COMPANY SURGEONS.

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

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

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

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

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

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

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

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

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

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

LOCAL SURGEONS.

Dr. C. R. McKinley....Brewster

Dr. W. H. Gray.....Colville

Dr. C. M. Kingston
..... Grand Forks

Dr. L. F. Wagner..Harrington

Dr. J. Farrow.....Hillyard

Dr. E. E. Efner.....Oroville

Dr. Samuel G. Brooks
..... Anacortes

Dr. W. D. Kirkpatrick
..... Bellingham

Dr. M. A. Keyes.....Blaine

Dr. H. E. Cleveland
..... Burlington

Dr. V. Stanley Todd
..... Cashmere

Dr. Roy F. West.....Seattle

Dr. Lawrence Mattison
..... Interbay

Dr. Henry Bell.....Centralia

Dr. H. L. Hopkins
..... Leavenworth

Dr. Minard Allison.....Monroe

Dr. D. A. Clark
..... New Westminster

Dr. T. M. Joyce.....Portland

Dr. G. N. Pease.....Portland

Dr. Ralph M. Dodson
..... Portland

Dr. James A. LaGasa..Tacoma

Dr. R. D. Wiswall
..... Vancouver, Wash.

Dr. Geo. H. Clement
Vancouver, B. C.

Dr. H. H. MacKenzie
.....Nelson, B. C.

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

GREAT NORTHERN RAILWAY

SPOKANE DIVISION

TIME TABLE 51

Effective 12:01 A. M. Pacific Time

Sunday, May 14, 1939.

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

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 401 Daily	THIRD CLASS 381 Tuesday Friday	THIRD CLASS 691 Monday Thur.	FIRST CLASS 45 S. P. & S. No. 1 Daily	FIRST CLASS 1 Daily	FIRST CLASS 27 Daily	FIRST CLASS 255 Daily Ex. Sun.	FIRST CLASS 5 Daily	Distance from Hillyard	Time Table No. 51 Effective May 14, 1939. STATIONS	Telegraph Calls
1469	Yard	2558	L 6.45Pm	.....	L 7.45Am	.....	L 9.15Pm	L 6.15Pm	L 7.45Pm	.....	0.00	HILLYARD	HU
1472	.....	.....	6.58	.....	8.10	.....	9.25	6.25	7.55	.....	3.68	U. P. R. R. Jct.	.....
1478	Yard	644	7.15	.....	s 8.32	.....	A 9.30 L 10.00	A 6.30 L 7.00	A 8.00Pm	L 8.30Am	4.85	SPOKANE	Q
1477	69	26	7.25	.....	s 8.45	.....	A 9.50Pm 10.05	7.05	.....	f 8.35	7.59	FORT WRIGHT	FW
1481	69	6	7.50	.....	s 8.56	.....	..... 10.17	7.16	.....	f 8.45	13.95	HIGHLAND	.....
1486	69	15	8.05	.....	s 9.02	.....	..... 10.23	7.22	.....	f 8.50	17.21	LYONS	.....
1493	70	50	8.20	.....	s 9.11	.....	..... 10.31	7.30	.....	f 8.57	22.60	GALENA	.....
1496	130	39	8.35	.....	s 9.18	.....	..... 10.36	7.35	.....	f 9.03	26.69	ESPANOLA	.....
1502	70	50	8.50	.....	s 9.30	.....	..... 10.44	7.43	.....	f 9.12	33.18	WAUKON	.....
1508	129	35	9.15	.....	s 9.50	.....	..... 10.52	7.50	.....	s 9.20	38.90	EDWALL	WH
1512	0	20	.....	.....	.....	.....	.....	.....	.....	f 9.26	42.60	CANBY	.....
1517	70	46	9.50	.....	s 10.10	.....	..... 11.05	8.01	.....	f 9.34	48.10	BLUESTEM	BM
1524	E62 W69	95	10.10	.....	s 11.25	.....	..... 11.14	8.10	.....	s 9.44	55.51	HARRINGTON	HR
1531	E68	46	10.25	.....	s 11.40	.....	..... 11.23	8.18	.....	f 9.53	62.23	MOHLER	.....
1535	0	49	10.35	.....	s 11.50	.....	..... 11.28	8.22	.....	f 9.59	65.94	DOWNS	.....
1539	54	35	10.50	.....	s 12.05Pm	.....	..... 11.34	8.28	.....	f 10.07	70.40	LAMONA	PA
1544	94	116	11.10	.....	s 12.15	.....	..... 11.41	8.35	.....	f 10.14	75.98	NEMO	.....
1550	69	109	11.20	.....	s 12.45	.....	..... 11.47	8.41	.....	s 10.21	80.83	ODESSA	SA
1555	0	62	11.30	.....	s 12.55	.....	..... 11.53	8.47	.....	f 10.28	85.41	SEWARD	.....
1558	113	25	11.40	.....	s 1.10	.....	..... 11.59	8.52	.....	f 10.34	89.74	IRBY	.....
1566	69	33	11.55	.....	s 1.30	.....	..... 12.10Am	9.01	.....	s 10.44	97.21	MARLIN	.....
1573	182	138	12.19Am	.....	s 2.05	.....	..... 12.19	9.09	.....	s 10.54	103.83	WILSON CREEK	CK
1580	129	19	12.45	.....	s 2.20	.....	..... 12.29	9.18	.....	f 11.04	111.65	STRATFORD	.....
1588	137	132	1.01	.....	s 2.35	.....	..... 12.36	9.24	.....	f 11.12	116.97	ADRIAN	.....
1591	0	20	.....	.....	.....	.....	.....	9.29	.....	f 11.20	121.67	SOAP LAKE	AF
1596	129	58	1.30	.....	s 3.14	.....	..... 12.49	s 9.39	.....	s 11.33	126.97	EPHRATA	FR
1601	70	7	1.40	.....	s 3.25	.....	..... 12.56	9.46	.....	f 11.40	132.12	NAYLOR	.....
1606	69	15	1.50	.....	s 3.40	.....	..... 1.03	9.52	.....	f 11.46	137.19	WINCHESTER	.....
1612	95	104	2.10	.....	s 4.05	.....	..... 1.14	9.59	.....	s 11.54	143.33	QUINCY	QN
1617	73	4	2.23	.....	s 4.20	.....	..... 1.22	10.05	.....	f 12.01Pm	148.46	CRATER	.....
1623	123	19	2.40	.....	s 4.40	.....	..... 1.32	10.14	.....	s 12.12	154.06	TRINIDAD	.....
1628	69	5	2.52	.....	s 4.50	.....	..... 1.41	10.21	.....	f 12.21	159.34	VULCAN	.....
1632	70	52	3.34	L 5.40Pm	s 5.05	.....	..... 1.48	10.26	.....	f 12.27	163.37	COLUMBIA RIVER	CM
1637	126	83	3.50	s 5.55	s 5.15	.....	..... 1.54	10.31	.....	s 12.33	166.82	ROCK ISLAND	.....
1641	70	23	4.07	s 6.10	s 5.30	.....	..... 2.04	10.40	.....	f 12.43	172.34	MALAGA	.....
1645	Yard	1082	A 4.30Am	6.20	A 5.45Pm	.....	..... 2.12	10.47	.....	s 12.50	177.08	APPLEYARD	WD
1648	Yard	1085	.....	A 6.30Pm	.....	.....	A 2.15Am	A 10.50Pm	.....	A 12.55Pm	179.25	WENATCHEE	WC
			9.45 18.50	.50 19.06	10.00 17.71	.05 33.00	5.00 35.85	4.35 39.10	.15 19.39	4.25 40.48		Time Over Subdivision Average Speed Per Hour	

DOUBLE TRACK: 0.00 – 4.85 (HILLYARD – SPOKANE); 7.59 – 48.10 (FORT WRIGHT – BLUESTEM)

AUTOMATIC BLOCK SIGNALS: 80.83 – 179.25

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

Special Rules, Page 11.

Time Table No. 51
Effective May 14, 1939.

Telegraph Calls	STATIONS		Distance from Wenatchee	FIRST CLASS 2 Daily	FIRST CLASS 28 Daily	FIRST CLASS 46 S. P. & S. No. 2 Daily	FIRST CLASS 256 Daily Ex. Sun.	FIRST CLASS 6 Daily	SECOND CLASS 432 Daily	SECOND CLASS 402 Daily		THIRD CLASS 694 Wed. Saturday	THIRD CLASS 382 Tuesday Friday		SIGNS
HU	HILLYARD		179.25	A 8.13Am	A 12.15Pm		A 8.30Am		A 5.55PM	A 12.01Am		A 3.59Pm			BRKDNP WOIX
	3.68														
	U. P. R. R. Jct.		175.57	8.05	12.06		8.20		5.25	11.25		3.40			DNPIM
	1.17			L 8.00	L 12.01Pm										
Q	SPOKANE	DOUBLE TRACK	174.40	A 7.30	A 8.20Am	A 7.00Am	L 8.15Am	A 6.30Pm	5.15	11.05		s 3.20			RKDNP BWX
	2.74														
FW	FORT WRIGHT		171.66	7.22	8.12	L 6.53Am		f 6.22	5.05	10.55		s 3.10			IDNPYX
	6.36														
	HIGHLAND		165.30	7.10	8.00			f 6.10	4.43	10.40		f 2.55			P
	3.26														
	LYONS		162.04	7.04	7.54			f 6.04	4.32	10.23		f 2.45			P
	5.39														
	GALENA		156.65	6.57	7.47			f 5.55	4.20	10.05		s 2.30			P
	4.09														
	ESPANOLA		152.56	6.51	7.41			f 5.49	4.10	9.50		s 2.10			P
	6.44														
	WAUKON		146.07	6.44	7.34			f 5.39	3.55	9.30		s 1.55			P
WH	5.72														
	EDWALL		140.35	6.37	7.27			s 5.30	3.45	9 15		s 1.40			DPW
	3.70														
	CANBY		136.65					f 5.23							P
BM	5.50														
	BLUESTEM		131.15	6.23	7.13			f 5.16	3.15	8.45		s 1.10			INP
	7.41														
HR	HARRINGTON	DOUBLE TRACK	123.74	6.11	7.01			s 5.06	2 45	8.15		s 12.30			DPW
	6.72														
	MOHLER		117.02	6.02	6.52			f 4.56	2.20	7.45		s 12.05Pm			P
	3.71														
	DOWNS		113.31	5.56	6.46			f 4.50	2.00	7.25		s 11.50			P
PA	4.46														
	LAMONA		108.85	5.48	6.38			f 4.43	1.40	7.10		s 11.40			INPW
	5.58														
	NEMO		103.20	5.40	6.30			f 4.35	1.10	6.40		s 11.20			P
	4.85														
SA	ODESSA		98.42	5.32	6.22			s 4.28	12.45	6.10		s 11.05			DP
	4.58														
	SEWARD		93.84	5.26	6.16			f 4.19	12.30	5.55		s 10.45			P
	4.33														
	IRBY		89.51	5.20	6.10			f 4.12	12.15	5.40		s10.34			PW
	7.47														
	MARLIN		82.04	5.11	5.59			s 4.02	12.05PM	5.20		s 10.05			P
CK	5.62														DNPW
	WILSON CREEK		75.42	5.02	5.50			s 3.51	11.50	5.00		s 9.40			YXO
	7.82														
	STRATFORD		67.60	4.52	5.40			f 3.38	11.04	4.10		s 9.05			P
	5.32														
	ADRIAN		62.28	4.45	5.33			f 3.31	10.54	3.59		s 8.45			P
	4.60														
AF	SOAP LAKE		57.68					s 3.23				s 8.30			DP
FR	5.40														
	EPHRATA		52.28	4.34	s 5.21			s 3.14	10.30	3.35		s 8.20			DNPW
	5.15														
	NAYLOR		47.13	4.24	5.11			f 3.04	10.20	3.25		s 7.50			P
	5.07														
	WINCHESTER		42.06	4.18	5.05			f 2.56	10.10	3.15		s 7.40			P
QN	6.14														
	QUINCY		35.92	4.11	4.58			s 2.46	9.55	3.00		s 7.25			DPW
	5.13														
	CRATER		30.79	4.03	4.50			f 2.37	9.35	2.37		s 6.50			P
	5.60														
	TRINIDAD		25.19	3.51	4.37			s 2.28	9 10	2.10		s 6.40			PW
	5.28														
	VULCAN		19.91	3.41	4.27			f 2.19	8.50	1.50		s 6.31			P
	4.03														
CM	COLUMBIA RIVER		15.88	3.34	4.21			f 2.12	8.40	1.40		s 6.24	A 8.15Am		JNPW
	3.45														
	ROCK ISLAND		12.43	3.27	4.16			s 2.04	8.30	1.30		s 6.18	s 8 05		P
	5.52														
	MALAGA		6.91	3.17	4.07			f 1.54	8 15	1.15		s 6.08	s 7.50		P
WD	4.74														BRKDNP TWOX
	APPLEYARD		2.17	3.10	4.00			s 1.45	L 8.00Am	L 1.00Pm		L 6.00AM	7.35		RKDNP WXBJ
WC	2.17														
	WENATCHEE		00.0	L 3.05Am	L 3.55Am			L 1.40Pm					L 7.30Am		
	Time Over Subdivision			5.08	8.20	.07	.15	4.50	9.55	11.01		9.59	.45		
	Average Speed Per Hour			34.91	21.51	28.00	19.39	36.84	17.85	16.07		17.72	21.17		

AUTOMATIC BLOCK SIGNALS

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

Special Rules, Page 11.

Station Numbers	Car Capacity: Siding	Car Capacity: Other Tracks	SECOND CLASS: 403 C. M. St. P. & P. 591 Daily Ex. Mon.	SECOND CLASS: 401 Daily	SECOND CLASS: 711 Daily Ex. Sun.	FIRST CLASS: 27 Daily	FIRST CLASS: 355 Daily	FIRST CLASS: 359 Daily	FIRST CLASS: 5 Daily	FIRST CLASS: 1 Daily	Distance from Wenatchee	Time Table No. 51 Effective May 14, 1939. STATIONS	Telegraph Calls
1648	Yard	1085	.....	L 1.35Pm	.....	L 11.00Pm	.....	.....	L 1.05Pm	L 2.30Am	0.00	WENATCHEE	WC
											7.38		
1655	75	47	.....	1.50	.....	11.14	.....	.....	f 1.21	2.45	7.38	MONITOR	MR
											3.62		
1659	94	213	.....	2.00	.....	11.22	.....	.....	s 1.30	2.53	11.00	CASHMERE	OM
											4.65		
1664	64	35	.....	2.10	.....	11.31	.....	.....	s 1.39	3.02	15.65	DRYDEN	DN
											3.12		
1667	0	236	.....	2.20	.....	11.37	.....	.....	s 1.45	3.08	18.77	PESHASTIN	PN
											3.28		
1671	112	18	.....	2.35	.....	11.43	.....	.....	s 1.52	3.17	22.05	LEAVENWORTH	CH
											5.85		
1676	25	0	.....	2.50	.....	11.54	.....	.....	f 2.03	3.28	27.90	CHUMSTICK	
											7.70		
1684	109	14	.....	3.10	.....	12.12Am	.....	.....	f 2.16	3.46	35.60	WINTON	
											6.55		
1691	100	41	.....	3.28	.....	12.25	.....	.....	f 2.27	3.59	42.15	MERRITT	
											7.03		
1699	100	37	.....	3.53	.....	12.42	.....	.....	f 2.42	4.18	49.18	BERNE	BR
											8.98		
1716	135	16	.....	4.23	.....	1.02	.....	.....	f 3.02	4.38	58.16	SCENIC	MA
											7.84		
1723	60	10	.....	4.45	.....	1.18	.....	.....	f 3.19	4.53	66.00	TONGA	
	E-99										4.96		
1728	W-99	271	.....	5.30	.....	s 1.50	.....	.....	s 3.40	s 5.15	70.96	SKYKOMISH	KY
											3.81		
1732	59	68	.....	5.40	.....	1.58	.....	.....	f 3.47	5.23	74.77	GROTTO	GO
											5.14		
1737	68	62	.....	5.52	.....	2.07	.....	.....	f 3.56	5.32	79.91	HALFORD	
											5.33		
1742	58	14	.....	6.07	.....	2.17	.....	.....	s 4.06	5.44	85.24	INDEX	NX
											4.90		
1747	101	53	.....	6.22	.....	2.27	.....	.....	f 4.15	5.55	90.14	REITER	
											4.37		
1751	149	980	.....	6.35	.....	2.35	.....	.....	s 4.24	6.03	94.51	GOLD BAR	GB
											5.40		
1757	59	41	.....	6.46	.....	2.46	.....	.....	s 4.33	6.11	99.91	SULTAN	
				7.00		2.59			4.48	6.22	107.10	MONROE JUNCTION	
											0.27		
1764	85	127	L 12.40Am	7.01	.....	3.00	.....	.....	s 4.49	6.23	107.37	MONROE	RO
											7.00		
1771	99	136	1.00	7.20	.....	3.13	.....	.....	s 5.02	6.35	114.37	SNOHOMISH	SH
											0.64		
			1.02	7.22	.....	3.14	.....	.....	5.03	6.36	115.01	SNOHOMISH JCT.	
											4.93		
			1.18	7.59	.....	3.21	.....	.....	5.09	6.42	119.94	N. P. JUNCTION	
											0.25		
1777	Con-	112	1.19	8.00	.....	3.22	.....	.....	5.10	6.43	120.19	LOWELL	W
	tin-										0.01		
	uous		A 1.20Am	8.01	.....	3.23	.....	.....	5.11	6.44	120.20	LOWELL JUNCTION	
		104	.....	8.05	.....	3.27	.....	.....	5.14	6.47	121.81	PACIFIC AVENUE	D
1779	0	8	.....	8.10	.....	s 3.50	.....	.....	s 5.25	s 6.55	122.86	EVERETT	
1780	.....	4	.....	8.15	L 7.45Pm	3.53	L 9.07Pm	L 11.52Am	5.27	6.57	123.67	EVERETT JUNCTION	JN
1784	0	84	.....	8.26	7.55	4.02	9.12	11.57	f 5.34	7.03	127.42	MUKILTEO	
											7.14		
1793	.....	.....	.....	8.55	8.10	4.14	9.21	12.06Pm	5.45	7.14	134.56	MEADOWDALE	
											3.71		
1795	0	107	.....	9.09	8.20	4.20	9.27	12.12	f 5.52	7.21	138.27	EDMONDS	DR
											3.10		
1796	0	79	.....	9.20	8.30	4.25	9.32	12.17	s 5.58	7.26	141.37	RICHMOND BEACH	R
											7.85		
1807	0	190	.....	9.50	8.45	4.40	9.42	12.27	6.11	7.40	149.23	BALLARD	
											1.76		
1808	Yard	1084	.....	A 10.00Pm	A 9.00Pm	4.44	9.45	f 12.30	f 6.15	7.44	150.99	INTERBAY	IB
											0.98		
											151.97	N. P. RY. CROSSING	
											2.30		
											154.27	NORTH PORTAL TOWER	
											1.30		
											155.57	SOUTH PORTAL TOWER	
											0.10		
1813	Yard	589	.....	.....	.....	A 5.00Am	A 10.00Pm	A 12.45Pm	A 6.30Pm	A 8.00Am	155.67	SEATTLE	SD
			.40	8.25	1.15	6.00	.53	.53	5.25	5.30		Time Over Subdivision	
			18.09	17.39	25.60	25.94	36.42	36.42	28.72	28.31		Average Speed Per Hour	

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

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

Special Rules, Page 12.

Time Table No. 51
Effective May 14, 1939.

STATIONS	Distance from Seattle	FIRST CLASS 360 Daily	6 Daily	298 N. P. 444 Daily Ex. Sun.	358 Daily	2 Daily	28 Daily			SECOND CLASS 712 Daily Ex. Sat.	402 Daily	404 C. M. St. P. & P. 592 Daily Ex. Sun.	SIGNS
WENATCHEE	155.67		A 1.35Pm			A 3.00Am	A 3.45Am				A 9.20Am		RKDNW XPBJ
7.38													
MONITOR	148.29		f 1.21			2.45	3.27				9.00		DP
3.62													
CASHMERE	144.67		s 1.15			2.37	s 3.20				8 45		DNWXP
4.65													
DRYDEN	140.02		s 1.07			2.28	3.02				8.30		DP
3.12													
PESHASTIN	136.90		s 1.01			2.23	2.52				8.20		DP
3.28													
LEAVENWORTH	133.62		s 12.55			2.15	s 2.45				8.10		DNP
5.85													
CHUMSTICK	127.77		f 12.44			2.04	2.33				7.55		P
7.70													
WINTON	120.07		f 12.34			1.50	2.23				7.35		P
6.55													
MERRITT	113.52		f 12.23			1.37	2.10				7.15		WYP
7.03													
BERNE	106.49		f 12.10Pm			1.23	1.57				6.50		NP
8.98													
SCENIC	97.51		f 11.49			1.02	1.36				6.15		DNP
7.84													
TONGA	89.67		11.28			12.41	1.18				5.40		P
4.96													
SKYKOMISH	84.71		s 11.17			s 12.31	s 1.05				5.15		RKDNW BOXYP
3.81													
GROTTO	80.90		f 10.57			12.15	12.47				3.50		DP
5.14													
HALFORD	75.76		f 10.49			12.08Am	12.40				3.35		WP
5.33													
INDEX	70.43		s 10.38			11.59	12.30				3.20		DP
4.90													
REITER	65.53		f 10.27			11.51	12.22				3.05		P
4.37													
GOLD BAR	61.16		s 10.22			11.44	12.15				2.35		NWYP
5.40													
SULTAN	55.76		s 10.14			11.37	12.07Am				2.20		P
7.19													
MONROE JUNCTION	48.57		10.02			11.28	11.58				2.06		
0.27													
MONROE	48.30		s 10.01			11.27	s 11.57				2.05	A 7.45Pm	DNWPRB
7.00													
SNOHOMISH	41.30		s 9.46	A 4.18Pm		11.19	s 11.43				1.45	7.20	DNPR
0.64													
SNOHOMISH JCT.	40.66		9.45	4.17		11.18	11.42				1.44	7.17	
4.93													
N. P. JUNCTION	35.73		9.40	L 4.06Pm		11.12	11.36				1.31	7.02	RJ
0.25													
LOWELL	35.48		9.39			11.11	11.35				1.30	7.01	XYP
0.01													
LOWELL JUNCTION	35.47		9.38			11.10	11.34				1.29	L 7.00Pm	R
1.61													
PACIFIC AVENUE	33.86		9.36			11.08	11.32				1.05		DIXP
1.05													
EVERETT	32.81		s 9.33			s 11.05	s 11.30				1.03		XP
.81													
EVERETT JUNCTION	32.00	A 9.05Am	9.26		A 6.30Pm	11.01	11.20			A 11.10AM	1.00		DNIXPJ
3.75													
MUKILTEO	28.25	8.59	f 9.20		6.24	10.57	11.14			10.59	12.53		P
7.14													
MEADOWDALE	21.11	8.50	f 9.08		6.15	10.48	11.04			10.43	12.37		P
3.71													
EDMONDS	17.40	8.45	f 9.03		6.10	10.44	10.59			10.35	12.30		DWP
3.10													
RICHMOND BEACH	14.30	8.40	f 8.55		6.05	10.40	10.55			10.22	12.21		P
7.86													
BALLARD	6.44	8.30	f 8.45		5.55	10.30	10.45			10.05	12.06		X
1.76													
INTERBAY	4.68	s 8.27	8.42		5.52	10.27	10.42			L 10.00Am	L 12.01Am		RKDNW BOXP
0.98													
N. P. RY. CROSSING	3.70												I
2.30													
NORTH PORTAL TOWER	1.40												I
1.30													
SOUTH PORTAL TOWER	0.10												I
0.10													
SEATTLE	0.00	L 8.15Am	L 8.30Am		L 5.40Pm	L 10.15Pm	L 10.30Pm						RKDNXP B
Time Over Subdivision		.50	5.05	.12	.50	4.45	5.15			1.10	9.19	.45	
Average Speed Per Hour		38.40	30.95	29.00	38.41	32.73	29.65			27.42	16.20	17.10	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

Special Rules, Page 12.

Station Numbers	Car Capacity: Siding	Car Capacity: Other Tracks	THIRD CLASS: 735 C. N. 398 Tues., Fri.	SECOND CLASS: 711 Local Daily Ex. Sun.	SECOND CLASS: 737 C. N. 404 Daily	FIRST CLASS: 101 C. N. 2 Daily	FIRST CLASS: 355 Daily	FIRST CLASS: 297 N. P. 444 Daily Ex. Sun.	FIRST CLASS: 359 Daily	Distance from Vancouver	Time Table No. 51 Effective May 14, 1939 — STATIONS	Telegraph Calls
CL 125	Yard	400		L 10.50Am			L 5.15Pm		L 8.00Am	0.00	VANCOUVER	VN
			L 8.11Am			L 7.18Pm	5.16		8.01	0.71	0.71 VANCOUVER JUNCTION	
			8.14	10.53	L 12.50Am	7.20	5.17		8.02	1.25	0.54 C. N. JUNCTION	
CL 122			8.19	10.58	12.58	7.23	5.21		8.06	2.73	1.48 STILL CREEK	
										4.57	1.84 B. C. E. RY. CROSSING	
CL 115			8.34	11.12	1.18	7.35	5.29		8.15	9.69	5.12 ENDOT	
CL 112	19	120	8.44	11.25	1.25	7.39	5.32		8.18	11.70	2.01 SAPPERTON	
CL 107	0	60	A 8.47Am	11.30	A 1.30Am	A 7.45Pm	s 5.39		s 8.24	13.06	1.36 NEW WESTMINSTER	MN
				11.40			5.44		8.29	13.54	0.48 FRASER RIVER JCT	
CL96	46	47		11.55			5.56		f 8.41	24.03	10.49 COLEBROOK	
CL92	0	3		12.04Pm			f 6.03		f 8.49	27.72	3.69 CRESCENT	
CL87	57	10		12.30			s 6.15		s 9.02	32.75	5.03 WHITE ROCK	WR
										35.43	2.68 INTERNATIONAL BOUNDARY	
CL84	50	142		1.35			s 6.30		s 9.15	35.88	0.45 BLAINE	BN
CL77	0	55		1.50			6.40		f 9.29	43.46	7.58 CUSTER	
CL71	60	118		2.10			f 6.47		s 9.39	49.04	5.58 FERNDALE	FD
CL62	52	539		3.00			s 7.07		s 9.55	58.02	8.98 BELLINGHAM	HM
										58.25	0.23 C. M. St. P. & P. CROSSING	
										58.56	0.31 C. M. St. P. & P. CROSSING	
										58.93	0.37 C. M. St. P. & P. CROSSING	
										58.99	0.06 C. M. St. P. & P. CROSSING	
										59.81	0.82 NOR. PAC. RY. CROSSING	
CL60	52	101		3.15			7.15		s 10.03	60.95	1.14 SOUTH BELLINGHAM	FN
CL56	39	8		3.30			7.22		10.10	64.87	3.92 SOCKEYE	
CL50	40	0		3.50			7.34		f 10.20	70.83	5.96 SAMISH	
CL46	23	14		4.05			7.38		10.25	74.63	3.80 BOW	
CL39	51	258		5.00			s 7.53		s 10.41	82.01	7.38 BURLINGTON	BU
										85.07	3.06 P. S. & C. Ry. CROSSING	
CL35	93	121		5.15			s 8.07		s 10.52	85.98	0.91 MT. VERNON	NR
CL30	28	17		5.28			8.15		f 10.59	91.31	5.33 FIR	
										92.65	1.34 ENGLISH LBR. CO. CROSSG	
CL23	50	52		5.40			8.23		s 11.09	98.41	5.76 STANWOOD	B
CL17	0	17		5.53			8.29		f 11.17	103.98	5.57 SILVANA	
CL13	50	15		6.05			8.34		f 11.23	107.93	3.95 ENGLISH	
				6.15			8.39	L 3.44Pm	11.27	111.70	3.77 KRUSE JUNCTION	
CL6	50	70		6.30			8.43	3.49	f 11.33	115.11	3.41 MARYSVILLE	MS
CL3				6.45			8.49	A 3.55Pm	11.40	117.67	2.56 DELTA JUNCTION	WY
										117.78	0.11 NOR. PAC. RY. CROSSING	
	0	35		7.30			8.52		11.43	119.03	1.25 LONG SIDING	
1779	Yard	112		7.40			s 9.05		s 11.50	121.57	2.54 EVERETT	
1780	0	4		A 7.45Pm			A 9.07Pm		A 11.52Am	122.38	0.81 EVERETT JUNCTION	JN
			.36 20.59	8.55 13.72	.40 17.71	.27 27.44	3.52 31.65	.11 32.62	3.52 31.65		Time Over Subdivision Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

Special Rules, Page 13.

Time Table No. 51
Effective May 14, 1939

STATIONS	Distance from Everett Junction	FIRST CLASS 102 C. N. 1 Daily	FIRST CLASS 360 Daily	FIRST CLASS 358 Daily	SECOND CLASS 712 Daily Ex. Sat.	SECOND CLASS 738 C. N. 403 Daily	THIRD CLASS 736 C. N. 397 Wed., Sat.	SIGNS
VANCOUVER	122.38		A 1.45Pm	A 10.40Pm	A 9.45Pm			RKDNW BYXOP
0.71								
VANCOUVER JUNCTION	121.67	A 8.40Am	1.40	10.36			A 2.55Pm	XJ
0.54								
C. N. JUNCTION	121.13	8.36	1.38	10.34	9.35	A 7.45Pm	2.50	X
1.48								
STILL CREEK	119.65	8.33	1.35	10.32	9.30	7.30	2.46	XP
1.84								
B. C. E. RY. CROSSING	117.81							I
5.12								
ENDOT	112.69	8.22	1.27	10.24	9.05	7.05	2.19	P
2.01								
SAPPERTON	110.68	8.18	1.23	10.20	8.55	6.57	2.12	WYXP
1.36								
NEW WESTMINSTER	109.32	L 8.08Am	s 1.20	s 10.17	8.40	L 6.52Pm	L 2.07Pm	RDINXP
0.48								
FRASER RIVER JCT	108.84		1.09	10.07	8.30			IJ
10.49								
COLEBROOK	98.35		f 12.54	9.54	8.05			P
3.69								
CRESCENT	94.66		f 12.45	f 9.48	7.50			
5.03								
WHITE ROCK	89.63		s 12.30	s 9.35	7.30			DNXP
2.68								
INTERNATIONAL BOUNDARY	86.95							
0.45								
BLAINE	86.50		s 12.10PM	s 9.17	6.30			DNWXP
7.58								
CUSTER	78.92		s 11.55	9.05	5.35			P
5.58								
FERNDALE	73.34		s 11.45	8.58	5.15			DP
8.98								
BELLINGHAM	64.36		s 11.30	s 8.47	4.30			KDNXWPB
0.23								
C. M. St. P. & P. CROSSING	64.13							
0.31								
C. M. St. P. & P. CROSSING	63.82							M
0.37								
C. M. St. P. & P. CROSSING	63.45							
0.06								
C. M. St. P. & P. CROSSING	63.39							
0.82								
NOR. PAC. RY. CROSSING	62.57							M
1.14								
SOUTH BELLINGHAM	61.43		s 11.12	8.31	3.15			XP
3.92								
SOCKEYE	57.51		11.06	8.23	2.55			P
5.96								
SAMISH	51.55		10.56	8.11	2.40			WP
3.80								
BOW	47.75		f 10.51	8.06	2.30			P
7.38								
BURLINGTON	40.37		s 10.41	s 7.53	2.05			JRDNKZ BOWYXPM
3.06								
P. S. & C. RY. CROSSING	37.31							I
0.91								
MT. VERNON	36.40		s 10.25	s 7.45	1.12			DNXP
5.33								
FIR	31.07		f 10.05	7.26	12.52			P
1.34								
ENGLISH LBR. Co. CROSSG	29.73							I
5.76								
STANWOOD	23.97		s 9.55	s 7.16	12.35			DP
5.57								
SILVANA	18.40		f 9.45	7.07	12.20			WP
3.95								
ENGLISH	14.45		f 9.40	7.02	12.10			P
3.77								
KRUSE JUNCTION	10.68		9.35	6.57	12.01Pm			PJ
3.41								
MARYSVILLE	7.27		s 9.30	s 6.52	11.50			DP
2.56								
DELTA JUNCTION	4.71		9.23	6.45	11.40			JDNIYXP
0.11								
NOR. PAC. RY. CROSSING	4.60							I
1.25								
LONG SIDING	3.35		9.20	6.42	11.20			
2.54								
EVERETT	0.81		s 9.15	s 6.37	11.13			P
0.81								
EVERETT JUNCTION	0.00		L 9.05Am	L 6.30Pm	L 11.10Am			DNIXPJ
Time Over Subdivision		.32	4.40	4.10	10.35	.53	.48	
Average Speed Per Hour		23.15	26.22	29.37	11.56	13.37	15.44	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

Special Rules, Page 13.

Time Table No. 51
Effective May 14, 1939

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD THIRD CLASS 397 Tuesday and Friday	SOUTHWARD THIRD CLASS 697 Daily Ex. Sun.	SOUTHWARD FIRST CLASS	SOUTHWARD FIRST CLASS 253 Daily Ex. Sun	Distance from Princeton	STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	NORTHWARD FIRST CLASS 254 Daily Ex. Sun.	NORTHWARD FIRST CLASS	NORTHWARD THIRD CLASS 396 Tuesday and Friday.	NORTHWARD THIRD CLASS 698 Daily Ex. Sat
SG 152	40	50					0.00	PRINCETON	OD	216.89	RDWYV				
TRAINS BETWEEN K. V. JCT. AND PRINCETON BE GOVERNED BY K. V. RY. TIME TABLE AND RULES															
							0.25	K. V. JCT		216.64	X				
							23.66								
SG 128	Yard	11	L 6.30 PM				23.91	HEDLEY		192.98				A 5.40 PM	
SG 123	0	10	f 6.50				4.42 28.33	BRADSHAW		188.56	W			f 5.20	
SG 117	0	15	f 7.15				6.30 34.63	ASHNOLA		182.26				f 4.55	
SG 110	38	38	s 7.45				6.98 41.59	KEREMEOS	K	175.30	D			s 4.25	
	0	10	f 8.15				3.90 45.49	CAWSTON		171.40				f 3.55	
SG 103	0	26	s 8.30				3.35 48.84	SIMILKAMEEN, B. C		168.05				s 3.40	
SG 93	0	22	s 9.05				9.57 58.41	CHOPAKA, WASH		158.48	W			s 3.05	
SG 83	0	19	s 9.50				9.90 68.31	NIGHTHAWK		148.58	RKDWY			s 2.20	
SG 71	Yard	243	A 10.40 PM			L 5.45 AM	11.34 79.65	OROVILLE	VR	137.24	BPXO	A 12.30 PM		L 1.30 PM	
WO 132	0	35				f 5.58	5.75 85.40	CORDELL		131.49		f 12.10 PM			
WO 126	0	34				f 6.10	5.28 90.68	ELLISFORD		126.21		f 11.50			
WO 120	0	71				s 6.25	5.93 96.61	TONASKET	ON	120.28	DPW	s 11.32			
WO 115	0	34				f 6.35	4.83 101.44	JANIS		115.45		f 11.02			
WO 110	0	34				f 6.46	5.43 106.87	BARKER		110.02		f 10.47			
WO 105	0	36				s 6.59	5.29 112.16	RIVERSIDE		104.73	W	s 10.32			
WO 100	0	35				f 7.09	4.18 116.34	CHEROKEE		100.55		f 10.15			
WO 96	66	214		L 6.00 PM		s 7.30	4.85 121.19	OMAK	MK	95.70	BDPXYO	s 10.04			A 7.00 AM
WO 92	55	92		s 6.35		s 7.50	4.20 125.39	OKANOGAN	KN	91.50	DPWX	s 9.40			s 6.20
WO 87	0	34		f 6.50		f 8.01	4.93 130.32	CHILLOWIST		86.57		f 9.13			f 4.50
WO 83	0	35		f 7.05		f 8.10	3.93 134.25	MALOTT		82.64		f 9.05			f 4.00
WO 76	0	35		f 7.25		f 8.25	6.25 140.50	WAKEFIELD		76.39	W	f 8.50			f 3.10
WO 72	0	34		f 7.40		f 8.40	4.73 145.23	MONSE		71.66		f 8.40			f 2.15
WO 65	50	61		s 8.10		s 9.05	6.67 151.90	BREWSTER	BR	64.99	DPX	s 8.25			s 1.30
WO 59	49	333		s 8.45		s 9.30	6.08 157.98	PATEROS	RO	58.91	DPWX	s 8.05			s 12.10 AM
WO 53	0	34		f 9.02		f 9.42	5.47 163.45	STARR		53.44		f 7.48			f 10.25
WO 50	0	34		f 9.15		f 9.52	3.66 167.11	AZWELL		49.78		f 7.41			f 10.00
WO 44	0	35		f 9.35		f 10.05	5.73 172.84	HUGO		44.05		f 7.29			s 9.35
WO 39	54	83		s 10.05		s 10.25	5.11 177.95	CHELAN	HN	38.94	DPWX	s 7.18			s 9.15
	0	78		s 10.30		s 10.35	1.16 179.11	CHELAN FALLS		37.78		s 7.02			s 8.15
WO 32	0	40		f 10.50		f 10.49	5.85 184.96	STAYMAN		31.93		f 6.47			f 7.50
WO 26	0	43		f 11.15		f 11.05	5.92 190.88	WINESAP		26.01		f 6.34			f 7.20
WO 19	66	86		s 11.45		s 11.30	7.11 197.99	ENTIAT	NI	18.90	DPWX	s 6.20			s 6.50
WO 14	0	39		f 12.10 AM		f 11.44	5.30 203.29	WAGNERSBURG		13.60		f 5.59			f 6.00
WO 8	0	31		f 12.30		f 12.01 PM	5.63 208.92	ZENA		7.97		f 5.48			f 5.40
WO 3	0	66		f 12.45		f 12.18	4.48 213.40	OLDS		3.49		f 5.38			f 5.20
1648	Yard	1085		A 1.00 AM		A 12.30 PM	3.49 216.89	WENATCHEE	WC	0.00	RKDNP BWXJ	L 5.30 AM			L 5.00 PM
			4.10 12.98	7.00 13.67		6.45 20.33		Time Over Subdivision Average Speed Per Hour				7.00 19.60		4.10 12.98	14.00 6.81

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

Special Rules, Page 13.

Time Table No. 51

Effective May 14, 1939.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 703 Tu. Thur. and Sat.	THIRD CLASS 701 Daily Ex. Mon.	FIRST CLASS	FIRST CLASS 255 Daily Ex. Sun.	Distance from Nelson	STATIONS	TelegraphCalls	Distance from Dean	SIGNS	FIRST CLASS 256 Daily Ex. Sun.		THIRD CLASS 702 Daily Ex. Sun.	THIRD CLASS 704 Mo. Wed. and Fri.
SA 186			L 6.00Am				0.00	NELSON	BC	186.13	RDNWP				A 4.00Pm
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES															
SA 181	0	0	s 6.30 AM				5.45	TROUP JUNCTION		180.68	RYPV				s 3.30 PM
SA 176	0	27	s 6.55			L 1.00Pm	4.81 10.26	SOUTH NELSON	W	175.87	W	A 3.15Pm			s 3.05
SA 169	0	15	s 7.30			f 1.30	6.79 17.05	APEX		169.08		f 2.58			s 2.30
SA 166	0	15	s 7.45			s 1.38	3.33 20.38	HALL		165.75		f 2.53			s 2.10
SA 159	0	16	s 8.25			s 1.51	7.12 27.50	YMIR	W	158.63	W	s 2.38			s 1.51
SA 155	0	9	s 8.42			f 1.59	4.36 31.86	BOULDER MILL		154.27		f 2.30			s 12.55
SA 152	0	53	s 8.55			s 2.08	3.29 35.15	SALMO	SI	150.98	DN	s 2.22			s 12.40
SA 148	0	15	s 9.17			f 2.17	2.72 37.87	ERIE		148.26		f 2.17			s 12.20
SA 145	0	20	s 9.30			f 2.27	2.87 40.74	MEADOWS		145.39		s 2.09			s 12.08Pm
SA 142	7	0	s 9.40			f 2.35	4.08 44.82	PARKS		141.31		f 2.01			s 11.50
SA 136	0	15	s 9.55			f 2.44	5.60 50.42	FRUITVALE		135.71		f 1.51			s 11.35
SA 130	0	7	s 10.15			s 2.55	5.32 55.74	COLUMBIA GARDENS		130.39		s 1.33			s 10.55
SA 127	0	20	s 10.50			s 3.03	3.83 59.57	WANETA, B. C.	WN	126.56	D	s 1.20			s 10.30
SA 126	0	39	s 11.00			s 3.08	2.11 61.68	BOUNDARY, U. S.		124.45		s 1.10			s 10.12
SA 116	60	89	s 12.52Pm			s 3.25	8.80 70.48	NORTHPORT	NP	115.65	RKDWYX	s 12.52			s 9.15
SA 107	0	7	s 1.30			f 3.41	8.28 78.76	MARBLE		107.37		f 12.35			s 8.20
SA 96	0	16	s 2.30			f 4.03	11.47 90.23	BOSSBURG		95.90		f 12.11Pm			s 7.45
SA 89	0	2	3.15			4.15	6.77 97.00	SAND SPUR		89.13		11.55			7.15
SA 87	Yard	148	A 3.30Pm	L 2.00Am		s 4.20	2.01 99.01	MARCUS	MS	87.12	RKDNW BYXOJ	s 11.50		A 12.05Pm	L 7.00Am
SA 82	30	30		s 2.40		s 4.35	5.30 104.31	MEYER'S FALLS	MF	81.82	D	s 11.31		s 11.31	
SA 77	0	13		s 3.10		f 4.45	5.50 109.81	PALMERS		76.32		f 11.18		s 11.00	
SA 73	0	114		s 4.00		s 4.54	3.05 112.86	COLVILLE	VD	73.27	DW	s 11.13		s 10.35	
SA 71	0	21		s 4.20		f 5.02	3.80 116.66	ORIN		69.47		f 11.02		s 10.05	
SA 67	40	3		s 4.40		f 5.07	2.70 119.36	ARDEN		66.77		f 10.57		s 9.45	
SA 59	0	20		s 5.15		s 5.19	7.39 126.75	ADDY	AD	59.38	DW	s 10.44		s 9.15	
SA 50	26	120		s 6.30		s 5.38	9.21 135.96	CHEWELAH	CH	50.17	DX	s 10.29		s 8.45	
SA 43	40	49		s 7.30		s 5.51	7.57 143.53	VALLEY		42.60	YX	s 10.15		s 7.30	
SA 38	0	30		s 8.00		f 6.01	5.24 148.77	GRAYS		37.36		f 10.04		s 6.30	
SA 34	0	18					3.43 152.20	CLINE		33.93					
SA 33	39	17		s 8.40		s 6.12	1.27 153.47	SPRINGDALE		32.66	W	s 9.55		s 6.05	
SA 25	40	21		s 9.38		f 6.30	8.11 161.38	LOON LAKE		24.55		f 9.38		s 5.30	
SA 18	0	68		s 10.30		s 6.45	6.80 168.58	CLAYTON	CN	17.75	D	s 9.22		s 5.00	
SA 13	50	49		s 11.00		s 6.55	5.27 173.85	DEER PARK	DE	12.48	DXW	s 9.12		s 4.30	
SA 9	0	15		s 11.20		f 7.03	3.59 177.24	DENISON		8.89		f 9.02		s 3.25	
SA 4	40	16		s 11.40		f 7.15	5.12 182.36	WAYSIDE		3.77		f 8.51		s 3.10	
1460	Yard	40		A 12.10Pm		A 7.30Pm	3.77 186.13	DEAN	SF	0.00	JRDNX	L 8.44Am		L 3.00Am	
			9.30 10.42	10.10 8.57		6.30 27.92		Time Over Subdivision Average Speed Per Hour				6.31 27.99		9.05 9.59	9.00 10.99

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

Special Rules, Page 13.

WESTWARD — SIXTH SUBDIVISION — EASTWARD

Time Table No. 51

Effective May 14, 1939

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS 393 Friday	Distance from Marcus	STATIONS	Telegraph Calls	Distance from Republic	SIGNS	EASTWARD SECOND CLASS 394 Saturday
SA 87	Yard	148	L 1.15Pm	0.00	MARCUS	MS	73.36	ORKDNB JWYX	A 12.30Pm
				5.45					
SD 5	0	31	f 1.35	5.45	BOYDS		67.91		f 12.10Pm
				4.67					
SD 10	0	31	f 1.48	10.12	BARSTOW		63.24		f 11.50
				5.23					
SD 15	0	31	f 2.05	15.35	DULWICH		58.01		f 11.30
				1.55					
SD 17	0	7	f 2.20	16.90	ORIENT		56.46		f 11.25
				4.33					
SD 22	0	12	f 2.33	21.23	GOLDSTAKE		52.13		f 11.10
				6.09					
SD 27	0	18	s 3.03	27.32	LAURIER, WASH		46.04		s 10.45
				11.34					
SD 42	0	4	s 3.38	38.66	GRAND FORKS, B. C.	GR	34.70	Y	s 10.00
				3.08					
SD 42A	0	40	s 3.58	41.74	DANVILLE, WASH		31.62		s 9.50
				4.13					
SD 46	0	11	f 4.11	45.87	HURLBURT		27.49		f 9.20
				6.29					
SD 52	0	48	s 4.30	52.16	CURLEW		21.20	W	s 9.00
				6.08					
SD 58	0	33	f 4.50	58.24	MALO		15.12		f 8.35
				6.54					
SD 65	0	16	f 5.15	64.78	POLLARD		8.58		f 8.10
				3.68					
SD 68	0	34	f 5.30	68.46	TORBOY		4.90		f 7.50
				4.90					
SD 73	Yard	33	A 5.45Pm	73.36	REPUBLIC	Z	0.00	BRKDY	L 7.30Am
			4.30		Time Over Subdivision				5.00
			16.30		Average Speed Per Hour				14.67

Special Rules.

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

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

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

All trains stop on flag at Karamin and Rock Cut.

MAXIMUM SPEED.

All trains .....20 M. P. H.
Trains with loaded log cars .....15 M. P. H.
Republic High-line ..10 M. P. H.
Over bridge No. 1 at Marcus ..... 8 M. P. H.

WESTWARD — SEVENTH SUBDIVISION — EASTWARD

Time Table No. 51

Effective May 14, 1939

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS 275 Mon., Wed., Fri.	WESTWARD SECOND CLASS 277 Daily Ex. Sun.	Distance from Rockport	STATIONS	Telegraph Calls	Distance from Anacortes	SIGNS	EASTWARD SECOND CLASS 278 Daily Ex. Sun.	EASTWARD SECOND CLASS 276 Mon., Wed., Fri.
CN53	Yard	69		L 10.30Am	0.00	ROCKPORT	RC	53.41	XWY	A 9.30Am	
					6.00						
CN48	0	14		f 10.55	6.00	NESTOS		47.41		f 9.00	
					3.13						
CN44	35	158		s 1.30Pm	9.13	CONCRETE	BA	44.28	DXW	s 8.30	
					1.26						
CN43	0	92		f 1.45	10.39	GRASSMERE		43.02	X	f 6.45	
					5.05						
CN38	0	36		f 2.15	15.44	BIRDSVIEW		37.97		f 6.30	
					5.23						
CN33	0	39		f 2.35	20.67	HAMILTON		32.74	W	f 6.10	
					0.60						
				s 2.36	21.27	HAMILTON JUNCTION	H	32.14	RB	s 6.07	
					2.63						
CN29	0	33		f 2.50	23.90	LYMAN		29.51		f 5.55	
					5.45						
CN23	0	5		f 3.05	29.35	COKEDALE		24.06		f 5.35	
					3.12						
CN20	0	85		f 3.30	32.47	SEDRO-WOOLLEY	SW	20.94	DX	f 5.20	
					0.10						
					32.57	NOR. PAC. RY. CROSSING		20.84			
					4.65				MJRDNOB		
CL39	Yard	258	L 8.00Am	A 3.45Pm	37.22	BURLINGTON	BU	16.19	PKWXY	L 5.00Am	A 4.50Pm
					2.68						
CN13	0	14	f 8.10		39.90	AVON		13.51			f 4.37
					2.73						
CN10	0	6	f 8.19		42.63	FREDONIA		10.78			f 4.30
					1.50						
CN9	0	15	f 8.25		44.13	WHITNEY		9.28			f 4.23
					3.16						
			8.34		47.29	WHITMARSH JCT.		6.12	R		4.16
					0.51						
CN6	0	4	8.35		47.80	WHITMARSH	WH	5.61			4.15
					5.61						
CN0	Yard	265	A 8.55Am		53.41	ANACORTES	AC	0.00	RDXWB		L 4.00Pm
			.55	5.15		Time Over Subdivision				4.30	.50
			17.66	7.08		Average Speed Per Hour				8.30	19.42

Special Rules.

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

MAXIMUM SPEED.

All trains .....20 M. P. H.
Bridge 12—Whitney ..... 8 M. P. H.
Bridge 52—Concrete .....10 M. P. M.

SOUTHWARD — EIGHTH SUBDIVISION — NORTHWARD

Time Table No. 51

Effective May 14, 1939

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD THIRD CLASS 381 Tuesday and Friday	Distance from Mansfield	STATIONS	Distance from Columbia River	SIGNS	NORTHWARD THIRD CLASS 382 Tuesday and Friday
CR 60	Yard	48	L 1.30Pm	0.00	MANSFIELD	60.39	RWY	A 12.40Pm
				5.40				
CR 55	0	30	f 1.50	5.40	TOUHEY	54.99		f 12.20
				5.98				
CR 49	0	50	s 2.10	11.38	WITHROW	49.01		s 12.01Pm
				5.56				
CR 44	0	30	f 2.30	16.94	SUPPLEE	43.45		f 11.30
				6.99				
CR 36	0	62	s 3.00	23.93	DOUGLAS	36.46	D	s 11.05
				5.27				
CR 31	0	30	s 3.25	29.20	ALSTOWN	31.19		s 10.10
				9.84				
CR 21	0	24	f 4.05	39.04	McCUE	21.35		f 9.30
				5.58				
CR 16	0	35	s 4.45	44.62	PALISADES	15.77	W	s 9.10
				5.12				
CR 11	0	30	f 5.00	49.74	APPLEDALE	10.65		f 8.55
				10.65			J	
1632	Yard	53	A 5.30Pm	60.39	COLUMBIA RIVER	0.00	RPWN	L 8.25Am
			4.00		Time Over Subdivision			4.15
			15.09		Average Speed Per Hour			14.21

Special Rules.

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

MAXIMUM SPEED.

All Trains .....20 M. P. H.

SPECIAL RULES.

First Subdivision.

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

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

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

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

First class trains use register ticket at Appleyard.

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

High voltage electric wires on eastward main track between Spokane Passenger Station, and connection with S. C. & P. Ry. east of Division Street bridge, and to transfer track on S. C. & P. Ry., and in Appleyard and between Appleyard and Wenatchee in some places will not clear man on top of train. Trainmen and Enginemen must use extreme caution when obliged to be on top of train.

FLAG STOPS.

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

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

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

SPEED RESTRICTION.

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

MAXIMUM SPEED.

Between	Passenger	Freight
Fort Wright and Lyons	45 MPH	35 MPH
Lyons and Wenatchee	60 MPH	50 MPH
Quincy and Crater, Vulcan and Columbia River, S-2	50 MPH	

INTERLOCKING.

HILLYARD—Whistle Signals:

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

To West Yard—1 long, 1 short, 1 long.

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

U. P. R. R. JCT.—Whistle Signals:

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

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

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

FORT WRIGHT—Whistle Signals:

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

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

Siding, G. N. Ry.—2 long, 1 short.

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

Third Subdivision.

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

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

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

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

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

INTERLOCKERS.

FRASER RIVER BRIDGE:

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

DELTA JUNCTION:

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

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

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

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

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

Trains between Delta and Bayside be governed by lower arm of home signal.

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

FLAG STOPS.

No. 360—Ballard to Mukilteo, inclusive, to pick up passengers for points North of Everett. Ocean Park.

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

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

No. 355—Ocean Park.

SPEED RESTRICTIONS.

	All Trains
Over Brunette St., Sapperton	30 MPH
Over North wye Fraser River Bridge, New Westminster	4 MPH
Over Fraser River Bridge, New Westminster	6 MPH
Bridges 69 and 70, Crescent and Colebrook	25 MPH
MP 123 and 127 between White Rock and Crescent, Oct. 1st to May 1st	20 MPH
Thru Blaine, Burlington, Mount Vernon, Marysville	8 MPH
Over street crossings between So. Bellingham depot and street crossing just north of Bellingham freight depot	10 MPH
Bellingham, Four C. M. St. P. & P. RR crossings located:	
(1) Army St., (1) Commercial St.	
(2) Pine St., protected by gates	8 MPH
South Bellingham, N. P. Ry. crossing, protected by gates	8 MPH
Burlington, 7th SubDivision crossing protected by gates	8 MPH
Bridge 36, Mount Vernon	25 MPH
Bridges 10, 11, 12, Delta and Marysville	10 MPH
Everett, over Bond, Hewitt, California and 24th streets	6 MPH

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

MAXIMUM SPEED.

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

Fourth Subdivision.

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

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

No trains will be operated west of west switch at Hedley without special permission from superintendent.

FLAG STOPS.

Nos. 396 and 397 at Ruby Mine Spur.

SPEED RESTRICTIONS.

Over Bridges between Hedley and Oroville, E-15	10 MPH
Over Bridge 38.1, Chelan	8 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
Hedley and Oroville	15 MPH	15 MPH
Oroville and Wenatchee	35 MPH	30 MPH

Fifth Subdivision.

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

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

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

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

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

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

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

FLAG STOPS.

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

SPEED RESTRICTIONS.

Over Pend Oreille River Bridge, Waneta	8 MPH
Over Main St. Crossing, Marcus	6 MPH
Thru Chewelah Town Limits	8 MPH
Thru Deer Park Town Limits	10 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
Troup Jct. and Marcus	30 MPH	20 MPH
Marcus and Meyers Falls	25 MPH	20 MPH
Meyers Falls and Valley	40 MPH	30 MPH
Valley and Dean	35 MPH	30 MPH
Troup Jct. and Marcus, F-1	20 MPH	20 MPH

SPECIAL RULES, ALL SUBDIVISIONS

Engines	Maximum Speed
N-2, R-1, R-2	35 MPH
F-8, G-3, Z-1	40 MPH
Q-1	45 MPH
O-1, O-3, O-4, O-5, O-6, O-7, O-8, Q-2, Y-1	50 MPH
Engines backing up	20 MPH
Trains with steam derricks, pile drivers, or ditchers (boom on derrick must be trailing)	25 MPH

All trains must run at restricted speed where slides or falling rocks likely to be encountered.

AUTOMATIC BLOCK SIGNALS

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

OPERATION OF SPRING SWITCHES.

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

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

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

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

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

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

INSTRUCTIONS RELATIVE HANDLING LOGS.

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

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

Must not exceed 20 miles per hour.

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

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

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

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

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

GREAT NORTHERN BULLETINS LOCATED AT FOLLOWING STATIONS ON TENANT LINES.

N. P. Ry—Everett, Auburn, Arlington.
C.M.St.P.&P. RR—Everett, Tacoma.
Canadian Nat'l—Port Mann.
Harbor Board—Vancouver, B. C.

AUTOMATIC INTERLOCKING PLANTS.

Interbay—0.98 miles West, with Nor. Pac. Ry.
B. C. E. Railway crossing—1.84 miles south of Still Creek.

SEMI-AUTOMATIC INTERLOCKING.

New Westminster—0.80 miles north of New Westminster.

RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

Burlington, Seventh Subdivision.
One and one-fourth miles north of So. Bellingham, N. P. Ry.
Bellingham, Four—C. M. St. P. & P. Ry; (1) Army St., (1) Commercial St., (2) Pine St.

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

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

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

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

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

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

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

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

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Capacity Cars
FIRST SUBDIVISION:		
Adrian Pit	0.8 mile East of Adrian	75
Stratford Spur	1.3 miles West of Stratford	28
Sand Spur	1.6 miles West of Trinidad	16
Gravel Spur	2.9 miles West of Trinidad	63
Ohio Colony	1.5 miles West of Rock Island	8
Landreth Spur	4.4 miles East of Wenatchee	10
SECOND SUBDIVISION:		
Old Leavenworth	0.53 mile East of Leavenworth	67
Great Republic Mining Co., Miller River	2.2 miles West of Skykomish	11
Baring	1.26 miles East of Halford	19
Index, Galena Mill Spur	0.3 mile East of Index	42
Western Granite Works Spur	1.0 mile West of Index	8
Wallace Falls Timber Co.	1.8 miles East of Gold Bar	76
Startup	1.9 miles West of Gold Bar	22
Fryeland	1.9 miles West of Monroe	20
Robinson Lettuce Spur	2.0 miles West of Monroe	56
Frye Spur	3.1 miles West of Monroe	13
G. N. Oil Tank Spur	1.0 mile West of Everett Jct.	45
Standard Oil and Shell Co.'s Spur	0.9 mile East of Richmond Beach	90
THIRD SUBDIVISION:		
Clark and Buzza	0.1 mile South of Still Creek	2
Dominion Bridge Co.	1.4 miles South of Still Creek	58
Sapperton Pit	0.9 mile North of Sapperton	77
Work Train Spur	5.35 miles North of Colebrook	5
Dakota Creek Spur	2.1 miles South of Blaine	21
Olympic Portland Cement Co. Spur	2.0 miles South of Ferndale	27
Chuckanut Cannery Spur	0.6 mile North of Sockeye	6
Hazel Mill Spur	0.8 mile South of Samish	7
Blanchard	1.4 miles South of Samish	8
Belleville Pit	4.3 miles North of Burlington	102
Belleville	2.7 miles North of Burlington	9
English Lbr. Co.—Interchange	1.3 miles South of Fir	2
Norman Spur	1.0 mile North of Silvana	9
FOURTH SUBDIVISION:		
Allison	21.46 miles North of Hedley	10
Norman	16.72 miles North of Hedley	14
Bromley	11.96 miles North of Hedley	20
Benders Spur	0.5 miles North of Nighthawk	6

NAME	LOCATION	Capacity Cars
FOURTH SUBDIVISION—Concl.		
Ruby Mine Spur	4.9 miles South of Chopaka	4
Dwinnell Siding	1.0 mile South of Cordell	20
Peterson Spur	2.0 miles North of Ellisford	1
Thornton Spur	3.41 miles North of Tonasket	2
Ribbon Cliff Fruit Co.	5.1 miles North of Entiat	6
Olds Washing Plant	2.02 miles North of Olds	60
FIFTH SUBDIVISION:		
Porto Rico Spur	3.6 miles North of Ymir	2
Swansons Spur	1.3 miles South of Ymir	4
Durango Spur	1.8 miles South of Ymir	13
Baskins & Gevurtz Spur	1.9 miles South of Ymir	11
Archibald	1.0 mile South of Erie	11
Benton Pole & Lbr. Co. Spur	2.0 miles South of Meadows	6
Nelson's Spur	2.4 miles North of Fruitvale	2
Stroh Spur	5.33 miles North of Northport	3
Industrial Spur #134	4.06 miles North of Northport	20
Hudson's Spur	3.3 miles South of Northport	12
Cameron	4.5 miles South of Northport	12
Kanes	4.1 miles South of Northport	5
Hendrix Cut	3.8 miles North of Bossberg	3
Evans Spur	5.4 miles North of Marcus	24
Powells Siding	4.8 miles North of Marcus	29
Kulzer's Spur	1.7 miles South of Valley	8
Gess Spur	2.8 miles North of Valley	3
Blue Creek Spur	3.1 miles South of Addy	12
SIXTH SUBDIVISION:		
Hedlund Spur & Lbr. Co.	2.1 miles West of Marcus	Private
Helphrey's Spur #1	1.9 miles West of Curlew	3
SEVENTH SUBDIVISION:		
Mountview	3.7 miles West of Rockport	16
Sauk Spur	1.6 miles West of Rockport	11
Van Horne's Spur	1.0 mile West of Nestos	5
Puget Sound Saw Mill Co.	0.8 mile West of Nestos	80
Hawkins Spur	0.8 mile West of Fredonia	5