

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. R. Secoy, Ophthalmic SurgeonEverett, Wash.

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

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

LOCAL SURGEONS.

Dr. Kenneth C. Ward Ephrata	Dr. Roy F. West.....Seattle
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. Carl V. Rasmussen	Dr. D. A. Clark
.....Oroville	New Westminster
Dr. Samuel G. Brooks	Dr. T. M. Joyce.....Portland
.....Anacortes	Dr. G. N. Pease.....Portland
Dr. W. D. Kirkpatrick	Dr. Ralph M. Dodson
.....Bellingham	Portland
Dr. M. A. Keyes.....Blaine	Dr. James A. LaGasa..Tacoma
Dr. H. E. Cleveland	Dr. R. D. Wiswall
.....Burlington	Vancouver, Wash.
Dr. Charles E. Conner	Dr. Geo. H. Clement
.....Cashmere	Vancouver, B. C.
	Dr. Fred M. Auld
	Nelson, B. C.

G. E. Wellein, Chief Dispatcher, Seattle.
R. I. Triplett, Chief Dispatcher, Spokane.
J. E. Goudie, Trainmaster.
D. B. Jenks, Trainmaster.
F. V. Percival, Trainmaster.
I. E. Clary, Trainmaster.
C. A. Manthe, Superintendent Terminals.



SPOKANE DIVISION

TIME TABLE 54

Effective 12:01 A. M. Pacific Time

Sunday, October 5, 1941.

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. 54		Telegraph Calls
	Siding	Other Tracks	381	691	401			45 S. P. & S. No. 1	1	27	5		Effective October 5, 1941.		
			Tuesday Friday	Monday Thur.	Daily			Daily	Daily	Daily	Daily		STATIONS		
1469	Yard	3184		L 7.45Am	L 12.01Am				L 9.15Pm	L 6.05Pm		0.00	DOUBLE TRACK	HILLYARD..... 3.68	HU
1472				8.10	12.10				9.25	6.15		3.68		U. P. R. R. Jct.....	
1473	Yard	644		s 8.32	12.25			L 9.45Pm	A 9.30 L 10.00	A 6.20 L 7.00	L 8.30Am	4.85	DOUBLE TRACK	1.17 SPOKANE..... 2.74	Q
1477	69	26		s 8.45	12.35			A 9.50Pm	10.05	7.05	f 8.35	7.59		FORT WRIGHT..... 6.36	FW
1481	69	6		s 8.56	12.55				10.17	7.17	f 8.45	13.95	DOUBLE TRACK	HIGHLAND..... 3.26	
1486	130	15		s 9.02	1.05				10.23	7.23	f 8.50	17.21		LYONS..... 5.39	
1493	70	60		s 9.11	1.30				10.31	7.31	f 8.57	22.60	GALENA.....		
1496	130	39		s 9.18	1.40				10.36	7.37	f 9.03	26.69	DOUBLE TRACK	4.09 ESPANOLA..... 6.44	
1502	70	50		s 9.30	1.50				10.44	7.45	f 9.12	33.18		WAUKON..... 5.72	WH
1508	129	35		s 9.50	2.15				10.52	7.53	s 9.20	38.90	DOUBLE TRACK	EDWALL..... 3.70	
1512	0	27			2.40						f 9.26	42.60		CANBY..... 5.50	
1517	70	46		s 10.10	3.00				11.05	8.05	f 9.34	48.10	BLUESTEM..... 7.41		
1524	E62 W69	95		s 11.25	3.15				11.14	8.14	s 9.44	55.51	DOUBLE TRACK	HARRINGTON..... 6.72	HR
1531	E68	46		s 11.40	3.25				11.23	8.22	f 9.53	62.23		MOHLER..... 3.71	
1535	0	49		s 11.50	3.35				11.28	8.27	f 9.59	65.94	DOUBLE TRACK	DOWNS..... 4.46	
1539	126	35		s 12.05Pm	3.50				11.34	8.33	f 10.07	70.40		LAMONA..... 5.58	
1544	94	116		s 12.15	4.00				11.41	8.40	f 10.14	75.98	NEMO.....		
1550	69	118		s 12.45	4.10				11.47	8.46	s 10.21	80.83	DOUBLE TRACK	4.85 ODESSA..... 4.58	SA
1555	0	62		s 12.55					11.53	8.52	f 10.28	85.41		SEWARD..... 4.33	
1558	113	25		s 1.10	4.25				11.59	8.58	f 10.34	89.74	DOUBLE TRACK	IRBY..... 7.47	
1566	69	33		s 1.30	4.40				12.10Am	9.08	s 10.44	97.21		MARLIN..... 6.62	
1573	182	158		s 2.05	5.02				12.19	9.17	s 10.54	108.83	WILSON CREEK.....	CK	
1580	129	19		s 2.20	5.12				12.29	9.26	f 11.04	111.65	DOUBLE TRACK	7.82 STRATFORD..... 5.32	
1588	137	132		s 2.35	5.22				12.36	9.33	f 11.12	116.97		ADRIAN..... 4.60	
1591	0	20								9.38	f 11.20	121.57	DOUBLE TRACK	SOAP LAKE..... 5.40	
1596	129	58		s 3.14	5.46				12.49	s 9.50	s 11.33	126.97		EPHRATA..... 5.15	FR
1601	70	7		s 3.25	5.56				12.56	9.57	f 11.40	132.12	NAYLOR.....		
1606	69	15		s 3.40	6.06				1.03	10.04	f 11.46	137.19	DOUBLE TRACK	5.07 WINCHESTER..... 6.14	
1612	95	104		s 4.05	6.16				1.14	10.12	s 11.54	143.33		QUINCY..... 5.13	QN
1617	73	4		s 4.20	6.25				1.22	10.19	f 12.01Pm	148.46	DOUBLE TRACK	CRATER..... 5.60	
1623	123	19		s 4.40	6.40				1.32	10.28	s 12.12	154.06		TRINIDAD..... 9.31	
1632	70	52		L 5.40Pm	7.00				1.48	10.41	f 12.27	163.37	COLUMBIA RIVER.....	CM	
1637	126	83		s 5.55	7.06				1.54	10.46	s 12.33	166.82	DOUBLE TRACK	3.45 ROCK ISLAND..... 5.52	
1641	70	23		s 6.10	7.16				2.04	10.54	f 12.43	172.34		MALAGA..... 4.74	
1645	Yard	1082		6.20	A 5.45Pm	A 7.30Am			2.12	11.01	s 12.50	177.08	DOUBLE TRACK	APPLEYARD..... 2.17	WD
1648	Yard	1085		A 6.30Pm				A 2.15Am	A 11.05Pm	A 12.55Pm	179.25	WENATCHEE.....		WC	
			.50 19.06	10.00 17.71	7.29 23.90			.05 33.00	5.00 35.85	5.00 35.85	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. 54

Effective October 5, 1941.

STATIONS		Distance from Wenatchee	FIRST CLASS					SECOND CLASS			THIRD CLASS			SIGNS
			2	28	46 S. P. & S. No. 2	6		432	402		694	382		
			Daily	Daily	Daily	Daily		Daily	Daily		Wed. Saturday	Tuesday Friday		
DOUBLE TRACK	HILLYARD.....	179.25	A 8.13Am	A 12.15Pm				A 5.55PM	A 12.01Am		A 3.59Pm			BRKDNP TWOIXZ
	U. P. R. R. Jct.....	175.57	8.05	12.06				5.25	11.25		3.40			DNPIMV
	1.17													
	SPOKANE.....	174.40	L 8.00	L 12.01Pm	A 7.00Am	A 6.30Pm		5.15	11.05		s 3.20			RKDNP BWVXZ
	2.74		A 7.30	A 8.45Am										IDNPYX
	FORT WRIGHT.....	171.66	7.22	8.35	L 6.53Am	f 6.22		5.05	10.55		s 3.10			P
	6.36													P
	HIGHLAND.....	165.30	7.10	8.23		f 6.10		4.43	10.40		f 2.55			P
	8.26													P
	LYONS.....	162.04	7.04	8.18		f 6.04		4.32	10.23		f 2.45			P
DOUBLE TRACK	5.39													
	GALENA.....	156.65	6.57	8.11		f 5.55		4.20	10.05		s 2.30			P
	4.09													
	ESPANOLA.....	152.56	6.51	8.05		f 5.49		4.10	9.50		s 2.10			P
	6.44													P
	WAUKON.....	146.07	6.44	7.56		f 5.39		3.55	9.30		s 1.55			DPW
	5.72													P
	EDWALL.....	140.35	6.37	7.48		s 5.30		3.45	9.15		s 1.40			P
	3.70													IP
	CANBY.....	136.65				f 5.23								
DOUBLE TRACK	5.50													
	BLUESTEM.....	131.15	6.23	7.36		f 5.16		3.15	8.45		s 1.10			
	7.41													
	HARRINGTON.....	123.74	6.11	7.25		s 5.06		2.45	8.15		s 12.30			DNPW
	6.72													P
	MOHLER.....	117.02	6.02	7.15		f 4.56		2.20	7.45		s 12.05Pm			P
	3.71													P
	DOWNS.....	113.31	5.56	7.09		f 4.50		2.00	7.25		s 11.50			IPW
	4.46													P
	LAMONA.....	108.85	5.48	7.02		f 4.43		1.40	7.10		s 11.40			
AUTOMATIC BLOCK SIGNALS	5.58													
	NEMO.....	103.20	5.40	6.54		f 4.35		1.10	6.40		s 11.20			
	4.85													
	ODESSA.....	98.42	5.32	6.47		s 4.28		12.45	6.10		s 11.05			DP
	4.58													P
	SEWARD.....	93.84	5.26	6.41		f 4.19		12.30	5.55		s 10.45			P
	4.33													P
	IRBY.....	89.51	5.20	6.35		f 4.12		12.15	5.40		s 10.34			P
	7.47													P
	MARLIN.....	82.04	5.11	6.25		s 4.02		12.05PM	5.20		s 10.05			DNPW
AUTOMATIC BLOCK SIGNALS	6.62													YXO
	WILSON CREEK.....	75.42	5.02	6.16		s 3.51		11.50	5.00		s 9.40			
	7.82													
	STRATFORD.....	67.60	4.52	6.06		f 3.38		11.04	4.10		s 9.05			P
	5.32													PV
	ADRIAN.....	62.28	4.45	5.59		f 3.31		10.54	3.59		s 8.45			P
	4.60													DNPW
	SOAP LAKE.....	57.68				s 3.23					s 8.30			P
	5.40													
	EPHRATA.....	52.28	4.34	s 5.46		s 3.14		10.30	3.35		s 8.20			
AUTOMATIC BLOCK SIGNALS	5.15													
	NAYLOR.....	47.13	4.24	5.36		f 3.04		10.20	3.25		s 7.50			P
	5.07													
	WINCHESTER.....	42.06	4.18	5.29		f 2.56		10.10	3.15		s 7.40			P
	6.14													DPW
	QUINCY.....	35.92	4.11	5.21		s 2.46		9.55	3.00		s 7.25			P
	5.13													PW
	CRATER.....	30.70	4.03	5.13		f 2.37		9.35	2.37		s 6.50			JNPW
	5.60													
	TRINIDAD.....	25.10	3.51	5.01		s 2.28		9.10	2.10		s 6.40			
AUTOMATIC BLOCK SIGNALS	9.31													
	COLUMBIA RIVER.....	15.88	3.34	4.45		f 2.12		8.40	1.40		s 6.24	A 8.15Am		
	3.45													
	ROCK ISLAND.....	12.43	3.27	4.40		s 2.04		8.30	1.30		s 6.18	s 8.05		P
	5.52													P
	MALAGA.....	6.91	3.17	4.32		f 1.54		8.15	1.15		s 6.08	s 7.50		BRKDNPZ TWOX RKDNP WXB
	4.74													
	APPLEYARD.....	2.17	3.10	4.25		s 1.45		L 8.00Am	L 1.00Pm		L 6.00AM	7.35		
	2.17													
	WENATCHEE.....	00.0	L 3.05Am	L 4.20Am		L 1.40Pm					L 7.30Am			
Time Over Subdivision			5.08	7.55	.07	4.50		9.55	11.01		9.59	.45		
Average Speed Per Hour			34.91	22.66	28.00	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. 54

Effective October 5, 1941.

STATIONS	Distance from Seattle	FIRST CLASS						SECOND CLASS			SIGNS
		360	6	358	2	28		712	402	404	
		Daily	Daily	Daily	Daily	Daily		Daily	Daily	C. M. St. P. & P. 592 Daily Ex. Sun.	
WENATCHEE	155.67	A 1.35Pm		A 3.00Am	A 4.10Am				A 9.20Am		RKDNW XPBJ
MONITOR	148.20	f 1.21		2.45	3.52				9.00		DP
CASHMERE	144.67	s 1.15		2.39	s 3.45				8.45		DNWXP
DRYDEN	140.02	s 1.07		2.32	3.32				8.30		DP
PESHASTIN	136.90	s 1.01		2.27	3.25				8.20		DP
LEAVENWORTH	133.62	s 12.55		2.20	s 3.17				8.10		DNP
CHUMSTICK	127.77	f 12.44		2.10	2.55				7.55		P
WINTON	120.07	f 12.34		1.59	2.43				7.35		P
MERRITT	113.52	f 12.23		1.48	2.30				7.15		WYP
BERNE	106.40	f 12.10Pm		1.33	2.15				6.50		NP
SCENIC	97.51	f 11.49		1.13	1.55				6.15		DNP
TONGA	89.67	11.28		12.54	1.35				5.40		P RKDNW BOXYP
SKYKOMISH	84.71	s 11.17		s 12.43	s 1.22				5.15		
GROTTO	80.90	f 10.57		12.25	1.05				3.50		DP
HALFORD	75.76	f 10.49		12.18	12.57				3.35		WP
INDEX	70.43	s 10.38		12.08Am	12.46				3.20		P
REITER	65.53	f 10.27		11.59	12.38				3.05		P
GOLD BAR	61.16	s 10.22		11.53	12.30				2.36		NWYP
SULTAN	55.76	s 10.14		11.46	12.23				2.20		P
MONROE JUNCTION	48.57	10.02		11.37	12.13				2.06		
MONROE	48.30	s 10.01		11.36	s 12.12Am				2.05	A 7.45Pm	DNWPRB
SNOHOMISH	41.30	s 9.46		11.28	s 11.58				1.45	7.20	DNPR
SNOHOMISH JCT.	40.66	9.45		11.27	11.56				1.44	7.17	
N. P. JUNCTION	35.73	9.40		11.22	11.51				1.31	7.02	RJ
LOWELL	35.48	9.39		11.21	11.50				1.30	7.01	NXYP
LOWELL JUNCTION	35.47	9.38		11.20	11.49				1.29	L 7.00Pm	R
PACIFIC AVENUE	33.86	9.36		11.18	11.47				1.05		DIXP
EVERETT	32.81	s 9.33		s 11.15	s 11.44				1.03		DNXP
EVERETT JUNCTION	32.00	A 9.05Am	9.26	A 6.30Pm	11.06	11.32		A 11.10Am	1.00		IXPJ
MUKILTEO	28.25	8.59	f 9.20	6.24	11.01	11.27		10.59	12.53		DP
MEADOWDALE	21.11	8.50	f 9.08	6.15	10.51	11.16		10.43	12.37		P
EDMONDS	17.40	8.45	f 9.03	6.10	10.46	11.11		10.35	12.30		DWP
RICHMOND BEACH	14.30	8.40	f 8.55	6.05	10.41	11.06		10.22	12.21		P
BALLARD	6.44	8.30	f 8.45	5.55	10.30	10.55		10.05	12.06		X RKDNW BOXP
INTERBAY	4.68	s 8.27	8.42	5.52	10.27	10.52		L 10.00Am	L 12.01Am		
N. P. RY. CROSSING	3.70										I
NORTH PORTAL	1.40										I
BETWEEN NORTH PORTAL AND SOUTH PORTAL INTERLOCKING RULES AND KING STREET PASSENGER STATION TUNNEL RULES GOVERN.											
SOUTH PORTAL	0.10										I
SEATTLE	0.00	L 8.15Am	L 8.30Am	L 5.40Pm	L 10.15Pm	L 10.40Pm					RKDNXP B
Time Over Subdivision		.50	5.05	.50	4.45	5.30		1.10	9.19	.45	
Average Speed Per Hour		38.40	30.95	38.41	32.73	28.30		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. 54		Telegraph Calls
	Siding	Other Tracks		735 C. N. 398	739 C. N. 406	711 Local	737 C. N. 404			101 C. N. 2	355	359		Effective October 5, 1941.	STATIONS	
				Tues., Fri.	Daily	Daily	Daily			Daily	Daily	Daily				
CL 125	Yard	400				L 10 50Am					L 5.15Pm	L 8.00Am	0.00	VANCOUVER	VN	
				L 8.42Am							L 7.18Pm	5.16	0.71	VANCOUVER JUNCTION		
				8.44	L 12.05Pm	10.53	L 12.50Am				7.20	5.17	1.25	C. N. JUNCTION		
CL 122				8.49	12.15	10.58	12.58				7.23	5.21	2.73	STILL CREEK		
													4.57	B. C. E. RY. CROSSING		
CL 115				9.05	12.35	11.12	11.18				7.35	5.29	9.69	ENDOT		
CL 112	19	120		9.15	12.40	11.25	1.25				7.39	5.32	11.70	SAPPERTON		
CL 107	0	60		A 9.19Am	A 12.45Pm	11.30	A 1.30Am				A 7.45Pm	s 5.39	13.06	NEW WESTMINSTER	MN	
						11.40						5.44	13.54	FRASER RIVER JCT.		
CL 96	46	47				11.55						5.56	24.03	COLEBROOK		
CL 92	0	8				12.04Pm					f 6.03	f 8.49	27.72	CRESCENT		
CL 87	57	10				12.30					s 6.15	s 9.02	32.75	WHITE ROCK	WR	
													35.43	INTERNATIONAL BOUNDARY		
CL 84	50	142				1.35					s 6.30	s 9.15	35.88	BLAINE	BN	
CL 77	0	55				1.50					6.40	f 9.29	43.46	CUSTER		
CL 71	60	118				2.10					f 6.47	s 9.39	49.04	FERNDAL	FD	
CL 62	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		
CL 60	44	101				3.15					7.15	s 10.03	60.95	SOUTH BELLINGHAM	FN	
CL 50	67	0				3.50					f 7.34	10.20	70.83	SAMISH		
CL 46	23	14				4.05					7.38	10.25	74.63	BOW		
CL 39	51	258				5.00					s 7.53	s 10.41	82.01	BURLINGTON	BU	
CL 35	93	121				5.15					s 8.07	s 10.52	85.98	MT. VERNON	NR	
CL 30	28	17				5.28					8.15	f 10.59	91.31	FIR		
													92.65	ENGLISH LBR. CO. CROSSG		
CL 23	50	52				5.40					8.23	s 11.09	98.41	STANWOOD	B	
CL 17	0	17				5.53					8.29	f 11.17	103.98	SILVANA		
CL 13	50	15				6.05					8.34	f 11.23	107.93	ENGLISH		
						6.15					8.39	11.27	111.70	KRUSE JUNCTION		
CL 6	50	70				6.30					8.43	f 11.33	115.11	MARYSVILLE	MS	
CL 3						6.45					8.49	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	.40 13.72	8.55 13.72	.40 17.71			.27 27.44	3.52 31.65	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. 54

Effective
October 5, 1941

STATIONS

Distance from
Everett Junction

FIRST CLASS

SECOND CLASS

THIRD CLASS

SIGNS

102
C. N. 1

360

358

712

738
C. N. 403736
C. N. 397

Daily

Daily

Daily

Daily

Daily

Wed.,
Sat.DOUBLE
TRACK

AUTOMATIC BLOCK SIGNALS

VANCOUVER	122.88	A	1.45Pm	A	10.40Pm	A	9.45Pm	A	2.55Pm	RKDNW BYXOP
VANCOUVER JUNCTION	121.67	A	8.30Am		1.40		10.36			XJ
C. N. JUNCTION	121.13		8.25		1.38		10.34		9.35	X
STILL CREEK	119.65		8.20		1.35		10.32		9.30	RXP
B. C. E. RY. CROSSING	117.81								7.30	I
ENDOT	112.69		8.10		1.27		10.24		9.05	RP
SAPPERTON	110.68		8.05		1.23		10.20		8.55	WYXP
NEW WESTMINSTER	109.32	L	7.58Am		1.20		10.17	L	6.52Pm	RDINXP
FRASER RIVER JCT.	108.84				1.09		10.07		8.30	IJ
COLEBROOK	98.35				12.54		9.54		8.05	P
CRESCENT	94.66				12.45		9.48		7.50	
WHITE ROCK	89.63				12.30		9.35		7.30	DNXP
INTERNATIONAL BOUNDARY	86.95									
BLAINE	86.50				12.10Pm		9.17		6.30	DNWXP
CUSTER	78.92				11.55		9.05		5.35	P
FERNDAL	73.34				11.45		8.58		5.15	DP
BELLINGHAM	64.36				11.30		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				11.12		8.31		3.15	XP
SAMISH	51.55				10.56		8.11		2.40	WP
BOW	47.75				10.51		8.06		2.30	P
BURLINGTON	40.37				10.41		7.53		2.05	JRDNKZ BOWYXPM
MT. VERNON	36.40				10.25		7.45		1.12	DNXP
FIR	31.07				10.05		7.26		12.52	P
ENGLISH LBR. Co. CROSSG.	29.78									I
STANWOOD	23.97				9.55		7.16		12.35	DP
SILVANA	18.40				9.45		7.07		12.20	WP
ENGLISH	14.45				9.40		7.02		12.10	P
KRUSE JUNCTION	10.68				9.35		6.57		12.01Pm	PJ
MARYSVILLE	7.27				9.30		6.52		11.50	DP
DELTA JUNCTION	4.71				9.23		6.45		11.40	JDNIYXP
NOR. PAC. RY. CROSSING	4.60									I
LONG SIDING	3.35				9.20		6.42		11.20	
EVERETT	0.81				9.15		6.37		11.13	DNPX
EVERETT JUNCTION	0.00	L	9.05Am	L	6.30Pm	L	11.10Am			IXPJ
Time Over Subdivision			.32		4.40		4.10		10.35	
Average Speed Per Hour			28.00		26.22		29.37		11.56	
									53	
									13.37	
									48	
									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. 54		Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	397	697		253		Effective October 5, 1941	254					396	698	
			Tuesday and Friday.	Daily Ex. Sun.		Daily Ex. Sun.		STATIONS	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 110	38	38	s 7.45				17.68	13.24 KEREMEOS	K		175.30	D			s 4.25	
	0	10	f 8.15				21.58	3.90 CAWSTON			171.40				f 3.55	
SG 103	0	26	s 8.30				24.93	3.35 SIMILKAMEEN, B. C.			168.05				s 3.40	
SG 93	0	22	s 9.05				34.50	9.57 CHOPAKA, WASH.			158.48	W			s 3.05	
SG 83	0	19	s 9.50				44.40	9.90 NIGHTHAWK			148.58				s 2.20	
SG 71	Yard	243	A 10.40Pm		L 5.45Am		55.74	11.34 OROVILLE	VR		137.24	RKDWW BPXO	A 12.30Pm		L 1.30Pm	
WO 132	0	35			f 5.58		61.49	5.75 CORDELL			131.49		f 12.10Pm			
WO 126	0	34			f 6.10		66.77	5.28 ELLISFORD			126.21		f 11.50			
WO 120	0	71			s 6.25		72.70	5.93 TONASKET	ON		120.28	DPW	s 11.32			
WO 115	0	34			f 6.35		77.53	4.83 JANIS			115.45		f 11.02			
WO 110	0	34			f 6.46		82.96	5.43 BARKER			110.02		f 10.47			
WO 105	0	36			s 6.59		88.25	5.29 RIVERSIDE			104.73	W	s 10.32			
WO 100	0	35			f 7.09		92.43	4.18 CHEROKEE			100.55		f 10.15			
WO 96	66	214	L 6.00Pm		s 7.30		97.28	4.85 OMAK	MK		95.70	BDPXYO	s 10.04		A 7.00Am	
WO 92	55	92	s 6.35		s 7.50		101.48	4.20 OKANOGAN	KN		91.50	DPWX	s 9.40		s 6.20	
WO 87	0	34		f 6.50	f 8.01		106.41	4.93 CHILLIWIST			86.57		f 9.13		f 4.50	
WO 83	0	35		f 7.05	f 8.10		110.34	3.93 MALOTT			82.64		f 9.05		f 4.00	
WO 76	0	35		f 7.25	f 8.25		116.59	6.25 WAKEFIELD			76.39	W	f 8.50		f 3.10	
WO 72	0	34		f 7.40	f 8.40		121.32	4.73 MONSE			71.66		f 8.40		f 2.15	
WO 65	50	61	s 8.10		s 9.05		127.99	6.67 BREWSTER	BR		64.99	DPX	s 8.25		s 1.30	
WO 59	49	333	s 8.45		s 9.30		134.07	6.08 PATEROS	RO		58.91	DPWX	s 8.05		s 12.10Am	
WO 53	0	34	f 9.02		f 9.42		139.54	5.47 STARR			53.44		f 7.48		f 10.25	
WO 50	0	34	f 9.15		f 9.52		143.20	3.66 AZWELL			49.78		f 7.41		f 10.00	
WO 44	0	35	f 9.35		f 10.05		148.93	5.73 HUGO			44.05		f 7.29		s 9.35	
WO 39	54	83	s 10.05		s 10.25		154.04	5.11 CHELAN	HN		38.94	DPWX	s 7.18		s 9.15	
	0	78	s 10.30		s 10.35		155.20	1.16 CHELAN FALLS			37.78		s 7.02		s 8.15	
WO 32	0	40	f 10.50		f 10.49		161.05	5.85 STAYMAN			31.93		f 6.47		f 7.50	
WO 26	0	43	f 11.15		f 11.05		166.97	5.92 WINESAP			26.01		f 6.34		f 7.20	
WO 19	66	107	s 11.45		s 11.20		174.08	7.11 ENTIAT	NI		18.90	DPWX	s 6.20		s 6.50	
WO 14	0	39	f 12.10Am		f 11.30		179.38	5.30 WAGNERSBURG			13.60		f 5.59		f 6.00	
WO 8	0	31	f 12.30		f 11.40		185.01	5.63 ZENA			7.97		f 5.48		f 5.40	
WO 3	0	66	f 12.45		f 11.50		189.49	4.48 OLDS			3.40		f 5.38		f 5.20	
1648	Yard	1085	A 1.00Am		A 11.59Am		192.98	3.49 WENATCHEE	WC		0.00	RKDNF BWJX	L 5.30Am		L 5.00Pm	
			4.10 12.98	7.00 13.67	6.15 21.92			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. 54 Effective October 5, 1941. STATIONS		Telegraph Calls	Distance from Dean	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	703	701		255							256		702	704
			Wed. Fri. & Sunday	Daily Ex. Mon.		Daily Ex. Sun.							Daily Ex. Sun.		Daily Ex. Sun.	Tu. Thur. and Sat.
SA 186			L 5.01Am				0.00	NELSON	BC	185.75	RDNWP					A 6.01Am
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES																
SA 181	0	0	L 5.30Am				5.45	TROUP JUNCTION		180.30	RYPV					A 5.25Am
SA 176	0	27	f 6.00		L 10.30Am		10.26	SOUTH NELSON		175.49	W	A 5.00Pm			f 4.50	
SA 169	0	15	f 6.45		f 10.55		17.05	APEX		168.70		f 4.43			f 4.20	
SA 166	0	15	f 6.55		f 11.05		20.38	HALL		165.37		f 4.35			f 4.10	
SA 159	0	16	s 7.20		s 11.25		27.50	YMIR		158.28	W	s 4.15			s 3.42	
SA 155	0	9	f 7.45		f 11.35		31.86	BOULDER MILL		153.89		f 4.04			f 3.25	
SA 152	0	53	s 8.10		s 11.47		35.15	SALMO	SI	150.60	D	s 3.55			s 3.15	
SA 148	0	15	f 8.20		f 11.57		37.87	ERIE		147.88		f 3.47			f 2.50	
SA 145	0	20	f 8.35		f 12.07Pm		40.74	MEADOWS		145.01		f 3.37			f 2.40	
SA 142	7	0	f 8.50		f 12.17		44.82	PARKS		140.93		f 3.27			f 2.20	
SA 136	0	15	s 9.15		s 12.29		50.42	FRUITVALE		135.33		s 3.15			s 1.55	
SA 130	0	7	f 9.45		f 12.41		55.74	COLUMBIA GARDENS		130.01		f 2.50			f 1.20	
SA 127	0	20	s 10.10		s 12.55		59.57	WANETA, B. C.	WN	126.18	D	s 2.35			s 12.50	
SA 126	0	39	f 10.20		f 1.00		61.68	BOUNDARY, U. S.		124.07		f 2.20			f 12.35	
SA 116	60	89	A 10.59Am		A 1.30Pm		70.48	NORTHPORT	NP	115.27	BRKDWYX	L 2.00Pm			L 12.01Am	
SA 107	0	7					78.76	MARBLE		106.99						
SA 96	0	16					90.24	BOSSBURG		95.51						
SA 93	0	2					94.11	EVANS		91.64	XP					
SA 87	26						99.92	MARCUS		85.83						
SA 82	Yard	200	L 2.40Am				104.02	KETTLE FALLS	MF	81.73	RKDNW BYXOJP			A 11.31Am		
SA 77	0	13	f 3.10				109.43	PALMERS		76.32				f 11.00		
SA 73	0	114	s 4.00				112.48	COLVILLE	VD	73.27	DW			s 10.35		
SA 71	0	21	f 4.20				116.28	ORIN		69.47				f 10.05		
SA 67	40	3	f 4.40				118.98	ARDEN		66.77				f 9.45		
SA 59	0	20	f 5.15				126.37	ADDY		59.38				f 9.15		
SA 50	86	120	s 6.30				135.58	CHEWELAH	CH	50.17	DXZ			s 8.45		
SA 43	40	49	s 7.30				143.15	VALLEY	VY	42.60	DYX			s 7.30		
SA 38	0	30	f 8.00				148.39	GRAYS		37.36				f 6.30		
SA 34	0	18					151.82	CLINE		33.93				f		
SA 33	39	17	f 8.40				153.09	SPRINGDALE		32.66	W			f 6.05		
SA 25	40	21	f 9.38				161.20	LOON LAKE		24.55				f 5.30		
SA 18	0	68	f 10.30				168.00	CLAYTON		17.75				f 5.00		
SA 13	50	49	s 11.00				173.27	DEER PARK	DE	12.48	DXW			s 4.30		
SA 9	0	15	f 11.20				176.86	DENISON		8.89				f 3.25		
SA 4	40	16	f 11.40				181.98	WAYSIDE		3.77				f 3.10		
1460	Yard	40	A 12.10Pm				185.75	DEAN	SF	0.00	JRDNX			L 3.00Am		
			5.58 11.75	9.30 8.63		3.00 20.07		Time Over Subdivision Average Speed Per Hour					3.00 20.07		8.31 9.60	6.00 11.73

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 Kettle Falls	Time Table No. 54		Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS				
	Sidings	Other Tracks		393		Effective October 5, 1941.					394				
						STATIONS									
						Friday	Saturday								
SA 82	Yard	200		L 7.45Am	0.00	KETTLE FALLS		MF	80.68	ORKDNB JWYXP	A 12.30Pm				
SD 5	0	24		f 8.22	12.10	12 10 BOYDS			68.58	P	f 12.10Pm				
SD 10	0	31		f 8.39	17.44	5.34 BARSTOW			63.24		f 11.50				
SD 15	0	31		f 8.55	22.67	5.23 DULWICH			58.01		f 11.30				
SD 17	0	7		f 9.01	24.22	1.55 ORIENT			56.46	W	f 11.25				
SD 22	0	12		f 9.15	28.55	4.33 GOLDSTAKE			52.13		f 11.10				
SD 27	0	18		s 9.45	34.64	6.09 LAURIER, WASH			46.04		s 10.45				
SD 42	0	4		f 10.20	45.98	11.34 GRAND FORKS, B. C.		GR	34.70	ZY	f 10.00				
SD 42A	0	40		s 10.45	49.06	3.08 DANVILLE, WASH			31.62		s 9.50				
SD 46	0	11		f 10.58	53.19	4.13 HURLBURT			27.49		f 9.20				
SD 52	0	48		s 11.20	59.48	6.29 CURLEW			21.20	W	s 9.00				
SD 58	0	33		f 11.45	65.56	6.08 MALO			15.12		f 8.35				
SD 65	0	6		f 12.10Pm	72.10	6.54 POLLARD			8.58	W	f 8.10				
SD 68	0	34		f 12.20	75.78	3.68 TORBOY			4.90		f 7.50				
SD 73	Yard	33		A 12.30Pm	80.68	4.90 REPUBLIC		Z	0.00	XBRKDY	L 7.30Am				
					4.45 17.06	Time Over Subdivision Average Speed Per Hour						5.00 16.12			

Special Rules.

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

Normal position of Junction switch at Kettle Falls is for Fifth subdivision.

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

All trains stop on flag at Karamin and Rock Cut.

MAXIMUM SPEED.

All trains20 M. P. H.
Trains with loaded
log cars15 M. P. H.

WESTWARD				SEVENTH SUBDIVISION										EASTWARD			
Station Numbers	Car Capacity		SECOND CLASS		Distance from Rockport	Time Table No. 54			Telegraph Calls	Distance from Anacortes	SIGNS	SECOND CLASS					
	Siding	Other Tracks	275	277		Effective October 5, 1941.						278	276				
			Daily Ex. Sun.	Daily Ex. Sun.		STATIONS						Daily Ex. Sun.	Daily Ex. Sun.				
CN53	Yard	69	.....	L 10.30Am	0.00	.....	ROCKPORT	.....	53.41	XWY	A 9.30Am	.....					
CN44	35	158	.....	s 1.30Pm	9.13	.....	9.13 CONCRETE	BA	44.28	DX	s 8.30	.....					
CN43	0	92	.....	f 1.45	10.39	.....	1.26 GRASSMERE	.....	43.02	X	f 6.45	.....					
CN38	0	36	.....	f 2.15	15.44	.....	5.05 BIRDSVIEW	.....	37.97	.....	f 6.30	.....					
CN33	0	39	.....	f 2.35	20.67	.....	5.23 HAMILTON	.....	32.74	W	f 6.10	.....					
			.....	s 2.36	21.27	.....	0.60 HAMILTON JUNCTION	H	32.14	RB	s 6.07	.....					
CN29	0	33	.....	f 2.50	23.90	.....	2.63 LYMAN	.....	29.51	.....	f 5.55	.....					
CN23	0	5	.....	f 3.05	29.35	.....	5.45 COKEDALE	.....	24.06	.....	f 5.35	.....					
CN20	0	85	.....	f 3.30	32.47	.....	3.12 SEDRO-WOOLLEY	SW	20.94	DX	f 5.20	.....					
			.....		32.57	.....	0.10 NOR. PAC. RY. CROSSING	.....	20.84	.....		.....					
CL39	Yard	258	L	7.00Am	A 3.45Pm	37.22	4.65 BURLINGTON	BU	16.19	MJRDNOB PKWXY	L 5.00Am	A 4.50Pm					
CN9	0	15	f	7.25		44.13	5.41 WHITNEY	.....	9.28	.....		f 4.23					
				7.34		47.29	3.16 WHITMARSH JCT.	.....	6.12	R		4.16					
CN6	0	4		7.35		47.80	0.51 WHITMARSH	WH	5.61	.....		4.15					
CN0	Yard	265	A	7.55Am		53.41	5.61 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.

All trains secure clearance card Form A at Burlington.

MAXIMUM SPEED.

All trains20 M. P. H.
Bridge 12—Whit-
ney 8 M. P. H.
Bridge 52—Con-
crete10 M. P. H.

SOUTHWARD

EIGHTH SUBDIVISION

NORTHWARD

11

Station Numbers	Car Capacity		THIRD CLASS		Distance from Mansfield	Time Table No. 54		Distance from Columbia River	SIGNS	THIRD CLASS		
	Siding	Other Tracks		381		Effective October 5, 1941	382			Tuesday and Friday		
STATIONS												
CR 60	Yard	48		L 1.30pm	0.00	MANSFIELD.....	60.39	XRWY	A	12.40pm		
CR 55	0	30		f 1.50	5.40	TOUHEY.....	54.99		f	12.20		
CR 49	0	50		s 2.10	11.38	WITHROW.....	49.01		s	12.01pm		
CR 44	0	30		f 2.30	16.94	SUPPLEE.....	43.45		f	11.30		
CR 36	0	62		s 3.00	23.93	DOUGLAS.....	36.46	ZD	s	11.05		
CR 31	0	30		s 3.25	29.20	ALSTOWN.....	31.19		s	10.10		
CR 21	0	24		f 4.05	39.04	McCUE.....	21.35		f	9.30		
CR 16	0	35		s 4.45	44.62	PALISADES.....	15.77	W	s	9.10		
1632	Yard	53		A 5.30pm	60.39	COLUMBIA RIVER....	0.00	RPWNJ	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 Trains 20 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, 27 and passenger extras may use register ticket at Hillyard.

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

Clearance Form A received at Spokane Passenger Station signed by Superintendent will confer the same authority to a first class train as tho received at its initial station in accordance with Rule 83-B.

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.

Appleyard is registering station for second and inferior class trains.

No. 381, No. 382 and passenger extras may register by card.

Wenatchee is registering station for first class trains, No. 381, No. 382 and passenger extras.

High voltage electric wires 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.

SPEED RESTRICTION.

Howard St., Spokane	12 MPH
Other grade crossings, Spokane	20 MPH
Over Bridge 270, Spokane, R-1, R-2, SP&S E-1, Z-6	20 MPH
Over Bridge 273, Spokane, Q-1, S-1, N-1, E-1	20 MPH
Over Bridge 273, Spokane, R-1, R-2, Z-6	10 MPH
Over Bridge 274, Fort Wright, Q-1, Rs, S, SP&S E-1, Z-6	20 MPH
Ephrata, train Two	30 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
Hillyard and Lyons	45 MPH	35 MPH
Lyons and Wenatchee	60 MPH	50 MPH

INTERLOCKING.

HILLYARD—

At the east end of Hillyard yard, switches controlling the end of double track, yard lead and safety switch, are interlocked and electrically controlled from the telegraph office, Hillyard Passenger Station.

At the West end of Hillyard yard, switches, controlling the end of double track, yard lead and "Spike Yard" lead, are interlocked and electrically controlled from the telegraph office Hillyard Passenger Station. The main track between interlocking plants is single track.

At the east end of Hillyard yard, junction switch of the two yard leads located just west of safety switch, is a "spring switch," set normally for West yard lead.

Whistle signals, West end Hillyard yard.

Eastward trains:

To Main Track, one long, one short, one long.
To Main Yard, one long, one short.

Westward trains:

To Westward Main track, one long.
To Eastward Main track, two long, one 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.

When movement is to be made from the double track to the passing track the passing track switch must not be opened until engine is in the home signal zone. Otherwise, the automatic switch will not line up properly.

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, 82d 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 Apple- yard 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.

Second Subdivision trains moving onto Third Subdivision at Everett Junction, and Third Subdivision trains moving onto Second Subdivision at Everett Junction will not require clearance card Form A at Everett Junction.

INTERBAY YARD

Commencing at a point 4000 ft. West of bridge 4 at Ballard and extending West 7050 ft., which is a point 700 ft. East of N. P. Ry. crossing, Interbay, main track is a single track.

Switches at both ends of this single track are spring switches, set for trains leaving this single track, to be operated in accordance with special instructions in time table.

SEATTLE TUNNEL.

- Between South Portal and North Portal movements are controlled by interlocking signals and rules and positive block is maintained in both directions. A train or engine in the block may make either forward or backward movement without flag protection within these limits.
- No train or engine will run against the current of traffic between South Portal and North Portal nor pass home signal in Stop position unless furnished "Tunnel Card" properly filled out and signed by the Operator-Signalman in charge. When moving against the current of traffic must not exceed ten (10) MPH.
- Tunnel directions are NORTH from South Portal to North Portal and SOUTH from North Portal to South Portal.

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 N. P. Jct. eastward trains from 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	20 M.P.H.
Over Bridge 371, Dryden, Q-1, R, S-1	10 M.P.H.
Over Bridge 372, Dryden, Q-1, R, S-1	10 M.P.H.
Over Bridge 385, 2 Mi. East of Berne, Q-1, R, S-1	10 M.P.H.
Over Bridge 406, 4 Mi. West of Scenic, Q-1, R, S-1	20 M.P.H.
Over Bridge 408, 3 Mi. East of Tonga, Q-1, R-2	20 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, ½ Mi. East of Grotto, Q-1, R, S-1	10 M.P.H.
Over Bridge 432, Halford, Q-1, R, S-1	10 M.P.H.
Over Bridge 441, Startup, Q-1, R, S-1	20 M.P.H.
Over Bridge 446, Sultan, Q-1, R, S-1	10 M.P.H.
Thru Monroe Town Limits	25 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. Ry. 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	60 M.P.H.	50 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.	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.	29-84 East of Mukilteo.
M.P.	31-33 G. N. Oil Spur, West of Everett Jct.

Third Subdivision.

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

Second Subdivision trains moving onto Third Subdivision at Everett Junction, and Third Subdivision trains moving onto Second Subdivision at Everett Junction will not require clearance card Form A at Everett Junction.

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, Mt. 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, Mt. Vernon25 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 and Immigration officials.

FLAG STOPS.

Nos. 396 and 397 at Ruby Mine Spur.

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 Kettle Falls.

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 Jct. switch and must know track is clear before using Canadian Pacific main track.

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

Water 4 miles south of Marble, 3 miles south of Fruitvale.

SPEED RESTRICTIONS.

Over Clark Fork Bridge, Waneta	8 MPH
Thru Chewelah Town Limits	8 MPH
Thru Deer Park Town Limits	10 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
Troup Jct. and South Nelson	15 MPH	15 MPH
South Nelson and Kettle Falls	30 MPH	20 MPH
Kettle Falls and Valley	40 MPH	30 MPH
Valley and Dean	35 MPH	30 MPH
Troup Jct. and Kettle Falls, F-1	20 MPH	20 MPH

SPECIAL RULES, ALL SUBDIVISIONS

Engines	Maximum Speed
N-2, N-3, Q-1, R-1, R-2	45 MPH
F-8, G-3, Z-1, Q-2	40 MPH
O-1, O-3, O-4, O-5, O-6, O-7, O-8, Y-1	50 MPH
Engines without side rods & then only in case emergency	10 MPH
Dead engines in trains with side rods	40 MPH
Engines backing up	20 MPH
Engine & Train thru No. 15 turnout Fort Wright, Everett Jct. & Interbay	30 MPH
Engine & Train thru No. 20 turnouts Hillyard, Bluestem & Lamona	45 MPH
Engine & Train thru all other turnouts	15 MPH
Trains with steam derricks, pile drivers or ditchers (Boom must be trailing) Main Line	25 MPH
Branch Line	15 MPH
Trains moving against current of traffic on double track thru interlocking plants or where governed by dwarf signals shall not exceed	15 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 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.

Bluestem—End of double track.

Lamona—End of double track.

Interbay—0.98 miles west, crossing with N. P. Ry.

Still Creek—1.84 miles south, B.C.E. RR crossing.

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.

HILLYARD INTERLOCKERS

Train movements through these interlockers will be governed by standard interlocking signal indications in accordance with rules 601A to 671 inclusive.

If a train is stopped by a "Stop" indication of an interlocking signal and no immediate conflicting train movement is evident, trainman 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 through the interlocking plant.

At east end of yard push buttons are provided in iron boxes locked with standard switch locks located at West No. 5 Switch and on eastward home signal at Safety Switch, for operation by trainmen for movement of eastward trains from yard to eastward or westward main line. Instructions for their use are posted in these boxes.

All electrically operated switches may be changed for hand operation upon instructions from the operator in Hillyard Station.

When the yard lead junction Spring Switch is properly set for a facing point movement to West yard lead, a green target and green light will be displayed on the switch stand. When spring switch is properly set for a facing point movement to East yard lead, a yellow target and yellow light will be displayed on the switch stand. When spring switch is not properly set for facing point movement to either yard lead a red light will be displayed at switch stand height on eastward home signal mast at Safety Switch. For trailing point movements from either yard lead a "lunar white" light will be displayed.

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:		
East Galena	8.2 miles South of Galena	30	Ruby Mine Spur	4.9 miles South of Chopaka	4
Adrian Pit	0.8 mile East of Adrian	75	Dwinnell Siding	1.0 mile South of Cordell	20
Stratford Spur	1.3 miles West of Stratford	12	Peterson Spur	2.0 miles North of Ellisford	1
Sand Spur	1.6 miles West of Trinidad	16	Thornton Spur	3.41 miles North of Tonasket	2
Gravel Spur	2.9 miles West of Trinidad	63	Ribbon Cliff Fruit Co.	5.1 miles North of Entiat	6
Ohio Colony	1.5 miles West of Rock Island	8	Olds Washing Plant	2.02 miles North of Olds	60
Landreth Spur	4.4 miles East of Wenatchee	10	FIFTH SUBDIVISION:		
SECOND SUBDIVISION:			Euphrates Spur	1.7 miles South of Apex	1
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	11	Swansons Spur	1.3 miles South of Ymir	4
Weyerhaeuser Timber Co. .	1.0 mile East of Grotto	57	Durango Spur	1.8 miles South of Ymir	13
Baring	1.26 miles East of Halford	19	Baskins & Gevurtz Spur	1.9 miles South of Ymir	8
Index, Galena Mill Spur ..	0.3 mile East of Index	42	Archibald	1.0 mile South of Erie	11
Western Granite Works	Spur	8	Benton Pole & Lbr. Co.	2.0 miles South of Meadows	6
Wallace Falls Timber Co.	1.8 miles East of Gold Bar	76	Ross Spur	3.2 miles South of Meadows	9
Startup	1.9 miles West of Gold Bar	22	Nelson's Spur	2.4 miles North of Fruit-	2
Fryeland	1.9 miles West of Monroe	10	Stroh Spur	vale	3
Robinson Lettuce Spur	2.0 miles West of Monroe	56	Hudson's Spur	5.33 miles North of North-	10
G. N. Oil Tank Spur	1.0 mile West of Everett Jct.	45	Cameron	port	12
Standard Oil and Shell	0.9 mile East of Richmond	90	Kanes	4.1 miles South of North-	5
Co.'s Spur	Beach	90	Hendrix Cut	port	3
THIRD SUBDIVISION:			Kulzer's Spur	3.8 miles North of Bossberg	8
Clark and Buzza	0.1 mile South of Still Creek	2	Gess Spur	1.7 miles South of Valley	3
Dominion Bridge Co.	1.4 miles South of Still Creek	58	Blue Creek Spur	2.8 miles North of Valley	3
Sapperton Pit	0.9 mile North of Sapperton	77	SIXTH SUBDIVISION:		
B. C. Peat product's	6.05 miles North of Colebrook	12	Hedlund Spur	3.8 miles East of Boyds	3
Dakota Creek Spur	2.1 miles South of Blaine	21	SEVENTH SUBDIVISION:		
Olympic Portland Cement	2.0 miles South of Ferndale	27	Mountview	3.7 miles West of Rockport	16
Co. Spur	6.56 miles North of Samish	6	Van Horne's Spur	1.0 mile West of Nestos	5
Chuckanut Cannery Spur ..	4.3 miles North of Burlington	102	Puget Sound Saw Mill Co. .	0.8 mile West of Nestos	80
Belleville Pit	1.3 miles South of Fir	2			
English Lbr. Co.—Inter-	1.0 mile North of Silvana	9			
change					
Norman Spur					

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.

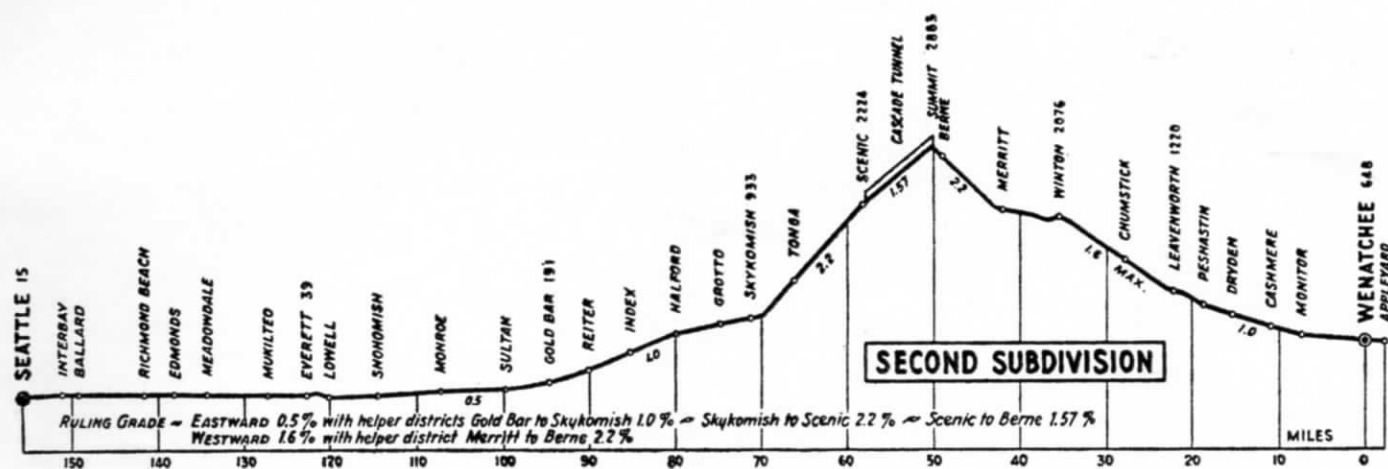
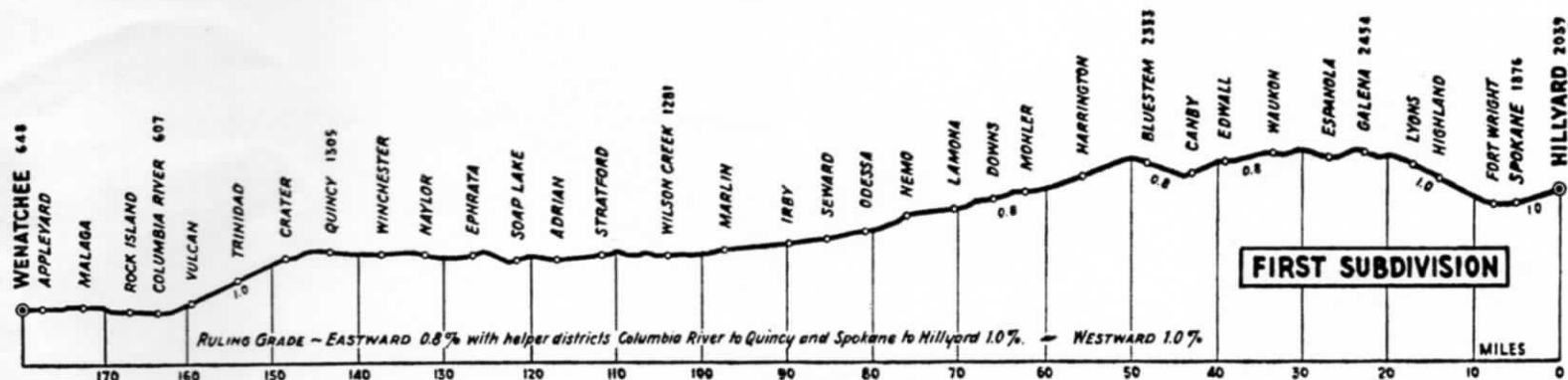
In electrified zone and double track territory, logs must be secured to cars by chains or cables, except between Hillyard and Fort Wright.

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.

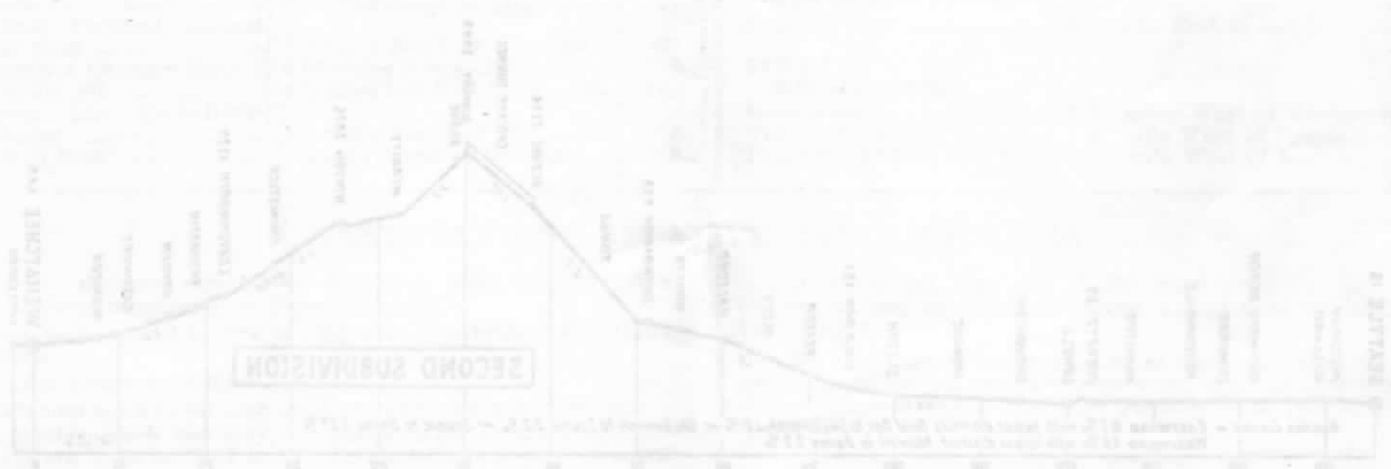
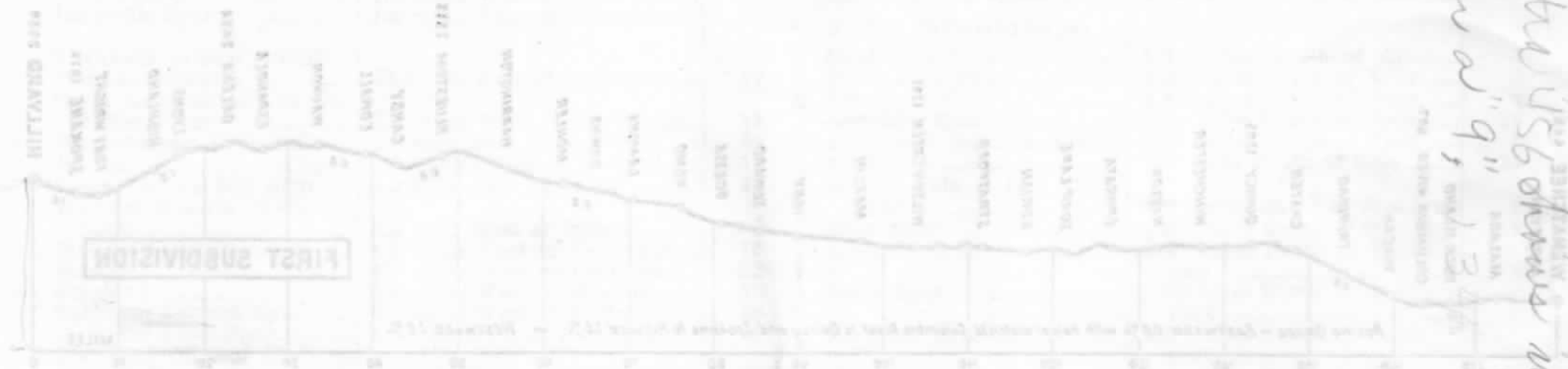
No trains may pass under overhead railroad bridge at Snohomish or Skykomish when cars loaded with logs are passing over the bridges.

GREAT NORTHERN BULLETINS ON TENANT LINES.

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



1. make extra 456 above up above 905
 2. want them for a "9", 3. 4. 5.



1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.