



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

Dr. A. E. Gerhardt,
Assistant Division SurgeonWenatchee, 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. Lawrence Mattison
Dr. W. H. Gray.....Colville	.....Interbay
Dr. C. M. Kingston	Dr. Henry Bell.....Centralia
.....Grand Forks	Dr. H. L. Hopkins
Dr. L. F. Wagner.....Harrington	.....Leavenworth
Dr. J. Farrow.....Hillyard	Dr. Minard Allison.....Monroe
Dr. E. E. Efner.....Oroville	Dr. D. A. Clark
Dr. Samuel G. Brooks	.....New Westminster
.....Anacortes	Dr. T. M. Joyce.....Portland
Dr. W. D. Kirkpatrick	Dr. G. N. Pease.....Portland
.....Bellingham	Dr. Ralph M. Dodson
Dr. M. A. Keyes.....Blaine	.....Portland
Dr. H. E. Cleveland	Dr. James A. LaGasa.....Tacoma
.....Burlington	Dr. R. D. Wiswall
Dr. V. Stanley Todd	.....Vancouver, Wash.
.....Cashmere	Dr. Geo. H. Clement
Dr. Roy F. West.....Seattle	.....Vancouver, B. C.
	Dr. H. H. MacKenzie
	.....Nelson, B. C.

G. E. Wellein, Chief Dispatcher, Seattle.
E. A. Leahy, 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 52

Effective 12:01 A. M. Pacific Time

Sunday, September 24, 1939.

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			FIRST CLASS						Distance from Hillyard	Time Table No. 52 Effective September 24, 1939.		Telegraph Calls	
	Siding	Other Tracks	401	381	691			45 S. P. & S. No. 1	1	27	255		5	STATIONS		
			Daily	Tuesday Friday	Monday Thur.			Daily	Daily	Daily	Daily Ex. Sun.		Daily			
1469	Yard	2558	L 6.45Pm		L 7.45Am				L 9.15Pm	L 6.15Pm	L 7.45Pm	0.00	DOUBLE TRACK	..... HILLYARD..... 3.68 U. P. R. R. Jct.	HU
1472			6.58		8.10				9.25	6.25	7.55	3.68				
1473	Yard	644	7.15		s 8.32			L 9.45Pm	A 9.30 L 10.00	A 6.30 L 7.00	A 8.00Pm	L 8.30Am	4.85	DOUBLE TRACK	1.17 SPOKANE..... 2.74	Q
1477	69	26	7.25		s 8.45			A 9.50Pm	10.05	7.05		f 8.35	7.59	 FORT WRIGHT..... 6.36	FW
1481	69	6	7.50		s 8.56				10.17	7.16		f 8.45	13.95	..... HIGHLAND..... 3.26	
1486	69	15	8.05		s 9.02				10.23	7.22		f 8.50	17.21	..... LYONS..... 5.39	
1493	70	50	8.20		s 9.11				10.31	7.30		f 8.57	22.60	..... GALENA.....	
1496	130	39	8.35		s 9.18				10.36	7.35		f 9.03	26.69	4.09 ESPANOLA..... 6.44		
1502	70	50	8.50		s 9.30				10.44	7.43		f 9.12	33.18	..... WAUKON..... 5.72	
1508	129	35	9.15		s 9.50				10.52	7.50		s 9.20	38.90	..... EDWALL..... 3.70	WH
1512	0	20										f 9.26	42.60	..... CANBY..... 5.50	
1517	70	46	9.50		s 10.10				11.05	8.01		f 9.34	48.10	..... BLUESTEM.....	
1524	E62 W69	95	10.10		s 11.25				11.14	8.10		s 9.44	55.51	DOUBLE TRACK	7.41 HARRINGTON..... 6.72	HR
1531	E68	46	10.25		s 11.40				11.23	8.18		f 9.53	62.23	 MOHLER..... 3.71	
1535	0	49	10.35		s 11.50				11.28	8.22		f 9.59	65.94	..... DOWNS..... 4.46	
1539	126	35	10.50		s 12.05Pm				11.34	8.28		f 10.07	70.40	..... LAMONA..... 5.58	
1544	94	116	11.10		s 12.15				11.41	8.35		f 10.14	75.98	..... NEMO.....	
1550	69	109	11.20		s 12.45				11.47	8.41		s 10.21	80.83	4.85 ODESSA..... 4.58	SA	
1555	0	62	11.30		s 12.55				11.53	8.47		f 10.28	85.41	..... SEWARD..... 4.33	
1558	113	25	11.40		s 1.10				11.59	8.52		f 10.34	89.74	..... IRBY..... 7.47	
1566	69	33	11.55		s 1.30				12.10Am	9.01		s 10.44	97.21	..... MARLIN..... 6.62	
1573	182	138	12.19Am		s 2.05				12.19	9.09		s 10.54	103.83	..... WILSON CREEK.....	CK
1580	129	19	12.45		s 2.20				12.29	9.18		f 11.04	111.65	7.82 STRATFORD..... 5.32		
1588	137	132	1.01		s 2.35				12.36	9.24		f 11.12	116.97	..... ADRIAN..... 4.60	
1591	0	20								9.29		f 11.20	121.57	..... SOAP LAKE..... 5.40	AF
1596	129	58	1.30		s 3.14				12.49	s 9.39		s 11.33	126.97	..... EPHRATA..... 5.15	FR
1601	70	7	1.40		s 3.25				12.56	9.46		f 11.40	132.12	..... NAYLOR.....	
1606	69	15	1.50		s 3.40				1.03	9.52		f 11.46	137.19	5.07 WINCHESTER..... 6.14		
1612	95	104	2.10		s 4.05				1.14	9.59		s 11.54	143.33	..... QUINCY..... 5.13	QN
1617	73	4	2.23		s 4.20				1.22	10.05		f 12.01Pm	148.46	..... CRATER..... 5.60	
1623	123	19	2.40		s 4.40				1.32	10.14		s 12.12	154.06	..... TRINIDAD..... 5.28	
1628	69	5	2.52		s 4.50				1.41	10.21		f 12.21	159.34	..... VULCAN.....	
1632	70	52	3.34	L 5.40Pm	s 5.05				1.48	10.26		f 12.27	163.37	4.03 COLUMBIA RIVER.... 3.45	CM	
1637	126	83	3.50	s 5.55	s 5.15				1.54	10.31		s 12.33	166.82	..... ROCK ISLAND..... 5.52	
1641	70	23	4.07	s 6.10	s 5.30				2.04	10.40		f 12.43	172.34	..... MALAGA..... 4.74	
1645	Yard	1082	A 4.30Am	6.20	A 5.45Pm				2.12	10.47		s 12.50	177.08	..... APPLEYARD..... 2.17	WD
1648	Yard	1085	A 6.30Pm						A 2.15Am	A 10.50Pm		A 12.55Pm	179.25	..... WENATCHEE.....	WC
			9.45 18.50	.50 19.06	10.00 17.71			.05 33.00	5.00 35.85	4.35 39.10	.15 19.39	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 11.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 52

Effective September 24, 1939.

STATIONS		Distance from Wenatchee	FIRST CLASS					SECOND CLASS			THIRD CLASS			SIGNS
			2	28	46 S. P. & S. No. 2	256	5	432	402		694	382		
			Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily		Wed. Saturday	Tuesday Friday		
DOUBLE TRACK	HILLYARD.....	179.25	A 8.13Am	A 12.15Pm		A 8.30Am		A 5.55Pm	A 12.01Am		A 3.59Pm			BRKDNP WOIX
	U. P. R. R. Jct.....	175.57	8.05	12.06		8.20		5.25	11.25		3.40			DNPIM
	1.17													
	SPOKANE.....	174.40	L 8.00	L 12.01Pm	A 7.00Am	L 8.15Am	A 6.30Pm	5.15	11.05		s 3.20			RKDNP BWZ
	2.74													
	FORT WRIGHT.....	171.66	7.22	8.12	L 6.53Am		f 6.22	5.05	10.55		s 3.10			IDNPYX
	6.36													
	HIGHLAND.....	165.30	7.10	8.00			f 6.10	4.43	10.40		f 2.55			P
	3.26													
	LYONS.....	162.04	7.04	7.54			f 6.04	4.32	10.23		f 2.45			P
DOUBLE TRACK	5.39													
	GALENA.....	156.65	6.57	7.47			f 5.55	4.20	10.05		s 2.30			P
	4.09													
	ESPANOLA.....	152.56	6.51	7.41			f 5.49	4.10	9.50		s 2.10			P
	6.44													
	WAUKON.....	146.07	6.44	7.34			f 5.39	3.55	9.30		s 1.55			P
	5.72													
	EDWALL.....	140.35	6.37	7.27			s 5.30	3.45	9.15		s 1.40			DPW
	3.70													
	CANBY.....	136.65					f 5.23							P
DOUBLE TRACK	5.50													
	BLUESTEM.....	131.15	6.23	7.13			f 5.16	3.15	8.45		s 1.10			IP
	7.41													
	HARRINGTON.....	123.74	6.11	7.01			s 5.06	2.45	8.15		s 1.230			DNPW
	6.72													
	MOHLER.....	117.02	6.02	6.52			f 4.56	2.20	7.45		s 12.05Pm			P
	3.71													
	DOWNS.....	113.31	5.56	6.46			f 4.50	2.00	7.25		s 11.50			P
	4.46													
	LAMONA.....	108.85	5.48	6.38			f 4.43	1.40	7.10		s 11.40			IPW
AUTOMATIC BLOCK SIGNALS	5.58													
	NEMO.....	103.20	5.40	6.30			f 4.35	1.10	6.40		s 11.20			P
	4.85													
	ODESSA.....	98.42	5.32	6.22			s 4.28	12.45	6.10		s 11.05			DP
	4.58													
	SEWARD.....	93.84	5.26	6.16			f 4.19	12.30	5.55		s 10.45			P
	4.33													
	IRBY.....	89.51	5.20	6.10			f 4.12	12.15	5.40		s 10.34			PW
	7.47													
	MARLIN.....	82.04	5.11	5.59			s 4.02	12.05Pm	5.20		s 10.05			P
AUTOMATIC BLOCK SIGNALS	6.62													
	WILSON CREEK.....	75.42	5.02	5.50			s 3.51	11.50	5.00		s 9.40			DNPW YXO
	7.82													
	STRATFORD.....	67.60	4.52	5.40			f 3.38	11.04	4.10		s 9.05			P
	5.32													
	ADRIAN.....	62.28	4.45	5.33			f 3.31	10.54	3.59		s 8.45			P
	4.60													
	SOAP LAKE.....	57.68					s 3.23				s 8.30			DP
	5.40													
	EPHRATA.....	52.28	4.34	s 5.21			s 3.14	10.30	3.35		s 8.20			DNPW
AUTOMATIC BLOCK SIGNALS	5.15													
	NAYLOR.....	47.13	4.24	5.11			f 3.04	10.20	3.25		s 7.50			P
	5.07													
	WINCHESTER.....	42.06	4.18	5.05			f 2.56	10.10	3.15		s 7.40			P
	6.14													
	QUINCY.....	35.92	4.11	4.58			s 2.46	9.55	3.00		s 7.25			DPW
	5.13													
	CRATER.....	30.79	4.03	4.50			f 2.37	9.35	2.37		s 6.50			P
	5.60													
	TRINIDAD.....	25.19	3.51	4.37			s 2.28	9.10	2.10		s 6.40			PW
AUTOMATIC BLOCK SIGNALS	5.28													
	VULCAN.....	19.91	3.41	4.27			f 2.19	8.50	1.50		s 6.31			P
	4.03													
	COLUMBIA RIVER....	15.88	3.34	4.21			f 2.12	8.40	1.40		s 6.24	A 8.15Am		JNPW
	3.45													
	ROCK ISLAND.....	12.43	3.27	4.16			s 2.04	8.30	1.30		s 6.18	s 8.05		P
	5.52													
	MALAGA.....	6.91	3.17	4.07			f 1.54	8.15	1.15		s 6.08	s 7.50		P
	4.74													
	APPLEYARD.....	2.17	3.10	4.00			s 1.45	L 8.00Am	L 1.00Pm		L 6.00Am	7.35		BRKDNP TWOX RKDNP WXB
AUTOMATIC BLOCK SIGNALS	2.17													
	WENATCHEE.....	00.0	L 3.05Am	L 3.55Am			L 1.40Pm				L 7.30Am			
Time Over Subdivision			5.08	8.20	.07	.15	4.50	9.55	11.01		9.59	.45		
Average Speed Per Hour			34.91	21.51	28.00	19.39	36.84	17.85	16.07		17.72	21.17		

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

Special Rules, Page 11.

SECOND SUBDIVISION

Westward trains are superior to eastward trains of the same class.
Special Rules, Page 12.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 52

Effective September 24, 1939

STATIONS	Distance from Seattle	FIRST CLASS							SECOND CLASS			SIGNS
		360	6	298	358	2	28		712	402	404	
		Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily		Daily Ex. Sat.	Daily	C. M. St. P. & P. 592 Daily Ex. Sun.	
WENATCHEE	155.67	A 1.35Pm				A 3.00Am	A 3.45Am			A 9.20Am		RKDNW XPBJ
MONITOR	148.29	f 1.21				2.45	3.27			9.00		DP
CASHMERE	144.67	s 1.15				2.37	s 3.20			8.45		DNWXP
DRYDEN	140.02	s 1.07				2.28	3.02			8.30		DP
PESHASTIN	136.90	s 1.01				2.23	2.52			8.20		DP
LEAVENWORTH	133.62	s 12.55				2.15	s 2.45			8.10		DNP
CHUMSTICK	127.77	f 12.44				2.04	2.33			7.55		P
WINTON	120.07	f 12.34				1.50	2.23			7.35		P
MERRITT	113.52	f 12.23				1.37	2.10			7.15		WYP
BERNE	106.49	f 12.10Pm				1.23	1.57			6.50		NP
SCENIC	97.51	f 11.49				1.02	1.36			6.15		DNP
TONGA	89.67	f 11.28				12.41	1.18			5.40		P
SKYKOMISH	84.71	s 11.17				s 12.31	s 1.05			5.15		RKDNW BOXYP
GROTTO	80.90	f 10.57				12.15	12.47			3.50		DP
HALFORD	75.76	f 10.49				12.08Am	12.40			3.35		WP
INDEX	70.43	s 10.38				11.59	12.30			3.20		P
REITER	65.53	f 10.27				11.51	12.22			3.05		P
GOLD BAR	61.16	s 10.22				11.44	12.15			2.35		NWYP
SULTAN	55.76	s 10.14				11.37	12.07Am			2.20		P
MONROE JUNCTION	48.57	10.02				11.28	11.58			2.06		
MONROE	48.30	s 10.01				11.27	s 11.57			2.05	A 7.45Pm	DNWPRB
SNOMISH	41.30	s 9.46	A 3.53Pm			11.19	s 11.43			1.45	7.20	DNPR
SNOMISH JCT.	40.66	9.45	3.52			11.18	11.42			1.44	7.17	
N. P. JUNCTION	35.73	9.40	L 3.40Pm			11.12	11.36			1.31	7.02	RJ
LOWELL	35.48	9.39				11.11	11.35			1.30	7.01	XYP
LOWELL JUNCTION	35.47	9.38				11.10	11.34			1.29	L 7.00Pm	R
PACIFIC AVENUE	33.86	9.36				11.08	11.32			1.05		DIXP
EVERETT	32.81	s 9.33				s 11.05	s 11.30			1.03		DNXP
EVERETT JUNCTION	32.00	A 9.05Am	9.26		A 6.30Pm	11.01	11.20		A 11.10Am	1.00		IXPJ
MUKILTEO	28.25	8.59	f 9.20		6.24	10.57	11.14		10.59	12.53		P
MEADOWDALE	21.11	8.50	f 9.08		6.15	10.48	11.04		10.43	12.37		P
EDMONDS	17.40	8.45	f 9.03		6.10	10.44	10.59		10.35	12.30		DWP
RICHMOND BEACH	14.30	8.40	f 8.55		6.05	10.40	10.55		10.22	12.21		P
BALLARD	6.44	8.30	f 8.45		5.55	10.30	10.45		10.05	12.06		X
INTERBAY	4.68	s 8.27	8.42		5.52	10.27	10.42		L 10.00Am	L 12.01Am		RKDNW BOXYP
N. P. RY. CROSSING	3.70											I
NORTH PORTAL TOWER	1.40											I
SOUTH PORTAL TOWER	0.10											I
SEATTLE	0.00	L 8.15Am	L 8.30Am		L 5.40Pm	L 10.15Pm	L 10.30Pm					RKDNXP B
Time Over Subdivision		.50	5.05	.12	.50	4.45	5.15		1.10	9.19	.45	
Average Speed Per Hour		38.40	30.95	29.00	38.41	32.73	29.65		27.42	16.20	17.10	

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

Special Rules, Page 12.

6 SOUTHWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS				Distance from Vancouver	Time Table No. 52		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 September 24, 1939		STATIONS		
													Tues., Fri.	
CL 125	Yard	400			L 10.50Am		L 5 15Pm		L 8.00Am	0.00	DOUBLE TRACK	VANCOUVER	VN	
			L 8.42Am			L 7.18Pm	5.16		8.01	0.71		VANCOUVER JUNCTION		
			8.44	10.53	L 12.50Am	7.20	5.17		8.02	1.25		C. N. JUNCTION		
			8.49	10.58	12.58	7.23	5.21		8.06	2.73		STILL CREEK		
										4.57		B. C. E. RY. CROSSING		
CL 115			9.05	11.12	1 18	7.35	5.29		8.15	9.69	AUTOMATIC BLOCK SIGNALS	ENDOT		
CL 112	19	120	9.15	11.25	1.25	7.39	5.32		8.18	11.70		SAPPERTON		
CL 107	0	60	A 9.19Am	11.30	A 1.30Am	A 7.45Pm	s 5.39		s 8.24	13.06		NEW WESTMINSTER	MN	
				11.40			5.44		8.29	13.54		FRASER RIVER JCT.		
CL96	46	47		11.55			5.56		f 8.41	24.03		COLEBROOK		
CL92	0	3		12.04Pm			f 6.03		f 8.49	27.72		CRESCENT		
CL87	57	10		12.30			s 6.15		s 9.02	32.75		WHITE ROCK	WR	
										35.43		INTERNATIONAL BOUNDARY		
CL84	50	142		1.35			s 6.30		s 9.15	36.88		BLAINE	BN	
CL77	0	55		1.50			6.40		f 9.29	43.46		CUSTER		
CL71	60	118		2.10			f 6.47		s 9.39	49.04		FERNDAL	FD	
CL62	52	539		3.00			s 7.07		s 9.55	58.02		BELLINGHAM	HM	
										58.25		C. M. St. P. & P. CROSSING		
										58.56		C. M. St. P. & P. CROSSING		
										58.93		C. M. St. P. & P. CROSSING		
										58.99	C. M. St. P. & P. CROSSING			
										59.81	NOR. PAC. RY. CROSSING			
CL60	52	101		3.15			7.15		s 10.03	60.95	SOUTH BELLINGHAM	FN		
CL56	39	8		3.30			7.22		10.10	64.87	SOCKEYE			
CL50	40	0		3.50			f 7.34		10.20	70.83	SAMISH			
CL46	23	14		4.05			7.38		10.25	74.63	BOW			
CL39	51	258		5.00			s 7.53		s 10.41	82.01	BURLINGTON	BU		
										85.07	P. S. & C. Ry. CROSSING			
CL35	93	121		5.15			s 8.07		s 10.52	85.98	MT. VERNON	NR		
CL30	28	17		5.28			8.15		f 10.59	91.31	FIR			
										92.65	ENGLISH LBR. CO. CROSSG			
CL23	50	52		5.40			8.23		s 11.09	98.41	STANWOOD	B		
CL17	0	17		5.53			8.29		f 11.17	103.98	SILVANA			
CL13	50	15		6.05			8.34		f 11.23	107.93	ENGLISH			
				6.15			8.39	L 3.19Pm	11.27	111.70	KRUSE JUNCTION			
CL6	50	70		6.30			8.43	3.24	f 11.33	115.11	MARYSVILLE	MS		
CL3				6.45			8.49	A 3.30Pm	11.40	117.67	DELTA JUNCTION	WY		
										117.78	NOR. PAC. RY. CROSSING			
	0	35		7.30			8.52		11.43	119.03	LONG SIDING			
1779	Yard	112		7.40			s 9.05		s 11.50	121.57	EVERETT	JN		
1780	0	4		A 7.45Pm			A 9.07Pm		A 11.52Am	122.38	EVERETT JUNCTION			
			.37 20.02	8.55 13.72	.40 17.71	.27 27.44	3.52 31.65	.11 32.62	3.52 31.65		Time Over Subdivision Average Speed Per Hour			

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

Special Rules, Page 13.

THIRD SUBDIVISION

NORTHWARD 7

Time Table No. 52

Effective
September 24, 1939

STATIONS

Distance from
Everett Junction

FIRST CLASS

SECOND CLASS

THIRD CLASS

SIGNS

102
C. N. 1

360

358

712
Daily
Ex. Sat.738
C. N. 403
Daily736
C. N. 397
Wed.,
Sat.

Daily

Daily

Daily

Daily

Daily

Wed.,
Sat.DOUBLE
TRACK

AUTOMATIC BLOCK SIGNALS

VANCOUVER	122.38	A 1.45Pm	A 10.40Pm			A 9.45Pm					RKDNW BYXOP
VANCOUVER JUNCTION	121.67	A 8.30Am	1.40	10.36					A 2.55Pm		XJ
C. N. JUNCTION	121.13	8.25	1.38	10.34		9.35	A 7.45Pm		2.50		X
STILL CREEK	119.65	8.20	1.35	10.32		9.30	7.30		2.46		XP
B. C. E. RY. CROSSING	117.81										I
ENDOT	112.69	8.05	1.27	10.24		9.05	7.05		2.19		P
SAPPERTON	110.68	8.00	1.23	10.20		8.55	6.57		2.12		WYXP
NEW WESTMINSTER	109.32	L 7.53Am	s 1.20	s 10.17		8.40	L 6.52Pm		L 2.07Pm		RDINXP
FRASER RIVER JCT	108.84		1.09	10.07		8.30					IJ
COLEBROOK	98.35		f 12.54	9.54		8.05					P
CRESCENT	94.66		f 12.45	f 9.48		7.50					
WHITE ROCK	89.63		s 12.30	s 9.35		7.30					DNXP
INTERNATIONAL BOUNDARY	86.95										
BLAINE	86.50		s 12.10Pm	s 9.17		6.30					DNWXP
CUSTER	78.92		s 11.55	9.05		5.35					P
FERDALE	73.34		s 11.45	8.58		5.15					DP
BELLINGHAM	64.36		s 11.30	s 8.47		4.30					KDNXWPB
C. M. St. P. & P. CROSSING	64.13										M
C. M. St. P. & P. CROSSING	63.82										M
C. M. St. P. & P. CROSSING	63.45										M
C. M. St. P. & P. CROSSING	63.39										M
NOR. PAC. RY. CROSSING	62.57										M
SOUTH BELLINGHAM	61.43		s 11.12	8.31		3.15					XP
SOCKEYE	57.51		11.06	8.23		2.55					P
SAMISH	51.55		10.56	8.11		2.40					WP
BOW	47.75		f 10.51	8.06		2.30					P
BURLINGTON	40.37		s 10.41	s 7.53		2.05					JRDNKZ BOWYXPM
P. S. & C. RY. CROSSING	37.31										I
MT. VERNON	36.40		s 10.25	s 7.45		1.12					DNXP
FIR	31.07		f 10.05	7.26		12.52					P
ENGLISH LBR. Co. CROSSG.	29.73										I
STANWOOD	23.97		s 9.55	s 7.16		12.35					DP
SILVANA	18.40		f 9.45	7.07		12.20					WP
ENGLISH	14.45		f 9.40	7.02		12.10					P
KRUSE JUNCTION	10.68		9.35	6.57		12.01Pm					PJ
MARYSVILLE	7.27		s 9.30	s 6.52		11.50					DP
DELTA JUNCTION	4.71		9.23	6.45		11.40					JDNIXXP
NOR. PAC. RY. CROSSING	4.60										I
LONG SIDING	3.35		9.20	6.42		11.20					
EVERETT	0.81		s 9.15	s 6.37		11.13					DNXP
EVERETT JUNCTION	0.00		L 9.05Am	L 6.30Pm		L 11.10Am					IXPJ
Time Over Subdivision		.37	4.40	4.10		10.35	.53		.48		
Average Speed Per Hour		20.02	26.22	29.37		11.56	13.37		15.44		

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

Special Rules, Page 13.

8 SOUTHWARD

FOURTH SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Hedley	Time Table No. 52 Effective September 24, 1939 STATIONS		Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	397	697		253							254		396	698
			Tuesday and Friday.	Daily Ex. Sun.		Daily Ex. Sun.							Daily Ex. Sun.		Tuesday and Friday.	Daily Ex. Sat.
SG 128	Yard	11	L 6.30pm				0.00	HEDLEY			192.98				A 5.40pm	
SG 123	0	10	f 6.50				4.42	BRADSHAW			188.56	W			f 5.20	
SG 117	0	15	f 7.15				10.72	ASHNOLA			182.26				f 4.55	
SG 110	38	38	s 7.45				17.68	KEREMEOS	K		175.30	D			s 4.25	
	0	10	f 8.15				21.58	CAWSTON			171.40				f 3.55	
SG 103	0	26	s 8.30				24.93	SIMILKAMEEN, B. C.			168.05				s 3.40	
SG 93	0	22	s 9.05				34.50	CHOPAKA, WASH.			158.48	W			s 3.05	
SG 83	0	19	s 9.50				44.40	NIGHTHAWK			148.58				s 2.20	
SG 71	Yard	243	A 10.40pm		L 5.45am		55.74	OROVILLE	VR		137.24	RKDWDY BPXO	A 12.30pm		L 1.30pm	
WO 132	0	35			f 5.58		61.49	CORDELL			131.49		f 12.10pm			
WO 126	0	34			f 6.10		66.77	ELLISFORD			126.21		f 11.50			
WO 120	0	71			s 6.25		72.70	TONASKET	ON		120.28	DPW	s 11.32			
WO 115	0	34			f 6.35		77.53	JANIS			115.45		f 11.02			
WO 110	0	34			f 6.46		82.96	BARKER			110.02		f 10.47			
WO 105	0	36			s 6.59		88.25	RIVERSIDE			104.73	W	s 10.32			
WO 100	0	35			f 7.09		92.43	CHEROKEE			100.55		f 10.15			
WO 96	66	214		L 6.00pm	s 7.30		97.28	OMAK	MK		95.70	BDPXYO	s 10.04		A 7.00am	
WO 92	55	92		s 6.35	s 7.50		101.48	OKANOGAN	KN		91.50	DPWX	s 9.40		s 6.20	
WO 87	0	34		f 6.50	f 8.01		106.41	CHILLIWIST			86.57		f 9.13		f 4.50	
WO 83	0	35		f 7.05	f 8.10		110.34	MALOTT			82.64		f 9.05		f 4.00	
WO 76	0	35		f 7.25	f 8.25		116.59	WAKEFIELD			76.39	W	f 8.50		f 3.10	
WO 72	0	34		f 7.40	f 8.40		121.32	MONSE			71.66		f 8.40		f 2.15	
WO 65	50	61		s 8.10	s 9.05		127.99	BREWSTER	BR		64.99	DPX	s 8.25		s 1.30	
WO 59	49	333		s 8.45	s 9.30		134.07	PATEROS	RO		58.91	DPWX	s 8.05		s 12.10am	
WO 53	0	34		f 9.02	f 9.42		139.54	STARR			53.44		f 7.48		f 10.25	
WO 50	0	34		f 9.15	f 9.52		143.20	AZWELL			49.78		f 7.41		f 10.00	
WO 44	0	35		f 9.35	f 10.05		148.93	HUGO			44.05		f 7.29		s 9.35	
WO 39	54	83		s 10.05	s 10.25		154.04	CHELAN	HN		38.94	DPWX	s 7.18		s 9.15	
	0	78		s 10.30	s 10.35		155.20	CHELAN FALLS			37.78		s 7.02		s 8.15	
WO 32	0	40		f 10.50	f 10.49		161.05	STAYMAN			31.93		f 6.47		f 7.50	
WO 26	0	43		f 11.15	f 11.05		166.97	WINESAP			26.01		f 6.34		f 7.20	
WO 19	66	86		s 11.45	s 11.30		174.08	ENTIAT	NI		18.90	DPWX	s 6.20		s 6.50	
WO 14	0	39		f 12.10am	f 11.44		179.38	WAGNERSBURG			13.60		f 5.59		f 6.00	
WO 8	0	31		f 12.30	f 12.01pm		185.01	ZENA			7.97		f 5.48		f 5.40	
WO 3	0	66		f 12.45	f 12.18		189.49	OLDS			3.49		f 5.38		f 5.20	
1648	Yard	1085		A 1.00am	A 12.30pm		192.98	WENATCHEE	WC		0.00	RKDNP BWXXJ	L 5.30am		L 5.00pm	
			4.10 12.98	7.00 13.67		6.45 20.33		Time Over Subdivision Average Speed Per Hour					7.00 19.60		4.10 12.98	14.00 6.81

Southward trains are superior to northward trains of the same class except No. 396 is superior to No. 397.

Special Rules, Page 13.

SOUTHWARD

FIFTH SUBDIVISION

NORTHWARD 9

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Nelson	Time Table No. 52 Effective September 24, 1939. STATIONS		Distance from Dean	SIGNS	FIRST CLASS		THIRD CLASS	
	Sittings	Other Tracks	703	701		255						256		702	704
			Tu. Thur. and Sat.	Daily Ex. Mon		Daily Ex. Sun.						Daily Ex. Sun.		Daily Ex. Sun.	Mo. Wed. and Fri.
SA 186			L 11.00Am				0.00	NELSON	BC	186.13	RDNWP				A 10.15Pm
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES															
SA 181	0	0	s 11.30Am				5.45	TROUP JUNCTION		180.68	RYPV				s 9.45Pm
SA 176	0	27	s 11.55			L 12.30Pm	10.26	SOUTH NELSON		175.87	W	A 4.00Pm			s 9.20
SA 169	0	15	s 12.30Pm			f 1.05	17.05	APEX		169.08		f 3.43			s 8.45
SA 166	0	15	s 12.45			s 1.13	20.38	HALL		165.75		f 3.35			s 8.20
SA 159	0	16	s 1.26			s 1.26	27.50	YMIR		158.63	W	s 3.19			s 8.00
SA 155	0	9	s 1.45			f 1.34	31.86	BOULDER MILL		154.27		f 3.09			s 7.25
SA 152	0	53	s 2.05			s 1.43	35.15	SALMO	SI	150.98	DN	s 3.01			s 7.10
SA 148	0	15	s 2.27			f 1.52	37.87	ERIE		148.26		f 2.55			s 6.45
SA 145	0	20	s 2.45			f 2.02	40.74	MEADOWS		145.39		s 2.45			s 6.30
SA 142	7	0	s 3.00			f 2.12	44.82	PARKS		141.31		f 2.35			s 6.10
SA 136	0	15	s 3.15			f 2.23	50.42	FRUITVALE		135.71		f 2.23			s 5.50
SA 130	0	7	s 3.35			s 2.35	55.74	COLUMBIA GARDENS		130.39		s 1.55			s 5.10
SA 127	0	20	s 4.10			s 2.45	59.57	WANETA, B. C.	WN	126.56	D	s 1.40			s 4.45
SA 126	0	39	s 4.20			s 3.01	61.68	BOUNDARY, U. S.		124.45		s 1.20			s 4.15
SA 116	60	89	s 5.55			s 3.19	70.48	NORTHPORT	NP	115.65	RKDWYX	s 12.58			s 3.19
SA 107	0	7	s 6.30			f 3.35	78.76	MARBLE		107.37		f 12.35			s 2.35
SA 96	0	16	s 7.30			f 4.01	90.23	BOSSBURG		95.90		f 12.12Pm			s 2.00
SA 89	0	2	8.15			4.15	97.00	SAND SPUR		89.13		11.56			1.30
SA 87	Yard	148	A 8.30Pm	L 2.00Am		s 4.20	99.01	MARCUS	MS	87.12	RKDNW BYXOJ	s 11.50	A 12.05Pm	L 1.15Pm	
SA 82	30	30		s 2.40		s 4.35	104.31	KETTLE FALLS	MF	81.82	D	s 11.31		s 11.31	
SA 77	0	13		s 3.10		f 4.45	109.81	PALMERS		76.32		f 11.18		s 11.00	
SA 73	0	114		s 4.00		s 4.54	112.86	COLVILLE	VD	73.27	DW	s 11.13		s 10.35	
SA 71	0	21		s 4.20		f 5.02	116.66	ORIN		69.47		f 11.02		s 10.05	
SA 67	40	3		s 4.40		f 5.07	119.36	ARDEN		66.77		f 10.57		s 9.45	
SA 59	0	20		s 5.15		s 5.19	126.75	ADDY	AD	59.38	DW	s 10.44		s 9.15	
SA 50	26	120		s 6.30		s 5.38	135.96	CHEWELAH	CH	50.17	DX	s 10.29		s 8.45	
SA 43	40	49		s 7.30		s 5.51	143.53	VALLEY		42.60	YX	s 10.15		s 7.30	
SA 38	0	30		s 8.00		f 6.01	148.77	GRAYS		37.36		f 10.04		s 6.30	
SA 34	0	18					152.20	CLINE		33.93					
SA 33	39	17		s 8.40		s 6.12	153.47	SPRINGDALE		32.66	W	s 9.55		s 6.05	
SA 25	40	21		s 9.38		f 6.30	161.38	LOON LAKE		24.55		f 9.38		s 5.30	
SA 18	0	68		s 10.30		s 6.45	168.58	CLAYTON	CN	17.75	D	s 9.22		s 5.00	
SA 13	50	49		s 11.00		s 6.55	173.65	DEER PARK	DE	12.48	DXW	s 9.12		s 4.30	
SA 9	0	15		s 11.20		f 7.03	177.24	DENISON		8.89		f 9.02		s 3.25	
SA 4	40	16		s 11.40		f 7.15	182.36	WAYSIDE		3.77		f 8.51		s 3.10	
1460	Yard	40		A 12.10Pm		A 7.30Pm	186.13	DEAN	SF	0.00	JRDNX	L 8.44Am		L 3.00Am	
			9.30 10.42	10.10 8.57		7.00 25.15		Time Over Subdivision Average Speed Per Hour				7.16 24.22		9.05 9.59	9.00 10.99

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

Special Rules, Page 13.

10 WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Marcus	Time Table No. 52		Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS		
	Siding	Other Tracks		393		Effective September 24, 1939	394						
				Friday		STATIONS	Saturday						
SA 87	Yard	148	.....	L 1.15Pm	0.00	.....	MARCUS.....	MS	73.36	ORKDNB JWYX	A	12.30Pm	.....
SD 5	0	31	.....	f 1.35	5.45	.....	5.45 BOYDS.....		67.91		f	12.10Pm	.....
SD 10	0	31	.....	f 1.48	10.12	.....	4.67 BARSTOW.....		63.24		f	11.50	.....
SD 15	0	31	.....	f 2.05	15.35	.....	5.23 DULWICH.....		58.01		f	11.30	.....
SD 17	0	7	.....	f 2.20	16.90	.....	1.55 ORIENT.....		56.46		f	11.25	.....
SD 22	0	12	.....	f 2.33	21.23	.....	4.33 GOLDSTAKE.....		52.13		f	11.10	.....
SD 27	0	18	.....	s 3.03	27.32	.....	6.09 LAURIER, WASH.....		46.04		s	10.45	.....
SD 42	0	4	.....	s 3.38	38.66	.....	11.34 GRAND FORKS, B. C.....	GR	34.70	Y	s	10.00	.....
SD 42A	0	40	.....	s 3.58	41.74	.....	3.08 DANVILLE, WASH.....		31.62		s	9.50	.....
SD 46	0	11	.....	f 4.11	45.87	.....	4.13 HURLBURT.....		27.49		f	9.20	.....
SD 52	0	48	.....	s 4.30	52.16	.....	6.29 CURLEW.....		21.20	W	s	9.00	.....
SD 58	0	33	.....	f 4.50	58.24	.....	6.08 MALO.....		15.12		f	8.35	.....
SD 65	0	16	.....	f 5.15	64.78	.....	6.54 POLLARD.....		8.58		f	8.10	.....
SD 68	0	34	.....	f 5.30	68.46	.....	3.68 TORBOY.....		4.90		f	7.50	.....
SD 73	Yard	33	.....	A 5.45Pm	73.36	.....	4.90 REPUBLIC.....	Z	0.00	BRKDY	L	7.30Am	.....
				4.30 16.30			Time Over Subdivision Average Speed Per Hour					5.00 14.67	

Special Rules.

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

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

Trains will not pass International Boundary without permission of Customs officials.

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

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Rockport	Time Table No. 52		Telegraph Calls	Distance from Anacortes	SIGNS	SECOND CLASS		
	Siding	Other Tracks	275	277		Effective September 24, 1939	278				276		
			Mon., Wed., Fri.	Daily Ex. Sun.			STATIONS				Daily Ex. Sun.	Mon., Wed., Fri.	
CN53	Yard	69	.....	L 10.30Am	0.00	.....	ROCKPORT.....	RC	53.41	XWY	A	9.30Am	.....
CN48	0	14	.....	f 10.55	6.00	.....	NESTOS.....	.....	47.41	.....	f	9.00	.....
CN44	35	168	.....	s 1.30Pm	9.13	.....	CONCRETE.....	BA	44.28	DXW	s	8.30	.....
CN43	0	92	.....	f 1.45	10.39	.....	GRASSMERE.....	.....	43.02	X	f	6.45	.....
CN38	0	36	.....	f 2.15	15.44	.....	BIRDSVIEW.....	.....	37.97	.....	f	6.30	.....
CN33	0	39	.....	f 2.35	20.67	.....	HAMILTON.....	.....	32.74	W	f	6.10	.....
			.....	s 2.36	21.27	.....	HAMILTON JUNCTION.....	H	32.14	RB	s	6.07	.....
CN29	0	33	.....	f 2.50	23.90	.....	LYMAN.....	.....	29.51	.....	f	5.55	.....
CN23	0	5	.....	f 3.05	29.35	.....	COKE DALE.....	.....	24.06	.....	f	5.35	.....
CN20	0	85	.....	f 3.30	32.47	.....	SEDRO-WOOLLEY.....	SW	20.94	DX	f	5.20	.....
			.....	.....	32.57	.....	NOR. PAC. RY. CROSSING..	.....	20.84	.....	.....	.....	.....
CL39	Yard	258	L	8.00Am	A 3.45Pm	37.22	BURLINGTON.....	BU	16.19	MJRDNB PKWXY	L	5.00Am	A 4.50Pm
CN13	0	14	f	8.10	39.90	.....	AVON.....	.....	13.51	.....	.....	f	4.37
CN10	0	6	f	8.19	42.63	.....	FREDONIA.....	.....	10.78	.....	.....	f	4.30
CN9	0	15	f	8.25	44.13	.....	WHITNEY.....	.....	9.28	.....	.....	f	4.23
			.....	8.34	47.29	.....	WHITMARSH JCT.....	.....	6.12	R	.....	4.16	.....
CN6	0	4	.....	8.35	47.80	.....	WHITMARSH.....	WH	5.61	.....	.....	4.15	.....
CN0	Yard	265	A	8.55Am	53.41	.....	ANACORTES.....	AC	0.00	RDXWB	.....	L 4.00Pm	.....
			.....	.55 17.66	5.15 7.08		Time Over Subdivision Average Speed Per Hour					4.30 8.30	.50 19.42

Special Rules.

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

MAXIMUM SPEED.

All trains 20 M. P. H.

Bridge 12—Whitney 8 M. P. H.

Bridge 52—Concrete 10 M. P. M.

SOUTHWARD

EIGHTH SUBDIVISION

NORTHWARD

11

Station Numbers	Car Capacity		THIRD CLASS		Distance from Mansfield	Time Table No. 52 Effective September 24, 1939		Distance from Columbia River	SIGNS	THIRD CLASS		
	Sidings	Other Tracks		381						382		
				Tuesday and Friday						Tuesday and Friday		
						STATIONS						
CR 60	Yard	48	.....	L 1.30pm	0.00	.....MANSFIELD.....	60.39	RWY	A	12.40pm	.....	.....
CR 55	0	30	.....	f 1.50	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.....	21.85	.....	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	.....	.....
1632	Yard	53	.....	A 5.30pm	60.39	.....10.65.....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.

Southward trains are superior to northward trains of the same class, except No. 382 is superior to No. 381.

MAXIMUM SPEED.

All Trains20 M. P. H.

SPECIAL RULES.

First Subdivision.

Extra trains may be run with the current of traffic on double track without train orders providing they secure proper clearance as provided for in Transportation Rule D-97.

Trains 1, 2 and 27 use register ticket at Hillyard.

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

First class Westward trains approach crossover just east of Bridge 270, and first class Eastward trains approach crossover just west of Howard St. at Spokane Passenger Station at restricted speed prepared to use any of the tracks in front of depot.

First class trains use register ticket 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.

Nos. 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.

Nos. 1 and 2 stop on flag at Soap Lake to pick up or discharge revenue passengers to or from points east of Spokane.

SPEED RESTRICTION.

Howard St., Spokane12 MPH
Other grade crossings, Spokane20 MPH
Over bridges 270 and 273, Spokane,
Q-1, R, S, SPS E-1, Z-110 MPH
Over bridge 274, Fort Wright, Q-1, R, S, SPS E-1, Z-120 MPH
Over bridge 356, 1½ miles west of Vulcan25 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
Fort Wright and Lyons	45 MPH	35 MPH
Lyons and Wenatchee	60 MPH	50 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 Track—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 Track, G. N. Ry.—1 short, 1 long.

Main Track, S. P. & S. Ry.—1 long, 1 short.

Siding, G. N. Ry.—2 long, 1 short.

Eastward trains or engines 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.

Electric automatic interlocking switches at ends of double track Bluestem and Lamona are controlled by track circuit and operate automatically with following exceptions:

Movement of Westward trains from single track to double track at Bluestem against current of traffic requires manual operation.

Movement of Eastward trains from single track to double track at Lamona against current of traffic requires manual operation.

SPECIAL RULES—Continued.

Second Subdivision.

Extra trains may be run with the current of traffic on double track without train orders providing they secure proper clearance as provided for in Transportation Rule D-97.

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 and they may register by ticket.

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 use register ticket 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 Proceed 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 indicating Stop and Proceed at restricted speed without stopping.

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 and engines 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 or engine in the block may make forward or backward movement without flag protection.

Trains or engine 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 or engine 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 crossover. Eastward first class N. P. trains will leave G. N. main track through crossover. 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 crossover.

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 points north of Everett.

No. 358 Edmonds for revenue passengers Mt. Vernon and North.

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

No. 360 Ballard to Mukilteo, incl., to pick up passengers for points 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, 1 1/2 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 Bridge 413, 1 Mi. East of Tonga	15 M.P.H.
Over Street Crossings, Skykomish	15 M.P.H.
Over Bridge 424, 1/2 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	25 M.P.H.
Over Bridge 455, Snohomish	10 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 Bridge 4, Ballard	15 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.	50 M.P.H.
Merritt and Berne	35 M.P.H.	25 M.P.H.
Berne and Scenic	30 M.P.H.	20 M.P.H.
Scenic and Skykomish	35 M.P.H.	25 M.P.H.
Skykomish and Halford	50 M.P.H.	40 M.P.H.
Halford and Gold Bar	45 M.P.H.	35 M.P.H.
Gold Bar and Seattle	60 M.P.H.	50 M.P.H.

INTERLOCKING.

Switches controlling end of double track and Junction between 2d and 3d Subdivisions at Everett Junction are interlocked and electrically controlled from telegraph office, Everett passenger station.

Location of cross-overs between Interbay and Everett Jct.

M.P.	7-36 East of Ballard.
M.P.	13-75 West of Richmond Beach.
M.P.	15-02 Standard Oil Spur, East of Richmond Beach.
M.P.	17-92 East of Edmonds.
M.P.	24-29 Between Meadowdale and Mukilteo.
M.P.	29-34 East of Mukilteo.
M.P.	31-33 G. N. Oil Spur, West of Everett Jct.

Third Subdivision.

All trains arriving and leaving Vancouver, Vancouver Jct. and C. N. Junction will register in G. N. train order office, Vancouver. Trains will not pass International Boundary without permission of Customs officials.

The switches at the end of double track Still Creek and Endot are spring switches. The 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, Track Scales, Wye, Standard Clock, Oil, Turntable, and Bulletins.

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 or engines be governed by home signal located 700 feet North of drawspan. Top arm governs movement to Great Northern and lower arm governs movement to Northern Pacific connection. Top arm of home signal located 20 ft. North of Northern Pacific crossing governs movement to Bayside and lower arm to Delta yard.

Whistle signals for tracks with switches controlled from Delta Junction Interlocking Plant.

Main Track—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 or engine movements from Bayside northward be governed by top arm of home signal.

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

Train or engine between Delta and Bayside be governed by lower arm of home signal.

Train or engine northward from Northern Pacific connection to Great Northern main track governed by lower arm of home signal on Northern Pacific track. Top arm on advance home signal 500 feet south of draw span.

FLAG STOPS.

No. 355, Ocean Park.

No. 358, Ferndale for revenue passengers from Everett and South.

Nos. 358 and 359, Ocean Park from May 15th to Sept. 15th.

No. 359, Bow, for Parcels Post.

No. 360, Ocean Park for passengers, Norman and Blanchard for Parcels Post.

SPEED RESTRICTIONS.**All Trains or Engines**

Over Brunette St., Sapperton.....30 MPH

Over North wye Fraser River Bridge, New Westminster.... 4 MPH

Over Fraser River Bridge, New Westminster..... 6 MPH

Bridges 69 and 70, Crescent and Colebrook.....25 MPH

MP 123 and 127 between White Rock and Crescent,

Oct. 1st to May 1st.....20 MPH

Thru Blaine, Burlington, Mount Vernon, Marysville..... 8 MPH

Over street crossings between So. Bellingham depot and street crossing just north of Bellingham freight depot 10 MPH

Bellingham, Four C. M. St. P. & P. RR crossings located:

(1) Army St., (1) Commercial St.

(2) Pine St., protected by gates..... 8 MPH

South Bellingham, N. P. Ry. crossing, protected by gates.... 8 MPH

Burlington, 7th SubDivision crossing protected by gates.... 8 MPH

Bridge 36, Mount Vernon.....25 MPH

Bridges 10, 11, 12, Delta and Marysville.....10 MPH

Everett, over Bond, Hewitt, California and 24th streets.... 6 MPH

From May 15th to Sept. 15th, enginemen will sound their whistles at frequent intervals and ring the bell continuously from Ocean Park to two miles south of White Rock.

MAXIMUM SPEED.

Between	Passenger	Freight
Delta Junction and Samish	55 MPH	45 MPH
Samish and Bellingham.....	40 MPH	30 MPH
Bellingham and Vancouver.....	55 MPH	45 MPH

Fourth Subdivision.

Trains will not pass the International Boundary without permission of Customs officials.

FLAG STOPS.

Nos. 396 and 397 at Ruby Mine Spur.

SPEED RESTRICTIONS.

Over Bridges between Hedley and Oroville, E-15.....10 MPH

Over Bridge 38.1, Chelan 8 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
Hedley and Oroville	15 MPH	15 MPH
Oroville and Wenatchee	35 MPH	30 MPH

Fifth Subdivision.

All trains secure clearance card, Form A, at Marcus.

Northward trains will stop and make service test of air brakes at Meyers Falls before descending Marcus Hill, and at Apex before descending Nelson Hill.

Trains must come to a stop before reaching Troup Jct. switch and must know track is clear before using Canadian Pacific main track.

Trains will not pass International Boundary without permission of Customs officials.

Water 4 miles south of Marble, 3 miles south of Fruitvale, and 1.7 miles south of Valley.

Yard limit boards one-half mile south of Powells and one-half mile north of Evans.

H-4 engines will not go north of Main St., Marcus.

FLAG STOPS.

Nos. 255 and 256 at Porto Rico, Baskins and Gevurtz Spur, Benton, Stroh Spur, Kane, Evans, Mission, Buckeye, Blue Creek, and Darts.

SPEED RESTRICTIONS.

Over Pend Oreille River Bridge, Waneta 8 MPH

Over Main St. Crossing, Marcus 6 MPH

Thru Chewelah Town Limits 8 MPH

Thru Deer Park Town Limits10 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
Troup Jct. and Marcus	30 MPH	20 MPH
Marcus and Meyers Falls	25 MPH	20 MPH
Meyers Falls and Valley	40 MPH	30 MPH
Valley and Dean	35 MPH	30 MPH
Troup Jct. and Marcus, F-1	20 MPH	20 MPH

SPECIAL RULES, ALL SUBDIVISIONS

Engines	Maximum Speed
N-2, R-1, R-2	35 MPH
F-8, G-3, Z-1	40 MPH
Q-1	45 MPH
O-1, O-3, O-4, O-5, O-6, O-7, O-8, Q-2, Y-1	50 MPH
Engines without side rods and then only in case emergency	10 MPH
Dead engines in trains with side rods	40 MPH
Engines backing up	20 MPH
Trains with steam derricks, pile drivers, or ditchers (boom on derrick must be trailing)	25 MPH

All trains must run at restricted speed where slides or falling rocks likely to be encountered.

AUTOMATIC BLOCK SIGNALS

Supplement to Rule 509 (B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an Approach signal indication, Rule 501 (B), and before proceeding into the block, every precaution, consistent with running orders, and the nature of the track ahead, should be taken to insure safe movement thru the block.

Canadian Maintenance of Way flagging rules, Board of R.R. Commissioners General Order No. 188, amended by Orders Nos. 248, 280 and 368.

MW-49. Before undertaking any work which will render the track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employees of the Company shall protect the same as follows:

(a) On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent (i. e., nine or more trains per day), or fast (35 miles per hour or over), train service.

Send out a flagman in each direction with stop signals, at least:

1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,400 feet if there is a down grade towards the obstruction within one mile.

MW-50. The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineman of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and red light by night, and remain in such position until recalled or relieved.

MW-51. On other lines:

(a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineman of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:

(b) By day place a red flag supported on two staffs with flag drawn out between them, at right angles to the track and five feet above rail level; and, in addition, by night, a red light; on the same side of the track as the engineman of an approaching train so that it will be clearly in his view, at least:

3,600 feet from the defective or working point, if there is no down grade towards the obstruction.

OPERATION OF SPRING SWITCHES.

TRAIN OR ENGINE MOVEMENTS MAY BE MADE "THROUGH" THE SWITCH IN A TRAILING POINT DIRECTION WITHOUT OPERATING THE SWITCH STAND.

Train or engine movements over the switch in both directions will be governed by color light type signals, located at the switch, displaying a "LUNAR WHITE" light to designate a "SPRING SWITCH IN NORMAL OPERATING CONDITION", and "RED" for "STOP AND PROCEED".

The speed of a train or engine "RUNNING THROUGH" the Spring Switch shall not exceed 15 M.P.H. until the leading truck has passed through the switch, when normal speed may be resumed.

When part of a train or engine has "RUN THROUGH" the Spring Switch, no movement shall be made in the opposite direction until the Switch has been thrown to the reversed position by means of the switch stand, TO BACK UP THE TRAIN BEFORE SWITCH HAS BEEN THROWN WILL CAUSE A DERAILMENT.

When a train or engine moving in either direction, not "through" the switch, is stopped by a "STOP AND PROCEED" signal at the Spring Switch, it may proceed after making certain that the switch is properly set for such movement.

When a train or engine moving in the direction to run "THROUGH" the switch is stopped by a "STOP AND PROCEED" signal at the Spring Switch, it may proceed after throwing the switch by hand and making certain that it is properly set for such movement. Switch shall be returned to its NORMAL POSITION after train movement through it has been completed.

5,400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineman of an approaching train, 300 feet in advance of the red signal.

(d) Between sunset and sunrise and during stormy, foggy or smoky weather conditions, flagmen must be placed instead of outer signals referred to in clause (b).

MW-52. (a) Trains stopped by flagman, as per Rules MW-49 and MW-51 (d), shall be governed by his instructions and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge.

(b) Trains stopped by red signal, as per Rule MW-51, shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

(c) In the event of train order protection being provided, the defective or working point may be marked by signals placed in both directions as follows:

Yellow flags by day, and in addition, yellow lights by night, 3,600 feet from the defective or working point, red flags by day, and in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineman of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineman of an approaching train, and there is a clear view of at least 1,200 feet.

(d) When weather or other conditions obscure day signals, night signals must be used in addition.

(e) That a signal of serviceable type, consisting of a bunting flag, 22x28 inches, five feet above rail level, supported by any satisfactory device which will securely maintain such flag in proper position, be used to display the signals directed to be provided under Rule MW-51, paragraphs A and B (red signal), Rule MW-52, paragraph C (yellow signal) of this circular, and Rule 35 (yellow signal) of the uniform code of operating rules.

(f) Flagmen then must each be equipped for day time with a red flag and four torpedoes, and for night time, and when weather or other conditions obscure day signals, with a red light, or white light, four torpedoes, three red fuses, and a supply of matches.

AUTOMATIC INTERLOCKING PLANTS.

Interbay—0.98 miles West, with Nor. Pac. Ry.
B. C. E. Railway crossing—1.84 miles south of Still Creek.

SEMI-AUTOMATIC INTERLOCKING.

New Westminster—0.80 miles north of New Westminster.

RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

Burlington, Seventh Subdivision.
One and one-fourth miles north of So. Bellingham, N. P. Ry.
Bellingham, Four—C. M. St. P. & P. Ry; (1) Army St., (1) Commercial St., (2) Pine St.

STANDARD INTERLOCKING RULE 672, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS. ADDITIONAL INSTRUCTIONS AS REQUIRED WILL BE POSTED IN RELEASE BOXES.

If smash boards or semaphore type signals are not in use trainmen, before giving hand signal in accordance with rule 672, shall place a burning red fusee at each home signal on conflicting routes. If smash boards or semaphore type signals are in use, and may be plainly seen to be in their "normal" position (set against train movements on conflicting routes), the placing of fusees will not be required.

When necessary to operate smash board mechanism by hand, crank for this purpose is located in RELEASE box. Crank must be inserted in shaft on back of smash board mechanism after opening small cover locked with standard switch lock. Crank should be turned slowly and uniformly until movement has completed its entire stroke and smash board has been moved to its "reverse" position. When operation is complete small cover must be locked and crank returned to the RELEASE box.

NEW WESTMINSTER SEMI-AUTOMATIC. FRASER MILL SPUR CROSSING AND CROSS OVER TO WATERFRONT TRACK.

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 Track to Waterfront Track over C.P.R. crossing will be governed by indicator and electrically operated lock on main track switch stand. Great Northern route from main track to Waterfront Track over the C.P.R. crossing will be set manually after obtaining release of electric lock holding main track switch in normal position. Both ends of this long crossover are handled by the main track switch stand.

To unlock gates or switch, train man 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.

EVERETT JUNCTION REMOTE CONTROL INTERLOCKING.

Train movements thru this interlocking plant will be governed by standard interlocking signal indications in accordance with rules 601A to 671, inclusive.

Upon authority of the operator at Everett depot the two interlocked switches may be handled by hand for switching or other movements as required. Push button control for such hand operation is provided in an iron box located adjacent to these switches and locked with a standard switch lock. Instructions for the use of this push button control are posted in the control box.

The two interlocked switches may also be thrown by hand by means of a hand crank located in an iron box adjacent to the switch marked "Crank" and locked with a standard switch lock. To operate switch machines by hand, crank should be taken out of the box and inserted in the shaft on the top of the operating mechanism after opening the small cover locked with a standard switch lock. The crank should be turned slowly and uniformly until movement has made its entire stroke and then removed from the mechanism. If a train movement is to be made over a switch which has been operated by means of the crank, **THE CRANK SHALL UNDER NO CIRCUMSTANCES BE PLACED IN THE CRANK BOX UNTIL AFTER THE ENTIRE TRAIN HAS PASSED OVER THE SWITCH.** When such operation is completed crank should be replaced in the crank box and the box locked.

If a train is stopped by a stop indication of a home signal and no immediate conflicting train movement is evident, train man shall communicate with the operator by means of a telephone located in the telephone booth at this point, and be governed by the operator's instructions in proceeding thru the interlocking plant.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Capacity Cars	NAME	LOCATION	Capacity Cars
FIRST SUBDIVISION:			FOURTH SUBDIVISION—Concl.		
Adrian Pit	0.8 mile East of Adrian	75	Ruby Mine Spur	4.9 miles South of Chopaka	4
Stratford Spur	1.3 miles West of Stratford	23	Dwinnell Siding	1.0 mile South of Cordell	20
Sand Spur	1.6 miles West of Trinidad	16	Peterson Spur	2.0 miles North of Ellisford	1
Gravel Spur	2.9 miles West of Trinidad	63	Thornton Spur	3.41 miles North of Tonasket	2
Ohio Colony	1.5 miles West of Rock Island	8	Ribbon Cliff Fruit Co.	5.1 miles North of Entiat	6
Landreth Spur	4.4 miles East of Wenatchee	10	Olds Washing Plant	2.02 miles North of Olds	60
SECOND SUBDIVISION:			FIFTH SUBDIVISION:		
Old Leavenworth	0.53 mile East of Leavenworth	67	Porto Rico Spur	3.6 miles North of Ymir	2
Great Republic Mining Co., Miller River	2.2 miles West of Skykomish	11	Swansons Spur	1.3 miles South of Ymir	4
Baring	1.26 miles East of Halford	19	Durango Spur	1.8 miles South of Ymir	13
Index, Galena Mill Spur	0.3 mile East of Index	42	Baskins & Gevurtz Spur	1.9 miles South of Ymir	11
Western Granite Works Spur	1.0 mile West of Index	8	Archibald	1.0 mile South of Erie	11
Wallace Falls Timber Co.	1.8 miles East of Gold Bar	76	Benton Pole & Lbr. Co. Spur	2.0 miles South of Meadows	6
Startup	1.9 miles West of Gold Bar	22	Nelson's Spur	2.4 miles North of Fruit- vale	2
Fryeland	1.9 miles West of Monroe	20	Stroh Spur	5.33 miles North of North- port	3
Robinson Lettuce Spur	2.0 miles West of Monroe	56	Industrial Spur #134	4.06 miles North of North- port	20
Frye Spur	3.1 miles West of Monroe	13	Hudson's Spur	3.3 miles South of North- port	12
G. N. Oil Tank Spur	1.0 mile West of Everett Jct.	45	Cameron	4.5 miles South of North- port	12
Standard Oil and Shell Co.'s Spur	0.9 mile East of Richmond Beach	90	Kanes	4.1 miles South of North- port	5
THIRD SUBDIVISION:			Hendrix Cut	3.8 miles North of Bossberg	3
Clark and Buzza	0.1 mile South of Still Creek	2	Evans Spur	5.4 miles North of Marcus	24
Dominion Bridge Co.	1.4 miles South of Still Creek	58	Powells Siding	4.8 miles North of Marcus	29
Sapperton Pit	0.9 mile North of Sapperton	77	Kulzer's Spur	1.7 miles South of Valley	8
B. C. Peat product's	6.05 miles North of Colebrook	12	Gess Spur	2.8 miles North of Valley	3
Dakota Creek Spur	2.1 miles South of Blaine	21	Blue Creek Spur	3.1 miles South of Addy	12
Olympic Portland Cement Co. Spur	2.0 miles South of Ferndale	27	SIXTH SUBDIVISION:		
Chuckanut Cannery Spur	0.6 mile North of Sockeye	6	Hedlund Spur & Lbr. Co.	2.1 miles West of Marcus	Private
Hazel Mill Spur	0.8 mile South of Samish	7	Helphrey's Spur #1	1.9 miles West of Curlew	3
Blanchard	1.4 miles South of Samish	8	SEVENTH SUBDIVISION:		
Belleville Pit	4.3 miles North of Burlington	102	Mountview	3.7 miles West of Rockport	16
Belleville	2.7 miles North of Burlington	9	Sauk Spur	1.6 miles West of Rockport	11
English Lbr. Co.—Inter- change	1.3 miles South of Fir	2	Van Horne's Spur	1.0 mile West of Nestos	5
Norman Spur	1.0 mile North of Silvana	9	Puget Sound Saw Mill Co.	0.8 mile West of Nestos	80
FOURTH SUBDIVISION:			Hawkins Spur	0.8 mile West of Fredonia	5
Allison	21.46 miles North of Hedley	10			
Norman	16.72 miles North of Hedley	14			
Bromley	11.96 miles North of Hedley	20			
Benders Spur	0.5 miles North of Night- hawk	6			

INSTRUCTIONS RELATIVE HANDLING LOGS.

Flat or skeleton cars loaded with logs must not pass thru tunnels without permission of Superintendent.

Must be inspected before passing over drawbridges and Howe truss spans.

Must not exceed 20 miles per hour.

Trainman must be on rear platform while train is in motion.

In double track territory, conductor must notify dispatcher when logs are to be handled and trains must be at stop when meeting or being passed by other trains, except when two trains handling logs are meeting or passing.

In electrified zone and double track territory, logs must be secured to cars by chains or cables, except between Hillyard and Fort Wright.

On single track, trains must be at stop when meeting or being passed by passenger trains, except when there are more cars than siding will hold, when it will be permissible to pull by passenger trains slowly.

No trains may pass under overhead railroad bridge at Snohomish or Skykomish when cars loaded with logs are passing over the bridges.

GREAT NORTHERN BULLETINS ON TENANT LINES.

N. P. Ry.	Everett, Auburn, Arlington
C. M. St. P. & P. R. R.	Everett, Tacoma
Canadian National	Port Mann
Harbor Board	Vancouver, B. C.