



SPOKANE DIVISION

TIME TABLE No. 40.

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

SUNDAY, APRIL 14, 1935.

C. McDONOUGH, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD

FIRST SUBDIVISION—HILLYARD AND WENATCHEE.

EASTWARD

THIRD CLASS			FIRST CLASS			Car Capacity	Stations	Time Table No. 40 Effective April 14, 1935.	Stations	Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS			SECOND CLASS			THIRD CLASS			Westward trains are superior to eastward trains of the same class.
693	691	381	255	45 Spans No. 1	1								27	5	Daily	Daily	Daily	Daily	432	402	450	
West, Saturday	Tuesday Friday	Monday Thurs	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Stations	Stations	Stations	Stations	Stations	Stations	Stations	Stations	Stations	Stations	Stations	Stations	Stations	Stations	
8:15	4:35		9:15	7:37			Yard	2558	1460	0.0	HILLYARD	179.25	RKDNPW C O I X	A 8:00	A 12:16		A 8:40	A 3:30	A 10:00	A 7:00		
8:30	4:45		9:25	7:45			Yard	1472	3.68		O.-W. R. & N. Jct.	178.67	DNPI	7:50	12:06		8:30	3:10	9:30	6:35		
8:35	4:50		9:30	7:50			Yard	644	1473	4.85	SPOKANE	174.40	RKDNPW X	7:45	12:01	A 7:00	8:25	3:00	9:15	6:25		
8:50	4:55		9:35	8:00			69	26	1477	7.50	FORT WRIGHT	171.66	IDNPV X	7:22	7:42	6:50	2:50	9:02	6:15			
9:15			10:17	8:30			69	6	1481	13.95	HIGHLAND	165.30	P	7:10	7:33	6:38	2:30	8:46	6:00			
9:35			10:23	8:36			69	15	1486	17.21	LYONS	162.04	P	7:04	7:29	6:32	2:20	8:36	5:50			
9:55			10:31	8:43			70	50	1493	22.60	GALENA	156.65	P	6:56	7:22	6:23	2:05	8:16	5:40			
10:10			10:36	8:49			130	39	1496	26.69	ESPANOLA	152.66	P	6:49	7:16	6:17	1:55	8:06	5:30			
10:35			10:44	8:57			70	50	1502	33.18	WAUKON	148.07	P	6:40	7:08	6:07	1:35	7:52	5:15			
11:10			10:52	9:05			129	35	1508	38.90	EDWALL	140.35	D PW	6:32	7:01	5:58	1:20	7:38	5:00			
11:25				9:03			20	1812	42.60	CANBY	136.65	P			5:50							
11:50			11:05	9:18			70	46	1517	48.10	BLUESTEM	131.15	INP	6:18	6:47	5:43	12:50	7:05	4:30			
12:20			11:14	9:27			95	1524	55.51	HARRINGTON	123.74	D PW	6:06	6:37	5:33	12:20	6:40	4:05				
1:00			11:23	9:35			158	46	1531	62.23	MOHLER	117.02	P	5:55	6:28	5:23	11:55	6:20	3:45			
1:15			11:28	9:40			0	49	1535	65.94	DOWNS	113.31	P	5:49	6:23	5:17	11:45	6:05	3:30			
1:45			11:34	9:46			69	35	1539	70.40	LAMONA	108.85	INPW	5:42	6:17	5:10	11:30	5:50	3:15			
2:05			11:41	9:53			94	16	1544	75.98	NEMO	103.27	P	5:33	6:10	5:02	11:00	5:28	2:45			
2:35			11:47	9:59			60	109	1550	80.83	ODESSA	98.42	D P	5:25	6:04	4:54	10:40	5:08	2:20			
3:00			11:53	10:05			62	1555	85.41	SEWARD	93.84	P	5:18	5:58	4:45	10:30	4:55	2:10				
3:25			11:59	10:11			113	25	1558	89.74	IRBY	89.51	PW	5:11	5:52	4:38	10:17	4:45	2:00			
3:50			12:10	10:21			69	33	1566	97.21	MARLIN	82.04	P	5:09	5:42	4:27	9:35	4:30	1:45			
7:00	4:18		12:19	10:30			182	138	1573	103.83	WILSON CREEK	75.42	DNPW CV X	4:48	5:34	4:16	9:20	4:16	1:30	9:00	5:34	
7:30			12:29	10:39			129	19	1580	111.65	STRAITFORD	67.00	P	4:34	5:23	4:02	8:30	3:30	12:50	8:30		
8:10			12:38	10:46			137	132	1588	116.97	ADRIAN	62.28	P	4:25	5:16	3:53	8:10	3:15	12:35	8:10		
8:30				11:05			20	1591	121.57	SOAP LAKE	57.68	D P			3:45						7:50	
9:00			12:49	11:00			129	58	1596	126.97	EPHRAATA	52.28	D PW	4:08	5:02	3:35	7:45	2:55	11:57	7:30		
9:15			12:56	11:07			70	7	1601	132.12	NAYLOR	47.13	P	4:00	4:55	3:25	7:35	2:45	11:47	7:00		
9:45			1:03	11:13			69	15	1606	137.19	WINCHESTER	42.06	P	3:52	4:48	3:17	7:25	2:35	11:37	6:45		
10:15			1:14	11:22			95	104	1612	142.33	QUINCY	35.92	DNPW	3:42	4:40	3:07	7:05	2:25	11:22	6:30		
10:30			1:22	11:31			73	4	1617	148.46	CRATER	30.70	P	3:33	4:32	2:58	6:45	2:00	10:35	5:20		
10:55			1:32	11:41			123	19	1623	154.06	TRINIDAD	25.19	PW	3:23	4:21	2:49	6:23	1:40	10:10	4:50		
11:10			1:41	11:49			69	5	1628	159.34	VULCAN	19.91	P	3:14	4:10	2:39	5:58	1:20	9:50	4:10		
11:30			1:48	11:56			70	52	1632	163.37	COLUMBIA RIVER	15.88	PW	3:07	4:03	2:32	5:47	1:10	9:40	3:55	8:15	
11:45			1:56	12:05			70	13	1637	167.94	ROCK ISLAND	11.31	P	2:59	3:57	2:24	5:35	1:05	9:30	3:40	8:05	
12:05			2:04	12:11			70	23	1641	172.34	MALAGA	8.91	P	2:50	3:51	2:14	5:20	1:05	9:15	3:20	7:50	
12:37			2:12	12:19			Yard	1082	1645	177.08	APPLEYARD	2.17	RKDNPW OC X	2:40	3:45	2:05	5:00	1:00	9:00	3:00	7:35	
5:37	8:01		2:20	12:25			Yard	1085	1648	179.25	WENATCHEE	0.0	RKDN PWX	2:35	3:40	2:00	5:00	1:00	9:00	3:00	7:30	
13:04	12:05		3:30	12:30																		
13:04	12:05		3:30	12:30																		

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.

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., will not clear man on top of car. Trainmen and Enginemen must use extreme caution when obliged to be on top of cars.

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.

O.-W. R. & N. JCT.—Whistle signals:
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:
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 operated from Interlocking Plant and signals 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 for main line, second arm 90 degrees up for S. P. & S. Ry. and third arm for siding.

Home signal eastward for G. N. Ry. 600 feet east of main line switch, top arm for main line trains, lower arm 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 fixed and denotes home signal and derail 55 feet ahead.

Derailed 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 double track switch, electrically operated from Fort Wright Plant, and semaphore signals govern train movements over switches and derails.

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.

See Rule 605.

FLAG STOPS.

No. 1 stops at any station West of Spokane to discharge revenue passengers from Fargo or Grand Forks and points East thereof.

No. 2 stops at Hillyard and any station West to pick up revenue passengers for points South of Shelby or East of Havre where No. 2 is scheduled to stop.

No. 1 and 2 stop on flat at Ephrata to pick up or discharge revenue passengers from or to points Everett and West, Spokane and East.

No. 27 and 28 stop at Hillyard to discharge revenue passengers.

No. 27 and 28 stop at Ephrata for U. S. Mail.

MAXIMUM SPEED.

Between City limits, Spokane..... 20 M. P. H. 20 M. P. H. Freight
Within city limits, Spokane..... 12 M. P. H. 12 M. P. H. Freight
From Division Street to Monroe Street, Spokane..... 45 M. P. H. 35 M. P. H. Freight
Fort Wright and Lyons..... 45 M. P. H. 35 M. P. H. Freight
Lyons and Wenatchee..... 60 M. P. H. 35 M. P. H. Freight
Over Bridge 270 and 273, Spokane..... 8 M. P. H. Freight
Q-1, R and S-2 Engines..... 15 M. P. H. Freight
Over Bridge 274, Fort Wright Q-1, R..... 50 M. P. H. Freight
Quincy and Crater..... 50 M. P. H. Freight
Vulcan and Columbia River..... 50 M. P. H. Freight

WESTWARD.

SECOND SUBDIVISION—WENATCHEE AND SEATTLE.

EASTWARD. 3

WESTWARD.										EASTWARD.										SECOND CLASS									
SECOND CLASS		FIRST CLASS					Car Capacity		Time Table No. 40		Telegraph Code		Distance from Seattle		SIGNS		FIRST CLASS					SECOND CLASS							
401	355	5	359	1	27				Effective April 14, 1935							360	6	298 (N. P. 444)	358	2	28	402							
Daily	Daily	Daily	Daily	Daily	Daily	Siding	Choke Track	Station Number	Distance from Wenatchee	STATIONS	Telegraph Code	Distance from Seattle	SIGNS	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily								
1.00pm	12.50pm	2.30pm	12.35pm	1.08pm	12.48pm	108.50	1648	0.0	WENATCHEE	WT	153.82	RKDNW OX P	A 1.55pm						A 2.30pm	3.30pm	A 9.20am								
1.35	1.08	2.42	12.48	75	47	1655	7.38	7.38	MONITOR	MT	148.29	D P	1.35						2.15	3.18	9.00								
1.50	1.20	2.50	12.55	91	213	1659	11.00	11.00	CASHMERE	CS	144.67	DNWXP	1.20						2.08	3.12	8.45								
2.05	1.28	3.00	1.03	61	35	1664	15.45	15.45	DRYDEN	DN	140.02	D P	1.12						2.00	3.00	8.30								
2.20	1.37	3.08	1.10	280	1667	16.77			PESHASTIN	PN	135.50	D P	1.06						1.53	2.49	8.20								
2.35	1.46	3.17	1.18	132	18	1671	22.05	22.05	LEAVENWORTH	LN	133.62	DN P	1.00						1.45	2.42	8.10								
2.55	1.55	3.28	1.24	25		1674	25.90	25.90	CHUMSTICK	CM	127.77	P	12.47						1.34	2.30	7.55								
3.20	2.08	3.46	1.50	109	11	1681	35.60	35.60	WINTON	WI	120.07	P	12.35						1.20	2.18	7.35								
3.45	2.21	3.59	2.05	100	11	1691	42.15	42.15	MERRITT	MR	113.52	WVP	12.23						1.07	2.05	7.15								
4.25	2.40	4.18	2.20	100	37	1699	49.18	49.18	BERNE	BN	106.19	N P	12.10pm						12.53	1.41	6.50								
4.55	3.03	4.38	2.40	135	16	1716	58.16	58.16	SKYKOMISH	SK	97.51	DN P	11.48						12.32	1.19	6.15								
5.20	3.23	4.53	2.55	60	10	1723	66.00	66.00	LONGA	LG	89.07	P	11.27						12.11	1.05	5.40								
6.20	3.45	5.16	3.15	1.96 33.90	271	1728	70.50	70.50	SKYKOMISH	SK	84.71	RKDNW XY P	11.15						12.01pm	12.48	5.15								
6.30	3.54	5.23	3.23	50	38	1732	74.77	74.77	GROTTO	GR	80.80	P	10.57						11.44	12.29	3.45								
6.45	4.04	5.32	3.31	68	62	1737	79.91	79.91	HALFORD	HA	77.76	W P	10.47						11.37	12.21	3.31								
7.00	4.15	5.42	3.41	58	14	1742	85.24	85.24	INDEX	IN	70.13	N P	10.36						11.28	12.11	3.10								
7.15	4.24	5.51	3.49	63	15	1747	90.14	90.14	REITER	RE	65.53	P	10.25						11.19	12.01pm	2.55								
7.30	4.33	5.58	3.55	140	951	1751	94.11	94.11	GOLD BAR	GB	61.16	DWVP	10.18						11.12	11.54	2.40								
7.45	4.43	6.06	4.03	50	16	1757	99.01	99.01	SULTAN	SL	55.76	P	10.10						11.05	11.46	2.20								
8.00	5.00	6.18	4.16	85	127	1764	105.32	105.32	MONROE	MR	48.30	DNWVP	9.58						10.56	11.36	2.05								
8.15	5.15	6.30	4.25	90	138	1771	114.37	114.37	SKYKOMISH	SK	43.30	DN P	9.42						10.46	11.16	1.45								
8.45	5.25	6.39	4.35	102	142	1777	120.49	120.49	LOWELL	LO	35.48	WVP	9.33						10.38	11.06	1.30								
8.50	5.28	6.42	4.38	101	141	1781	121.81	121.81	PACIFIC AVENUE	PA	33.86	DIXP	9.30						10.35	11.03	1.05								
8.55	5.45	6.50	4.53	8	1279	122.88			EVERETT	EV	32.81	XP	9.27						10.32	11.00	1.03								
8.55	9.47pm	5.47	12.45pm	44	1780	123.87			EVERETT JUNCTION	EN	32.00	DNIXP	9.20						10.25	10.45	1.00								
9.05	9.53	5.56	12.51	84	1784	125.42			MUKILTEO	MT	28.25	P	8.59						10.19	10.39	12.53								
9.24	10.03	6.08	1.01	7163	1785	131.56			MEADOWDALE	MD	21.11	P	8.45						10.08	10.28	12.37								
9.35	10.09	6.17	1.07	63	1795	136.22			EDMONDS	ED	17.40	DW P	8.40						10.03	10.23	12.30								
9.45	10.14	6.23	1.12	79	1796	141.37			RICHMOND BEACH	RB	14.30	P	8.33						9.58	10.18	12.21								
10.00	10.27	6.39	1.26	190	1807	149.23			BALLARD	BL	6.14	X	8.21						9.47	10.07	12.06								
10.10pm	10.30	6.43	1.29	1081	1808	150.89			INTERBAY	IB	4.68	RKDNW OX P	8.18						9.43	10.03	12.01pm								
						151.57			N. P. R. V. CROSSING		3.70	I																	
						154.27			NORTH PORTAL TOWER		1.40	I																	
						155.57			SOUTH PORTAL TOWER		0.10	I																	
						155.87			SEATTLE	ST	0.0	RKDNW P	8.05pm	8.30pm					9.00pm	9.30pm	9.50pm								
10.45pm	7.00pm	1.45pm	8.00am	6.00am		589	1813	155.87						1.00	5.25	31.80	38.41	31.13	27.47	9.19									
10.30	3.10	25.21	32.00	28.31	25.71									32.00	28.75						16.41								

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 Skysomish 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 Skysomish 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 Skysomish, in some places, will not clear man on top of car and train and engine men 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 Skysomish Substation. Telegraph and telephone line between Wenatchee and Skysomish located along highway. Extreme care must be used not to attempt to connect telephone apparatus to the high tension wires.

Delta (Freight Yard) 1.25 miles west of Lowell.

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

First class trains register by card at Interbay.

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

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

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

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

Loaded log cars are handled over our line at overhead bridges, Snohomish, East of Monroe and East end Skysomish yard. Engine men 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 any station to pick up and discharge revenue passengers to and from Fargo and Grand Forks and points East thereof.

Nos. 5 and 6 at Plaine, Clemens Jet., Miller River, Haring 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	5 M. P. H.	5 M. P. H.
Over Bridge 404, Skysomish, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 406, Alpine, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Street Crossings, Skysomish	15 M. P. H.	15 M. P. H.
Over Bridge 424, Grotto, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 432, Halford, Q-1, R, S-1	5 M. P. H.	5 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	5 M. P. H.	5 M. P. H.
Over Bridge 448, 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	5 M. P. H.	5 M. P. H.
Over N. P. Crossing, Interbay	15 M. P. H.	15 M. P. H.
Thru Edmonds Town Limits	5 M. P. H.	5 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	35 M. P. H.	20 M. P. H.
Berne and Skysomish	35 M. P. H.	20 M. P. H.
Skysomish and Gold Bar	45 M. P. H.	30 M. P. H.
Gold Bar and Seattle	55 M. P. H.	35 M. P. H.

4 SOUTHWARD.

THIRD SUBDIVISION—EVERETT JUNCTION AND VANCOUVER.

NORTHWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS			Car Capacity		Time Table No. 40		FIRST CLASS		SECOND CLASS		THIRD CLASS		
735		711		737		101		355		297		359		712		738	
C. N. Ry.		C. N. Ry.		C. N. Ry.		C. N. Ry.		C. N. Ry.		C. N. Ry.		C. N. Ry.		C. N. Ry.		C. N. Ry.	
Time.		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
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735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
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735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
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735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
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735		711		737		101		355		297		359		712		738	
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735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737		101		355		297		359		712		738	
735		711		737													

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

THIRD CLASS	FIRST CLASS	Car Capacity	Stations	Stations	Time Table No. 40	Stations	THIRD CLASS	FIRST CLASS
697	253				Effective April 14, 1935		254	698
Daily Ex. Sun.	Daily Ex. Sun.				STATIONS		Daily Ex. Sun.	Daily Ex. Sun.
1. Am 6:15	5:55	243	71	0.0	OROVILLE	VR	137.24	11:59
f 6:28	0 35	132	5.75	5.75	CORDELL		141.49	11:35
f 6:39	0 34	126	11.03	5.28	ELLSFORD		126.21	11:20
a 6:54	0 21	120	16.96	5.93	TONASKET	ON	120.28	DPW 11:00
f 7:04	0 31	115	21.79	4.83	JANIS		115.45	11:03
f 7:15	0 34	110	27.22	5.43	BARKER		110.02	11:02
a 7:27	0 36	105	32.51	5.59	RIVERSIDE		104.73	PW 11:10
f 7:37	0 35	100	36.69	4.18	CHEROKEE		100.55	9:55
1. Am 6:00	7:55	66	214	41.54	OMAK	NR	95.70	DPWCY 9:45
a 6:35	8:10	55	92	45.74	OKANOGAN	KN	91.50	DPWX 9:25
f 6:50	8:20	0 31	50.67	4.20	CHILLIWIST		86.57	9:09
f 7:05	8:28	0 35	54.60	4.93	MALOTT		82.64	9:01
f 7:25	8:47	0 35	58.58	3.93	WAKUFIELD		76.39	W 8:47
f 7:40	8:57	0 34	62.58	6.25	MONSE		71.66	8:38
a 8:10	9:15	50	61	65	BREWSTER	HR	61.99	DP X 8:24
a 8:45	9:35	49	33	59	PALFORS	HO	58.91	DPWX 8:10
f 9:02	9:46	0 31	54	83.50	STARR		53.44	7:55
f 9:16	9:55	0 31	57	87.10	WELLS		49.78	7:48
f 9:35	10:07	0 35	11	93.19	HUGO		44.05	7:37
10:05	10:22	51	83	95.30	CHILAN	HN	38.94	DPWX 7:27
10:30	10:30		78	99.16	CHILAN FALLS		37.78	7:19
10:50	10:42	0 30	142	103.31	STAYMAN		31.93	7:08
11:15	10:54	0 43	26	111.23	WINESAP		26.01	6:56
11:45	11:15	66	86	119	ENTHAT	NI	18.90	DPWX 6:42
12:10	11:26	0 39	11	123.61	WAGNERBURG		13.60	6:29
12:30	11:40	0 21	WOS	129.27	ZENA		7.97	6:18
12:45	11:50	0 66	WOS	133.75	OLDS		3.49	6:08
A 1:00	A 12:15		1818	137.24	WENATCHEE		0.0	RKDNPW 6:00
7:00	8:00				Time Over Multivision			5:59
13:07	22:27				Avance Stand For Hong			22:27

Special Rules.

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

Between	MAXIMUM SPEED.	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	FIRST CLASS	Car Capacity		Time Table No. 40		STATIONS	Telegraph Cuts	Distance from
701	255	Sidings	Other Tracks	Station Numbers	Distance from Marcus	Effective April 14, 1935		
Daily Ex. Mon.	Daily Ex. Sun.							
1. Am 5.30	1.00	40	148	SA 87	0.00	MARCUS	MS	87.12
* 6.05	* 1.18	30	30	SA 82	5.30	MEYER'S FALLS	MF	81.82
* 6.25	* 1.26	0	13	SA 77	5.50	PALMERS		76.32
* 7.00	* 1.36	0	114	SA 73	10.80	COLVILLE	VD	73.27
* 7.20	* 1.43	0	21	SA 71	13.85	ORIN		69.47
* 7.40	* 1.48	40	3	SA 67	17.65	ARDEN		66.77
* 8.40	* 2.01	0	20	SA 59	20.35	ADDY	AD	50.38
* 9.50	* 2.21	26	54	SA 50	27.74	CHEWELAH	CH	50.17
* 10.39	* 2.35	40	49	SA 43	30.95	VALLEY		42.60
* 11.25	* 2.47	0	30	SA 38	44.52	GRAVY		37.36
		0	18	SA 34	49.76	CLINE		33.93
* 12.05	* 2.59	30	17	SA 33	53.19	SPRINGDALE		32.66
* 1.05	* 3.18	40	21	SA 25	54.46	LOON LAKE		17.75
* 1.35	* 3.34	0	44	SA 18	62.57	CLAYTON	CN	16.86
	3.37	0	21	SA 17	69.37	CHRISTIANSON		15.12
* 2.20	* 3.45	50	46	SA 13	70.26	DEER PARK	DE	12.48
* 2.35	* 3.53	0	15	SA 9	74.64	DENISON		8.89
* 3.00	* 4.05	0	16	SA 4	78.23	WAVESIDE		3.77
A 3.20	A 4.16	40	40	1460	83.35	DEAN	DP	0.0
9.50	3.18				87.12			
8.50	26.04							
Time Over Station Average Speed Per Hour								

Special Rules.

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

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

MAXIMUM SPEED.

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

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

THIRD CLASS	FIRST CLASS	Car Capacity			Time Table No. 40	Telegraph Code			FIRST CLASS	THIRD CLASS
703	259				Effective April 14, 1935				260	704
Tu, Thur. and Sat.	Daily Ex. Sun.	Sideage	Other Trucks	Station Numbers	Distance from Nelson	Distance from Marston	SIGNS		Daily Ex. Sun.	Mo. and Fri.
1. Am 6:00				SA 186	0.00	NC	99.01	R DNWC O P	Am 4:00	
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES										
* 6.30		0	0	SA 181	5.45	TROUP JUNCTION.....	93.56	R	YP	* 3.30
* 7.00	1. Am 8.00		27	SA 178	10.28	SOUTH NELSON.....	88.75		W	A Ph 4.45 * 3.00
* 7.45	* 8.20	0	15	SA 169	17.05	APEX.....	81.96			* 4.25 * 2.30
* 8.00	* 8.30	0	15	SA 166	20.38	3.33 HALL.....	78.63			* 4.16 * 2.00
* 8.25	* 8.50	0	16	SA 159	27.50	7.12 YHIR.....	71.51		W	* 3.57 * 1.20
* 8.42	* 9.01	0	9		31.86	4.36 BOULDER MILL.....	67.15			* 3.46 * 12.50
* 8.55	* 9.10	0	53	SA 152	35.15	3.29 SALMO.....	63.86	D		* 3.37 * 12.40
* 9.17	* 9.17	0	15	SA 148	37.87	ERIE.....	61.14			* 3.27 * 12.20
* 9.30	* 9.24	0	20	SA 145	40.74	2.87 MEADOWS.....	58.27			* 3.19 * 12.00
* 9.40	* 9.31	7	0		44.82	4.08 PARKS.....	54.19			* 3.07 * 11.50
* 9.55	* 9.41	0	16	SA 136	50.42	5.60 FRUITVALE.....	48.50			* 2.57 * 11.30
* 10.15	* 9.54	0	7	SA 130	55.74	5.32 COLUMBIA GARDENS.....	43.27			* 2.42 * 10.50
* 10.50	* 10.06	0	14	SA 127	59.57	3.83 WANETA, B. C.....	39.44	D		* 2.31 * 10.30
* 11.00	* 10.12	0	30	SA 126	61.68	2.11 BOUNDARY, U. S.....	37.33			* 2.16 * 10.10
Ph 12.10	* 10.50	60	89	SA 116	70.48	8.80 NORTHPORT.....	28.52		RKI WYX	* 1.50 * 9.40
* 1.30	* 11.08	0	7	SA 107	78.78	2.28 MARLBOROUGH.....	20.25			* 1.30 * 8.20
* 2.30	* 11.33	0	18	SA 98	90.23	11.47 BOSSBURG.....	8.78			* 1.06 * 7.40
A Ph 3.30	A Am 1.55	40	148	SA 87	99.01	8.78 MARCUS.....	0.00		RKI WYX	12.45 1. Am 7.00
0.30 10.42	3.55 22.05					Time Over Schedule Average Speed For Hour			4.00 22.18	9.00 10.00

TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES

a 6:30	0 0	0	181	5.45	TROUP JUNCTION		93.56	R	YI	3:30
a 7:00	8:00	27	176	10.26	SOUTH NELSON		88.75	W	4:45	3:05
a 7:45	8:20	0 15	169	17.05	APEX		81.96		4:25	2:30
a 8:00	8:30	0 15	166	20.38	HALL		78.63		4:15	2:05
a 8:25	8:50	0 16	159	27.50	YHIR		71.51	W	3:57	1:20
a 8:42	9:01	0 9		31.86	BOULDER MILL		67.15		3:45	12:55
a 8:55	9:10	0 53	152	35.15	SALMO	80	63.86	D	3:37	12:40
a 9:17	9:17	0 15	145	37.87	ERIE		61.14		3:27	12:20
a 9:30	9:24	0 20	145	40.74	MEADOWS		58.27		3:19	12:08
a 9:40	9:31	7 0		44.82	PARKS		54.19		3:07	11:50
a 9:55	9:41	0 15	139	50.42	FRUITVALE		48.59		2:57	11:35
10:15	9:54	0 7	130	55.74	COLUMBIA GARDENS		43.27		2:42	10:55
10:50	10:06	0 14	127	59.57	WANETA, B. C.	WN	39.44	D	2:31	10:30
11:00	10:12	0 39	128	61.88	BOUNDARY, U. S.		37.33		2:16	10:12
12:10	10:50	60	89	70.48	NORTHPORT	NP	28.53	RKDWN	1:50	9:15
1:30	11:08	0 7	107	78.76	MARHILL		20.25		1:30	8:20
2:30	11:33	0 16	98	90.23	BOSSBURG		8.78		1:06	7:45
A 3:30	A 11:56	40	148	99.01	MARCUS	MR	0.00	RKDWN	1:00	7:00
9:30	3:55								3:55	10:42
10:42	22:55								22:55	10:42

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, Backus and Gevers Spur, Forto Bino 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 Jet.	30 M. P. H.	20 M. P. H.
Class F-1 engines.	20 M. P. H.	20 M. P. H.
Except over Pand 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.		

6 WESTWARD.

SEVENTH SUBDIVISION—
MARCUS AND REPUBLIC.

EASTWARD.

SECOND CLASS				Time Table No. 40 Effective April 14, 1935.				SECOND CLASS			
393		Car Capacity		STATIONS		Telegraph Calls		SIGNS		394	
Monday	Sidings	Other Tracks	Station Numbers	Distance from Marcus			Distance from Republic			Tuesday	
1.15pm	40	118	SA 87	0.00	MARCUS	MN	73.36	RKD WC Y		12.30pm	
1.35		31	SD 5	5.45	5.45 BOYDS		67.91			12.10pm	
1.48		31	SD 10	10.12	4.07 BARSTOW		63.24			11.50	
2.05		31	SD 15	15.35	5.23 DULWICH		58.01			11.30	
2.20	0	7	SD 17	16.50	1.55 ORIENT		56.46			11.25	
2.33	0	12	SD 22	21.23	4.33 HUGHES		52.13			11.10	
3.03	0	18	SD 27	27.32	6.00 LAURIER, WASH.		48.04			10.45	
3.38	0	4	SD 42	38.66	11.34 GRAND FORKS	GR	34.70			10.00	
3.43	0	0	SD 40	40.12	1.46 GRAND FORKS JCT.		33.24		Y	9.55	
3.58	0	40	SD 42A	41.74	1.62 DANVILLE, WASH.		31.62		W	9.50	
4.11	0	11	SD 46	45.87	4.13 HURLBURT		27.49			9.20	
4.30	48	80	SD 52	52.16	6.20 CURLEW	W	21.20		R D W	9.00	
4.50	33	80	SD 58	58.24	6.08 MALO		15.12			8.35	
5.15	0	16	SD 65	64.78	6.54 POLLARD		8.58		W	8.10	
5.30	34	80	SD 68	68.46	3.68 TORBOY		4.90			7.50	
5.45pm	15	33	SD 73	73.36	4.90 REPUBLIC	Z	0.00		RKD W Y	7.30pm	
4.30 16.30					Time Over Subdivision Average Speed Per Hour					5.60 14.67	

Special Rules.

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

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

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

All trains stop on flag at Karamia 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.

WESTWARD.

EIGHTH SUBDIVISION—OROVILLE AND PRINCETON.

EASTWARD.

SECOND CLASS				Car Capacity		Time Table No. 40		Telegraph Calls		Distance from Princeton		SIGNS		SECOND CLASS	
397				398		Effective April 14, 1935.		STATIONS		Distance from Princeton		398			
Monday Wednesday Friday				Monday Wednesday Friday								Monday Wednesday Friday			
Stations				Stations		Distance from Oroville				Distance from Princeton					

Special Rules.

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.

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	NAME	LOCATION	OPENS	CAPACITY
THIRD SUBDIVISION:				SEVENTH SUBDIVISION:			
Clark and Buzza	0.1 mile South of Still Creek	South end	2 cars	Head Box & Lbr. Co.	2.1 miles West of Marcus	East end	Private
Dominion Bridge Co.	0.4 mile North of Ardley	South end	58 cars	Rock Cut	0.7 mile East of Hughes	West end	5 cars
Sapperton Pit	0.9 mile North of North Westminster	Both ends	77 cars	Heiphey's Spur No. 1	1.9 miles West of Carlew	East end	3 cars
Campbell Lumber Co. Spur	2.1 miles South of Wiltrock	North end	51 cars	California Spur	2.2 miles East of Republic	West end	7 cars
Milk Spur	0.7 mile South of Illaine	North end	21 cars				
Standard Oil Spur	0.7 mile South of Ferndale	South end	28 cars	EIGHTH SUBDIVISION:			
Olympic Portland Cement Co. Spur	0.7 leads off Milk Spur	South end	10 cars	Benders Spur	0.5 mile West of Nighthawk	East end	6 cars
Utah Idaho Sugar Co. Spur	2.0 miles South of Ferndale	North end	27 cars	Ruby Mine Spur	4.3 miles East of Choptank	West end	4 cars
Olympic Portland Cement Co. Spur	2.4 miles North of Bellingham	North end	161 cars	Princeton M. & Dev. Co.	2.1 miles West of Norman	East end	9 cars
Union Oil Spur	2.4 miles North of Bellingham	North end	188 cars	TENTH SUBDIVISION:			
Chuckanut Cannery Spur	0.4 mile South of So. Bellingham	South end	9 cars	Mountview	3.7 miles West of Rockport	Both ends	16 cars
Hazel Mill Spur	0.6 mile North of Sockeye	North end	6 cars	Sauk Spur	1.6 miles West of Rockport	West end	11 cars
Blanchard	0.8 mile South of Samish	North end	30 cars	Van Horne's Spur	1.0 mile West of Neston	Both ends	5 cars
Belleville Pit	1.4 miles South of Samish	North end	8 cars	Puget Sound Saw Mill Co.	0.8 mile West of Neston	Both ends	80 cars
Union Oil Co. Spur	1.6 miles North of Belleville	North end	102 cars	L. L. Spur	0.6 mile West of Hamilton	West end	1 car
Puget Sound and Cascade Rty. Conn.	1.2 miles North of Mt. Vernon	South end	9 cars	Hawkins Spur	0.8 mile West of Fredonia	East end	5 cars
Associated Oil Co. Spur	1.2 miles South of Mt. Vernon	North end	2 cars	Gravel Pit Spur	0.1 miles East of Anacortes	West end	3 cars
Skagit Crossing Tr. Track	1.3 miles South of Fir	South end	2 cars	Log Highway	2.3 miles East of Anacortes	Both ends	20 cars
Milltown	2.3 miles South of Fir	South end	2 cars	ELEVENTH SUBDIVISION:			
Norman Spur	1.0 mile North of Silvana	South end	9 cars	Gowdy Road Spur	1.4 miles East of Chalfont	West end	4 cars
Cox's Spur	1.5 miles North of Marysville	South end	3 cars	Patterson's Spur	0.9 mile East of Inverholm	West end	6 cars
FOURTH SUBDIVISION:				Smith Road Spur	2.4 miles East of Inverholm	Both ends	6 cars
Peterson Spur	2.0 miles North of Ellisford	South end	1 car	Mathews Road Spur	3.1 miles East of Inverholm	Both ends	5 cars
Ribhorn Cliff Fruit Co.	5.1 miles North of Entiat	South end	6 cars	Endreus Road Spur	3.1 miles West of Colebrook	Both ends	5 cars
Olds Washing Plant	2.02 miles North of Ulla	Both ends	60 cars	Oliver Road Spur	1.8 miles West of Colebrook	West end	4 cars
FIFTH SUBDIVISION:				Surrey Spur	1.0 mile West of Cloverdale	West end	3 cars
Deer Park Lbr. Co. Spur	0.7 mile North of Deer Park	South end	3 cars				
Holland-Horr Spur	4.7 miles North of Loon Lake	South end	3 cars				
Kulzers Spur	1.7 miles South of Valley	North end	8 cars				
Gess Spur	2.8 miles North of Valley	South end	3 cars				
Northwest Magnesite	1.4 miles South of Chewelah	Both ends	60 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 Bossburg	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				
Benion Pole & Lbr. Co. Spur	2.0 miles South of Fruitvale	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				
Naakins & Gevurta 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				

COMPANY SURGEONS.

Dr. Rose 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 Division Surgeon	Spokane, Wash.
Dr. 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	Ophthalmic Surgeon	Seattle, Wash.
Dr. H. T. Rhoads	Ophthalmic Surgeon	Seattle, Wash.
Dr. Frederick A. Kiehl	Ophthalmic Surgeon	Everett, Wash.
Dr. Carroll Smith	Ophthalmic Surgeon	Portland, Ore.
Dr. A. N. Codd	Alternate Ophthalmic Surgeon	Spokane, Wash.

LOCAL SURGEONS.

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

A. KASE, Chief Dispatcher, Spokane. G. E. WELLEN, 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 Westminster 0.80 miles north New Westminster.

RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

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

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

INTERBAY.

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

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

SWITCHING LEAD.

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

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

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

ARDLEY.

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

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

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

To Operate Smash Board Mechanism.

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

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

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

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

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

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