

COMPANY SURGEONS.

Dr. Roscoe C. Webb, Chief Surgeon.
Office phone Main 7508, House Colfax 4101;
1849 Medical Arts Bldg., 9th St. and Nicollet ave.,
Minneapolis, Minn.

Dr. H. M. N. Wynne,
Assistant Chief SurgeonMinneapolis, Minn.

Dr. J. G. Cunningham,
Assistant Chief SurgeonSpokane, Wash.

Dr. H. E. Wheeler,
Assistant Division SurgeonSpokane, Wash.

Dr. A. E. Gerhart,
Assistant Division SurgeonWenatchee, Wash.

Dr. H. F. Craig,
Assistant Division SurgeonMarcus, Wash.

Dr. H. J. Knott,
Division Surgeon, Cobb Bldg.Seattle, Wash.

Dr. L. S. Trask,
Assistant Division SurgeonEverett, Wash.

Dr. R. W. Perry, Ophthalmic Surgeon.....Seattle, Wash.

Dr. H. T. Rhoads, Ophthalmic Surgeon.....Everett, Wash.

Dr. Frederick A. Kiehle, Ophthalmic Surgeon.....Portland, Ore.

Dr. Carroll Smith, Ophthalmic Surgeon.....Spokane, Wash.

LOCAL SURGEONS.

Dr. C. R. McKinley.....Brewster	Dr. Roll Newell Dillon Inter-
Dr. W. A. Gray.....Colville	bay. Address 3042 15th
Dr. C. M. Kingston	Ave. West, Seattle.
.....Grand Forks	Dr. H. L. Hopkins
Dr. L. F. Wagner.....HarringtonLeavenworth
Dr. J. Farrow.....Hillyard	Dr. Minard Allison.....Monroe
Dr. W. O. Rose.....Nelson	Dr. D. A. Clark
Dr. E. E. Efner.....OrovilleNew Westminster
Dr. H. E. Frost.....Anacortes	Dr. G. N. Pease.....Portland
Dr. W. A. Kirkpatrick	Dr. Ralph M. Dodson, Medical
.....Bellingham	Dental Bldg., Portland, Ore.
Dr. M. A. Keyes.....Blaine	Dr. James A. LaGasa.....Tacoma
Dr. H. E. Cleveland	Dr. R. D. Wiswall
.....BurlingtonVancouver, Wash.
Dr. E. Hayden.....Cashmere	Dr. Geo. H. Clement
Dr. Roy F. West.....Seattle718 Granville St.,
Dr. Carl L. Martin	Vancouver, B. C.
.....Skykomish	

G. E. Wellein, Chief Dispatcher, Seattle.
A. Kase, Chief Dispatcher, Spokane.
J. T. Fransen, Trainmaster.
J. M. Budd, Trainmaster.
F. V. Percival, Trainmaster.
I. E. Clary, Trainmaster.
C. A. Manthe, Superintendent Terminals.



SPOKANE DIVISION

TIME TABLE 47

Effective 12:01 A. M. Pacific Time

Sunday, August 22, 1937.

J. L. CLOSE, Superintendent.

R. A. McCANDLESS, General Manager.

J. B. SMITH,
General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS	FIRST CLASS						Distance from Hillyard	Time Table No. 47 Effective August 22, 1937		Telegraph Calls
	Sidings	Other Tracks	693	691	381	401	255	45 S. P. & S. No. 1	1	27	5	STATIONS				
			Wed. Saturday	Tuesday Friday	Monday Thur.	Daily		Daily Ex. Sun.	Daily	Daily	Daily	Daily				
1469	Yard	2558		L 8.15Am		L 10.00Pm	L 4.35Pm		L 9.15Pm	L 6.25Pm		0.00	DOUBLE TRACK	HILLYARD 3.68 U. P. R. R. Jct.	HU	
1472				8.30		10.25	4.45		9.25	6.35		3.68		1.17 SPOKANE 2.74 FORT WRIGHT 6.36 HIGHLAND 8.26 LYONS 5.39 GALENA	Q FW	
1473	Yard	644		s 8.35		10.50	A 4.50Pm	L 9.45Pm	A 9.30 L 10.00	A 6.40 L 7.00	L 8.30Am	4.85				
1477	69	26		s 8.50		11.05		A 9.50Pm	10.05	7.05	f 8.35	7.59				
1481	69	6		s 9.15		11.30			10.17	7.16	f 8.45	13.95				
1486	69	15		s 9.35		11.50			10.23	7.22	f 8.50	17.21				
1493	70	50		s 9.55		12.10Am			10.31	7.30	f 8.57	22.60				
1496	130	39		s 10.10		12.25			10.36	7.35	f 9.03	26.69				
1502	70	50		s 10.35		12.40			10.44	7.43	f 9.12	33.18				
1508	129	35		s 11.10		1.10			10.52	7.50	s 9.20	38.90				WH
1512	0	20		s 11.25							f 9.26	42.60				
1517	70	46		s 11.50		1.40			11.05	8.01	f 9.34	48.10	DOUBLE TRACK	3.70 CANBY 5.50 BLUESTEM	BM	
1524	E62 W69	95		s 12.20Pm		2.05			11.14	8.10	s 9.44	55.51		7.41 HARRINGTON 6.72 MOHLER 3.71 DOWNS 4.46 LAMONA 5.58 NEMO	HR	
1531	E68	46		s 1.00		2.25			11.23	8.18	f 9.53	62.23				
1535	0	49		s 1.15		2.40			11.28	8.22	f 9.59	65.94				
1539	54	35		s 1.45		3.15			11.34	8.28	f 10.07	70.40				PA
1544	94	116		s 2.05		3.30			11.41	8.35	f 10.14	75.98				
1550	69	109		s 2.35		3.45			11.47	8.41	s 10.21	80.83		4.85 ODESSA 4.58 SEWARD 4.33 IRBY 7.47 MARLIN 6.62 WILSON CREEK	SA	
1555	0	62		s 3.00		4.00			11.53	8.47	f 10.28	85.41				
1558	113	25		s 3.25		4.15			11.59	8.52	f 10.34	89.74				
1566	69	33		s 4.02		4.35			12.10Am	9.01	s 10.44	97.21				
1573	182	138	L 7.00Am	A 4.30Pm		5.02			12.19	9.09	s 10.54	103.83			CK	
1580	129	19	s 7.30			5.15			12.29	9.18	f 11.04	111.65	7.82 STRATFORD 5.32 ADRIAN 4.60 SOAP LAKE 5.40 EPHRATA 5.15 NAYLOR			
1588	187	182	s 8.10			5.33			12.36	9.24	f 11.12	116.97				
1591	0	20	s 8.30							9.29	f 11.20	121.57			AF	
1596	129	58	s 9.00			6.15			12.49	s 9.39	s 11.33	126.97			FR	
1601	70	7	s 9.15			6.30			12.56	9.46	f 11.40	132.12				
1606	69	15	s 9.45			6.45			1.03	9.52	f 11.46	137.19	5.07 WINCHESTER 6.14 QUINCY 5.13 CRATER 5.60 TRINIDAD 5.28 VULCAN			
1612	95	104	s 10.15			7.10			1.14	9.59	s 11.54	143.33			QN	
1617	73	4	s 10.30			7.25			1.22	10.05	f 12.01Pm	148.46				
1623	123	19	s 10.55			7.40			1.32	10.14	s 12.12	154.06				
1628	69	5	s 11.10			7.55			1.41	10.21	f 12.21	159.34				
1632	70	52	s 11.30	L 5.40Pm		8.15			1.48	10.26	f 12.27	163.37	4.03 COLUMBIA RIVER 5.52 ROCK ISLAND 5.52 MALAGA 4.74 APPLEYARD 2.17 WENATCHEE			
1637	135	83	s 11.45	s 5.55		8.25			1.54	10.31	s 12.33	167.94			CM	
1641	70	23	s 12.05Pm	s 6.10		8.40			2.04	10.40	f 12.43	172.34				
1645	Yard	1082	A 12.30Pm			6.20	A 9.00Am		2.12	10.47	f 12.50	177.08			WD	
1648	Yard	1085		A 6.30Pm					A 2.15Am	A 10.50Pm	A 12.55Pm	179.25			WC	
			5.30 13.31	8.15 12.73	.50 19.06	11.00 16.10	.15 19.39	.05 33.00	5.00 35.85	4.25 40.56	4.25 40.48		Time Over Subdivision Average Speed Per Hour			

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

Special Rules, Page 13.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 47

Effective August 22, 1937

STATIONS	Distance from Wenatchee	FIRST CLASS					SECOND CLASS		THIRD CLASS			SIGNS
		2	28	6	46 S. P. & S. No. 2	256	402	432	694	382	692	
		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Tuesday Friday	Monday Thur.	Wed. Saturday	
DOUBLE TRACK												
HILLYARD.....	179.25	A 8.13Am	A 12.15Pm			A 8.40Am	A 12.01Am	A 7.00Am			A 1.15Pm	RKDNP WCOIX
U. P. R. R. Jct.....	175.57	8.05	12.06			8.30	11.25	6.35			s 12.55	DNPI
1.17												
SPOKANE.....	174.40	L 8.00	L 12.01Pm	A 6.30Pm	A 7.00Am	L 8.25Am	11.05	6.25			s 12.50	RKDNP WOX
2.74												
FORT WRIGHT.....	171.66	7.22	8.12	f 6.22	L 6.55Am		10.55	6.15			s 12.35	IDNPYX
6.36												
HIGHLAND.....	165.30	7.10	8.00	f 6.10			10.40	6.00			s 12.15	P
3.26												
LYONS.....	162.04	7.04	7.54	f 6.04			10.23	5.50			s 12.05Pm	P
5.39												
GALENA.....	156.65	6.57	7.47	f 5.55			10.05	5.40			s 11.50	P
4.09												
ESPAÑOLA.....	152.56	6.51	7.41	f 5.49			9.50	5.30			s 11.35	P
6.44												
WAUKON.....	146.07	6.45	7.35	f 5.39			9.30	5.15			s 11.10	P
5.72												
EDWALL.....	140.35	6.37	7.27	s 5.30			9.15	5.00			s 10.45	DPW
3.70												
CANBY.....	136.65			f 5.23							s 10.15	P
5.50												
BLUESTEM.....	131.15	6.23	7.13	f 5.16			8.45	4.30			s 10.00	INP
7.41												
HARRINGTON.....	128.74	6.11	7.01	s 5.06			8.15	4.05			s 9.20	DPW
6.72												
MOHLER.....	117.02	6.02	6.52	f 4.56			7.45	3.45			s 8.20	P
3.71												
DOWNS.....	113.31	5.56	6.46	f 4.50			7.25	3.30			s 8.05	P
4.45												
LAMONA.....	108.85	5.48	6.38	f 4.43			7.10	3.15			s 7.45	INPW
5.58												
NEMO.....	103.20	5.40	6.30	f 4.35			6.40	2.45			s 7.25	P
4.85												
ODESSA.....	98.42	5.32	6.22	s 4.28			6.10	2.20			s 7.05	DP
4.58												
SEWARD.....	93.84	5.26	6.16	f 4.19			5.55	2.10			s 6.35	P
4.33												
IRBY.....	89.51	5.20	6.10	f 4.12			5.40	2.00			s 6.25	PW
4.47												
MARLIN.....	82.04	5.11	5.59	s 4.02			5.20	1.45			s 6.10	P
6.12												
WILSON CREEK.....	75.42	5.02	5.50	s 3.51			5.00	1.30	A 9.00Pm		L 5.55Am	DNPWCYX
7.82												
STRATFORD.....	67.60	4.52	5.40	f 3.38			4.10	12.50	s 8.30			P
5.32												
ADRIAN.....	62.28	4.45	5.33	f 3.31			3.59	12.36Am	s 8.10			P
4.60												
SOAP LAKE.....	57.68			s 3.23					s 7.50			DP
5.40												
EPHRATA.....	52.28	4.34	s 5.21	s 3.14			3.35	11.57	s 7.30			DNPW
5.15												
NAYLOR.....	47.13	4.24	5.11	f 3.04			3.25	11.47	s 7.00			P
5.07												
WINCHESTER.....	42.06	4.18	5.05	f 2.56			3.15	11.37	s 6.45			P
6.14												
QUINCY.....	35.92	4.11	4.58	s 2.46			3.00	11.22	s 6.30			DPW
5.13												
CRATER.....	30.79	4.03	4.50	f 2.37			2.37	10.50	s 5.20			P
5.60												
TRINIDAD.....	25.19	3.51	4.37	s 2.28			2.10	10.14	s 4.50			PW
5.28												
VULCAN.....	19.91	3.41	4.27	f 2.19			1.50	9.50	s 4.10			P
4.03												
COLUMBIA RIVER.....	15.88	3.34	4.21	f 2.12			1.40	9.40	s 3.55	A 8.15Am		NPW
3.45												
ROCK ISLAND.....	11.31	3.27	4.15	s 2.04			1.30	9.30	s 3.40	s 8.05		P
5.52												
MALAGA.....	6.91	3.17	4.07	f 1.54			1.15	9.15	s 3.20	s 7.50		P
4.74												
APPLEYARD.....	2.17	3.10	4.00	f 1.45			L 1.00Pm	L 9.00Pm	L 3.00Pm	7.35		RKDNP WOCX
2.17												
WENATCHEE.....	00.0	L 3.05Am	L 3.55Am	L 1.40Pm						L 7.30Am		RKDNPWX
Time Over Subdivision		5.08	8.20	4.50	.05	15.	11.01	10.00	6.00	.45	7.20	
Average Speed Per Hour		34.91	21.51	36.84	33.00	19.39	16.07	17.71	12.18	21.17	14.15	

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

Special Rules, Page 13.

4 WESTWARD

SECOND SUBDIVISION

Time Table No. 47

Effective
August 22, 1937

STATIONS

Station Numbers	Siding	Car Capacity	SECOND CLASS		FIRST CLASS					Distance from Wenatchee	Time Table No. 47	Telegraph Calls
			403	401	355	5	359	1	27			
			C. M. St. P. & P. 591	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily			
1648	Yard	1085		L 1.35Pm			L 1.05Pm	L 2.30Am	L 11.00Pm	0.00	WENATCHEE	WC
1655	75	47		1.50			1.21	2.45	11.14	7.38	MONITOR	MR
1659	94	213		2.00			1.30	2.53	11.22	11.00	CASHMERE	OM
1664	94	35		2.10			1.39	3.02	11.31	15.65	DRYDEN	DN
1667	0	236		2.20			1.45	3.08	11.37	18.77	PESHASTIN	PN
1671	112	18		2.35			1.52	3.17	11.43	22.06	LEAVENWORTH	CH
1676	25	0		2.50			2.03	3.28	11.54	27.90	CHUMSTICK	
1684	109	14		3.10			2.16	3.46	12.12Am	35.60	WINTON	
1691	100	41		3.28			2.27	3.59	12.25	42.15	MERRITT	
1699	100	37		3.53			2.42	4.18	12.42	49.18	BERNE	BR
1716	135	16		4.23			3.02	4.38	1.02	58.16	SCENIC	MA
1723	60	10		4.45			3.19	4.53	1.18	66.00	TONGA	
1728	E-99 W-99	271		5.30			3.40	5.15	1.50	70.96	SKYKOMISH	KY
1732	59	68		5.40			3.47	5.23	1.58	74.77	GROTTO	GO
1737	68	62		5.52			3.56	5.32	2.07	79.91	HALFORD	
1742	58	14		6.07			4.06	5.42	2.17	85.24	INDEX	NX
1747	101	53		6.22			4.15	5.51	2.27	90.14	REITER	
1751	149	951		6.35			4.24	5.58	2.35	94.51	GOLD BAR	GB
1757	59	41		6.46			4.33	6.06	2.46	99.91	SULTAN	
1764	85	127		7.01			4.49	6.18	3.00	107.37	MONROE	RO
1771	99	136		L 5.00Am	7.03		4.50	6.19	3.01	108.14	MOORE JUNCTION	
				5.22	7.20		5.02	6.30	3.13	114.37	SNOMOMISH	SH
				5.23	7.22		5.03	6.31	3.14	115.01	SNOMOMISH JCT.	
				5.38	7.59		5.09	6.37	3.21	119.94	N. P. JUNCTION	
1777	Contin- uous	112		5.39	8.00		5.10	6.38	3.22	120.19	LOWELL	W
				A 5.40Am	8.01		5.11	6.39	3.23	120.20	LOWELL JUNCTION	
		104			8.05		5.14	6.42	3.27	121.81	PACIFIC AVENUE	D
1779	0	8		8.10			5.25	6.50	3.50	122.86	EVERETT	
1780	4	0		8.15			L 10.12Pm	5.27	L 12.45Pm	123.67	EVERETT JUNCTION	JN
1784	0	84		8.26			10.17	5.34	12.51	127.42	MUKILTEO	
1793				8.55			10.26	5.45	1.01	134.56	MEADOWDALE	
1795	0	107		9.09			10.31	5.52	1.07	138.27	EDMONDS	DR
1796	0	79		9.20			10.35	5.58	1.12	141.37	RICHMOND BEACH	R
1807	0	190		9.50			10.45	6.11	1.26	149.23	BALLARD	
1808	Yard	1084		A 10.00Pm			10.48	6.15	1.29	150.99	INTERBAY	RB
										151.97	N. P. RY. CROSSING	
										154.27	NORTH PORTAL TOWER	
										155.57	SOUTH PORTAL TOWER	
1813	Yard	589					A 11.00Pm	6.30Pm	1.45Pm	155.67	SEATTLE	UD
				18.09	8.25		48	5.25	1.00	5.30	6.00	
				17.39	17.39		40.00	28.72	32.00	28.31	25.94	

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

Special Rules, Pages 13 and 14.

6 SOUTHWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS				Distance from Vancouver	Time Table No. 47		Telegraph Calls
	Siding	Other Tracks	735 C. N. 398	711 Local	737 C. N. 404	101 C. N. 2	355	297 N. P. 444	359	Effective August 22, 1937				
										STATIONS				
CL 125	Yard	400			L 11.00Am		L 6.00Pm		L 8.30Am	0.00	DOUBLE TRACK	VANCOUVER	VN	
CL 122			L 7.04Am	11.03	L 12.50Am	L 7.20Pm	6.03		8.33	1.25		C. N. JUNCTION		
			7.09	11.08	12.58	7.23	6.06		8.36	2.73		STILL CREEK		
CL 115			7.24	11.22	1.18	7.35	6.15		8.45	4.57		B. C. E. RY. CROSSING		
										5.12		ENDOT		
CL 112	19	120	7.34	11.35	1.25	7.39	6.21		8.51	11.33	AUTOMATIC BLOCK SIGNALS	B. C. E. RY. CROSSING		
CL 107	0	60	A 7.37Am	11.40	A 1.30Am	A 7.45Pm	s 6.27		s 8.56	11.70		SAPPERTON		
				11.45			6.32		9.01	13.06		NEW WESTMINSTER	MN	
CL 96	46	47		12.10Pm			6.46		9.15	13.54		FRASER RIVER JCT.		
										10.49		COLEBROOK		
CL 92	0	3		12.19			f 6.51		f 9.21	24.03		CRESCENT		
CL 87	57	10		12.40			s 7.05		s 9.35	27.72		WHITE ROCK	WR	
										32.75		INTERNATIONAL BOUNDARY		
CL 84	50	142		1.45			s 7.25		s 9.55	35.43		BLAINE	BN	
CL 77	0	55		2.00			7.35		s 10.05	35.88		CUSTER		
CL 71	60	118		2.20			f 7.43		s 10.15	43.46		FERDALE	FD	
CL 62	52	539		3.00			s 8.03		s 10.35	49.04		BELLINGHAM	HM	
										58.02		C. M. S. P. & P. CROSSING		
										58.25		C. M. S. P. & P. CROSSING		
										58.56		C. M. S. P. & P. CROSSING		
										58.93		C. M. S. P. & P. CROSSING		
										58.99		C. M. S. P. & P. CROSSING		
										59.81		NOR. PAC. RY. CROSSING		
CL 60	52	101		3.15			s 8.12		s 10.45	60.95		SOUTH BELLINGHAM	FN	
CL 56	39	8		3.30			8.20		10.51	64.87		SOCKEYE		
CL 50	40	0		3.50			f 8.31		f 11.00	70.83		SAMISH		
CL 46	23	14		4.05			8.36		f 11.05	74.63		BOW		
CL 42	0	9		4.15			8.42		11.11	79.28		BELLEVILLE		
CL 39	51	258		5.00			s 8.51		s 11.20	82.01		BURLINGTON	BU	
										85.07		P. S. P. T. CO. CROSSING		
CL 35	93	121		5.15			s 9.07		s 11.32	85.98		MT. VERNON	NR	
CL 30	28	17		5.28			9.15		f 11.40	91.31		FIR		
										92.65		ENGLISH LER. CO. CROSSE		
CL 23	50	52		5.40			9.25		s 11.52	98.41		STANWOOD	B	
CL 17	0	17		5.53			9.32		f 11.59	103.98		SILVANA		
CL 13	50	15		6.05			9.37		f 12.05Pm	107.93		ENGLISH		
				6.15			9.41	L 3.44Pm	12.10	111.70		KRUSE JUNCTION		
CL 6	50	70		6.30			9.45	3.49	f 12.18	115.11		MARYSVILLE	MS	
CL 3				A 6.45Pm			9.51	A 3.55Pm	12.24	117.67		DELTA JUNCTION	WY	
										117.73		NOR. PAC. RY. CROSSING		
	0	35					9.54		12.27	119.03		LONG SIDING		
1779	60	112					s 10.10		s 12.43	121.57		EVERETT		
1780	0	4					A 10.12Pm		A 12.45Pm	122.38		EVERETT JUNCTION	JN	
			.33 21.47	7.45 15.83	.40 17.71	.25 23.34	4.12 29.15	.11 32.62	4.15 28.80			Time Over Subdivision Average Speed Per Hour		

Southward trains are superior to northward trains of the same class.

Special Rules, Page 14.

THIRD SUBDIVISION

NORTHWARD 7

Time Table No. 47

Effective
August 22, 1937

STATIONS

Distance from
Everett Junction

FIRST CLASS

SECOND CLASS

THIRD CLASS

SIGNS

102
C. N. 1

360

358

712

738
C. N. 403

736
C. N. 207

Daily

Daily

Daily

Daily
Ex. Sat.

Daily

Wed.,
Sat.

DOUBLE TRACK	VANCOUVER	122.38		A 2.00Pm	A 10.55Pm			A 8.00Pm					RKDNWC
	C. N. JUNCTION	121.13	A 8.50Am	1.48	10.49			7.55	A 9.00Pm			A 3.10Pm	YXOP
	STILL CREEK	119.65	8.42	f 1.44	10.46			7.50	8.50			3.02	X
	B. C. E. RY. CROSSING	117.81											XP
	ENDOT	112.69	8.25	1.32	10.35			7.30	8.25			2.35	I
	B. C. E. RY. CROSSING	111.05											P
	SAPPERTON	110.68	8.17	f 1.28	10.31			7.24	8.18			2.28	I
	NEW WESTMINSTER	109.32	L 8.13Am	s 1.25	s 10.28			7.12	L 8.13Pm			L 2.23Pm	WYXP
	FRASER RIVER JCT	108.84		1.14	10.14			7.06					RDINXP
	COLEBROOK	98.35		f 12.58	9.58			6.46					I
	CRESCENT	94.66		f 12.50	f 9.50			6.15					YP
	WHITE ROCK	89.63		s 12.40	s 9.35			6.00					DNXP
	INTERNATIONAL BOUNDARY	86.95											
	BLAINE	86.50		s 12.18Pm	s 9.20			4.45					DNWXP
	CUSTER	78.92		s 11.59	9.07			4.00					P
	FERNDALE	73.34		s 11.50	9.00			3.45					DP
	BELLINGHAM	64.36		s 11.35	s 8.45			3.00					KDNXWP
	C. M. St. P. & P. CROSSING	64.13											
	C. M. St. P. & P. CROSSING	63.82											
	C. M. St. P. & P. CROSSING	63.45											
	C. M. St. P. & P. CROSSING	63.39											
	NOR. PAC. RY. CROSSING	62.57											
	SOUTH BELLINGHAM	61.48		s 11.17	s 8.27			1.50					DXP
	SOCKEYE	57.51		f 11.10	8.20			1.35					P
	SANISH	51.55		11.00	8.10			1.20					WP
	BOW	47.75		f 10.51	8.05			1.10					P
	BELLEVILLE	43.10		f 10.44	7.57			12.55					P
	BURLINGTON	40.37		s 10.40	s 7.53			12.45Pm					RDNCK
	P. S. P. T. CO. CROSSING	37.31											OWYXP
	MT. VERNON	36.40		s 10.25	s 7.38			11.55					I
	FIN	31.07		s 10.12	7.25			11.40					DNXP
	ENGLISH LBR. Co. CROSSG.	29.73											P
	STANWOOD	23.97		s 10.00	s 7.16			11.15					I
	SILVANA	18.40		s 9.47	7.07			11.00					DP
	ENGLISH	14.45		f 9.41	7.02			10.45					WP
	KRUSE JUNCTION	10.68			6.57			10.35					P
	MARYSVILLE	7.27		s 9.30	6.52			10.25					DP
	DELTA JUNCTION	4.71			6.45			L 10.15Am					DNIYXP
	NOR. PAC. RY. CROSSING	4.60											I
	LONG SIDING	3.35			6.42								
	EVERETT	0.81		s 9.15	s 6.37								P
	EVERETT JUNCTION	0.00		L 9.05Am	L 6.30Pm								DNIXP
Time Over Subdivision			37	4.55	4.25			9.45	.47			.47	
Average Speed Per Hour			19.15	24.87	27.71			12.07	15.08			15.08	

Southward trains are superior to northward trains of the same class.

Special Rules, Page 14.

8 SOUTHWARD

FOURTH SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Oroville	Time Table No. 47		Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	697	253	Effective August 22, 1937			254	698							
					Daily Ex. Sun.	Daily Ex. Sun.							Daily Ex. Sun.	Daily Ex. Sat.		
STATIONS																
SG 71	55	243			L 6.15Am	0.00		OROVILLE	VR	137.24	RKDWC PX	A 11.59Am				
WO 132	0	35			f 6.28	5.75		5.25 CORDELL		131.49		f 11.35				
WO 126	0	34			f 6.39	11.03		5.28 ELLISFORD		126.21		f 11.20				
WO 120	0	71			s 6.54	16.96		5.93 TONASKET	ON	120.28	DPW	s 11.00				
WO 115	0	34			f 7.04	21.79		4.83 JANIS		115.45		f 10.33				
WO 110	0	34			f 7.15	27.22		5.43 BARKER		110.02		f 10.22				
WO 105	0	36			s 7.27	32.51		5.29 RIVERSIDE		104.73	W	s 10.10				
WO 100	0	35			f 7.37	36.69		4.18 CHEROKEE		100.55		f 9.55				
WO 96	66	214		L 6.00Pm	s 7.55	41.54		4.85 OMAK	MK	95.70	DPXCY	s 9.45		A 7.00Am		
WO 92	55	92		s 6.35	s 8.10	45.74		4.20 OKANOGAN	KN	91.50	DPWX	s 9.25		s 6.20		
WO 87	0	34		f 6.50	f 8.20	50.07		4.93 CHILLOWIST		86.57		f 9.09		f 4.50		
WO 83	0	35		f 7.05	f 8.28	54.60		3.93 MALOTT		82.64		f 9.01		f 4.00		
WO 76	0	35		f 7.25	f 8.47	60.85		6.25 WAKEFIELD		76.39	W	f 8.47		f 3.10		
WO 72	0	34		f 7.40	f 8.57	65.58		4.73 MONSE		71.66		f 8.38		f 2.15		
WO 65	50	61		s 8.10	s 9.15	72.25		6.67 BREWSTER	BR	64.99	DPX	s 8.24		s 1.30		
WO 59	49	333		s 8.45	s 9.35	78.33		6.08 PATEROS	RO	58.91	DPWX	s 8.10		s 12.10Am		
WO 53	0	34		f 9.02	f 9.46	83.80		5.47 STARR		53.44		f 7.55		f 10.25		
WO 50	0	34		f 9.15	f 9.55	87.46		3.66 AZWELL		49.78		f 7.48		f 10.00		
WO 44	0	35		f 9.35	f 10.07	93.19		6.22 HUGO		44.05		f 7.37		s 9.35		
WO 39	54	83		s 10.05	s 10.22	98.30		5.11 CHELAN	HN	38.94	DPWX	s 7.27		s 9.15		
	0	78		s 10.30	s 10.30	99.46		1.16 CHELAN FALLS		37.78		s 7.19		s 8.15		
WO 32	0	40		f 10.50	f 10.42	105.31		5.85 STAYMAN		31.93		f 7.08		f 7.50		
WO 26	0	43		f 11.15	f 10.54	111.23		5.92 WINESAP		20.01		f 6.56		f 7.20		
WO 19	66	86		s 11.45	s 11.15	118.34		7.11 ENTIAT	NI	18.90	DPWX	s 6.42		s 6.50		
WO 14	0	39		f 12.10Am	f 11.26	123.64		5.30 WAGNERSBURG		18.60		f 6.29		f 6.00		
WO 8	0	31		f 12.30	f 11.40	129.27		5.63 ZENA		7.97		f 6.18		f 5.40		
WO 3	0	66		f 12.45	f 11.50	133.75		4.48 OLDS		3.49		f 6.08		f 5.20		
1648	Yard	1085		A 1.00Am	A 12.15Pm	137.24		3.49 WENATCHEE	WC	0.00	RKDNP WX	L 6.00Am		L 5.00Pm		
				7.00 13.67	6.00 22.87			Time Over Subdivision Average Speed Per Hour				5.59 22.87		14.00 6.81		

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.
Bridge 38.1, Chelan	8 M. P. H.	8 M. P. H.

SOUTHWARD

FIFTH SUBDIVISION

NORTHWARD 9

Stations Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Marcus	Time Table No. 47		Telegraph Calls	Distance from Dean	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	701	255	Effective August 22, 1927			256	702							
					STATIONS								Daily Ex. Sun.	Daily Ex. Sun.		
SA 87	40	148	L	2.00Am	L	1.00Pm	0.00	MARCUS	MS	87.12	RKDNW CYX	A	12.20Pm	A	12.05Pm	
SA 82	30	30	s	2.40	s	1.18	5.30	MEYER'S FALLS	MF	81.82	D	s	12.06Pm	s	11.30	
SA 77	0	13	s	3.10	f	1.26	10.80	PALMERS		76.32		f	11.52		11.00	
SA 73	0	114	s	4.00	s	1.36	13.85	COLVILLE	VD	73.27	DW	s	11.44	s	10.35	
SA 71	0	21	s	4.20	f	1.43	17.65	ORIN		69.47		f	11.32	s	10.05	
SA 67	40	3	s	4.40	f	1.48	20.35	ARDEN		66.77		f	11.26	s	9.45	
SA 59	0	20	s	5.15	s	2.01	27.74	ADDY	AD	59.38	D	s	11.12	s	9.15	
SA 50	26	120	s	6.30	s	2.21	36.95	CHEWELAH	CH	50.17	DX	s	10.53	s	8.45	
SA 43	40	49	s	7.30	s	2.35	44.52	VALLEY		42.60	YX	s	10.39	s	7.30	
SA 38	0	30	s	8.00	f	2.47	49.76	GRAYS		37.36		f	10.26	s	6.30	
SA 34	0	18					53.19	CLINE		33.93						
SA 33	39	17	s	8.40	s	2.59	54.46	SPRINGDALE		32.66	W	s	10.15	s	6.05	
SA 25	40	21	s	9.56	s	3.18	62.57	LOON LAKE		24.55		s	9.56	s	5.30	
SA 18	0	68	s	10.30	s	3.34	69.37	CLAYTON	CN	17.75	D	s	9.39	s	5.00	
SA 13	50	49	s	11.00	s	3.45	74.64	DEER PARK	DE	12.48	DXW	s	9.28	s	4.30	
SA 9	0	15	s	11.20	f	3.53	78.23	DENISON		8.89		f	9.18	s	3.35	
SA 4	40	16	s	11.40	f	4.05	83.35	WAYSIDE		3.77		f	9.07	s	3.15	
1460	40	40	A	12.10Pm	A	4.16Pm	87.12	DEAN	SF	0.00	RDNX	L	9.00Am	L	3.00Am	
				10.10 8.57		3.16 26.64		Time Over Subdivision Average Speed Per Hour					3.20 26.13		9.05 9.59	

Special Rules.

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

Trains 255 and 256 will stop on flag at Darts, Blue Creek, Buckeye, Mission. Mission is 1.6 miles south of Meyer's 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 Meyer's Falls before descending Marcus Hill.

Water at Kulzers Spur, 1.7 miles south of Valley.

Class H-4 and heavier engines not permitted to go beyond Main Street, Marcus.

MAXIMUM SPEED.

Between	Passenger	Freight
Dean and Valley	35 M. P. H.	30 M. P. H.
Valley and Meyer's Falls	40 M. P. H.	30 M. P. H.
Meyer's 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.

10 SOUTHWARD				SIXTH SUBDIVISION										NORTHWARD				
Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Nelson	Time Table No. 47				Telegraph Calls	Distance from Marcus	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	703		259			Effective August 22, 1937							260		704	
			Tu. Thur. and Sat.		Daily Ex. Sun.			STATIONS							Daily Ex. Sun.		Mo. Wed. and Fri.	
SA 186			L	6.00Am			0.00	NELSON				BC	99.01	RDNWC OP			A	4.00pm
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES																		
SA 181	0	0	s	6.30			5.45	TROUP JUNCTION					93.56	RYP			s	3.30
SA 176	0	27	s	7.00	L	8.00Am	10.26	SOUTH NELSON					88.75	W	A	4.45pm	s	3.05
SA 169	0	15	s	7.45	f	8.20	17.05	APEX					81.96		f	4.25	s	2.30
SA 166	0	15	s	8.00	s	8.30	20.88	HALL					78.63		s	4.15	s	2.05
SA 159	0	16	s	8.25	s	8.50	27.50	YHIR					71.51	W	s	3.57	s	1.20
SA 155	0	9	s	8.42	f	9.01	31.86	BOULDER MILL					67.15		f	3.45	s	12.55
SA 152	0	53	s	8.55	s	9.10	35.15	SALMO				SI	63.86	DN	s	3.37	s	12.40
SA 148	0	15	s	9.17	s	9.17	37.87	ERIE					61.14		s	3.27	s	12.20
SA 145	0	20	s	9.30	f	9.24	40.74	MEADOWS					58.27		s	3.19	s	12.08pm
SA 142	7	0	s	9.40	f	9.31	44.82	PARKS					54.19		f	3.07	s	11.50
SA 136	0	15	s	9.55	s	9.41	50.42	FRUITVALE					48.59		s	2.57	s	11.35
SA 130	0	7	s	10.15	s	9.54	55.74	COLUMBIA GARDENS					43.27		s	2.42	s	10.55
SA 127	0	20	s	10.50	s	10.06	59.57	WANETA, B. C.				WN	39.44	D	s	2.31	s	10.30
SA 126	0	39	s	11.00	s	10.12	61.68	BOUNDARY, U. S.					37.33		s	2.16	s	10.12
SA 116	60	89	s	12.10pm	s	10.50	70.48	NORTHPORT				NP	28.53	RKDWYX	s	1.50	s	9.15
SA 107	0	7	s	1.30	f	11.08	78.76	MARBLE					20.25		f	1.30	s	8.20
SA 96	0	10	s	2.30	s	11.33	90.23	ROSEBURG					8.78		s	1.06	s	7.45
SA 89	0	2	s	3.15	s	11.50	97.00	SAND SPUR					2.01		s	12.50	s	7.15
SA 87	40	148	A	3.30pm	A	11.55Am	99.01	MARCUS				MS	0.00	RKDNW CYX	L	12.45pm	L	7.00Am
				9.30 10.42		3.55 22.65		Time Over Subdivision Average Speed Per Hour							4.00 22.18		9.00 10.99	

Special Rules.

Southward trains are superior to northward trains of the same class.
 Trains 259 and 260 will stop on flag at Evans, Kane, Stroh Spur, Benton, Baskins and Gevertz Spur, Porto Rico and Wileys Spur.
 Northward trains will stop and make service test of air brakes at Apex before descending Nelson Hill.
 Trains must come to a stop before reaching Troup Junction switch and must know track is clear before using Canadian Pacific Main Track.
 Trains will not leave Border Stations until conductor has reported to and received clearance from Customs officer.
 Water four miles south of Marble and three miles south of Fruitvale.
 Yard limit boards one-half mile South of Powells and one-half mile North of Evans.

MAXIMUM SPEED.

Between	Passenger	Freight
Marcus and Troup Jct.	30 M. P. H.	20 M. P. H.
Class F-1 engines	20 M. P. H.	20 M. P. H.
Pend O'Reille River Bridge Waneta	8 M. P. H.	8 M. P. H.

WESTWARD					SEVENTH SUBDIVISION					EASTWARD				
Station Numbers	Car Capacity		SECOND CLASS		Distance from Marcus	Time Table No. 47		Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS			
	Siding	Other Tracks	393	Effective August 22, 1937		394								
				STATIONS										
			Friday								Saturday			
SA 87	40	148	L	1.15Pm	0.00	MARCUS	5.45	MS	73.36	RKDN WCY	A	12.30Pm		
SD 5	0	31	f	1.35	5.45	BOYDS	4.67		67.91		f	12.10Pm		
SD 10	0	31	f	1.48	10.12	BARSTOW	5.23		63.24		f	11.50		
SD 15	0	31	f	2.05	15.35	DULWICH	1.55		58.01		f	11.30		
SD 17	0	7	f	2.20	16.90	ORIENT	4.33		56.46		f	11.25		
SD 22	0	12	f	2.33	21.23	HUGHES	6.09		52.13		f	11.10		
SD 27	0	18	s	3.03	27.32	LAURIER, WASH	11.34		46.04		s	10.45		
SD 42	0	4	s	3.38	38.66	GRAND FORKS, B. C.	8.08	QR	34.70	Y	s	10.00		
SD 42A	0	40	s	3.58	41.74	DANVILLE, WASH	4.13		31.62	W	s	9.50		
SD 46	0	11	f	4.11	45.87	MURLBURT	6.29		27.49		f	9.20		
SD 52	0	48	s	4.30	52.16	CURLEW	6.08		21.20	W	s	9.00		
SD 58	0	33	f	4.50	58.24	MALO	6.54		15.12		f	8.35		
SD 65	0	16	f	5.15	64.78	POLLARD	3.68		8.58	W	f	8.10		
SD 68	0	34	f	5.30	68.46	TORBOY	4.90		4.90		f	7.50		
SD 73	45	33	A	5.45Pm	73.36	REPUBLIC	0.00	Z	0.00	RKDY	L	7.30Am		
				4.30 16.30	Time Over Subdivision Average Speed Per Hour				5.00 14.67					

Special Rules.

Eastward trains are superior to westward trains of the same class.

Normal position of Junction switch at Marcus is for Sixth subdivision.

Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.

All trains stop on flag at Karamin and Rock Cut.

MAXIMUM SPEED.

All trains 20 M. P. H.

Trains with loaded

log cars 15 M. P. H.

Republic High-line 10 M. P. H.

Over bridge No. 1

at Marcus 8 M. P. H.

WESTWARD				EIGHTH SUBDIVISION										EASTWARD			
Station Numbers	Car Capacity		SECOND CLASS		Distance from Oroville	Time Table No. 47		Telegraph Calls	Distance from Princeton	SIGNS	SECOND CLASS						
	Sidings	Other Tracks		397		Effective August 22, 1937					396	Tuesday Friday					
				Tuesday Friday		STATIONS											
SG 71	55	243	L	1.30pm	0.00	OROVILLE	11.34	VR	79.65	RKDW PYCX	A	9.55pm					
SG 83	0	19	s	2.20	11.34	NIGHTHAWK	9.90		68.31		s	9.05					
SG 93	0	22	s	3.05	21.24	CHOPAKA, WASH.	9.57		58.41	W	s	8.20					
SG 103	0	26	s	3.40	30.81	SIMILKAMEEN, B. C.	3.35		48.84		s	7.45					
.....	0	10	f	3.55	34.16	CAWSTON	8.90		45.49		f	7.30					
SG 110	38	38	A	4.25pm	38.06	KEREMEOS	6.96	K	41.59	D	L	7.00pm					
SG 117	0	15			45.02	ASHNOLA	6.30		34.63								
SG 123	0	10			51.32	BRADSHAW	4.42		28.33	W							
SG 128	20	11			55.74	HEDLEY	4.57		23.91								
SG 132	0	0			60.31	CORY	7.39		19.34								
SG 140	0	20			67.70	BROMLEY	4.76		11.95								
SG 144	0	14			72.46	NORMAN	4.74		7.19								
SG 149	0	10			77.20	ALLISON	2.20		2.45								
					79.40	K. V. JCT.	0.25		0.25	X							

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.

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

MAXIMUM SPEED.

All trains 15 M. P. H.

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

SG 152	40	50			79.65	0.25 PRINCETON	OD	0.00	RDWY			
				2.55 15.00		Time Over Subdivision Average Speed Per Hour						2.55 15.00

12 SOUTHWARD				NINTH SUBDIVISION				NORTHWARD			
Station Numbers	Car Capacity		THIRD CLASS		Distance from Mansfield	Time Table No. 47		Distance from Columbia River	SIGNS	THIRD CLASS	
	Sidings	Other Tracks		381		Effective August 22, 1937.	STATIONS			382	
				Monday and Thursday						Monday and Thursday	
CR 60	41	48		L 1.30Pm	0.00	MANSFIELD	60.39	RWY	A	12.40Pm	
CR 55	0	30		f 1.40	5.40	5.40 TOUHEY	54.99		f	12.20	
CR 49	0	50		s 2.10	11.38	5.98 WITHROW	49.01		s	12.01Pm	
CR 44	0	30		f 2.30	16.94	5.56 SUPPLEE	43.45		f	11.30	
CR 36	0	62		s 3.00	23.93	6.99 DOUGLAS	36.46	D	s	11.05	
CR 31	0	30		s 3.25	29.20	5.27 ALSTOWN	31.19		s	10.10	
CR 21	0	24		f 4.05	39.04	9.84 MCCUE	21.35		f	9.30	
CR 16	0	35		s 4.45	44.62	5.58 PALISADES	15.77	W	s	9.10	
CR 11	0	30		f 5.00	49.74	5.12 APPLEDALE	10.65		f	8.55	
CR 5	0	24		f 5.15	55.00	5.26 MOSES COULEE	5.39		f	8.40	
1632	70	52		A 5.30Pm	60.39	5.39 COLUMBIA RIVER	0.00	RPWN	L	8.25Am	
				4.00 15.09		Time Over Subdivision Average Speed Per Hour				4.15 14.21	

Special Rules.

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

MAXIMUM SPEED.
All Trains20 M. P. H.

WESTWARD				TENTH SUBDIVISION				EASTWARD				
Station Numbers	Car Capacity		SECOND CLASS		Distance from Rockport	Time Table No. 47		Telegraph Cables	Distance from Anacortes	SIGNS	SECOND CLASS	
	Siding	Other Tracks	275	277		Effective August 22, 1937	STATIONS				278	276
			Tues., Thurs., Sat.	Daily Ex. Sun.							Daily Ex. Sun.	Tues., Thurs., Sat.
CN53	0	09		L 11.30Am	0.00	ROCKPORT	RC	53.41	DXWY	A 10.30Am		
CN48	0	14		f 11.55	6.00	NESTOS		47.41		f 10.00		
CN44	35	158		s 2.30Pm	9.13	CONCRETE	BA	44.28	DXW	s 9.15		
CN43	0	92		f 2.45	10.39	GRASSMERE		43.02	X	f 8.45		
CN38	0	36		s 3.15	15.44	BIRDSVIEW		37.97		s 8.30		
CN33	0	39		s 3.35	20.67	HAMILTON		32.74	W	s 8.10		
				3.36	21.27	HAMILTON JUNCTION	H	32.14	R	8.07		
CN29	0	33		s 3.50	23.90	LYMAN		29.51		s 7.55		
CN23	0	5		f 4.05	29.35	COKE DALE		24.06		f 7.35		
CN20	0	85		s 4.30	32.47	SEDRO-WOOLLEY	SW	20.94	DX	s 7.20		
					32.57	NOR. PAC. RY. CROSSING		20.84				
CL39	50	258	L 11.00Am	A 4.45Pm	37.22	BURLINGTON	BU	16.19	RDNCO KWXY	L 7.00Am	A 4.50Pm	
CN13	0	14	f 11.10		39.90	AVON		13.51		f 4.37		
CN10	0	6	f 11.19		42.63	FREDONIA		10.78		f 4.30		
CN9	0	15	s 11.25		44.13	WHITNEY		9.28		s 4.23		
				11.34	47.29	WHITMARSH JCT.		6.12	R		4.16	
CN6	0	4	f 11.35		47.80	WHITMARSH	WH	5.61			4.15	
CN4	0		f 11.41		49.66	FIDALGO		3.75		f 4.10		
CN0	Yard	265	A 11.55Am		53.41	ANACORTES	AC	0.00	RDXW	L 4.00Pm		
				5.55 17.66	5.15 7.08	Time Over Subdivision Average Speed Per Hour				3.30 10.63	5.50 19.42	

Special Rules.

Westward trains are superior to Eastward trains of the same class except No. 278 is superior to No. 277.

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.

MAXIMUM SPEED.
All trains20 M. P. H.
Bridge 52—Concrete 8 M. P. H.

First Subdivision.

Extra trains may use double track with the current of traffic without running orders, provided they secure proper clearance card Form A from Superintendent.

Trains 1, 2 and 27 register by card at Hillyard.

Only first class trains and trains originating at Spokane Passenger Station will register and receive clearance card Form A.

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., and in Appleyard and between Appleyard and Wenatchee in some places will not clear man on top of train. Trainmen and Enginemen must use extreme caution when obliged to be on top of train.

FLAG STOPS.

Trains 1 and 2 stop at any station between Spokane and Seattle to pick up or discharge revenue passengers from or to points south of Shelby, and from or to points east of Havre where Nos. 1 and 2 are 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.

SPEED RESTRICTION.

Howard St., Spokane	12 MPH
Other grade crossings, Spokane	20 MPH
Over bridges 270 and 273, Spokane, Q-1, R, S-2	10 MPH
Over bridge 274, Fort Wright, Q-1, R, S-2	20 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
Fort Wright and Lyons	45 MPH	35 MPH
Lyons and Wenatchee	60 MPH	35 MPH
Quincy and Crater, Vulcan and Columbia River, S-2	50 MPH	

INTERLOCKING.

HILLYARD—Whistle Signals:

Eastward trains:—To Main Yard—1 long, 1 short.

To West Yard—1 long, 1 short, 1 long.

Both Westward and Eastward Trains:—To cross over to opposing track, 2 long, 1 short.

U. P. R. R. JCT.—Whistle Signals:

U. P. R. R. Junction—Main Line—1 long.

U. P. R. R. Transfer No. 1—1 long, 1 short.

U. P. R. R.—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.

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.

Second Subdivision.

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.

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

Only C. M. St. P. & P. trains will register at Monroe.

Only N. P. trains will register at Snohomish.

Register shown at N. P. Junction is located in N. P. depot between N. P. Jct. and Delta, and is for use of N. P. trains only.

Register shown at Lowell Junction is located in C. M. St. P. & P. office, 32d St. and McDougall Ave., Everett, and is for use of C. M. St. P. & P. trains only.

First class trains register by card at Interbay.

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 per hour.

High Voltage electric wires in electrified zone between Appleyard and Skykomish, in some places, will not clear man on top of train 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 lines 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 N. P. Jct.

Trains between N. P. Jct. and Delta will be governed by Northern Pacific Railway Time Table and Rules.

Track between Everett Junction and West-switch Pacific Avenue is controlled by a positive block in both directions. The home signals must not be passed except when displaying proceed indication or when authorized by train order to proceed. A train in the block may make forward or backward movement without flag protection.

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.

The tracks between interlocking plant at North Portal and interlocking plant South Portal, Seattle tunnel, are controlled by positive block in both directions and the home signal must not be passed except when displaying proceed indication or when authorized by train order to proceed. A train in the block may make forward or backward movement to North Portal interlocking plant or South Portal interlocking plant without flag protection.

Monroe Junction is junction point with CMStP&P RR.

Snohomish Junction is junction point with N. P. Ry.

N. P. Junction is junction point with N. P. Ry.

Lowell Junction is junction point with CMStP&P RR.

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 Snohomish Jct.

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

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

Trains 1 and 2 stop at any station between Spokane and Seattle to pick up or discharge revenue passengers from or to points south of Shelby, and from or to points east of Havre, where Nos. 1 and 2 are scheduled to stop.

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.

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

SPEED RESTRICTIONS.

Over Main Street crossing, Cashmere	25 M.P.H.
Over Bridge 370, Dryden, Q-1, R, S-1	5 M.P.H.
Over Bridge 371, Dryden, Q-1, R, S-1	5 M.P.H.
Over Bridge 372, Dryden, Q-1, R, S-1	5 M.P.H.
Over Bridge 382, 1½ Mi. West of Merritt, Q-1, R, S-1	5 M.P.H.
Over Bridge 385, 2 Mi. East of Berne, Q-1, R, S-1	8 M.P.H.
Over Bridge 404, 2 Mi. West of Scenic, Q-1, R, S-1	8 M.P.H.
Over Bridge 406, 4 Mi. West of Scenic, Q-1, R, S-1	8 M.P.H.
Over Street Crossings, Skykomish	15 M.P.H.
Over Bridge 424, ½ Mi. East of Grotto, Q-1, R, S-1	8 M.P.H.
Over Bridge 432, Halford, Q-1, R, S-1	8 M.P.H.
Over Bridge 436, Index, Q-1, R, S-1	25 M.P.H.
Over Bridge 441, Startup, Q-1, R, S-1	8 M.P.H.
Over Bridge 446, Sultan, Q-1, R, S-1	5 M.P.H.
Thru Monroe Town Limits	15 M.P.H.
Over Bridge 455, Snohomish, Q-1, R, S-1	5 M.P.H.
Over Crossing Pacific Ave., Everett	8 M.P.H.
Thru Edmonds Town Limits	8 M.P.H.
Over N. P. Crossing, Interbay	15 M.P.H.
Thru Seattle Tunnel	20 M.P.H.
Between Denny Way and Hanford St., Seattle	6 M.P.H.

MAXIMUM SPEED.

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

INTERLOCKING.

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

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

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

Third Subdivision.

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) 1.08 miles south of Delta Junction:—Water, Fuel, Track Scales, Wye and Standard Clock.

Register at Delta for trains originating and terminating at this station.

INTERLOCKERS.**FRASER RIVER BRIDGE:**

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 JUNCTION:

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 Junction 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 movements from Bayside northward be governed by top arm of home signal.

Train movements from Delta northward be governed by top arm of home signal.

Trains between Delta and Bayside be governed by lower arm of home signal.

Trains northward from Northern Pacific connection to Great Northern main line governed by lower arm of 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 of home signal.

FLAG STOPS.

No. 360—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—Ferndale for revenue passengers from Everett and South.

No. 355—Ocean Park.

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	6 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 Junction 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.

MAXIMUM SPEEDS, ALL SUBDIVISIONS.

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 M.P.H. |

Trains with steam derricks, pile drivers or ditchers 25 M.P.H. |

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

AUTOMATIC INTERLOCKING.

Interbay0.98 miles west with Nor. Pac. Ry.
 B. C. E. Ry. Crossing1.84 miles South of Still Creek
With B. C. E. Ry.

SEMI-AUTOMATIC INTERLOCKING.

New Westminster0.80 miles north New Westminster.

RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

BurlingtonG. N. Ry. Rockport Branch
 1.14 miles north of South Bellingham.....Nor. Pac. Ry.
 BellinghamC. 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 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.

**B. C. E. RAILWAY CROSSING
1.84 Miles South of Still Creek.**

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 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. E. 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.

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.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Capacity Cars	NAME	LOCATION	Capacity Cars
FIRST SUBDIVISION:			FOURTH SUBDIVISION:		
Adrian Pit	0.8 mile East of Adrian	75	Peterson Spur	2.0 miles North of Ellisford.....	1
Stratford Spur	1.3 miles West of Stratford.....	23	Ribbon Cliff Fruit Co.	5.1 miles North of Entiat.....	6
Sand Spur	1.6 miles West of Trinidad.....	16	Olds Washing Plant	2.02 miles North of Olds.....	60
Gravel Spur	2.9 miles West of Trinidad.....	63	FIFTH SUBDIVISION:		
Rock Island Dam	0.8 mile East of Rock Island.....	126	Holland-Horr Spur	4.7 miles North of Loon Lake	3
Ohio Colony	1.5 miles West of Rock Island.....	8	Kulzers Spur	1.7 miles South of Valley.....	8
Landreth Spur	4.4 miles East of Wenatchee.....	10	Gess Spur	2.8 miles North of Valley.....	3
SECOND SUBDIVISION:			Blue Creek Spur	3.1 miles South of Addy.....	12
Old Leavenworth	0.53 mile East of Leavenworth.....	67	SIXTH SUBDIVISION:		
Great Republic Mining Co., Miller River	2.2 miles West of Skykomish.....	11	Powells Siding	4.8 miles North of Marcus.....	29
Index, Galena Mill Spur	0.3 mile East of Index	42	Evans Spur	5.4 miles North of Marcus.....	24
Western Granite Works Spur	1.0 mile West of Index.....	8	Hendrix Cut	3.8 miles North of Bossburg.....	3
Wallace Falls Timber Co.....	1.8 miles East of Gold Bar.....	76	Kanes	4.1 miles South of Northport.....	5
Startup	1.9 miles West of Gold Bar.....	22	Harpers	4.5 miles South of Northport.....	12
Fryeland	1.9 miles West of Monroe.....	20	Hudson's Spur	3.3 miles South of Northport.....	12
Robinson Lettuce Spur	2.0 miles West of Monroe.....	56	Industrial Spur No. 134	4.06 miles North of Northport.....	20
Frye Spur	3.1 miles West of Monroe.....	13	Stroh Spur	5.33 miles North of Northport.....	3
G. N. Oil Tank Spur.....	1.0 mile West of Everett Jct.....	45	Nelsons Spur	2.4 miles North of Fruitvale.....	2
Standard Oil and Shell Co.'s Spur	0.9 mile East of Richmond Beach	90	Benton Pole & Lbr. Co. Spur	2.0 miles South of Meadows.....	6
THIRD SUBDIVISION:			Archibald	1.0 mile South of Erie.....	11
Clark and Buzza	0.1 mile South of Still Creek.....	2	Rotter's Spur	3.6 miles North of Salmo.....	2
Dominion Bridge Co.	1.4 miles South of Still Creek.....	58	Baskins & Gevurtz Spur.....	1.9 miles South of Ymir.....	11
Sapperton Pit	0.9 mile North of North West- minster	77	Swansons Spur	1.3 miles South of Ymir	4
Work Train Spur	5.35 miles North of Colebrook.....	5	Porto Rico Spur	3.6 miles North of Ymir.....	2
Dakota Creek Spur	2.1 miles South of Blaine.....	21	SEVENTH SUBDIVISION:		
Olympic Portland Cement Co. Spur	2.0 miles South of Ferndale.....	27	Hedlund Box & Lbr. Co.....	2.1 miles West of Marcus.....	Private
Chuckanut Cannery Spur	0.6 mile North of Sockeye.....	6	Helphrey's Spur No. 1.....	1.9 miles West of Curlew.....	3
Hazel Mill Spur	0.8 mile South of Samish.....	7	EIGHTH SUBDIVISION:		
Blanchard	1.4 miles South of Samish.....	8	Benders Spur	0.5 mile West of Nighthawk.....	6
Bellville Pit	1.6 miles North of Bellville.....	102	Ruby Mine Spur	4.9 miles East of Chopaka.....	4
English Lbr. Co.—Inter- change	1.3 miles South of Fir	2	TENTH SUBDIVISION:		
Norman Spur	1.0 mile North of Silvana.....	9	Mountview	3.7 miles West of Rockport.....	16
Cox's Spur	1.5 miles North of Marysville.....	3	Sauk Spur	1.6 miles West of Rockport.....	11
			Van Horne's Spur	1.0 mile West of Nestos.....	5
			Puget Sound Saw Mill Co....	0.8 mile West of Nestos.....	80
			Hawkins Spur	0.8 mile West of Fredonia.....	5