



**SPOKANE DIVISION**

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**TIME TABLE No. 42.**

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

**SUNDAY, SEPTEMBER 1, 1935.**

**C. McDONOUGH, Superintendent.**

**J. B. SMITH, General Superintendent Transportation.**

**J. H. O'NEILL, General Manager.**

2 WESTWARD

FIRST SUBDIVISION—HILLYARD AND WENATCHEE.

EASTWARD

Table with columns for Third Class, First Class, and Second Class trains. Includes station names like Hillyard, Spokane, Fort Wright, Highland, Lyons, GALENA, ESPANOLA, WAUKON, EDWALL, CANBY, BLUESTEM, HARRINGTON, MOHLER, DOWNS, LAMONA, NEMO, ODESSA, SEWARD, IRBY, MARLIN, WILSON CREEK, STRATFORD, ADRIAN, SOAP LAKE, EPHRATA, NAYLOR, WINCHESTER, QUINCY, CRATER, TRINIDAD, VULCAN, COLUMBIA RIVER, ROCK ISLAND, MALAGA, APPELYARD, and WENATCHEE. Includes times, distances, and car capacities.

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 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 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. Nos. 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. Nos. 27 and 28 stop at Ephrata for U. S. Mail. MAXIMUM SPEED. Between Within city limits, Spokane. . . . . 20 M. P. H. From Division Street to Monroe Street, Spokane. . . . . 12 M. P. H. Fort Wright and Lyons. . . . . 45 M. P. H. Lyons and Wenatchee. . . . . 60 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 50 M. P. H. Vulcan and Columbia River. . . . . S-2 Engines 50 M. P. H.

Table with columns for Second Class (401, 355, 5, 359, 1, 27), First Class (360, 6, 298, 358, 2, 28), and Second Class (402). Includes station names like WENATCHEE, MONITOR, CASHMERE, DRYDEN, PESHASTIN, LEAVENWORTH, CHUMSTICK, WINTON, MERRITT, BERNE, SCENIC, TONGA, SKYKOMISH, GROTTO, HALFORD, INDEX, REITER, GOLD BAR, SULTAN, MONROE, SNOHOMISH, LOWELL, PACIFIC AVENUE, EVERETT, EVERETT JUNCTION, MUKILTEO, MEADOWDALE, EDMONDS, RICHMOND BEACH, BALLARD, INTERBAY, N.P. RY. CROSSING, NORTH PORTAL TOWER, SOUTH PORTAL TOWER, SEATTLE. Includes telegraph calls, distance from Seattle, and time over subdivision.

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.

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.

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 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 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.

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

MAXIMUM SPEED.

Table with columns for Passenger and Freight maximum speeds. Locations include Between Wenatchee and Merritt, Merritt and Berne, Berne and Scenic, Scenic and Skykomish, Skykomish and Gold Bar, Gold Bar and 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.



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

THIRD CLASS	FIRST CLASS	Car Capacity		Station Numbers	Distance from Oroville	Time Table No. 42 Effective September 1, 1935	STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS	THIRD CLASS
		Sidings	Other Tracks									
697	253			SG 71	0.0	OROVILLE	VR	137.24	RKD WYX		254	698
Daily Ex. Sun.	Daily Ex. Sun.			WO 132	5.75	CORDELL		131.49				
				WO 126	11.03	ELLISFORD		126.21				
				WO 120	16.96	TONASKET	ON	120.28	DPW			
				WO 115	21.79	JANIS		115.45				
				WO 110	27.22	BARKER		110.02				
				WO 105	32.51	RIVERSIDE		104.73	PW			
				WO 100	36.69	CHEROKEE		100.55				
L Am 6.00	L Pm 7.55	66	214	WO 96	41.54	OMAK	MK	95.70	DPXCY		A Am 2.20	
				WO 92	45.74	OKANOGAN	KN	91.50	DPWX			
				WO 87	50.67	CHILLIWIST		86.57				
				WO 83	54.60	MALOTT		82.64				
				WO 76	60.85	WAKEFIELD		76.39	W			
				WO 72	65.58	MONSE		71.66				
				WO 65	72.25	BREWSTER	BR	64.99	DP X		A Am 12.15	
				WO 59	78.33	PATEROS	RO	58.91	DPWX			
				WO 53	83.80	STARR		53.44				
				WO 50	87.46	WELLS		49.78				
				WO 44	93.19	HUGO		44.05				
				WO 39	98.30	CHELAN	HN	38.94	DPWX			
					99.46	CHELAN FALLS		37.78				
				WO 32	105.31	STAYMAN		31.93				
				WO 26	111.23	WINESAP		26.01				
				WO 19	118.34	ENTIAT	NI	18.90	DPWX			
				WO 14	123.64	WAGNERSBURG		13.60				
				WO 8	129.27	ZENA		7.97				
				WO 3	133.75	OLDS		3.49				
A Am 1.00	A Pm 12.15				137.24	WENATCHEE		0.0	RKD NPW		L Am 6.00	L Pm 7.00
7.00	8.00										5.59	7.20
13.67	22.87										22.87	13.05

**Special Rules.**

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

**MAXIMUM SPEED.**

Between 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		Station Numbers	Distance from Marcus	Time Table No. 42 Effective September 1, 1935	STATIONS	Telegraph Calls	Distance from Dean	SIGNS	FIRST CLASS	THIRD CLASS
		Sidings	Other Tracks									
701	255			SA 87	0.00	MARCUS	MS	87.12	RKD WCA		256	702
Daily Ex. Mon.	Daily Ex. Sun.			SA 82	5.30	MEYER'S FALLS	MF	81.82	D			
				SA 77	10.80	PALMERS		76.32				
				SA 73	13.85	COLVILLE	VD	73.27	D W			
				SA 71	17.65	ORIN		69.47				
				SA 67	20.35	ARDEN		66.77				
				SA 59	27.74	ADDY	AD	59.38	D W			
				SA 50	36.95	CHEWELAH	CH	50.17	D X			
				SA 43	44.52	VALLEY		42.60	Y X			
				SA 38	49.76	GRAYS		37.36				
				SA 34	53.19	CLINE		33.93				
				SA 33	54.46	SPRINGDALE		32.66	W			
				SA 25	62.57	LOON LAKE		24.55				
				SA 18	69.37	CLAYTON	CN	17.75	D			
				SA 17	70.26	CHRISTIANSON		16.86				
				SA 13	74.64	DEER PARK	DE	12.48	DXW			
				SA 9	78.23	DENISON		8.89				
				SA 4	83.35	WAYSIDE		3.77				
A Pm 3.20	A Pm 4.16	40	40	1460	87.12	DEAN	SF	0.0	R DN X		L Am 9.00	L Am 6.10
9.50	3.16										3.20	10.50
8.86	26.64										26.13	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 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 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 Numbers	Distance from Nelson	Time Table No. 42 Effective September 1, 1935	STATIONS	Telegraph Calls	Distance from Marcus	SIGNS	FIRST CLASS	THIRD CLASS
		Sidings	Other Tracks									
703	259			SA 186	0.00	NELSON	BC	99.01	R DNWC		260	704
Tu, Thur. and Sat.	Daily Ex. Sun.								O P			
											Daily Ex. Sun.	Mo. Wed. and Fri.
L Am 6.00												A Pm 4.00

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

s 6.30		0	0	SA 181	5.45	TROUP JUNCTION		93.56	R	YP		s 3.30
s 7.00	L Am 8.00		27	SA 176	10.26	SOUTH NELSON		88.75	W	A Pm	4.45	s 3.05
s 7.45	f 8.20	0	15	SA 169	17.05	APEX		81.96			f 4.25	s 2.30
s 8.00	s 8.30	0	15	SA 166	20.38	HALL		78.63			s 4.15	s 2.05
s 8.25	s 8.50	0	16	SA 159	27.50	YMIR		71.51	W		s 3.57	s 1.20
s 8.42	f 9.01	0	9		31.86	BOULDER MILL		67.15			f 3.45	s 12.55
s 8.55	s 9.10	0	53	SA 152	35.15	SALMO	SO	63.86	D		s 3.37	s 12.40
s 9.17	s 9.17	0	15	SA 148	37.87	ERIE		61.14			s 3.27	s 12.20
s 9.30	f 9.24	0	20	SA 145	40.74	MEADOWS		58.27			s 3.19	s 12.08
s 9.40	f 9.31	7	0		44.82	PARKS		54.19			f 3.07	s 11.50
s 9.55	s 9.41	0	15	SA 136	50.42	FRUITVALE		48.59			s 2.57	s 11.35
s 10.15	s 9.54	0	7	SA 130	55.74	COLUMBIA GARDENS		43.27			s 2.42	s 10.55
s 10.50	s 10.06	0	14	SA 127	59.57	WANETA, B. C.	WN	39.44	D		s 2.31	s 10.30
s 11.00	s 10.12	0	39	SA 126	61.68	BOUNDARY, U. S.		37.33			s 2.16	s 10.12
s 12.10	s 10.50	60	89	SA 116	70.48	NORTHPORT	NP	28.53	RKD WYX		s 1.50	s 9.15
s 1.30	f 11.08	0	7	SA 107	78.76	MARBLE		20.25			f 1.30	s 8.20
s 2.30	s 11.33	0	16	SA 96	90.23	BOSSBURG		8.78			s 1.06	s 7.45
					97.00	SAND SPUR		2.01			12.50	7.15
A Pm 3.30	A Am 11.55	40	148	SA 87	99.01	MARCUS	MS	0.00	RKD WCA		L Pm 12.45	L Am 7.00
9.30	3.55										4.00	9.00
10.42	22.65										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, 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 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.  
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		Car Capacity		Station Numbers	Distance from Marcus	Time Table No. 42 Effective September 1, 1935.	Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS	
393	Tuesday	Sidings	Other Tracks							394	Wednesday
L	1.15Pm	40	148	SA 87	0.00	MARCUS	MS	73.36	RKD WC Y	A	12.30Pm
f	1.35		31	SD 5	5.45	BOYDS		67.91		f	12.10Pm
f	1.48		31	SD 10	10.12	BARSTOW		63.24		f	11.50
f	2.05		31	SD 15	15.35	DULWICH		58.01		f	11.30
f	2.20	0	7	SD 17	16.90	ORIENT		56.46		f	11.25
f	2.33	0	12	SD 22	21.23	HUGHES		52.13		f	11.10
s	3.03	0	18	SD 27	27.32	LAURIER, WASH.		46.04		s	10.45
s	3.38	0	4	SD 42	38.66	GRAND FORKS	GR	34.70		s	10.00
f	3.43	0	0	SD 40	40.12	GRAND FORKS JCT.		33.24	Y	f	9.55
s	3.58	0	40	SD 42A	41.74	DANVILLE, WASH.		31.62	W	s	9.50
f	4.11	0	11	SD 46	45.87	HURLBURT		27.49		f	9.20
s	4.30		48	SD 52	52.16	CURLEW	W	21.20	R W	s	9.00
f	4.50		33	SD 58	58.24	MALO		15.12		f	8.35
f	5.15	0	16	SD 65	64.78	POLLARD		8.58	W	f	8.10
f	5.30		34	SD 68	68.46	TORBOY		4.90		f	7.50
A	5.45Pm	45	33	SD 73	73.36	REPUBLIC	Z	0.00	RKD Y	L	7.30Am
	4.30 16.30					Time Over Subdivision Average Speed Per Hour					5.00 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 Karamin and Rock Cut.

**SPEED RESTRICTIONS.**

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		Station Numbers	Distance from Oroville	Time Table No. 42 Effective September 1, 1935.	Telegraph Calls	Distance from Princeton	SIGNS	SECOND CLASS	
397	Tuesday Friday	Sidings	Other Tracks							396	Tuesday Friday
	L Pm 1.30			SG 71	0	OROVILLE	VR	79.65	RKD WYC X	A Pm 9.30	
	s 2.14	0	19	SG 83	11.34	NIGHTHAWK		68.31	W	s 8.45	
	s 2.55	0	22	SG 93	21.24	CHOPAKA, WASH.		58.41	W	s 8.06	
	s 3.33	0	26	SG 103	30.81	SIMILKAMEEN, B. C.		48.84		s 7.28	
	f 3.47	0	10		34.16	CAWSTON		45.49		f 7.15	
	A Pm 4.00	38	38	SG 110	38.06	KEREMEOS	K	41.59	D	L Pm 7.00	
		0	15	SG 117	45.02	ASHNOLA		34.63			
		0	10	SG 123	51.32	BRADSHAW		28.33	W		
		20	11	SG 128	55.74	HEDLEY		23.91			
		0	0	SG 132	60.31	CORY		19.34			
			20	SG 140	67.70	BROMLEY		11.95			
		0	14	SG 144	72.46	NORMAN		7.19			
			10	SG 149	77.20	ALLISON		2.45			
					79.40	K. V. JCT.		0.25	X		

**TRAINS BETWEEN K. V. JCT. AND PRINCETON BE GOVERNED BY K. V. RY. TIME TABLE AND RULES**

SECOND CLASS		Car Capacity		Station Numbers	Distance from Princeton	Time Table No. 42 Effective September 1, 1935.	Telegraph Calls	Distance from Princeton	SIGNS	SECOND CLASS	
396	Tuesday Friday	Sidings	Other Tracks							397	Tuesday Friday
		40	50	SG 152	79.65	PRINCETON	OD	0.00	R D WY		
	2.30 15.22					Time Over Subdivision Average Speed Per Hour					2.30 15.22

**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.

**SOUTHWARD. NINTH SUBDIVISION NORTHWARD.**  
**COLUMBIA RIVER AND MANSFIELD.**

THIRD CLASS		Car Capacity		Time Table No. 42		THIRD CLASS	
381				Effective September 1, 1935.		382	
Mon. and Thurs.	Sidings	Other Tracks	Station Numbers	Distance from Mansfield	SIGNS	Mon. and Thurs.	
L Pm 1:30	41	48	CR 60	0.0	.....MANSFIELD.....	60.39	RPW Y
f 1:40		30	CR 55	5.40	5.40 .....TOUHEY.....	54.99	P
s 2:10		50	CR 49	11.38	5.98 .....WITHROW.....	49.01	P
f 2:30		30	CR 44	16.94	5.56 .....SUPPLEE.....	43.45	P
s 3:00		62	CR 36	23.93	6.99 .....DOUGLAS.....	36.46	D P
s 3:25		30	CR 31	29.20	5.27 .....ALSTOWN.....	31.19	PW
f 4:05		24	CR 21	39.04	9.84 .....McCUE.....	21.35	P
s 4:45		35	CR 16	44.62	5.58 .....PALISADES.....	15.77	PW
f 5:00		30	CR 11	49.74	5.12 .....APPLEDALE.....	10.65	P
f 5:15		24	CR 5	55.00	5.26 .....MOSES COULEE.....	5.39	
A Pm 5:30			1632	60.39	5.39 .....COLUMBIA RIVER..	0.0	RPW
4.00					Time Over Subdivision		L Am 8:25
15.09					Average Speed Per Hour		4.15
							14.21

**Special Rules**

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

**MAXIMUM SPEED.**

All trains 20 miles per hour.

**WESTWARD. TENTH SUBDIVISION—ANACORTES AND ROCKPORT. EASTWARD. 7**

SECOND CLASS		Car Capacity		Time Table No. 42		SECOND CLASS	
275		277		Effective September 1, 1935.		278	
Tues., Thur. Sat.	Mon., Wed. Fri.	Siding	Other Tracks	Station Numbers	Distance from Rockport	SIGNS	Mon., Wed. Fri.
	L 11:30Am			69	GN53	.....ROCKPORT.....	RC 53.41
	f 11:55			14	GN48	6.00 .....NESTOS.....	47.41
	s 2:30Pm	35		134	GN44	8.13 .....CONCRETE.....	BA 44.28
	f 2:45			92	GN43	1.26 .....GRASSMERE...	43.02
	s 3:15			36	GN38	5.05 .....BIRDSVIEW.....	37.97
	s 3:35			39	GN33	5.23 .....HAMILTON....	32.74
	s 3:50			33	GN29	3.23 .....LYMAN.....	29.51
	f 4:05			5		5.45 .....COKEDALE....	24.06
	s 4:30			85	GN20	8.12 .....SEDRO-WOOLLEY.	SW 20.94
						0.10 NOR. PAC. RY. CROSSG.	20.84
L 11:00Am	A 4:45Pm	50	258	GL39	37.22	4.65 .....BURLINGTON...	BU 16.19
f 11:10				14	GN13	2.68 .....AVON.....	13.51
f 11:19				6	GN10	2.73 .....FREDONIA....	10.78
s 11:25				15	GN9	1.50 .....WHITNEY.....	9.28
11:35				4		3.67 .....WHITMARSH..	WH 5.61
f 11:41					GN4	1.86 .....FIDALGO.....	3.75
A 11:55Am		Yard	265	GN0	53.41	3.75 .....ANACORTES...	AC
.55	5.15					Time Over Subdivision	
17.66	7.08					Average Speed Per Hour	
							R D X W
							3.30
							10.63
							.60
							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.**

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

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

**ELEVENTH SUBDIVISION—COLEBROOK AND LADNER. WESTWARD. EASTWARD.**

Car Capacity		Time Table No. 42		SIGNALS.	
		Effective September 1, 1935.			
Siding	Other Tracks	Station Numbers	Distance from Colebrook.	Telegraph Calls	Distance from Ladner
		46	47	CL96	0.0
					.....COLEBROOK.....
					0.76 .....QUICHON LINE JCT.....
		8	CV14	7.05	.....INVERHOLM.....
		6	CV16	9.47	2.42 .....CHALLUETHAN.....
		2	CV19	10.71	1.24 .....LADNER.....
					0.0
					R Y
					10.71
					9.95
					3.66
					1.24
					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 Eleventh Subdivision protect against all Third Subdivision trains between Colebrook Jct. and Quichon Line Jct.  
Maximum Speed, all trains 20 miles per hour.

**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 "P" 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
<b>FIRST SUBDIVISION:</b>			
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
<b>SECOND SUBDIVISION:</b>			
Leavenworth.....	0.53 mile East of Leavenworth.....	East end	75 cars
Clemens 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 Ce- ment 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 Lettuce 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

NAME	LOCATION	OPENS	CAPACITY
<b>THIRD SUBDIVISION:</b>			
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 Whiteoak.....	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

<b>FOURTH SUBDIVISION:</b>			
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

<b>FIFTH SUBDIVISION:</b>			
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	66 cars
Blue Creek Spur.....	3.1 miles South of Addy.....	South end	12 cars

<b>SIXTH SUBDIVISION:</b>			
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
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
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

NAME	LOCATION	OPENS	CAPACITY
<b>SEVENTH SUBDIVISION:</b>			
Hedlund Box & Lbr. Co.....	2.1 miles West of Marcus.....	East end	Private
Helphrey's Spur No. 1.....	1.9 miles West of Curlew.....	East end	3 cars
<b>EIGHTH SUBDIVISION:</b>			
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
<b>TENTH SUBDIVISION:</b>			
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.....	Ezst 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
<b>ELEVENTH SUBDIVISION:</b>			
Gowdy 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
Embree 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

**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..... Ophthalmic Surgeon..... Seattle, Wash.  
 Dr. H. T. Rhoads..... Ophthalmic Surgeon..... Everett, Wash.  
 Dr. Frederick A. Kiehle..... Ophthalmic Surgeon..... Portland, Ore.  
 Dr. Carroll Smith..... Ophthalmic Surgeon..... Spokane, Wash.  
 Dr. A. N. Codd, Alternate. Ophthalmic 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..... Hilliard.  
 Dr. W. O. Rose..... Nelson.  
 Dr. E. E. Efnor..... 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 WESTMINSTER SEMI-AUTOMATIC.

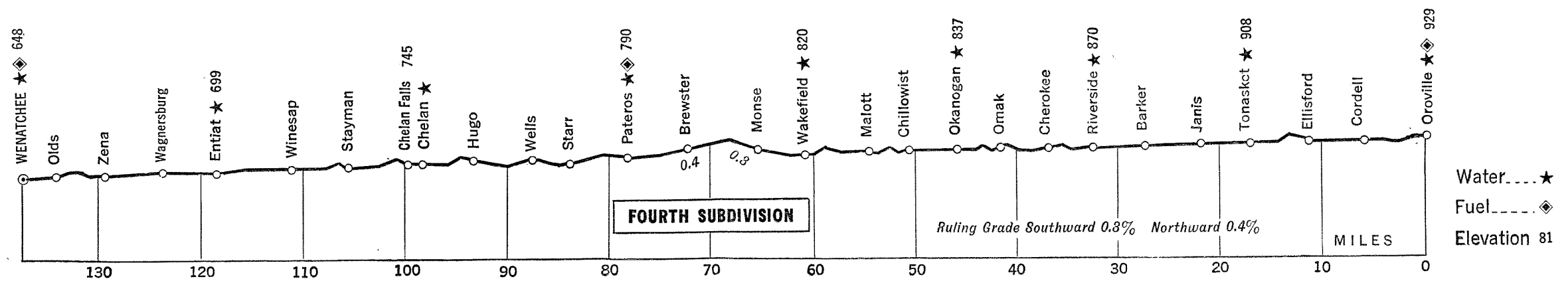
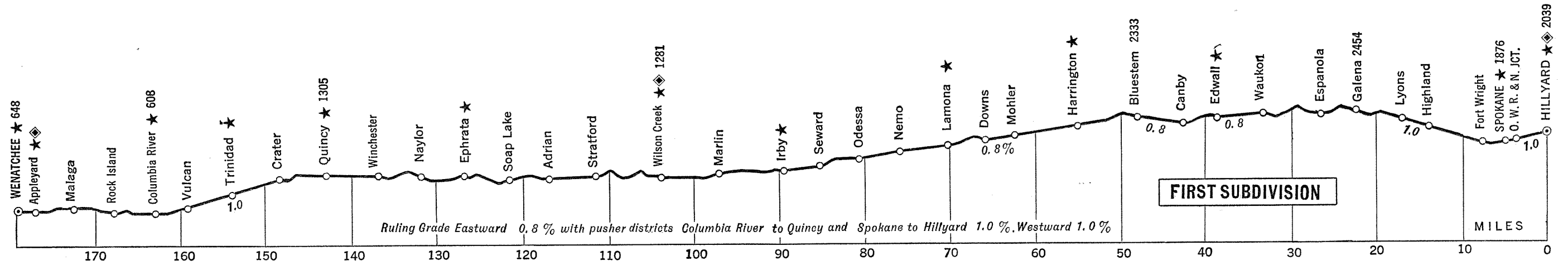
### FRASER MILL SPUR CROSSING AND CROSSOVER TO WATERFRONT LINE.

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.



Water.....★  
 Fuel.....◆  
 Elevation 81

