



SPOKANE DIVISION

TIME TABLE No. 45.

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

SUNDAY, JANUARY 10, 1937.

J. L. CLOSE, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD

FIRST SUBDIVISION—HILLYARD AND WENATCHEE.

EASTWARD

THIRD CLASS			SECOND CLASS	FIRST CLASS					Car Capacity		Station Numbers	Distance from Hillyard	Time Table No. 45		Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS					SECOND CLASS		THIRD CLASS				
693	691	381	401	263	255	45	1	27	5	Riding			Other Tracks	Effective January 18, 1937.				STATIONS	2	28	6	46	256	264	402	432	694	382	692
Wed. Saturday	Tuesday Friday	Monday Thur.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Tuesday Friday	Monday Thur.	Wed. Saturday	
L 8:15am			L 10:00am	L 9:45am	L 4:35pm		L 9:15pm	L 6:00pm		Yard	2558	1489	0.0	HILLYARD	Depot BU	179.25	RKDNPWCOIX	A 8:13am	A 12:15pm			A 8:40am	A 5:15pm	A 12:01am	A 7:00am			A 1:15pm	
8:30			10:25	9:55	4:45		9:25	6:10				1472	3.88	O.W. R. & N. Jct...		175.57	DNPI	8:05	12:06			8:30	5:05	11:25	6:35			*12:55	
* 8:35			10:50	10:00am	4:50pm		9:45pm	6:15	8:30am	Yard	644	1473	4.85	SPOKANE	DS-Q	174.40	RKDNPW O X	8:00	12:01pm	A 6:30pm	A 7:00am	L 8:25am	L 5:00pm	11:05	6:25			*12:50	
* 8:50			11:05				9:50pm	10:05	7:05	f 8:35	69	26	1477	7.50	FORT WRIGHT	FW	171.66	IDNPY X	7:22	8:02	f 6:22	L 6:55pm			10:55	6:15			*12:35
* 9:15			11:30				10:17	7:16	f 8:45	69	8	1481	13.95	HIGHLAND		165.30	P	7:10	7:53	f 6:10				10:40	6:00			*12:15	
* 9:35			11:50				10:23	7:22	f 8:50	69	18	1486	17.21	LYONS		162.04	P	7:04	7:49	f 6:04				10:23	5:50			*12:05pm	
* 9:55			12:10am				10:31	7:30	f 8:57	70	60	1493	22.60	GALENA		156.65	P	6:57	7:42	f 5:55				10:06	5:40			*11:50	
*10:10			12:25				10:36	7:35	f 9:03	130	39	1496	26.69	EPANOLA		162.66	P	6:51	7:37	f 5:49				9:50	5:30			*11:35	
*10:35			12:40				10:44	7:43	f 9:12	70	60	1502	33.18	WAVUKON		146.07	P	6:45	7:30	f 5:39				9:30	5:15			*11:10	
*11:10			1:10				10:52	7:50	* 9:20	129	35	1508	38.90	EDWALL	WH	140.35	D PW	6:37	7:23	* 5:30				9:15	5:00			*10:45	
*11:25									f 9:26		20	1512	42.60	CANBY		136.65	P			f 5:23								*10:15	
*11:50			1:40				11:05	8:01	f 9:34	70	46	1517	48.10	BLUESTEM	BM	131.16	INP	6:23	7:10	f 5:16				8:45	4:30			*10:00	
*12:20pm			2:05				11:14	8:10	* 9:44	82	55	1524	55.51	HARRINGTON	HR	123.74	D PW	6:11	7:01	f 5:06				8:15	4:05			* 9:20	
* 1:00			2:25				11:23	8:18	f 9:53	268	46	1531	62.23	MOHLER		117.02	P	6:02	6:51	f 4:56				7:45	3:45			* 8:20	
* 1:15			2:40				11:28	8:22	f 9:59	0	49	1535	65.94	DOWNS		113.81	P	5:56	6:46	f 4:50				7:25	3:30			* 8:05	
* 1:45			3:15				11:34	8:28	f 10:07	69	35	1539	70.40	LAMONA	PA	108.85	INPW	5:48	6:39	f 4:43				7:10	3:15			* 7:45	
* 2:05			3:30				11:41	8:35	f 10:14	94	16	1544	76.98	NEBO		103.20	P	5:40	6:31	f 4:35				6:40	2:45			* 7:25	
* 2:35			3:45				11:47	8:41	f 10:21	69	109	1550	80.83	ODESSA	SA	98.42	D P	5:32	6:24	* 4:28				6:10	2:20			* 7:05	
* 3:00			4:00				11:53	8:47	f 10:28	62	1555	85.41		SEWARD		93.84	P	5:26	6:17	f 4:19				5:55	2:10			* 6:35	
* 3:25			4:15				11:59	8:52	f 10:34	113	25	1558	89.74	IRBY		89.51	PW	5:20	6:10	f 4:12				5:40	2:00			* 6:25	
* 4:02			4:35				12:10am	9:01	f 10:44	69	23	1566	97.31	MARLIN		82.04	P	5:11	6:07	* 4:02				5:20	1:45			6:10	
7:00am	A 4:30pm		5:02				12:19	9:09	f 10:54	182	138	1573	103.83	WILSON CREEK	CK	75.42	DNPW CY X	5:02	5:48	* 3:51				5:00	1:30	A 8:00am		L 5:50am	
* 7:30			5:15				12:29	9:18	f 11:04	129	19	1580	111.65	STRATFORD		67.60	P	4:52	6:37	f 3:38				4:10	12:50	A 8:30			
* 8:10			5:29				12:38	9:24	f 11:12	137	183	1588	116.97	ADRIAN		62.28	P	4:45	6:28	f 3:31				3:59	12:36am	A 8:10			
* 8:30							9:29	f 11:20		20	1591	121.57		SOAP LAKE	AP	57.68	D P			* 3:23								* 7:50	
* 9:00			6:15				12:49	* 9:39	f 11:33	129	58	1596	126.97	EPHRATA	FR	52.28	DNPW	4:34	* 5:15	* 3:14				3:36	11:57	* 7:30			
* 9:15			6:30				12:56	9:46	f 11:40	70	7	1601	132.12	NAYLOR		47.13	P	4:24	5:08	f 3:04				3:25	11:47	* 7:00			
* 9:45			6:45				1:03	9:52	f 11:46	69	16	1606	137.19	WINCHESTER		42.06	P	4:18	5:02	f 2:56				3:15	11:37	* 6:45			
*10:15			7:10				1:14	9:59	f 11:54	95	104	1612	143.33	QUINCY	QN	35.92	DPW	4:11	4:55	* 2:46				3:00	11:22	* 6:30			
*10:30			7:25				1:22	10:05	f 12:01pm	73	4	1617	148.46	CRATER		30.79	P	4:03	4:49	f 2:37				2:37	10:50	* 5:20			
*10:55			7:40				1:32	10:14	f 12:12	123	19	1623	154.06	TRINIDAD		26.19	PW	3:51	4:36	* 2:28				2:10	10:14	* 4:50			
*11:10			7:55				1:41	10:21	f 12:21	69	5	1628	159.34	VULCAN		19.91	P	3:41	4:26	f 2:19				1:50	9:50	* 4:10			
*11:30	L 5:40pm		8:15				1:48	10:26	f 12:27	70	52	1633	163.87	COLUMBIA RIVER		15.88	PW	3:34	4:21	f 2:12				1:40	9:40	* 3:55	A 8:15am		
*11:45	* 5:55		8:25				1:54	10:31	f 12:33	123	53	1637	167.94	ROCK ISLAND		11.81	P	3:27	4:15	* 2:04				1:30	9:30	* 3:40	* 8:05		
*12:05pm	* 6:10		8:40				2:04	10:40	f 12:43	70	23	1641	172.34	MALAGA		8.91	P	3:17	4:07	f 1:54				1:15	9:15	* 3:20	* 7:50		
A 12:30pm	A 6:20		9:00am				2:12	10:47	f 12:50	Yard	1083	1845	177.08	APPLEYARD	WD	2.17	RKDNPWOC X	3:10	4:01	f 1:45				L 1:00pm	L 9:00pm	L 3:00pm	L 7:30am		
	A 6:30pm						A 2:15pm	A 10:50pm	A 12:55pm	Yard	1085	1848	179.25	WENATCHEE	WC	0.0	RKDN PW X	L 3:05am	L 3:55am	L 1:40pm									
8:37	8:15	19:06	11:00	10:15	19:39	19:39	22:00	21:55	21:55									6:08	8:30	4:50	32.00	19:39	19:39	11:01	10:00	6:0	7:30am	7:26	
13:04	12:73	19:06	18:10	19:39	19:39	22:00	21:55	21:55	21:55									24.91	21.51	35.84	32.00	19:39	19:39	16:07	17:71	12:18	21:17	13:08	

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. Only First Class Trains, Passenger Extras, Nos. 381 and 382 will register at Wenatchee.

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 Engineers must use extreme caution when obliged to be on top of cars.

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

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

Nos. 1 and 2 stop on flag at Ephrata to pick up or discharge revenue passengers from or to points Everett and West, Spokane and East.

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 Bridge 270 and 273, Spokane, Q-1, R and S-2 engines. 10 M. P. H.
 Over Bridge 274, Fort Wright, Q-1, R and S-2 engines. 20 M. P. H.
 Between Fort Wright and Lyons, Passenger trains. 45 M. P. H. Freight Trains 35 M. P. H.
 Between Lyons and Wenatchee, Passenger trains. 60 M. P. H. Freight Trains 35 M. P. H.
 Between Quincy and Crater, and between Vulcan and Columbia River, S-2 engines. 50 M. P. H.

SEE PAGE 9 FOR INTERLOCKING SPECIAL RULES.

SECOND CLASS		FIRST CLASS					Car Capacity				Time Table No. 45				SIGNS		FIRST CLASS		SECOND CLASS							
401	355	5	359	1	27			Effective January 18, 1937.		STATIONS		Telegraph Calls	Distance from Seattle	360	6	298 (N. P. 444)	358	2	28	402						
Daily	Daily	Daily	Daily	Daily	Daily	Siding	Other Tracks	Station Numbers	Distance from Wenatchee					Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily						
L 1.35pm		L 1.05pm		L 2.30am	L 11.00pm	Yard	1085	1648	0.0	WENATCHEE		WC	155.67	RKDNW OX P	A 1.35pm			A 3.00am	A 3.45pm	A 9.20am						
1.50		f 1.21		2.45	11.14	75	47	1655	7.38	MONITOR		MR	148.29	D P	f 1.21			2.45	3.27	9.00						
2.00		* 1.30		2.53	11.22	94	213	1659	11.00	CASHMERE		OM	144.67	DNWXP	* 1.15			2.37	3.20	8.45						
2.10		* 1.39		3.02	11.31	64	35	1664	15.45	DRYDEN		DN	140.02	D P	* 1.07			2.28	3.02	8.30						
2.20		* 1.45		3.08	11.37		236	1667	18.77	PESHASTIN		PN	136.90	D P	* 1.01			2.23	2.52	8.20						
2.35		* 1.52		3.17	11.43	112	18	1671	22.05	LEAVENWORTH		CH	133.02	DN P	* 12.55			2.15	2.45	8.10						
2.50		f 2.03		3.28	11.54	25		1674	27.90	CHUMSTICK		CM	127.77	P	f 12.44			2.04	2.33	7.55						
3.10		f 2.16		3.46	12.12am	109	14	1684	35.80	WINTON		WI	120.07	P	f 12.34			1.50	2.23	7.35						
3.28		f 2.27		3.59	12.25	100	41	1691	42.15	MERRITT		CK	113.42	WYP	f 12.23			1.37	2.10	7.15						
3.53		f 2.42		4.18	12.42	100	37	1699	49.18	BERNE		BH	108.49	N P	f 12.10pm			1.23	1.57	6.50						
4.23		f 3.02		4.38	1.02	135	16	1718	58.16	SCENIC		MA	97.51	DN P	f 11.48			1.02	1.36	6.15						
4.45		f 3.19		4.53	1.18	60	10	1723	66.00	TONGA		G	89.67	P	11.27			12.41	1.18	5.40						
5.30		* 3.40		* 5.15	* 1.50	S-99 W99	271	1728	70.96	SKYKOMISH		KY	84.71	RKDNW XYP	* 11.15			* 12.31	* 1.05	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			12.16	12.47	3.50						
5.52		f 3.56		5.32	2.07	68	62	1737	79.91	HALFORD		SA	77.78	W P	f 10.47			12.08am	12.40	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	12.30	3.20						
6.22		f 4.15		5.51	2.27	110	16	1747	90.14	REITER			65.53	P	f 10.25			11.51	12.21	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	12.13	2.35						
6.45		* 4.33		6.06	2.46	69	16	1757	99.91	SULTAN		SU	55.76	P	* 10.10			11.37	12.05am	2.20						
7.01		* 4.49		6.18	3.00	85	127	1764	107.37	MONROE		RO	48.30	DNWYP	* 9.57			11.27	* 11.55	2.05						
7.20		* 5.02		6.30	3.13	99	136	1771	114.37	SKYKOMISH		SH	41.30	DN P	* 9.42	A 4.18pm		11.18	* 11.40	1.45						
8.00		5.11		6.39	3.23	112	1777	120.19		LOWELL			35.48	XWP	9.33	L 4.06pm		11.11	11.32	1.30						
8.05		5.14		6.42	3.27	104		121.81		PACIFIC AVENUE		D	33.88	D IXP	9.30			11.08	11.29	1.05						
8.10		* 5.25		* 6.50	* 3.50	8	1779	122.86		EVERETT			32.81	XP	* 9.27			* 11.05	* 11.26	1.03						
8.15	10.12pm	5.27	12.45pm	6.52	3.53	44	1780	123.07		EVERETT JUNCTION		JN	32.00	DN IXP	A 9.05am		A 5.50pm	11.01	11.15	1.00						
8.26	10.17	f 5.34	12.51	7.00	4.02	84	1784	127.42		MUKILTEO		MU	28.25	P	* 8.59	9.14		5.44	10.57	11.08	12.53					
8.55	10.26	5.45	1.01	7.11	4.14		1793	134.58		MEADOWDALE		AD	21.11	P	f 8.45	9.05		5.35	10.48	10.57	12.37					
9.09	10.31	f 5.52	f 1.07	7.19	4.20	63	1795	138.27		EDMONDS		DR	17.40	DW P	* 8.40	9.00		5.30	10.44	10.52	12.30					
9.20	10.35	* 5.58	1.12	7.25	4.25	79	1796	141.37		RICHMOND BEACH		R	14.30	P	* 8.33	8.55		5.25	10.40	10.47	12.21					
9.50	10.45	6.11	1.26	7.40	4.40	190	1807	149.23		BALLARD		BD	6.44	X	* 8.21	8.45		5.15	10.30	10.36	12.06					
A 10.00pm	10.48	f 6.15	f 1.29	7.44	4.44	Yard	1084	1808	150.99		INTERBAY		RB	4.68	RKDNW OX P	* 8.18	8.42		5.12	10.27	10.33	12.01pm				
											N. P. R. CROSSING			3.70	I											
											NORTH PORTAL TOWER			1.40	I											
											SOUTH PORTAL TOWER			0.10	I											
											SEATTLE		TD	0.0	RKDNX P	L 8.05am	L 8.30am	L 5.00pm	L 10.15pm	L 10.20pm						
8.25 17.39	48 40.00	5.25 28.72	1.00 32.00	5.30 28.31	6.00 25.94	Yard	589	1813	158.67	Time Over Subdivision Average Speed Per Hour										1.00 32.00	5.05 30.62	.12 29.00	.50 33.41	4.45 32.73	5.25 28.74	9.19 16.20

INTERLOCKING

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

Main track eastward one long. Coast Line eastward one long and one short.

The track between Everett Junction and the west switch at Pacific Avenue is governed by interlocking signals controlled by the operator located at Everett Junction. Telephone located at West Switch Pacific Avenue, trainmen can communicate with Everett Junction when required.

Special Rules.

Westward trains are superior to eastward trains of the same class. The track between Berne and 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) 3.26 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 382 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. 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 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 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	8 M. P. H.	8 M. P. H.
Over Bridge 404, Scenic, Q-1, R. S-1	8 M. P. H.	8 M. P. H.
Over Bridge 406, Alpine, Q-1, R. S-1	8 M. P. H.	8 M. P. H.
Over Street Crossings, Skykomish	15 M. P. H.	15 M. P. H.
Over Bridge 424, Grotto, Q-1, R. S-1	8 M. P. H.	8 M. P. H.
Over Bridge 432, Halford, Q-1, R. S-1	8 M. P. H.	8 M. P. H.
Over Bridge 436, Index, Q-1, R. S-1	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	5 M. P. H.	5 M. P. H.
Thru Monroe Town Limits	25 M. P. H.	15 M. P. H.
Over Bridge 465, Snohomish, Q-1, R. S-1	5 M. P. H.	5 M. P. H.
Over Crossing Pacific Ave., Everett	8 M. P. H.	8 M. P. H.
Thru Edmonds Town Limits	15 M. P. H.	15 M. P. H.
Over N. P. Crossing, Interbay	20 M. P. H.	20 M. P. H.
Thru Seattle Tunnel	20 M. P. H.	20 M. P. H.
Between Denny Way and Hanford Street, Seattle	6 M. P. H.	6 M. P. H.

MAXIMUM SPEED.

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

4 SOUTHWARD.

THIRD SUBDIVISION—EVERETT JUNCTION AND VANCOUVER.

NORTHWARD.

THIRD CLASS			SECOND CLASS			FIRST CLASS				Our Capacity		Station Numbers	Distance from Vancouver	Time Table No. 45		Telegraph Code	Distance from Everett Junction	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS
735 C. N. Ry. 398	711 Local	737 C. N. Ry.	101 C. N. Ry. 2	355	297 N. P. 444	359	Sliding	Other Tracks	Effective January 18, 1937.	STATIONS	102 C. N. Ry. 1			360	358				712	738 C. N. Ry.	736 C. N. Ry.			
Tues. Fri.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily					Daily	Daily	Daily	Daily Ex. Sat.	Daily	Wed., Sat.								
	11.00am			6.00pm		8.30am	Yard	400	CL 125	0.0	VANCOUVER	VN	122.38	RKDRWC YXO	P		2.00pm	10.15pm		8.00pm				
L 7.04	11.03	12.50am		L 7.05pm	6.03	8.33			CL 126	1.25	C. N. JUNCTION		121.13	X		A	8.50am	1.48	10.09		7.55	A 9.00pm	A 3.10pm	
	7.09	11.08	12.58		7.08	6.06			CL 122	2.78	STILL CREEK		119.65	X	P		8.42	1.44	10.06		7.50	8.50	3.02	
										4.57	B. C. E. RY. CROSSING		117.81	I										
									CL 115	9.69	ENDOT		112.89	P			8.25	1.32	9.55		7.30	8.25	2.35	
7.24	11.22	1.18		7.20	6.15	8.45				11.38	B. C. E. RY. CROSSING		111.06	I										
									CL 112	11.70	SAPPERTON		110.65	W	YXP		8.17	1.28	9.51		7.24	8.18	2.28	
A 7.37	11.40	A 1.30pm		A 7.27pm	6.27	8.56		60	CL 107	13.06	NEW WESTMINSTER	MN	109.32	RD	INXP	L	8.13am	1.25	9.48		7.12	L 8.13pm	L 2.23pm	
	11.45				6.32	9.01				13.54	FRASER RIVER JCT.		108.84	I				1.14	9.34		7.06			
	12.10pm				6.48	9.15	46	47	CL 98	24.03	COLEBROOK		98.36	Y	P			12.58	9.18		6.46			
	12.19				6.51	9.21		3	CL 92	27.72	CRESCENT		94.66					12.50	9.10		6.15			
	12.40				7.05	9.35	57	10	CL 87	32.75	WHITE ROCK	WR	89.63	DN	XP			12.40	8.52		6.00			
										35.43	INTERNATIONAL BOUNDARY		86.95											
	1.45				7.25	9.55	60	142	CL 84	35.88	BLAINE	RN	86.50	DN	WXP			12.18pm	8.40		4.45			
	2.00				7.37	10.05		55	CL 77	43.46	CUSTER		78.92		P			11.59	8.27		4.00			
	2.20				7.45	10.15	60	80	CL 71	49.04	FERNSDALE	FD	73.34	D	P			11.50	8.20		3.45			
	3.00				8.05	10.35	62	190	CL 62	58.02	BELLINGHAM	BM	64.36	XW	P			11.35	8.05		3.00			
										58.25	C. M. ST. P. & P. CROSSG.		64.13											
										58.56	C. M. ST. P. & P. CROSSG.		63.82											
										58.93	C. M. ST. P. & P. CROSSG.		63.46											
										58.99	C. M. ST. P. & P. CROSSG.		63.39											
										59.81	NOR. PAC. RY. CROSSING		62.67											
	3.15				8.15	10.45	62	92	CL 60	60.95	SOUTH BELLINGHAM	FN	61.43	D	XP			11.17	7.45		1.50			
	3.30				8.23	10.51	39	8	CL 56	64.87	SOCKEYE		67.51		P			11.10	7.35		1.35			
	3.50				8.33	11.00	40	0	CL 50	70.83	SAMISH		61.55	W	P			11.00	7.25		1.20			
	4.05				8.38	11.05	23	14	CL 46	74.63	BOW		47.75		P			10.51	7.21		1.10			
	4.15				8.44	11.11		9	CL 42	79.28	BELLEVILLE		43.10		P			10.44	7.14		12.55			
	5.00				8.52	11.20	51	258	CL 39	82.01	BURLINGTON	BU	40.37	R DNC OWYX	P			10.40	7.10		12.45pm			
										85.07	P. & P. T. CO. CROSSING		37.31	I										
	5.15				9.07	11.32	93	106	CL 36	85.98	MT. VERNON	NR	36.40	DN	XP			10.25	6.55		11.55			
	5.30				9.15	11.40	28	17	CL 30	91.31	PIR		31.07		P			10.12	6.43		11.40			
										92.65	ENGLISH LAR. CO. CROSSG.		29.73	I										
	5.45				9.25	11.52	60	82	CL 23	98.41	STANWOOD	B	23.97	D	P			10.00	6.33		11.15			
	6.00				9.32	11.59		17	CL 17	103.98	SILVANA		18.40	W	P			9.47	6.26		11.00			
	6.21				9.37	12.05pm	50	16	CL 13	107.93	ENGLISH		14.45		P			9.41	6.21		10.45			
	6.35				9.41	12.10			CL 9	111.70	KRUSE		10.68		P			9.36	6.16		10.35			
	6.41				9.45	12.18	60	70	CL 6	116.11	MARYSVILLE	ME	7.27	D	P			9.30	6.11		10.25			
	A 6.55pm				9.51	12.24			CL 3	117.57	DELTA WYE TOWER	WY	4.71	DN	IYX	P		9.23	6.05		10.15pm			
										117.78	NOR. PAC. RY. CROSSING		4.60	I										
										119.03	LONG SIDING		3.35											
					10.10	12.43	60	112	1779	121.57	EVERETT		0.81		P			9.15	5.57					
					A 10.12pm	A 12.45pm		4	1780	123.38	EVERETT JUNCTION	JN	0.0	DN	IXP			L 9.05am	L 5.50pm					
.32 21.47	7.68 14.85	.40 17.71		.22 32.20	4.12 26.15	.11 32.62				4.15 26.80								.37 19.15	4.55 24.87	4.26 27.71		9.45 12.07	.47 15.08	16.4
										Time Over Subdivision Average Speed Per Hour														

Between	Passenger	Freight
Wenatchee and Oroville.....	35 M. P. H.	30 M. P. H.
Except over Bridge 38.1, Chelan, All trains.....		8 M. P. H.

THIRD CLASS	FIRST CLASS	Car Capacity		Station Numbers	Distance from Atlanta	Time Table No. 45 Effective January 10, 1937	Telegraph Calls	Distance from Due	SIGNS	FIRST CLASS	THIRD CLASS
701	255	Riders	Other Trucks							256	702
Daily Ex. Mo.	Daily Ex. Sun.									Daily Ex. Sun.	Daily Ex. Sun.
L. Am 7:10	L. Pm 1:00	40	148	SA 87	0.00	MARCUS	MS	87.12	RKD WCA YX	L. Am 12:20	L. Pm 4:00
* 7:45	* 1:18	30	30	SA 82	5.30	MEYER'S FALLS.	MF	81.82	D	* 12:06	* 3:32
* 8:05	* 1:26	0	13	SA 77	10.90	PALMERS		76.32		* 11:52	* 3:00
* 8:30	* 1:36	0	114	SA 73	13.85	COLVILLE	VD	73.27	D W	* 11:44	* 2:40
* 8:50	* 1:43	0	21	SA 71	17.65	ORIN		69.47		* 11:32	* 2:10
* 9:10	* 1:48	40	3	SA 67	20.35	ARDEN		66.77		* 11:26	* 1:40
* 9:45	* 2:01	0	20	SA 59	27.74	ADDY	AD	69.38		* 11:12	* 1:20
* 10:53	* 2:21	26	54	SA 50	36.95	CHEWELAH	CH	50.17	D X	* 10:53	* 12:50
* 11:50	* 2:36	40	49	SA 43	44.52	VALLEY		42.60	Y X	* 10:39	* 11:50
L. Pm 12:26	L. Pm 2:47	0	30	SA 38	49.76	GRAY		37.36		* 10:26	* 11:00
		0	18	SA 34	53.19	CLINE		33.93			
* 1:05	* 2:59	39	17	SA 33	54.46	SPRINGDALE		32.66	W	* 10:15	* 10:40
* 2:00	* 3:18	40	21	SA 25	62.57	LOON LAKE		24.55		* 9:58	* 9:50
* 2:40	* 3:34	0	44	SA 18	69.37	CLAYTON	CN	17.75	D	* 9:39	* 9:00
	3:37	0	24	SA 17	70.26	CHRISTIANSON		16.86		9:36	
* 3:45	* 3:45	60	46	SA 13	74.64	DEER PARK	DE	12.48	DXW	* 9:28	* 8:30
* 4:05	* 3:53	0	15	SA 9	78.23	DENISON		8.89		* 9:18	* 7:30
* 4:25	* 4:05	40	16	SA 4	83.35	WAYSIDE		3.77		* 9:07	* 7:10
L. Pm 4:45	L. Pm 4:16	40	40	1460	87.12	DEAN	SF	0.0	R DN X	L. Am 9:00	L. Pm 7:00
9:35 9:32	3:10 26.94					Time Over Subdivision Average Speed Per Hour				3:20 26.13	9:00 9:58

Trains 255 and 256 will stop on flag at Darter, 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 Kulsers spur, 1.7 miles south of Valley.
Class H-4 and heavier engines not permitted to go beyond Main street,
Marcus.

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.

THIRD CLASS	FIRST CLASS	Car Capacity		Station Numbers	Distance from Nelson	Time Table No. 45		Telegraph Code	Distance from Marcus	SIGNS	FIRST CLASS	THIRD CLASS
703	259	Sidings	Other Tracks			Effective January 18, 1937					260	704
Tu. Thur and Sat.	Daily Ex. Sun.					STATIONS					Daily Ex. Sun.	Mo. Wed. and Fri.
L. Ar. 6.00				SA 186	0.00	NELSON		BC 99.1	R DNWC O P		A. Ar. 4.00	

# 6.30		0	0	SA 181	5.45	5.45	TROUP JUNCTION		93.56	R	YF		# 3.30
# 7.00	L 8.00		27	SA 176	10.26	4.81	SOUTH NELSON		88.13		W	A 4.45	# 3.05
# 7.45	f 8.20	0	15	SA 199	17.03	8.79	APEX		81.96		f	4.25	# 2.30
# 8.00	# 8.30	0	15	SA 198	20.38	3.33	HALL		78.83			# 4.15	# 2.05
# 8.25	# 8.50	0	16	SA 159	27.50	7.12	YMIR		71.51		W	# 3.57	# 1.20
# 8.42	f 9.01	0	9		31.85	4.34	BOULDER MILL		67.15		f	3.45	# 12.55
# 8.55	# 9.10	0	53	SA 152	35.15	3.29	SALMO	SO	63.86		U	# 3.37	# 12.40
# 9.17	# 9.17	0	15	SA 148	37.87	2.72	ERIE		61.14			# 3.27	# 12.20
# 9.30	f 9.24	0	20	SA 145	40.74	2.87	MEADOWS		58.27			# 3.19	# 12.08
# 9.40	f 9.31	7	0		44.82	4.08	PARKS		54.19		f	3.07	# 11.60
# 9.55	# 9.41	0	15	SA 136	50.42	3.50	FRUITVALE		46.59			# 2.57	# 11.35
# 10.15	# 9.54	0	7	SA 130	55.74	5.32	COLUMBIA GARDENS		41.27			# 2.42	# 10.55
# 10.50	# 10.06	0	14	SA 127	59.57	3.83	WANETA, B. C.	WN	39.44		D	# 2.31	# 10.30
# 11.00	# 10.12	0	39	SA 126	61.68	2.11	BOUNDARY, U. S.		37.33			# 2.16	# 10.12
# 12.10	# 10.50	60	89	SA 116	70.48	8.50	NORTHPORT	NP	28.53	RKDWTX		# 1.50	# 9.15
# 1.30	f 11.08	0	7	SA 107	78.75	8.25	MARBLE		20.25		f	1.30	# 8.20
# 2.30	# 11.33	0	16	SA 99	90.23	11.47	BOSSBURG		8.78			# 1.06	# 7.45
3.15	11.50				97.00	6.77	SAND SPUR		2.01			12.50	7.15
A 3.30	A 11.55	40	148	SA 87	99.01	2.01	MARCUS	MS	0.00	RKD	WCI	L 12.45	L 7.00
9.30	3.55						Time Over Subdivisions					4.00	9.00
10.42	22.55						Average Speed Per Hour					22.18	10.90

Water four miles south of Marble and three miles south of Fruitvale.

MAXIMUM SPEED.			
Between	Passenger	Freight	
Marcus and Troup Jct.	30 M. P. H.	20 M. P. H.	
Class P-1 engines	20 M. P. H.	20 M. P. H.	11.
Except over Pand O'Reille River Bridge at Waneta all trains 8 M. P. H.			
Yard limit boards one-half mile South Powells and one-half mile North of Evans.			

EASTWARD.

EASTWARD.

MAXIMUM SPEED:
All Trains..... 15 miles per hour.

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

THIRD CLASS		Car Capacity		Station Numbers	Distance from Mansfield	Time Table No. 45 Effective January 10, 1937.	Distance from Columbia River	SIGNS	THIRD CLASS
381	Mon. and Thurs.	Sidings	Other Tracks						
						STATIONS			
L 1:30	41	48	CR 60	0.0		MANSFIELD..	50.39	RPW Y	A 12:40
						5.40			
f 1:40	30	CR 55	5.40			TOUHEY	54.99	P	f 12:20
						5.98			
* 2:10	50	CR 49	11.38			WITHROW	49.01	P	* 12:01
						5.55			
f 2:30	30	CR 44	15.94			SUPPLEE	48.45	P	f 11:30
						5.99			
* 3:00	63	CR 36	23.93			DOUGLAS	36.46	D P	* 11:05
						5.27			
* 3:25	30	CR 31	29.20			ALSTOWN	31.19	P	* 10:10
						9.34			
f 4:05	24	CR 21	39.04			McCUB	21.35	P	f 9:30
						5.58			
* 4:45	35	CR 16	44.62			PALISADES	15.77	PW	* 9:10
						5.12			
f 5:00	30	CR 11	49.74			APPLEDALE	10.55	P	f 8:55
						5.26			
f 5:15	24	CR 5	55.00			MOSES COULBE	5.39		f 8:40
						5.20			
A 5:30			1632	50.30		COLUMBIA RIVER	0.0	RPW	L 8:25
4.00									4.15
15.09									14.21
Time Over Subdivision 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.

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

SECOND CLASS		Car Capacity		Station Numbers	Distance from Rockport	Time Table No. 45 Effective January 10, 1937	Telegraph Cuts	Distance from Anacortes	SIGNS	SECOND CLASS	
275	277	Sidings	Other Tracks							278	276
						STATIONS					
	L 11:30am		80	CN53		ROCKPORT.....	RC	53.41	R D X W Y	A 10:30am	
	f 11:55		14	CN48	6.00	NESTOS.....		47.41		f 10:00	
	* 2:30pm	35	134	CN44	9.13	CONCRETE.....	BA	44.38	D X	* 9:15	
	f 2:45		92	CN43	10.39	GRASSMERE.....		43.02	X W	f 8:45	
	* 3:15		26	CN38	18.44	BIRDSVIEW.....		37.97		* 8:30	
	* 3:35		29	CN33	20.97	HAMILTON.....		32.74		* 8:10	
	* 3:50		38	CN29	25.90	LYMAN.....		29.51		* 7:55	
	f 4:05		8		29.30	COBEDALE.....		24.06		f 7:35	
	* 4:30		85	CN20	32.47	SEDRO-WOOLLEY.....	SW	20.94	D X	* 7:20	
					32.57	NOR. PAC. RT. CROSSG.		20.84			
L 11:00am	A 4:45pm	50	268	CL39	37.32	BURLINGTON.....	BU	16.19	R DN CO W X Y	L 7:00am	A 4:50pm
f 11:10			14	CN18	39.90	AYON.....		15.81		f 4:37	
f 11:19			6	CN10	43.53	FREDONIA.....		10.78		f 4:30	
* 11:25			18	CN9	44.13	WHITNEY.....		9.28		* 4:23	
11:35			4		47.80	WHITMARSH.....	WE	5.61		4:15	
f 11:41					49.86	FIDALGO.....		3.75		f 4:10	
A 11:55am		Yard	305	CN0	53.41	ANACORTES.....	AC		R D X W	L 4:00pm	
55	5.15									3.30	50
17.56	7.08									10.63	19.43
Time Over Subdivision Average Speed Per Hour											

Special Rules

Westward trains are superior to Eastward trains of the same class except No. 278 is superior to No. 277.
Puget Sound & Baker River trains register at Whitmarsh.
Puget Sound & Baker River Junction 0.6 miles West of Hamilton Register Station.
No. 277 & No. 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.

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

MAXIMUM SPEED.

All trains.....20 M. P. H.

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

Car Capacity		Station Numbers	Distance from Colebrook	Time Table No. 45 Effective January 10, 1937	Telegraph Cuts	Distance from Ladner	SIGNS.
Sidings	Other Tracks						
				STATIONS.			
	45	47	CL06	0.0		COLEBROOK	10.71
				0.76		QUICHON LINE JCT	9.95
	8	CV14	7.08			INVERHOLM.....	3.56
	6	CV16	9.47			CHALLUETHAN	1.34
	2	CV19	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 Quichon 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 "I" in column headed "SIGNS" indicates interlocking plant.

MAXIMUM SPEEDS.

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

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

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

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
FIRST SUBDIVISION:			
Nemo Pit.....	0.66 mile East of Nemo.....	East end	100 cars
Adrian Pit.....	0.8 mile East of Adrian.....	East end	75 cars
Stratford Spur.....	1.3 miles West of Stratford.....	East end	14 cars
Sand Spur.....	1.6 miles West of Trinidad.....	West end	16 cars
Gravel Spur.....	2.9 miles West of Trinidad.....	West end	63 cars
Rock Island Dam.....	0.8 miles East of Rock Island.....	Both ends	182 cars
Ohio Colony.....	1.5 miles West of Rock Island.....	East end	8 cars
Landreth Spur.....	4.4 miles East of Wenatchee.....	West end	10 cars
SECOND SUBDIVISION:			
Leavenworth.....	0.53 mile East of Leavenworth.....	East end	75 cars
Great Republic Mining Co., Miller River.....	2.2 miles West of Skykomish.....	West end	11 cars
Grotto Lumber Co. Northwestern Portland Cement Co.'s Spur.....	0.1 mile East of Grotto.....	East end	1 car
Index, Galena Mill Spur.....	0.1 mile East of Grotto.....	Both ends	40 cars
Western Granite Works Spur.....	0.3 mile East of Index.....	Both ends	32 cars
Gravel Bunkers.....	1.0 mile West of Index.....	West end	8 cars
Wallace Falls Timber Co. Startup.....	0.5 mile West of Reiter.....	East end	40 cars
Wallace Lumber Co. Spur.....	1.8 miles East of Gold Bar.....	Both ends	88 cars
Fryland.....	1.9 miles West of Gold Bar.....	West end	14 cars
Robinson Lettuce Spur.....	0.7 mile East of Sultan.....	East end	25 cars
Frye Spur.....	1.9 miles West of Monroe.....	Both ends	20 cars
G. N. Oil Tank Spur.....	2.0 miles West of Monroe.....	East end	56 cars
Washington Bolt Spur.....	3.1 miles West of Monroe.....	East end	13 cars
Standard Oil Co. Spur.....	1.0 mile West of Everett Jct.....	East end	48 cars
	0.6 mile West of Edmonds.....	West end	44 cars
	0.9 mile East of Richmond Beach.....	West end	90 cars

THIRD SUBDIVISION:

Clark and Burr.....	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 Whiterock.....	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.....	South end	10 cars
Olympic Portland Cement Co. Spur.....	2.0 miles South of Ferndale.....	North end	27 cars
Utah Idaho Sugar Co. Spur.....	2.4 miles North of Bellingham.....	North end	161 cars
Olympic Portland Cement Co. Spur.....	2.4 miles North of Bellingham.....	North end	188 cars
Union Oil Spur.....	0.4 mile South of So. Bellingham.....	South end	9 cars
Chuckanut Cannery Spur.....	0.6 mile North of Sockeye.....	North end	6 cars
Hazel Mill Spur.....	0.8 mile South of Samish.....	North end	7 cars
Blanchard.....	1.4 miles South of Samish.....	North end	8 cars
Bellville Pit.....	1.6 miles North of Bellville.....	North end	102 cars
Union Oil Co. Spur.....	1.2 miles North of Mt. Vernon.....	South end	6 cars
Puget Sound and Cascade Ry. Conn.....	0.8 mile North of Mt. Vernon.....	South end	9 cars
Associated Oil Co. Spur.....	1.2 miles South of Mt. Vernon.....	North end	2 cars
Skagit Crossing Tr. Track.....	1.3 miles South of Fir.....	South end	9 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

FOURTH SUBDIVISION:

Peterson Spur.....	2.0 miles North of Ellisorford.....	South end	1 car
Ribbon Cliff Fruit Co.....	5.1 miles North of Entiat.....	South end	6 cars
Olds Washing Plant.....	2.02 miles North of Olds.....	Both ends	60 cars

FIFTH SUBDIVISION:

Deer Park Lbr. Co. Spur.....	0.7 mile North of Deer Park.....	South end	3 cars
Holland-Horr Spur.....	4.7 miles North of 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

SIXTH SUBDIVISION:

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 Bouseburg.....	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 & Gevuria 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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
SEVENTH SUBDIVISION:			
Hedlund Box & Lbr. Co.....	2.1 miles West of Marcus.....	East end	Private
Helprey's Spur No. 1.....	1.9 miles West of Curlew.....	East end	3 cars
EIGHTH SUBDIVISION:			
Benders Spur.....	0.5 mile West of Nighthawk.....	East end	6 cars
Ruby Mine Spur.....	4.9 miles East of Chopaka.....	West end	4 cars
Princeton M. & Dev. Co.....	2.1 miles West of Norman.....	East end	9 cars
TENTH SUBDIVISION:			
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
Hawkins Spur.....	0.8 mile West of Fredonia.....	East end	5 cars
ELEVENTH SUBDIVISION:			
Gowdy Road Spur.....	1.4 miles East of Challuchan.....	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 7505, 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. H. F. Craig.....	Assistant Division Surgeon.....	Marcus, Wash.
Dr. H. J. Knott.....	Division Surgeon, Cobb Bldg.....	Seattle, Wash.
Dr. L. S. Traak.....	Assistant Division Surgeon.....	Everett, Wash.
Dr. R. W. Ferry.....	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.

LOCAL SURGEONS.

Dr. C. R. McKinley.....	Brewster.	Dr. Roll Newell Dillon.....	Interbay.
Dr. W. A. Gray.....	Colville.		Address 3042 15th Ave. West. Seattle.
Dr. C. M. Kingston.....	Grand Forks.	Dr. H. L. Hopkins.....	Leavenworth.
Dr. L. F. Wagner.....	Harrington.	Dr. Minard Allison.....	Monroe.
Dr. J. Farrow.....	Hillyard.	Dr. Geo. E. Drew.....	New Westminster.
Dr. W. O. Rose.....	Nelson.	Dr. G. N. Pease.....	Portland.
Dr. E. E. Efner.....	Oroville.	Dr. Ralph M. Dodson.....	Medical Dental Bldg., Portland, Ore.
Dr. H. E. Frost.....	Anacortes.		
Dr. W. A. Kirkpatrick.....	Bellingham.	Dr. James A. LaGasa.....	Tacoma.
Dr. M. A. Keyes.....	Blaine.	Dr. R. D. Wiswall.....	Vancouver, Wash.
Dr. H. E. Cleveland.....	Burlington.	Dr. Geo. H. Clement.....	718 Granville St. Vancouver, B. C.
Dr. E. Hayden.....	Cashmere.		
Dr. Roy F. West.....	Seattle.		

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

Deraill 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.

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 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.

