



SPOKANE DIVISION

TIME TABLE No. 37.

EFFECTIVE 12:01 A. M.
PACIFIC TIME

SUNDAY, OCTOBER 2, 1932.

C. McDONOUGH, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD

FIRST SUBDIVISION—HILLYARD AND WENATCHEE.

EASTWARD

THIRD CLASS			FIRST CLASS				Car Capacity		Time Table No. 37				STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS					SECOND CLASS			THIRD CLASS		
693	691	381	255	45 Spands No. 1	1	27	5	Siding	Other Tracks	Station Numbers	Distance from Hillyard	Effective October 2, 1932.					2	28	6	46 Spands No. 2	256	432	450	476	694	382	692
Local Freight	Local Freight	Mixed	Mixed	Passenger	Passenger	Fast Mail	Passenger										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Wed. Saturday	Tuesday Friday	Monday Thur.	Daily Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Tuesday Friday	Monday Thur.	Wed. Saturday				
L Am 6:40			L Pm 4:35		L Pm 9:15	L Pm 7:37		Yard	2558	1469	0.0	.....HILLYARD.....	Depot HU Yard SQ 179.25	RKDNPW C O I X	A Am 8:00	A Am 8:15		A Am 8:40	A Am 10:45	A Pm 6:15	A Am 1:45			A Pm 2:30		
5:55			4:45		9:25	7:45				1472	3.68	.....O.-W. R. & N. Jct.....		DNPI	7:50	8:05		8:30	10:20	5:50	1:20			s 2:05		
s 6:00			A Pm 4:50	L Pm 9:45	9:30	7:50	L 28 Am 8:00	Yard	644	1473	4.85	.....SPOKANE.....	DS-Q 174.40	RKDNPW O X	7:45	8:00	A Pm 7:00	L Am 8:25	10:10	5:40	1:15			s 1:55		
s 6:15			A Pm 9:50	10:05	8:20	f 8:05		69	26	1477	7.59	.....FORT WRIGHT.....	FW 171.66	IDNPY X	7:22	7:43	f 6:50	L Am 6:55	9:55	5:30	1:05			s 1:40		
s 6:40				10:17	8:30	f 8:17		69	6	1481	13.95	.....HIGHLAND.....		P	7:10	7:31	f 6:38		9:40	5:15	12:51			s 1:20		
s 7:04				10:23	8:36	f 8:23		69	15	1486	17.21	.....LYONS.....		P	6:91	6:91	f 6:32		9:30	5:05	12:42			s 1:05		
s 7:25				10:31	8:43	f 8:31		70	50	1493	22.60	.....GALENA.....		P	6:56	7:17	f 6:23		9:15	4:55	12:30			s 12:45		
s 7:45				10:36	8:49	f 8:37		130	39	1498	26.69	.....ESPANOLA.....		P	6:49	7:11	f 6:17		9:05	4:45	12:20			s 12:30		
s 8:10				10:44	8:57	f 8:48		70	50	1502	33.18	.....WAUKON.....		P	6:40	7:01	f 6:07		8:48	4:30	11:55			s 12:05		
s 8:48				10:52	9:05	s 8:57		129	35	1508	38.90	.....EDWALL.....	WH 140.35	DPW	6:32	6:52	s 5:58		8:20	4:15	11:35			s 11:40		
s 9:25				f 9:03				20	1512	42.60	.....CANBY.....		P			f 5:50								s 11:05		
s 9:40				476	11:05	9:18	f 9:12	70	46	1517	48.10	.....BLUESTEM.....	BM 131.15	IDNP	6:18	6:37	f 5:43		7:50	3:45	11:05			s 10:45		
s 10:05				11:14	9:27	s 9:23		E62 W69	95	1524	55.51	.....HARRINGTON.....	HR 123.74	D P	6:06	6:25	s 5:33		7:30	3:15	10:25			s 10:10		
s 10:40				11:23	9:35	f 9:32		E68	46	1531	62.23	.....MOHLER.....		P	5:55	6:14	f 5:23		7:12	2:50	10:00			s 8:35		
s 11:05				11:28	9:40	f 9:38		0	49	1535	65.94	.....DOWNS.....		P	5:49	6:08	f 5:17		7:00	2:35	9:50			s 8:20		
s 11:20				11:34	9:46	f 9:48		69	35	1539	70.40	.....LAMONA.....	PA 108.85	IDNPW	5:42	6:01	f 5:10		6:45	2:20	9:30			s 8:05		
s 11:45				11:41	9:53	f 9:56		94	16	1544	75.98	.....NEMO.....		P	5:33	5:52	f 5:02		6:30	2:05	9:05			s 7:45		
s 12:05				11:47	9:59	s 10:04		69	109	1550	80.83	.....ODESSA.....	SA 98.42	D P	5:25	5:44	s 4:54		6:15	1:45	8:45			s 7:20		
s 12:35				11:53	10:05	f 10:11		47	15	1555	85.41	.....SEWARD.....		P	5:18	5:37	f 4:45		6:00	1:35	8:35			s 6:55		
s 12:55				11:59	10:11	f 10:17		113	25	1558	89.74	.....IRBY.....		PW	5:11	5:31	f 4:38		5:50	6:91	8:25			s 6:35		
s 1:20				12:10	10:21	f 10:28		69	33	1566	97.21	.....MARLIN.....	KR 82.04	D P	4:59	5:21	s 4:27		5:30	1:00	8:05			s 6:03		
L Am 7:00	A Pm 2:20			12:19	10:30	f 10:38		182	138	1573	103.83	.....WILSON CREEK.....	CK 75.42	DNPW CY X	4:48	5:12	s 4:16		5:12	12:40	7:45	12:15		L Am 5:30		
s 7:35				12:29	10:39	f 10:50		129	19	1580	111.65	.....STRATFORD.....		P	4:34	5:04	f 4:02		4:07	12:05	7:15			s 11:45		
s 8:10				12:36	10:46	f 10:58		137	132	1588	116.97	.....ADRIAN.....	AD 62.28	P	4:25	4:57	f 3:53		3:52	11:40	7:00			s 10:58		
s 8:35				f 11:05				20	1591	121.57	.....SOAP LAKE.....	AF 57.68	D P			s 3:45								s 10:35		
s 9:10				12:49	11:00	s 11:14		129	58	1596	126.97	.....EPHRATA.....	FR 52.28	D PW	4:08	4:43	s 3:35		3:27	11:14	6:35			s 10:05		
s 9:40				12:56	11:07	f 11:22		70	7	1601	132.12	.....NAYLOR.....		P	4:00	4:35	f 3:25		3:12	10:40	6:15			s 9:40		
s 10:15				1:03	11:13	f 11:29		69	15	1606	137.19	.....WINCHESTER.....		P	3:52	4:28	f 3:17		3:02	10:15	6:00			s 9:10		
s 10:40				1:14	11:22	f 11:38		95	104	1612	143.33	.....QUINCY.....	QN 35.92	DNPW	3:42	4:20	s 3:07		2:45	9:56	5:45			s 8:45		
s 11:00				1:22	11:31	f 11:47		73	4	1617	148.46	.....CRATER.....		P	3:33	4:13	f 2:58		2:25	9:36	5:26			s 8:20		
s 11:35				1:32	11:41	f 11:58		123	19	1623	154.06	.....TRINIDAD.....	DI 25.19	PW	3:23	4:04	s 2:49		2:00	9:18	5:06			s 7:50		
s 12:07				1:41	11:49	f 12:07		69	5	1628	159.34	.....VULCAN.....		P	3:14	3:55	f 2:39		1:41	9:01	4:50			s 7:30		
s 12:50			L Pm 5:40	1:48	11:56	f 12:13		70	52	1632	163.37	.....COLUMBIA RIVER.....	CM 15.88	PW	3:07	3:49	f 2:32		1:08	8:50	4:38			s 7:10		
s 1:20			s 5:55	1:56	12:03	f 12:21		70	13	1637	167.94	.....ROCK ISLAND.....		P	2:59	3:41	s 2:24		12:52	8:35	4:25			s 8:05		
s 1:40			s 6:10	2:04	12:11	f 12:29		70	23	1641	172.34	.....MALAGA.....		P	2:50	3:33	f 2:14		12:40	8:20	4:13			s 7:50		
A Pm 6 2:00			6:20	2:12	12:19	f 12:37		Yard	1082	1645	177.08APPLEYARD.....	WD 2.17	RKDNPW OC X	2:40	3:25	f 2:05		L 27 Am 12:20	L Am 8:00	L Pm 4:00	L Am 5:45			s 7:35		
			A Pm 6:30	2:15	12:25	f 12:42		75 Yard	1085	1648	179.25WENATCHEE.....	WC 0.0	RKDN PWX	L Am 2:36	L Am 3:20	L Pm 2:00								L Am 7:30		
7.00	8.40	.50	.15	.05	5.00	4.48	4.42					Time Over Subdivision			5.25	4.55	5.00	.05	.15	10.25	10.15	9.45	6.30	.45	9.00		
10.78	11.98	19.05	19.40	33.00	35.79	36.66	37.10					Average Speed Per Hour			33.09	36.03	34.80	33.00	19.39	17.16	17.28	18.16	11.60	21.17	11.53		

Special Rules.

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

Extra trains may use double track with the current of traffic without running orders, provided they secure proper clearance card Form A from Superintendent. Trains 1, 2 and 27 register by card at Hillyard. No. 27 will stop at Hillyard to discharge Revenue passengers.

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

First class trains register by card at Appleyard. Register at Columbia River for trains originating and terminating at this station.

Siding at Adrian is used jointly by N. P. and G. N. trains between N. P. connection and depot (See Rule 105). Normal position of N. P. connection switch is for siding.

West yard limit Spokane is one mile west of Fort Wright.

Rock Island Dam Depot, .84 mile east Rock Island Station.

INTERLOCKING.

HILLYARD—Whistle signals for movements through plant: Eastward Trains:

To Main Yard—1 long, 1 short.
To West Yard—1 long, 1 short, 1 long.

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

O.-W. R. & N. JCT.—Whistle signals for tracks with switches controlled from interlocking tower:

O.-W. R. & N. Junction—Main Line—1 long.
O.-W. R. & N. Transfer No. 1—1 long, 1 short.
O.-W. R. & N. Transfer No. 2—2 long, 1 short.

FORT WRIGHT—Whistle signals for tracks with switches controlled from Interlocking Plant:

Main Line, G. N. Ry.—1 short, 1 long.
Main Line, S. P. & S. Ry.—1 long, 1 short.
Siding, G. N. Ry.—2 long, 1 short.

Switches east end Fort Wright are operated from Interlocking Plant and signals are located as follows:

Home signal for westward trains 55 feet east of main line switch leading to S. P. & S. Ry. Top arm 90 degrees up is for main line, second arm 90 degrees up is for S. P. & S. Ry. and third arm is for siding.

Home signal eastward for G. N. Ry. 600 feet west of east main line switch, on right hand side of siding going east, top arm is for main line trains, lower arm is fixed and denotes home signal and derail 55 feet ahead.

Home signal on S. P. & S. Ry. 580 feet from east main line switch. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derail 55 feet ahead.

Derail on siding 400 feet from frog, governed by dwarf signal 55 feet from derail.

Eastward Distant Signal on G. N. Ry. 3700 feet west of Eastward Home Signal.

S. P. & S. Distant Signal at west end of Tunnel No. 19.

Double track switch 20 feet East of Bridge 274 and derail on Westward main line 600 feet East of the double track switch, are electrically operated from Fort Wright Plant, and semaphore signals govern train movements over switches and derails.

Eastward trains stopped by semaphore signals governing double track switch and derail on East end of Bridge 274 will communicate with Fort Wright operator verbally, and Westward trains will communicate by phone located on East end of Bridge 274. If necessary to pass signal in Stop position the derail and switch to be spiked before proceeding.

See Rule 605.

MAXIMUM SPEED.

Between Passenger Freight
Within city limits,
Spokane, 20 M. P. H. 20 M. P. H.

From Division Street to
Monroe Street, Spokane. 12 M. P. H. 12 M. P. H.
Forty Wright and Lyons. 45 M. P. H. 35 M. P. H.
Lyons and Wenatchee. 60 M. P. H. 35 M. P. H.

Over Bridges 270 and 273,
Spokane, Q-1, R and
S-2 Engines. 8 M. P. H.

Over Bridge 274, Fort Wright
Q-1, R and S-2 Engines. 15 M. P. H.
Quincy and Crater. S-2 Engines 50 M. P. H.
Vulcan and Columbia River. S-2 Engines 50 M. P. H.

Table with columns for Class (Second, First), Station, Time, Car Capacity, and various service indicators. Includes 'Time Table No. 37' and 'STATIONS'.

Special Rules.

Westward trains are superior to eastward trains of the same class. The track between Berne and Scenic is controlled by a positive block in both directions...

High Voltage electric wires in electrified zone between Appleyard and Skykomish, in some places, will not clear man on top of car and trainmen must keep off cars while passing through this territory...

Delta (Freight Yard) 3.26 miles west of Lowell.

Trains between Lowell and Delta will be governed by Northern Pacific Railway Time Table and Rules.

First class trains register by card at Interbay. Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Trains may be moved against current of traffic through Seattle Tunnel only on written order on prescribed form properly filled out—Form 26 to be used for movement of westward trains against current of traffic and Form 26-A to be used for movement of eastward trains against current of traffic.

At Snohomish N. P. trains will enter G. N. main track through cross-over. Eastward first class N. P. trains will leave G. N. main track through cross-over. Other than first class N. P. eastward trains will head in at west switch of N. P. siding.

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

INTERLOCKING

Whistle signals for tracks with switches controlled by interlocking at Everett Jet.: Main track eastward one long. Coast Line eastward one long and one short.

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

FLAG STOPS.

No. 5 and No. 6 Plains, Miller River and Baring. No. 6, Startup. No. 359, Mukilteo to Interbay to discharge passengers from Everett and points east and north.

SPEED RESTRICTIONS.

Table listing speed restrictions for Passenger and Freight trains at various locations such as Main Street Crossing, Cashmere, Dryden, etc.

MAXIMUM SPEED.

Table showing maximum speeds for Passenger and Freight trains between various stations like Wenatchee and Merritt, Merritt and Berne, etc.

4 SOUTHWARD.

THIRD SUBDIVISION—EVERETT JUNCTION AND VANCOUVER.

NORTHWARD.

Special Rules.

THIRD CLASS		SECOND CLASS			FIRST CLASS				Car Capacity	Station Numbers	Distance from Vancouver	STATIONS	Time Table No. 37 Effective October 2, 1932.	Signs	FIRST CLASS			SECOND CLASS		THIRD CLASS		
735	713	711	739	737	101	355	297	359							102	360	358	712	738	714	735	
C. N. Ry. 398-Mixed	Local Freight	Local Freight	C. N. Ry. 406 Freight	C. N. Ry. 404 Freight	C. N. Ry. 2 Passenger	Passenger	N. P. 444 Passenger	Passenger					Effective October 2, 1932.	Signs	C. N. Ry. 1 Passenger	Passenger	Passenger	Freight	C. N. Ry. 403 Freight	Local Freight	C. N. Ry. 397-Mixed	
Tues., Fri.	Tues., Thurs., Sat.	Daily Ex. Sat.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Siding	Other Tracks					Daily	Daily	Daily	Daily Ex. Sat.	Daily	Mon., Wed., Fri.	Wed., Sat.	
L 7.15		L 1.30Pm		L 12.50Am	L 3.05Pm	5.30Pm		L 8.30Am		400	CL 125	0.0	VANCOUVER	VN								
7.25		1.35	L 3.40Pm	12.58	3.08	5.33		8.33			CL 122	2.73	C. N. JUNCTION									
7.30		1.40	3.48	1.04	3.13	5.36		8.36			CL 120	4.57	STILL CREEK									
7.37		1.50	3.53	1.12	3.18	5.39		8.39			CL 117	7.20	ARDLEY									
7.48		1.55	4.00	1.18	3.23	5.42		8.42		0	CL 115	9.09	BURNABY									
		2.06	4.10			5.45		8.45		16	CL 115	9.09	ENDOT									
7.55		2.25	4.16	1.25	3.27	5.51		8.51	19	120	CL 112	11.70	B. C. E. RY. CROSSING									
A 8.00		2.30	A 4.20Pm	A 1.30Am	A 3.32Pm	5.57		8.56		60	CL 107	13.06	NORTH WESTMINSTER									
		2.35				6.01		9.01				13.54	NEW WESTMINSTER									
		3.05				6.18		9.16	46	47	CL 96	24.08	FRASER RIVER JCT.									
		3.15				6.21		9.21	8		CL 92	27.72	COLEBROOK									
		4.05				6.35		9.35	57	10	CL 87	32.75	CRESCENT									
		7.12				6.55		9.55				35.43	WHITE ROCK									
		4.15				7.07		10.07				38.46	INTERNATIONAL BOUNDARY									
		5.40				7.15		10.15				49.04	BLAINE									
		6.05				7.35		10.35				58.02	CUSTER									
		6.25				7.11		10.35				58.02	FERDALE									
		7.00				7.35		10.35				58.02	BELLINGHAM									
		8.05				7.45		10.45				60.95	C. M. ST. P. & P. CROSSG.									
		8.25				7.54		10.51				64.87	C. M. ST. P. & P. CROSSG.									
		8.40				8.04		11.00				70.88	C. M. ST. P. & P. CROSSG.									
		9.00				8.09		11.05				74.63	C. M. ST. P. & P. CROSSG.									
		9.15				8.17		11.11				79.28	NOR. PAC. RY. CROSSING									
		9.30										81.74	SOUTH BELLINGHAM									
		11.00Am	10.10			8.25		11.20				82.01	SOCKEYE									
		11.15	10.25			8.39		11.32				85.08	SAMISH									
		12.25Pm	10.35			8.47		11.40				91.81	BOW									
		12.40										92.65	BELLEVILLE									
		12.55	10.50			8.58		11.52				98.41	P. S. B. R. RY. CROSSING									
		1.15	11.05			9.05		11.59				102.98	BURLINGTON									
		1.30	11.15			9.10		12.05Pm				107.98	P. S. P. T. CO. CROSSING									
		1.40	11.25			9.15		12.10				111.70	MT. VERNON									
		2.00	11.35			9.21		12.18				115.11	FIR									
		2.15Pm	11.50Pm			9.27		12.24				117.67	ENGLISH LBR. CO. CROSSG.									
						9.30		12.27				119.03	STANWOOD									
						9.45		12.43				121.57	SILVANA									
						9.47Pm		12.45Pm				122.88	ENGLISH									
													KRUSE									
													MARYSVILLE									
													DELTA WYE TOWER									
													NOR. PAC. RY. CROSSING									
													LONG SIDING									
													EVERETT									
													EVERETT JUNCTION									
.45	3.15	10.20	.40	.40	.26	4.17	.11	4.15					Time Over Subdivision									
15.74	10.94	11.41	17.70	19.55	26.24	28.57	33.94	28.78					Average Speed Per Hour									

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

All trains arriving and leaving Vancouver and C. N. Junction will register in G. N. train order office, Vancouver. Trains will not pass International Boundary at Blaine and White Rock without permission of Customs officials. Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

Delta (Freight Yard) 1.08 miles south of Delta Wye:—Water, Fuel, Track Scales, Wye and Standard Clock. Register at Delta for trains originating and terminating at this station.

INTERLOCKERS.

FRASER RIVER BRIDGE:
No train, engine, or cars shall be moved into or through the interlocking zone protecting the Fraser River bridge immediately south of New Westminster, B. C., through the use of flag, hand signal, lantern or word of mouth when the interlocking plant is out of order. The Government has provided regular clearance card to be used in cases of this kind and nothing else should be accepted.

DELTA WYE:
All southward trains be governed by a two arm home signal located 700 feet north of draw span. Top arm at 90 degrees up proceed to two arm home signal located 20 feet north of N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard. Whistle signals for tracks with switches controlled from Delta Wye Interlocking Plant.

Main Line—One Long.
Delta Yard from North—One Long, One Short.
Delta Yard from South—Two Long, One Short.
Delta Yard North—Two Long.
Delta Yard South—Three Long, One Short.
Northward from Northern Pacific connection—One Long, One Short, One Long.
Southward for Northern Pacific connection—Two Long, One Short, One Long.

Train movement from Bayside northward be governed by top arm on home signal located 60 feet south of wye switch and by home signal located on trestle 500 feet south of draw span. Train movements from Delta northward be governed by top arm on home signal located 60 feet east of wye switch, and by home signal located on trestle 500 feet south of draw span. Trains between Delta and Bayside be governed by lower arm home signal located 60 feet east of wye switch, also by home signal located 90 feet east of the frog of the south wye switch.

Trains northward from Northern Pacific connection to Great Northern main line governed by lower arm on home signal on Northern Pacific track. Top arm on advance home signal 500 feet south of draw span. Southward trains for Northern Pacific connection to be governed by lower arm on home signal 700 feet north of draw span.

FLAG STOPS

No. 360—Norman-Milltown-Blanchard.
No. 359—Crescent bridge for Express.
No. 355—Fir, Stanwood, Marysville, for parcel post.
Ocean Park—Flag for all first class trains.

SPEED RESTRICTIONS. All Trains

Over Street Crossings between South Bellingham depot and the Crossing just North Bellingham Freight depot..... 10 M. P. H.
Over Fraser River Bridge, New Westminster.... 6 M. P. H.
Between Mile Posts 123 and 127, between White Rock and Crescent, Oct. 1st to May 1st.... 15 M. P. H.
Over Brunette St., Sapperton and thru Blaine, Burlington, Mt. Vernon and Marysville..... 8 M. P. H.
Everett, over Bond St., Hewitt St., California St. and 24th St..... 6 M. P. H.
Over Bridge 64, Ferndale, Q-1, R, S-1..... 5 M. P. H.
Over Bridge 36, Mt. Vernon, Q-1, R, S-1..... 5 M. P. H.
Over Bridge 14, Silvana, Q-1, R, S-1..... 5 M. P. H.
Over Bridge 12, Marysville, Q-1, R, S-1..... 5 M. P. H.
Over Bridge 11, Marysville, Q-1, R, S-1..... 5 M. P. H.
Over Bridge 15, Silvana, Q-1, R, S..... 8 M. P. H.

Following railroad crossings at grade protected by crossing gates, all trains approach and cross them at speed at 8 M. P. H.
Burlington—G. N. Ry. Rockport Branch.
South Bellingham—N. P. Ry.
Bellingham—C. M. St. P. & P.

MAXIMUM SPEED.

Between Passenger Freight
Delta Wye and Samish..... 55 M. P. H. 35 M. P. H.
Samish and Bellingham..... 40 M. P. H. 25 M. P. H.
Bellingham and Vancouver..... 50 M. P. H. 35 M. P. H.

SOUTHWARD. FOURTH SUBDIVISION NORTHWARD.
WENATCHEE AND OROVILLE.

THIRD CLASS	FIRST CLASS	Car Capacity	STATION NUMBERS	DISTANCE FROM OROVILLE	TIME TABLE NO. 37 Effective October 2, 1932.	TELEGRAPH CALLS	DISTANCE FROM WENATCHEE	SIGNS	FIRST CLASS	THIRD CLASS
697	253	Sidings Other Tracks							254	698

Local Freight	Mixed	Sidings	Other Tracks	Station Numbers	Distance from Oroville	Time Table No. 37	Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS	THIRD CLASS
					0.0	... OROVILLE ...	VR	137.24	RKD WYX	A Am 11:59	
					5.75	... CORDELL ...		181.40			
					11.03	... ELLISFORD ...		126.21			
					16.96	... TONASKET ...	ON	120.28	DPW		
					21.79	... JANIS ...		115.45			
					27.22	... BARKER ...		110.02			
					32.51	... RIVERSIDE ...		104.73	PW		
					36.69	... CHEROKEE ...		100.55			
					41.54	... OMAK ...	M K	95.70	DPXC	A Am 2:20	
					45.74	... OKANOGAN ...	K N	91.50	DPW		
					50.67	... CHILLOWIST ...		86.57			
					54.60	... MALOTT ...		82.64			
					60.85	... WAKEFIELD ...		76.39	W		
					65.58	... MONSE ...		71.66			
					72.25	... BREWSTER ...	B R	64.99	DP		
					78.33	... PATEROS ...	R O	58.91	DPWX		
					83.80	... STARR ...		53.44			
					87.46	... WELLS ...		49.78			
					93.19	... HUGO ...		44.05			
					98.30	... CHELAN ...	H N	38.94	DPW		
					99.46	... CHELAN FALLS ...		37.78			
					105.31	... STAYMAN ...		31.93			
					111.23	... WINESAP ...		26.01			
					118.34	... ENTIAT ...	N I	18.90	DPW		
					123.64	... WAGNERSBURG ...		13.60			
					129.27	... ZENA ...		7.97			
					133.75	... OLDS ...		3.49			
					137.24	... WENATCHEE ...		0.0	RKDNPW	L Am 6:00	L Pm 7:00

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

SPEED RESTRICTIONS.
Over Bridge 2, 8, Olds, M-N-O-P-Q-2-S. 8 M. P. H.
Over Bridge 2, 8, Olds, Q-1 engines. 5 M. P. H.
Over Bridge 18.4, Entiat, M-N-O-P-Q-2-S. 8 M. P. H.
Over Bridge 18.4, Entiat, Q-1 engines. 5 M. P. H.
Over Bridge 58.4, Pateros, N-O-Q-S. 8 M. P. H.
Over Bridge 58.4, Pateros, R. 5 M. P. H.
Over Bridge 77.1, Wakefield, M-N-O-P-Q-2-S. 8 M. P. H.
Over Bridge 77.1, Wakefield, Q-1 engines. 5 M. P. H.

MAXIMUM SPEED.
Between
Wenatchee and Oroville. 35 M. P. H. Passenger 30 M. P. H. Freight

SOUTHWARD. FIFTH SUBDIVISION NORTHWARD.
DEAN AND MARCUS.

THIRD CLASS	FIRST CLASS	Car Capacity	STATION NUMBERS	DISTANCE FROM MARCUS	TIME TABLE NO. 37 Effective October 2, 1932.	TELEGRAPH CALLS	DISTANCE FROM DEAN	SIGNS	FIRST CLASS	THIRD CLASS
701	255	Sidings Other Tracks							256	702

Local Freight	Mixed Motor	Sidings	Other Tracks	Station Numbers	Distance from Marcus	Time Table No. 37	Telegraph Calls	Distance from Dean	SIGNS	FIRST CLASS	THIRD CLASS
					0.00	... MARCUS ...	MS	87.12	RKD WYX	A Pm 12:20	A Pm 5:00
					5.30	... MEYER'S FALLS ...	MP	81.82	D		
					10.80	... PALMERS ...		76.32			
					13.85	... COLVILLE ...	VD	73.27	D W		
					17.65	... ORIN ...		69.47			
					20.35	... ARDEN ...		66.77			
					27.74	... ADDY ...	AD	59.38	D W		
					36.95	... CHEWELAH ...	CH	50.17	D X		
					44.52	... VALLEY ...		42.60	Y X		
					49.76	... GRAYS ...		37.36			
					53.19	... CLINE ...		33.93			
					54.46	... SPRINGDALE ...		32.66	W		
					62.57	... LOON LAKE ...		24.55			
					69.37	... CLAYTON ...	CN	17.75	D		
					70.26	... CHRISTIANSON ...		16.86			
					74.64	... DEER PARK ...	DE	12.48	D W		
					78.23	... DENISON ...		8.89			
					83.35	... WAYSIDE ...		3.77			
					87.12	... DEAN ...	SF	0.0	R DN X	L Am 9:00	L Am 6:10

Special Rules.
Northward trains are superior to southward trains of the same class.
Trains 255 and 256 will stop on flag at Darts, Blue Creek, Buckeye, Mission. Mission is 1.6 miles south of Meyers Falls.
The normal position of Junction switch at Marcus is for Sixth Subdivision.
Northward trains will stop and make service test of air brakes at Meyers Falls before descending Marcus Hill.
Water at Kulzers spur, 1.7 miles south of Valley.

MAXIMUM SPEED.
Between
Dean and Valley. 35 M. P. H. Passenger 30 M. P. H. Freight
Valley and Meyers Falls. 40 M. P. H. 30 M. P. H.
Meyers Falls and Marcus. 25 M. P. H. 20 M. P. H.
Thru town limits Chewelah. 8 M. P. H. 8 M. P. H.
Thru town limits Deer Park. 10 M. P. H. 10 M. P. H.
Over main street crossing Marcus. 6 M. P. H. 6 M. P. H.

SOUTHWARD. SIXTH SUBDIVISION NORTHWARD. 5
MARCUS AND NELSON.

THIRD CLASS	FIRST CLASS	Car Capacity	STATION NUMBERS	DISTANCE FROM NELSON	TIME TABLE NO. 37 Effective October 2, 1932.	TELEGRAPH CALLS	DISTANCE FROM MARCUS	SIGNS	FIRST CLASS	THIRD CLASS
703	259	Sidings Other Tracks							260	704

					0.00	... NELSON ...	BC	99.01	R DNWC	L Pm 4:00
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TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES

THIRD CLASS	FIRST CLASS	Car Capacity	STATION NUMBERS	DISTANCE FROM MARCUS	TIME TABLE AND RULES	TELEGRAPH CALLS	DISTANCE FROM MARCUS	SIGNS	FIRST CLASS	THIRD CLASS
6:00	8:00	Sidings Other Tracks							260	704
					5.45	... TROUP JUNCTION ...		93.56	R YP	
					10.26	... SOUTH NELSON ...		88.75	W	
					17.05	... APEX ...		81.96		
					20.38	... HALL ...		78.63		
					27.50	... YMIR ...		71.51	W	
					31.86	... BOULDER MILL ...		67.15		
					35.15	... SALMO ...	SO	63.86	D	
					37.87	... ERIE ...		61.14		
					40.74	... MEADOWS ...		58.27		
					50.42	... FRUITVALE ...		48.59		
					55.74	... COLUMBIA GARDENS ...		43.27		
					59.57	... WANETA, B. C. ...	WN	39.44	D	
					61.68	... BOUNDARY, U. S. ...		37.33		
					68.45	... HANLEYS ...		30.56		
					70.48	... NORTHPORT ...	NP	28.53	RKD WYX	
					78.76	... MARBLE ...		20.25		
					90.23	... BOSSBURG ...		8.78		
					99.01	... MARCUS ...	MS	0.00	RKD WC	L Pm 12:45

Special Rules.
Southward trains are superior to northward trains of the same class.
Trains 259 and 260 will stop on flag at Evans, Lane and Bronsons Spur, Kane, Stroh Spur, Parks, Benton, Baskins and Gevertz Spur, Porto Rico, Wileys Spur and Marble Timber Co's. Plant.
Northward trains will stop and make service test of air brakes at Apex before descending Nelson Hill.
Trains must come to a stop before reaching Troup Junction switch and must know track is clear before using Canadian Pacific Main Track.
Trains will not leave Border Stations until conductor has reported to and received clearance from Customs Officer.
Water four miles south of Marble and three miles south of Fruitvale.

MAXIMUM SPEED.
Between
Marcus and Troup Jct. 30 M. P. H. Passenger 20 M. P. H. Freight
Except over Pend O'Reille River Bridge at Waneta all trains 8 M. P. H.

6 WESTWARD.		SEVENTH SUBDIVISION—MARCUS AND REPUBLIC.										EASTWARD.	
SECOND CLASS		Time Table No. 37 Effective October 2, 1932.										SECOND CLASS	
393	391	Car Capacity		Station Numbers	Distance from Marcus	Telegraph Calls	Distance from Republic	SIGNS	392	394	Saturday	Tuesday	
Mixed	Mixed	Sidings	Other Tracks						Mixed	Mixed			
Monday	Friday	STATIONS											
L Pm 12.45	L Pm 12.45	40	148	SA 87	0.00	MS	73.36	RKD WC Y	A Pm 12.30	A Pm 12.30			
f 1.10	f 1.10		31	SD 5	5.45		67.91		f Pm 12.10	f Pm 12.10			
f 1.25	f 1.25		31	SD 10	10.12		63.24		f 11.50	f 11.50			
f 1.45	f 1.45		31	SD 15	15.35		58.01	W	f 11.30	f 11.30			
f 2.00	f 2.00	0	7	SD 17	16.90		56.46		f 11.25	f 11.25			
f 2.15	f 2.15	0	12	SD 22	21.23		52.13		f 11.10	f 11.10			
s 2.55	s 2.55	0	18	SD 27	27.32		46.04		s 10.45	s 10.45			
s 3.30	s 3.30	0	4	SD 42	38.06	GR	34.70		s 10.00	s 10.00			
3.35	3.35	0	0	SD 40	40.12		33.24	Y	9.55	9.55			
s 3.50	s 3.50	0	40	SD 42A	41.74		31.62	W	s 9.50	s 9.50			
f 4.05	f 4.05	0	11	SD 46	45.87		27.49		f 9.20	f 9.20			
s 4.30	A Pm 4.30		48	SD 52	52.16	W	21.20	R D W Y	L Am 9.00	s 9.00			
f 4.50			33	SD 58	58.24		15.12			f 8.35			
f 5.15		0	16	SD 65	64.78		8.58	W		f 8.10			
f 5.30			34	SD 68	68.46		4.90			f 7.50			
A Pm 5.45		45	33	SD 73	73.36	Z	0.00	RKD W Y		L Am 7.30			
5.00 14.67	3.45 13.92	Time Over Subdivision Average Speed Per Hour										3.30 14.90	5.00 14.67

Special Rules—Seventh Subdivision.

Eastward trains are superior to westward trains of the same class.
 Normal position of Junction switch at Marcus is for Sixth subdivision.
 Normal position of Junction switch at Curlew is for Seventh subdivision.
 Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.
 All trains stop on flag at Karamin and Rock Cut.

SPEED RESTRICTIONS.

Over Bridge 12, one-half mile east of Boyds..... 8 miles per hour.
 Trains with loaded log cars between Marcus and Republic..... 15 miles per hour.

MAXIMUM SPEED.

Passenger Trains..... 25 miles per hour.
 Freight Trains..... 20 miles per hour.
 Except over Bridge No. 1 at Marcus, all trains..... 8 miles per hour.

Special Rules—Eighth Subdivision.

Eastward trains are superior to westward trains of the same class.
 Normal position of Junction switch at Curlew is for Seventh Subdivision.
 Service air test must be made before leaving Molson.
 Trains will not leave Border Stations until conductor has reported to and received clearance from Customs officers.

MAXIMUM SPEED.

All Trains..... 25 miles per hour.
 Except passing high bluff one mile west of Bridesville and from one mile east to two miles west of Bergen..... 15 miles per hour.

Special Rules—Ninth Subdivision.

Westward trains are superior to eastward trains of the same class.
 Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.
 Trains 396 and 397 will stop on flag at Ruby Mine Spur.
 Normal position of switch at K. V. Jct. is for K. V. Ry main track.
 Normal position of Junction switch at Oroville is for Fourth subdivision.

MAXIMUM SPEED.

All Trains..... 25 miles per hour.

WESTWARD.		EIGHTH SUBDIVISION—CURLEW AND MOLSON.										EASTWARD.	
SECOND CLASS		Time Table No. 37 Effective October 2, 1932.										SECOND CLASS	
391		Car Capacity		Station Numbers	Distance from Curlew	Telegraph Calls	Distance from Molson	SIGNS	392		Saturday	Tuesday	
Mixed	Friday	Sidings	Other Tracks						Mixed	Mixed			
		STATIONS											
	L Pm 4.30	48	0	SD 52	0.00	W	45.31	R D W Y	A Am 8.55				
	f 4.46			SG 6	5.70		39.61		f 8.35				
	f 4.58		8	SG 10	9.92		35.39		f 8.25				
	s 5.11		26	SG 14	14.39		30.92	W	s 8.10				
	s 5.20			SG 15	14.62		30.69		s 8.05				
	f 5.50			SG 23	23.12		22.19		f 7.40				
	s 6.20			SG 24	28.77		16.54		s 7.20				
	f 6.35		7	SG 34	33.63		11.68		f 7.00				
	s 7.05		26	SG 40	40.28		5.03	W	s 6.40				
	A Pm 7.35		83	SG 45	45.31		0	R Y	L Am 6.15				
	3.05 14.69	Time Over Subdivision Average Speed Per Hour										2.40 16.98	

WESTWARD. NINTH SUBDIVISION—OROVILLE AND PRINCETON. EASTWARD.

WESTWARD.		NINTH SUBDIVISION—OROVILLE AND PRINCETON.										EASTWARD.	
SECOND CLASS		Time Table No. 37 Effective October 2, 1932.										SECOND CLASS	
397		Car Capacity		Station Numbers	Distance from Oroville	Telegraph Calls	Distance from Princeton	SIGNS	396		Monday Wednesday Friday	Tuesday	
Mixed	Monday Wednesday Friday	Siding	Other Tracks						Mixed	Mixed			
		STATIONS											
	L Am 7.00			SG 71	0	VR	79.65	RKD WYC X	A Pm 6.05				
	s 7.30	0	19	SG 83	11.34		68.31	W	s 4.35				
	s 7.55	0	22	SG 93	21.24		58.41	W	s 4.05				
	s 8.25	0	26	SG 103	30.81		48.84		s 3.40				
	f 8.40	0	10		34.16		45.49		f 3.25				
	s 9.00	38	38	SG 110	38.06	K	41.59	D	s 3.05				
	f 9.20	0	15	SG 117	45.02		34.68		f 2.40				
	f 9.40	0	10	SG 123	51.32		28.33	W	f 2.15				
	s 10.00	20	11	SG 128	55.74		23.91		s 1.55				
	f 10.20	0	0	SG 132	60.31		19.34		f 1.35				
	f 10.45		20	SG 140	67.70		11.95		f 1.10				
	f 11.00	0	14	SG 144	72.46		7.19		f 12.55				
	f 11.15		10	SG 149	77.20		2.45		f 12.40				
					79.40		0.25	X					

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

		A Am 11.25		Station Numbers	Distance from Princeton	Telegraph Calls	Distance from Princeton	SIGNS	L Pm 12.30	
		4.25	18.03						Mixed	Mixed
		40	50	SG 152	79.65	OD	0.00	R D W Y		
Time Over Subdivision Average Speed Per Hour										

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

THIRD CLASS		Car Capacity		Station Numbers	Distance from Mansfield	Time Table No. 37 Effective October 2, 1932.	Distance from Columbia River	SIGNS	THIRD CLASS	
381	Mixed	Sidings	Other Tracks						Mixed	382
	Mon. and Thurs.					STATIONS				Mon. and Thurs.
L Pm 1.30		41	48	CR 60	0.0	.... MANSFIELD..	60.39	RDPWCY	A Pm 12.40	
f 1.40			30	CR 55	5.40	.....TOUHEY.....	54.99	P	f 12.20	
s 2.10			50	CR 49	11.38	.....WITHROW.....	49.01	P	s 12.01	
f 2.30			30	CR 44	16.94	.....SUPPLEE.....	43.45	P	f 11.30	
s 3.00			62	CR 36	23.93	.....DOUGLAS.....	36.46	D P	s 11.05	
s 3.25			30	CR 31	29.20	.....ALSTOWN.....	31.19	PW	s 10.10	
f 4.05			24	CR 21	39.04	.....McCUE.....	21.35	P	f 9.30	
s 4.45			35	CR 16	44.62	.....PALISADES.....	15.77	PW	s 9.10	
f 5.00			30	CR 11	49.74	.....APPLEDALE.....	10.65	P	f 8.55	
f 5.15			24	CR 5	55.00	.. MOSES COULEE...	5.39		f 8.40	
A Pm 6.30				1632	60.39	.. COLUMBIA RIVER..	0.0	RDPW	L Am 8.25	
4.00 15.09						Time Over Subdivision Average Speed Per Hour			4.15 14.21	

Special Rules.

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

MAXIMUM SPEED.

All trains 20 miles per hour.

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

THIRD CLASS		Car Capacity		Station Numbers	Distance from Rockport	Time Table No. 37 Effective October 2, 1932.	Telegraph Calls	Distance from Anacortes	SIGNS	SECOND CLASS	
273	Mixed	Sidings	Other Tracks							275	277	278	276
	Monday					STATIONS					Daily Ex. Sunday
						L 4:00Pm			R D N X W Y	A 3:30Pm	
				69	GN53	.....ROCKPORT.....	RC	53.41			
				14	GN48	.....NESTOS.....		47.41			f 3:05
				35	GN44	.....CONCRETE.....	BA	44.28	R D X	s 2:50	
				92	GN43	.....GRASSMERE...		43.02	X W	f 12:30	
				86	GN38	.....BIRDSVIEW.....		37.97		s 12:15	
				89	GN33	.....HAMILTON....		32.74	W	s 12:01Pm	
				33	GN29	.....LYMAN.....		29.51		s 11:50	
				5		.....COKE DALE....		24.06		f 11:30	
				85	GN20	.....SEDRO-WOOLLEY.	SW	20.94	D X	s 11:20	
						NOR. PAC. RY. CROSSG.		20.84			
L 11:25Am	L 7:30Pm	A 7:00Pm	50	256	CL39	...BURLINGTON...	BU	16.19	R D N C O W X Y	L 11:09Am	A 10:20Am
						..P. N. T. RY. CROSSG..		15.95	I		
f 11:35	f 7:40			14	GN13	.....AVON.....		13.51			f 10:07
f 11:44	f 7:49			6	GN10	.....FREDONIA....		10.78			f 10:00
s 11:50	s 7:55			15	GN9	.....WHITNEY.....		9.28		s 9:53	
11:59	8:05			4		...WHITMARSH..	WH	8.61		9:45	
f 12:06Pm	f 8:11				GN4	.....FIDALGO.....		8.75		f 9:40	
A 12:20Pm	A 8:25Pm		Yard	265	GN0	...ANACORTES...	AC		R D X W	L 9:30Am	
.55 17.77	.55 17.77	3.00 5.74				Time Over Subdivision Average Speed Per Hour				3.30 4.91	.50 19.50

Special Rules

Westward trains are superior to eastward trains of the same class.
Puget Sound and Baker River trains register at Whitmarsh. No. 278 is superior to No. 277.
Trains 277 and 278 will stop on flag at:
Superior Ave., Baker River, Van Horn, Faber, Sauk, Mountview Spur.
Fidalgo Mill Spur and Summitt Park.

SPEED RESTRICTIONS.

Over Bridge 52, Concrete, and Bridge 12, Whitney..... All Trains 8 M. P. H.

MAXIMUM SPEED

Passenger trains 30 M. P. H., Freight trains 15 M. P. H.

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

SECOND CLASS		Car Capacity		Station Numbers	Distance from Colebrook	Time Table No. 37 Effective October 2, 1932.	Telegraph Calls	Distance from Ladner	SIGNS.	SECOND CLASS	
383	Mixed	Sidings	Other Tracks							384	Mixed
	Saturdays					STATIONS.					Saturdays
Ls 11:00Am		46	47	CL96	0.0	.....COLEBROOK.....		10.71	R D	A s 1:00Pm	
f 11:02					0.76	.....QUICHON LINE JCT.....		9.95		f 12:55	
f 11:25			8	CV14	7.05	.....INVERHOLM.....		3.66		f 12:25	
f 11:40			6	GV16	9.47	.....CHALLUETHAN.....		1.24		f 12:15	
A 11:55Am			2	CV19	10.71	.....LADNER.....		0.0	R	Y W	L 12:10Pm
.55 10.59						Time Over Subdivision Average Speed Per Hour				.50 12.90	

Special Rules

Westward trains are superior to eastward trains of the same class.
All trains Twelfth Subdivision protect against all Third Subdivision trains between Colebrook Jct. and Guichon Line Jct.
Maximum Speed, all trains 20 miles per hour.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Special Rules.

Rule 671 to 671 (f), inclusive, amended as follows:
 The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.
 Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour.
 Conditions may require a further speed restriction for all trains, per special rules, and at draw bridges the speed of trains shall not exceed eight miles per hour.
 The letter "P" in column headed "SIGNS" indicates interlocking plant.

MAXIMUM SPEEDS.

The trains with loaded cars of logs 20 miles per hour and must not move by standing or moving passenger cars.
 Engines backing up..... 20 miles per hour.
 Trains with steam derricks, pile drivers or ditchers..... 25 miles per hour.
 And where curvature six degrees or over..... 15 miles per hour.
 All trains with restricted speed where slides or falling rock likely to be encountered.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
FIRST SUBDIVISION:			
Nemo Pit.....	0.66 mile East of Nemo.....	East end	100 cars
Adrian Pit.....	0.8 mile East of Adrian.....	East end	75 cars
Stratford Spur.....	1.3 miles West of Stratford.....	East end	14 cars
Sand Spur.....	1.6 miles West of Trinidad.....	West end	16 cars
Gravel Spur.....	2.9 miles West of Trinidad.....	West end	63 cars
Rock Island Dam.....	0.8 miles East of Rock Island.....	Both ends	182 cars
Ohio Colony.....	1.5 miles West of Rock Island.....	East end	8 cars
Landreth Spur.....	4.4 miles East of Wenatchee.....	West end	10 cars
SECOND SUBDIVISION:			
Leavenworth.....	0.53 miles East of Leavenworth.....	East end	75 cars
Plains.....	4.55 miles East of Winton.....	East end	6 cars
Nason Creek.....	2.62 miles East of Merritt.....	East end	27 cars
Great Republic Mining Co Miller River.....	2.2 miles West of Skykomish.....	West end	17 cars
Grotto Lumber Co.....	0.1 mile East of Grotto.....	East end	1 car
Northwestern Portland Ce- ment Co.'s Spur.....	0.1 mile East of Grotto.....	East end	29 cars
Reiter Lbr. Co.'s Spur.....	3.5 miles West of Grotto.....	East end	5 cars
Index, Galena Mill Spur.....	0.3 mile East of Index.....	East end	32 cars
Western Granite Works Spur.....	1.0 mile West of Index.....	West end	26 cars
Gravel Bunkers.....	0.5 mile West of Reiter.....	Both ends	75 cars
Wallace Falls Timber Co.....	1.8 miles East of Gold Bar.....	Both ends	88 cars
Startup.....	1.9 miles West of Gold Bar.....	West end	14 cars
Wallace Lumber Co. Spur.....	0.7 mile East of Sultan.....	East end	25 cars
Miller Logging Co.'s Siding.....	1.3 miles West of Sultan.....	Both ends	59 cars
Fryeland.....	1.9 miles West of Monroe.....	Both ends	20 cars
Frye Spur.....	3.1 miles West of Monroe.....	East end	13 cars
Robinson Lettuce Spur.....	2.0 miles West of Monroe.....	East end	56 cars
G. N. Oil Tank Spur.....	1.0 mile West of Everett Jet.....	East end	48 cars
Washington Bolt Spur.....	0.6 mile West of Edmonds.....	West end	44 cars
Standard Oil Co. Spur.....	0.9 mile East of Richmond Beach.....	West end	90 cars

NAME	LOCATION	OPENS	CAPACITY
THIRD SUBDIVISION:			
Clark and Buzza.....	0.1 mile South of Still Creek.....	South end	2 cars
Dominion Bridge Co.....	0.4 mile North of Ardley.....	South end	58 cars
Sapperton Pit.....	0.9 mile North of North Westminster.....	Both ends	77 cars
Campbell Lumber Co. Spur.....	1.0 mile South of Whiterock.....	North end	51 cars
Dakota Creek Spur.....	2.1 miles South of Blaine.....	North end	21 cars
Milk Spur.....	0.7 mile South of Ferndale.....	South end	28 cars
Standard Oil Spur.....	0.7 leads off Milk Spur.....	.....	10 cars
Olympic Portland Cement Co. Spur.....	2.0 miles South of Ferndale.....	North end	27 cars
Utah Idaho, Sugar Co. Spur.....	2.4 miles North of Bellingham.....	North end	161 cars
Olympic Portland Cement Co. Spur.....	2.4 miles North of Bellingham.....	North end	188 cars
Union Oil Spur.....	0.4 mile South of So. Bellingham.....	South end	9 cars
Chuckanut Cannery Spur.....	0.6 mile North of Sockeye.....	North end	6 cars
Hazel Mill Spur.....	0.8 mile South of Samish.....	North end	30 cars
Blanchard.....	1.4 miles South of Samish.....	North end	8 cars
Bellville Pit.....	1.6 miles North of Bellville.....	North end	102 cars
Union Oil Co. Spur.....	1.2 miles North of Mt. Vernon.....	South end	6 cars
Puget Sound and Cascade Ry. Conn.....	0.8 mile North of Mt. Vernon.....	South end	.....
Associated Oil Co. Spur.....	1.2 miles South of Mt. Vernon.....	North end	9 cars
Skagit Crossing Tr. Track.....	1.3 miles South of Fir.....	South end	2 cars
Milltown.....	2.3 miles South of Fir.....	South end	2 cars
Norman Spur.....	1.0 mile North of Silvana.....	South end	9 cars
Cox's Spur.....	1.5 miles North of Marysville.....	South end	3 cars
FOURTH SUBDIVISION:			
Peterson Spur.....	2.0 miles North of Ellisford.....	South end	1 car
Ribbon Cliff Fruit Co.....	5.1 miles North of Entiat.....	South end	6 cars
Olds Washing Plant.....	2.02 miles North of Olds.....	Both ends	60 cars
FIFTH SUBDIVISION:			
Deer Park Lbr. Co. Spur.....	0.7 mile North of Deer Park.....	South end	3 cars
Holland-Horr Spur.....	4.7 miles North of Loon Lake.....	South end	3 cars
Kulzers Spur.....	1.7 miles South of Valley.....	North end	8 cars
Gess Spur.....	2.8 miles North of Valley.....	South end	3 cars
Northwest Magnesite.....	1.4 miles South of Chewelah.....	Both ends	66 cars
Blue Creek Spur.....	3.1 miles South of Addy.....	South end	12 cars
SIXTH SUBDIVISION:			
Sand Spur.....	2.1 miles North of Marcus.....	South end	2 cars
Powells Siding.....	4.8 miles North of Marcus.....	Both ends	29 cars
Evans Spur.....	5.4 miles North of Marcus.....	South end	24 cars
Allen Spur.....	2.6 miles North of Bossburg.....	South end	3 cars
Hendrix Cut.....	3.8 miles North of Bossburg.....	North end	3 cars
Lane & Bronson's.....	6.6 miles North of Bossburg.....	South end	3 cars
Marble Timber Co. Spur.....	2.8 miles South of Marble.....	South end	2 cars
Kanes.....	4.1 miles South of Northport.....	South end	5 cars
Cameron Spur.....	4.4 miles South of Northport.....	North end	13 cars
Hudson's Spur.....	3.3 miles South of Northport.....	South end	12 cars
Good-Hopkins Lbr. Co. Spur.....	2.06 miles North of Hanley's.....	South end	3 cars
Industrial Spur No. 134.....	2.3 miles North of Hanley's.....	South end	20 cars
Stroh Spur.....	3.3 miles North of Hanley's.....	South end	3 cars
West Kootenay P. & L. Co.....	0.5 mile South of Waneta.....	Siding	6 cars
Nelsons Spur.....	2.4 miles North of Fruitvale.....	North end	2 cars
Salmo Cedar Co.....	4.8 miles North of Fruitvale.....	Both ends	7 cars
Munroe Bros. Spur.....	6.4 miles North of Fruitvale.....	South end	6 cars
Benton Pole & Lbr. Co. Spur.....	2.0 miles South of Meadows.....	South end	6 cars
Archibald.....	1.0 mile South of Erie.....	Both ends	11 cars
Rotter's Spur.....	3.6 miles North of Salmo.....	South end	9 cars
Baskins & Gevurtz Spur.....	1.9 miles South of Ymir.....	North end	11 cars
Swansons Spur.....	1.3 miles South of Ymir.....	North end	4 cars
Porto Rico Spur.....	3.6 miles North of Ymir.....	South end	2 cars

NAME	LOCATION	OPENS	CAPACITY
SEVENTH SUBDIVISION:			
Halston Spur.....	1.8 miles West of Marcus.....	East end	2 cars
Hedlund Box & Lbr. Co.....	2.1 miles West of Marcus.....	East end	Private
Rock Cut.....	0.7 mile East of Hughes.....	West end	5 cars
Helphrey's Spur No. 1.....	1.9 miles West of Curlew.....	East end	3 cars
California Spur.....	2.2 miles East of Republic.....	West end	7 cars
EIGHTH SUBDIVISION:			
Helphrey's Spur No. 2.....	2.8 miles West of Curlew.....	East end	2 cars
Robert's Spur.....	6.2 miles West of Midway.....	East end	1 car
Myncaster Spur.....	0.4 mile East of Myncaster.....	West end	55 cars
Dumonts Spur.....	3.9 miles East of Bridesville.....	East end	3 cars
NINTH SUBDIVISION:			
Benders Spur.....	0.5 mile West of Nighthawk.....	East end	6 cars
Ruby Mine Spur.....	4.9 miles East of Chopaka.....	West end	4 cars
Princeton M. & Dev. Co.....	2.1 miles West of Norman.....	East end	9 cars
ELEVENTH SUBDIVISION:			
Mountview.....	3.7 miles West of Rockport.....	Both ends	16 cars
Sauk Spur.....	1.6 miles West of Rockport.....	West end	11 cars
Van Horne's Spur.....	1.0 mile West of Nestos.....	Both ends	5 cars
Puget Sound Saw Mill Co.....	0.8 mile West of Nestos.....	Both ends	80 cars
L. L. Spur.....	0.6 mile West of Hamilton.....	West end	1 car
Hawkins Spur.....	0.8 mile West of Fredonia.....	East end	5 cars
Gravel Pit Spur.....	6.1 miles East of Anacortes.....	West end	3 cars
Log Rollway.....	2.3 miles East of Anacortes.....	Both ends	20 cars
TWELFTH SUBDIVISION:			
Gowdy Road Spur.....	1.4 miles East of Challucthan.....	West end	4 cars
Patterson's Spur.....	0.9 mile East of Inverholm.....	West end	6 cars
Smith Road Spur.....	2.1 miles East of Inverholm.....	Both ends	6 cars
Matthew Road Spur.....	3.1 miles East of Inverholm.....	Both ends	5 cars
Embree Road Spur.....	3.1 miles West of Colebrook.....	Both ends	5 cars
Oliver Road Spur.....	1.8 miles West of Colebrook.....	West end	4 cars
Gravel Pit Spur.....	0.7 mile East of Alluvia.....	West end	6 cars
Surrey Spur.....	1.0 mile West of Cloverdale.....	West end	3 cars

COMPANY SURGEONS.

Dr. Roscoe C Webb..... Chief Surgeon... Office phone Main 7508, House Colfax 4101,
 1849 Medical Arts Building 9th St. and Nicollet Ave., Minneapolis, Minn.
 Dr. H. M. N. Wynne..... Assistant Chief Surgeon..... Minneapolis, Minn.
 Dr. J. G. Cunningham..... Assistant Chief Surgeon..... Spokane, Wash.
 Dr. H. E. Wheeler..... Assistant Division Surgeon..... Spokane, Wash.
 Dr. A. E. Gerhart..... Assistant Division Surgeon..... Wenatchee, Wash.
 Dr. R. K. Pomeroy..... Alternate Surgeon..... Wenatchee, Wash.
 Dr. H. F. Craig..... Assistant Division Surgeon..... Marcus, Wash.
 Dr. H. J. Knott..... Division Surgeon, Cobb Bldg..... Seattle, Wash.
 Dr. L. S. Trask..... Assistant Division Surgeon..... Everett, Wash.
 Dr. R. W. Perry..... Ophthalmic Surgeon..... Seattle, Wash.
 Dr. H. T. Rhoads..... Ophthalmic Surgeon..... Everett, Wash.
 Dr. Frederick A. Kiehle..... Ophthalmic Surgeon..... Portland, Ore.
 Dr. Carroll Smith..... Ophthalmic Surgeon..... Spokane, Wash.
 Dr. A. N. Codd, Alternate. Ophthalmic Surgeon..... Spokane, Wash.

LOCAL SURGEONS.

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

A. KASE, Chief Dispatcher, Spokane. G. E. WELLEIN, Chief Dispatcher, Seattle.
 I. E. CLARY, Trainmaster. T. B. DEGNAN, Superintendent Terminals.
 B. LANTRY, A. E. KNIGHTS, C. A. MANTHE, Assistant Superintendents.

INSTRUCTIONS RELATING TO OPERATION OF AUTOMATIC AND SEMI-AUTOMATIC INTERLOCKING PLANTS.

AUTOMATIC INTERLOCKING.

Interbay.....0.98 miles west with Nor. Pac. Ry.
 Ardley.....With B. C. E. Ry.

SEMI-AUTOMATIC INTERLOCKING.

New Westminister.....0.80 miles north New Westminister.

RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

Burlington.....G. N. Ry. Rockport Branch.
 South Bellingham.....Nor. Pac. Ry.
 Bellingham.....C. M. St. P. & P. Ry.

STANDARD INTERLOCKING RULES 601 TO 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF THE AUTOMATIC INTERLOCKING PLANTS.

INTERBAY.

Trains on MAIN LINE will approach Home Signals under control and if PROCEED signal is obtained will proceed over the crossing at a speed of not to exceed fifteen miles per hour.

If train on main line is stopped at a Home Signal and no conflicting train movement is evident, trainman shall proceed to crossing and operate push button and slow hand release located in iron box marked "RELEASE" locked with standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or NORMAL position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate PROCEED. If home signal desired does not indicate PROCEED trainman may flag train over the crossing after making certain that conflicting home signals are in the STOP position and no conflicting train movement is evident.

SWITCHING LEAD.

For train movements over the crossing on Great Northern switching lead, trainman shall proceed to the crossing and after making certain that no conflicting movement on the Northern Pacific is under way, shall operate PUSH BUTTON located in iron box marked PUSH BUTTON, which will, if indications are correct, cause Northern Pacific signals to assume STOP position, permitting Great Northern switching lead signal to indicate PROCEED after lapse of approximately one minute.

If the operation of the PUSH BUTTON for switching lead movements fails to obtain PROCEED signal, trainman shall operate PUSH BUTTON and SLOW HAND RELEASE located in iron box marked RELEASE locked with standard switch lock. After operations required in the RELEASE box have been performed the switching lead PUSH BUTTON must again be operated to obtain PROCEED signals.

If operation of SLOW HAND RELEASE and PUSH BUTTON does not clear the Home Signals desired, trainman at crossing, after having made certain that Home Signal on conflicting line are at STOP and no immediate train movement is evident, may signal train to PROCEED over the crossing.

ARDLEY.

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED."

If smash board on Great Northern route is in PROCEED position and operation of hand release does not clear the home signal desired, trainman may signal his train to proceed over the crossing, after making certain that home signals and smash boards on the B. C. Electric line are in stop position and no immediate conflicting train movement is evident.

If smash board on Great Northern route is not in the PROCEED position and operation of hand release does not clear the home signal desired, trainman shall operate smash board to PROCEED position by hand and may then, if home signal desired does not clear, signal his train to proceed over the crossing, after making certain that home signals and smash boards on the B. C. Electric line are in STOP position and no immediate conflicting train movement is evident.

To Operate Smash Board Mechanism.

Located at the crossing, in an iron box marked "RELEASE," locked with a standard switch lock, is a crank for operation of smash board mechanism by hand. Crank should be taken out of box and inserted in shaft on back of operating mechanism after opening small door locked by a standard switch lock. Crank should be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved to PROCEED position. Crank should then be removed and RETAINED UNTIL ENTIRE TRAIN HAS PASSED SMASH BOARD, when it must again be locked in the crank box.

NEW WESTMINISTER SEMI-AUTOMATIC. FRASER MILL SPUR CROSSING AND CROSSOVER TO WATERFRONT LINE.

Great Northern train movements over Fraser Mill spur crossing will be governed by manually operated gates. G. N. route over Fraser Mill spur crossing will be set manually after obtaining release of electric lock holding gates in STOP position.

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

To unlock gates or switch, trainman shall open lock box locked with standard switch lock and if light indicator is burning, push operating button. If the semaphore indicator in the lock box indicates CLEAR at close of this operation, gates or switch may be unlocked by raising the handle under the indicator to the vertical position. Handle must be left in this position until gates or switch are closed after train movement is completed, when it must again be placed in the NORMAL position before door of the box can be locked.

If pushing the operating button does not bring about the above operation and no conflicting train movement on the C. P. R. is evident, trainman shall operate time release provided in box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to zero or NORMAL position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should release the electric lock as indicated by the Semaphore indicator.







