

# 2 WESTWARD

# FIRST SUBDIVISION-HILLYARD AND WENATCHEE.

																											Special Rules.
тні	RD CL	ASS		FI	RST CL	ASS			Car Dacity								FIR	ST CL	ASS		SEC	OND CI	LASS	TH	RD CL	ASS	Westward trains are superior to eastward trains of the same class. Extra trains may use double track with the curren
693	691	381	255	45 Spands No. 1	9	27	5			-	from	Time Table No. 42 Effective September 1, 193	lls	from se	SIGNS	2	28	6	46 Spands No. 2	256	432	402	450	694	382	692	of traffic without running orders, provided they secu
Wed. Saturday	Tuesday Friday	Monday Thur.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Sidings	Other Tracks	Station Numbers	Distance Hillyard	STATIONS	Telegrapi	Distance from Wenatchee	· 7.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Tuesday Friday	Monday Thur.	Wed. Saturday	clearance card Form A. Trains 1, 2 and 27 register by card at Hillyon
	L Am 8.15		L Pm 4.35		L Pm 9.15		2	Yard	d 255	58 1469	0.0	<b>š</b> (HILLYARD)	Depot HU Yard SQ	179.25	RKDNPW C OIX	A 8.00	A Pm 12.15			A 8.40	^ Pm 2∙45	A Pm 10.00	A 7.00			A Pm 1.15	and terminating at this station. High voltage electric wires on eastward main tra between Spokane Passenger Station, and connecti with S. C. & P. Ry. east of Division Street bridge, a
	8.30		4.45		9.25	-			_	1472	3.68	al 3.68		175.57	DNPI	7.50	12.06			8.30	<b>2</b> .25	9.30	6.35			\$ <b>12.5</b> 5	
	- 0.25		A Pm 4.50		9.30 10.00	7.50	Lgg	Am O Var	d 64	14 1473	4 85	1.17 1.17 SPOKANE	DS-0	174.40		7.45 7.30	12.01 Am 7.50	A Pm 6.30	A Am 7.00	L Am 8.25	2.20	9.15	6.25			\$ <b>12</b> .50	
	s 8.35 s 8.50			A D-	10.00	-	f 8.3				7.59	2.74		171.66	IDNDV	7.22		f 6.22		and the second s	2.10					\$12.35	HILLYARD—Whistle signals: Eastward Trains:
	s 9.15			-	10.17		f 8.4					6.36 HIGHLAND		165.30	-	7.10		f 6.10			1.55					\$ <b>12</b> .15	To Main Yard—1 long, 1 short. To West Yard—1 long, 1 short, 1 long.
	s 9.35				10.23	-	f 8.5					3.26 LYONS		162.04	P	7.04	7.29	f 6.04			1.43	8.36	5.50			\$12.05	
	s 9.55	-			10.31		f 9.0					5.39 GALENA		156.65	P	6.56	7.22	f 5.55			1.30	8.16	5.40			\$11.50	
	s10.10				10.36	8.49	f 9.0					4.09 ESPANOLA		152.56	<b>P</b> ,2	6.49	7.16	f 5.49			1.20	8.06	5.30			\$ <b>11.3</b> 5	
	\$10.35				10.44	8.57	f 9.1	7 70				6.44 WAUKON		146.07	P	6.40	7.08	f 5.39			1.05	7.52	5.15			\$11.10	Main Line, G. N. Ry.—1 short, 1 long.
	\$11.10				10.52	9.05	s 9.2	5 129				5.72 EDWALL	WH	140.35	D Py	6.31	7.01	s 5.30			12.45	7.38	5.00			\$10.45	$\mathbf{J}$ Sloing, $\mathbf{U}$ , N, $\mathbf{R}\mathbf{V}$ , $-\mathbf{Z}$ long, 1 short,
	\$11.25				-	-	f 9.3					3.70 CANBY		136.65	<b>P</b> <sup>†</sup>			f 5.23	- 7		 					\$10.15	Switches east end Fort Wright operated free Interlocking Plant and signals located as follows: Home signal for westward trains 55 feet_east
	s11.50			-	11.05		f 9.3	E62			48.10			131.15	•	6.15		f 5.16			12.05					\$10.00	I main line switch leading to S. P. & S. Ry. Top a
	\$12.2Ö				11.14	-	<u>s 9.4</u>			5 1524		$\left  \frac{\mathbf{Y}}{\mathbf{F}} \right  \frac{7.41}{HARRINGTON}_{6.72}$	HR	123.74				<u>\$ 5.06</u>			11.40					s 9.20	- up for S. P. & S. Ry. and third arm for siding.
	<u>s 1.00</u>				11.23	-	f 9.5					$\begin{array}{c} 6.72 \\ \hline \textbf{MOHLER} \\ \hline 3.71 \\ \hline DOWNS \end{array}$	· · · ·	117.02	-	5.49		f 4.56		·	11.15					\$ 8.20	east main line switch, top arm for main line trai lower arm fixed and denotes home signal and den
	s 1.15			-	11.28	-	f10.0			1535		¥	PA CIN	113.31	-	5.42		f 4.50			11.00					s 7.45	- Home signal on S. P. & S. Ry. 580 feet from ea
	<u>s 1.45</u>	·			11.34	-	f10.1				70.40	5.58	S	108.85	-	5.33 5.24		f 4.43 f 4.35			10.45 10.19						main line switch. Top arm governs all trains ent ing G. N. track, lower arm fixed and denotes how signal and derail 55 feet ahead.
	s 2.05 s 2.35				11.41 11.47	-	\$10.2					4.85 ODESSA	SA SA	98.42	-	5.15		s 4.28			9.55					s 7.05	- Derail on siding 400 feet from frog, governed
	s 3.00			-	-		-		-			4.58		93.84	P	5.08		f 4.19			9.40					s 6.35	- dwari signal 55 leet from derail.
	s 3.25			-	11.59	10.11	f10.3	9 113	21	5 1558	89.74	SEWARD 4.33 IRBY 7.47	AATI	89.51	PW			f 4.12			9.30					s 6.20	S P & S Distant Signal at wast and of Tunnal No.
	s 4.15			-	12.10	10.21	\$10.4	.9 69	33	3 1566	97.21	7.47 MARLIN	LOT	82.04	Р	4.50	5.42	s 4.02			9.15	4.15				5.55	derail on Westward main line 600 feet East
L Am 7.00	<sup>A</sup> ₽m 4.30				12.19	10.30	\$10.5	8 182	138	3 1573	103.83	6.62 WILSON CREEK	К	75.42	DNPW CY X	4.40	5.34	s 3.51			9.00	3.51	1.30	A Pm 9.00		L Am 5.34	double track switch, electrically operated from Fo Wright Plant, and semaphore signals govern tra- movments over switches and derails.
\$ 7.30												7.82 STRATFORD		67.60	Р	4.30	5.23	f 3.38			8.30	3.30	12.50	s 8.30			Eastward trains stopped by semaphore signation of the stopped by semaphore signation of the set of the second seco
s 8.10					12.36	10.46	f11.1	6 137				5.32 ADRIAN		62.28	Р	4.22	5.16	f 3.31			8.10	3.15	12.36	<u>s 8.10</u>			of Bridge 274 communicate with Fort Wright operate Westward trains communicate by phone located
\$ 8.30					_		f11.2	2	20	) 1591	121.57	4.60 SOAP LAKE	AF	57.68	DP			s 3.23						\$ 7.50			East end of Bridge 274. If necessary to pass signal Stop position derail and switch to be spiked before
s 9.00	<u></u>				12.49	11.00	\$11.3	0 129				EPHRATA 5 15	FR	52.28	D PW	4.07		s 3.14			7.45			<u>\$ 7.30</u>		·····	proceeding. See Rule 605.
s 9.15			<b>_</b>	-		11.07						5.15 NAYLOR 5.07		47.13	P	4.01	4.55	f 3.04			7.35			<u>s 7.00</u>			FLAG STOPS. No. 1 stops at any station West of Spokane
s 9.45			<b> </b>									5.07 WINCHESTER 6.14		42.06		3.50		f 2.56				2.35					discharge revenue passengers from Fargo or Gran Forks and points East thereof.
\$10.15												6.14 QUINCY	QN		-	1		s 2.46		.	7.05			<u>\$ 6.30</u>	·		No. 2 stops at Hillyard and any station West pick up revenue passengers for points South of Shell or East of Havre where No. 2 is scheduled to stop.
\$10.30							•					5.13 CRATER 5.60 TRINIDAD		30.79	-	F		f 2.37		.	6.45			s 5.20			Nog 1 and 2 stop on flat at Enhrate to nick up
\$10.55			<b> </b>			-						TRINIDAD 5.28 VULCAN		25.19				s 2.28 f 2.19			l	$\frac{1.40}{1.20}$					discharge revenue passengers from or to point Everett and West, Spokane and East. No. 27 stops at Hillyard to discharge revenue
\$11.10 \$11.30		L Pn 5.40			-	11.49 11.56						4.03 COLUMBIA RIVER		19.91	-	3.13 3.06		f 2.19			·····	1.20			A Am 8.15		passengers. Nos. 27 and 28 stop at Ephrata for U. S. Mail.
\$11.30 \$11.45		s 5.55	1		1		-		- !			4.29 ROCK ISLAND		11.31	_	2.58		s 2.04			[	12.55					MAXIMUM SPEED.
Pm 12.05		s 6.10	1									4.68 		6.91		2.49		f 1.54				12.43					Between Passenger Freight Within city limits, Spokane
A Pm 12.30		6.20		-		·						4.74 APPLEYARD	WD		RKDNPW OC X	2.40	3.45	f 1.45				L Pm 12.30					Spokane
		A Pm 6.30			A Am 2 15	A Am 12.25	A Pm 12.5	75 75 Yard				2.17 WENATCHEE	wc		RKDN PWX	L Am 2.35	L Am 3.40	L Pm 1.40			1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.				L Am 7.30		From Division Street to Monroe Street, Spokane
5.37 13.04	$8.15 \\ 12.73$	.50 19.06	.15 19.40	$.05 \\ 33.00$	$5.00 \\ 35.85$	4.48 37.34	4.25 40.48				]	Time Over Subdivision Average Speed Per Hour			]	5.25 33.09	8.35 20.88	$\begin{array}{r} 4.50\\ 36.84 \end{array}$	.05 33.00	.15 19.39	$\begin{array}{c}10.30\\16.86\end{array}$	9.23 18.84	10.00 17.71	$\begin{array}{c} 6.0 \\ 12.18 \end{array}$	$\overset{.45}{_{21.17}}$	$\begin{array}{c} 7.41 \\ 13.52 \end{array}$	and S-2 Engines. 15 M. P. 2 Quincy and Crater. S-2 Engines 50 M. P.
															ور - میں	f.											Vulcan and Columbia River

SPOKANE DIVISION

# EASTWARD

## Special Rules.

## WESTWARD.

## SECOND SUBDIVISION—WENATCHEE AND SEATTLE.

CLASS		FI	RST CLA	ASS	-		ar acity			Time Table No. 42						FIRST	CLASS			SECONE CLASS
401	355	5	359	1	27			18	ce from chee	Effective September 1, 1935	Telegraph Calls	Distance from Seattle	SIGNS	360	6	<b>298</b> (N. P. 444)	358	2	28	402
Daily	Daily	Daily	Daily	Daily	Daily	Siding	Other Tracks	Station Number	Distance Wenatche	STATIONS	Telegra	Distan		Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily
1.35Pm		L 1.05Pm		L 2.30Am	L 12.35An	n Yard	1085	1648	0.0	WENATCHEE	wc	155.67	RKDNW OX P		A 1.35Pm			A 2.30A	<sup>А</sup> 3.30Ап	A 9.20An
1.50		f 1.21		2.42	12.48	75	47	1655	7.38	7.38 MONITOR	MR	148.29	D P		f 1.21			2.15	3.18	9.00
2.00		s 1.30		2.50	12.55	94	213	1659	11.00	3.62 CASHMERE	ОМ	144.67	DNWXP		s 1.15			2.08	s_3.12	8.45
2.10		<u>s 1.39</u>		3.00	1.03	64	35	1664	15.65	4.65 DR YDEN	DN	140.02	D P		s 1.07			2.00	3.00	8.30
2.20		s 1.45		3.08	1.10		236	1667	18.77	3.12 PESHASTIN	PN	136.90	D P		<u>s 1.01</u>			1.53	2.49	8.20
2.35		<u>s 1.52</u>		3.17	1.18	112	18	1671	22.05	3.28 LEAVENWORTH	Сн	133.62	DN P	-	\$ <b>12</b> .55			1.45	<u>s 2.42</u>	8.10
2.55		f 2.03		3.28	1.34	25		1674	27.90	5,85 CHUMSTICK	CM	127.77	P		f12.44			1.34	2.30	7.55
3.20		f 2.16		3.46	1.50	109	14	1684	35.60	7.70 WINTON	WI	120.07	P		f12.34			1.20	2.18	
3.45		f 2.27		3.59	2.05	100	41	1691	42.15	MERRITT	CK	113.52	WYP		f <u>12</u> .23			1.07	2.05	7.15
4.25		f 2.42		4.18	2.20	100	37	1699	<u>49.18</u>	7.03 BERNE	BR	106.49	<u>N P</u>		f <u>12.10Pm</u>			12.53	1.41	6.50
4.55		f 3.02		4.38	2.40	135	16	1716	58.16	8.98 SCENIC	MA	97.51	DN P		f11.48			12.32	1.19	6.15
5.20		f 3.19	•	4.53	2.55	60	10	1723	66.00	7.84 TONGA	G	89.67	P		11.27			12.11	1.00	5.40
6.20		s 3.40		\$ 5.15	s 3.15	E-99 W99	271	1728	70.96	4.96 SKYKOMISH	KY	84.71	RKDNWC XY P		\$11.15			\$12.01Am	12.45	5.15
6.30		f 3.47		5.23	3.23	59			74.77	3.81 , GROTTO	GO	80.90	Р		f10.57	· · · ·		11.44	12.29	3.46
6.45		f 3.56		5.32	3.31	68	· · · · · · · · · · · · · · · · · · ·		79.91	5.14 HALFORD	SA	77.76	W P		f10.47			11.37	12.21	3.31
7.00		s 4.06		5.42	3.41	58	14	1742	85.24	5.33 INDEX	NX	70.43	N P		\$10.36			11.28	12.11	3.10
7.16		f 4.15		5.51	3.49	63	15	1747	90.14	4.90 	2	65.53	Р	•	f10.25			11.19	12.01Am	2.55
7.30		s 4.24		5.58	3.56	149	951	1751	94.51	4.37 GOLD BAR	GB	61.16	DWYP		\$10.18			11.12	11.54	2.40
7.45		s 4.33		6.06	4.03	59	16	1757	99.91	5.40 SULTAN	su	55.76	Р		\$10.10			11.05	11.46	2.20
8.00		s 4.49		6.18	4.16	85	127	1764	107.37	7.46 MONROE	RO	48.30	DNWYP		s 9.58			10.56	\$11.36	2.05
8.15		s 5.02		6.30	4.26	99	136	1771	114.37	7.00 SNOHOMISH	SH	41.30	DN P		s 9.42	<sup>A</sup> 4.26₽m		10.46	\$11.16	1.45
8.45		<u> </u>		6.39	4.35	Con- tin-	112	1777	120.19	5.82 LOWELL		35.48	<u> </u>		9.33	4.15		10.38	11.06	1.30
8.50		5.14		6.42	4.38	uous	104		121.81	PACIFIC AVENUE	D	33.86	D IXP		9.30			10.35	11.03	
8.52	-	<u>\$ 5.25</u> -		s 6.50	\$ 4.53	I	8	1779	122.86	1.05 EVERETT		32.81	<u>XP</u>		<u>s 9.27</u>		7,020,020,000,002,000,000	\$10.32	\$11.00	1.03
8.55	L 9.47Pm	5.27	12.45Pm	6.52	4.55		44	1780	123.67	EVERETT JUNCTION .	JN	32.00	DN IX P	<sup>A</sup> 9.05Am	9.20		A 5.50Pm	10.25	10.45	
9.05	9.53	f 5.34	12.51	7.00	5.02		84	1784	127.42	MUKILTEO	MU	28.25	P	<u>s 8.59</u>	9.14		5.44	10.19	10.39	12.53
9.24	10.03	<u> </u>	1.01	7.11	<u> </u>			1793	134.56	7.14 MEADOWDALE	AD	21.11	P	<u>f 8.45</u>	9.05		5.35	10.08	10.28	12.37
9.35	10.09	f 5.52	1.07	7.19	5.20	I	63	1795	138.27	3.71 EDMONDS	DR	17.40	DW P	\$ 8.40	9.00		5.30	10.03	10.23	12.30
9.45	10.14	<u>f 5.58</u>	1.12	7.25	<b>5.2</b> 5	l	79	1796	141.37	RICHMOND BEACH	R	14.30	P	<u>s 8.33</u>	8.55		5.25		10.18	12.21
10.00	10.27	6.11	1.26	7.40	5.40	-	190	1807	149.23	7.86 BALLARD	BD	6.44	X	\$ 8.21	8.45		5.15	9.47	10.07	12.06
10.10Pm	<u>10.30</u>	f 6.15	f 1.29		5.44	Yard	1084	1808	150.99	A INTERBAY	RB	4.68	RKDNWC OX P	<u>s 8.18</u>	8.42		5.12	9.43	10.03	<u>12.01Am</u>
	<u> </u>				·				151.97	$\frac{N.P.RY.CROSSING}{2.30}$		3.70	<u> </u>		·		. <u> </u>			
						l			154.27	2.30 NORTH PORTAL TOWER		1.40	<u> </u>		-					
		A			A				155.57	1.30 SOUTH PORTAL TOWER		0.10	<u> </u>	<u>г.</u>			ī	T.		I
	<u>10.45Pm</u>		<u>1.45Pm</u>			Yard	589	1813	155.67	0.10 SEATTLE)		0.0	RKDNX P	2.05Am	1 <u>8.30Am</u>		<u>5.00Pm</u>	<u>9.30Pm</u>	9.50Pm	
$\begin{array}{c} 9.10\\ 16.36\end{array}$	.58 33.10	$5.25 \\ 28.72$	1.00 32.00	5.30 28.31	$\begin{array}{c} 5.25\\ 28.74 \end{array}$					Time Over Subdivision Average Speed Per Hour				$\substack{1.00\\32.00}$	5.05 30,62	.11 31.80	.50 38.41	5.00 31.13	$\begin{array}{r} 5.40\\27.47\end{array}$	9,19 16.44

### INTERLOCKING

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

Main track eastward one long. Coast Line eastward one long and one short. The track between Everett Junction and the west switch at Pacific Avenue is governed by interlocking signals controlled by the operator located at Everett Junction. Telephone located at West Switch Pacific Avenue, trainmen can communicate with Everett Junction when required.

B Wenatchee Merritt ar Berne and Scenic and Skykomisl Gold Bar

## EASTWARD.

3

## **Special Rules.**

stward trains are superior to eastward trains of the same class. e track between Berne and Scenic is controlled by a positive block a directions and the automatic block signals at these points must passed except when displaying a clear indication or when author-train order to proceed. In case of loss of power or other emer-a train in the tunnel may make a forward or a backward moveo Scenic or Berne without flag protection and may pass signals g stop indication without stopping at a speed not to exceed eight es an hour.

th Voltage electric wires in electrified zone between Appleyard ykomish, in some places, will not clear man on top of car and nd enginemen must keep off cars and engines while passing h this territory except in emergencies and then use extreme

wires must be considered alive unless a clearance has been obfrom Operator at Skykomish Substation. Telegraph and teleine between Wenatchee and Skykomish located along highway. e care must be used not to attempt to connect telephone apparahe high tension wires.

### ta (Freight Yard) 3.26 miles west of Lowell. ins between Lowell and Delta will be governed by Northern Railway Time Table and Rules.

st class trains register by card at Interbay.

ra trains may use double track in the direction of current of traffic with-

ning orders provided they secure proper clearance card Form A from endent.

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

Snohomish N. P. trains will enter G. N. main track through cross-over. rd first class N. P. trains will leave G. N. main track through cross-over. nan first class N. P. eastward trains, will head in at west switch of N. P.

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

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

### FLAG STOPS.

5. 1 and 2 at any station to pick up and discharge revenue passengers rom Fargo and Grand Forks and points East thereof.

5 and 6 at Plains, Clemens Jct., Miller River, Baring and Startup.

359 Mukilteo to Interbay to discharge passengers from Everett and ist and north.

358 Edmonds for revenue passengers Mt. Vernon and north, at Stand Ferndale for revenue passengers from Everett and south.

## SPEED RESTRICTIONS.

Passens	ger Freight
Over Main Street Crossing, Cashmere	
Over Bridge 370, Dryden, Q-1, R, S-1	H. 5 M. P. H.
Over Bridge 371, Dryden, Q-1, R, S-1	
Over Bridge 372, Dryden, Q-1, R, S-1	
Over Bridge 385, Berne, Q-1, R, S-1 8 M. P.	
Over Bridge 404, Scenic, Q-1, R, S-1 8 M. P.	
Over Bridge 406, Alpine, Q-1, R, S-1	
Over Street Crossings, Skykomish15 M. P.	H 15 M. P. H.
Over Bridge 424, Grotto, Q-1, R, S-1	
Over Bridge 432, Halford, Q-1, R, S-1	
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	
Over Bridge 446, Sultan, Q-1, R, S-1 5 M. P.	H. 5 M. P. H.
Thru Monroe Town Limits	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	H. 8 M. P. H.
Thru Edmonds Town Limits	H. 8 M. P. H.
Over N. P. Crossing, Interbay	
Thru Seattle Tunnel	
Between Denny Way and Hanford Street, Seattle 6 M. P.	H. 6 M. P. H.
Detween Denny way and Hamord Street, Scattle 0 M. 1.	·
MAXIMUM SPEED.	
	er Freight
Wenatchee and Merritt	H. 35 M. P. H.
Morritt and Borne 25 M P	

e and Merritt	50	М. Р. Н.	35 M. P. H.
nd Berne	35	М. Р. Н.	20 M. P. H.
l Scenic.	30	M. P. H.	20 M. P. H.
d Skykomish		М. Р. Н.	20 M. P. H.
h and Gold Bar		M. P. H.	30 M. P. H.
and Seattle	55	М. Р. Н.	35 M. P. H.

SPOKANE DIVISION

## SOUTHWARD.

## THIRD SUBDIVISION-EVERETT JUNCTION AND VANCOUVER.

## NORTHWARD.

IRD CLASS	SECOND CL	ASS		FIRST	CLASS		Capa Capa	ar .citv			Time Table No. 42	2 =	uo		FI	RST CLA	SS	SECOND	CLASS	THIRD C	CL
<b>735</b> C. N. Ry. 398	<b>711</b> Local	<b>737</b> C. N. Ry.	<b>101</b> C. N. Ry. 2	355	<b>297</b> N. P. 444	359			on bers	Distance from Vancouver	Effective September 1, 1935.	Telegraph Calls	Distance from Everett Junotion	SIGNS	<b>102</b> C. N. Ry. 1	360	358	712	<b>738</b> C. N. Ry.	<b>736</b> C. N. Ry.	
Tues., Fri.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Siding	Other Tracks	Station Numbers	Dista Vano	STATIONS	Tele	Dist		Daily	Daily	Daily	Daily Ex. Sat.	Daily	Wed., Sat.	
	L 11.00Am			5.30Pm		L 8.30Am	Yard	400	CL 125	0.0		. VN	122.38	RKDNWC YXO P		A 2.00Pm	А 10.15Рт	A 8.00Pm	[		
L Am 7.05	11.00	L 12.50Am	L 5.20Pm	5.33		8.33					1.25 <b>C.</b> N. JUNCTION		121.13		A 8.50Am		10.09	7.50	A 9.20Pm	A Pm 3.10	
7.15	11.08	12.58	5.23	5.36		8.36			CL 122		1 10		119.65	X P	8.42	f 1.44	10.06	7.40	9.10	3.02	
7.20	11.12	1.04	5.28	5.39		8.39			CL 120	2.73 4.57	1.84 ARDLEY		117.81	I P	8.39	f 1.40	10.03	7.32	9.05	2.58	
7.27	11.17	1.12	5.33	5.42		8.42		0	CL 117	7.20	2.63 BURNABY	<u>.</u>	115.18		8.32	f_1.36_	9.59	7.27	8.55	2.41	
7.38	11.22	1.18	5.38	5.45		8.45		16	CL 115		å		112.69	P	8.25	1.32	9.55	7.22	8.45	2.35	
							L			11.33	B. C. E. RY. CROSSING		111.05	<u> </u>							
7.45	11.35	1.25	5.42	5.51		8.51	19	120	CL 112	11.70	0.37 NORTH WESTMINSTER	2	110.68	W YXP	8.17	f 1.28	9.51	7.15	8.38	2.28	
A Am 7.50	11.40	A 1.30An	A			s 8.56		60	CL 107	13.06	NEW WESTMINSTER.	MN	109.32	RD INXP	L 8.13Am	s 1.25	s 9.48	6.52	L <u>8.33Pm</u>	ւ <u>2.23P</u> ո	
<u> </u>		1.30//		6.01		9.01				13.54	0.48		108.84			1.14	9.34	6.45			
	11.45			f 6.16		9.01 f 9.15	46	47	CL96		10.49 COLEBROOK		98.35			f12.58	9.18	6.16			
	12.10Pn	!  <u></u>	-	f 6.21		f 9.21	57	3	CL92	27.72	3.69 CRESCENT		94.66	-		f12.50	f 9.10	5.45			
	<u>12.19</u> 12.40	-		s 6.35		s 9.35		10	CL87	32.75	5.03 WHITE ROCK	WR		DN XP			s 8.52	5.30			_
	<u>12:40</u>	-									.INTERNATIONAL BOUNDAR		86.95								
									07.0		0.45 BLAINE		00.50			\$12.18Pm	. 9.27	4.45			
	1.45	-		<u>\$ 6.55</u>		<u>s 9.55</u>	0	142	01.77	10.40	7.58 CUSTER		78.92			\$11.59	<u> </u>	4.00	·		
	2.00	-		7.07		\$10.05	60	00	017	40.04	5.58 	ED				\$11.59 \$11.50	8.15	3.45			
	2.20	.		f 7.15		\$10.15 \$10.35			-	-	8.98 BELLINGHAM		_	KDN		\$11.35	s 8.00	3.00			
	3.00	-	1	<u>\$ 7.35</u>		\$10.55		100			0.23 C. M. ST. P. & P. CROSS		64.13			-11.50				·	
		-	-						-		0.31 C. M. ST. P. & P. CROSS		63.82	-							
		-						-	-	-	0.37 C. M. ST. P. & P. CROSS		63.45								_
		-							-	58.99	0.06 C. M. ST. P. & P. CROSS	а.	63.39								
		-	-						-	59.81	NOR. PAC. RY. CROSSIN		62.57	- ]							
	3.15			s 7.45		\$10.45	52	92	CL60	60.95			61.43	D X P		\$11.17	s 7.45	1.50			
	3.30			7.54		10.51	39	8	CL5	3 64.87	3.92 SOCKEYE	<u> </u>	57.51	P		f11.10	7.35	1.35			
	3.50	Ì		f_8.04_		f11.00	40	8	CL50	70.83	<u></u>	<u></u>	51.55	W P		11.00	7.25	1.20			
	4.05			8.09		f11.05	23	14	CL4	74.63			47.78	<u> </u>		f10.51	7.21	1.10			
	4.15			8.17		11.11		9	CL4	2 79.28	4.65 BELLEVILLE	··	43.10	<u>P</u>		f10.44	7.14	12.55			
										81.74	2.46 P. S. B. R. RY. CROSSING	a	40.64	I							
	5.00	-		s 8.25	<u> </u>	\$11.20	51	258	CL3	82.01	0.27	ви	40.37	R DNC OWYX P		\$10.40	s 7.10	12.45Pm			
		-	1							85.07	3.06		37.31					<u> </u>			
· ·		-				44.00	0.2		CT O		0.91 5MT. VERNON	NE	28 40			\$10.25		1155			
	5.15	-		\$ 8.39		\$11.32	93 28			5 85.98 0 91.31	5.33		31.07			\$10.25		11.40			
l	5.30_	-		f 8.47	·	<u>f11.40</u>		-	-  <u>3</u>	92.65	1.34					-10.12	0.43	11.40		<b> </b>	
		-	1	f 8.58		\$11.52	50	59	CL9	3 98.41	5.76					\$10.00	6.33	11.15		<b> </b>	-
	<u> </u>	·	1	9.05		f11.52		-1	-	7 103.98	5.57		18.40			\$ 9.47	6.26	11.00			
	6.21	-		9.10		f12.05Pm	50		_	3 107.93	3.95		14.48			f 9.41	6.21	10.45			_
	<u> </u>	-	1	9.10	L 3.50Pm	12.10			-	9 111.70	3.77 KRUSE		10.68	в р	<u> </u>	9.36	6.16	10.35			
	6.41		-	f 9.21		f12.18	50	70		6 115.11	3.41 MARYSVILLE	ма			<u></u>	s 9.30	6.11	10.25			
	A 6.55Pr	n		9.27	A	12.24				3 117.67	DELTA WYE TOWE	R. WY			1 (k. 1)	9.23	6.05	L 10.15Am		<b></b>	
		100								117.78		G.	4.60	) 1							
			·	9.30		12.27		_	_	119.03			3.35	<u>.</u>		9.20	6.02				
				9.45		\$12.43		112	1779	121.57	2.54 EVERETT		0.81	Р	I	s 9.15	<u>s 5.57</u>				
				A 9.47Pm		A 12.45Pm	<u> </u>	44	1780	122.3	8 EVERETT JUNCTIO	JN JN	0.0	DNIXP				n		47	
.45 15.75	7.55 14.86	.40 17.71	$\begin{array}{r} .27\\ 26.24\end{array}$	$4.17 \\ 28.56$	$\overset{.11}{32.62}$	$\begin{array}{r} 4.15\\28.80\end{array}$					Time Over Subdivision Average Speed Per Hour				.37 19.15	$4.55 \\ 24.87$	$\begin{smallmatrix} 4.25\\27.71\end{smallmatrix}$	$\begin{array}{r} 9.45\\12.07\end{array}$	.47 15.08	.47 15.08	

SPORANE LIVISION

## **Special Rules.**

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

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

Trains will not pass International Boundary at Blaine and White Rock without permission of Customs officials. Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

Delta (Freight Yard) 1.08 miles south of Delta Wye:---Water, Fuel, Track Scales, Wye and Standard Clock. Register at Delta for trains originating and terminating at

this station.

## INTERLOCKERS.

FRASER RIVER BRIDGE:

FRASER RIVER BRIDGE: No train, engine, or cars shall be moved into or through the interlocking zone protecting the Fraser River bridge immedi-ately south of New Westminster, B. C., through the use of flag, hand signal, lantern or word of mouth when the interlock-ing plant is out of order. The Government has provided regu-lar clearance card to be used in cases of this kind and nothing also build be generated. else should be accepted.

DELTA WYE:

All southward trains be governed by a two arm home signal located 700 feet north of draw span. Top arm at 90 degrees up proceed to two arm home signal located 20 feet north of N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard. Whistle signals for tracks with switches controlled from Delta Wye Interlocking Plant.

Main Line—One Long. Delta Yard from North—One Long, One Short. Delta Yard from South—Two Long, One Short. Delta Yard North—Two Long. Delta Yard South—Three Long, One Short. Northward from Northern Pacific connection—One Long, One Short, One Long. Southward for Northern Pacific connection—One Long,

One Short, Two Long.

Train movement from Bayside northward be governed by Train movement from Bayside northward be governed by top arm on home signal located 60 feet south of wye switch and by home signal located on trestle 500 feet south of draw span. Train movements from Delta northward be governed by top arm on home signal located 60 feet east of wye switch, and by home signal located on trestle 500 feet south of draw span. Trains between Delta and Bayside be governed by lower arm home signal located 60 feet east of wye switch, also by home signal located 90 feet east of the frog of the south wye switch

switch.

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

Southward trains for Northern Pacific connection to be governed by lower arm on home signal 700 feet north of draw span.

## FLAG STOPS.

No. 360-Norman-Milltown-Blanchard. No. 359-Crescent Bridge and one and one-fourth miles

north of Samish for express shipment of oysters. No. 358—At Edmonds for revenue passengers, Mt. Vernon and north and at Stanwood and Ferndale for revenue passengers from Everett and south. Ocean Park for all first class trains.

No. 355-Edmonds for passengers north of Everett.

### SPEED RESTRICTIONS.

Over Street Crossings between South Bellingham depot and the Crossing just North Bellingham

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

Burlington—G. N. Ry. Rockport Branch. South Bellingham—N. P. Ry. Bellingham—C. M. St. P. & P. South of Pulp Mill.

### MAXIMUM SPEED.

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

All Trains

SOU	THV	VAR			TH SUBDIV				THW/	RD.	SOU	THW	ARD.	-		TH SUBDIV			NOR	THW	ARD,	SOL	JTH	VAR	D.			H SUBDIVI JS AND NE			HWAI	RD. 5
THIRD CLASS	FIRST CLASS	Cap:	ar acity 5	Bo	Time Table No. 42	Calle	E		FIRST CLASS	THIRD CLASS	THIRD CLASS	FIRST CLASS	Car Capacit	<u>y</u>	B	Time Table No. 42	alls	a l		FIRST CLASS	THIRD CLASS	THIRD CLASS	FIRST CLASS	Cap:	ar acity		B	Time Table No. 42			FIRST CLASS	THIRD
697	253		te Du Nu	nce fr lle	Effective September 1, 1935	raph	noe fro tohee	SIGNS	254	698	701	255	6	ers	ice fro	Effective September 1, 1935	aph C	oe fro	SIGNS	256	702	703	259			2	ce fro	Effective September 1, 1935	ph C	SIGN	s 260	704
Daily Ex. Sun.	Daily Ex. Sur	Sidin	Othe Trac Stati	Distal Orovi	STATIONS	Teleg	Dists Wens		Daily Ex. Sun.	Daily Ex. Sat.	Daily Ex. Mon.	Daily Ex. Sun.	Sidings Other	Tracks Station Number	Distar Marcu	STATIONS	Telegr	Distan Dean		Daily Ex. Sun.	Daily Ex. Sun.	Tu. Thur. and Sat.	Daily Ex. Sur	Siding	Other Tracks	Station	Distan Nelson	STATIONS	Telegrap  Distance	Marou		Mo. Wed. and Fri.
	L Am 6.1	5 55	243 SG 71		OROVILLE	. VR	137.24	RKDWYC X	A Am 11.59		L Am 5.30	<sup>L Pm</sup> 1.00	40 1	48 SA 87	0.00	MARCUS	. MS	87.12	RKD WC YX	A Pm 12.20	A Pm 5.00	11	8			SA 186	0.00	NELSON	BC 9	IP DNW		A Pm 4.00
	f 6.28	3 0	35 WO	-	5CORDELL		131.49		f11.35		\$ 6.05	s 1.18	30	30 SA 82	5.30	5.30 MEYER'S FALLS	MF	81.82			\$ 4.25		<u>I</u> NINS B	ETWE	EN T	ROU	JP JCT.	AND NELSON	BE GO	/ERNED E	<u>і</u> У С. Р.	
	f 6.39	0	34 WO 126	11.03	5.28 ELLISFORD	<u>.</u>	126.21		f11.20		s 6.25	f 1.26	0	13 SA 77	10.80	5.50 PALMERS		76.32			s 4.00		1	1	and the second		TIME '	TABLE AND R	JLES			
	s 6.54	40	71 WO 71 120	16.96	5,93 TONASKET	. ON	120.28	DPW	\$11.00		s 7.00	s 1.36	0 1	14 SA 73	13.85	3.05 5COLVILLE	. VD	73.27			s 3.40	s 6.30		0		SA 181		5.45 TROUP JUNCTION	98	.56 R Y	P	\$ 3.30
	f_7.04	<u>4</u> 0	34 WO 115	21,79	4.83 JANIS		115.45		f10.33		s 7.20	f 1.43	0	21 SA 71	17.65	3.80 5 ORIN	-  -	69.47			s 3.15	<u>s 7.00</u>	L Am 8.00	2	27	176 SA		SOUTH NELSON.	. 88	.75 W	4.45	s 3.05
	f 7.1{	5 0	34 WO 110	27.22	5.43 BARKER		110.02		f10.22		s 7.40	f 1.48	40	3 SA 67	20.35	2.70 5 ARDEN	-	66.77			\$ 2.40	<u>s 7.45</u>	f 8.20	<u>0</u>	15	169 SA	17.05	6.79 APEX	81	.96	f 4.25	\$ 2.30
	s 7.27	7 0	36 WO	32.51	5.29 RIVERSIDE		104.73	PW	\$10.10		\$ 8.40	s 2.01	0	20 SA 59			AD	59.38				\$ 8.00	\$ 8.30	0	-	166	20.38	3.33 HALL	78	.63	\$ 4.15	\$ 2.05
	1 7.37	7 0	35 WO	36.69	4.18 CHEROKEE		100.55		f 9.55		s 9.50	s 2.21	26	54 SA 50	36.95	9.21 CHEWELAH	СН	50.17		\$10.53	· ·	<u>s 8.25</u>	\$ 8.50	0	16	159		7.12 YMIR	71	.51 W	s 3.57	s 1.20
L Pm 6.00	s 7.58	5 66	214 WO 96	41.54	4.85 OMAK	. MK	95.70	DPXCY	s 9.45	<sup>A</sup> Am 2.20	\$10.39	s 2.35		49 SA 43		7.57	-	42.60			\$12.40	<u>s 8.42</u>	f 9.01	L	9.			BOULDER MILL	67	.15	f 3.45	\$ <b>12</b> .55
s 6.35	s 8.10	55	92 WO 92	45.74	4.20 OKANOGAN	. KN	91.50	DPWX	s 9.25	\$ 2.00	\$11.25	f 2.47	0 8	30 SA 38	49.76	5.24	-	37.36	I		Pm \$12.15	<u>s 8.55</u>	\$ 9.10	0			35.15	3.29 SALMO	SO 63	86 D	s 3.37	\$12.40
1 6.50	f 8.20	0	34 WO 87	50.67	4.93 CHILLOWIST		86.57			t 1.25				8 SA 34		3.43		33.93		-10-20		<u>s 9.17</u>	s 9.17	0			37.87	2.72 ERIE	61	14	\$ 3.27	\$12.20
f 7.05	f 8.28	3 0	35 WO 83	54.60	3.93 MALOTT		82.64		f 9.01	f 1.10	Pm \$12.05	\$ 2.59	39 1	7 33		1.27	·  -	32.66	 W	\$10.15	\$11.30	<u>s</u> 9.30	f 9.24	<u> </u>	20	SA 145	40.74	2.87 MEADOWS	58	27	\$ 3.19	\$12.08
f 7.25	8.47	0	35 WO	60.85	6.25 WAKEFIELD		76.39	w		f12.45					-	8.11 LOON LAKE	-	24.55		*****	\$10.40	<u>s</u> 9.40	f 9.31	7	0		44.82	4.08 PARKS	54	19	f 3.07	\$11.50
f 7.40	t 8.57	7 O	34 WO 72	65.58	4.73 MONSE		71.66	·		f12.25						6.80 CLAYTON	·    -	17.75	D		s 9.39	s 9.55	s 9.41	0	15			5.60 FRUITVALE	48	59	s 2.57	\$11.35
s 8.10	s 9.15	50	61 WO 65	72.25	6.67 BREWSTER	. BR	64.99	DP X		Am \$12.15		3.37		A 17		0.89 .CHRISTIANSON.		16.86			3 3.33	<u>\$10.15</u>	s 9.54	0	7			5.32 OLUMBIA GARDENS.	43.	27	s 2.42	\$10.55
s 8.45	3 9.35	49	333 WO 59	78.33	6.08 PATEROS	. RO	58.91	DPWX		\$11.45				6 13	-	4.38	DE		DXW	9.36		\$10.50	\$10.06	0	14	SA 127	59.57V	<sup>3.83</sup> WANETA, B. C	WN 39.	44 D	\$ 2.31	\$10.30
f 9.02	9.46	0	34 WO	83.80	5 47		53.44			f11.00				5 9	-	3.59		12.48		I		\$11.00	s10.12	0	39	SA 126	61.68 .B	2.11 OUNDARY, U. S	37.	33	s 2.16	s10.12
	9.55		34 WO 50		3.66		49.78			f10.45				SA		5.12		8.89			s 7.05	\$12.10	\$10.50	60	89	SA 116	70.48	8.80 NORTHPORT	NP 28.	53 RKDWYX	s 1.50	s 9.15
		·	35 WO 44		5.73 HUGO	-	44.05			f10.95		A Pm		6 4	-	WAYSIDE 3.77		3.77	]	r 4	s 6.30	s 1.30	f11.08	0	7	SA 107	78.76	8.28 MARBLE	20.	25	f 1.30	s 8.20
\$10.05			83 WO 83 39		5.11 CHELAN	HN		DPWX			3.20 9.50 8.86	4.16 3.16 26.64	40 4	0 1460	87.12	Time Over Subdivision Average Speed Per Hour		0.0 R	DN X	9.00 3.20 26.13	6.10 10.50 8.31	s 2.30	\$11,33	0	16	SA 96 9	90.23	11.47 .BOSSBURG	8.	78	s 1.06	s 7.45
\$ 10.30			78		1.16 CHELAN FALLS		37.78			\$ 9.50	0.80	20.04	1			Average Speed Per Hour			l	26.13	8.31	3.15	11.50			1	97.00	6.77 SAND SPUR	2.	)1	12.50	7.15
f 10.50					5.85 STAYMAN		31.93			f 9.20					٤.	pecial Rules							A Am 11.55	40	148	SA 87 §	99.01	2.01 <b>MARCUS</b>	MS 0.	00 RKD WC	<sup>L Pm</sup> 12.45	L Am 7.00
f 11.15					5.92 WINESAP		26.01			f 8.55	A	lorthw	ard trai	ns are		ior to southwar		ns of t	he cam	o class		9.30 10.42	$\begin{array}{r} 3.55\\ 22.65\end{array}$				Ti Av	ime Over Subdivision verage Speed Per Hour			4.00 22.18	9.00 10.99
s11.45s					7.11 ENTIAT	NI		DPWX		\$ 8.30		Trains	255 and	ł 256 w	ill ston	on flag at Darts, 1 levers Falls.						The second s					1		1		•	uncormerced .
f 12.10					5.30 WAGNERSBURG	-  -	13.60		f 6.29		141	The no	rmal no	osition	of June	ction switch at M and make service	arcus i	is for S	ixth Sub	division.	.						Spe	ecial Rules				
f 12.30			31 WO8		5.62	-	7.97			[]	F	uis befoi Water	re desce at Kulz	nding 1 ers spu	Marcus 1r. 1.7	Hill. miles south of Val	lev.											r to northward				
f 12.45 f		<b> </b>  -	·		4.48 OLDS		3.49			f 7.35	М	Class I arcus.	H-4 and	heavie	er engi	nes not permitte	d to g	go beyo	ond Main	n street,	.	E	I ran Baskins	and G	and 2	260 w 2 Spur	vill stop ir, Porto	on flag at Evan Rico and Wiley I make service te	s, Kane, Spur.	stron Spur	, Benton	
- 12.20	* 1.00	-				·	0,49		1 0.08	t 7.15											1	h	escendi	ng Ne	lson H	5 WIII 8 Till	stop and	T THERE SELAICS CO	se of air D	rakes at Ap	ex deiore	

## **Special Rules.**

3.49 ...WENATCHEE.

Time Over Subdivision Average Speed Per Hour

1648 137.24

A Am 1.00 12.18

7.00 6.00 13.67 <sup>5</sup>22.87

0.0

5.59 22.87

<sup>-</sup> Pm 7.00

7.20 13.05

RKDNPWL Am X 6.00

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

MAXI	MUM SPEED.		
Between		Passenger	
Wenatchee and Oroville			80 M. P. H.
Except over Bridge 38.1, Chelan, All	ains		. 8 M. P. H.

## 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 М. Р. Н.	8 M. P. H.
Thru town limits Deer Park	10 M. P. H.	10 M. P. H.
Over main street crossing Marcus	6 М. Р. Н.	6 M. P. H.

Evans.

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

## MAXIMUM SPEED.

SPORARE DIVISION

6 V	VESTV	VAI	RD.			EVENTH SUBDIVISI			E	ASTWARD.	N	VESTWA	RD.	I	EIG	НТ	'H S	UBD	IVISION—OROVILLI
					M	ARCUS AND REPUB	LIC	Рш 	1			SECO		ata an ere	c	ar			Time Table
SECOND	CLASS					Time Table				SECOND CLASS				397	Cap	Boity		E E	No. 42
	393	Capa Capa			a	No. 42	Calls	a	SIGNS	394							ers	le fro	Effective September 1, 1935.
		8		a B	ace from 18.	Effective September 1, 1935.	q	nce from blic	310113					Tuesday Friday	Siding	Other Tracks	Station Number	Distance Oroville	STATIONS
	Tuesday	Sidings	Other Tracks	Station Numbers	Distanc <del>e</del> Marcus.	STATIONS	Telegra	Distance Republic		Wednesday		}		L Pm 1.30			SG 71	0	
<u> </u>	<b>1.15</b> Pm	40	148	SA 87	0.00		MS	73.36	RKD WC Y	A 12.30Pm				s 2.14	0	19	SG 83	11.34	11.34 NIGHTHAWK
f	1.35		31	SD 5	5.45	5.45 BOYDS		67.91		f <b>12.10P</b> m				s 2.55	0	22	SG 93	21.24	СНОРАКА, WASH
f	1.48		31	SD 10	10.12	4.67 BARSTOW		63.24		f11.50				\$ 3.33	0	26	SG 103	30.81	9.57 SIMILKAMEEN, B. C
f	2.05		31	SD 15	15.35	5.23 DULWICH		58.01		f11.30				f 3.47	0	10		34.16	3.35 CAWSTON
f	2.20	0	7	SD 17	16.90	1.55 ORIENT		56.46		f11.25				A Pm 4.00	38	38	SG 110	38.06	3.90 KEREMEOS
f	2.33	0	12	SD 22	21.23	4.33 HUGHES		52.13		f11.10					0	15	SG 117	45.02	6.96 ASHNOLA
	3.03	0	18	SD 27	27.32	6.09 LAURIER, WASH		46.04		\$10.45					0	10	SG 123	51.32	6.30 BRADSHAW
	3.38	0	4	SD 42	38.66	11.34 	GR	34.70		s10.00					20	11	SG 128	55.74	4.42 HEDLEY
f	3.43	0	0	SD 40	40.12	1.46 GRAND FORKS JCT		33.24	Y	9.55		•	*** *		0	0	SG 132	60.31	4.57 CORY
	3.58	0	40	SD 42A	41.74	1.62 DANVILLE, WASH		31.62	w	s 9.50						20	SG 140	67.70	7.39 BROMLEY
f	4.11	0	11	SD 46	45.87	4.13 HURLBURT		27.49		f 9.20					0	14	SG 144	72.46	4.76 NORMAN
, · · · s	4.30		48	SD 52	52.16	6.29 CURLEW	w	21.20	R W	s 9.00			1			10	SG 149	77.20	4.74 ALLISON
	4.50		33	SD 58	58.24	6.08 MALO		15.12		f 8.35							l	79.40	к. <sup>2.20</sup> к. v. jст
- f	5.15	0	16	SD 65	64.78	6.54 POLLARD		8.58	w	f 8.10			TRAINS	BETWEE	N K.	. V.	JCT.	AND	PRINCETON BE GOVERNE
-  f	5.30			SD 68	68.46	3.68 TORBOY		4.90	-	f 7.50					40	50	SG 152	79.65	
	4 5.45Pm	45		SD 73		4.90 REPUBLIC		0.00	RKD Y	L 7.30Am				$\begin{array}{r} 2.30 \\ 15.22 \end{array}$					Time Over Subdivision Average Speed Per Hour
	4.30 16.30					Time Over Subdivision Average Speed Per Hour				5.00 14.67									Special Rules.

## **Special Rules.**

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

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

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

All trains stop on flag at Karamin and Rock Cut.

All Trains

SPEED RESTRICTIONS. 

## MAXIMUM SPEED.

## 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.

E	ANI	D PR	INCETON	I.	EA	STWA	RD.
					SECONI	) CLASS	
	Telegraph Calls	ie from on	SIGNS	396			
	Telegra	Distance from Princeton		Tuesday Friday			
]	VR	79.65	RKD WYC X	A Pm 9.30			
<u></u>		68.31	w	s 8.45			
<u></u>		58.41	w	\$ 8.06			
<u></u>		48.84		s 7.28			
		45.49		f 7.15			
<u></u>	к	41.59	D	<sup>L</sup> Pm 7.00			
<u></u>		34.63					
<u></u>		28.33	W				
<u></u>		23.91					
<u></u>		19.34					
<u></u>		11,95	w				
<u></u>		7.19					
<u></u>		2.45					
	5	0.25	x		and a state of the state		
ED	BY	K. V.	RY. TIME T	ABLE AN	ID RULE	S	
····	OD	0.00	RD WY				
		<u> </u>		$\begin{array}{r} 2.30\\ 15.22 \end{array}$			

STWARD,	TE	NTH SU	BD	IVI	SION	1 <i>p</i>	NACORTES	AN	ID I	ROCKPO	RT.	EASTW	ARD.
	SECOND	CLASS	c				Time Table				SECON	D CLASS	
	275	277	Cap	acity	e	Distance from Rookport	No. 42 Effective September 1, 1935.	tph Calls	Distance from Anacortes	SIGNS	278	276	
	Tues., Thur. Sat.	Mon., Wed. Fri.	Siding	Other Tracks	Station Numbers	Distanc Rockpo	STATIONS	Telegraph	Distan		Mon., Wed. Fri.	Tues., Thur. Sat.	ur
		L 11.30Am		69	CN53		ROCKPORT	RC	53.41	R D X WY	A 1030Am		
		111.55		14	CN48	6.00	6.00 NESTOS		47.41		f10.00		
		s 2.30Pm	35	134	CN44	9.13	8.18 CONCRETE	BA	44.28	D X	s 9.15		
		1 2.45		92	CN43	10.39	1.26 ORASSMERE		43.02	<u>x w</u>	f 8.45		
-		s 3.15		<b>3</b> 6	CN38	15.44	5.05 BIRDSVIEW		37.97		s 8.30		
		s 3,35		39	CN33	20.67	5.23 HAMILTON		32.74		s 8.10		
		\$ 3.50		83	CN29	23.90	8.23 LYMAN		29.51		\$ 7.55		
.ev.*		f 4.05		5	· p	29.35	5.45 COKEDALE		24.06	-	f 7.35		
		s 4.30		85	CN20	32.47	.sedro-Woolley.	sw	20.94	D X	s 7.20		
-						32.57	0.10 NOR. PAC. RY. CROSSG.		20.84				
	L 11.00Am	A 4.45Pm	50	258	CL39	37.22	4.65 BURLINGTON	BU	16.19	R DN CO W	L 7.00Am	A 4.50Pm	
A	f11.10			14	CN13	39.90	2.68 Avon		13.51			1 4.37	
	f11.19			6	CN10	42.63			10.78			f 4.30	
	\$11.25			15	CN9	44.13	1.50 WHITNEY		9.28			\$ 4.23	
	11.35	-		4		47.80	8.67 WHITMARSH	WH	5.61			4.15	
	f11.41				CN4	<b>4</b> 9. <b>6</b> 6	1.86 FIDALGO		8.75			f 4.10	
	A 11.55Am		Yard	265	CN0	53.41	\$.75 ANACORTES	AC		R D X W		L 4.00Pm	
	.55 17.66	5.15 7.08					Time Over Subdivision Average Speed Per Hour				3.30 10.63	.50 19.42	

## **Special Rules**

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

SPEED RESTRICTIONS. 

 Cape				Time Table No. 42				
 <b></b>			fron K	Effective September 1, 1935.	h Calle	from	SIGNS.	
 Siding	Other Tracks	Station Numbers	Distance from Colebrook.	STATIONS.	Telegrap	Distance Ladner		
 46	47	CL96	0.0	COLEBROOK		10.71	R	
			0.76	0.76 GUICHON LINE JCT		9.95		
	8	GV14	7.05	6.29 INVERHOLM		3.66		
 	6	CV16	9.47	2.42 CHALLUCTHAN		1.24		
 -	2	CV19	10.71	1.24 LADNER		0.0	R Y	
 		[		Time Over Subdivision Average Speed Per Hour				
 				Special Rules				

THIRD CLAS	s		Car Dacity			Time Table			THIRD CLASS	
38	31		-	Station Numbers	Distance fro <b>m</b> Mansfield	No. 42 Effective September 1, 1935.	Distance from Columbia River	SIGNS	382	
Mo an Thu	d	Sidings	Other Traoks	Station	Distan Mansfi	STATIONS	Distan Columl		Mon. and Thurs.	
L Pm 1.	30	41	48	CR 60	0.0		60.39	RPW Y	<sup>A</sup> Pm 12.40	
٤ 1.	40		30	CR 55	5.40	5.40 TOUHEY	54.99	Р	f <b>12</b> .20	
s 2.	10		50	CR 49	11.38	5.98 WITHROW	49.01	Р	\$12.01	
t 2.	30		80	CR 44	16.94	5.56 SUPPLEE	43.45	Р	f11.30	
s 3.	00		62	CR 36	23.93	6.99 DOUQLAS	36.46	DP	\$11.05	
s 3.	25		30	CR 31	29.20	5.27 ALSTOWN	81.19	PW	\$10.10	
f 4.	05		24	CR 21	39.04	9.84 	21.35	Р	f 9.30	
<u>s 4</u> .	45		35	CR 16	44.62	5.58 PALISADES	15.77	PW	s 9.10	
f 5.	00		30	CR 11	49.74	5.12 APPLEDALE	10.65	Р	f 8.55	
f 5.	15		24	CR 5	55.00	MOSES COULEE	5.39	_	f 8.40	
A Pm 5.	30			1632	60.39	COLUMBIA RIVER	0.0	RPW	L Am 8.25	
4.( 15.(						Time Over Subdivision Average Speed Per Hour			4.15 14.21	

## **Special Rules**

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

All trains 20 miles per hour.

1 :

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

## **Special Rules.**

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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 "1" 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 stand-

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

NAME	LOCATION	OPENS	CAPACITY
FIRST SUBDIVISION: Nemo Pit. Adrian Pit. Stratford Spur. Sand Spur. Gravel Spur. Rock Island Dam. Ohio Colony. Landreth Spur.	0.66 mile East of Nemo         0.8 mile East of Adrian         1.3 miles West of Stratford         1.6 miles West of Trinidad         2.9 miles West of Trinidad         0.8 miles East of Rock Island         1.5 miles West of Rock Island         4.4 miles East of Wenatchee	East end East end West end West end Both ends East end West end	100 cars 75 cars 14 cars 16 cars 63 cars 182 cars 182 cars 8 cars 10 cars
SECOND SUBDIVISION: Leavenworth. Clemens Jct. Great Republic Mining Co., Miller River. Grotto Lumber Co.	0.53 mile East of Leavenworth0.6 mile West of Tonga2.2 miles West of Skykomish0.1 mile East of Grotto	East end East end West end East end	75 cars 17 cars 1 car
Northwestern Portland Ce- ment Co.'s Spur Reiter Lbr. Co.'s Spur Index, Galena Mill Spur Western Granite Works Spur. Gravel Bunkers Wallace Falls Timber Co Startup Miller Logging Co.'s Siding Fryeland Frye Spur Robinson Lettuce Spur G. N. Oil Tank Spur Washington Bolt Spur Standard Oil Co. Spur	0.1 mile East of Grotto.3.5 miles West of Grotto.0.3 mile East of Index.1.0 mile West of Index.0.5 mile West of Reiter.1.8 miles East of Gold Bar.1.9 miles West of Gold Bar.1.7 mile East of Sultan.1.3 miles West of Sultan.1.9 miles West of Monroe.3.1 miles West of Monroe.2.0 miles West of Monroe.1.0 mile West of Edmonds.0.9 mile East of Sultan.	East end East end West end Both ends Both ends West end East end East end East end East end West end West end	88 cars 14 cars 25 cars 59 cars

		BUSINESS	TRACKS	NOT SHOWN	I AS STATIONS ON TIME	TABLE.		
	NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
	THIRD SUBDIVISION: Clark and Buzza Dominion Bridge Co Sapperton Pit. Campbell Lumber Co. Spur. Dakota Creek Spur. Milk Spur	0.4 mile North of Ardley         0.9 mile North of North Westminster.         1.0 mile South of Whiterock         2.1 miles South of Blaine         0.7 mile South of Ferndale	North end North end South end	58 cars 77 cars 51 cars 21 cars 28 cars	SEVENTH SUBDIVISION: Hedlund Box & Lbr. Co Helphrey's Spur No. 1 EIGHTH SUBDIVISION:	2.1 miles West of Marcus         1.9 miles West of Curlew	East end East end	Private 3 cars
	Standard Oil Spur Olympic Portland Cement Co. Spur Utah Idaho, Sugar Co. Spur. Olympic Portland Cement	2.0 miles South of Ferndale 2.4 miles North of Bellingham	North end North end		Benders Spur Ruby Mine Spur Princeton M. & Dev. Co	0.5 mile West of Nighthawk         4.9 miles East of Chopaka         2.1 miles West of Norman	West end	6 cars 4 cars 9 cars
	Co. Spur. Union Oil Spur. Chuckanut Cannery Spur Hazel Mill Spur. Blanchard. Bellville Pit. Union Oil Co. Spur. Puget Sound and Cascade Ry. Conn. Associated Oil Co. Spur. Skagit Crossing Tr. Track. Milltown. Norman Spur.	<ul> <li>2.4 miles North of Bellingham</li> <li>0.4 mile South of So. Bellingham</li> <li>0.6 mile North of Sockeye</li> <li>0.8 mile South of Samish</li> <li>1.4 miles South of Samish</li> <li>1.6 miles North of Bellville</li> <li>1.2 miles North of Mt. Vernon</li> <li>0.8 mile North of Mt. Vernon</li> <li>1.2 miles South of Fir</li> <li>2.3 miles South of Fir</li> <li>1.0 mile North of Silvana</li> </ul>	North end South end South end	9 cars 6 cars 30 cars 8 cars 102 cars 6 cars 9 cars 2 cars 2 cars 9 cars	TENTH SUBDIVISION: Mountview. Sauk Spur Van Horne's Spur Puget Sound Saw Mill Co L. L. Spur Hawkins Spur Gravel Pit Spur Log Rollway.	3.7 miles West of Rockport.         1.6 miles West of Rockport.         1.0 mile West of Nestos.         0.8 mile West of Nestos.         0.6 mile West of Hamilton.         0.8 mile West of Fredonia.         0.1 miles East of Anacortes.         2.3 miles East of Anacortes.	West end Both ends Both ends West end Ezst end	11 cars 5 cars
<u>Y</u>	Cox's Spur FOURTH SUBDIVISION: Peterson Spur Ribbon Cliff Fruit Co Olds Washing Plant	2.0 miles North of Ellisford 5.1 miles North of Entiat	South end South end Both ends	1 car 6 cars	ELEVENTH SUBDIVISION: Gowdy Road Spur Patterson's Spur Smith Road Spur Matthew Road Spur Embree Road Spur Oliver Road Spur	1.4 miles East of Challucthan0.9 mile East of Inverholm2.1 miles East of Inverholm3.1 miles East of Inverholm3.1 miles West of Colebrook1.8 miles West of Colebrook	West end Both ends Both ends Both ends	4 cars 6 cars 6 cars 5 cars 5 cars 4 cars
	Gess Spur.	1.7 miles South of Valley2.8 miles North of Valley	South end North end	3 cars 8 cars 3 cars 66 cars	1849 Medical A Dr. H. M. N. Wynne As Dr. J. G. Cunningham As Dr. H. E. Wheeler As	<b>COMPANY SURGEONS.</b> hief SurgeonOffice phone Main 7 Arts Building 9th St. and Nicollet A ssistant Chief Surgeon ssistant Division Surgeon ssistant Division Surgeon	Ave., Minne Minn Sı Sı	eapolis, Minn. eapolis, Minn. ookane, Wash. ookane, Wash.
	Evans Spur. Hendrix Cut. Kanes. Harpers. Hudson's Spur. Good-Hopkins Lbr. Co. Spur. Industrial Spur No. 134 Stroh Spur.	3.8 miles North of Bossburg4.1 miles South of Northport4.5 miles South of Northport3.3 miles South of Northport4.09 miles North of Northport4.06 miles North of Northport5.33 miles North of Northport	South end North end South end South end South end South end South end	24 cars 3 cars 5 cars 12 cars 12 cars 3 cars 20 cars	Dr. R. K. PomeroyA.         Dr. H. F. CraigA.         Dr. H. J. KnottD         Dr. L. S. TraskA.         Dr. R. W. PerryO         Dr. H. T. RhoadsO         Dr. Frederick A. KiehleO         Dr. Carroll SmithO	lternate Surgeon ssistant Division Surgeon ivision Surgeon, Cobb Bldg ssistant Division Surgeon pthalmic Surgeon phalmic Surgeon pthalmic Surgeon pthalmic Surgeon pthalmic Surgeon		atchee, Wash. Marcus, Wash. Seattle, Wash. Seattle, Wash. Seattle, Wash. Verett, Wash. Portland, Ore. pokane, Wash.
	West Kootenay P. & L. Co Nelsons Spur. Benton Pole & Lbr. Co. Spur. Archibald Rotter's Spur. Baskins & Gevurtz Spur.	0.5 mile South of Waneta         2.4 miles North of Fruitvale         2.0 miles South of Meadows         1.0 mile South of Erie         3.6 miles North of Salmo         1.9 miles South of Ymir         1.3 miles South of Ymir	Siding North end South end Both ends South end North end North end South end	6 cars 2 cars 6 cars 11 cars 2 cars 11 cars 4 cars	Dr. C. R. McKinleyBi         Dr. W. A. GrayCo         Dr. C. M. KingstonG         Dr. L. F. WagnerH         Dr. J. FarrowH         Dr. W. O. RoseN         Dr. E. E. EfnerO         Dr. H. F. Freed.	olville.     Address 3042 15th       rand Forks.     Dr. Paul W. Sweet.       farrington.     Dr. H. L. Hopkins.       illyard.     Dr. Minard Allison.       elson.     Dr. Geo. E. Drew       roville.     Dr. N. Pease	Ave. West Cent Mor New Port	, Seattle. tralia. venworth. roe. Westminster. land.
					Dr. H. E. Frost A Dr. W. A. Kirkpatrick B Dr. M. A. Keyes B Dr. H. E. Cleveland B Dr. E. Hayden G Dr. Roy F. West Se	ellingham. laine. Dr. James A. LaGas urlington. Dr. R. D. Wiswall ashmere. Dr. Geo. H. Clemen	Port aTaco Van t718	land, Ore. oma. couver, Wash.

F. V. PERCIVAL, C. T. KENNEY, I. E. CLARY, Trainmasters.

SPORANE DIVISION

7Brewster.	Dr. Roll Newell DillonInterbay.
Colville.	Address 3042 15th Ave. West, Seattle.
Grand Forks.	Dr. Paul W. SweetCentralia.
Harrington.	Dr. H. L. HopkinsLeavenworth.
Hillyard.	Dr. Minard AllisonMonroe.
Nelson.	Dr. Geo. E. DrewNew Westminster.
Oroville.	Dr. G. N. PeasePortland.
Anacortes.	Dr. Ralph M. Dodson Medical Dental Bldg.,
ick. Bellingham.	Portland, Ore.
Blaine.	Dr. James A. LaGasaTacoma.
Burlington.	Dr. R. D. WiswallYancouver, Wash.
lBurlington.	Dr. R. D. WiswallVancouver, Wash.
Cashmere.	Dr. Geo. H. Clement718 Granville St.
Seattle.	Vancouver, B.C.

A. KASE, Chief Dispatcher, Spokane. G. E. WELLEIN, Chief Dispatcher, Seattle.

C. A. MANTHE, Superintendent Terminals.

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

### **AUTOMATIC INTERLOCKING.**

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

### SEMI-AUTOMATIC INTERLOCKING.

### **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 into 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. 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.

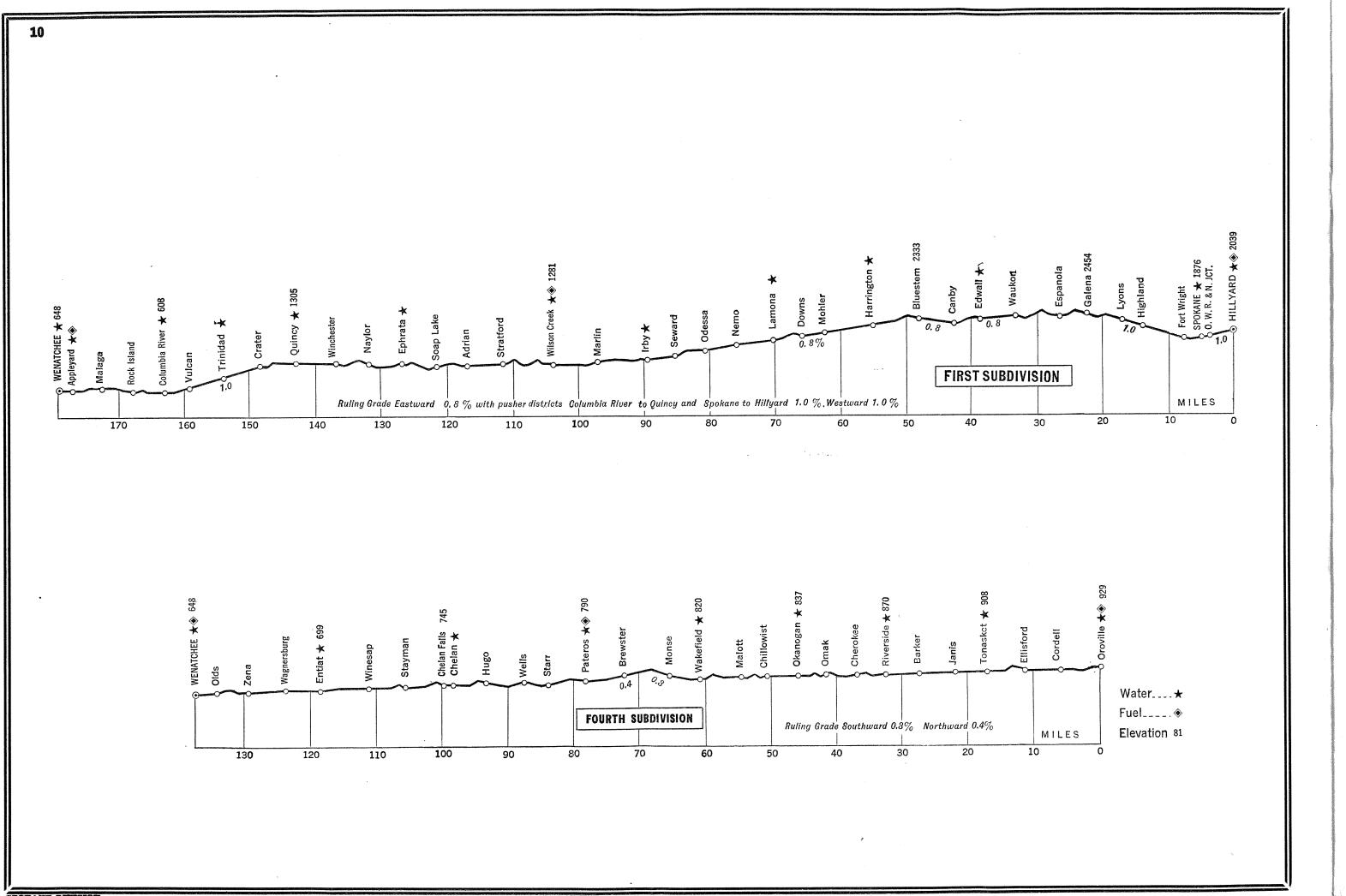
### NEW WESTMINISTER SEMI-AUTOMATIC. FRASER MILL SPUR CROSSING AND CROSSOVER TO WATERFRONT LINE.

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.

### ARDLEY.



SPOKANE DIVISION

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