



SPOKANE DIVISION

TIME TABLE No. 41.

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

SUNDAY, JULY 28, 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		Time Table No. 41 Effective July 28, 1935.	STATIONS	Telegraph Code	Distance from Wenatchee	FIRST CLASS				SECOND CLASS			THIRD CLASS			
693	691	381	255	45 Spokane No. 1	1	27	5	Sidings					Other Tracks	Station Numbers	Distance from Hillyard	2	28	6	48 Spokane No. 2	256	432	402	450
Wed. Saturday	Tuesday Friday	Monday Thur.	Daily Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Monday Friday	Monday Thur.	Wed. Saturdays	
L. 8:15			L. 4:35	L. 9:16	L. 7:37			Yard	2558	1489	0.0												
8:30			4:45	9:25	7:45					1472	3.88												
8:36			A 4:00	L. 9:30	L. 7:50			Yard	644	1473	4.85												
8:50			A 9:50	10:00	8:10				26	1477	7.59												
9:15				10:17	8:30				6	1481	13.95												
9:35				10:23	8:36				15	1486	17.21												
9:55				10:31	8:43				50	1493	22.60												
10:10				10:36	8:49				30	1496	26.69												
10:30				10:44	8:57				70	1502	33.18												
11:10				10:52	9:05				35	1508	38.90												
11:25					9:31				30	1512	42.60												
11:50				11:05	9:18				46	1517	48.10												
12:20				11:14	9:27				95	1524	55.51												
1:00				11:23	9:35				48	1531	62.23												
1:15				11:28	9:40				49	1535	65.94												
1:45				11:34	9:46				35	1539	70.40												
2:05				11:41	9:53				94	1544	75.98												
2:35				11:47	9:59				109	1550	80.83												
3:00				11:53	10:05				62	1555	85.41												
3:25				11:59	10:11				25	1558	89.74												
4:15				12:10	10:21				33	1566	97.21												
7:00				12:19	10:30				182	1573	103.83												
7:30				12:29	10:39				129	1580	111.65												
8:10				12:36	10:46				137	1588	118.97												
8:30					11:22				20	1591	121.57												
9:00				12:49	11:00				58	1596	126.97												
9:15				12:56	11:07				7	1601	132.12												
9:45				1:03	11:13				15	1606	137.19												
10:15				1:14	11:22				105	1612	143.33												
10:30				1:22	11:31				73	1617	148.46												
10:55				1:32	11:41				123	1623	154.06												
11:10				1:41	11:49				69	1628	159.34												
11:30				1:48	11:56				52	1632	163.37												
11:45				1:56	12:03				13	1637	167.94												
12:05				2:04	12:11				23	1641	172.34												
12:30				2:12	12:19				1082	1645	177.08												
				A 6:30	A 2:16				75	1648	179.25												
5:37	8:15	5:01	15:05	5:00	4:48																		
13:04	12:73	19:00	19:40	33:00	35:55																		

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 order, 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 Appleway.
 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 west of east 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.
 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 House 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 stops at Hillyard to discharge revenue passengers.
 No. 27 and 28 stop at Ephrata for U. S. Mail.

MAXIMUM SPEED.

Between	Passenger	Freight
Within city limits, Spokane	20 M. P. H.	20 M. P. H.
From Division Street to Spokane Street	12 M. P. H.	12 M. P. H.
Between	45 M. P. H.	35 M. P. H.
Fort Wright and Lyons	45 M. P. H.	35 M. P. H.
Lyons and Wenatchee	40 M. P. H.	35 M. P. H.
Over Bridge 270 and 273, Spokane		8 M. P. H.
Q-1, R and S-2 Engines		15 M. P. H.
Over Bridge 274, Fort Wright Q-1, R and S-2 Engines		50 M. P. H.
Quincy and Crater		5-2 Engines
Valley and Columbia River		50 M. P. H.

WESTWARD.

SECOND SUBDIVISION—WENATCHEE AND SEATTLE.

EASTWARD. 3

SECOND CLASS	FIRST CLASS					Car Capacity	Sliding	Other Tracks	Station Number	Distance from Wenatchee	Time Table No. 41		Telegraph Calls	Distance from Seattle	SIGNS	FIRST CLASS					SECOND CLASS			
	401	355	6	359	1						27	Effective July 28, 1935				360	6	298 (N. P. 44)	358	2		28	402	
Daily	Daily	Daily	Daily	Daily	Daily						STATIONS				Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily			
1:35pm	1:06pm		2:30	12:35am	Yard	1085	1048	0.0	...	WENATCHEE	WC	155.67	RKDNW OX P	A	1:35pm			A	2:30am	A	3:30am	A	9:20am	
1:50	1:21		2:42	12:48	73	47	1055	7.38	...	MONITOR	MR	148.29	D P		1:21				2:15		3:18		9:00	
2:00	1:30		2:50	12:55	94	213	1059	11.00	...	CASHMERE	OM	144.87	DNWXP		1:15				2:08		3:12		8:45	
2:10	1:39		3:00	1:03	64	35	1064	15.05	...	DRYDEN	DN	140.02	D P		1:07				2:00		3:00		8:30	
2:20	1:45		3:08	1:10		230	1067	18.77	...	PESHASTIN	PN	136.90	D P		1:01				1:53		2:49		8:20	
2:35	1:52		3:17	1:18	112	18	1071	22.05	...	LEAVENWORTH	CH	132.82	DN P		12:55				1:45		2:42		8:10	
2:55	2:04		3:28	1:24	25		1074	27.00	...	CHUMSTICK	CM	127.77	P		12:44				1:34		2:30		7:55	
3:00	2:20		3:46	1:30	109	14	1084	35.60	...	WINTON	WI	120.07	P		12:34				1:20		2:18		7:35	
3:45	2:34		3:59	2:05	100	41	1091	42.15	...	MERRITT	CK	112.33	WYP		12:23				1:07		2:05		7:15	
4:20	2:52		4:18	2:20	100	37	1099	49.18	...	BERNE	BR	108.49	N P		12:10pm				12:53		1:41		6:50	
4:55	3:12		4:38	2:40	135	18	1718	68.16	...	SCENIC	MA	97.51	DN P		11:48				12:32		1:19		6:15	
5:20	3:31		4:53	2:55	60	10	1723	68.00	...	TONIA	U	89.87	P		11:27				12:11		1:00		6:40	
6:20	3:50		5:15	3:15	10-00 Wyo	271	1728	70.96	...	SKYKOMISH	KY	84.71	RKDNW XY P		11:15				12:01am		12:45		5:15	
6:30	3:57		5:23	3:23	59	38	1732	74.77	...	GROTTO	GO	80.90	P		10:57				11:44		12:29		3:45	
6:45	4:06		5:32	3:31	68	62	1737	79.91	...	HALFORD	HA	77.76	W P		10:47				11:37		12:21		3:31	
7:00	4:16		5:42	3:41	58	14	1742	85.24	...	INDEX	NX	70.43	N P		10:36				11:28		12:11		3:10	
7:15	4:25		5:51	3:49	63	15	1747	90.14	...	REITER	RE	65.53	P		10:25				11:19		12:01am		2:55	
7:30	4:33		5:58	3:56	149	951	1751	94.51	...	GOLD BAR	GB	61.16	DWYP		10:18				11:12		11:54		2:40	
7:45	4:41		6:06	4:03	59	16	1757	99.91	...	SULTAN	SU	55.78	P		10:10				11:05		11:46		2:20	
8:00	4:54		6:18	4:16	85	127	1764	102.37	...	MONROE	MO	48.20	DNWYP		9:58				10:56		11:36		2:05	
8:15	5:07		6:30	4:26	99	126	1771	114.37	...	SNOHOMISH	SH	41.30	DN P		9:42				10:46		11:16		1:45	
8:45	5:16		6:39	4:35	112	1777	120.19	...	LOWELL	LD	35.48	XWP		9:33				10:38		11:06		1:30		
8:50	5:19		6:42	4:38	101		121.81	...	PACIFIC AVENUE	D	33.86	D XWP		9:30				10:36		11:03		1:05		
8:52	5:28		6:50	4:53	8	1779	122.86	...	EVERETT	E	32.81	XP		9:27				10:32		11:00		1:03		
8:55	5:30	9:47am	6:52	4:55	44	1780	123.97	...	EVERETT JUNCTION	JN	32.00	DN IX P		9:05am	9:20			10:25		10:46		1:00		
9:05	5:36	12:51	7:00	5:02	84	1784	127.44	...	MUKILTEO	MU	28.25	P		8:59	9:14			5:44		10:19		10:39	12:53	
9:24	5:47	1:01	7:11	5:13		1793	134.58	...	MELANDWALE	AD	21.11	P		8:45	9:05			5:35		10:08		10:28	12:37	
9:36	5:53	1:07	7:19	5:20	63	1795	138.27	...	EDMONDS	DR	17.40	DW P		8:40	9:00			5:30		10:03		10:23	12:30	
9:45	5:58	1:12	7:25	5:25	79	1798	141.37	...	RICHMOND BEACH	RL	14.30	P		8:33	8:55			5:25		9:58		10:18	12:21	
10:00	6:11	1:26	7:40	5:40	190	1807	149.23	...	HALLARD	HD	6.44	X		8:21	8:45			5:15		9:47		10:07	12:06	
10:10pm	6:16	1:29	7:44	5:44	1084	1808	150.99	...	INTERBAY	RI	4.68	RKDNW OX P		8:18	8:42			5:12		9:43		10:03	12:01am	
							151.97	...	N. P. RY. CROSSING		3.70	I												
							154.27	...	NORTH PORTAL TOWER		1.40	I												
							155.67	...	SOUTH PORTAL TOWER		0.10	I												
							158.70	...	SEATTLE	SI	0.0	RKDNX P		8:05am	8:30am				5:00pm		9:30pm		9:50pm	
9:10	5:58	1:00	5:30	5:25				Time Over Subdivision							1:30	5:05	11	50	5:00	8:40		9:10		
10:30	5:52	1:01	5:25	5:20				Average Speed Per Hour							32.00	30.82	31.80	38.41	31.13	27.47		16.44		

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 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 Skykomish Substation. Telegraph and telephone line between Wenatchee and Skykomish located along highway. Extreme care must be used not to attempt to connect telephone apparatus to the high tension wires.

Delta (Freight Yard) 3.25 miles west of Lowell. Trains between Lowell and Delta will be governed by Northern Pacific Railway Time Table and Rules.

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

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

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

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

Loaded log cars are handled over our line at overhead bridge, Snohomish, East of Monroe and East end Skykomish 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 Plains, Clemens Jet., 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 445, Sultan, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Thru Monroe Town Limits	25 M. P. H.	15 M. P. H.
Over Bridge 465, 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	5 M. P. H.	5 M. P. H.

MAXIMUM SPEED.

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

INTERLOCKING

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

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. Telephones located at West Switch Pacific Avenue, trainmen can communicate with Everett Junction when required.

4 SOUTHWARD.

THIRD SUBDIVISION—EVERETT JUNCTION AND VANCOUVER.

NORTHWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity		Time Table No. 41		STATIONS		FIRST CLASS		SECOND CLASS		THIRD CLASS	
735 C. N. Ry Time Frt	711 Local Ex. Run.	737 C. N. Ry	101 C. N. Ry. 2	355 Daily	297 N. P. 444 Daily Ex. Run.	359 Daily	Blinds Upbrg Trucks	Station Numbers	Distance from Vancouver	Distance from Everett Junction	Signs	102 C. N. Ry 1 Daily	360 Daily	358 Daily	712 Daily Ex. Run.	738 C. N. Ry Daily	736 C. N. Ry Wed. Sat.
7:06	11:00am	11:03am	11:08am	11:12am	11:17am	11:22am	400	125	0.0	122.28	VN	122.28	2:00pm	10:15pm	8:00pm	9:20pm	3:10pm
7:16	11:03am	11:08am	11:12am	11:17am	11:22am	11:27am		122	0.37	121.93	X	9:00am	1:48	10:09	7:50	9:10	3:02
7:20	11:08am	11:12am	11:17am	11:22am	11:27am	11:32am		122	0.74	119.66	X P	8:52	1:44	10:06	7:40	9:05	2:58
7:27	11:12am	11:17am	11:22am	11:27am	11:32am	11:37am		122	1.11	117.81	I P	8:49	1:40	10:03	7:39	9:05	2:58
7:38	11:17am	11:22am	11:27am	11:32am	11:37am	11:42am		122	1.48	115.18		8:42	1:36	9:59	7:27	8:55	2:41
7:46	11:22am	11:27am	11:32am	11:37am	11:42am	11:47am		122	1.85	112.69	P	8:35	1:32	9:56	7:22	8:45	2:35
7:50	11:27am	11:32am	11:37am	11:42am	11:47am	11:52am		122	2.22	111.03	I						
	11:30am	11:35am	11:40am	11:45am	11:50am	11:55am		122	2.59	108.65	W YXP	8:27	1:28	9:51	7:15	8:38	2:28
	11:35am	11:40am	11:45am	11:50am	11:55am	12:00pm		122	2.96	106.32	RD INXP	8:23	1:25	9:48	6:52	8:33pm	2:23pm
	11:40am	11:45am	11:50am	11:55am	12:00pm	12:05pm		122	3.33	104.04	I		1:14	9:34	6:45		
	11:45am	11:50am	11:55am	12:00pm	12:05pm	12:10pm		122	3.70	101.66			1:14	9:34	6:45		
	11:50am	11:55am	12:00pm	12:05pm	12:10pm	12:15pm		122	4.07	99.35	V P	12:58	9:18	6:16			
	11:55am	12:00pm	12:05pm	12:10pm	12:15pm	12:20pm		122	4.44	97.06		12:50	9:10	5:45			
	12:00pm	12:05pm	12:10pm	12:15pm	12:20pm	12:25pm		122	4.81	94.68		12:40	8:52	5:30			
	12:05pm	12:10pm	12:15pm	12:20pm	12:25pm	12:30pm		122	5.18	92.30	DN XP	12:40	8:52	5:30			
	12:10pm	12:15pm	12:20pm	12:25pm	12:30pm	12:35pm		122	5.55	89.95							
	12:15pm	12:20pm	12:25pm	12:30pm	12:35pm	12:40pm		122	5.92	87.57							
	12:20pm	12:25pm	12:30pm	12:35pm	12:40pm	12:45pm		122	6.29	85.19	DN W X P	12:18	8:37	4:46			
	12:25pm	12:30pm	12:35pm	12:40pm	12:45pm	12:50pm		122	6.66	82.81		12:01pm	8:22	4:00			
	12:30pm	12:35pm	12:40pm	12:45pm	12:50pm	12:55pm		122	7.03	80.43	D P	11:53	8:15	3:46			
	12:35pm	12:40pm	12:45pm	12:50pm	12:55pm	1:00pm		122	7.40	78.05	K DN P	11:35	8:00	3:00			
	12:40pm	12:45pm	12:50pm	12:55pm	1:00pm	1:05pm		122	7.77	75.67							
	12:45pm	12:50pm	12:55pm	1:00pm	1:05pm	1:10pm		122	8.14	73.29							
	12:50pm	12:55pm	1:00pm	1:05pm	1:10pm	1:15pm		122	8.51	70.91							
	12:55pm	1:00pm	1:05pm	1:10pm	1:15pm	1:20pm		122	8.88	68.53							
	1:00pm	1:05pm	1:10pm	1:15pm	1:20pm	1:25pm		122	9.25	66.15							
	1:05pm	1:10pm	1:15pm	1:20pm	1:25pm	1:30pm		122	9.62	63.77							
	1:10pm	1:15pm	1:20pm	1:25pm	1:30pm	1:35pm		122	9.99	61.39							
	1:15pm	1:20pm	1:25pm	1:30pm	1:35pm	1:40pm		122	10.36	59.01							
	1:20pm	1:25pm	1:30pm	1:35pm	1:40pm	1:45pm		122	10.73	56.63							
	1:25pm	1:30pm	1:35pm	1:40pm	1:45pm	1:50pm		122	11.10	54.25							
	1:30pm	1:35pm	1:40pm	1:45pm	1:50pm	1:55pm		122	11.47	51.87							
	1:35pm	1:40pm	1:45pm	1:50pm	1:55pm	2:00pm		122	11.84	49.49							
	1:40pm	1:45pm	1:50pm	1:55pm	2:00pm	2:05pm		122	12.21	47.11							
	1:45pm	1:50pm	1:55pm	2:00pm	2:05pm	2:10pm		122	12.58	44.73							
	1:50pm	1:55pm	2:00pm	2:05pm	2:10pm	2:15pm		122	12.95	42.35							
	1:55pm	2:00pm	2:05pm	2:10pm	2:15pm	2:20pm		122	13.32	40.00							
	2:00pm	2:05pm	2:10pm	2:15pm	2:20pm	2:25pm		122	13.69	37.62							
	2:05pm	2:10pm	2:15pm	2:20pm	2:25pm	2:30pm		122	14.06	35.24							
	2:10pm	2:15pm	2:20pm	2:25pm	2:30pm	2:35pm		122	14.43	32.86							
	2:15pm	2:20pm	2:25pm	2:30pm	2:35pm	2:40pm		122	14.80	30.48							
	2:20pm	2:25pm	2:30pm	2:35pm	2:40pm	2:45pm		122	15.17	28.10							
	2:25pm	2:30pm	2:35pm	2:40pm	2:45pm	2:50pm		122	15.54	25.72							
	2:30pm	2:35pm	2:40pm	2:45pm	2:50pm	2:55pm		122	15.91	23.34							
	2:35pm	2:40pm	2:45pm	2:50pm	2:55pm	3:00pm		122	16.28	20.96							
	2:40pm	2:45pm	2:50pm	2:55pm	3:00pm	3:05pm		122	16.65	18.58							
	2:45pm	2:50pm	2:55pm	3:00pm	3:05pm	3:10pm		122	17.02	16.20							
	2:50pm	2:55pm	3:00pm	3:05pm	3:10pm	3:15pm		122	17.39	13.82							
	2:55pm	3:00pm	3:05pm	3:10pm	3:15pm	3:20pm		122	17.76	11.44							
	3:00pm	3:05pm	3:10pm	3:15pm	3:20pm	3:25pm		122	18.13	9.06							
	3:05pm	3:10pm	3:15pm	3:20pm	3:25pm	3:30pm		122	18.50	6.68							
	3:10pm	3:15pm	3:20pm	3:25pm	3:30pm	3:35pm		122	18.87	4.30							
	3:15pm	3:20pm	3:25pm	3:30pm	3:35pm	3:40pm		122	19.24	1.92							
	3:20pm	3:25pm	3:30pm	3:35pm	3:40pm	3:45pm		122	19.61	-0.46							
	3:25pm	3:30pm	3:35pm	3:40pm	3:45pm	3:50pm		122	19.98	-2.84							
	3:30pm	3:35pm	3:40pm	3:45pm	3:50pm	3:55pm		122	20.35	-5.22							
	3:35pm	3:40pm	3:45pm	3:50pm	3:55pm	4:00pm		122	20.72	-7.60							
	3:40pm	3:45pm	3:50pm	3:55pm	4:00pm	4:05pm		122	21.09	-9.98							
	3:45pm	3:50pm	3:55pm	4:00pm	4:05pm	4:10pm		122	21.46	-12.36							
	3:50pm	3:55pm	4:00pm	4:05pm	4:10pm	4:15pm		122	21.83	-14.74							
	3:55pm	4:00pm	4:05pm	4:10pm	4:15pm	4:20pm		122	22.20	-17.12							
	4:00pm	4:05pm	4:10pm	4:15pm	4:20pm	4:25pm		122	22.57	-19.50							
	4:05pm	4:10pm	4:15pm	4:20pm	4:25pm	4:30pm		122	22.94	-21.88							
	4:10pm	4:15pm	4:20pm	4:25pm	4:30pm	4:35pm		122	23.31	-24.26							
	4:15pm	4:20pm	4:25pm	4:30pm	4:35pm	4:40pm		122	23.68	-26.64							
	4:20pm	4:25pm	4:30pm	4:35pm	4:40pm	4:45pm		122	24.05	-29.02							
	4:25pm	4:30pm	4:35pm	4:40pm	4:45pm	4:50pm		122	24.42	-31.40							
	4:30pm	4:35pm	4:40pm	4:45pm	4:50pm	4:55pm		122	24.79	-33.78							
	4:35pm	4:40pm	4:45pm	4:50pm	4:55pm	5:00pm		122	25.16	-36.16							
	4:40pm	4:45pm	4:50pm	4:55pm	5:00pm	5:05pm		122	25.53	-38.54							
	4:45pm	4:50pm	4:55pm	5:00pm	5:05pm	5:10pm		122	25.90	-40.92							
	4:50pm	4:55pm	5:00pm	5:05pm	5:10pm	5:15pm		122	26.27	-43.30							
	4:55pm	5:00pm	5:05pm	5:10pm	5:15pm	5:20pm		122	26.64	-45.68							
	5:00pm	5:05pm	5:10pm	5:15pm	5:20pm	5:25pm		122	27.01	-48.06							
	5:05pm	5:10pm	5:15pm	5:20pm	5:25pm	5:30pm		122	27.38	-50.44							
	5:10pm	5:15pm	5														

SOUTHWARD. FOURTH SUBDIVISION NORTHWARD. WENATCHEE AND OROVILLE.

THIRD CLASS	FIRST CLASS	Car Capacity	Station Number	Distance from Oroville	Time Table No. 41	Distance from Wenatchee	SIGNS	FIRST CLASS	THIRD CLASS
697	253				Effective July 28, 1935			254	698
Daily Ex. Sun	Daily Ex. Sun							Daily Ex. Sun	Daily Ex. Sun
			00	0.0	OROVILLE	VII	137.24	RKD WYCA	Am 11:59
			1	0.1	5.75 CORDILL		131.49		f 11:35
			2	0.2	5.28 ELLISFORD		126.21		f 11:20
			3	0.3	5.03 TONASKET	ON	120.28	DPW	f 11:00
			4	0.4	4.83 JANIS		115.45		f 10:33
			5	0.5	5.13 BARKER		110.92		f 10:22
			6	0.6	5.29 RIVERSIDE		104.73	PW	f 10:10
			7	0.7	4.78 CHEWELAH		100.55		f 9:55
			8	0.8	4.85 OMAK	MK	95.70	DPWCY	f 9:45
			9	0.9	4.20 OKANODAN	KN	91.50	DPWX	f 9:25
			10	1.0	4.94 CHILLOWIST		86.57		f 9:09
			11	1.1	3.93 MALOTT		82.64		f 9:01
			12	1.2	6.25 WAKEFIELD		76.39	W	f 8:47
			13	1.3	4.73 MONSE		71.66		f 8:38
			14	1.4	6.67 BREWSTER	BR	61.99	DPX	f 8:24
			15	1.5	6.08 PATHEROS	PR	58.91	DPWX	f 8:10
			16	1.6	5.47 STARR		53.13		f 7:55
			17	1.7	3.60 WHEELS		49.78		f 7:48
			18	1.8	3.19 HUGO		44.99		f 7:37
			19	1.9	5.11 CHELAN	HN	38.94	DPWX	f 7:27
			20	2.0	4.19 CHELAN FALLS		37.78		f 7:19
			21	2.1	5.80 STAYMAN		31.93		f 7:08
			22	2.2	5.92 WINESAP		26.91		f 6:56
			23	2.3	7.11 LINTIAT	LI	18.90	DPWX	f 6:42
			24	2.4	5.30 WAGNERSBURG		13.60		f 6:29
			25	2.5	5.63 ZENA		7.97		f 6:18
			26	2.6	4.18 OLDS		3.49		f 6:08
			27	2.7	4.99 WENATCHEE	0.0	0.0	RKD WYCA	Am 6:00
					Time Over Subdivision Average Speed Per Hour				Pm 7:00
									6.59 7.29
									*22.87 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.	8 M. P. H.

SOUTHWARD. FIFTH SUBDIVISION NORTHWARD. DEAN AND MARCUS.

THIRD CLASS	FIRST CLASS	Car Capacity	Station Number	Distance from Marcus	Time Table No. 41	Distance from Dean	SIGNS	FIRST CLASS	THIRD CLASS
701	255				Effective July 28, 1935			256	702
Daily Ex. Sun	Daily Ex. Sun							Daily Ex. Sun	Daily Ex. Sun
			00	0.00	MARCUS	MS	87.12	RKD WCA	Am 12:20
			1	0.01	5.30 MEYER'S FALLS	MP	81.82	D	f 12:06
			2	0.02	5.50 PALMERS		76.32		f 11:52
			3	0.03	3.05 COLVILLE	VD	73.27	DW	f 11:44
			4	0.04	3.80 ORIN		69.47		f 11:32
			5	0.05	2.70 ARDEN		66.77		f 11:26
			6	0.06	7.30 ADDY	AD	59.38	DW	f 11:12
			7	0.07	9.21 CHEWELAH	CH	50.17	DX	f 10:53
			8	0.08	7.57 VALLEY		42.60	YX	f 10:39
			9	0.09	5.21 ORAYS		37.38		f 10:26
			10	0.10	3.41 CLINE		33.03		f 10:16
			11	0.11	2.27 SPRINGDALE		32.66	W	f 10:15
			12	0.12	8.11 LOON LAKE		24.55		f 9:56
			13	0.13	6.80 CLAYTON	CN	17.75	D	f 9:39
			14	0.14	6.89 CHRISTIANSON		16.86		f 9:36
			15	0.15	4.38 DEER PARK	DE	12.48	DXW	f 9:28
			16	0.16	3.59 DENISON		8.80		f 9:18
			17	0.17	5.12 WAYSIDE		3.77		f 9:07
			18	0.18	3.77 DEAN	DF	0.0	R DN X	f 9:00
					Time Over Subdivision Average Speed Per Hour				Am 6:10
									3.20 10.50
									20.13 8.31

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 Kullers 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. 5 MARCUS AND NELSON.

THIRD CLASS	FIRST CLASS	Car Capacity	Station Number	Distance from Nelson	Time Table No. 41	Distance from Marcus	SIGNS	FIRST CLASS	THIRD CLASS
703	259				Effective July 28, 1935			260	704
Daily Ex. Sun	Daily Ex. Sun							Daily Ex. Sun	Daily Ex. Sun
			00	0.00	NELSON	NC	99.01	R DN WCA	Am 4:00
			1	0.01	4.45 TROUP JUNCTION		92.56	R	f 3:30
			2	0.02	4.81 SOUTH NELSON		88.75	W	f 4:46
			3	0.03	6.79 APEX		81.96		f 4:26
			4	0.04	3.33 HALL		78.63		f 4:16
			5	0.05	7.12 VMIR		71.51	W	f 3:57
			6	0.06	4.28 BOULDER MILL		67.15		f 3:45
			7	0.07	3.29 SALMO	NO	63.86	D	f 3:37
			8	0.08	2.72 ERIE		61.14		f 3:27
			9	0.09	2.87 MEADOWS		58.27		f 3:19
			10	0.10	4.08 PARK		54.19		f 3:07
			11	0.11	5.80 FRUITVALE		48.59		f 2:57
			12	0.12	5.32 COLUMBIA GARDENS		43.27		f 2:42
			13	0.13	3.83 WANETA, B. C.	WN	39.44	D	f 2:31
			14	0.14	2.11 BOUNDARY, U. S.		37.33		f 2:16
			15	0.15	8.80 NORTHPORT	NP	28.53	RKD WCA	f 1:50
			16	0.16	8.28 MARRIE		20.25		f 1:30
			17	0.17	11.47 BOSSBURG		8.78		f 1:06
			18	0.18	6.77 SAND SPUR				12:50 7:16
			19	0.19	2.91 MARCUS	MS	0.00	RKD WCA	Am 12:45
					Time Over Subdivision Average Speed Per Hour				Pm 7:00
									4.00 9.00
									22.18 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, Banks and Geverts 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.
Class F-1 engines	20 M. P. H.	20 M. P. H.
Except over Pend O'Reille River Bridge at Waneta all trains	8 M. P. H.	8 M. P. H.
Yard limit boards one-half mile South Powells and one-half mile North of Evans		

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

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 mile East of Leavenworth	East end	75 cars
Chenena Jet	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 Har. Co.'s Spur	3.5 miles West of Grotto	East end	5 cars
Index, Galena Mill Spur	0.5 mile East of Index	East end	32 cars
Western Granite Works Spur	1.0 mile West of Index	West end	26 cars
Gravel Bunkers	0.5 mile West of Reiter	Both ends	75 cars
Wallace Falls Timber Co.	1.8 miles East of Gold Bar	Both ends	88 cars
Startup	1.9 miles West of Gold Bar	West end	14 cars
Wallace Lumber Co. Spur	0.7 mile East of Sultan	East end	25 cars
Miller Logging Co.'s Siding	1.5 miles West of Sultan	Both ends	59 cars
Fryland	1.9 miles West of Monroe	Both ends	20 cars
Erye Spur	3.1 miles West of Monroe	East end	13 cars
Robinson Lattice Spur	2.0 miles West of Monroe	East end	56 cars
G. N. Oil Tank Spur	1.0 mile West of Everett Jet	East end	48 cars
Washington Bolt Spur	0.6 mile West of Edmonds	West end	44 cars
Standard Oil Co. Spur	0.9 mile East of Richmond Beach	West end	90 cars

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 Whitecock	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 lends off Milk Spur	South end	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 Suckeyo	North end	6 cars
Isabel 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	9 cars
Associated Oil Co. Spur	1.2 miles South of Mt. Vernon	North end	2 cars
Skyagit 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 Silvanna	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-Horr Spur	4.7 miles North of Loom Lake	South end	3 cars
Kulzers Spur	1.7 miles South of Valley	North end	8 cars
Geese 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 Adity	South end	12 cars

SIXTH SUBDIVISION:

Powells Siding	4.8 miles North of Marcus	Both ends	29 cars
Eyans Spur	5.4 miles North of Marcus	South end	24 cars
Hendrix Cut	3.8 miles North of Roseburg	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	3 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
Nelana 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	2 cars
Baskins & Gevurtz Spur	1.9 miles South of Ymir	North end	11 cars
Swanons Spur	1.3 miles South of Ymir	North end	4 cars
Porto Rico Spur	3.6 miles North of Ymir	South end	2 cars

SEVENTH SUBDIVISION:

Hedlund Box & Lbr. Co.	2.1 miles West of Marcus	East end	Private
Helpire's Spur No. 1	1.9 miles West of Carlew	East end	3 cars

EIGHTH SUBDIVISION:

Benders Spur	0.5 mile West of Nighthawk	East end	6 cars
Ruby Mine Spur	4.9 miles East of Chonpuk	West end	4 cars
Princeton M. & Dev. Co.	2.1 miles West of Normant	East end	9 cars

TENTH SUBDIVISION:

Mountainview	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	0.8 mile West of Hamilton	West end	1 car
Hawkins Spur	0.5 mile West of Fredonia	East end	5 cars
Gravel Pit Spur	6.1 miles East of Anacortes	West end	3 cars
Log Railway	2.3 miles East of Anacortes	Both ends	20 cars

ELEVENTH SUBDIVISION:

Gowley Road Spur	1.4 miles East of Challuethan	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
Embers Road Spur	3.1 miles West of Colbrook	Both ends	5 cars
Oliver Road Spur	1.8 miles West of Colbrook	West end	4 cars
Surrey Spur	1.0 mile West of Cloverdale	West end	3 cars

COMPANY SURGEONS.

Dr. Roscoe C. Walsh	Chief Surgeon	Office phone Main 7508, Home Colfax 4101, 1849 Medical Arts Building 9th St. and Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne	Assistant Chief Surgeon	Spokane, Wash.
Dr. J. G. Cunningham	Assistant Chief Surgeon	Spokane, Wash.
Dr. H. E. Wheeler	Assistant Division Surgeon	Wenatchee, Wash.
Dr. A. E. Gerhart	Assistant Division Surgeon	Wenatchee, Wash.
Dr. R. K. Pomeroy	Alternate Surgeon	Marcus, Wash.
Dr. H. F. Craig	Assistant Division Surgeon	Seattle, Wash.
Dr. H. J. Knott	Division Surgeon, Gold Blg.	Everett, Wash.
Dr. L. S. Trank	Assistant Division Surgeon	Seattle, Wash.
Dr. R. W. Fry	Ophthalmic Surgeon	Everett, Wash.
Dr. H. T. Rhoads	Ophthalmic Surgeon	Portland, Ore.
Dr. Frederick A. Kieble	Ophthalmic Surgeon	Spokane, Wash.
Dr. Carroll Smith	Ophthalmic Surgeon	Spokane, Wash.
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.	Address 3012 15th Ave. West, Seattle.	
Dr. C. M. Kingston	Grand Forks.	Dr. Paul W. Sweet	Centralia.
Dr. L. F. Wagner	Harrington.	Dr. H. L. Hopkins	Leavenworth.
Dr. J. Farrow	Billyard.	Dr. Minard Allison	Monroe.
Dr. W. O. Rose	Nelson.	Dr. Geo. E. Drew	Near Westminster.
Dr. E. E. Efner	Oroville.	Dr. G. N. Pense	Portland.
Dr. H. E. Frost	Anacortes.	Dr. Ralph M. Dodson	Medical Dental Bldg., Portland, Ore.
Dr. W. A. Kirkpatrick	Bellingham.	Dr. James A. LaGaan	Tacoma.
Dr. M. A. Keyes	Blaine.	Dr. R. D. Wiswall	Vancouver, Wash.
Dr. H. E. Cleveland	Burlington.	Dr. Geo. H. Clement	715 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.

Interlay 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.