



**SPOKANE DIVISION**

**TIME TABLE No. 43.**

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

**SUNDAY, MAY 31, 1936.**

**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		Distance from Hillyard	Time Table No. 43		SIGNALS	FIRST CLASS						SECOND CLASS			THIRD CLASS				
693	691	381	263	256	45	1	27	5	Seating		Other Trucks	Effective May 21, 1926.		STATIONS	2	28	6	46	256	264	402	432	694	382	692		
Wed. Saturday	Tuesday Friday	Monday Thur.	Daily Ex. Sun.	Daily Ex. Sun.	Spands No. 1 Daily	Daily	Daily	Daily	Yards	Station Numbers	Depot Hillyard	Hillyard	Daily	Daily	Daily	Spands No. 2 Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Tuesday Friday	Monday Thur.	Wed. Saturday				
8:15			9:45	4:35	9:15	6:00			2558	1499	0.0	HILLYARD	179.25	RKDNPWCOIX	8:00	12:15			8:40	5:15	10:00	7:00			1:15		
8:30			9:55	4:45	9:25	6:10			1472	1472	3.68	O.-W. R. & N. Jct.	175.57	DNPI	7:50	12:06			8:30	5:05	9:30	6:35			12:55		
8:35			10:00	4:50	9:30	6:15			644	1473	4.85	SPOKANE	174.40	RKDNPW O X	7:45	12:01			8:25	5:00	9:15	6:25			12:50		
8:50					9:45	7:00			69	26	1477	7.59	FORT WRIGHT	171.66	IDNPY X	7:22	7:42					9:02	6:15			12:35	
9:15					10:17	7:16			69	6	1481	13.95	HIGHLAND	165.30	P	7:10	7:33					8:46	6:00			12:15	
9:35					10:23	7:22			69	15	1486	17.21	LYONS	162.04	P	7:04	7:29					8:40	5:50			12:05	
9:55					10:31	7:30			70	50	1493	22.60	GALENA	156.65	P	6:56	7:22					8:30	5:40			11:50	
10:10					10:36	7:36			130	39	1496	26.69	ESPANOLA	152.56	P	6:49	7:16					8:20	5:30			11:35	
10:35					10:44	7:45			70	50	1502	33.18	WAUKON	146.07	P	6:40	7:08					8:05	5:15			11:10	
11:10					10:52	7:52			129	35	1508	38.90	EDWALL	140.35	D PW	6:31	7:01					7:52	5:00			10:45	
11:25						8:03			20	1512	42.60	CARY	136.65	P												10:15	
11:50					11:05	8:03			70	46	1517	48.10	BLUBSTEM	131.15	INP	6:15	6:47					7:20	4:30			10:00	
12:20					11:14	8:12			95	1524	55.51	HARRINGTON	123.74	D PW	6:01	6:37							6:50	4:05			9:20
1:00					11:23	8:20			108	46	1531	62.23	MOHLER	117.02	P	5:49	6:28					6:10	3:45			8:20	
1:15					11:28	8:24			0	49	1535	65.94	DOVNS	113.31	P	5:42	6:23					5:50	3:30			8:05	
1:45					11:34	8:30			69	35	1539	70.40	LAMONA	108.85	INPW	5:33	6:17					5:35	3:15			7:45	
2:05					11:41	8:37			94	16	1544	75.98	NEWB	103.20	P	5:24	6:10					5:15	2:45			7:25	
2:35					11:47	8:43			69	109	1550	80.83	ODESSA	98.42	D P	5:15	6:04					4:55	2:20			7:05	
3:00					11:53	8:49			62	1555	85.41	SEWARD	93.84	P	5:08	5:58					4:40	2:10			6:35		
3:25					11:59	8:54			113	25	1558	90.74	IRBY	89.51	PW	5:01	5:52					4:30	2:00			6:20	
4:15					12:10	9:03			69	33	1566	97.21	MARLIN	82.04	P	4:50	5:42					4:15	1:45			5:55	
7:00					12:19	9:12			182	138	1573	103.83	WILSON CREEK	75.42	DNPW CY X	4:40	5:34					4:00	1:30			5:34	
7:30					12:29	9:22			129	19	1580	111.65	STRATFORD	67.60	P	4:30	5:24					3:44	1:25			8:30	
8:10					12:38	9:28			137	122	1588	116.97	ADRIAN	62.28	P	4:22	5:17					3:34	1:38			8:10	
8:30						9:33			20	1591	121.57	SOAP LAKE	57.68	D P												7:50	
9:00					12:49	9:43			129	58	1596	126.97	EPHRATA	52.28	D PW	4:07	5:04					3:14	1:57			7:30	
9:15					12:56	9:50			70	7	1601	132.12	NAVYLOK	47.13	P	3:58	4:55					2:59	1:47			7:00	
9:45						1:03			69	15	1606	137.19	WINCHESTER	42.06	P	3:51	4:49					2:48	1:37			6:45	
10:15					1:14	1:03			95	104	1612	143.33	QUINCY	35.92	DNPW	3:44	4:41					2:35	1:22			6:30	
10:30					1:22	1:09			72	4	1617	148.46	CRATER	30.79	P	3:35	4:35					2:20	1:05			6:20	
10:55					1:32	1:19			123	19	1623	154.06	TRINIDAD	25.19	PW	3:23	4:22					2:00	1:09			6:05	
11:10					1:41	1:26			69	5	1628	159.34	VULCAN	19.91	P	3:13	4:12					1:40	9:50			6:10	
11:30					1:48	1:32			70	52	1632	163.37	COLUMBIA RIVER	16.88	PW	3:06	4:06					1:30	9:40			6:15	
11:45					1:54	1:38			135	83	1637	167.94	ROCK ISLAND	11.31	P	2:59	4:00					1:15	9:30			6:05	
12:05					2:04	1:47			70	23	1641	172.34	MALAGA	6.91	P	2:49	3:51					1:03	9:15			7:50	
12:30					2:12	1:54			1082	1645	177.08	APPLEYARD	2.17	RKDNPWOC X	2:40	3:45							1:00	9:00			7:35
8:27	8:15	5:01	15	15	5:00	5:00	4:25	40:45	1085	1648	179.25	WENATCHEE	0.0	RKDN PW X	2:30	3:40					12:50	9:00	3:00			7:30	
13:04	12:22	19:58	19:39	19:39	33:00	35:55	35:55														19:39	19:39	17:71	12:18	21:17	12:52	

Special Rules.

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

MAXIMUM SPEED.

Within city limits, Spokane, All trains	20 M. P. H.
Between Division Street and Monroe Street, Spokane, All trains	12 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.
Between Fort Wright and Lyons, Passenger trains	45 M. P. H.
Between Lyons and Wenatchee, Passenger trains	60 M. P. H.
Between Quincey and Crater, and between Vulcan and Columbia River, S-2 engines	60 M. P. H.
Freight Trains 35 M. P. H.	

SEE PAGE 9 FOR INTERLOCKING SPECIAL RULES.

Time Table No. 43. Effective May 11, 1934. STATIONS: WENATCHEE, MONITOR, CASHMERE, DRYDEN, PESHAISTIN, 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. R. V. CROSSING, NORTH PORTAL TOWER, SOUTH PORTAL TOWER, SEATTLE. Includes columns for First Class (360, 6, 298, 358, 2, 28) and Second Class (402) with departure times and station distances.

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 engineers must keep off cars and engines while passing through this territory except in emergencies and then use extreme caution.

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

Delta (Freight Yard), 3.26 miles west of Lowell. Trains between Lowell and Delta will be governed by Northern Pacific Railway Time Table and Rules.

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

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

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

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

Loaded log cars are handled over our line at overhead bridges, Snohomish, East of Monroe and East end Skykomish yard. Engineers 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.

No. 1 and 2 at any station to pick up and discharge revenue passengers to and from Fargo and Grand Forks and points East thereof.

No. 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.

No. 355 at Edmonds to discharge passengers from North of Everett.

SPEED RESTRICTIONS.

Table of speed restrictions for Passenger and Freight trains. Locations include Over Main Street Crossing, Over Bridge 370, Over Bridge 371, Over Bridge 372, Over Bridge 373, Over Bridge 378, Over Bridge 382, Over Bridge 385, Over Bridge 404, Over Bridge 406, Over Street Crossings, Over Bridge 424, Over Bridge 432, Over Bridge 436, Over Bridge 441, Over Bridge 446, Thru Monroe Town Limits, Over Bridge 455, Over Crossing Pacific Ave., Thru Edmonds Town Limits, Over N. P. Crossing, Thru Seattle Tunnel, Between Denny Way and Hanford Street, 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. Telephones located at West Switch Pacific Avenue, trainmen can communicate with Everett Junction when required.

MAXIMUM SPEED.

Table of maximum speeds for Passenger and Freight trains between various locations: Wenatchee and Merritt, Merritt and Berne, Berne and Scenic, Scenic and Skykomish, Skykomish and Gold Bar, Gold Bar and Seattle.

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

THIRD CLASS		Car Capacity		Time Table No. 43		THIRD CLASS	
381				Effective May 31, 1936		382	
Mon. and Thurs.	Station Numbers	Distance from Mansfield	Stations	Distance from Columbia River	Stations	Mon. and Thurs.	
L. 1:30	41	0.0	..... MANSFIELD.....	60.29	RPW Y	A. 12:40	
		5.40	..... TOUHEY.....	54.89	P	12:20	
f 1:40	30	5.40	..... WITTHROW.....	49.01	P	12:01	
* 2:10	50	11.20	..... SUPPLIE.....	43.45	P	11:30	
f 2:30	30	15.94	..... DOUGLAS.....	36.46	D P	11:05	
* 3:00	02	22.63	..... ALSTOWN.....	31.19	PW	10:10	
* 3:25	30	29.20	..... McCUB.....	21.35	P	f 9:30	
f 4:05	24	30.04	..... PALISADES.....	15.77	PW	* 9:10	
* 4:45	25	44.02	..... APPELDALE.....	10.65	P	f 8:55	
f 5:00	30	49.74	..... MOSES COULEE.....	5.30		f 8:40	
f 5:15	21	55.00	..... COLUMBIA RIVER.....	0.0	RPW	L. 8:25	
A. 5:30	1632	60.30				4:15	
4:00			Time Over Subdivision			4:15	
15:09			Average Speed Per Hour			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.**

SECOND CLASS		Car Capacity		Time Table No. 43		SECOND CLASS					
275		277		Effective May 31, 1936		278					
Tue., Thur. Sat.	Mon., Wed. Fri.	Stations	Stations	Stations	Stations	Mon., Wed. Fri.	Tue., Thur. Sat.				
	L. 11:30am	80	GNM	..... ROCKPORT.....	NC 53.41	R D X W Y	A 10:30am				
	11:55	14	GN48	..... NESTOS.....	47.41		10:00				
	* 2:30pm	35	184	..... CONCRETE.....	44.28	D X	* 9:15				
	f 2:45	02	GN48	..... GRASSMERE.....	43.02	X W	f 8:45				
	* 3:15	30	GN38	..... BIRDVIEW.....	37.07		* 8:30				
	* 3:35	30	GN33	..... HAMILTON.....	32.74		* 8:10				
	* 3:50	22	GN28	..... LYMAN.....	29.81		* 7:55				
	f 4:05	8	29.38	..... COKEDALE.....	24.06		f 7:35				
	* 4:30	85	GN20	..... SEDRO-WOOLLY.....	20.04	D X	* 7:20				
				..... NOR. PAC. RY. CROSSING.....	20.84						
	L. 11:00am	A. 4:45pm	50	288	CL39	37.22	..... BURLINGTON.....	BU 16.19	R D N C O W X Y	L. 7:00am	A. 4:50pm
	11:10		14	GN13	39.90		..... AVON.....	12.81		f 4:37	
	11:19		8	GN10	42.63		..... FREDONIA.....	10.73		f 4:30	
	* 11:25		18	GN9	44.13		..... WHITNEY.....	9.28		* 4:23	
	11:35		4	47.50			..... WHITMARSH.....	WE 5.51		4:16	
	11:41			GN4	49.65		..... PIDALGO.....	3.73		f 4:10	
	A. 11:55am		Yard	265	GN0	53.41	..... ANACORTES.....	AC		R D X W	L. 4:00pm
	5:5						Time Over Subdivision			2:30	10
	17:05						Average Speed Per Hour			10:53	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 Summit Park.

**SPEED RESTRICTIONS.**

All Trains 8 M. P. H.

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

Over Bridge 52, Concrete.....

**ELEVENTH SUBDIVISION—COLEBROOK AND LADNER.**

**WESTWARD.**

**EASTWARD.**

Car Capacity		Time Table No. 43		SIGN.		
		Effective May 31, 1936				
Stations	Stations	Stations	Stations	Stations	Stations	
48	47	CL06	0.0	..... COLEBROOK.....	10.71	R
			0.78	..... GUICHON LINE JCT.....	9.95	
			7.08	..... INVERFOLM.....	3.66	
			9.47	..... CHALLUCTHAN.....	1.24	
			19.71	..... LADNER.....	0.0	R Y
				Time Over Subdivision		
				Average Speed Per Hour		

**Special Rules**

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

All trains Eleventh Subdivision protect against all Third Subdivision trains between Colebrook Jet. and Guichon Line Jet.

Maximum Speed, all trains 20 miles per hour.



### Special Rules.

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

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

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

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

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

### MAXIMUM SPEEDS.

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

Engines backing up ..... 20 miles per hour.

Trains with steam derricks, pile drivers or ditchers ..... 25 miles per hour.

All trains with restricted speed where slides or falling rock likely to be encountered.

### BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
<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
Langreth 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 Skykomiah	West end	17 cars
Grotto Lumber Co	0.1 mile East of Grotto	East end	1 car
Northwestern Portland Cement Co's Spur			
Union Mill and Timber Co.	0.1 mile East of Grotto	East end	29 cars
Index, Galena Mill Spur	3.5 miles West of Grotto	East end	5 cars
Western Granite Works Spur	0.3 mile East of Index	East end	32 cars
Gravel Bunkers	1.0 mile West of Index	West end	26 cars
Wallace Falls Timber Co	0.5 mile West of Reiter	Both ends	75 cars
Startup	1.8 miles East of Gold Bar	Both ends	88 cars
Wallace Lumber Co. Spur	1.9 miles West of Gold Bar	West end	14 cars
Miller Logging Co.'s Siding	0.7 mile East of Sultan	East end	25 cars
Fryeland	1.3 miles West of Sultan	Both ends	59 cars
Robinson Lattice Spur	1.9 miles West of Monroe	Both ends	20 cars
Frye Spur	2.0 miles West of Monroe	East end	56 cars
G. N. Oil Tank Spur	3.1 miles West of Monroe	East end	13 cars
Washington Bolt Spur	1.0 mile West of Everett Jet	East end	48 cars
Standard Oil Co. Spur	0.6 mile West of Edmonds	West end	44 cars
	0.9 mile East of Richmond Beach	West end	90 cars

### BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
<b>THIRD SUBDIVISION:</b>				<b>SEVENTH SUBDIVISION:</b>			
Clark and Buxa	0.1 mile South of Still Creek	South end	2 cars	Holland 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	Helphrey's Spur No. 1	1.9 miles West of Curlew	East end	3 cars
Sapperton Pit	0.9 mile North of North Westminster	Both ends	77 cars	<b>EIGHTH SUBDIVISION:</b>			
Campbell Lumber Co. Spur	1.0 mile South of Whiteoak	North end	51 cars	Benders Spur	0.5 mile West of Nighthawk	East end	6 cars
Dakota Creek Spur	2.1 miles South of Ilnaie	North end	21 cars	Ruby Mine Spur	4.9 miles East of Chopnaka	West end	4 cars
Milk Spur	0.7 mile South of Fernalde	South end	28 cars	Princeton M. & Dev. Co.	2.1 miles West of Norman	East end	9 cars
Standard Oil Spur	0.7 leads off Milk Spur		10 cars	<b>TENTH SUBDIVISION:</b>			
Olympic Portland Cement Co. Spur	2.0 miles South of Fernalde	North end	27 cars	Mountview	3.7 miles West of Rockport	Both ends	16 cars
Utah Idaho Sugar Co. Spur	2.4 miles North of Bellingham	North end	161 cars	Sauk Spur	1.6 miles West of Rockport	West end	11 cars
Olympic Portland Cement Co. Spur	2.4 miles North of Bellingham	South end	188 cars	Van Hornes Spur	1.0 mile West of Neaton	Both ends	80 cars
Union Oil Spur	0.4 mile South of So. Bellingham	South end	9 cars	L. L. Spur	0.6 mile West of Hamilton	West end	1 car
Chuckanut Cannery Spur	0.6 mile North of Sockeyes	North end	6 cars	Hawkins Spur	0.8 mile West of Fredonia	East end	5 cars
Hazel Mill Spur	0.8 mile South of Samish	North end	30 cars	Gravel Pit Spur	6.1 miles East of Anacortes	West end	3 cars
Blanchard	1.4 miles South of Samish	North end	8 cars	Log Railway	2.3 miles East of Anacortes	Both ends	20 cars
Bellville Pit	1.0 miles North of Bellville	North end	102 cars	<b>ELEVENTH SUBDIVISION:</b>			
Union Oil Co. Spur	1.2 miles North of Mt. Vernon	South end	6 cars	Gowdy Road Spur	1.4 miles East of Challuethan	West end	4 cars
Puget Sound and Cascade Ry. Conn.	0.8 mile North of Mt. Vernon	South end		Paterson's Spur	0.9 mile East of Inverholm	West end	6 cars
Associated Oil Co. Spur	1.2 miles South of Mt. Vernon	North end	0 cars	Smith Road Spur	2.1 miles East of Inverholm	Both ends	6 cars
Skagit Crossing Tr. Track	1.3 miles South of Fir	South end	2 cars	Matthew Road Spur	3.1 miles East of Inverholm	Both ends	5 cars
Milltown	2.3 miles South of Fir	South end	2 cars	Enbree Road Spur	3.1 miles West of Colebrook	Both ends	5 cars
Norman Spur	1.0 mile North of Silvana	South end	9 cars	Oliver Road Spur	1.8 miles West of Colebrook	West end	4 cars
Cox's Spur	1.5 miles North of Marysville	South end	3 cars	<b>COMPANY SURGEONS.</b>			
<b>FOURTH SUBDIVISION:</b>				<b>LOCAL SURGEONS.</b>			
Peterson Spur	2.0 miles North of Ellisford	South end	1 car	Dr. Roscoe C. Welsh	Chief Surgeon	Office phone Main 7508, House Colfax 4101, 1849 Medical Arts Building 9th St. and Nicollet Ave., Minneapolis, Minn.	
Ribbon Cliff Fruit Co.	5.1 miles North of Entiat	South end	6 cars	Dr. H. M. N. Wynne	Assistant Chief Surgeon	Spokane, Wash.	
Olds Washing Plant	2.02 miles North of Olds	Both ends	60 cars	Dr. J. G. Cunningham	Assistant Chief Surgeon	Spokane, Wash.	
<b>FIFTH SUBDIVISION:</b>				<b>LOCAL SURGEONS.</b>			
Deer Park Lbr. Co. Spur	0.7 mile North of Deer Park	South end	3 cars	Dr. H. E. Wheeler	Assistant Division Surgeon	Spokane, Wash.	
Holland-Horr Spur	4.7 miles North of Loon Lake	South end	3 cars	Dr. A. E. Gerhart	Assistant Division Surgeon	Wenatchee, Wash.	
Kulzers Spur	1.7 miles South of Valley	North end	8 cars	Dr. H. F. Craig	Assistant Division Surgeon	Marcus, Wash.	
Gess Spur	2.8 miles North of Valley	South end	3 cars	Dr. H. J. Knott	Division Surgeon, Cobb Bldg	Seattle, Wash.	
Northwest Magnesite	1.4 miles South of Chewelah	Both ends	66 cars	Dr. L. S. Traak	Assistant Division Surgeon	Everett, Wash.	
Blue Creek Spur	3.1 miles South of Addy	South end	12 cars	Dr. R. W. Perry	Ophthalmic Surgeon	Seattle, Wash.	
<b>SIXTH SUBDIVISION:</b>				<b>LOCAL SURGEONS.</b>			
Powells Siding	4.8 miles North of Marcus	Both ends	29 cars	Dr. Frederick A. Kiehl	Ophthalmic Surgeon	Portland, Ore.	
Evans Spur	5.4 miles North of Marcus	South end	24 cars	Dr. Carroll Smith	Ophthalmic Surgeon	Spokane, Wash.	
Hendrix Cot.	3.8 miles North of Bossburg	North end	3 cars	Dr. A. N. Codd, Alternate	Ophthalmic Surgeon	Spokane, Wash.	
Kanes	4.1 miles South of Northport	South end	5 cars	<b>LOCAL SURGEONS.</b>			
Harpers	4.5 miles South of Northport	North end	12 cars	Dr. C. R. McKinley	Brewster	Interlay	
Hudson's Spur	3.3 miles South of Northport	South end	12 cars	Dr. W. A. Gray	Colville	Address 3042 15th Ave. West, Seattle.	
Good-Hopkins Lbr. Co. Spur	4.09 miles North of Northport	South end	3 cars	Dr. C. M. Kingston	Grand Forks	Grand Forks	
Industrial Spur No. 134	4.06 miles North of Northport	South end	20 cars	Dr. L. F. Wagner	Harrington	Harrington	
Broth Spur	5.33 miles North of Northport	South end	3 cars	Dr. J. Farrow	Hillyard	Hillyard	
West Kootenay P. & L. Co.	0.5 mile South of Waneta	Siding	6 cars	Dr. W. O. Rose	Nelson	Nelson	
Nelsons Spur	2.4 miles North of Fruitvale	North end	2 cars	Dr. E. E. Efner	Oroville	Oroville	
Benton Iolo & Lbr. Co. Spur	2.0 mile South of Meadows	South end	6 cars	Dr. H. E. Frost	Anacortes	Anacortes	
Archibald	1.0 mile South of Erie	Both ends	11 cars	Dr. W. A. Kirkpatrick	Bellingham	Bellingham	
Rotter's Spur	3.6 miles North of Salmo	South end	2 cars	Dr. M. A. Keyser	Blaine	Blaine	
Baskins & Gevurts Spur	1.9 miles South of Ymir	North end	11 cars	Dr. H. E. Cleveland	Burlington	Burlington	
Swansons Spur	1.3 miles South of Ymir	North end	4 cars	Dr. E. Hayden	Cashmere	Cashmere	
Porto Rico Spur	3.6 miles North of Ymir	South end	2 cars	Dr. Roy F. West	Seattle	Seattle	

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

F. V. PERCIVAL,  
J. M. BUDD,  
I. E. CLARY, Trainmasters. C. A. MANTHE, Superintendent Terminals.

**INSTRUCTIONS RELATING TO OPERATION INTERLOCKING PLANTS.**

**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 derailed 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 derailed 55 feet ahead.

Derailed on siding 400 feet from frog, governed by dwarf signal 55 feet from derailed.

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 derailed 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 derailed.

Eastward trains stopped by semaphore signals governing double track switch and derailed 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 derailed and switch to be spaced before proceeding.

See Rule 605.

**AUTOMATIC INTERLOCKING.**

Interbay..... 0.08 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 60 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 Signal 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.