35	134	CN44	9.13		CONCRETE.....	BA	44.28	D X	* 1:15	
	f 4:45	92	CN43	10.39			GRASSMERE.....		43.02	X W	f 12:45	
	* 5:05	30	CN38	15.44			BIRDVIEW.....		37.97		* 12:30	
	* 5:25	30	CN33	30.57			HAMILTON.....		32.74		* 12:10pm	
	* 5:40	33	CN29	35.30			LYMAN.....		29.51		* 11:55	
	f 5:55	8	39.35				COKEDEALE.....		24.06		f 11:35	
	* 6:10	65	CN30	39.47			SEBRO-WOOLLEY.....	SW	20.94	D X	* 11:20	
		33.57					NOR. PAC. RY. CROSSG.		20.84			
	L 1:00pm	A 6:25pm	50	236	OL39	37.33	BURLINGTON.....	BU	16.19	R D N COW X Y	L 11:00am	A 5:50pm
	f 1:10		14	CN13	39.90		AVON.....		13.51		f 5:37	
	f 1:19		8	CN10	43.53		FREDONIA.....		10.79		f 5:30	
	* 1:25		15	CN9	44.13		WHITNEY.....		9.58		* 5:23	
	1:35		4		47.00		WHITMARSH.....	WH	5.51		5:15	
	f 1:41		CN4	49.50			PIDALGO.....		5.79		f 5:10	
	A 1:55pm	Yard	365	CN0	58.41		ANACORTES.....	AC		R D X W	L 5:00pm	
65 17.00							Time Over Subdivision Average Speed Per Hour				3.00 12.40	50 19.42

Special Rules

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

Puget Sound and Baker River trains register at Whitmarsh. No. 278 is superior to No. 277.

Trains 277 and 278 will stop on flag at:

Superior Ave., Baker River, Van Horn, Faber, Sauk, Mountview Spur.

Fidalgo Mill Spur and Summit Park.

SPEED RESTRICTIONS.

All Trains

MAXIMUM SPEED

Passenger trains 30 M. P. H., Freight trains 20 M. P. H.

Over Bridge 52, Concrete, and Bridge 12, Whitney..... 8 M. P. H.

TWELFTH SUBDIVISION—COLEBROOK AND LADNER. WESTWARD. EASTWARD.

Car Capacity		Station Numbers	Distance from Colebrook	Time Table No. 38 Effective October 2, 1913.	STATIONS	Telegraph Code	Distance from Ladner	SIGNS
Sliding	Other							
	Trucks							
48	47	CL06	0.0		COLEBROOK.....		10.71	R
			0.75		GUICHON LINE JCT.....		9.95	
	8	GV14	7.08		INVERHOLM.....		3.00	
	8	GV16	9.47		CHALLUETHAN.....		1.24	
	8	GV19	10.71		LADNER.....		0.0	R Y
					Time Over Subdivision Average Speed Per Hour			

Special Rules

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

All trains Twelfth Subdivision protect against all Third Subdivision trains between Colebrook Jet. and Guichon Line Jet.

Maximum Speed, all trains 20 miles per hour.

Special Rules.

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

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

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

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

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

MAXIMUM SPEEDS.

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

Engines backing up..... 20 miles per hour.

Trains with steam derricks, pile drivers or ditchers..... 25 miles per hour.

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
FIRST SUBDIVISION:			
Nemo Pit.....	0.66 mile East of Nemo.....	East end	100 cars
Adrian Pit.....	0.8 mile East of Adrian.....	East end	75 cars
Stratford Spur.....	1.3 miles West of Stratford.....	East end	14 cars
Sand Spur.....	1.6 miles West of Trinidad.....	West end	10 cars
Gravel Spur.....	2.9 miles West of Trinidad.....	West end	63 cars
Rock Island Dam.....	0.8 miles East of Rock Island.....	Both ends	182 cars
Ohio Colony.....	1.5 miles West of Rock Island.....	East end	8 cars
Landreth Spur.....	4.4 miles East of Wenatchee.....	West end	10 cars
SECOND SUBDIVISION:			
Leavenworth.....	0.53 miles East of Leavenworth.....	East end	75 cars
Plains.....	4.55 miles East of Winton.....	East end	6 cars
Nason Creek.....	2.62 miles East of Merritt.....	East end	27 cars
Clemens Jet.....	0.6 mile West of Tongue.....	East end	
Miller River.....	2.2 miles West of Skykomish.....	West end	17 cars
Grotto Lumber Co.....	0.1 mile East of Grotto.....	East end	1 car
Northwestern Portland Cement Co's Spur.....	0.1 mile East of Grotto.....	East end	29 cars
Reiter Lbr. Co's Spur.....	3.5 miles West of Grotto.....	East end	5 cars
Index, Galea, Mill Spur.....	0.5 mile East of Index.....	East end	32 cars
Western Granite Works Spur.....	1.0 mile West of Index.....	West end	26 cars
Gravel Bunkers.....	0.5 mile West of Reiter.....	Both ends	75 cars
Wallace Falls Timber Co.....	1.8 miles East of Gold Bar.....	Both ends	88 cars
Startup.....	1.9 miles West of Gold Bar.....	West end	14 cars
Wallace Lumber Co. Spur.....	0.7 mile East of Sultan.....	East end	25 cars
Miller Logging Co's Siding.....	1.3 miles West of Sultan.....	Both ends	59 cars
Fryeland.....	1.9 miles West of Monroe.....	Both ends	20 cars
Frye Spur.....	3.1 miles West of Monroe.....	East end	13 cars
Robinson Lettuce Spur.....	2.0 miles West of Monroe.....	East end	56 cars
G. N. Oil Tank Spur.....	1.0 mile West of Everett Jet.....	East end	48 cars
Washington Bolt Spur.....	0.6 mile West of Edmonds.....	West end	44 cars
Standard Oil Co. Spur.....	0.9 mile East of Richmond Beach.....	West end	90 cars

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
THIRD SUBDIVISION:				SEVENTH SUBDIVISION:			
Clark and Buxa.....	0.1 mile South of Still Creek.....	South end	2 cars	Haleton Spur.....	1.8 miles West of Marcus.....	East end	2 cars
Dominion Bridge Co.....	0.4 mile North of Ardley.....	South end	58 cars	Hedland Box & Lbr. Co.....	2.1 miles West of Marcus.....	East end	Private
Sapperton Pit.....	0.9 mile North of North Westminster.....	Both ends	77 cars	Rock Cut.....	0.7 mile East of Hughes.....	West end	5 cars
Campbell Lumber Co. Spur.....	1.0 mile South of Whitecock.....	North end	51 cars	Helphrey's Spur No. 1.....	1.9 miles West of Curlew.....	East end	3 cars
Dakota Creek Spur.....	2.1 miles South of Blaine.....	North end	21 cars	California Spur.....	2.2 miles East of Republic.....	West end	7 cars
Milk Spur.....	0.7 mile South of Ferndale.....	South end	28 cars	EIGHTH SUBDIVISION:			
Standard Oil Spur.....	0.7 heads off Milk Spur.....	10 cars		Helphrey's Spur No. 2.....	2.8 miles West of Curlew.....	East end	2 cars
Olympic Portland Cement Co. Spur.....	2.0 miles South of Ferndale.....	North end	27 cars	Robert's Spur.....	6.2 miles West of Midway.....	East end	1 car
Utah Idaho Sugar Co. Spur.....	2.4 miles North of Bellingham.....	North end	161 cars	Mycener Spur.....	0.4 mile East of Mycener.....	West end	55 cars
Olympic Portland Cement Co. Spur.....	2.4 miles North of Bellingham.....	North end	188 cars	Dumonte Spur.....	3.9 miles East of Bridgeville.....	East end	3 cars
Union Oil Spur.....	0.4 mile South of So. Bellingham.....	South end	9 cars	NINTH SUBDIVISION:			
Chickanut Cannery Spur.....	0.8 mile North of Sockeye.....	North end	6 cars	Benders Spur.....	0.5 mile West of Nighthawk.....	East end	6 cars
Hazel Mill Spur.....	0.8 mile South of Samish.....	North end	30 cars	Ruby Mine Spur.....	4.9 miles East of Chokapa.....	West end	4 cars
Blanchard.....	1.4 miles South of Samish.....	North end	8 cars	Princeton M. & Dev. Co.....	2.1 miles West of Norman.....	East end	9 cars
Belleville Pit.....	1.6 miles North of Belleville.....	North end	102 cars	ELEVENTH SUBDIVISION:			
Union Oil Co. Spur.....	1.2 miles North of Mt. Vernon.....	South end	6 cars	Mountview.....	3.7 miles West of Rockport.....	Both ends	16 cars
Puget Sound and Cascade Ry. Conn.....	0.8 mile North of Mt. Vernon.....	South end		Sauk Spur.....	1.6 miles West of Rockport.....	West end	11 cars
Associated Oil Co. Spur.....	1.2 miles South of Mt. Vernon.....	North end	9 cars	Van Horne's Spur.....	1.0 mile West of Nestos.....	Both ends	5 cars
Shagitt Crossing Tr. Track.....	1.3 miles South of Fir.....	South end	2 cars	Puget Sound Saw Mill Co.....	0.8 mile West of Nestos.....	Both ends	80 cars
Milltown.....	2.3 miles South of Fir.....	South end	2 cars	L. L. Spur.....	0.6 mile West of Hamilton.....	West end	1 car
Norman Spur.....	1.0 mile North of Silvana.....	South end	9 cars	Hawkins Spur.....	0.8 mile West of Fredonia.....	East end	5 cars
Cox's Spur.....	1.5 miles North of Marysville.....	South end	3 cars	Gravel Pit Spur.....	6.1 miles East of Anacortes.....	West end	3 cars
FOURTH SUBDIVISION:				Log Railway.....	2.3 miles East of Anacortes.....	Both ends	20 cars
Peteron Spur.....	2.0 miles North of Ellaford.....	South end	1 car	TWELFTH SUBDIVISION:			
Ribbon Cliff Fruit Co.....	5.1 miles North of Entiat.....	South end	60 cars	Gowdy Road Spur.....	1.4 miles East of Challuethan.....	West end	4 cars
Olds Washing Plant.....	2.02 miles North of Olds.....	Both ends		Patterson's Spur.....	0.9 mile East of Inverholm.....	West end	6 cars
FIFTH SUBDIVISION:				Smith Road Spur.....	3.1 miles East of Inverholm.....	Both ends	5 cars
Deer Park Lbr. Co. Spur.....	0.7 mile North of Deer Park.....	South end	3 cars	Ember Road Spur.....	3.1 miles West of Colebrook.....	Both ends	5 cars
Holland-Horr Spur.....	4.7 miles North of Loon Lake.....	North end	8 cars	Oliver Road Spur.....	1.8 miles West of Colebrook.....	West end	4 cars
Kulsera Spur.....	1.7 miles North of Valley.....	South end	3 cars	Gravel Pit Spur.....	0.7 mile East of Alluvia.....	West end	6 cars
Gee Spur.....	2.3 miles South of Chewelah.....	Both ends	66 cars	Surrey Spur.....	1.0 mile West of Cloverdale.....	West end	3 cars
Northwest Magnesia.....	3.1 miles South of Chaddy.....	South end	12 cars	COMPANY SURGEONS.			
Blue Creek Spur.....	3.1 miles South of Chaddy.....	South end		Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Main 7608, House Colfax 4101, 1849 Medical Arts Building 9th St. and Nicollet Ave., Minneapolis, Minn.	
SIXTH SUBDIVISION:				Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	Minneapolis, Minn.	
Sand Spur.....	2.1 miles North of Marcus.....	South end	2 cars	Dr. J. G. Cunningham.....	Assistant Chief Surgeon.....	Spokane, Wash.	
Powells Siding.....	4.8 miles North of Marcus.....	Both ends	29 cars	Dr. H. E. Wheeler.....	Assistant Division Surgeon.....	Spokane, Wash.	
Evans Spur.....	5.8 miles North of Marcus.....	South end	24 cars	Dr. A. E. Gerhart.....	Assistant Division Surgeon.....	Wenatchee, Wash.	
Hendrix Cut.....	3.3 miles North of Boreburg.....	South end	5 cars	Dr. R. K. Pomeroy.....	Alternate Division Surgeon.....	Marcus, Wash.	
Kane.....	4.1 miles South of Northport.....	North end	12 cars	Dr. H. P. Craig.....	Assistant Division Surgeon.....	Seattle, Wash.	
Hudson's Spur.....	3.3 miles South of Northport.....	South end	12 cars	Dr. H. J. Knott.....	Division Surgeon, Cobb Bldg.....	Seattle, Wash.	
Good-Hopkins Lbr. Co. Spur.....	4.09 miles North of Northport.....	South end	3 cars	Dr. L. S. Trank.....	Assistant Division Surgeon.....	Everett, Wash.	
Industrial Spur No. 134.....	4.06 miles North of Northport.....	South end	20 cars	Dr. R. W. Perry.....	Ophthalmic Surgeon.....	Seattle, Wash.	
Stroh Spur.....	5.33 miles North of Northport.....	South end	3 cars	Dr. H. T. Rhoads.....	Ophthalmic Surgeon.....	Everett, Wash.	
West Kootenay P. & L. Co.....	0.5 mile South of Waneta.....	Siding	6 cars	Dr. Frederick A. Kiehle.....	Ophthalmic Surgeon.....	Portland, Ore.	
Nelson Spur.....	2.4 miles North of Fruitvale.....	North end	2 cars	Dr. Carroll Smith.....	Ophthalmic Surgeon.....	Spokane, Wash.	
Munroe Bros. Spur.....	6.4 miles North of Fruitvale.....	South end	6 cars	Dr. A. N. Codd, Alternate Ophthalmic Surgeon.....		Spokane, Wash.	
Benton Pole & Lbr. Co. Spur.....	2.0 miles South of Meadows.....	South end	6 cars	LOCAL SURGEONS.			
Archibald.....	1.0 mile South of Erie.....	Both ends	11 cars	Dr. C. R. McKinley.....	Brewster.....	Interbay.	
Rotter's Spur.....	3.6 miles North of Salmo.....	South end	9 cars	Dr. R. S. Wells.....	Colville.....	Address 3042 15th Ave. West, Seattle.	
Basikins & Gervuts Spur.....	1.9 miles South of Ymir.....	North end	11 cars	Dr. C. M. Kingston.....	Grand Forks	Centralia.	
Swanson Spur.....	1.3 miles South of Ymir.....	North end	4 cars	Dr. L. F. Wagner.....	Harrington.	Leavenworth.	
Porto Rico Spur.....	3.5 miles North of Ymir.....	South end	2 cars	Dr. J. Farrow.....	Hillyard.	Monroe.	

Dr. H. E. Wheeler..... Assistant Division Surgeon..... Wenatchee, Wash.
 Dr. R. K. Pomeroy..... Alternate Division Surgeon..... Marcus, Wash.
 Dr. H. P. Craig..... Assistant Division Surgeon..... Seattle, Wash.
 Dr. H. J. Knott..... Division Surgeon, Cobb Bldg..... Seattle, Wash.
 Dr. L. S. Trank..... 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.
 Dr. A. N. Codd, Alternate Ophthalmic Surgeon..... Spokane, Wash.

A. KASE, Chief Dispatcher, Spokane. G. E. WELLEN, Chief Dispatcher, Seattle.
 C. T. KENNEY,
 I. E. CLARY, Trainmasters. T. B. DEONAN, Superintendent Terminals.
 C. A. MANTHE, Assistant Superintendent.

INSTRUCTIONS RELATING TO OPERATION OF AUTOMATIC AND SEMI-AUTOMATIC INTERLOCKING PLANTS.

AUTOMATIC INTERLOCKING.

Interbay 0.98 miles west with Nor. Pac. Ry.
Ardley With B. C. E. Ry.

SEMI-AUTOMATIC INTERLOCKING.

New Westminster 0.80 miles north New Westminster.

RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

Burlington G. N. Ry. Rockport Branch.
South Bellingham Nor. Pac. Ry.
Bellingham C. M. St. P. & P. Ry.

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

INTERBAY.

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

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

SWITCHING LEAD.

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

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

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

ARDLEY.

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED."

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

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

To Operate Smash Board Mechanism.

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

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

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

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

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

If pushing the operating button does not bring about the above operation and no conflicting train movement on the C. P. R. is evident, trainman shall operate time release provided in box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to zero or NORMAL position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should release the electric lock as indicated by the Semaphore indicator.