

COMPANY SURGEONS.

*Dr. Ernest E. Anderson, Assistant Chief Surgeon	Minneapolis, Minn.
Dr. David A. Burlingame, Roentgenologist.....	St. Paul, Minn.
*Dr. F. K. Remington	Seattle, Wash.
Dr. Chester A. Regan	Seattle, Wash.
*Dr. Chas. E. Conner	Cashmere, Wash.
*Dr. L. S. Trask	Everett, Wash.
*Dr. Ross Wright	Tacoma, Wash.
*Dr. G. H. Clement	Vancouver, B. C.
*Dr. G. H. Stollwerck	Burlington, Wash.
*Dr. D. H. Boettner	Bellingham, Wash.
Dr. Minard Allison	Monroe, Wash.
Dr. Roy F. West	Seattle, Wash.
Dr. Albert Ehrlich	Tacoma, Wash.
Dr. G. F. Parks	Centralia, Wash.
Dr. Henry M. Wiswall	Vancouver, Wash.
Dr. Ralph M. Dodson	Portland, Ore.
Dr. Austin Shaw	Anacortes, Wash.
*Dr. E. B. Coulter	Spokane, Wash.
Dr. Robert J. Albi	Hillyard, Wash.
*Dr. G. R. Kingston	Wenatchee, Wash.
*Dr. Wayne L. Piper	Ephrata, Wash.
*Dr. L. F. Wagner	Harrington, Wash.
*Dr. C. O. Mansfield	Okanogan, Wash.
Dr. R. V. Kinsie	Tonasket, Wash.
Dr. H. B. Stout	Pateros, Wash.

*Designates also Examining Surgeons.

OPHTHALMIC SURGEONS. (Eye Doctors)

Dr. Philip B. Greene	Spokane, Wash.
Dr. C. K. Miller	Wenatchee, Wash.
Dr. H. R. Secoy	Everett, Wash.
Dr. Robert C. Laughlin	Seattle, Wash.

W. B. JONES, Chief Dispatcher.
R. A. HARRIS, Asst. Trainmaster.
C. G. REEDER, Asst. Trainmaster.
P. F. CRUIKSHANK, Trainmaster.
W. L. SOLGA, Trainmaster.
R. C. TANGUY, Trainmaster.
E. J. GARDNER, Trainmaster.
D. D. HOAG, Trainmaster.
T. J. BRENNAN, Asst. Superintendent.

Scanned from the Dean Ogle Collection

GREAT NORTHERN RAILWAY COMPANY

CASCADE DIVISION

TIME TABLE 78

Effective 12:01 A. M. Pacific Time

Sunday, April 27, 1958

R. H. SHOBER, Superintendent.
C. M. RASMUSSEN, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.

Printed in U.S.A.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS						Distance from Wenatchee	Time Table No. 78 Effective April 27, 1958 STATIONS	Telegraph Calls	Distance from Seattle	SIGNS	FIRST CLASS					
	Siding	Other Tracks	361	359	357	5	31	3						358	6	360	32	362	4
			Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily
1648	65	1312				L 12.25Pm	L 3.35Am	L 12.52Am	0.00	.....	WC 155.60	BDJKN PRWX		A 1.05Pm		A 7.17Pm		A 2.26Am
1655	70	65				f 12.36	3.50	1.02	7.38	.....	MR 148.22	DP		f 12.52		7.09		2.16
1659	W116 E 94	332				s 12.46	3.55	1.07	11.00	.....	OM 144.60	DNPWX		s 12.46		7.05		2.11
1664	64	35				s 12.54	4.02	1.14	15.63	.....	DN 139.97	DP		s 12.39		6.59		2.05
1667	0	137				s 12.59	4.07	1.19	18.76	.....	PN 136.84	DP		s 12.33		6.54		2.00
1671	112	18				s 1.05	4.12	1.23	22.04	.....	CH 133.56	DNP		s 12.27		6.49		1.56
1676	25	0				1.14	4.20	1.30	27.90	.....	.....	P		12.18		6.42		1.49
1684	109	28				1.27	4.34	1.40	35.59	.....	.....	P		12.08Pm		6.32		1.40
1691	139	5				f 1.35	4.42	1.49	42.15	.....	CK 113.45	DNPWY		f 1.58		6.24		1.29
1699	104	0				1.49	4.56	2.06	49.12	.....	.....	IPT		11.43		6.10		1.15
1716	129 E-189	11				2.07	5.14	2.24	58.13	.....	SN 97.47	DNP		11.25		5.52		12.55
1728	W-95	226				s 2.35	5.40	f 2.54	70.89	.....	KY 84.71	BDKNO PWXY		s 10.55		5.23		f 12.22
1732	59	103				f 2.41	5.45	2.59	74.71	.....	GO 80.89	DP		f 10.44		5.18		12.11
1736	135	19				f 2.47	5.50	3.04	78.58	.....	.....	P		f 10.38		5.13		12.06Am
1742	31	24				f 2.58	6.01	3.17	85.17	.....	.....	P		s 10.26		5.02		11.55
1747	100	58				3.08	6.10	3.29	90.08	.....	.....	P		10.17		4.54		11.47
1751	149	Yard				f 3.15	6.16	3.37	94.44	.....	GB 61.16	PY		s 10.10		4.49		11.41
1757	59	41				s 3.25	6.21	3.44	99.86	.....	.....	P		s 10.01		4.43		11.36
1764	145	112				s 3.37	6.28	3.53	107.31	.....	RO 48.29	BDJNPRV		s 9.51		4.35		11.28
1771	137	80				s 3.50	6.34	4.00	114.30	.....	SH 41.30	DNPR		s 9.37		4.28		f 11.20
.....	.....	.....				.....	.....	.....	114.96	.....	.....	JV		.....		.....		.....
1777	0	121				3.56	6.40	4.06	120.13	.....	W 35.47	DJ NPRVXY		9.29		4.23		11.14
.....	127	119				3.58	6.43	4.09	121.74	.....	D 33.86	DIPX		9.27		4.20		11.12
1779	0	.....				A 4.00	A 6.45	A 4.11	122.80	.....	JN 32.80	DINPWX		s 9.25		4.18		L 11.10
1780	.....	94	L 9.33Pm	L 3.49Pm	L 1.17Am	L 4.10	L 6.55	L 4.30	123.61	.....	.....	UPX	A 8.50Am	9.19	A 2.45Pm	4.13	A 7.15Pm	A 10.49
1784	0	75	9.38	3.53	11.23	f 4.19	7.02	4.38	127.36	.....	.....	PI	8.46	f 9.14	2.41	4.09	7.10	10.42
1795	0	121	9.52	4.06	11.38	s 4.38	7.16	4.54	138.21	.....	DR 17.39	DPN	8.35	s 9.00	2.30	3.58	6.56	10.30
1796	0	109	9.56	4.10	11.42	s 4.44	7.21	4.59	141.30	.....	.....	DP	8.30	f 8.55	2.25	3.53	6.50	10.25
1807	0	252	10.05	4.20	11.53	4.56	7.32	5.11	149.16	.....	.....	PX I	8.20	8.45	2.15	3.44	6.40	10.15
1808	Yard	1695	10.08	4.23	11.56	f 5.00	7.35	5.14	150.65	.....	RB 4.95	BDKNOP RTVWXZ	8.17	8.42	2.12	3.41	6.37	10.12
.....	.....	.....	10.10	.....	.....	.....	.....	.....	151.63	.....	.....	I	8.15	8.40	2.10	3.39	6.35	10.10
.....	.....	.....	.....	.....	.....	.....	.....	.....	154.47	.....	.....	I	.....	.....	.....	.....	.....	.....

BETWEEN NORTH PORTAL AND SOUTH PORTAL INTERLOCKING RULES AND KING STREET PASSENGER STATION TUNNEL RULES GOVERN

Station	Capacity	Time	Time	Time	Time	Time	Time	Time	Distance	Station	Capacity	Time	Time	Time	Time	Time	Time	Time	
1813	Yard	1095	A 10.25Pm	A 4.35Pm	A 12.10Pm	A 5.15Pm	A 7.50Am	A 5.30Am	155.45	Double SOUTH PORTAL... 0.15 ...SEATTLE★	.....	0.15	BDKNP RVXZ	L 8.05Am	L 8.30Am	L 2.00Pm	L 3.30Pm	L 6.25Pm	L 10.00Pm
			.52 36.91	.46 41.72	.53 36.21	4.50 32.19	4.15 36.61	4.38 33.58		Time Over Subdivision Average Speed Per Hour				.45 42.65	4.35 33.95	.45 42.65	3.47 41.13	.50 38.39	4.26 35.09

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

Conditional flag stops—

Nos. 3 and 4 stop at any station between Wenatchee and Seattle, to pick up or discharge revenue passengers from or to points Great Falls and east where Nos. 3 and 4 are scheduled to stop. Nos. 5 and 6 stop on flag at Startup.

Eastward First Class Trains will stop at Edmonds to Pick-Up Revenue Passengers
 Westward First Class Trains will stop at Edmonds to Discharge Revenue Passengers
 SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 16.

4 SOUTHWARD

THIRD SUBDIVISION

NORTHWARD

Station Number	Car Capacity		FIRST CLASS					Distance from Vancouver	Time Table No. 78 Effective April 27, 1958 STATIONS	Telegraph Calls	Distance from Everett Junction	SIGNS	FIRST CLASS						
	Siding	Other Tracks	103	361	101	359	357						104	358	102	360	362		
			C. N. 4		C. N. 2								C. N. 3		C. N. 1				
CL 125	Yard	828		L 6.30Pm		L 12.50Pm	L 8.00Am	0.00	VN	122.38	BDKNO VWXPR TYZ		A 11.59Am		A 5.40Pm	A 10.20Pm			
				L 7.32Pm		L 3.17Pm		0.71		121.67	JVX		A 6.50Am		A 11.45Am				
				7.35		3.18		1.25		121.13	IJX		6.46		11.42				
CL 122				7.38		3.20	12.55	8.04	2.74	119.64	IPX		6.42	11.54	11.38	5.33	10.15		
CL 115				7.50		3.30	1.04	8.12	9.71	112.67	P		6.32	11.45	11.27	5.25	10.06		
CL 107	Yard	314		A 8.05Pm		A 3.40Pm	s 1.10	s 8.20	11.68	MN	110.70	YDINZ KPRVX	L 6.25Am	11.42	L 11.20Am	s 5.22	s 10.03		
CL 105	60	20					1.18	8.29	13.53		108.85	IJX		11.29		5.13	9.52		
CL 96	46	47						8.31	14.95		107.43	VP		11.27		5.11	9.50		
								8.39	24.04		98.34	P		11.18		5.03	9.41		
CL 92	0	0					1.33	8.45	27.72		94.66	P		11.13		4.59	9.36		
CL 87	57	10					s 1.40	s 8.57	32.75		89.63	DNPX		11.06		s 4.54	s 9.29		
CL 84	50	88					s 1.53	s 9.09	35.89		86.49	DNPX		10.59		s 4.46	s 9.19		
CL 77	0	49						9.19	43.49		78.89	P		10.49		4.37	9.09		
CL 71	60	84					s 7.43	2.06	49.00		FD	73.38	DNP	s 10.42		4.32	9.03		
CL 62	52	260					s 8.00	s 2.22	58.03		HM	64.35	BKNOP TVWXZ	s 10.28		s 4.21	s 8.53		
CL 60	87	80					8.05	2.28	61.20			61.18	PX		10.18		4.11	8.38	
CL 50	61	0					³⁸² 8.22	2.43	70.83			51.55	P		³⁸⁷ 10.02		3.56	³⁶¹ 8.22	
CL 46	93	8					8.26	2.47	74.62			47.76	P		9.56		3.52	8.18	
CL 39	51	306					8.32	2.54	82.01		BU	40.37	BDJKMN OPWXYZ		s 9.49		3.45	8.12	
CL 35	104	166					s 8.43	s 3.02	85.98		NR	36.40	DNPX		s 9.41		s 3.39	s 8.06	
CL 30	22	17					8.48	3.07	91.31			31.07	P		9.31		3.29	7.55	
CL 23	103	94					8.55	³⁶⁰ 3.18	98.41		B	23.97	DNP		s 9.25		³⁵⁹ 3.18	7.49	
CL 17	11	6					9.01	3.23	103.99			18.39	P		9.19		3.13	7.44	
CL 13	50	15					9.05	3.26	108.04			14.34	P		9.15		3.10	7.40	
							9.09	3.29	111.69			10.69	PJ		9.12		3.06	7.35	
CL 6	50	85					9.14	3.32	115.10		MS	7.28	DP		9.08		3.03	7.32	
CL 3							9.20	3.38	117.71		WY	4.67	DJNP VXY		9.02		2.57	7.26	
	73	79					9.23	3.41	118.83			3.55	PX		9.00		2.55	7.24	
1779	Yard	703					s 9.31	s 3.47	121.57		JN	0.81	DNPWX		s 8.56		s 2.51	s 7.20	
1780	0	94					A 9.33Pm	A 3.49Pm	122.38			0.00	UPX		L 8.50Am		L 2.45Pm	L 7.15Pm	
							.33 19.94	3.03 40.12	.23 28.61	2.59 41.02	3.17 37.27				.25 26.33	3.09 38.85	.25 26.33	2.55 41.96	3.05 39.69

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 16.

SOUTHWARD

FOURTH SUBDIVISION

NORTHWARD 5

Station Numbers	Car Capacity		SECOND CLASS		Distance from Keremeos	Time Table No. 78			Telegraph Calls	Distances from Wenatchee	SIGNS	SECOND CLASS		
	Sidings	Other Tracts	397	697		Effective April 27, 1958						396	698	
			Mon., Wed. and Friday	Daily Ex. Sunday		STATIONS						Mon., Wed. and Friday	Daily Ex. Saturday	
SG 110	0	85	L 11.20Am		0.00	KEREMEOS	K	175.49	D	A 10.10Am				
	0	23	11.30		4.08	4.08 CAWSTON, B. C.		171.41		10.00				
SG 93	0	22	12.01Pm		16.99	12.91 CHOPAKA WASH.		158.50		9.30				
SG 83	0	5	12.30		26.88	9.89 NIGHTHAWK		148.61		9.00				
SG 71	55	256	A 1.00Pm	L 3.30Pm	38.24	11.36 OROVILLE	VR	137.25	RKDY BPKOW	L 8.30Am	A 11.30Pm			
WO 132	0	35		3.40	43.91	5.67 CORDELL		131.58				11.10		
WO 126	0	34		3.50	49.28	5.37 ELLISFORDE		126.21				10.55		
WO 120	0	75		4.00	55.21	5.93 TONASKET	ON	120.28	DP			10.40		
WO 115	0	34		4.10	60.04	4.83 JANIS		115.45				10.20		
WO 110	0	34		4.20	65.41	5.37 BARKER		110.08				10.05		
WO 105	0	36		4.30	70.77	5.36 RIVERSIDE		104.72				9.50		
WO 100	0	35		4.45	75.03	4.29 CHEROKEE		100.46				9.35		
WO 96	66	214		5.20	79.78	4.75 OMAK	MK	95.71	BDPXW			9.20		
WO 92	55	92		5.55	83.98	4.10 OKANOGAN	KN	91.51	DPX			8.55		
WO 87	0	34		6.10	88.88	4.90 CHILLOWIST		86.61				8.30		
WO 83	0	35		6.25	92.85	3.97 MALOTT		82.64	P			8.15		
WO 76	0	35		6.40	99.02	6.17 WAKEFIELD		76.47				8.00		
WO 72	0	34		6.50	103.82	4.80 MONSE		71.67	P			7.45		
WO 68	39	67		7.00	107.79	3.97 CHIEF JOSEPH		67.70	P			7.30		
WO 65	50	77		7.10	110.50	2.71 BREWSTER	BR	64.99	DPX			6.97 7.10		
WO 59	125	335		7.50	116.58	6.08 PATEROS	RS	58.91	DPXW			6.50		
WO 53	0	34		8.00	122.04	5.46 STARR		53.45	P			6.25		
WO50	0	34		8.20	125.71	3.67 AZWELL		49.78	P			6.10		
WO 44	0	35		8.35	131.39	5.68 HUGO		44.10				5.55		
WO 39	125	127		9.00	136.55	5.16 CHELAN	HN	38.94	DPXW			5.40		
	0	78		9.25	137.71	1.16 CHELAN FALLS		37.78	X			5.25		
WO 32	0	40		9.40	143.49	5.78 STAYMAN		32.00	P			5.05		
WO 26	0	43		9.55	149.46	5.97 WINESAP		26.03				4.45		
WO 19	125	144		10.20	156.58	7.12 ENTIAT	NI	18.91	DPXW			4.25		
WO 14	0	39		10.40	161.90	5.32 WAGNERSBURG		13.59				4.05		
WO 8	0	31		11.00	167.54	5.64 ZENA		7.95				3.50		
WO 3	0	66		11.15	172.13	4.59 OLDS		3.36				3.40		
1648	65	1312		A 11.30Pm	175.49	3.36 WENATCHEE ★	WC	0.00	RKDNP BXJW		L 3.30Pm			
				1.40 22.94	8.00 17.15	Time Over Subdivision Average Speed Per Hour					1.40 22.94	8.00 17.15		

Northward trains are superior to southward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 16.

Station Numbers	Car Capacity		Distance from Mansfield	Time Table No. 78		Distance from Columbia River	SIGNS
	Sidings	Other Tracks		Effective April 27, 1958			
STATIONS							
CR 60	0	95	0.00	MANSFIELD	60.44	PXRYW	
CR 55	0	30	5.50	5.50 TOUHEY	54.94	P	
CR 49	0	50	11.39	5.89 WITHROW	49.05		
CR 44	0	30	16.94	5.55 SUPPLEE	43.50	P	
CR 36	0	62	23.93	6.99 DOUGLAS	36.51	PD	
CR 31	0	30	29.21	5.28 ALSTOWN	31.23	P	
CR 21	0	24	39.08	9.87 McCUE	21.36	P	
CR 16	0	35	44.66	5.58 PALISADES	15.78	PW	
CR 5	0	230	54.99	10.33 BON SPUR	5.45		
1632	Yard	52	60.44	5.45 COLUMBIA RIVER	0.00	PJ	
Time Over Subdivision Average Speed Per Hour							

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 16.

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Rockport	Time Table No. 78		Telegraph Calls	Distance from Anacortes	SIGNS	SECOND CLASS	
	Siding	Other Tracks	275	277		Effective April 27, 1958					278	276
STATIONS												
CN53	Yard	98			0.00	ROCKPORT			53.31	XYV		
CN44	35	158		L 1.30pm	9.03	9.03 CONCRETE	BA	44.28	DX		A 8.30Am	
CN43	0	28		1.45	10.19	1.16 GRASSMERE		43.12	X		6.45	
CN38	0	42		2.15	15.47	5.28 BIRDSVIEW		37.84			6.30	
CN33	0	30		2.35	20.67	5.20 HAMILTON		32.64			6.10	
				2.36	21.21	0.54 HAMILTON JCT.	H	32.10	RBVJ		6.07	
CN29	0	8		2.50	23.76	2.55 LYMAN		29.55			5.55	
CN23	0	5		3.05	29.25	5.49 COKE DALE		24.06			5.35	
CN20	32	53		3.30	32.37	3.12 SEDRO-WOOLLEY	SW	20.94	DX		5.20	
					32.47	0.10 N. P. RY. CROSSING		20.84	M			
CL39		306	L 10.00pm	A 3.45pm	37.12	4.65 BURLINGTON ★	BU	16.19	MJRDNOZ PKXYW		L 5.00Am	A 4.50pm
CN9	0	15	10.25		44.03	6.91 WHITNEY		9.28				4.23
			10.35		47.20	3.17 WHITMARSH JCT.		6.11	RVJ			4.16
CN6	0	24	10.37		47.37	0.17 WHITMARSH		5.94				4.15
CN4		28			49.52	2.15 FIDALGO		3.79				
CN0	Yard	265	A 10.55pm		53.31	3.79 ANACORTES	AC	0.00	RDXB		L 4.00pm	
Time Over Subdivision Average Speed Per Hour											4.30	.50
											8.25	19.43

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 16.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movements must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger, freight and mixed trains, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed in Item 1—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

In double track territory, when trains or engines are operated against the current of traffic or when one of the tracks is being used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed is,

Passenger..... 59 MPH
Freight..... 49 MPH

This does not modify Rule 93.

Further, trains and engines operating under the above conditions must not exceed the maximum permissible speed prescribed by the 45 degree signs with the current of traffic.

On sub-divisions where both passenger and freight trains are operated, the 45 degree sign has two sets of figures. The numerals preceded with the letter "P" apply to passenger trains. The numerals preceded with the letter "F" apply to freight and mixed trains and to passenger trains when handling freight cars, except cars equipped with steel wheels, air signal and steam heat lines.

On sub-divisions where normally only freight or mixed trains are operated, the 45 degree sign may have just one set of figures preceded with the letter "F", which applies to all trains.

(c) Speed shown on Speed Limit Plate on engines must not be exceeded.

(d) Engines light or with caboose only..... 50 MPH

When cabooses are handled in passenger service trains will not exceed speed of

When handling cabooses X100, X198 to X810..... 65 MPH
When handling cabooses X880 to X749..... 50 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan spreaders, wedge plows, etc.

On main lines 80 MPH

Except on Six Degree Curves or sharper and on

Branch Lines 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Lines 80 MPH

except on 6 degree curves or sharper, and on Branch Lines 20 MPH

Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track thru interlockings 15 MPH

Trains or engines moving on main routes actuating points of spring switches 85 MPH

Trains or engines moving in facing point direction at spring switches without facing point lock 25 MPH

Trains or engines thru No. 20 turnouts at: 85 MPH

Fort Wright, SP&S Junction.

Edwall, east and west siding switch.

Bluestem, end of double track.

Lamona, end of double track.

Lamona, east siding switch.

Wilson Creek, west siding switch.

Stratford, east and west siding switch.

Adrian, east and west siding switch.

Quincy, east and west siding switch.

Voltage, east siding switch.

Malaga, east and west switch.

Appleyard, #1 switch east lead.

Appleyard, #2 crossover switch.

Cashmere, east siding switch.

Leavenworth, east and west siding switch.

Winton, east and west siding switch.

Berne, east and west siding switch.

Scenic, east and west siding switch.

Skykomish, east siding switch.

Gold Bar, east siding switch.

Pacific Ave., west siding switch.

Mukilteo, east and west end double track.

Edmonds, east and west end of double track.

Ballard, east and west end double track.

Interbay end of double track east and west end of yard, and yard lead at 23rd Ave. overhead bridge.

Stanwood, north and south siding switch.

Mt. Vernon, south siding switch.

Bow, north and south siding switch.

Samish, north and south siding switch.

South Bellingham, north and south siding switch.

Still Creek, end of double track.

Endot, end of double track.

Trains or engines thru No. 15 turnouts at: 25 MPH

Lyons, east and west siding switch.

Nemo, east and west siding switch.

Odessa, east and west siding switch.

Ephrata, east and west siding switch.

Trinidad, east and west siding switch.

Voltage, west siding switch.

Wenatchee, east and west crossover switch west end of yard.

Merritt, east and west siding switch.

Baring, east and west siding switch.

Monroe, east and west siding switch.

Snohomish, east and west siding switch.

Everett Jct., junction switch end of double track

Trains or engines thru all other turnouts 15 MPH

(e) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to engines, or immediately next to caboose, occupied outfit cars or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids.

In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engines 2303-2350 must be handled on rear of train.

Switcher and road switcher type engines G.N. numbers 1 through 232, and 600 through 732 and 900 through 903, moving dead in freight trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved such units must be separated by a freight car.

When towing multiple unit road type engines dead in freight trains, not more than four adjacent units are to be towed in a single grouping, separated from the road engine and additional groups by not less than five cars.

Trains handling engines in tow dead in train will not exceed following speeds.

Engine Number	Maximum Speed
1 to 19, 24 to 28, 75 to 170.....	50 MPH
20 to 23, 29 to 33, 175 to 232, 247 to 249, 254 to 259, 262, 263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 598, 600 to 678, 681 to 732, 900 to 903	65 MPH
260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	79 MPH
2303 to 2324	50 MPH
2325 to 2350	60 MPH

8. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific rules will govern.

4. When two or more engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service.

The numerals and suffix letter of trailing units must not be illuminated.

The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

5. Air hose on engines must be hooked up in hose fastener when not in use.

6. EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheat-

ing, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

7. COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:

FIRST SUBDIVISION

WILSON CREEKBoiler and radiator.
 QUINCY " " "
 EDWALL Radiator only.
 HARRINGTON " " "
 EPHRATABoiler and radiator.
 ODESSA Radiator only.

SECOND SUBDIVISION

EVERETT Radiator only.
 SKYKOMISHBoiler and radiator.
 MERRITT Radiator only.
 CASHMEREBoiler and radiator.

THIRD SUBDIVISION

EVERETT Radiator only.
 BURLINGTONBoiler and radiator.
 BELLINGHAM " " "

FOURTH SUBDIVISION

OROVILLE Radiator only.
 OMAKBoiler and radiator.
 PATEROS Radiator only
 CHELAN " "
 ENTIAT " "

FIFTH SUBDIVISION

MANSFIELD Radiator only
 PALISADES " "

8. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by yardmen. Rule 2A of the Consolidated Code of Operating Rules and General Instructions does not apply to employes of the Great Northern Railway.
9. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.
10. When operating snow machines in non-block signal territory, no trains should be permitted to follow closer than a station apart; when that cannot be done, they will be blocked not less than thirty minutes apart.
11. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drifts without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers, every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in thru trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened, except when dozer has air in cylinders and is attended by an employe.

12. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
13. Unless otherwise provided, when passenger trains are operated against the current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, train shall stop at points where U. S. Mail is usually picked up and conductors are responsible for delivery of mail to Postal car.
14. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.
15. Engineers finding flat spots on Diesel engines in excess of two and one-half inches will immediately notify Superintendent who will prescribe for their movement.
16. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
17. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from way-bills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.
18. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.
- Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.
- When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.
- When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.
- When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.
- When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.
- Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.
- Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.
- Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 726(C) and 808.
19. In Automatic Block Signal territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.
20. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.
- The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions thru or over the switch.
- Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed thru switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.
- During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.
- INDICATORS AT SPRING SWITCHES.**
- Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track thru a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch, and Automatic Signal at leaving end of siding indicates "Proceed."
- If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.
- If Indicator does not display a yellow light when switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection. To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.
- Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.
21. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made thru this type switch.
22. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

23. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated: Nos. 3, 4, 7, 8, 9, 10, 31, 32, and sections thereof; also extra passenger trains whether operated as section of regular train or as a passenger extra.

24. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer or conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting point, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished under the following conditions:

When standing at initial and final terminal of run.

When train is being switched from rear.

When train is in the clear on siding.

When operating on double track, or two or more main track territory, where another train is approaching from the rear on an adjacent main track, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

25. Rule D-97 is in effect on this Division.
26. Trains handling flat or skeleton cars loaded with logs will not exceed 10 M.P.H. passing over through-truss bridges or through tunnels. Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding.

Trainmen must maintain watch behind their trains for logs that may have rolled off cars and if main track is fouled take prompt action to protect trains.

On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except that when two trains handling logs are passed either one should stop until the other train has pulled by whether on siding or double track.

On single track, trains handling logs must be at stop when meeting or being passed by passenger and freight trains, except

when there are more cars than siding will hold, it is permissible for log train to pull by such trains at restricted speed.

Unless conditions require further speed restrictions, trains handling logs must not exceed 25 MPH.

No trains may pass under overhead railroad bridge at Snohomish when cars loaded with logs are passing over this bridge.

27. Canadian Maintenance of Way flagging Rules 40 through 49 found on pages 216 through 220 in the Consolidated Code are in effect in Canada.

28. Rule 19, figures 2 to 9 inclusive and rule 19B are supplemented as follows:

When the rear car of a passenger train is equipped with built-in electric markers, or when the rear unit of an engine, moving light, is equipped with electric signal lamps, they must be lighted by day and by night to be considered as markers. The requirement for showing green to the front, or direction of movement, and green to the side will not apply. The built-in electric markers, or electric signal lamps used as markers must not be extinguished until the train has arrived at the final terminal of run, or is in the clear of the main track at the terminal and switch closed.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fort Wright and Wenatchee	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Between Fairchild and Geiger Field:		
All trains on straight track.....	15 MPH	
on curves and public crossings.....	8 MPH	
Ephrata, 2.2 miles east of, Air Base Washington spur....	8 MPH	

3. At Fairchild Air Force Base, where Great Northern Railway spur track crosses the approach of the NE-SW airplane runway, two-color light signals, one each direction, displaying red above red for "Stop", and yellow above red for "Proceed", are under the control of operator at Air Base Tower, governing train and engine movements across runway approach.

If signal indicates "Stop" and does not change to "Proceed" within reasonable length of time and no evidence that runway is to be used by planes, trainmen will use air police telephone located at Gates 21 and 22 on the East fence of Fairchild Air Force Base to call air police telephone switchboard and ask for base operations dispatcher, who, in turn, will secure information and advise train crew members whether or not they are to proceed on a "Stop" signal.

4. TRAIN REGISTER EXCEPTIONS.

Ephrata, register only for trains originating and terminating. Fort Wright, all trains register by ticket.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Cascade Division clearance received by first class trains and passenger extras at Spokane, and by other trains at Hillyard, will clear train at Fort Wright when train order signal indicates proceed.

6. CROSSOVERS ON DOUBLE TRACK.

Facing point.	Trailing point.
350' east of depot, Harrington.	3200' west of depot, Mohler.
	MP 1539—4 miles west of Mohler.

7. MANUAL INTERLOCKING.

Fort WrightEnd of double track and SP&S Ry Jct.
Whistle signals for routes:
Fort Wright:
Main Track GN Ry1 short, 1 long.
Main Track SP&S Ry1 long, 1 short.
Siding GN Ry2 long, 1 short.

8. AUTOMATIC INTERLOCKINGS.

Bluestem dual control switch end of double track.
Lamona dual control switch end of double track.
Interlockings operate automatically for all movements with following exceptions:

Lamona, when movement is to be made from double track to siding, siding switch must not be lined until engine is within home signal limits.

Lamona, eastward train moving out of siding immediately after westward train has passed, must operate switch release push button located on eastward home signal to line route for eastward main track.

Bluestem, westward train moving out of siding immediately after eastward train has passed, must operate switch release push button located opposite switch to line route for westward main track.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Wenatchee and Seattle	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Interbay, over NP Ry crossing	15 MPH
Seattle, thru turnouts South Portal	10 MPH
Seattle, over public crossings	20 MPH
Between Home Signals of Interlockings at	20 MPH
Everett (Pacific Avenue. (Everett Jct.	

3. TRAIN REGISTER EXCEPTIONS.

Monroe, register only for CMStP&P RR trains.
Snohomish, register only for NP Ry trains and eastward NP Ry trains register by ticket.
Lowell, register only for NP Ry and CMStP&P RR trains.
Interbay, first class trains register by ticket.
Interbay, engineers and conductors of trains originating which operate over joint track south of Seattle must register at yard office and show number of last bulletin issued by NP and GN.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Everett Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

5. WENATCHEE TO BERNE.

Signal transmission line carries 13,200 volts.
All wires must be considered energized unless a clearance has been obtained from the Train Dispatcher.
Telegraph and telephone wires are not located along right-of-way. Never attempt to connect field telephone apparatus to any wires located along right-of-way in this zone.

6. Chumstick and Berne, two rail clamps provided for emergency use. When necessary to set out bad order car on siding see clamps are properly secured and blocked to rail on east end of car. Crew picking up car see clamps removed and replaced in depot.

7. INSTRUCTIONS GOVERNING OPERATION OF TRAINS AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.

CTC under control of control operator Edmonds under the supervision of the train dispatcher extends between end of double track M.P. 17.9 east of Edmonds station and end of double track M.P. 16.1 west of Edmonds.

CTC under control of control operator Scenic under the supervision of the train dispatcher extends between west siding switch Scenic and west spring switch Berne.

Controlled siding located at Scenic.

Rule 278 will not apply between Scenic and Berne. In case of emergency, a train in the tunnel may make a forward or backward movement to Scenic or Berne without flag protection and may pass signals indicating stop and proceed at restricted speed without stopping. Train or Engine crew will contact Scenic operator by tunnel phone to advise the operator the movement they are to make.

Westward trains encountering signal 1707.9 inside West Portal displaying stop indication must not pass West Portal until it is known track is clear to east switch Scenic.

At Scenic, home signal governing eastward movements on main track at east siding switch is located to left of main track. Home signal governing westward movements from siding to main track at west siding switch is located to left of siding.

8. Ventilating fans and tunnel door located at the East Portal of Cascade Tunnel No. 15, Westward signal 1700.3 located 65 feet east of tunnel door, and Eastward signal 1700.4 located 100 feet west of tunnel door. When a train or engine is stopped by either of these signals, in addition to the usual observance of Rules, contact by phone to Scenic operator must be made and great care must be taken before proceeding to see that the tunnel door is not closed, or in a partially open position. Item 7 above does not apply to Westward signal 1700.3 and Eastward signal 1700.4.

9. Skykomish, unless otherwise directed, extension on east end of siding for use only by eastward trains and in no case will train or cars be left on this extension without engine coupled and air brakes operative.

10. Double track extends between Seattle and Everett Jct. except between N.P. Ry. crossing and M.P. 5.4 Interbay, CTC district Edmonds and automatic Interlockings Ballard and Mukilteo. Westward track is signalled for traffic in both directions between M.P. 5.4 Interbay and Everett Jct., signals governing eastward movements on westward track are located to the left of the westward track as viewed from approaching eastward trains.

11. INTERBAY, when an eastward movement is to be made from yard lead to main track, trainmen shall operate push button "R" at signal 4.8. If no conflicting movement is being made on main track and spring switch is in proper operating condition, signal 4.8 will indicate proceed after a time interval of three minutes. After push button "R" is operated a white light will be displayed if operation is effective.

Westward freight trains will enter yard at the connection from westward main track at east end of yard unless otherwise instructed by yardmaster. Trains or engines must stop east of signal 5.3 and not proceed until trainmen have lined switch to enter yard.

Interbay-Westward Dwarf Signal 5.5, of color light type located between Eastward and Westward main tracks East End Interbay Yard governing Westward train and engine movements is controlled from Interlocking Bridge No. 4, Ballard, Washington.

When train or engine is stopped by the Stop Indication of this signal, a member of the crew must operate push button located on cable post south side of Eastward track opposite the dwarf signal. This operation will inform Signalman on Bridge 4, and automatically clear signal 5.5 if there are no conflicting train movements.

12. SEATTLE, KING STREET PASSENGER STATION TUNNEL RULES.

1. King Street Passenger Station Tunnel Rules shall consist of Great Northern Interlocking Rules as set forth in the Consolidated Code of Operating Rules and General Instructions, supplemented by the following special instructions, and will govern train and engine movements between North Portal and South Portal.

2. A positive block is maintained in both directions between these stations. Trains and engines may make a forward or backward movement within these limits without flag protection, observing governing signal indications.

3. No train or engine will make a complete through movement between North Portal and South Portal against the current of traffic, or pass the governing home signal at the immediate entrance to the tunnel on either track displaying a "Stop" indication, except on the authority of a "Tunnel Card" properly completed by signalman in charge and OK'd by the Signalman at opposite station. When this governing home signal indicates "Stop", trains and engines, after stopping, must proceed at restricted speed to the next signal and be governed by its indication.

4. Tunnel Cards shall be used as required: Form 26 for train and engine movements from North Portal to South Portal, and Form 26-A for train and engine movements from South Portal to North Portal.

5. "Tunnel Card" does not dispense with the observance of or compliance with the indications of southward home signals at the South end of the tunnel governing entrance to the South Portal Interlocking or the northward home signals governing entrance to the North Portal Interlocking.

6. At South Portal, trains and engines may enter the tunnel on either track for short switching movements if required. If the governing home signal at the immediate entrance to the tunnel displays a Stop-indication, a Tunnel Card must first be secured, as prescribed by Rule 8.

7. Interlocking signal located at the north entrance of the tunnel, controlled from South Portal, and governing southward train and engine movements on the Southward track, displays indications in accordance with Great Northern Rules 601-A, 601-C and 601-D.

Green over Red (Rule 601-C) displayed indicates route through South Portal Interlocking to southward main track (Tunnel track 4) properly lined.

Special Indication "Yellow over Red" displayed indicates route through South Portal Interlocking to Southward main track (Tunnel Track 4) properly lined but that Track 4 southward from the Interlocking limits is occupied and every precaution consistent with safety must be taken in emerging from the Tunnel to avoid accidents.

Red over Yellow (Rule 601-D) displayed indicates diverging route through South Portal Interlocking properly lined.

These indications repeat the indications of the dwarf signal of color light type located at the south exit of the tunnel, governing southward train and engine movements to Southward main track (Tunnel track 4) and other tracks of King Street Passenger Station. Emergencies may arise which may cause a change in the indications of this dwarf signal after southward train or engine has entered the tunnel and engineers and trainmen must be on the alert to observe such change which will be indicated by the display of a yellow light at the special approach signal located in the tunnel about 1200 feet from the south exit.

8. The maximum permissible speeds between North Portal and South Portal for all trains and engines are: 20 MPH moving with the current of traffic, and 10 MPH moving against the current of traffic.

9. Operating directions are: "North" from south end of King Street Station through South Portal to North Portal, and "South" from North Portal through South Portal to south end of King Street Station.

10. Dwarf signal of color light type, located between northward and southward main tracks, south end of King Street Station governing northward train and engine movements on southward main track (Tunnel track 4) is controlled from South Portal Interlocking.

When Red is displayed, Great Northern Rule 601-A governs.

When Yellow is displayed, Great Northern Rule 601-E governs.

When a train or engine is stopped by the Stop-indication of this signal, Signalman must be informed of desire to make the northward movement on southward main track (Tunnel track 4) by four operations of the push button located on top of the signal.

13. Seattle, train, yard and engine movements between GN freight yard and 5th Avenue tracks will be made via NP and UP main track Oregon Street connection and their time-tables and Special Instructions will govern.

14. CROSSOVERS ON DOUBLE TRACK.

Facing Point.	Trailing Point.
MP 28.5 front of depot Mukilteo.	MP 14.5, ¼ mile west of Richmond Beach.
MP 15, Standard Oil spur ¼ mile east of Richmond Beach.	MP 24.29 between Meadowdale and Mukilteo.
	MP 29.21 east end Mukilteo.
	MP 31.88, 1 mile west of Everett Jct.
	MP 30.6, 1½ miles west of Everett Jct.

15. Swing brakeman will be required to ride on head end of Eastward train out of Skykomish and get off at the depot, Scenic, and engineer will pull by slowly so he can look over entire train. If anything is found wrong he can open the light control switch located in depot and engineer will stop the train and not move until he gets proper signal from the train man.

Westward movements, swing brakeman will arrange to ride head end of train out of Merritt, get off at depot Berne, and inspect train as it pulls by slowly. The light control switch, located in depot, can be opened and train stopped at the signals.

Special Red slide fence light is placed 40 feet from the West Portal of Cascade tunnel, Scenic, to give indication for Westward trains when necessary. This signal will not show light unless there is slide-fence operation between West Portal of the tunnel and East siding switch.

If this signal shows Red indication, trains must stop and not pass until they send flagman ahead to see whether or not main track is blocked by slide, and make report promptly of the condition.

16. MANUAL INTERLOCKINGS.

Ballard, Br. 4.....Salmon Bay drawbridge.

17. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

North Portal-South Portal	King Street Tunnel and terminal tracks.
Interbay	East Roundhouse lead switch.
Everett-Pacific Ave.	West siding switch.
Everett Jct.	End of double track and Junction with 3rd Subdivision.

Everett, interlocking electrically controlled by operator at depot. The Home Signal Limits (Rule 605) of this interlocking extend from westward home signal for west siding switch at Pacific Ave. to Eastward home signals for end of double track and junction switches Everett Jct.

18. AUTOMATIC INTERLOCKINGS.

InterbayNP Ry crossing.
BerneEast siding switch.

Mukilteo, between MP 27 and 28.... } Automatic interlocking
Ballard, between MP 7 and 8..... }
with spring switches. Instructions posted on interlocking signal masts. When a train or engine is stopped by an interlocking stop indication it will be governed by Rule 509-A.

19. INSTRUCTIONS GOVERNING OPERATION OF TRAINS SKYKOMISH TO WENATCHEE.

When necessary to make a backup movement on ascending mountain grade sufficient hand brakes must be set on rear end to hold up the slack; then when ready to proceed ahead, hand brakes must be released starting from the rear car first and working toward the head end of train so the slack will run out gradually and avoid break-in-two.

Diesel engines operated on freight trains thru Cascade tunnel will be governed as follows:

Hot engine alarms are set at 195 degrees and should the hot engine alarm sound, isolate the unit if temperature exceeds 205 degrees. Place the unit back on the line after water temperature is reduced to normal and check has been made of water level in engine cooling water tanks. Should the water level fall below minimum level shut engine down.

If, for any reason, eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on telephone located in each bay of the tunnel and have a thorough understanding with entire crew whether train will be backed out of tunnel or doubled out to Berne. If backed out to Scenic, train must be stopped before passing east siding switch and not back down main track unless protected by train order or flagman, or backing in siding, it must be known siding is clear. In making these moves definite understanding must be had with all members of the crew as to what is to be done to avoid accident.

Crew of eastward or westward trains stopped in Cascade tunnel must communicate by telephone, located in each bay of tunnel, with operator at Scenic to have tunnel ventilating fans operating and tunnel closure door at Berne closed during time train is standing.

Should a passenger train be stopped in tunnel, air conditioned cars within the tunnel must immediately have the air conditioning system, including ice engine and engine generator, shut off, fresh air intake shutter closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel, and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Power plants and steam generators on engines and heater cars should be shut down.

In the event ventilating door, Cascade tunnel, is closed, denying movement, crew must first contact Scenic operator who will take proper action. A hand-hoist at the East portal is provided for hand operation of the door in event of power failure. In any event be guided by instructions of Scenic operator who has remote control of door operation. Further, see instructions relative to operation of hand hoist mounted adjacent to tunnel door.

Eastbound freight train enginemen handling helper engines thru Cascade tunnel will operate in throttle 8 position and head engine will control speed of train. Helper engine will reduce to throttle 6 at Bay 4.

20. Skykomish, Spring switch indicator located at clearance point of east switch of extension to eastward siding is connected with a repeat indicator at crossover near signal 1731.4. These indicators govern train and engine movements through spring switch at east end of siding extension.

This repeat indicator must not be operated, except when train rights and operating rules permit movement through eastward siding extension without stopping at clearance point of east switch. A yellow light displayed on repeat indicator does not authorize movement beyond switch indicator at clearance point of east switch which indicator must also display yellow light for continuous movement.

21. Berne siding must be used by eastward trains only unless otherwise authorized by train order.

THIRD SUBDIVISION

(Vancouver Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Everett Jct. and Vancouver	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Everett, over street crossings.....	25 MPH
South Bellingham, NP Ry. Crossing	10 MPH
Bellingham, over street crossings	10 MPH
Bellingham, over CMStP&P RR Crossings	10 MPH
New Westminster, Fraser River Bridge	6 MPH
North Wye Switch, Fraser River Bridge	4 MPH
Over Front and Columbia St. Crossings.....	10 MPH
Vancouver, Burrard Inlet, CPR Crossing, Powell St.....	8 MPH
Vancouver Jct., through turn-out when entering or leaving CNR Passenger Station lead	10 MPH

3. ENGINE RESTRICTIONS.

Engines must not enter train shed of Continental Can Co.—Endot.

4. TRAIN REGISTER EXCEPTIONS.

Vancouver, Vancouver Jct. C.N. Jct., trains arriving will register in G. N. train order office at Vancouver.
New Westminster, all trains register by ticket.
Burlington, register for Sixth Subdivision only.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Everett Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

6. RESTRICTED CLEARANCES.

The following overhead wires crossing our track do not have standard clearance of 27 ft. from top of rail:

Delta, south wye switch	25'
Marysville, industry track	23'
Stanwood, house track and industry track.....	24'
Fir, English Lumber Co. spur 1.3 mile south.....	25'
Mt. Vernon, Union Oil Co. spur	25' 10"
Burlington, Carnation Milk Co. spur	25' 6"
Vancouver, Hastings St. viaduct	20' 2"

High voltage electric wires at Stillcreek and Vancouver, B. C. will not clear man on top of cars. Train and engine men must keep off top of cars and engines while passing under these wires except in emergency and then use extreme caution. Clearance from top of rail as follows:

Powell St.—Vancouver, B. C. BI Line.....	20' 5"
Main St., Vancouver, B. C.	19' 6"
Renfrew St.—Stillcreek	21' 0"

New Westminster, retaining wall Front Street crossing in front of penitentiary will not clear man on side of car or engine.

7. Delta (freight Yard) located 1.08 miles south of Delta Jct. is provided with: Standard Clock, Bulletins, Water, Oil, Wye, Track Scale, Turntable.
8. Bellingham, northward freight trains leave train south of Pine Street near old Bloedel-Donovan Mill site, bring their set-out to yard and move pick-up back to train. Southward freight trains leave train north of "F" Street crossing. When necessary to take siding at Bellingham, crossing at "C" and "F" Street will have to be cut. Under no circumstances will any crossing be blocked for more than five minutes.
9. Blaine-White Rock, trains will not pass International Border without permission of Customs and Immigration Inspectors.

10. White Rock, between 2 miles south of Ocean Park, from May 15 to September 15, engineers will sound engine whistle frequently and bell must be rung continuously.
11. Still Creek, northward trains having wait or meet orders to fulfill at this point, or when governing home signal indicates "stop", train will stand south of Renfrew Street Crossing until through movement can be made to clear Grandview Highway, 13th Avenue to avoid circuit operating signals at this crossing.
12. Ardley, Engines and employes must not go beyond the gantry crane due to the possibility of scrap falling from the magnet-equipped crane working over this spur beyond the location of the crane.
13. Vancouver, Canadian National Railway operate jointly with GN Ry over Great Northern tracks between Water Front and connection with GN main track north of the roundhouse; also between north leg of wye from main track switch and connection with Canadian National Railway in the Great Northern South Yard, all of which is located within yard limits of Vancouver. Telephones for City and train dispatcher are located in booth near Great Northern main track connection. There is also a City Telephone and train register in yard office near G.N. Dock. Movements in both directions over the Burrard Inlet Line must be recorded in train register. Before movement is made over Burrard Inlet Line in either direction, yard foreman or engineer will communicate with the yard office near G.N. Dock to ascertain if it is safe to proceed; air brakes must be cut in and operative on all engines and cars; the engine must be on the leading end of the cars at all times in making this movement.
Speed restrictions:
8 MPH over Georgia, Keefer, Pender and Cordova Streets.
10 MPH over Union Street on northward movements; southward movements must stop before passing over Union Street and a member of the crew must be on ground at crossing to protect traffic.
14. The Board of Railway Commissioners for Canada, General Order 571, forbids the handling of freight cars in main line passenger trains.
15. **CROSSOVERS ON DOUBLE TRACK.**
Facing point.
Trailing point.
At MP 152.4—1.4 miles south of Still Creek.
Dominion Bridge Co. spur.
Ardley—2.5 miles south of Still Creek, at Vancouver Steel Co. Spur.
MP 147.8—1 mile north of Endot.
16. **MANUAL INTERLOCKINGS.**
Marysville, 1.25 miles south of.....drawbridge 11.
0.50 miles south of.....drawbridge 12.
Fraser River Jct.drawbridge and junction with CN and BCE Rys.
Following instructions will govern operation over Fraser River Bridge:
Explosion of one torpedo indicates stop. No steam or electric locomotive, or train operated by steam, electricity, or other power, no hand or push car or speeder shall cross the bridge in either direction at speeds greater than 10 miles an hour on approaching Home Signals and move between Home Signals at speed not exceeding 6 miles an hour.
No train shall move forward against a stop signal (red indication or no indication) unless the engineman or motorman has been handed a clearance form provided by the Department of Public Works by the Bridge Superintendent or a person authorized by him to do so. No hand flag or lamp signal or verbal instructions are to be accepted as a clearance to cross the bridge.
17. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Delta Jct.Drawbridge 10 and NP Ry crossing.
These switches are electrically controlled by operator at Delta Jct.

Whistle signals for routes:

Main track	1 long.
From North to Delta Yard	1 long, 1 short.
From South to Delta Yard	2 long, 1 short.
From Delta Yard to North	2 long.
From Delta Yard to South	3 long, 1 short.
From NP Ry connection to North.....	1 long, 1 short, 1 long.
From North to NP Ry connection.....	1 long, 1 short, 2 long.

18. **AUTOMATIC INTERLOCKINGS.**

Still CreekEnd of double track.
Interlocking operates automatically for all movements except for southward train movements from single track to northward main track against the current of traffic which requires hand operation of spring switch.
C. N. Ry. Jct.
To obtain proceed indication on signal to enter main track, trainmen shall operate switch key controller located on signal mast. A positive block is maintained in both directions between the southward Interlocking signals C. N. Junction and the northward Interlocking signal Still Creek. When a train is stopped by a Stop signal it will be governed by Rule 509-A.
Instructions posted at the signals.

19. **SEMI-AUTOMATIC INTERLOCKINGS.**

New Westminster, 0.88 miles south
CPR crossing.....Crossover to Waterfront track.
New Westminster, 0.38 miles southFraser Mill Spur.
CPR crossing.
VancouverCPR crossing at Burrard Inlet.
New Westminster, crossover to water front track:
Both switches of crossover are lined by operation of main track switch.
New Westminster, Fraser Mill Spur CPR crossing:
Normal position of gates is stop for Great Northern.
Vancouver, CPR crossing at Burrard Inlet:
Normal position of gates is stop for Great Northern.
GN trains or engines shall stop clear of Powell Street until gates are opened and the way is clear for movement across CPR tracks to avoid blocking traffic on Powell Street. Wigwag type crossing signals governing traffic on Powell Street are manually controlled by handle of electric gate lock.

20. **RAILROAD CROSSINGS PROTECTED BY GATES.**

BurlingtonSixth Subdivision crossing.
Normal position is for Third Subdivision.
South Bellingham, 1.14 miles north of.....NP Ry crossing.
Normal position is for Great Northern.
BellinghamCMStP&P RR crossings.
1 at Army Street, 1 at Commercial Street, 2 at Pine Street.
Normal position is for Great Northern.
Vancouver, Main StreetBCE Ry crossing.
Normal position is stop for Great Northern.
Trains, engines or cars must not be moved over this crossing until a member of the crew is stationed at the crossing to protect traffic on Main Street.

21. Vancouver, switch indicators are located near switches on each side of main track at the junction of the Burrard Inlet Line and Prior Yard, roundhouse lead and wye tracks about 800 ft. south of Vancouver Jct. First class trains must approach B. I. Line and roundhouse lead switches prepared to stop unless block signals governing movement over these switches indicate proceed and main track is seen to be clear. Yard and engine movements may be made in either direction across main track at this point on the time of delayed first class trains without flag protection provided yellow light is displayed in the indicator. First class trains will be considered delayed when they are more than ten minutes past due out of Vancouver, Vancouver Jct. or Still Creek.

22. INSTRUCTIONS GOVERNING OPERATION OF TRAINS AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.

CTC under control of control operator New Westminster under the supervision of the train dispatcher extends between end of double track Endot and the northward leaving home signals at north end Fraser River Bridge and between southward interlocking signal at Fraser River Jct. and south siding switch Brownsville.

All entering home signals to Fraser River Interlocking are under full control of bridge operator.

The top indication of Northward and Southward leaving Home Signals Fraser River Bridge govern entrance to CTC territory on Great Northern main tracks and are jointly controlled by bridge operator and CTC control operator New Westminster, B. C. station.

Controlled siding located at Brownsville. Dwarf home signals at Endot and Brownsville when displaying single green indication are not covered by Consolidated Code Rules, indication will be "Proceed on main route."

23. Canadian National northward trains may enter CTC limits at the north end of Fraser River Bridge when the governing signal indicates proceed, obtaining clearance Form A at New Westminster station.

24. New Westminster, radio call is CJN 253 and station name must not be used.

FOURTH SUBDIVISION

(Oroville Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between

Wenatchee and Keremeos 45 MPH

2. Nighthawk-Keremeos, trains will not pass International Border without permission of Customs and Immigration Inspectors at Oroville.

3. WRECKING DERRICK X-1740.

Wenatchee to Oroville—Max. Speed 20 MPH
Oroville to Keremeos—Prohibited.

FIFTH SUBDIVISION

(Mansfield Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between

Columbia River and Mansfield 30 MPH

2. Columbia River, normal position of junction switch is for siding on First Subdivision.

3. WRECKING DERRICK X-1740.

Columbia River to Withrow—Max. Speed 15 MPH
Withrow to Mansfield—Prohibited.

SIXTH SUBDIVISION

(Anacortes Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between

Anacortes and Rockport 35 MPH

2. SPEED RESTRICTIONS.

Bridge 12, Whitney 10 MPH
Bridge 52, Concrete 5 MPH
Trains handling loaded log cars or high fuel racks..... 20 MPH

3. ENGINE RESTRICTIONS.

Concrete Bridge 52, multiple unit engines coupled together not permitted.

Engines not permitted on industry tracks at:

Anacortes, Puget Sound Mill & Lumber Co. log dump trestle.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Burlington, Sixth Subdivision trains must secure clearance.

5. MANUAL INTERLOCKINGS.

Whitney, one mile west of.....Drawbridge 12.

6. RESTRICTED CLEARANCES.

Hanson Peterson spur grain hopper.

7. Concrete, manually operated highway gates at private crossing Superior Portland Cement Co. will be operated by Superior Portland Cement Co. employee. When gates not in stop position movement will be governed by Rule 103.

WATCH INSPECTORS

Button Jewelers, 4 S. Wenatchee Ave., Wenatchee.

Weisfield's, Inc., 414 Pike St., Seattle.

Peter Michael, 223 Pine St., Seattle.

Roy Davidson, Jeweler, 8524 Greenwood Ave., Seattle.

A. T. Crumpacker, Jeweler, 5325 Ballard Ave., Seattle.

Rainier Jewelers, 4852 Rainier Ave., Seattle.

Mierow's Inc., 1105 Broadway, Tacoma.

Benjamin F. Salewsky, Jeweler, Centralia.

Kenneth A. Wade, Jeweler, Burlington.

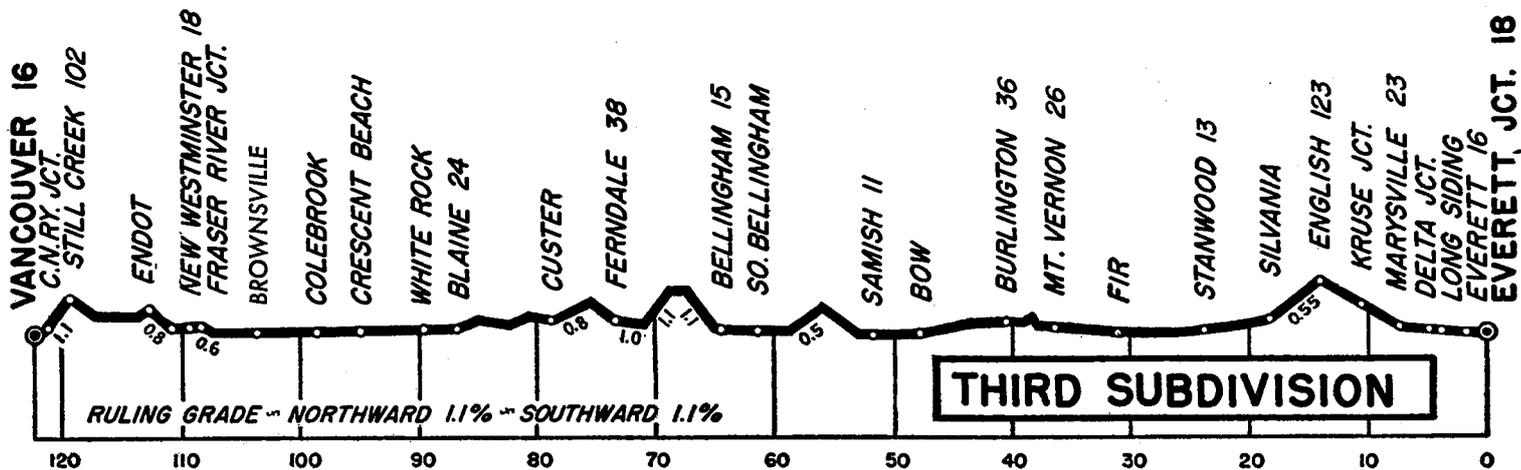
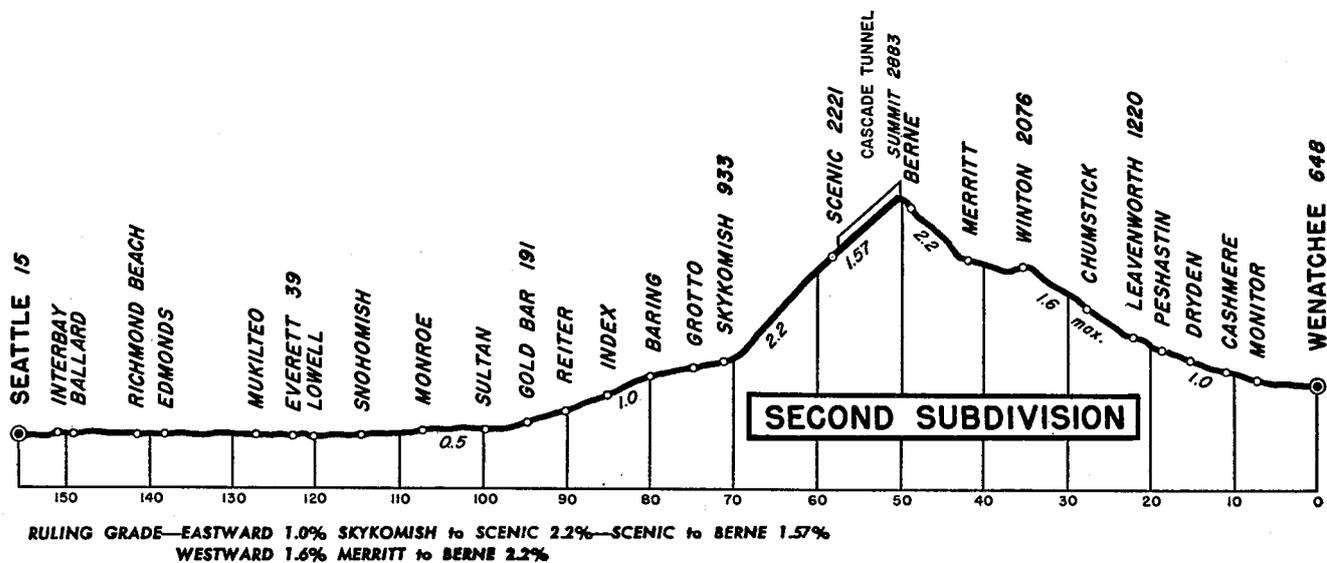
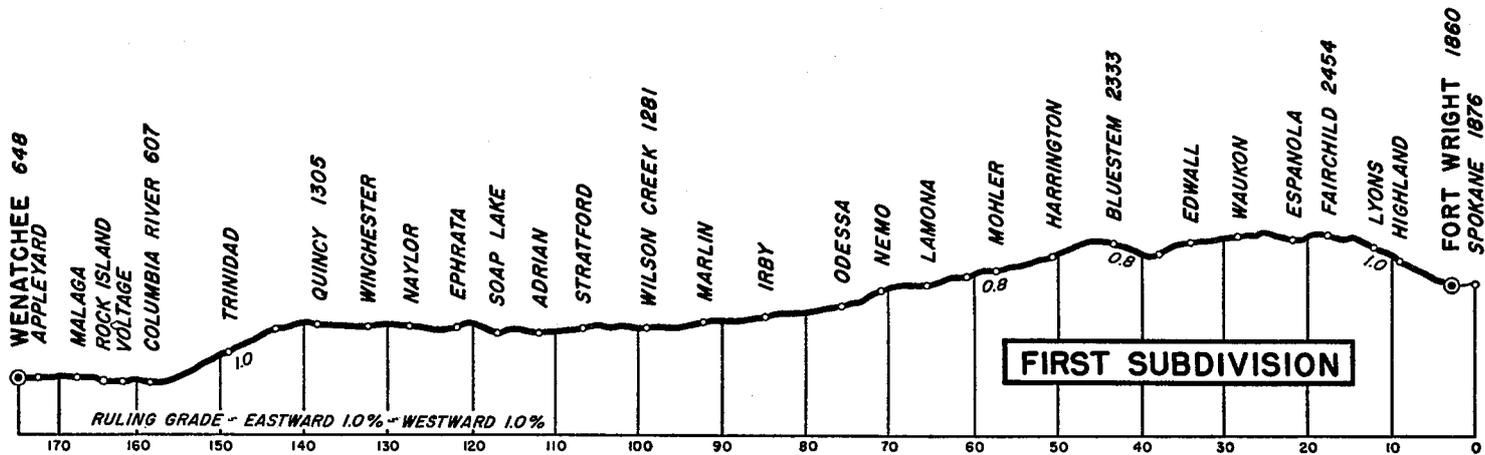
Erving H. Easton, Jeweler, 1308 Cornwall Ave., Bellingham.

Gifford's Jewellery, Ltd., 515 Columbia St., New Westminster, B. C.

W. H. Grassie, Watchmaker & Jeweler, 566 Seymour St., Vancouver, B. C.

Weisfield's, Inc., 530 S.W. Washington St., Portland.

McDonough's Jewelers, 2810 Colby, Everett, Wash.



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