GREAT NORTHERN

SPOKANE DIVISION

TIME TABLE No. 39.

EFFECTIVE 12:01 A. M.
PACIFIC TIME

SUNDAY, OCTOBER 14, 1934.

M. J. Giles
1203 Colby Ave.
Everett, Wash.

C. McDONOUGH, Superintendent. J. B. SMITH, General Superintendent Transportation. J. H. O'NEILL, General Manager.

FIRST SUBDIVISION—HILLYARD AND WENATCHEE.

Time Table No. 39

Effective October 14, 1934.

Car Capacity Siding	Car Capacity Other Tracks	Station Numbers	Distance from Hillyard	STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	THIRD CLASS 693 Wed. Saturday	THIRD CLASS 691 Tuesday Friday	THIRD CLASS 381 Monday Thur.	FIRST CLASS 255 Daily Ex. Sun.	FIRST CLASS 45 Spands No. 1 Daily	FIRST CLASS 1 Daily	FIRST CLASS 27 Daily	FIRST CLASS 5 Daily	FIRST CLASS 2 Daily	FIRST CLASS 28 Daily	FIRST CLASS 6 Daily	FIRST CLASS 46 Spands No. 2 Daily	FIRST CLASS 256 Daily Ex. Sun.	SECOND CLASS 432 Daily	SECOND CLASS 402 Daily	SECOND CLASS 450 Daily	THIRD CLASS 694 Tuesday Friday	THIRD CLASS 382 Monday Thur.	THIRD CLASS 692 Wed. Saturday
					Depot HU Yard SQ	179.25	RKDNPW C O I X									A Am 8.00	A Pm 12.15			A Am 8.40	A Pm 3.30	A Pm 10.30	A Am 7.00			A Pm 2.30
				DOUBLE TRACK: HILLYARD			DNPI									7.50	12.06			8.30	3.10	10.20	6.35			* 2.06
Yard	2558	1469	0.0						L Am 5.40		L Pm 4.35		L Pm 9.15	L Pm 7.37												
		1472	3.68	3.68 O.-W. R. & N. Jct.					5.55		4.45		9.25	7.45												
Yard	844	1473	4.85	1.17 SPOKANE	DS-Q	174.40	RKDNPW O X		* 6.00		A Pm 4.50	L Pm 9.45	9.30 10.00	7.50 8.10	L Am 8.00	7.45 7.30	L12.01 A 9.00	A Pm 7.00	A Am 7.00	L Am 8.25	3.00	10.10	6.25			* 1.55
69	26	1477	7.59	3.74 FORT WRIGHT	FW	171.66	IDNPV X		420 * 6.15			A Pm 9.50	402 10.05	8.20	f 8.05	7.22	8.52	f 6.50	L Am 6.55		2.50	1 10.00	691 6.15			* 1.40
69	6	1481	13.95	6.38 HIGHLAND		165.30	P		* 6.40				10.17	8.30	f 8.17	7.10	8.43	f 6.38			2.30	9.45	6.00			* 1.20
69	15	1486	17.21	3.26 LYONS		162.04	P		2 * 7.04				10.23	8.36	f 8.23	691 7.04	8.38	f 6.32			2.20	9.35	5.50			* 1.05
70	50	1493	22.60	5.39 GALENA		156.65	P		* 7.45				10.31	8.43	28 f 8.31	6.56	5 8.31	f 6.23			2.05	9.25	5.40			*12.45
130	39	1496	26.69	4.09 ESPANOLA		152.56	P		28 * 8.25				10.36	8.49	f 8.37	6.49	691 8.25	f 6.17			1.55	9.15	5.30			*12.30
70	50	1502	33.18	6.44 WAUKON		146.07	P		5 * 8.48				10.44	402 8.57	691 f 8.48	6.40	8.17	f 6.07			1.35	27 8.57	5.15			Pm *12.05
129	35	1508	38.90	5.72 EDWALL	WH	140.35	DPW		* 9.25				10.52	9.05	* 8.57	6.32	8.10	* 5.58			1.20	8.30	5.00			*11.40
	20	1512	42.60	3.70 CANBY		136.65	P		* 9.40						f 9.03			f 5.50								*11.05
70	46	1517	48.10	5.50 BLUESTEM	BM	131.15	INP		*10.05				11.05	9.18	f 9.12	6.18	7.59	f 5.43			12.50	8.00	4.30			*10.45
282 W60	95	1524	55.51	7.41 HARRINGTON	HR	123.74	D PW		*10.40				11.14	9.27	* 9.23	6.06	7.49	* 5.33			Pm 12.20	7.35	4.05			*10.10
258	46	1531	62.23	6.72 MOHLER		117.02	P		*11.05				11.23	9.35	f 9.32	5.55	7.40	f 5.23			11.55	7.10	3.45			* 8.35
0	49	1535	65.94	3.71 DOWNS		113.31	P		*11.20				11.28	9.40	f 9.38	5.49	7.35	f 5.17			11.45	6.55	3.30			* 8.20
69	35	1539	70.40	4.46 LAMONA	PA	108.85	INPW		422 *11.45				11.34	9.46	f 9.48	5.42	7.29	f 5.10			691 11.30	6.40	3.15			* 8.05
94	16	1544	75.09	5.58 NEMO		103.27	P		Pm *12.05				11.41	9.53	f 9.56	5.33	7.21	f 5.02			11.00	6.10	2.45			* 7.45
69	109	1550	80.83	4.85 ODESSA	SA	98.42	D P		*12.35				11.47	9.59	*10.04	5.25	692 7.15	* 4.54			10.40	5.45	2.20			28 * 7.15
47	15	1555	85.41	4.58 SEWARD		93.84	P		*12.55				11.53	10.05	f10.11	5.18	7.09	f 4.45			10.30	5.35	2.10			* 6.55
113	35	1558	89.74	4.33 IRBY		89.51	PW		* 1.20				11.59	10.11	432 f10.17	5.11	7.03	f 4.38			5 10.17	5.25	2.00			* 6.35
69	33	1560	97.21	7.47 MARLIN		82.04	P		* 1.50				Am 12.10	10.21	*10.28	4.59	6.53	* 4.27			9.35	5.10	1.45			* 6.03
182	138	1573	103.83	5.62 WILSON CREEK	CK	75.42	DNPW CY X		L Am 7.00		A Pm 2.20		12.19	10.30	*10.38	4.48	6.45	* 4.16			9.20	4.55	1.30	A Pm 12.15		L Am 5.30
129	19	1580	111.65	7.82 STRATFORD		67.60	P		* 7.35				12.29	10.39	f10.50	4.34	6.35	f 4.02			8.30	4.15	12.50	*11.45		
137	132	1588	116.97	5.32 ADRIAN		62.28	P		435 * 8.10				450 12.36	10.46	694 f10.58	4.25	6.28	f 3.53			693 8.10	4.00	1 Am 12.36	5 *10.58		
	20	1591	121.57	4.60 SOAP LAKE	AP	57.68	D P		* 8.35						f11.05			* 3.45						*10.35		
129	58	1596	126.97	5.40 EPHRATA	FR	52.28	D PW		* 9.10				12.49	11.00	*11.14	4.08	6.14	* 402 3.35			7.45	6 3.35	11.57	*10.05		
70	7	1601	132.12	5.15 NAYLOR		47.13	P		* 9.40				12.56	11.07	f11.22	4.00	6.07	f 3.25			7.35	3.15	11.47	* 9.40		
69	15	1606	137.19	5.07 WINCHESTER		42.06	P		*10.15				1.03	11.13	f11.29	3.52	6.00	f 3.17			7.25	3.05	11.37	* 9.10		
95	104	1612	143.33	6.14 QUINCY	QN	35.92	DNPW		*10.40				1.14	450 11.22	*11.38	3.42	5.52	* 3.07			7.06	2.50	27 11.22	* 8.45		
73	4	1617	148.45	5.12 CRATER		30.79	P		*11.00				1.22	11.31	f11.47	3.33	5.45	f 2.58			6.46	2.25	10.35	* 8.20		
128	19	1623	154.06	5.60 TRINIDAD		25.19	PW		*11.35				1.32	11.41	*11.58	3.23	5.38	* 2.49			6.28	2.05	10.10	* 7.50		
69	5	1628	159.34	5.28 VULCAN		19.91	P		8 Pm *12.07				1.41	11.49	693 Pm f12.07	3.14	5.29	f 2.39			6.11	1.45	9.50	* 7.30		
70	52	1632	163.37	4.03 COLUMBIA RIVER		15.88	PW		*12.50		L Pm 5.40		1.48	11.56	f12.13	3.07	5.23	f 2.32			6.00	1.35	9.40	* 7.10	A Am 8.15	
70	13	1637	167.94	4.29 ROCK ISLAND		11.31	P		435 * 1.20		* 5.55		1.56	Am 12.03	*12.21	2.59	5.17	* 2.24			5.45	693 1.20	9.30	* 6.50	* 8.05	
70	23	1641	172.34	4.68 MALAGA		6.91	P		* 1.40		* 6.10		2.04	12.11	f12.29	2.50	5.11	f 2.14			5.30	1.10	9.15	* 6.15	* 7.50	
Yard	1082	1645	177.06	4.74 APPLEYARD	WD	2.17	RKDNPW OC X		x Am 5 2.00		6.20		2.12	12.19	f12.37	2.40	432 5.05	691 f 2.05			L 28 Am 5.10	L Pm 1.00	L Pm 9.00	L Am 5.45	7.35	
75 Yard	1085	1648	179.25	2.17 WENATCHEE	WC	0.0	RKDN PWX				A Pm 6.30		A Am 2.15	A Am 12.25	A Pm 12.42	L Am 2.35	L Am 5.00	L Pm 2.00							L Am 7.30	
				Time Over Subdivision Average Speed Per Hour				7.00 10.46	8.40 11.98	.00 19.06	.15 19.40	.05 33.00	5.00 35.65	4.48 27.34	4.42 37.10	5.25 33.00	7.15 24.72	5.00 34.85	.05 33.00	.15 19.30	10.20 17.15	9.30 18.61	10.00 17.71	6.30 11.27	.45 21.17	9.00 11.58

AUTOMATIC BLOCK SIGNALS

Special Rules.

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

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

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

Trains 1, 2 and 27 register by card at Hillyard.

First class trains register by card at Appleyard.

Register at Columbia River for trains originating and terminating at this station.

Siding at Adrian is used jointly by N. P. and G. N. trains between N. P. connection and depot (See Rule 105). Normal position of N. P. connection switch is for siding.

High voltage electric wires on eastward main track between Spokane Passenger Station, and connection with S. C. & P. Ry. just east of Division Street bridge, and to transfer track on S. C. & P. Ry.

In some places will not clear man on top of car. Trainmen and Enginemen must use extreme caution when obliged to be on top of cars or engine.

HILLYARD— **INTERLOCKING.**

Whistle signals for movements through plant:

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.

O.-W. R. & N. JCT.—

Whistle signals for tracks with switches controlled from interlocking tower:

O.-W. R. & N. Junction—Main Line—1 long.

O.-W. R. & N. Transfer No. 1—1 long, 1 short.

O.-W. R. & N. Transfer No. 2—2 long, 1 short.

FORT WRIGHT—

Whistle signals for tracks with switches controlled from Interlocking Plant:

Main Line, G. N. Ry.—1 short, 1 long.

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

Siding, G. N. Ry.—2 long, 1 short.

Switches east end Fort Wright are operated from Interlocking Plant and signals are located as follows:

Home signal for westward trains 55 feet east of main line switch leading to S. P. & S. Ry. Top arm 90 degrees up is for main line, second arm 90 degrees up is for S. P. & S. Ry. and third arm is for siding.

Home signal eastward for G. N. Ry. 600 feet west of east main line switch, on right hand side of siding going east, top arm is for main line trains, lower arm is fixed and denotes home signal and derail 55 feet ahead.

Home signal on S. P. & S. Ry. 580 feet from east main line switch. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derail 55 feet ahead.

Derail on siding 400 feet from frog, governed by dwarf signal 55 feet from derail.

Eastward Distant Signal on G. N. Ry. 3700 feet west of Eastward Home Signal.

S. P. & S. Distant Signal at west end of Tunnel No. 19.

Double track switch 20 feet East of Bridge 274 and derail on Westward main line 600 feet East of the double track switch, are electrically operated from Fort Wright Plant, and semaphore signals govern train movments over switches and derails.

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

See Rule 605.

FLAG STOPS.

Trains 1 and 2 stop on flag at Edwall, Harrington, Odessa, Wilson Creek, Soap Lake, Ephrata and Quincy to pick up and discharge revenue passengers to and from Fargo and points east.

No. 27 stops at Hillyard to discharge Revenue passengers.

No. 27 stops at Ephrata daily except Sunday.

MAXIMUM SPEED.

Between	Passenger	Freight
Within city limits, Spokane	20 M. P. H.	20 M. P. H.
From Division Street to Monroe Street, Spokane	12 M. P. H.	12 M. P. H.
Fort Wright and Lyons	45 M. P. H.	35 M. P. H.
Lyons and Wenatchee	60 M. P. H.	35 M. P. H.
Over Bridges 270 and 273, Spokane, Q-1, R and S-2 Engines		8 M. P. H.
Over Bridge 274, Fort Wright Q-1, R and S-2 Engines		15 M. P. H.
Quincy and Crater	S-2 Engines	40 M. P. H.
Vulcan and Columbia River	S-2 Engines	40 M. P. H.

SECOND SUBDIVISION—WENATCHEE AND SEATTLE.

SECOND CLASS	FIRST CLASS					Car Capacity				Time Table No. 39 Effective October 14, 1934				FIRST CLASS						SECOND CLASS
401	355	5	359	1	27	Siding	Other Tracks	Station Numbers	Distance from Wenatchee	STATIONS	Telegraph Calls	Distance from Seattle	SIGNS	380	6	298 (N. P. 444)	358	2	28	402
Daily	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily
L 1.00PM		L 12.50PM		L [1] 2.30AM	L 12.35AM	Yard	1068	1648	0.0	WENATCHEE	WC	155.67	RKDNWOX P		A 1.55PM			A [1] 2.30AM	A 4.50AM	A 9.20AM
[6] 1.35		f 1.08		2.42	12.48	75	47	1655	7.28	7.28 MONITOR	MR	148.39	D P		[401] f 1.35			2.15	4.40	9.00
1.50		[6] s 1.20		2.50	12.55	94	218	1659	11.00	3.72 CASHMERE	CM	144.67	DNWX P		[5] s 1.20			2.08	s 4.33	8.45
2.05		s 1.28		3.00	1.03	64	35	1664	15.65	4.65 DRYDEN	DN	140.02	D P		s 1.12			2.00	4.23	8.30
2.20		s 1.37		3.08	1.10		226	1667	18.77	3.12 PESHASTIN	PN	136.90	D P		s 1.06			1.53	4.17	8.20
2.35		s 1.46		3.17	1.18	112	16	1671	22.05	3.28 LEAVENWORTH	CH	133.62	DN P		s 1.00			1.45	s 4.10	8.10
2.55		f 1.55		3.28	[2] 1.34	55		1674	27.90	5.85 CHUMSTICK	CM	127.77	P		f 12.47			[27] 1.34	4.00	7.55
3.20		f 2.08		[28] 3.46	1.50	109	14	1684	35.60	7.70 WINTON	WI	120.07	P		f 12.35			1.20	[1] 3.46	7.35
3.45		f 2.21		3.59	2.05	100	41	1691	42.15	6.55 MERRITT	CK	113.52	WY P		f 12.23			1.07	3.25	7.15
4.25		f 2.40		4.18	2.20	100	87	1699	49.18	7.03 BERNE	BR	106.49	N P		f 12.10PM			12.53	3.05	6.50
4.55		f 3.03		4.38	[28] 2.40	135	16	1716	55.16	5.98 SCENIC	MA	97.51	DN P		f 11.48			12.32	[27] 2.40	6.15
5.20		3.22		4.53	2.55	60	10	1723	66.00	7.84 TONGA	O	89.67	P		11.27			12.11	2.15	5.40
6.20		s 3.46		[402] s 5.15	s 3.15	E-89 W99	271	1728	70.96	4.96 SKYKOMISH	KY	84.71	RKDNWCXY P		s 11.15			s 12.01AM	s 2.00	[1] 5.15
6.30		f 3.54		5.23	3.23	80	85	1732	74.77	3.81 GROTTO	GO	80.90	P		f 10.57			11.44	1.38	3.46
6.45		f 4.04		5.32	[402] 3.31	68	62	1737	79.91	5.14 HALFORD	HA	75.76	W P		f 10.47			11.37	1.30	[27] 3.31
7.00		s 4.15		5.43	3.41	58	14	1742	85.24	5.33 INDEX	NX	70.43	N P		s 10.36			11.28	1.20	3.10
7.16		f 4.24		5.51	3.49	68	15	1747	90.14	4.90 REITER		65.53	P		f 10.25			11.19	1.10	2.55
7.30		s 4.33		5.58	3.56	149	951	1751	94.51	4.37 GOLD BAR	GB	61.16	DWY P		s 10.18			11.12	1.03	2.40
7.45		s 4.43		6.06	4.03	59	18	1757	99.91	5.40 SULTAN	SU	55.76	P		s 10.10			11.05	12.55	2.20
8.00		s 5.00		6.18	4.16	65	127	1764	107.37	7.46 MONROE	RO	48.30	DNWY P		s 9.58			10.56	s 12.45	2.05
8.15		s 5.15		6.30	4.26	99	156	1771	114.37	7.00 SNOHOMISH	SH	41.30	DN P		s 9.42	A 4.15PM		10.46	s 12.25	1.45
8.45		5.25		6.39	4.35	Clear-water	112	1777	120.18	5.62 LOWELL		35.48	XWP		9.33	L 4.04PM		10.38	12.15	1.30
8.50		5.28		6.42	4.38		104		121.81	1.62 PACIFIC AVENUE	D	33.86	D IXP		9.30			10.36	12.12	1.05
8.52		s 5.45		s 6.50	s 4.53		8	1779	122.86	1.05 EVERETT		32.81	XP		s 9.27			s 10.32	s 12.10AM	1.03
8.55	L 9.47PM	[358] 5.47	L 12.45PM	6.52	4.55		44	1780	123.67	.81 EVERETT JUNCTION	JN	32.00	DN IX P	A 9.05AM	9.20		A [5] 5.50PM	10.25	11.55	1.00
9.05	9.53	f 5.56	12.51	7.00	5.02		84	1784	127.42	3.75 MUKILTEO	MU	28.25	P	s 8.59	9.14		5.44	10.19	11.49	12.53
9.24	10.03	6.08	1.01	7.11	5.13			1793	134.56	7.14 MEADOWDALE	AD	21.11	P	f 8.45	9.05		5.35	10.08	11.38	12.37
9.35	10.09	f 6.17	1.07	7.19	5.20		63	1795	138.27	3.71 EDMONDS	DR	17.40	DW P	s 8.40	9.00		5.30	10.03	11.33	12.30
9.45	10.14	f 6.23	1.12	7.25	5.25		79	1796	141.37	3.10 RICHMOND BEACH	R	14.30	P	s 8.33	8.55		5.25	9.58	11.28	12.21
10.00	10.27	6.39	1.26	7.40	5.40		190	1807	149.23	7.86 BALLARD	BD	6.44	X	s 8.21	8.45		5.15	9.47	11.17	12.06
A 10.10PM	10.30	f 6.43	f 1.29	7.44	5.44	Yard	1064	1808	150.99	1.76 INTERBAY	RB	4.68	RKDNWCOX P	s 8.18	8.42		5.12	9.43	11.13	L 12.01AM
									151.97	0.98 N. P. RY. CROSSING		3.70	I							
									154.27	2.30 NORTH PORTAL TOWER		1.40	I							
									155.57	1.30 SOUTH PORTAL TOWER		0.10	I							
	A 10.45PM	A 7.00PM	A 1.45PM	A [350] 8.00AM	A 6.00AM	Yard	689	1818	155.67	0.10 SEATTLE	UD	0.0	RKDNX P	L [1] 8.05AM	L 8.30AM		L 5.00PM	L 9.30PM	L 11.00PM	
9.10 16.36	.58 33.10	6.10 25.24	1.00 32.00	5.30 28.31	5.25 28.74					Time Over Subdivision Average Speed Per Hour				1.00 32.00	5.25 28.73	.11 31.80	.50 38.41	5.00 31.12	5.50 26.68	9.19 16.44

Automatic Block Signals (Wenatchee–Everett). Double Track (Everett Junction–Seattle).

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.

Special Rules.

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

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

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

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

Delta (Freight Yard) 3.26 miles west of Lowell.

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

First class trains register by card at Interbay.

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

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

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

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

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

FLAG STOPS.

Nos. 1 and 2 at Leavenworth, Cashmere and Peshastin to pick up and discharge revenue passengers to and from Fargo and points east.

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

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

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

SPEED RESTRICTIONS.

	Passenger	Freight
Over Main Street Crossing, Cashmere	25 M. P. H.	25 M. P. H.
Over Bridge 370, Dryden, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 371, Dryden, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 372, Dryden, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 382, Merritt, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 385, Berne, Q-1, R, S-1	8 M. P. H.	8 M. P. H.
Over Bridge 404, Scenic, Q-1, R, S-1	8 M. P. H.	8 M. P. H.
Over Bridge 406, Alpine, Q-1, R, S-1	8 M. P. H.	8 M. P. H.
Over Street Crossings, Skykomish	15 M. P. H.	15 M. P. H.
Over Bridge 424, Grotto, Q-1, R, S-1	8 M. P. H.	8 M. P. H.
Over Bridge 432, Halford, Q-1, R, S-1	8 M. P. H.	8 M. P. H.
Over Bridge 436, Index, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 441, Startup, Q-1, R, S-1	8 M. P. H.	8 M. P. H.
Over Bridge 446, Sultan, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Thru Monroe Town Limits	25 M. P. H.	15 M. P. H.
Over Bridge 455, Snohomish, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Crossing Pacific Ave., Everett	8 M. P. H.	8 M. P. H.
Thru Edmonds Town Limits	8 M. P. H.	8 M. P. H.
Over N. P. Crossing, Interbay	15 M. P. H.	15 M. P. H.
Thru Seattle Tunnel	8 M. P. H.	8 M. P. H.
Between Denny Way and Hanford Street, Seattle	6 M. P. H.	6 M. P. H.

MAXIMUM SPEED.

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

THIRD CLASS	SECOND CLASS		FIRST CLASS				Car Capacity		Section Numbers	Distance from Vancouver	Time Table No. 39 Effective October 14, 1934. STATIONS	Telegraph Calls	Distance from Everett Junction	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS
735 C. N. Ry. 598	711 Local	737 C. N. Ry.	101 C. N. Ry. 2	365	297 N. P. 444	359	Siding	Other Tracks							102 C. N. Ry. 1	360	358	712	738 C. N. Ry.	736 C. N. Ry.
Tues., Fri.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily									Daily	Daily	Daily	Daily Ex. Sat.	Daily	Wed., Sat.
	L 11.00a			5.30p		L 8.30a	Yard	400	CL 125	0.0	VANCOUVER	VN	122.38	RKDNWC VXO P		A 2.00p	A 10.15p	A 8.00p		
L 7.05	11.03	L 12.50a	L 2.50p	5.33		8.33				1.25	1.25 C. N. JUNCTION		121.13	X	A 9.00a	1.48	10.09	7.50	A 9.20p	A Pm 3.10
7.15	11.08	12.58	736 2.53	5.36		8.36			CL 122	2.73	1.48 STILL CREEK		119.65	X P	8.52	f 1.44	10.06	7.40	9.10	101 3.02
7.20	11.12	1.04	2.58	5.39		8.39			CL 120	4.57	1.84 ARDLEY		117.81	I P	8.49	f 1.40	10.03	7.32	9.05	2.58
7.27	11.17	1.12	3.03	5.42		8.42		0	CL 117	7.30	2.63 BURNABY		115.18		8.42	f 1.36	9.59	7.27	8.55	2.41
7.38	11.22	1.18	3.08	5.45		8.45		18	CL 115	9.69	2.49 ENDOT		112.69	F	8.35	1.32	9.56	7.22	8.45	2.35
										11.33	1.64 B. C. E. RY. CROSSING		111.05	I						
7.45	11.35	1.25	3.12	5.51		8.51	19	130	CL 112	11.70	0.37 NORTH WESTMINSTER		110.68	W YXF	8.27	f 1.28	9.51	7.15	8.38	2.28
A 7.50	11.40	A 1.30a	A 3.17p	• 5.57		• 8.56		60	CL 107	12.06	1.36 NEW WESTMINSTER	MN	109.32	RD INX P	L 8.23a	• 1.25	• 9.48	6.52	L 8.33p	L 2.23p
	11.45			6.01		9.01				12.54	0.48 FRASER RIVER JCT		108.84	I		1.14	9.34	6.45		
	12.10p			f 6.16		f 9.16	46	47	CL 96	24.03	713 10.49 COLEBROOK		98.35	Y P		f12.58	9.18	856 6.16		
	12.19			f 6.21		f 9.21		8	CL 92	27.73	8.69 CRESCENT		94.66			f12.50	f 9.10	5.45		
	880 12.40			• 6.35		• 9.35	87	10	CL 87	32.75	5.02 WHITE ROCK	WR	89.63	DN XF		•12.40	• 8.52	5.30		
										35.43	3.68 INTERNATIONAL BOUNDARY		86.95							
	1.45			• 6.55		• 9.55	50	143	CL 84	35.88	0.45 BLAINE	BN	86.50	DN W X P		•12.18	• 8.37	4.45		
	2.00			7.07		•10.07		55	CL 77	42.46	7.58 CUSTER		78.92	P		•12.01p	8.22	4.00		
	2.20			f 7.15		•10.15	60	80	CL 71	49.04	5.58 FERNDALE	FD	73.34	D P		•11.53	8.15	3.45		
	712 3.00			• 7.35		•10.35	52	190	CL 62	58.02	5.98 BELLINGHAM	BM	64.36	K DN XW P		•11.35	• 8.00	711 3.00		
										58.25	0.23 C. M. ST. P. & P. CROSSO.		64.13							
										58.56	0.31 C. M. ST. P. & P. CROSSO.		63.82							
										58.93	0.37 C. M. ST. P. & P. CROSSO.		63.45							
										58.99	0.06 C. M. ST. P. & P. CROSSO.		63.39							
										59.81	0.82 NOR. PAC. RY. CROSSING		62.57							
	3.15			• 7.45		•10.45	53	92	CL 60	60.95	1.14 SOUTH BELLINGHAM	FN	61.43	D X P		•11.20	• 7.45	1.50		
	3.30			7.54		10.51	80	8	CL 56	64.87	3.92 BOCKEYE		57.51	P		f11.10	7.35	1.35		
	3.50			f 8.04		f11.00	40	8	CL 50	70.93	6.06 SAMISH		51.45	W P		859 11.00	7.25	1.20		
	4.05			8.09		f11.05	25	14	CL 46	74.63	3.70 BOW		47.75	P		f10.51	7.21	1.10		
	4.15			8.17		11.11		9	CL 42	79.38	4.65 BELLEVILLE		43.10	P		f10.44	7.14	12.55		
										81.74	2.46 P. S. R. R. RY. CROSSING		40.64	I						
	5.00			• 8.25		•11.20	51	258	CL 39	82.01	0.27 BURLINGTON	BU	40.37	R DNC OWVX F		•10.40	• 7.10	12.45p		
										83.07	3.06 P. S. P. T. CO. CROSSING		37.31	I						
	5.15			• 8.39		•11.32	98	106	CL 31	85.98	0.91 MT. VERNON	NR	36.40	DN P		•10.25	• 6.58	11.55		
	5.30			f 8.47		713 f11.40	25	17	CL 30	91.31	5.33 FIR		31.07	P		•10.12	6.43	850 11.40		
										92.65	1.34 ENGLISH LBR. CO. CROSSG.		29.73	I						
	5.45			f 8.58		•11.52	50	52	CL 23	96.41	5.76 STANWOOD	B	23.97	D P		•10.00	6.33	11.15		
	6.00			9.05		f11.59		17	CL 17	102.96	5.57 SILVANA		18.40	W P		• 9.50	6.26	11.00		
	358 6.21			9.10		f12.05p	50	18	CL 13	107.03	3.93 ENGLISH		14.45	P		f 9.43	711 6.21	10.45		
	6.35			9.15	L 3.40p	12.10			CL 6	111.70	3.77 KRUSE		10.68	P		9.36	6.16	10.35		
	6.41			f 9.21	3.45	f12.18	50	70	CL 6	115.11	6.41 MARYSVILLE	MR	7.27	D P		• 9.30	6.11	10.25		
	A 6.55p			9.27	A 3.51p	12.24			CL 3	117.57	2.50 DELTA WYE TOWER	WY	4.77	DN IYX P		9.23	6.05	L 10.15a		
										117.78	0.11 NOR. PAC. RY. CROSSING		4.60	I						
				9.30		12.27				119.03	1.26 LONG SIDING		3.35			9.20	6.02			
				9.45		•12.43	60	112	1779	121.57	2.54 EVERETT		0.81	P		• 9.15	• 5.57			
				A 9.47p		A 12.45p		44	1760	122.38	0.81 EVERETT JUNCTION	JN	0.0	DN I X P		L 9.05a	L 5.50p			
45 15.75	7.55 14.66	.40 17.71	.27 26.34	4.17 28.06	.11 32.62	4.15 28.80					Time Over Subdivision Average Speed Per Hour				27 19.15	4.55 24.87	4.25 27.71	9.45 12.07	.47 15.08	.47 15.08

Automatic Block Signals — Double Track

Special Rules.

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

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

Trains will not pass International Boundary at Blaine and White Rock without permission of Customs officials.

Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

Delta (Freight Yard) 1.08 miles south of Delta Wye—Water, Fuel, Track Scales, Wye and Standard Clock.

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

INTERLOCKERS.

FRASER RIVER BRIDGE:

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

DELTA 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 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.

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 for express one mile north of Samish tunnel and 500 feet north of the overhead highway bridge south of Samish for express shipments 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.

SPEED RESTRICTIONS. All Trains

Over Street Crossings between South Bellingham depot and the Crossing just North Bellingham Freight depot.....10 M. P. H.
Over Fraser River Bridge, New Westminster.... 6 M. P. H.
Between Mile Posts 123 and 127, between White Rock and Crescent, Oct. 1st to May 1st.....15 M. P. H.
Over Brunette St., Sapperton and thru Blaine, Burlington, Mt. Vernon and Marysville..... 8 M. P. H.
Everett, over Bond St., Hewitt St., California St. and 24th St..... 6 M. P. H.

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

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

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....	50 M. P. H.	35 M. P. H.

SOUTHWARD. FOURTH SUBDIVISION NORTHWARD.
WENATCHEE AND OROVILLE.

THIRD CLASS 697 Daily Ex. Sun	FIRST CLASS 253 Daily Ex. Sun	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Oroville	Time Table No. 39 Effective October 14, 1934. STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS 254 Daily Ex. Sun	THIRD CLASS 698 Daily Ex. Sat
	L AM 6.15	55	243	SO 71	0.0	....OROVILLE....	YR	137.24	RKDWYC X	A AM 11.59	
	f 6.28	6	85	WO 132	5.75	5.75 ....CORDELL....		131.49		f11.35	
	f 6.39	6	34	WO 126	11.03	5.28 ....ELLISFORD....		126.21		f11.20	
	s 6.54	0	71	WO 120	16.96	5.93 ....TONASKET....	ON	120.28	DPW	s11.00	
	f 7.04	0	34	WO 115	21.79	4.83 ......JANIS......		115.45		f10.33	
	f 7.15	0	34	WO 110	27.22	5.43 ......BARKER......		110.02		f10.22	
	s 7.27	0	36	WO 105	32.51	5.29 ....RIVERSIDE....		104.73	PW	s10.10	
	f 7.37	0	25	WO 100	36.69	4.18 ....CHEROKEE....		100.55		f 9.55	
L PM 6.00	s 7.55	66	214	WO 96	41.54	4.85 ......OMAK......	MK	95.70	DPXCY	s 9.45	A AM 2.20
s 6.35	s 8.10	55	92	WO 92	45.74	4.20 ....OKANOGAN....	KN	91.50	DPWX	s 9.25	s 2.00
f 6.50	f 8.20	0	34	WO 87	50.67	4.93 ...CHILLOWIST...		86.57		f 9.09	f 1.25
f 7.05	f 8.28	0	35	WO 83	54.60	3.93 ......MALOTT......		82.64		f 9.01	f 1.10
f 7.25	254 f 8.47	0	35	WO 78	60.85	6.25 ....WAKEFIELD....		76.39	W	253 f 8.47	f12.45
f 7.40	f 8.57	0	34	WO 72	65.58	4.73 ......MONSE......		71.66		f 8.38	f12.25
s 8.10	s 9.16	50	61	WO 65	72.25	6.67 ....BREWSTER....	BR	64.99	DP X	s 8.24	AM s12.15
s 8.45	s 9.35	49	333	WO 59	78.33	6.08 ......PATEROS......	RO	58.91	DPWX	s 8.10	s11.45
f 9.02	f 9.46	0	34	WO 53	82.80	5.47 ......STARR......		53.44		f 7.55	f11.00
f 9.15	f 9.55	0	34	WO 50	87.46	3.66 ......WELLS......		49.78		f 7.48	f10.45
f 9.35	f10.07	0	35	WO 44	93.19	5.73 ......HUGO......		44.05		f 7.37	f10.25
698 s10.05	s10.22	54	63	WO 39	98.30	5.11 ......CHELAN......	HN	38.94	DPWX	s 7.27	697 s10.05
s10.30	s10.30		78		99.46	1.16 ..CHELAN FALLS..		37.78		s 7.19	s 9.50
f10.50	f10.42	0	40	WO 33	105.31	5.85 ......STAYMAN......		31.93		f 7.08	f 9.20
f11.15	f10.54	0	48	WO 26	111.23	5.92 ......WINESAP......		26.01		f 6.56	f 8.55
s11.45	s11.15	66	86	WO 19	118.34	7.11 ......ENTIAT......	NI	18.90	DPWX	s 6.42	s 8.30
AM f12.10	f11.26	0	39	WO 14	123.64	5.30 ..WAGNERSBURG..		13.60		f 6.29	f 7.55
f12.30	f11.40	0	31	WOS	129.27	5.63 ......ZENA......		7.97		f 6.18	f 7.35
f12.45	f11.50	0	66	WO3	133.75	4.48 ......OLDS......		3.49		f 6.08	f 7.15
A AM 1.00	A PM 12.15			1648	137.24	3.49 ...WENATCHEE...		0.0	RKDNPW X	L AM 6.00	L PM 7.00
7.00 13.67	6.00 22.87					Time Over Subdivision Average Speed Per Hour				5.59 22.87	7.20 13.05

Special Rules.

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

MAXIMUM SPEED.

Between	Passenger	Freight
Wenatchee and Oroville	35 M. P. H.	30 M. P. H.
Except over Bridge 38.1, Chelan, All trains		8 M. P. H.

SOUTHWARD. FIFTH SUBDIVISION NORTHWARD.
DEAN AND MARCUS.

THIRD CLASS 701 Su., Wed and Fri	FIRST CLASS 255 Daily Ex. Sun	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Marcus	Time Table No. 39 Effective October 14, 1934. STATIONS	Telegraph Calls	Distance from Dean	SIGNS	FIRST CLASS 256 Daily Ex. Sun	THIRD CLASS 702 Tu. Thur. and Sat.
L AM 5.30	L PM 1.00	40	148	SA 87	0.00	....MARCUS....	MS	87.12	RKD WC YX	A PM 12.20	A AM 6.00
s 6.05	s 1.18	30	30	SA 82	5.30	5.30 .MEYER'S FALLS.	MF	81.82	D	PM s12.06	s 4.25
s 6.25	f 1.26	0	18	SA 77	10.60	5.30 ....PALMERS....		76.52		f11.52	s 4.00
s 7.00	s 1.36	0	114	SA 73	13.85	3.25 ....COLVILLE....	YD	73.27	D W	s11.44	s 3.40
s 7.20	f 1.43	0	21	SA 71	17.65	3.80 ......ORIN......		69.47		f11.32	s 3.15
s 7.40	f 1.48	40	3	SA 67	20.35	2.70 ......ARDEN......		66.77		f11.26	s 2.40
s 8.40	702 s 2.01	0	20	SA 59	27.74	7.39 ......ADDY......	AD	59.38	D W	s11.12	255 s 2.01
s 9.50	s 2.21	28	54	SA 50	36.95	9.21 ...CHEWELAH...	CH	50.17	D X	s10.53	s 1.25
256 s10.39	s 2.35	40	49	SA 43	44.52	7.57 ......VALLEY......		42.60	Y X	701 s10.39	s12.40
s11.25	f 2.47	0	20	SA 38	49.76	5.24 ......GRAYS......		37.36		f10.26	PM s12.15
		0	18	SA 34	53.19	3.43 ......CLINE......		33.93			
PM s12.05	s 2.59	39	17	SA 33	54.46	1.27 ..SPRINGDALE..		32.66	W	s10.15	s11.30
s 1.05	s 3.18	40	21	SA 25	62.57	8.11 ...LOON LAKE...		24.55		s 9.56	s10.40
s 1.35	s 3.34	0	44	SA 18	69.37	6.80 ....CLAYTON....	CN	17.75	D	702 s 9.39	256 s 9.39
	3.37	0	24	SA 17	70.26	0.89 .CHRISTIANSON.		16.86		9.36	
s 2.20	s 3.45	60	46	SA 13	74.64	4.38 ...DEER PARK...	DE	12.48	DXW	s 9.28	s 8.20
s 2.35	f 3.53	0	35	SA 9	78.23	3.59 ....DENISON....		8.89		f 9.18	s 7.05
s 3.00	f 4.05	40	16	SA 4	83.35	5.12 ....WAYSIDE....		3.77		f 9.07	s 6.30
A PM 3.20	A PM 4.16	40	40	1460	87.12	3.77 ......DEAN......	ST	0.0	R DN X	L AM 9.00	L AM 6.10
9.50 8.86	3.16 26.64					Time Over Subdivision Average Speed Per Hour				3.20 26.13	10.50 8.21

Special Rules.

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

Trains 255 and 256 will stop on flag at Darts, Blue Creek, Buckeye, Mission. Mission is 1.6 miles south of Meyers Falls.

The normal position of Junction switch at Marcus is for Sixth Subdivision.

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

Water at Kulzers spur, 1.7 miles south of Valley.

Class H-4 and heavier engines not permitted to go beyond Main street, Marcus.

MAXIMUM SPEED.

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

SOUTHWARD. SIXTH SUBDIVISION NORTHWARD.
MARCUS AND NELSON.

THIRD CLASS 703 Tu. Thur and Sat.	FIRST CLASS 259 Daily Ex. Sun	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Nelson	Time Table No. 39 Effective October 14, 1934. STATIONS	Telegraph Calls	Distance from Marcus	SIGNS	FIRST CLASS 260 Daily Ex. Sun	THIRD CLASS 704 Mo. Wed. and Fri.
L AM 6.00				SA 166	0.00	......NELSON......	DC	99.01	R DNWC O P		A AM 4.00
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES											
s 6.30		0	0	SA 161	5.45	5.45 ..TROUP JUNCTION..		93.56	R YP		s 3.30
s 7.00	L AM 8.00		27	SA 176	10.26	4.81 .SOUTH NELSON.		88.75	W	A AM 4.45	s 3.05
s 7.45	f 8.20	0	15	SA 169	17.05	6.79 ......APEX......		81.96		f 4.25	s 2.30
s 8.00	s 8.30	0	15	SA 166	20.38	3.33 ......HALL......		78.63		s 4.15	s 2.05
s 8.25	s 8.50	0	16	SA 159	27.50	7.12 ......YMIR......		71.51	W	s 3.57	s 1.20
s 8.42	f 9.01	0	9	......	31.86	4.36 .BOULDER MILL.		67.15		f 3.45	s12.55
s 8.55	s 9.10	0	53	SA 152	35.15	3.29 ......SALMO......	SO	63.86	D	s 3.37	s12.40
259 s 9.17	703 s 9.17	0	15	SA 148	37.87	2.72 ......ERIE......		61.14		s 3.27	s12.20
s 9.30	f 9.24	0	20	SA 143	40.74	2.87 ....MEADOWS....		58.27		s 3.19	PM s12.08
s 9.40	f 9.31	7	0		44.82	4.08 ......PARKS......		54.19		f 3.07	s11.50
s 9.55	s 9.41	0	15	SA 136	50.42	5.60 ....FRUITVALE....		48.59		s 2.57	s11.35
s10.15	s 9.54	0	7	SA 130	55.74	5.32 COLUMBIA GARDENS		43.27		s 2.42	s10.55
s10.50	s10.06	0	14	SA 127	59.57	3.83 ..WANETA, B. C...	WN	39.44	D	s 2.31	s10.30
s11.00	704 s10.12	0	39	SA 125	61.68	2.11 .BOUNDARY, U. S..		37.33		s 2.16	259 s10.12
PM s12.10	s10.50	60	89	SA 116	70.48	8.80 ...NORTHPORT...	NP	28.53	RKDWYN	s 1.50	s 9.15
260 s 1.30	f11.08	0	7	SA 107	78.76	8.28 ......MARBLE......		20.25		703 f 1.30	s 8.20
s 2.30	s11.33	0	16	SA 96	90.23	11.47 ....BOSSBURG....		8.78		s 1.06	s 7.45
A PM 3.30	A AM 11.55	40	148	SA 87	99.01	8.78 ......MARCUS......	MS	0.00	RKD WC YX	L PM 12.45	L AM 7.00
9.30 10.42	3.55 22.66					Time Over Subdivision Average Speed Per Hour				4.00 22.18	9.00 10.99

Special Rules.

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

Trains 259 and 260 will stop on flag at Evans, Kane, Stroh Spur, Benton, Baskins and Gevertz Spur, Porto Rico and Wileys Spur.

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

Trains must come to a stop before reaching Troup Junction switch and must know track is clear before using Canadian Pacific Main Track.

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

Water four miles south of Marble and three miles south of Fruitvale.

MAXIMUM SPEED.

Between	Passenger	Freight
Marcus and Troup Jct.	30 M. P. H.	20 M. P. H.

Except over Pend O'Reille River Bridge at Waneta all trains 8 M. P. H.

Yard limit boards one-half mile South Powells and one-half mile North of Evans.

WESTWARD. SEVENTH SUBDIVISION—MARCUS AND REPUBLIC. EASTWARD.

SECOND CLASS 393 Monday	SECOND CLASS 391 Friday	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Marcus	Time Table No. 39 Effective October 14, 1934. STATIONS	Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS 392 Saturday	SECOND CLASS 394 Tuesday
L Pm 1.15	L Pm 1.15	40	148	SA 97	0.00	MARCUS	MS	73.96	RKD WC Y	A Pm 12.30	A Pm 12.30
f 1.35	f 1.35		31	SD 3	8.43	5.45 BOYDS		67.91		Pm f12.10	Pm f12.10
f 1.48	f 1.48		31	SD 10	10.13	4.67 BARSTOW		63.24		f11.50	f11.50
f 2.05	f 2.05		31	SD 15	13.35	5.23 DULWICH		58.01		f11.30	f11.30
f 2.20	f 2.20	0	7	SD 17	16.60	1.55 ORIENT		56.46		f11.25	f11.25
f 2.33	f 2.33	0	19	SD 22	21.23	4.33 HUGHES		52.13		f11.10	f11.10
s 3.03	s 3.03	0	18	SD 27	27.82	6.09 LAURIER, WASH.		46.04		s10.45	s10.45
s 3.38	s 3.38	0	4	SD 42	38.66	11.34 GRAND FORKS	GS	34.70		s10.00	s10.00
f 3.43	f 3.43	0	0	SD 40	40.12	1.46 GRAND FORKS JCT.		33.24	Y	9.55	9.55
s 3.58	s 3.58	0	40	SD 42A	41.74	1.62 DANVILLE, WASH.		31.62	W	s 9.50	s 9.50
f 4.11	f 4.11	0	11	SD 46	45.87	4.13 HURLBURT		27.49		f 9.20	f 9.20
s 4.30	A Pm 4.30		45	SD 52	52.16	6.29 CURLEW	W	21.20	R D W	L Am 9.00	s 9.00
f 4.50			32	SD 58	58.24	6.08 MALO		15.12			f 8.35
f 5.15		0	18	SD 65	64.78	6.54 POLLARD		8.58	W		f 8.10
f 5.30			34	SD 68	68.48	3.65 TORBOY		4.90			f 7.50
A Pm 5.45		45	33	SD 73	73.38	4.90 REPUBLIC	Z	0.00	RKD W Y		L Am 7.30
4.30 16.30	3.15 15.96					Time Over Subdivision Average Speed Per Hour				2.30 14.90	5.00 14.67

Special Rules—Seventh Subdivision.

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

All trains stop on flag at Karamin and Rock Cut.

SPEED RESTRICTIONS.

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

MAXIMUM SPEED.

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

Special Rules—Eighth Subdivision.

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

MAXIMUM SPEED.

All Trains	10 miles per hour.

Special Rules—Ninth Subdivision.

Westward trains are superior to eastward trains of the same class.
Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.
Trains 396 and 397 will stop on flag at Ruby Mine Spur.
Normal position of switch at K. V. Jct. is for K. V. Ry. main track.
Normal position of Junction switch at Oroville is for Fourth subdivision.

MAXIMUM SPEED.

All Trains	25 miles per hour.

WESTWARD. EIGHTH SUBDIVISION—CURLEW AND MOLSON. EASTWARD.

SECOND CLASS 391 Friday	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Curlew	Time Table No. 39 Effective October 14, 1934. STATIONS	Telegraph Calls	Distance from Molson	SIGNS	SECOND CLASS 392 Saturday
L Pm 4.30	45	0	SD 52	0.00	CURLEW	W	43.31	R D W	A Am 8.55
f 4.46			SG 6	5.70	5.70 PAXSON		39.61		f 8.35
f 4.58		3	SG 10	9.92	4.22 TORODA		35.39		f 8.25
s 5.11		26	SG 14	14.39	4.47 FERRY, WASH.		30.92	W	s 8.10
s 5.20			SG 13	14.62	0.23 MIDWAY, B. C.		30.69		s 8.05
f 5.50			SG 23	23.12	8.50 BERGEN		22.19		f 7.40
s 6.20			SG 24	28.77	5.65 MYNCASTER		16.54		s 7.20
f 6.35		7	SG 34	32.63	4.86 SVACKAN		11.68		f 7.00
s 7.05		26	SG 40	40.25	6.85 BRIDESVILLE, B. C.		5.03	W	s 6.40
A Pm 7.35		33	SG 45	43.31	3.03 MOLSON, WASH.		0	R Y	L Am 6.15
3.05 14.60					Time Over Subdivision Average Speed Per Hour				2.40 16.08

WESTWARD. NINTH SUBDIVISION—OROVILLE AND PRINCETON. EASTWARD.

SECOND CLASS 397 Monday Wednesday Friday	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Oroville	Time Table No. 39 Effective October 14, 1934. STATIONS	Telegraph Calls	Distance from Princeton	SIGNS	SECOND CLASS 396 Monday Wednesday Friday
L Pm 1.30			SG 71	0	OROVILLE	VR	79.65	RKD WYC X	A Pm 6.00
s 2.00	0	19	SG 83	11.34	11.34 NIGHTHAWK		68.31	W	s 5.30
s 2.25	0	22	SG 93	21.24	9.90 CHOPAKA, WASH.		58.41	W	s 5.00
s 2.55	0	26	SG 103	30.81	9.57 SIMILKAMEEN, B. C.		48.84		s 4.35
f 3.10	0	10	.....	34.16	3.35 CAWSTON		45.49		f 4.20
s 3.30	38	38	SG 110	38.06	3.90 KEREMEOS	K	41.59	D	L Pm 4.00
	0	15	SG 117	45.02	6.96 ASHNOLA		34.63		
	0	10	SG 123	51.83	6.30 BRADSHAW		28.33	W	
	20	11	SG 128	55.74	4.42 HEDLEY		23.91		
	0	0	SG 132	60.31	4.57 CORY		19.34		
		30	SG 140	67.70	7.39 BROMLEY		11.95		
	0	14	SG 144	72.45	4.75 NORMAN		7.19		
		10	SG 149	77.20	4.74 ALLISON		2.45		
			.....	79.40	2.20 K. V. JCT.		0.25	X	
TRAINS BETWEEN K. V. JCT. AND PRINCETON BE GOVERNED BY K. V. RY. TIME TABLE AND RULES									
	40	50	SG 152	79.65	0.25 PRINCETON	OD	0.00	R D W Y	
2.00 19.03					Time Over Subdivision Average Speed Per Hour				2.00 19.03

SOUTHWARD. TENTH SUBDIVISION NORTHWARD.
COLUMBIA RIVER AND MANSFIELD.

THIRD CLASS 381 Mon. and Thurs.	Car Capacity: Siding	Car Capacity: Other Tracks	Station Numbers	Distance from Mansfield	Time Table No. 39 Effective October 14, 1934. STATIONS	Distance from Columbia River	SIGNS	THIRD CLASS 382 Mon. and Thurs.
L Pm 1.30	41	45	CR 60	0.0	MANSFIELD	60.39	RPW Y	A Pm 12.40
f 1.40		30	CR 55	5.40	5.40 TOUHEY	54.99	P	f12.20
* 2.10		50	CR 49	11.38	5.98 WITHROW	49.01	P	*12.01 Pm
f 2.30		30	CR 44	15.94	5.56 SUPPLEE	43.45	P	f11.30
* 3.00		62	CR 36	23.60	6.99 DOUGLAS	36.46	D P	*11.05
* 3.25		30	CR 31	29.20	5.27 ALSTOWN	31.19	PW	*10.10
f 4.05		24	CR 21	39.04	9.84 McCUE	21.35	P	f 9.30
* 4.45		35	CR 15	44.62	5.58 PALISADES	15.77	PW	* 9.10
f 5.00		30	CR 11	49.74	5.12 APPLEDALE	10.65	P	f 8.55
f 5.15		24	CR 5	55.00	5.26 MOSES COULEE	5.39		f 8.40
A Pm 5.30			1532	60.39	5.39 COLUMBIA RIVER	0.0	RPW	L Am 8.25
4.00 15.00					Time Over Subdivision Average Speed Per Hour			4.15 14.21

Special Rules—Tenth Subdivision.

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

MAXIMUM SPEED.

All trains 20 miles per hour.

WESTWARD. ELEVENTH SUBDIVISION—ANACORTES AND ROCKPORT. EASTWARD.

SECOND CLASS 275 Tues., Thur., Sat.	SECOND CLASS 277 Mon., Wed., Fri.	Car Capacity: Siding	Car Capacity: Other Tracks	Station Numbers	Distance from Rockport	Time Table No. 39 Effective October 14, 1934. STATIONS	Telegraph Calls	Distance from Anacortes	SIGNS	SECOND CLASS 278 Mon., Wed., Fri.	SECOND CLASS 276 Tues., Thur., Sat.
	L 11.30am		49	CN52		ROCKPORT	RC	53.41	R D X WY	A 10.30am	
	f11.55		14	CN45	6.00	6.00 NESTOS		47.41		f10.00	
	* 2.30pm	35	134	CN44	9.13	3.13 CONCRETE	BA	44.28	D X	* 9.15	
	f 2.45		92	CN40	10.39	1.26 GRASSMERE		43.02	X W	f 8.45	
	* 3.15		96	CN36	15.44	5.05 BIRDSVIEW		37.97		* 8.30	
	* 3.35		39	CN33	20.67	5.23 HAMILTON		32.74		* 8.10	
	* 3.50		88	CN29	23.90	3.23 LYMAN		29.51		* 7.55	
	f 4.05		8		29.15	5.45 COKEDALE		24.06		f 7.35	
	* 4.30		65	CN20	32.47	3.12 SEDRO-WOOLLEY	SW	20.94	D X	* 7.20	
					32.57	0.10 NOR. PAC. RY. CROSSG.		20.84			
L 11.00am	A 4.45pm	50	258	CL19	37.22	4.65 BURLINGTON	BU	16.19	R DN CO W X Y	L 7.00am	A 4.50pm
f11.10			14	CN12	39.90	2.68 AVON		13.51			f 4.37
f11.19			6	CN10	42.63	2.73 FREDONIA		10.78			f 4.30
*11.25			15	CN9	44.13	1.50 WHITNEY		9.28			* 4.23
11.35			4		47.80	3.67 WHITMARSH	WH	5.61			4.15
f11.41				CN4	49.66	1.86 FIDALGO		3.75			f 4.10
A 11.55am		Yard	265	CN0	53.41	3.75 ANACORTES	AC		R D X W		L 4.00pm
53 17.66	5.15 7.08					Time Over Subdivision Average Speed Per Hour				2.30 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.

All Trains

Over Bridge 52, Concrete..... 8 M. P. H.

MAXIMUM SPEED

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

TWELFTH SUBDIVISION—COLEBROOK AND LADNER.
WESTWARD. EASTWARD.

Car Capacity: Siding	Car Capacity: Other Tracks	Station Numbers	Distance from Colebrook	Time Table No. 39 Effective October 14, 1934. STATIONS.	Telegraph Calls	Distance from Ladner	SIGNS.
40	47	CL98	0.0	COLEBROOK		10.71	R
			0.78	0.78 GUICHON LINE JCT.		9.93	
	8	CV14	7.08	6.30 INVERHOLM		3.66	
	6	CV16	9.47	2.42 CHALLUCTHAN		1.24	
	8	CV10	10.71	1.24 LADNER		0.0	R Y
				Time Over Subdivision Average Speed Per Hour			

Special Rules

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

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

Maximum Speed, all trains 20 miles per hour.

Special Rules.

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

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

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

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

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

MAXIMUM SPEEDS.

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

Engines backing up.....20 miles per hour.
Trains with steam derricks, pile drivers or ditchers.....25 miles per hour.
All trains with restricted speed where slides or falling rock likely to be encountered.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
FIRST SUBDIVISION:			
Nemo Pit	0.66 mile East of Nemo	East end	100 cars
Adrian Pit	0.8 mile East of Adrian	East end	75 cars
Stratford Spur	1.3 miles West of Stratford	East end	14 cars
Sand Spur	1.6 miles West of Trinidad	West end	16 cars
Gravel Spur	2.9 miles West of Trinidad	West end	63 cars
Rock Island Dam	0.8 miles East of Rock Island	Both ends	182 cars
Ohio Colony	1.5 miles West of Rock Island	East end	8 cars
Landreth Spur	4.4 miles East of Wenatchee	West end	10 cars
SECOND SUBDIVISION:			
Leavenworth	0.53 miles East of Leavenworth	East end	75 cars
Clemens Jct.	0.6 mile West of Tonga	East end	
Great Republic Mining Co., Miller River	2.2 miles West of Skykomish	West end	17 cars
Grotto Lumber Co.	0.1 mile East of Grotto	East end	1 car
Northwestern Portland Cement Co.'s Spur	0.1 mile East of Grotto	East end	29 cars
Reiter Lbr. Co.'s Spur	3.5 miles West of Grotto	East end	5 cars
Index, Galena Mill Spur	0.3 mile East of Index	East end	32 cars
Western Granite Works Spur	1.0 mile West of Index	West end	26 cars
Gravel Bunkers	0.5 mile West of Reiter	Both ends	75 cars
Wallace Falls Timber Co.	1.8 miles East of Gold Bar	Both ends	88 cars
Startup	1.9 miles West of Gold Bar	West end	14 cars
Wallace Lumber Co. Spur	0.7 mile East of Sultan	East end	25 cars
Miller Logging Co.'s Siding	1.3 miles West of Sultan	Both ends	59 cars
Fryeland	1.9 miles West of Monroe	Both ends	20 cars
Frye Spur	3.1 miles West of Monroe	East end	13 cars
Robinson Lettons Spur	2.0 miles West of Monroe	East end	56 cars
G. N. Oil Tank Spur	1.0 mile West of Everett Jct.	East end	48 cars
Washington Bolt Spur	0.6 mile West of Edmonds	West end	44 cars
Standard Oil Co. Spur	0.9 mile East of Richmond Beach	West end	90 cars

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
THIRD SUBDIVISION:			
Clark and Buzza	0.1 mile South of Still Creek	South end	2 cars
Dominion Bridge Co.	0.4 mile North of Ardley	South end	58 cars
Sapperton Pit	0.9 mile North of North Westminster	Both ends	77 cars
Campbell Lumber Co. Spur	1.0 mile South of Whiterock	North end	51 cars
Dakota Creek Spur	2.1 miles South of Blaine	North end	21 cars
Milk Spur	0.7 mile South of Ferndale	South end	28 cars
Standard Oil Spur	0.7 leads off Milk Spur	.....	10 cars
Olympic Portland Cement Co. Spur	2.0 miles South of Ferndale	North end	27 cars
Utah Idaho, Sugar Co. Spur	2.4 miles North of Bellingham	North end	161 cars
Olympic Portland Cement Co. Spur	2.4 miles North of Bellingham	North end	188 cars
Union Oil Spur	0.4 mile South of So. Bellingham	South end	9 cars
Chuckanut Cannery Spur	0.6 mile North of Sockeye	North end	6 cars
Hazel Mill Spur	0.8 mile South of Samish	North end	30 cars
Blanchard	1.4 miles South of Samish	North end	8 cars
Bellville Pit	1.6 miles North of Bellville	North end	102 cars
Union Oil Co. Spur	1.2 miles North of Mt. Vernon	South end	6 cars
Puget Sound and Cascade Ry. Conn.	0.8 mile North of Mt. Vernon	South end	.....
Associated Oil Co. Spur	1.2 miles South of Mt. Vernon	North end	9 cars
Skagit Crossing Tr. Track	1.3 miles South of Fir	South end	2 cars
Milltown	2.3 miles South of Fir	South end	2 cars
Norman Spur	1.0 mile North of Silvana	South end	9 cars
Cox's Spur	1.5 miles North of Marysville	South end	3 cars
FOURTH SUBDIVISION:			
Peterson Spur	2.0 miles North of Ellisford	South end	1 car
Ribbon Cliff Fruit Co.	5.1 miles North of Entiat	South end	6 cars
Olds Washing Plant	2.02 miles North of Olds	Both ends	60 cars
FIFTH SUBDIVISION:			
Deer Park Lbr. Co. Spur	0.7 mile North of Deer Park	South end	3 cars
Holland-Herr Spur	4.7 miles North of Loon Lake	South end	3 cars
Kulsers Spur	1.7 miles South of Valley	North end	8 cars
Gees Spur	2.8 miles North of Valley	South end	3 cars
Northwest Magnesite	1.4 miles South of Chewelah	Both ends	66 cars
Blue Creek Spur	3.1 miles South of Addy	South end	12 cars
SIXTH SUBDIVISION:			
Sand Spur	2.1 miles North of Marcus	South end	2 cars
Powells Siding	4.8 miles North of Marcus	Both ends	29 cars
Evans Spur	5.4 miles North of Marcus	South end	24 cars
Hendrix Cut	3.8 miles North of Boseburg	North end	3 cars
Kanes	4.1 miles South of Northport	South end	5 cars
Harpers	4.5 miles South of Northport	North end	12 cars
Hudson's Spur	3.3 miles South of Northport	South end	12 cars
Good-Hopkins Lbr. Co. Spur	4.09 miles North of Northport	South end	3 cars
Industrial Spur No. 134	4.06 miles North of Northport	South end	20 cars
Stroh Spur	5.33 miles North of Northport	South end	3 cars
West Kootenay P. & L. Co.	0.5 mile South of Waneta	Siding	6 cars
Nelsons Spur	2.4 miles North of Fruitvale	North end	2 cars
Benton Pole & Lbr. Co. Spur	2.0 miles South of Meadows	South end	6 cars
Archibald	1.0 mile South of Erie	Both ends	11 cars
Rotter's Spur	3.6 miles North of Salmo	South end	9 cars
Baskins & Gevurts Spur	1.9 miles South of Ymir	North end	11 cars
Swansons Spur	1.3 miles South of Ymir	North end	4 cars
Porto Rico Spur	3.6 miles North of Ymir	South end	2 cars

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
SEVENTH SUBDIVISION:			
Hedlund Box & Lbr. Co.	2.1 miles West of Marcus	East end	Private
Rock Cut	0.7 mile East of Hughes	West end	5 cars
Helphrey's Spur No. 1	1.9 miles West of Curlew	East end	3 cars
California Spur	2.2 miles East of Republic	West end	7 cars
EIGHTH SUBDIVISION:			
Helphrey's Spur No. 2	2.8 miles West of Curlew	East end	2 cars
Robert's Spur	6.2 miles West of Midway	East end	1 car
Myncaster Spur	0.4 mile East of Myncaster	West end	55 cars
Dumonts Spur	3.9 miles East of Bridesville	East end	3 cars
NINTH SUBDIVISION:			
Benders Spur	0.5 mile West of Nighthawk	East end	6 cars
Ruby Mine Spur	4.9 miles East of Chopaka	West end	4 cars
Princeton M. & Dev. Co.	2.1 miles West of Norman	East end	9 cars
ELEVENTH SUBDIVISION:			
Mountview	3.7 miles West of Rockport	Both ends	16 cars
Sauk Spur	1.6 miles West of Rockport	West end	11 cars
Van Horne's Spur	1.0 mile West of Nestos	Both ends	5 cars
Puget Sound Saw Mill Co.	0.8 mile West of Nestos	Both ends	80 cars
L. L. Spur	0.6 mile West of Hamilton	West end	1 car
Hawkins Spur	0.8 mile West of Fredonia	East end	5 cars
Gravel Pit Spur	6.1 miles East of Anacortes	West end	3 cars
Log Rollway	2.3 miles East of Anacortes	Both ends	20 cars
TWELFTH SUBDIVISION:			
Gowdy Road Spur	1.4 miles East of Challucthan	West end	4 cars
Patterson's Spur	0.9 mile East of Inverholm	West end	6 cars
Smith Road Spur	2.1 miles East of Inverholm	Both ends	6 cars
Matthew Road Spur	3.1 miles East of Inverholm	Both ends	5 cars
Esabree Road Spur	3.1 miles West of Colebrook	Both ends	5 cars
Oliver Road Spur	1.8 miles West of Colebrook	West end	4 cars
Surrey Spur	1.0 mile West of Cloverdale	West end	3 cars

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....Chief Surgeon...Office phone Main 7508, House Colfax 4101, 1849 Medical Arts Building 9th St. and Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne.....Assistant Chief Surgeon.....Minneapolis, Minn.
Dr. J. G. Cunningham....Assistant Chief Surgeon.....Spokane, Wash.
Dr. H. E. Wheeler.....Assistant Division Surgeon.....Spokane, Wash.
Dr. A. E. Gerhart.....Assistant Division Surgeon.....Wenatchee, Wash.
Dr. R. K. Pomeroy.....Alternate Surgeon.....Wenatchee, Wash.
Dr. H. F. Craig.....Assistant Division Surgeon.....Marcus, Wash.
Dr. H. J. Knott.....Division Surgeon, Cobb Bldg.....Seattle, Wash.
Dr. L. S. Trask.....Assistant Division Surgeon.....Everett, Wash.
Dr. R. W. Perry.....Opthalmic Surgeon.....Seattle, Wash.
Dr. H. T. Rhoads.....Opthalmic Surgeon.....Everett, Wash.
Dr. Frederick A. Kiehle...Opthalmic Surgeon.....Portland, Ore.
Dr. Carroll Smith.....Opthalmic Surgeon.....Spokane, Wash.
Dr. A. N. Codd, Alternate.Opthalmic Surgeon.....Spokane, Wash.

LOCAL SURGEONS.

Dr. C. R. McKinley.....Brewster.
Dr. W. A. Gray.....Colville.
Dr. C. M. Kingston.....Grand Forks.
Dr. L. F. Wagner.....Harrington.
Dr. J. Farrow.....Hillyard.
Dr. W. O. Rose.....Nelson.
Dr. E. E. Elmer.....Oroville.
Dr. H. E. Frost.....Anacortes.
Dr. W. A. Kirkpatrick.....Bellingham.
Dr. M. A. Keyes.....Blaine.
Dr. H. E. Cleveland.....Burlington.
Dr. E. Hayden.....Cashmere.
Dr. Roy F. West.....Seattle
Dr. Roll Newell Dillon....Interbay. Address 3042 15th Ave. West, Seattle.
Dr. Paul W. Sweet.....Centralia.
Dr. H. L. Hopkins.....Leavenworth.
Dr. Minard Allison.....Monroe.
Dr. Geo. E. Drew.....New Westminster.
Dr. G. N. Pease.....Portland.
Dr. Ralph M. Dodson..Medical Dental Bldg., Portland, Ore.
Dr. James A. LaGasa.....Tacoma.
Dr. R. D. Wiswall.....Vancouver, Wash.
Dr. Geo. H. Clement.....718 Granville St. Vancouver, B. C.

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

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

C. A. MANTHE, Superintendent Terminals.

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

AUTOMATIC INTERLOCKING.

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

SEMI-AUTOMATIC INTERLOCKING.

New Westminister.....0.80 miles north New Westminister.

RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

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

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

INTERBAY.

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

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

SWITCHING LEAD.

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

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

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

ARDLEY.

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

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

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

To Operate Smash Board Mechanism.

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

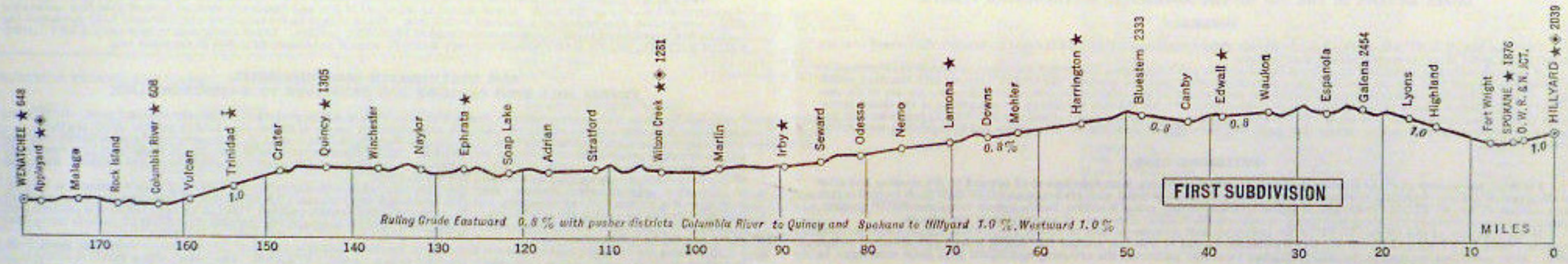
NEW WESTMINISTER SEMI-AUTOMATIC.
FRASER MILL SPUR CROSSING AND CROSSOVER TO WATERFRONT LINE.

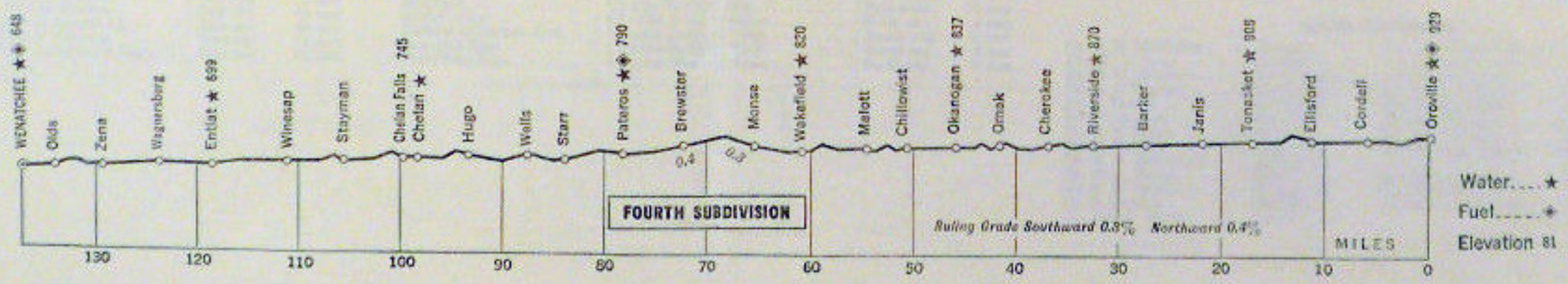
Great Northern train movements over Fraser Mill spur crossing will be governed by manually operated gates. G. N. route over Fraser Mill spur crossing will be set manually after obtaining release of electric lock holding gates in STOP position.

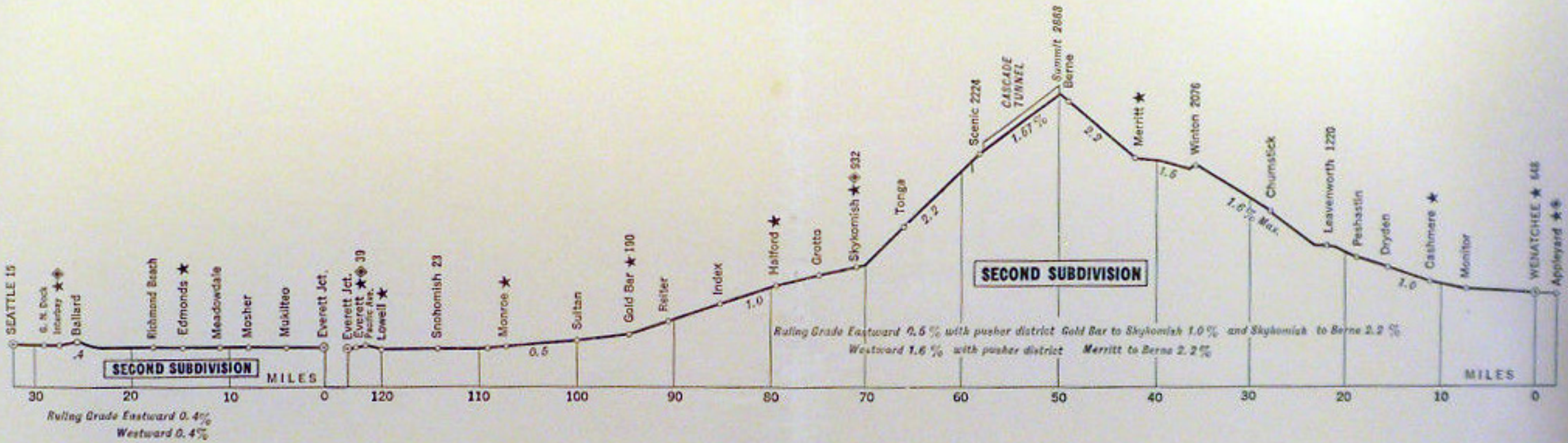
Great Northern train movements from Main Line to Waterfront Line over C. P. R. crossing will be governed by indicator and electrically operated lock on main line switch stand. Great Northern route from main line to Waterfront Line over the C. P. R. crossing will be set manually after obtaining release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

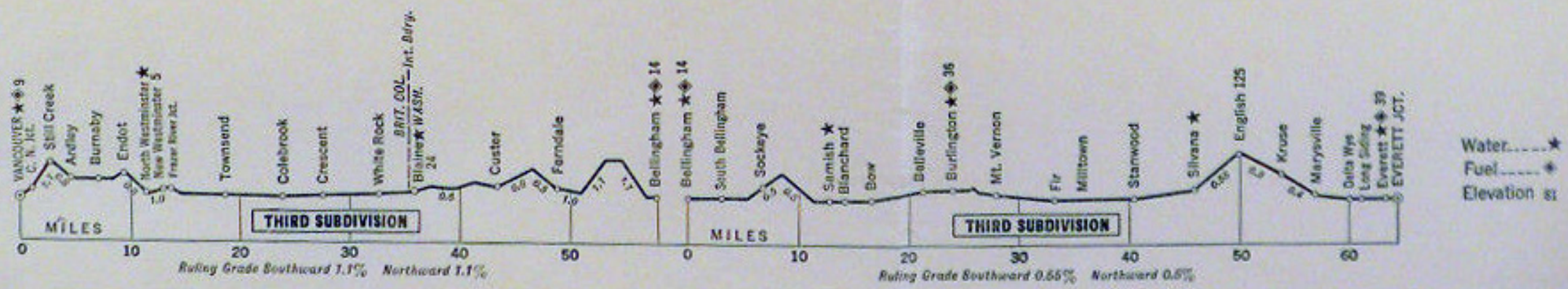
To unlock gates or switch, trainman shall open lock box locked with standard switch lock and if light indicator is burning, push operating button. If the semaphore indicator in the lock box indicates CLEAR at close of this operation, gates or switch may be unlocked by raising the handle under the indicator 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.


WENATCHEE ★ 648
Applegard ★◆
Malaga
Rock Island
Columbia River ★ 608
Vulcan
Trinidad ★
Crater
Quincy ★ 1305
Winchester
Naylor
Ephrata ★
Soap Lake
Adrian
Stratford
Wilson Creek ★◆ 1251
Marlin
Irby ★
Seward
Odessa
Nerro
Lamona ★
Downs
Mohler
Harrington ★
Bluestem 2333
Canby
Edwall ★
Waukon
Espanola
Galena 2454
Lyons
Highland
Fort Wright
SPOKANE ★ 1876
O. W. R. & N. JCT.
HILLYARD ★◆ 2039
1.0
0.8
0.8 %
0.8
0.8
1.0
1.0
FIRST SUBDIVISION
Rolling Grade Eastward 0.8 % with pusher districts Columbia River to Quincy and Spokane to Hillyard 1.0 %, Westward 1.0 %
MILES
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0


WENATCHEE ★◆ 648
Olds
Zena
Wagnerberg
Entiat ★ 699
Winesap
Stayman
Chelan Falls 745
Chelan ★
Hugo
Wells
Starr
Pateros ★◆ 790
Brewster
Monse
Wakefield ★ 820
Malott
Chillowist
Okanogan ★ 837
Omak
Cherokee
Riverside ★ 870
Barker
Janis
Tonasket ★ 905
Ellisford
Cordell
Oroville ★◆ 929
0.4
0.3
FOURTH SUBDIVISION
Rolling Grade Southward 0.3% Northward 0.4%
MILES
130
120
110
100
90
80
70
60
50
40
30
20
10
0
Water.... ★
Fuel..... ◆
Elevation 81


SECOND SUBDIVISION
SEATTLE 15
G. N. Dock
Interbay
Ballard
Richmond Beach
Edmonds
Meadowdale
Mosher
Mukilteo
Everett Jct.
Everett Jct.
Everett
Pacific Ave.
Lowell
Snohomish 23
Monroe
Sultan
Gold Bar 190
Reiter
Index
Halford
Grotto
Skykomish 932
Tonga
Scenic 2224
CASCADE TUNNEL
Summit 2868
Berne
Merritt
Winton 2076
Chumstick
Leavenworth 1220
Peshastin
Dryden
Cashmere
Monitor
WENATCHEE 648
Appleyard
MILES
Ruling Grade Eastward 0.6% with pusher district Gold Bar to Skykomish 1.0% and Skykomish to Berne 2.2%
Westward 1.6% with pusher district Merritt to Berne 2.2%
Ruling Grade Eastward 0.4%
Westward 0.4%


VANCOUVER C. N. Jct.
Still Creek
Ardley
Burnaby
Endot
North Westminster
New Westminster
Fraser River Jct.
Townsend
Colebrook
Crescent
White Rock
BAIT. COL.
Int. Burg.
Blaine
W.ASH.
Custer
Ferndale
Bellingham
Bellingham
South Bellingham
Sockeye
Samish
Blanchard
Bow
Belleville
Burlington
Mt. Vernon
Fir
Milltown
Stanwood
Silvana
English 125
Kruse
Marysville
Delta Wye
Long Siding
Everett
EVERETT JCT.
MILES
THIRD SUBDIVISION
Ruling Grade Southward 1.1% Northward 1.1%
Ruling Grade Southward 0.55% Northward 0.6%
Water
Fuel
Elevation