



SPOKANE DIVISION

TIME TABLE No. 44.

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

SUNDAY, NOVEMBER 15, 1936.

J. L. CLOSE, 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 (693, 691, 381), Second Class (401, 263, 256, 45, 1, 27, 5), First Class (2, 28, 6, 46, 256, 264), Second Class (402, 432), and Third Class (694, 382, 692). Includes station names, times, and car capacities.

Special Rules.

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

MAXIMUM SPEED.

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.

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. 10 M. P. H.

SEE PAGE 9 FOR INTERLOCKING SPECIAL RULES.

WESTWARD.

SECOND SUBDIVISION—WENATCHEE AND SEATTLE.

EASTWARD. 3

SECOND CLASS	FIRST CLASS					Car Capacity	Station Numbers	Distance from Seattle	Time Table No. 44 Effective November 15, 1934.	SIGN	FIRST CLASS						SECOND CLASS		
	401	355	5	359	1						27	360	6	298 (N. P. 444)	358	2		28	402
	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily		Daily	Daily
1.35 ^{pm}	L. 1.00 ^{pm}	L. 2.30 ^{pm}	L. 11.00 ^{am}	Yard	1085	1048	0 0	WENATCHEE	WC	158.87	RKDNW OX P	A 1.35 ^{pm}		A 3.00 ^{pm}	A 3.30 ^{pm}	A 9.20 ^{am}			
1.50	f 1.21	2.45	11.14	75	47	1855	7.38	MONITOR	MR	148.29	D P	f 1.21		2.45	3.18	9.00			
2.00	* 1.30	2.53	11.22	94	213	1650	11.00	CASHMERE	OM	144.87	DNWXP	* 1.15		2.37	3.12	8.46			
2.10	* 1.39	3.02	11.31	64	85	1664	15.65	DRYDEN	DN	140.02	D P	* 1.07		2.28	3.02	8.30			
2.20	* 1.45	3.08	11.37		226	1667	18.77	PESHASTIN	PN	136.90	D P	* 1.01		2.23	2.56	8.20			
2.35	* 1.52	3.17	11.43	112	18	1671	22.05	LEAVENWORTH	CH	132.83	DN P	* 12.55		2.15	2.50	8.10			
2.50	f 2.03	3.28	11.54	25		1874	27.90	CHUMSTICK	CM	127.77	P	f 12.44		2.04	2.38	7.55			
3.10	f 2.16	3.46	12.12 ^{pm}	100	14	1684	35.60	WINTON	WI	130.07	P	f 12.34		1.50	2.24	7.35			
3.28	f 2.27	3.59	12.26	100	41	1691	42.15	MERRITT	CK	113.82	WYP	f 12.23		1.37	2.11	7.15			
3.53	f 2.49	4.18	12.42	100	37	1696	49.18	BERNE	BL	108.49	N P	f 12.10 ^{pm}		1.23	1.57	6.50			
4.23	f 3.02	4.38	1.02	135	16	1716	58.15	SCENIC	MA	97.51	DN P	f 11.48		1.02	1.36	6.15			
4.46	f 3.19	4.53	1.18	60	10	1723	66.00	TONTA	Q	89.07	P	f 11.27		12.41	1.18	5.40			
5.30	* 3.40	* 5.15	1.50	K-99 W90	271	1728	70.98	SKYKOMISH	KY	84.71	RKDNW XYP	* 11.15		* 12.31	* 12.55	5.15			
5.40	f 3.47	5.23	1.58	59	38	1732	74.77	GROTTO	GO	80.90	D P	f 10.55		12.15	12.30	3.50			
5.52	f 3.56	5.32	2.07	68	62	1737	79.91	HALFORD	HA	77.78	W P	f 10.47		12.08 ^{am}	12.20	3.35			
6.07	* 4.06	5.42	2.17	58	14	1742	85.24	INDEX	NX	70.43	D P	* 10.36		11.59	12.09 ^{am}	3.20			
6.22	f 4.15	5.51	2.27	110	18	1747	90.14	REITER	RE	65.53	P	f 10.25		11.51	11.58	3.05			
6.35	* 4.24	5.58	2.35	149	951	1751	94.51	GOLD BAR	GB	61.16	N WYP	* 10.18		11.44	11.50	2.35			
6.46	* 4.33	6.06	2.46	59	16	1757	99.91	SULTAN	SU	58.75	P	* 10.10		11.37	11.40	2.20			
7.01	* 4.49	6.18	3.00	85	127	1764	107.37	MONROE	MO	48.30	DNWYP	* 9.57		11.27	11.27	2.05			
7.20	* 5.02	6.30	3.13	99	136	1771	114.37	SNOWHISH	SB	41.30	DN P	* 9.42	A 4.18 ^{pm}	11.18	11.05	1.45			
8.00	5.14	6.39	3.23	112	1777	180.19		LOWELL	LD	35.48	XWP	9.33	L 4.06	11.11	10.55	1.30			
8.05	5.14	6.42	3.27	104		1771		PACIFIC AVENUE	D	32.88	D IXP	9.30		11.08	10.52	1.05			
8.10	* 5.25	* 6.50	3.50	8	1779	122.88		EVERETT	EV	32.81	XIP	* 9.27		11.05	10.49	1.03			
8.15	10.12 ^{pm}	5.27	12.45 ^{pm}	44	1780	123.67		EVERETT JUNCTION	JN	32.00	DN IXP	A 9.05 ^{am}	9.20	A 6.50 ^{pm}	11.01	10.36	1.00		
8.26	10.18	f 5.34	12.51	84	1784	127.42		MUKILTEO	MU	28.28	P	8.59	9.14	5.44	10.57	10.32	12.63		
8.56	10.25	5.45	1.01	71	1793	134.56		MEADOWDALE	MA	21.11	P	f 8.45	9.05	5.35	10.48	10.23	12.37		
9.09	10.30	f 5.52	f 1.07	63	1795	138.27		EDMONDS	ED	17.40	DW P	8.40	9.00	5.30	10.44	10.19	12.30		
9.20	10.34	* 5.58	1.12	79	1798	141.37		RICHMOND BEACH	R	14.30	P	8.33	8.55	5.26	10.40	10.16	12.21		
9.50	10.44	6.11	1.26	100	1807	149.33		BALLARD	BD	6.44	X	8.21	8.45	5.15	10.30	10.05	12.05		
10.00 ^{pm}	10.47	f 6.15	f 1.29	74	1808	150.99		INTERBAY	IB	4.68	RKDNW OX P	8.18	8.42	5.12	10.27	10.02	12.01 ^{pm}		
				161.97				N. P. RY. CROSSING		3.70	I								
				154.37				NORTH PORTAL TOWER		1.40	I								
				153.57				SOUTH PORTAL TOWER		0.10	I								
				155.87				SEATTLE	UD	0.0	RKDNX P	L 8.05 ^{am}	L 8.30 ^{am}	L 5.00 ^{pm}	L 10.15 ^{pm}	L 9.50 ^{pm}			
8.25	48	5.25	1.00	5.20	5.00							1.00	5.05	12	5.50	4.45	9.19		
17.30	40.00	28.72	32.00	28.31	25.94							32.00	30.62	29.00	38.41	32.73	27.47	16.20	

Special Rules.

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

High Voltage electric wires in electrified zone between Appleyard and Skykomish, in some places, will not clear man on top of car and train and enginemen must keep off cars and engines while passing through this territory except in emergencies and then use extreme caution. All wires must be considered alive unless a clearance has been obtained from Operator at Skykomish Substation. Telegraph and telephone line between Wenatchee and Skykomish located along highway. Extreme care must be used not to attempt to connect telephone apparatus to the high tension wires.

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

Only first class trains, passenger extras and 381 and 352 will register at Wenatchee.

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.

Monroe is junction point with C. M. St. P. & P. Ry. Snohomish is junction point with N. P. Ry.

Lowell is junction point with C. M. St. P. & P. and N. P. Ry. 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 from N. P. connection will move through cross-over. Loaded log cars are handled over our line at overhead bridges, Snohomish, East of Monroe and East end 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 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.

	Passenger	Freight
Over Main Street Crossing, Cashmere	25 M. P. H.	25 M. P. H.
Over Bridge 370, Dryden, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 371, Dryden, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 372, Dryden, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 382, Merritt, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 385, Berne, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Bridge 404, Scenic, Q-1, R, S-1	8 M. P. H.	8 M. P. H.
Over Bridge 405, Alpine, Q-1, R, S-1	8 M. P. H.	8 M. P. H.
Over Street Crossings, Skykomish	15 M. P. H.	10 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	8 M. P. H.	8 M. P. H.
Over Bridge 441, Startup, Q-1, R, S-1	8 M. P. H.	8 M. P. H.
Over Bridge 446, Sultan, Q-1, R, S-1	8 M. P. H.	8 M. P. H.
Thru Monroe Town Limits	25 M. P. H.	15 M. P. H.
Over Bridge 455, Snohomish, Q-1, R, S-1	5 M. P. H.	5 M. P. H.
Over Crossing Pacific Ave., Everett	8 M. P. H.	8 M. P. H.
Thru Edmonds Town Limits	8 M. P. H.	8 M. P. H.
Over N. P. Crossing, Interbay	15 M. P. H.	15 M. P. H.
Thru Seattle Tunnel	20 M. P. H.	20 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.
Berne 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 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.

4 SOUTHWARD.

THIRD SUBDIVISION—EVERETT JUNCTION AND VANCOUVER.

NORTHWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS				Car Capacity	Station Numbers	Distance from Vancouver	Time Table No. 44 Effective November 15, 1938.	STATIONS	Telegraph Code	Distance from Everett Junction	FIRST CLASS			SECOND CLASS			THIRD CLASS
735 C. N. Ry. Tues. Fri.	711 Local Daily	737 C. N. Ry. Daily	101 C. N. Ry. 2 Daily	355 Daily	297 N. P. 444 Daily Ex. Sun.	359 Daily	102 C. N. Ry. 1 Daily								360 Daily	358 Daily	712 Daily Ex. Sat.	738 C. N. Ry. Daily	736 C. N. Ry. Wed. Sat.		
	11.00am			6.00pm		8.30am	Yard	400	0.0		VANCOUVER	VN	122.38		2.00pm	10.15pm		8.00pm			
7.04	11.03	12.60am		7.05pm	6.03	8.33			1.25		C. N. JUNCTION		131.18	X	8.50am	1.48	10.09	7.55	9.00pm	3.10	
7.09	11.08	12.68		7.08	6.06	8.36			2.73		STILL CREEK		119.64	X P	8.42	1.44	10.06	7.50	8.50	3.02	
7.13	11.12	1.04		7.12	6.09	8.39			4.87		B. C. E. RY. CROSSING		117.81	I P	8.39	1.40	10.03	7.42	8.45	2.58	
7.24	11.22	1.18		7.20	6.15	8.45			9.69		ENDOT		112.89	P	8.25	1.32	9.55	7.30	8.25	2.35	
									11.33		B. C. E. RY. CROSSING		111.05	I							
7.34	11.35	1.25		7.24	6.21	8.51	19	120	11.70		SAPPERTON		110.05	W VXP	8.17	1.28	9.51	7.24	8.18	2.28	
7.37	11.40	1.30am		7.27pm	6.27	8.56	60	107	13.06		NEW WESTMINSTER	MN	109.32	RD INXP	8.13am	1.25	9.48	7.12	8.13pm	2.23pm	
	11.45			6.32		9.01			13.54		FRASER RIVER JCT.		108.84	I	1.14	9.34	7.05				
	12.10pm			6.48		9.15	46	47	14.06		COLEBROOK		108.35	Y P	12.58	9.18	6.46				
	12.19			6.51		9.21	3	192	27.72		CRESCENT		104.06		12.50	9.10	6.15				
	12.40			7.05		9.35	57	10	32.75		WHITE ROCK	WR	100.63	DN XP	12.40	8.52	6.00				
									35.43		INTERNATIONAL BOUNDARY		98.95								
	1.45			7.25		9.55	50	142	35.88		BLAINE	BN	95.50	DN WXP	12.18pm	8.40	4.45				
	2.00			7.37		10.05	85	177	43.48		CUSTER		78.92	P	11.59	8.27	4.00				
	3.20			7.45		10.15	80	80	49.04		FERNDALE	FD	73.34	D P	11.50	8.20	3.45				
	3.00			8.05		10.35	82	190	58.02		BELLINGHAM	BN	64.38	XW P	11.35	8.05	3.00				
									58.25		C. M. ST. P. & P. CROSSO.		64.13								
									58.55		C. M. ST. P. & P. CROSSO.		63.82								
									58.93		C. M. ST. P. & P. CROSSO.		63.45								
									58.99		C. M. ST. P. & P. CROSSO.		63.30								
									59.81		NOR. PAC. RY. CROSSING		62.67								
3.15				8.15		10.45	52	92	60.95		SOUTH BELLINGHAM	BN	61.48	D XP	11.17	7.45	1.50				
3.30				8.23		10.51	39	8	64.87		SOCKBYE		57.51	P	11.10	7.35	1.35				
3.50				8.33		11.00	40	0	70.83		SAMISH		51.85	W P	11.00	7.25	1.20				
4.05				8.38		11.05	28	14	74.93		BOW		47.75	P	10.51	7.21	1.10				
4.15				8.44		11.11	9	14	79.25		BELLEVILLE		43.10	P	10.44	7.14	12.55				
6.00				8.52		11.20	51	288	92.01		BURLINGTON	BN	40.37	R DNC DWYX P	10.40	7.10	12.45pm				
									95.07		P. S. P. T. CO. CROSSING		37.31	I							
5.15				9.07		11.32	93	105	95.98		MT. VERNON	NR	36.40	DN XP	10.25	6.55	11.55				
5.30				9.15		11.40	28	17	91.31		PUR		31.07	P	10.12	6.43	11.40				
									92.55		ENGLISH LBR. CO. CROSSO.		29.73	I							
5.45				9.25		11.52	50	82	98.41		STANWOOD	B	23.97	D P	10.00	6.33	11.15				
6.00				9.32		11.59	17	17	103.98		SILVANA		18.40	W P	9.47	6.26	11.00				
6.21				9.37		12.05pm	50	15	107.83		ENGLISH		14.45	P	9.41	6.21	10.45				
6.35				9.41	3.44pm	12.10			111.70		KRUSE		10.68	P	9.36	6.16	10.35				
6.41				9.45	3.49	12.18	50	70	115.11		MARYSVILLE	MR	7.27	D P	9.30	6.11	10.25				
A 6.50pm				9.51	3.55pm	12.24			117.67		DELTA WYE TOWER	WY	4.71	DN VXP	9.23	6.05	10.15pm				
									117.73		NOR. PAC. RY. CROSSING		4.60	I							
				9.54		12.27			118.03		LONG SIDING		3.35		9.20	6.02					
				10.10		12.43	60	112	121.57		EVERETT		0.81	P	9.15	5.57					
				10.12pm		12.45pm			122.25		EVERETT JUNCTION	EN	0.0	DN IXP	9.05am	5.50pm					
.33	7.55	.40	.32	4.12	.11	4.15			1780		Time Over Subdivision				.37	4.55	4.25	9.45	.47	.47	
21.47	14.86	17.71	22.20	29.15	32.02	28.80					Average Speed Per Hour				19.18	24.87	27.71	12.07	15.08	15.05	

Special Rules.

Southward trains are superior to northward trains of the same class.
 All trains arriving and leaving Vancouver and C. N. Junction will register in G. N. train order office, Vancouver.
 Trains will not pass International Boundary at Blaine and White Rock without permission of Customs officials.
 Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

Delta (Freight Yard) 1.05 miles south of Delta Wye—Water, Fuel, Track Scales, Wye and Standard Clock.
 Register at Delta for trains originating and terminating at this station.

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

DELTA WYE:
 All southward trains be governed by a two arm home signal located 700 feet north of draw span. Top arm at 90 degrees up proceed to two arm home signal located 20 feet north of N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard.
 Whistle signals for tracks with switches controlled from Delta Wye Interlocking Plant.
 Main Line—One Long.
 Delta Yard from North—One Long, One Short.
 Delta Yard from South—Two Long, One Short.
 Delta Yard North—Two Long.
 Delta Yard South—Three Long, One Short.
 Northward from Northern Pacific connection—One Long, One Short, One Long.
 Southward for Northern Pacific connection—One Long, One Short, Two Long.

Train movement from Bayside northward be governed by top arm on home signal located 60 feet south of wye switch and by home signal located on trestle 500 feet south of draw span.
 Train movements from Delta northward be governed by top arm on home signal located 60 feet east of wye switch, and by home signal located on trestle 600 feet south of draw span.
 Trains between Delta and Bayside be governed by lower arm home signal located 60 feet east of wye switch, also by home signal located 90 feet east of the frog of the south wye switch.
 Trains northward from Northern Pacific connection to Great Northern main line governed by lower arm on home signal on Northern Pacific track. Top arm on advance home signal 500 feet south of draw span.
 Southward trains for Northern Pacific connection to be governed by lower arm on home signal 700 feet north of draw span.

FLAG STOPS.
 No. 350—Norman-Milltown-Blanchard and Ocean Park for passengers and at Crescent bridge for express shipments of oysters.
 No. 359—One and one fourth miles north of Samish and at Blanchard for express shipments of oysters.
 No. 358—Edmonds for revenue passengers for Mt. Vernon and north and at Stanwood and Ferndale for revenue passengers from Everett and south.
 No. 355—Ocean Park. Also at Edmonds to discharge passengers from north of Everett.

SPEED RESTRICTIONS. All Trains
 Over Street Crossings between South Bellingham depot and the Crossing just North Bellingham
 Freight depot 10 M. P. H.
 Over Fraser River Bridge, New Westminster 8 M. P. H.
 Between Mile Posts 123 and 127, between White Rock and Crescent, Oct. 1st to May 1st 15 M. P. H.
 Over Brunette St., Sapperton and thru Blaine, Burlington, Mt. Vernon and Marysville 8 M. P. H.
 Everett, over Bond St., Hewitt St., California St. and 24th St. 6 M. P. H.
 Following railroad crossings at grade protected by crossing gates, all trains approach and cross them at speed at 8 M. P. H.
 Burlington—G. N. Ry. Rockport Branch.
 South Bellingham—N. P. Ry.
 Bellingham—C. M. St. P. & P. South of Pulp Mill.

MAXIMUM SPEED.
 Between Passenger Freight
 Delta Wye and Samish 55 M. P. H. 35 M. P. H.
 Samish and Bellingham 40 M. P. H. 25 M. P. H.
 Bellingham and Vancouver 50 M. P. H. 35 M. P. H.

SOUTHWARD. FOURTH SUBDIVISION NORTHWARD. WENATCHEE AND OROVILLE.

THIRD CLASS	FIRST CLASS	Car Capacity	Station Numbers	Distance from Oroville	STATIONS	Telegraph Code	Distance from Wenatchee	SIGNS	FIRST CLASS	THIRD CLASS
697	253								254	698
Daily Ex. Run	Daily Ex. Run	Slidage Other Trucks	Station Numbers	Distance from Oroville	STATIONS	Telegraph Code	Distance from Wenatchee	SIGNS	Daily Ex. Run	Daily Ex. Run
L. Ag 6:16	55	243	811	0.0	OROVILLE	VR	137.24	RKDWYCA P X	11:09	
f 6:28	0	35	WO 132	8.75	CORDELL		131.49		f 11:36	
f 6:39	0	34	WO 128	11.03	ELLISFORD		128.21		f 11:20	
f 6:54	0	71	WO 120	18.98	TONASKET	GN	120.28	DPW	f 11:00	
f 7:04	0	34	WO 118	21.79	JANIS		118.45		f 10:33	
f 7:16	0	34	WO 110	27.22	BARKER		110.02		f 10:22	
f 7:27	0	38	WO 105	32.81	RIVERSIDE		104.73	W	f 10:10	
f 7:37	0	35	WO 100	38.69	CHEROKEE		100.85		f 9:56	
L. Ag 6:00	7:56	66	211	41.84	OMAK	MK	95.70	DPXCY	f 9:46	A. Ag 7:00
f 6:36	8:10	55	92	48.74	OKANOGAN	KN	91.80	DPWX	f 9:26	f 6:20
f 6:50	8:20	0	34	50.87	CHILLOWIST		86.87		f 9:09	f 4:50
f 7:05	8:28	0	35	53.83	MALOTT		82.84		f 9:01	f 4:00
f 7:26	8:47	0	35	58.85	WAKEFIELD		78.39	W	f 8:47	f 3:10
f 7:40	8:57	0	34	65.88	MONSE		71.66		f 8:38	f 2:16
f 8:10	9:15	80	61	72.25	BREWSTER	BR	64.99	DP X	f 8:24	f 1:30
f 8:46	9:36	49	333	80	PATEROS	HO	58.91	DPWX	f 8:10	f 12:10
f 9:04	9:46	0	34	83.80	STARR		53.44		f 7:56	f 10:25
f 9:16	9:55	0	34	87.46	AZWELL		49.78		f 7:48	f 10:00
f 9:35	10:07	0	35	93.19	HUGO		44.05		f 7:37	f 9:35
f 10:05	10:22	84	83	98.30	CHELAN	HN	38.94	DPWX	f 7:27	f 9:16
f 10:30	10:30	78		99.46	CHELAN FALLS		37.78		f 7:19	f 8:16
f 10:50	10:42	0	40	108.31	STAYMAN		31.93		f 7:08	f 7:50
f 11:16	10:54	0	43	111.23	WINECAP		28.01		f 6:56	f 7:20
f 11:45	11:16	66	86	118.24	ENTIAT	NI	18.90	DPWX	f 6:42	f 6:50
f 12:10	11:26	0	39	123.64	WAGNERSBURG		13.80		f 6:29	f 6:00
f 12:30	11:40	0	31	129.27	ZENA		7.97		f 6:18	f 5:40
f 12:46	11:50	0	66	133.75	OLDS		3.49		f 6:08	f 6:20
A. Ag 1:00	8:00	1648	137.24	0.0	WENATCHEE		0.0	RKDNWPX X	L. Ag 6:00	L. Ag 6:00
7.00	8.00								8.59	14.00
13.87	22.87								22.87	6.81
Time Over Subdivision Average Speed Per Hour										

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 88.1, Cheilan, All trains	8 M. P. H.	8 M. P. H.

SOUTHWARD. FIFTH SUBDIVISION NORTHWARD. DEAN AND MARCUS.

THIRD CLASS	FIRST CLASS	Car Capacity	Station Numbers	Distance from Marcus	STATIONS	Telegraph Code	Distance from Dean	SIGNS	FIRST CLASS	THIRD CLASS
701	255								256	702
Daily Ex. Run	Daily Ex. Run	Slidage Other Trucks	Station Numbers	Distance from Marcus	STATIONS	Telegraph Code	Distance from Dean	SIGNS	Daily Ex. Run	Daily Ex. Run
L. Ag 7:10	L. Ag 1:00	40	148	0.00	MARCUS	MB	87.12	RKD WCA YX	12:30	A. Ag 4:00
f 7:45	1:18	30	30	5.30	MEYER'S FALLS	MP	81.82	D	f 12:06	f 3:26
f 8:06	1:26	0	13	8.50	PALMERS		78.32		f 11:52	f 3:00
f 8:30	1:36	0	114	12.85	COLVILLE	VD	73.27	D W	f 11:44	f 2:40
f 8:50	1:43	0	21	17.65	ORIN		69.47		f 11:32	f 2:10
f 9:10	1:48	40	3	20.35	ARDEN		66.77		f 11:26	f 1:48
f 9:45	2:01	0	20	27.74	ADDY	AD	69.38		f 11:12	f 1:20
f 10:53	2:21	28	54	36.95	CHEWELAH	CH	60.17	D X	f 10:53	f 12:50
f 11:50	2:36	40	49	44.02	VALLEY		42.60	Y X	f 10:39	f 11:50
f 12:26	2:47	0	30	49.76	GRAYS		37.36		f 10:26	f 11:05
f 1:05	2:59	39	17	54.46	CLINE		33.93		f 10:16	f 10:40
f 2:00	3:18	40	21	62.57	LOON LAKE		24.65	W	f 9:56	f 9:56
f 2:40	3:34	0	44	69.37	CLAYTON	CN	17.75	D	f 9:39	f 9:05
f 3:37	3:44	0	34	70.26	CHRISTIANSON		16.86		f 9:36	
f 3:45	3:45	60	46	74.64	DEER PARK	DE	12.48	DXW	f 9:28	f 8:30
f 4:05	3:53	0	15	78.23	DENISON		8.89		f 9:18	f 7:35
f 4:26	4:05	40	18	83.35	WAYSIDE		3.77		f 9:07	f 7:16
A. Ag 4:45	A. Ag 4:16	40	40	87.12	DEAN	DF	0.0	R DN X	L. Ag 9:00	L. Ag 7:00
9.35	3.18								3.20	9.00
9.32	26.64								26.13	9.58
Time Over Subdivision Average Speed Per Hour										

Special Rules.

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

Trains 255 and 256 will stop on flag at Darta, 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 Kuluses 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 Numbers	Distance from Nelson	STATIONS	Telegraph Code	Distance from Marcus	SIGNS	FIRST CLASS	THIRD CLASS
703	259								260	704
Tu, Thur and Sat	Daily Ex. Run	Slidage Other Trucks	Station Numbers	Distance from Nelson	STATIONS	Telegraph Code	Distance from Marcus	SIGNS	Daily Ex. Run	Mo Wed and Fri
L. Ag 6:00				0.00	NELSON	NC	99.1	R DNW O P		A. Ag 4:00
f 6:30		0	0	5.45	TROUP JUNCTION		93.66	R	Y P	f 3:30
f 7:00	L. Ag 8:00	27	176	10.26	SOUTH NELSON		88.75	W	A. Ag 4:46	f 3:05
f 7:45	f 8:20	0	15	17.05	APEX		81.98		f 4:26	f 2:30
f 8:00	f 8:30	0	15	20.38	HALL		78.63		f 4:16	f 2:05
f 8:25	f 8:50	0	16	27.80	VMIR		71.51	W	f 3:57	f 1:20
f 8:42	f 9:01	0	9	31.86	BOULDER MILL		67.15		f 3:46	f 12:55
f 8:55	f 9:10	0	63	35.18	SALMO	BO	63.86	W	f 3:37	f 12:40
f 9:17	f 9:17	0	18	37.87	ERIB		61.14		f 3:27	f 12:20
f 9:30	f 9:24	0	20	40.74	Meadows		58.27		f 3:19	f 12:08
f 9:40	f 9:31	7	0	44.82	PARKS		54.19		f 3:07	f 11:50
f 9:55	f 9:41	0	15	50.43	FRUITVALE		48.89		f 2:57	f 11:36
f 10:15	f 9:54	0	7	55.74	COLUMBIA GARDENS		43.27		f 2:42	f 10:55
f 10:50	f 10:06	0	14	60.87	WANETA, B. C.	WN	39.44	D	f 2:31	f 10:30
f 11:00	f 10:12	0	39	61.88	BOUNDARY, U. S.		37.33		f 2:16	f 10:12
f 12:10	f 10:50	60	80	70.48	NORTHPORT	NP	28.53	RKDWYX	f 1:50	f 9:15
f 1:30	f 11:08	0	7	78.76	MARBLE		30.25		f 1:30	f 8:20
f 2:30	f 11:33	0	16	90.28	BOSSBURG		8.78		f 1:06	f 7:45
f 3:15	f 11:50			97.00	SAND SPUR		2.01		12:50	f 7:15
A. Ag 3:30	A. Ag 11:55	40	148	99.01	MARCUS	MR	0.00	RKD WCA YX	L. Ag 12:46	L. Ag 7:00
9.30	3.55								4.00	9.00
10.42	22.65								22.18	10.99
Time Over Subdivision Average Speed Per Hour										

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 Geneva Spur, Porto Rico and Wleys Spur. Northward trains will stop and make service test of air brakes at Apex before descending Nelson Hill. Trains must come to a stop before reaching Troup Junction switch and must know track is clear before using Canadian Pacific Main Track. Trains will not leave Border Stations until conductor has reported to and received clearance from Customs Officer. Water four miles south of Marble and three miles south of Fruitvale.

MAXIMUM SPEED.

Between	Passenger	Freight
Marcus and Troup Jet	30 M. P. H.	20 M. P. H.
Class F-1 engines	20 M. P. H.	20 M. P. H.
Except over Pand O'Reille River Bridge at Waneta all trains	8 M. P. H.	8 M. P. H.
Yard limit boards one-half mile South Powers and one-half mile North of Evans		

6 WESTWARD.		SEVENTH SUBDIVISION— MARCUS AND REPUBLIC.					EASTWARD.	
SECOND CLASS		Time Table No. 44 Effective Nov. 15, 1936.					SECOND CLASS	
393		STATIONS					394	
Friday	Car Capacity	Stations	Distance from Marcus	Telegraph Code	Distance from Republic	SIGNS	Saturday	
L 1-15h	40	148 SA 87	0.00	MR	73.36	RKD WC Y	A 12-30h	
		5.45						
f 1-35	31	8D 8	8.45		67.91		f 12-10h	
		4.67			63.24		f 11-50	
f 1-48	31	8D 10	10.12				f 11-30	
		5.23			58.01		f 11-25	
f 2-05	31	8D 18	18.36				f 11-25	
		1.55			56.46		f 11-10	
f 2-20	0	7 8D 17	16.90				f 11-10	
		4.33			62.13		* 10-45	
f 2-33	0	12 8D 22	21.23				* 10-00	
		5.09			46.04			
* 3-03	0	18 8D 27	27.32					
		11.34		GR	34.70	Y		
* 3-38	0	4 8D 42	38.60					
		3.08			31.62	W	* 9-50	
* 3-58	0	40 8D 42A	41.74				f 9-20	
		4.12			27.49		* 9-00	
f 4-11	0	11 8D 46	45.87				f 8-35	
		5.29		W	21.20	R W	f 8-10	
* 4-30	48	8D 52	52.16				f 7-50	
		5.08			16.12		f 7-30	
f 4-50	33	8D 58	58.24				f 7-30	
		5.54			8.88	W		
f 5-15	0	16 8D 65	64.78					
		3.88			4.90			
f 5-30	34	8D 68	68.46					
		4.90		Z	0.00	RKD Y		
A 5-45h	45	33 8D 78	73.36					
		4.30			8.00			
		16.30			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.

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

MAXIMUM SPEED.

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

WESTWARD.		EIGHTH SUBDIVISION—OROVILLE AND PRINCETON.					EASTWARD.	
SECOND CLASS		Time Table No. 44 Effective Nov. 15, 1936.					SECOND CLASS	
397		STATIONS					398	
Tuesday Friday	Car Capacity	Stations	Distance from Oroville	Telegraph Code	Distance from Princeton	SIGNS	Tuesday Friday	
L 1-30	80	71	0	VR	70.65	RKD WYC X	A 9-55	
* 2-20	0	19 80 83	11.34		68.31	W	* 9-05	
* 3-05	0	22 80 93	21.24		58.41	W	* 8-20	
* 3-40	0	28 80 103	30.81		48.34		* 7-45	
f 3-55	0	10	34.16		45.40		f 7-30	
A 4-25	38	38 80 110	38.06	K	41.50	D	L 7-00	
		0	18 80 117	45.02				
		0	10 80 123	51.32		W		
		20	11 80 128	55.74				
		0	0 80 132	60.31				
		30	80 140	67.70				
		0	14 80 144	73.46				
		15	80 149	77.20				
			70.40					

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

PRINCETON		K. V. JCT.	
Time Over Subdivision	Average Speed Per Hour	Time Over Subdivision	Average Speed Per Hour
2.55	16.00	2.55	15.00

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.
 No train or engine will be operated west of west switch Hedley without special permission from Supt.

MAXIMUM SPEED.

All Trains..... 15 miles per hour.

SOUTHWARD. NINTH SUBDIVISION NORTHWARD.
COLUMBIA RIVER AND MANSFIELD.

THIRD CLASS		Car Capacity		Time Table No. 44		THIRD CLASS		
381				Effective November 15, 1936.		382		
Mon. and Thurs.	Sat.	Other Trucks	Station Numbers	Distance from Mansfield	Distance from Columbia River	Mon. and Thurs.	Sat.	
L 1:30	41	48	CR 00	0.0	..... MANSFIELD.....	50.29	RPW Y	A 12:40
					5.40	..... TOWNBY.....	P	f 12:20
f 1:40		30	CR 55	5.40	..... WITHROW.....	49.01	P	f 12:01
* 2:10		50	CR 40	11.26	..... SUPPLEE.....	42.45	P	f 11:30
f 2:30		30	CR 44	16.24	..... DOUGLAS.....	35.45	D P	* 11:05
* 3:00		62	CR 36	22.54	..... ALSTOWN.....	21.19	PW	* 10:10
* 3:25		30	CR 31	29.04	..... PALISADES.....	15.77	PW	* 9:10
f 4:05		24	CR 21	39.04	..... APPLEDALE.....	10.65	P	f 8:55
* 4:45		25	CR 16	44.52	..... MOSSER COULB... ..	5.20	RPW	L 8:40
f 5:00		30	CR 11	49.74	..... COLUMBIA RIVER	0.0		L 8:25
A 5:15		24	CR 5	55.00	.....			L 8:05
4.00					Time Over Subdivision			
15.00					Average Speed Per Hour			

Special Rules

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

MAXIMUM SPEED.

All trains 20 miles per hour.

P. S. & B. R. Jct., 60 miles west of Hamilton Register Station.

WESTWARD. TENTH SUBDIVISION—ANACORTES AND ROCKPORT. EASTWARD.

SECOND CLASS		Car Capacity		Time Table No. 44		SECOND CLASS		
275		277		Effective November 15, 1936		278 276		
Tue., Thur. Sat.	Daily Ex. Sun.	Edging	Other Trucks	Station Numbers	Distance from Rockport	Distance from Anacortes	Distance from Rockport	
	L 11:30am			80	ON52	..... ROCKPORT.....	RC 55.41	R D X W Y
	f 11:55		14	ON48	6.00	..... NESTOS.....	47.41	f 10:00
	* 2:30pm	35	184	ON44	9.13	..... CONCRETE.....	BA 44.28	D X
	f 2:45		92	ON43	10.39	..... GRAMMERE.....	43.02	X W
	* 3:15		30	ON38	15.44	..... BIRDSVIEW.....	37.97	* 8:45
	* 3:35		39	ON33	20.07	..... HAMILTON.....	32.74	* 8:10
	* 3:50		28	ON29	25.00	..... LYMAN.....	29.51	* 7:55
	f 4:05		5	ON25	29.35	..... COKEDALE.....	24.06	f 7:35
	* 4:30		55	ON20	32.47	..... SEDRO-WOOLLEY.....	20.94	D X
					32.07	NOR. PAC. RY. CROSSG.	20.84	
	L 11:00am	A 4:45pm	50	ON19	37.23	..... BURLINGTON.....	16.19	R D N C O W X Y
	f 11:10		14	ON18	39.90	..... AVON.....	12.81	f 4:37
	f 11:19		5	ON10	42.58	..... PREDONIA.....	10.73	f 4:30
	* 11:25		18	ON9	44.13	..... WHITNEY.....	9.28	* 4:23
	11:35		4	ON4	47.80	..... WHITMARSH.....	8.61	4:15
	f 11:41			ON4	49.05	..... PIDALGO.....	8.73	f 4:10
	A 11:55am	Yard	305	ON0	52.41	..... ANACORTES.....	AC	R D X W
	55					Time Over Subdivision		
	17.05					Average Speed Per Hour		

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.

Pidalgo Mill Spur and Summit Park.

SPEED RESTRICTIONS.

All Trains
8 M. P. H.

MAXIMUM SPEED

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. 44		SIGN.		
		Effective November 15, 1936				
Edging	Other Trucks	Station Numbers	Distance from Colebrook	Distance from Ladner	Distance from Ladner	
		46 47	CL88	0.0	..... COLEBROOK.....	10.71
				0.75	..... GUICHON LINE JCT.....	9.95
		8	OV14	7.05	..... INVERHOLE.....	3.65
		5	OV16	9.47	..... CHALLICTRAN.....	1.24
		3	OV19	19.71	..... LADNER.....	0.0
					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 Guichon Line Jct.

Maximum Speed, all trains 20 miles per hour.

Special Rules.

Rule 671 to 671 (f), inclusive, amended as follows:
 The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.
 Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour.
 Conditions may require a further speed restriction for all trains, per special rules, and at draw bridges the speed of trains shall not exceed eight miles per hour.
 The letter "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
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	63 cars
Gravel Spur.....	2.9 miles East of Rock Island.....	Both ends	182 cars
Rock Island Dam.....	0.8 miles West of Rock Island.....	East end	8 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
Great Republic Mining Co. Miller River.....	2.2 miles West of Skyykomiah.....	West end	11 cars
Grotto Lumber Co. Northwestern Portland Cement Co.'s Spur.....	0.1 mile East of Grotto.....	Both ends	40 cars
Index, Galena Mill Spur.....	0.3 mile East of Index.....	Both ends	32 cars
Western Granite Works Spur.....	1.0 mile West of Index.....	West end	8 cars
Gravel Bunkers.....	0.5 mile West of Reiter.....	East end	40 cars
Wallace Falls Timber Co. Startup.....	1.8 miles East of Gold Bar.....	Both ends	88 cars
Wallace Lumber Co. Spur.....	0.7 mile East of Sultan.....	West end	25 cars
Robinson Lattice Spur.....	1.9 miles West of Monroe.....	Both ends	20 cars
Frye Spur.....	2.0 miles West of Monroe.....	East end	50 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	45 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
THIRD SUBDIVISION:				SEVENTH SUBDIVISION:			
Clark and Baska.....	0.1 mile South of Still Creek.....	South end	2 cars	Hedlund 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	Halprey'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	EIGHTH SUBDIVISION:			
Campbell Lumber Co. Spur.....	1.0 mile South of Whiterock.....	North end	51 cars	Benders Spur.....	0.5 miles West of Nighthawk.....	East end	5 cars
Dakota Creek Spur.....	2.1 miles South of Blaine.....	North end	21 cars	Ruby Mine Spur.....	4.3 miles East of Chlopaka.....	West end	4 cars
Milk Spur.....	0.7 mile South of Ferndale.....	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	TENTH SUBDIVISION:			
Olympic Portland Cement Co. Spur.....	2.0 miles South of Ferndale.....	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	Bank 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 Horne's Spur.....	1.0 mile West of Neston.....	Both ends	5 cars
Union Oil Spur.....	0.4 mile South of So. Bellingham.....	South end	9 cars	Puget Sound Saw Mill Co.....	0.8 mile West of Neston.....	Both ends	80 cars
Chuckanut Cannery Spur.....	0.6 mile North of Sockeye.....	North end	6 cars	Hawkins Spur.....	0.8 mile West of Fredonia.....	East end	5 cars
Hazel Mill Spur.....	0.8 mile South of Samiah.....	North end	7 cars	ELEVENTH SUBDIVISION:			
Blanchard.....	1.4 miles South of Samiah.....	North end	8 cars	Gowdy Road Spur.....	1.4 miles East of Challuethan.....	West end	4 cars
Bellville Pit.....	1.6 miles North of Bellville.....	North end	102 cars	Patterson's Spur.....	0.9 mile East of Inverholm.....	West end	6 cars
Union Oil Co. Spur.....	1.2 miles North of Mt. Vernon.....	South end	6 cars	Smith Road Spur.....	2.1 miles East of Inverholm.....	Both ends	6 cars
Puget Sound and Cascade Ry. Conn.....	0.8 mile North of Mt. Vernon.....	South end	9 cars	Matthew Road Spur.....	3.1 miles East of Inverholm.....	Both ends	5 cars
Associated Oil Co. Spur.....	1.2 miles South of Mt. Vernon.....	North end	9 cars	Embree Road Spur.....	3.1 miles West of Colebrook.....	Both ends	5 cars
Skagit Crossing Tr. Track.....	1.3 miles South of Fir.....	South end	2 cars	Oliver Road Spur.....	1.8 miles West of Colebrook.....	West end	4 cars
Norman Spur.....	1.0 mile North of Silvana.....	South end	9 cars	COMPANY SURGEONS.			
Cox's Spur.....	1.5 miles North of Marysville.....	South end	3 cars	Dr. Rowan C. Webb.....	Chief Surgeon, Office phone Main 7508, House Colfax 4101, 1849 Medical Arts Building 9th St. and Nicollet Ave., Minneapolis, Minn.		
FOURTH SUBDIVISION:				LOCAL SURGEONS.			
Peterson Spur.....	2.0 miles North of Ellisford.....	South end	1 car	Dr. W. A. Gray.....	Brewster, Colville.	Dr. Roll Newell Dillon.....	Interbay.
Ribbon Cliff Fruit Co.....	5.1 miles North of Entiat.....	South end	6 cars	Dr. C. M. Kingston.....	Grand Forks.	Address 3042 16th Ave. West, Seattle.	
Olds Washing Plant.....	2.02 miles North of Olds.....	Both ends	60 cars	Dr. L. F. Wagner.....	Harrington.	Dr. H. L. Hopkins.....	Leavenworth.
FIFTH SUBDIVISION:				Dr. J. E. Wiesler.....			
Deer Park Lbr. Co. Spur.....	0.7 mile North of Deer Park.....	South end	3 cars	Dr. A. E. Gerhart.....	Assistant Division Surgeon.....	Spokane, Wash.	
Holland-Horr Spur.....	4.7 miles North of Loon Lake.....	South end	3 cars	Dr. H. P. Craig.....	Assistant Division Surgeon.....	Wenatchee, Wash.	
Kulzers Spur.....	1.7 miles South of Valley.....	North end	8 cars	Dr. H. J. Knott.....	Division Surgeon, Cobb Bldg.....	Seattle, Wash.	
Goss Spur.....	2.8 miles North of Valley.....	South end	3 cars	Dr. L. S. Traak.....	Assistant Division Surgeon.....	Everett, Wash.	
Northwest Magnesite.....	1.4 miles South of Chwelah.....	Both ends	66 cars	Dr. R. W. Perry.....	Ophthalmic Surgeon.....	Seattle, Wash.	
Blue Creek Spur.....	3.1 miles South of Adley.....	South end	12 cars	Dr. H. T. Rhoads.....	Ophthalmic Surgeon.....	Portland, Ore.	
SIXTH SUBDIVISION:				Dr. Carroll Smith.....			
Powells Sliding.....	4.8 miles North of Marcus.....	Both ends	29 cars	Dr. A. N. Codd, Alternate.....	Ophthalmic Surgeon.....	Spokane, Wash.	
Evans Spur.....	5.4 miles North of Marcus.....	South end	24 cars	COMPANY SURGEONS.			
Hendrix Cut.....	3.8 miles North of Bousburg.....	North end	3 cars	Dr. C. R. McKinley.....	Brewster.		
Kanes.....	4.1 miles South of Northport.....	South end	5 cars	Dr. W. A. Gray.....	Colville.		
Harpers.....	4.5 miles South of Northport.....	North end	12 cars	Dr. C. M. Kingston.....	Grand Forks.		
Hudson's Spur.....	3.3 miles South of Northport.....	South end	3 cars	Dr. L. F. Wagner.....	Harrington.		
Good-Hopkins Lbr. Co. Spur.....	4.0 miles North of Northport.....	South end	12 cars	Dr. J. Farrow.....	Hillyard.		
Industrial Spur No. 134.....	5.33 miles North of Northport.....	South end	3 cars	Dr. W. O. Rose.....	Nelson.		
Stroh Spur.....	0.5 mile South of Waneta.....	Siding	6 cars	Dr. E. E. Efrer.....	Oroville.		
West Kootenay P. & L. Co.....	2.4 miles North of Fruitvale.....	North end	2 cars	Dr. H. E. Frost.....	Anacortes.		
Nelsons Spur.....	2.0 miles South of Meadows.....	South end	6 cars	Dr. W. A. Kirkpatrick.....	Bellingham.		
Benton Pole & Lbr. Co. Spur.....	1.0 mile South of Erie.....	Both ends	11 cars	Dr. M. A. Keyes.....	Blaine.		
Archibald.....	3.5 miles North of Ymir.....	South end	2 cars	Dr. H. E. Cleveland.....	Burlington.		
Reiter's Spur.....	1.9 miles South of Ymir.....	North end	11 cars	Dr. E. Hayden.....	Cashmere.		
Baskins & Gavyrta Spur.....	1.3 miles South of Ymir.....	North end	4 cars	Dr. Roy F. West.....	Seattle.		
Swanons Spur.....	3.6 miles North of Ymir.....	South end	2 cars	LOCAL SURGEONS.			
Porto Rico Spur.....				Dr. G. E. Wellein.....	Chief Dispatcher, 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 degree 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 derails.

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 spiked before proceeding.

See Rule 605.

AUTOMATIC INTERLOCKING.

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

SEMI-AUTOMATIC INTERLOCKING.

New Westminster 0.80 miles north New Westminster.

RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

Burlington G. N. Ry. Rockport Branch
1.14 miles north of 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 line 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.