COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer....St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein
Asst. to the Chief Medical Officer .....St. Paul, Minn.
*Dr. F. K. Remington .....Seattle, Wash.
Dr. Chester A. Regan .....Seattle, Wash.
Dr. Roy F. West .....Seattle, Wash.
*Dr. I. W. Varley.....Everett, Wash.
*Dr. Chas. E. Conner .....Cashmere, Wash.
*Dr. Thomas B. Dodgson .....Stanwood, Wash.
*Dr. G. H. Clement .....Vancouver, B. C.
*Dr. R. W. Powers .....Burlington, Wash.
*Dr. D. H. Boettner .....Bellingham, Wash.
*Dr. Samuel E. Adams .....Tacoma, Wash.
Dr. Albert Ehrlich .....Tacoma, Wash.
Dr. G. F. Parks .....Centralia, Wash.
Dr. Henry M. Wiswall .....Vancouver, Wash.
*Dr. E. B. Coulter .....Spokane, Wash.
Dr. Robert J. Albi .....Hillyard, Wash.
*Dr. Arthur L. Ludwick .....Wenatchee, Wash.
*Dr. Wayne L. Piper .....Ephrata, Wash.
*Dr. Jesse Q. Sewell .....Harrington, Wash.
Dr. R. V. Kinzie .....Tonasket, Wash.
Dr. H. B. Stout .....Brewster, Wash.
*Dr. J. W. Kegley .....Okanogan, Wash.

*Designates also Examining Surgeons.

OPHTHALMOLOGIST
(Eye Doctors)

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

W. B. JONES, Chief Dispatcher.
D. R. SMART, Master Mechanic.
E. H. NELSON, Trainmaster.
A. W. FOOTE, Trainmaster.
J. W. WICKS, Trainmaster.
V. W. BICE, Trainmaster.
M. G. WHITSELL, Trainmaster.
R. C. TANGUY, Asst. Superintendent.
D. L. LAMBERT, Asst. Superintendent.
W. L. SOLGA, Asst. Superintendent.
M. J. SMITH, Traveling Engineer.
V. E. NELSON, Traveling Engineer.
D. K. JAEB, Traveling Engineer.

GREAT NORTHERN RAILWAY COMPANY

CASCADE DIVISION

TIME TABLE 107

EFFECTIVE 2:00 A. M. U. S. PACIFIC STANDARD TIME
AND
CANADIAN PACIFIC STANDARD TIME

Sunday, April 30, 1967

ON THE VARIOUS SUBDIVISIONS
U. S. PACIFIC STANDARD TIME IS SHOWN IN BLACK
CANADIAN PACIFIC STANDARD TIME IS SHOWN IN RED

R. H. SHOBER, Superintendent.
C. M. RASMUSSEN, General Manager.
H. J. SURLES,
General Superintendent Transportation.

Printed in U.S.A.

Time Table No. 107

Effective April 30, 1967

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 31 Daily	FIRST CLASS 5 TOFC Daily Ex. Sat	FIRST CLASS 27 Daily	Distance from Fort Wright	STATIONS		Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS 28 Daily	FIRST CLASS 32 Daily	SECOND CLASS 492 Daily	SECOND CLASS 494 Daily
61980	67	36	L 11.50Pm	L 9.20Pm	L 3.05Pm	0.00	FORT WRIGHT ★		FW	171.63	DINPRXY	A 5.53Am	A 10.35Pm	A 9.30Am	A 1.00Pm
							6.36								
01880	67	6	12.01Am	9.29	3.15	6.36	HIGHLAND		.....	165.27	P	5.41	10.26	9.20	12.47
							3.29								
01883	130	15	12.06	9.34	3.20	9.65	LYONS		.....	161.98	P	5.35	10.21	9.14	12.41
							5.35								
01889	128	75	12.12	9.39	3.26	15.00	FAIRCHILD ★		NA	156.63	DNP	5.29	10.15	9.07	12.34
							4.10								
01893	127	40	12.16	9.43	3.31	19.10	ESPANOLA		.....	152.53	P	5.24	10.10	9.01	12.28
							12.22								
01905	130	34	12.28	32 **9.58**	3.43	31.32	EDWALL ★		WH	140.31	DPW	5.11	5 **9.58**	8.45	12.12Pm
							9.11								
01914	.....	53	12.38	10.09	3.53	40.43	BLUESTEM	Dbl. Track	.....	131.20	IP	5.01	9.48	8.29	11.54
							7.50								
01922	W 67	95	12.45	10.18	4.03	47.93	HARRINGTON ★		HR	123.70	DNPW	4.52	9.40	8.16	11.40
							15.09								
01937	.....	39	1.00	10.33	4.19	63.02	LAMONA		.....	108.61	IP	4.36	9.23	7.54	11.15
							10.22								
01947	134	125	1.10	10.43	4.29	73.24	ODESSA ★		SA	98.39	DNPW	4.26	9.12	7.37	10.55
							8.87								
01956	109	25	1.19	10.52	4.38	82.11	IRBY		....	89.52	P	4.17	9.03	7.25	10.40
							14.13								
01970	160	75	1.33	11.06	4.52	96.24	WILSON CREEK ★		WK	75.39	DPW	4.03	8.48	7.07	10.20
							7.82								
01978	129	29	1.40	11.13	5.01	104.06	STRATFORD		.....	67.57	P	3.56	8.40	6.56	10.06
							5.32								
01983	134	104	1.45	11.18	5.06	109.38	ADRIAN		.....	62.25	P	3.51	8.34	6.49	9.58
							10.00								
01993	127	137	s 2.01	s 11.33	s 5.21	119.38	EPHRATA ★		FR	52.25	DNPW	s 3.40	s 8.24	6.37	9.44
							5.15								
01998	201	.....	2.06	11.39	5.26	124.53	NAYLOR		.....	47.10	P	3.26	8.15	6.30	9.36
							11.20								
02009	204	777	2.17	11.50	s 5.40	135.73	QUINCY ★		QN	35.90	DNPXWB	s 3.15	8.03	6.15	9.20
							10.74								
02020	152	19	2.29	12.03Am	5.54	146.47	TRINIDAD		.....	25.16	P	2.57	7.50	5.50	8.50
							9.31								
02030	154	39	2.45	12.13	6.04	155.78	COLUMBIA RIVER		.....	15.85	JP	2.45	7.38	5.30	8.30
							5.69								
02035	.....	129	.....	.....	.....	161.47	ROCK ISLAND		RI	10.16	DP	.....	.....	.....	.....
							3.26								
02038	93	68	2.58	12.25	6.20	164.73	MALAGA		MA	6.90	DNP	.....	.....	.....	.....
							6.90				BDJKOT				
02045	.....	2692	A 3.10Am	A 12.35Am	A 6.30Pm	171.63	WENATCHEE ★		WC	0.00	NPRWXZ	L 2.25Am	L 7.18Pm	L 5.00Am	L 8.00Am
			3 20	3.15	3.25		Time Over Subdivision					3.28	2.17	4.30	5.00
			51.49	52.81	50.23		Average Speed Per Hour					49.51	52.27	38.14	34.33

ABS

CTC

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 14.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 27 Daily	359 Daily	357 Daily	31 Daily	5 TOFC Daily Ex. Sun.	Distance from Wenatchee	Time Table No. 107 Effective April 30, 1967 STATIONS		Telegraph Calls	Distance from Seattle	SIGNS	FIRST CLASS 358 Daily	32 Daily	360 Daily	28 Daily
02045	.....	2692	L 6.40Pm	.....	.....	L 3.20Am	L 12.45Am	0.00	...WENATCHEE★.		WC	154.46	BDJKN PRWX	.....	A 7.10Pm	.....	A 2.15Am
								7.38									
02053	.....	135	.....	.....	.....	.....	.....	7.38	.....MONITOR.....		.....	147.08	P	.....	.....	.....	.....
								3.62									
02056	172	402	6.55	.....	.....	3.40	12.59	11.00	....CASHMERE.★.		OM	143.46	DNPWX	.....	6.55	.....	2.00
								4.63									
02061	.....	102	.....	.....	.....	.....	.....	15.63	.....DRYDEN.....		.....	138.83	P	.....	.....	.....	.....
								3.13									
02064	.....	137	.....	.....	.....	.....	.....	18.76	....PESHASTIN....		PN	135.70	DP	.....	.....	.....	.....
								3.28									
02067	147	18	7.13	.....	.....	4.00	1.15	22.04	LEAVENWORTH★.		CH	132.42	DP	.....	6.34	.....	1.45
								13.54									
02081	206	12	.....	.....	.....	.....	.....	35.58	.....WINTON.....		.....	118.88	P	.....	.....	.....	.....
								6.57									
02087	135	.....	7.42	.....	.....	4.28	1.42	42.15	.....MERRITT..★.		.....	112.31	PWY	.....	6.06	.....	1.20
								7.01									
02094	220	.....	.....	.....	.....	.....	.....	49.16	.....BERNE.....		.....	105.30	P	.....	.....	.....	.....
								9.00									
02103	184	11	8.15	.....	.....	5.00	2.12	58.16	.....SCENIC...★.		SN	96.30	P	.....	5.32	.....	12.44
								12.76					BDKNO				
02116	174	182	8.45	.....	.....	5.26	2.42	70.92	...SKYKOMISH★.		KY	83.54	PWY	.....	5.02	.....	12.14Am
								3.82									
02120	.....	138	.....	.....	.....	.....	.....	74.74	.....GROTTO.....		GO	79.72	DP	.....	.....	.....	.....
								3.81									
02124	200	19	.....	.....	.....	.....	.....	78.55	.....BARING.....		.....	75.91	P	.....	.....	.....	.....
								14.74									
02139	198	560	9.15	.....	.....	5.56	3.12	93.29	....GOLD BAR....		.....	61.17	P	.....	4.29	.....	11.42
								12.88									
02152	228	137	.....	.....	.....	.....	.....	106.17	.....MONROE..★.		RO	48.29	BDJPR	.....	.....	.....	11.29
								7.00									
02158	.....	78	.....	.....	.....	.....	.....	113.17	...SNOHOMISH...		SH	41.29	DPR	.....	.....	.....	.....
								0.65									
02159	.....	.....	.....	.....	.....	.....	.....	113.82	.SNOHOMISH JCT.		.....	40.64	J	.....	.....	.....	.....
								4.93									
02164	.....	117	.....	.....	.....	.....	.....	118.75	...LOWELL JCT....		.....	35.71	JX	.....	.....	.....	.....
								1.54									
02165	205	117	.....	L 3.32Pm	L 10.49Am	.....	.....	120.29	.....P. A. JCT.....		.....	34.17	PXJ	A 8.56Am	.....	A 5.24Pm	.....
			A 9.44			A 6.25											L 11.15
02168	.....	847	L 10.00	s 3.38	s 10.55	L 6.45	s 4.01	121.66	.....EVERETT..★.		JN	32.80	DNPWX	s 8.53	s 3.58	s 5.21	A 11.00
								0.81									
02169	.....	94	.....	.....	.....	.....	.....	122.47	...EVERETT JCT...		.....	31.99	JPX	.....	.....	.....	.....
								5.75									
02172	.....	92	10.07	3.47	11.02	6.52	4.08	126.22	Dbl. Track MUKILTEO	ABS	.....	28.24	PI	8.43	3.43	5.13	10.53
								10.82									
02182	.....	104	10.25	s 4.01	11.17	7.10	4.25	137.04	.EDMONDS.★.CTC		DR	17.42	DPN	s 8.30	3.31	5.00	10.38
								10.26									
02193	.....	207	10.40	4.16	11.32	7.25	4.45	147.30	..BALLARD.....		.....	7.16	PXI	8.14	3.15	4.45	10.20
								2.20					BDKNOPI				
02195	.....	1691	10.45	4.20	11.35	7.30	A 5.00Am	149.50	....INTERBAY.★.		RB	4.96	RTWXZ	8.12	3.12	4.42	10.17
								0.99									
.....	.....	.....	.....	.....	.....	.....	.....	150.49	Track N. P. RY. CROSS.	ABS	.....	3.97	IX	8.10	3.10	4.40	10.15
								2.84									
.....	.....	.....	.....	.....	.....	.....	.....	153.33	NO. PORTAL★.		.....	1.13	DNIX	.....	.....	.....	.....
								0.97									

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

.....	.....	.....	.....	.....	.....	.....	.....	154.30	Double SO. PORTAL...		.....	0.16	IX	.....	.....	.....	.....
									0.16				BDKNP				
02200	.....	1102	A 11.00Pm	A 4.35Pm	A 11.50Am	A 7.45Am	.....	154.46	..SEATTLE..★.		UD	0.00	RXZ	L 8.00Am	L 3.00Pm	L 4.30Pm	L 10.00Pm
			4.20	1.03	1.01	4.25	4.15		Time Over Subdivision					.56	4.10	.54	4.15
			34.50	32.54	33.61	34.97	36.34		Average Speed Per Hour					36.61	37.07	37.97	36.34

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

CONDITIONAL FLAG STOPS

Nos. 27 and 28 stop at any station between Wenatchee and Winton, also Monroe and Snohomish to pick up or discharge revenue passengers from or to points Havre and east where Nos. 27 and 28 are scheduled to stop.

Eastward First Class Trains will stop at Edmonds to Pick-Up Revenue Passengers.

Westward First Class Trains except No. 5 will stop at Edmonds to Discharge Revenue Passengers.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 14.

SOUTHWARD — THIRD SUBDIVISION — NORTHWARD

Time Table No. 107
Effective April 30, 1967

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD FIRST CLASS 103 C. N. 6 Daily	101 C. N. 2 Daily	359 Daily	357 Daily	Distance from Vancouver	STATIONS	Telegraph Calls	Distance from Everett Junction	SIGNS	NORTHWARD FIRST CLASS 104 C. N. 1 Daily	358 Daily	360 Daily	102 C. N. 5 Daily
15131	.....	871	.....	L 8.00Pm	L 4.15Pm	L 11.40Am	L 7.00Am	0.00	(G. N.-C. N.-Station) VANCOUVER ★	DI VN	122.35	BDKNO WXPRYZ	A 9.35Am	A 10.45Am	7.15Pm	A 10.25Pm

BETWEEN VANCOUVER AND VANCOUVER JCT. CANADIAN NATIONAL RY. TIME TABLE & SPECIAL INSTRUCTIONS WILL GOVERN

15130	.....	.....	.....	L 8.02Pm	L 4.17Pm	L 11.42Am	L 7.02Am	0.70	VANCOUVER JCT.	ABS	...	121.65	JXR	A 9.17Am	A 10.43Am	A 7.09Pm	A 10.14Pm	.....
15126	.....	.....	.....	8.03	4.18	11.43	7.03	0.56 1.26	C. N. JCT.		...	121.09	IJXP	9.16	10.42	7.08	10.13	.....
15125	.....	.....	.....	8.06	4.21	11.45	7.05	1.47 2.73	STILL CREEK	Double Track	...	119.62	IPX	9.14	10.40	7.06	10.11	.....
15118	.....	.....	.....	8.15	4.30	11.53	7.13	6.96 9.69	BURNABY		...	112.66	P	9.06	10.32	6.57	10.03	.....
15114	.....	401	.....	8.27	4.42	s12.01Pm	s 7.17	1.94 11.63	NEW WESTMINSTER ★	CTC	MN	110.72	YDINZ KPRX	9.03	s10.29	s 6.54	10.00	.....
15110	.....	.....	.....	A 8.35Pm	A 4.50Pm	.....	.....	1.89 13.52	FRASER RIVER JCT.		...	108.83	IJP	L 8.50Am	.....	.....	L 9.47Pm	.....
15109	60	23	.....	.....	.....	.....	.....	1.42 14.94	BROWNSVILLE		...	107.41	P	.....	.....	.....	.....	.....
15106	.....	.....	.....	.....	.....	12.12	7.28	2.57 17.51	TOWNSEND		...	104.84	P	.....	10.16	6.40	.....	.....
15100	44	46	.....	.....	.....	12.19	7.36	6.48 23.99	COLEBROOK		...	98.36	P	.....	10.09	6.33	.....	.....
15096	.....	.....	.....	.....	.....	12.23	7.40	3.71 27.70	CRESCENT BEACH		...	94.65	P	.....	f10.04	6.29	.....	.....
15091	55	10	.....	.....	.....	s12.28	s 7.46	5.03 32.73	WHITE ROCK, B. C.		WR	89.62	DNPX	.....	s 9.58	s 6.24	.....	.....
15088	47	61	.....	.....	.....	A12.32Pm	A 7.50Am	3.14 35.87	BLAINE, WN.		BN	86.48	DNPX	.....	L 9.48Am	L 6.16Pm	.....	.....

CANADIAN PACIFIC STANDARD TIME WILL APPLY IN CANADA

15088	47	61	.....	.....	.....	Ls1.4Pm	Ls8.58Am	35.87	BLAINE, WN		BN	86.48	DNPX	.....	As10.46Am	As7.13Pm	.....	.....
15075	57	79	.....	.....	.....	1.54	9.12	13.10 48.97	FERNDALE		FD	73.38	DP	.....	f10.33	7.00	.....	.....
15067	.....	320	.....	.....	.....	s 2.11	s 9.26	9.03 58.00	BELLINGHAM ★		HM	64.86	BDKNOP TWXZ	.....	s10.20	s 6.49	.....	.....
15062	85	82	.....	.....	.....	2.17	9.31	3.17 61.17	SOUTH BELLINGHAM		...	61.18	PX	.....	10.09	6.41	.....	.....
15058	59	.....	.....	.....	.....	2.31	9.45	9.62 70.79	SAMISH		...	51.56	P	.....	9.55	6.27	.....	.....
15049	91	8	.....	.....	.....	2.35	368 9.50	8.80 74.59	BOW		...	47.76	P	.....	367 9.50	6.22	.....	.....
15042	75	342	.....	.....	.....	2.42	t 9.57	7.39 81.98	BURLINGTON ★	ABS	BU	40.37	BDJKMN OPWXY	.....	s 9.42	6.14	.....	.....
15038	100	168	.....	.....	.....	s 2.50	s10.05	3.97 85.95	MT. VERNON		NR	36.40	DNPX	.....	s 9.37	s 6.08	.....	.....
15025	101	94	.....	.....	.....	3.02	s10.18	12.43 98.38	STANWOOD		B	23.97	DP	.....	f 9.23	5.53	.....	.....
15016	48	14	.....	.....	.....	3.11	10.27	9.63 108.01	ENGLISH		...	14.34	P	.....	9.15	5.44	.....	.....
15012	.....	.....	.....	.....	.....	3.14	10.31	3.65 111.66	KRUSE JCT.		...	10.69	PJ	.....	9.11	5.39	.....	.....
15009	47	85	.....	.....	.....	3.18	10.35	3.41 115.07	MARYSVILLE		MS	7.28	DP	.....	9.08	5.36	.....	.....
15008	.....	.....	.....	.....	.....	A 3.23Pm	A10.40Am	2.68 117.75	DELTA JCT. ★		WY	4.60	DIJNPXY	.....	L 9.03Am	L 5.31Pm	.....	.....
15010	70	62	.....	.....	.....	.....	.....	1.03 118.78	LONG SIDING		...	3.57	PX	.....	.....	.....	.....	.....
02168	.....	847	.....	.....	.....	.....	.....	2.76 121.54	EVERETT ★		JN	0.81	DNPWX	.....	.....	.....	.....	.....
02169	.....	94	.....	.....	.....	.....	.....	0.81 122.35	EVERETT JCT.		...	0.00	JPX	.....	.....	.....	.....	.....
				.35 23.17	.35 23.17	2.43 43.34	2.40 44.16		Time Over Subdivision Average Speed Per Hour					.45 18.02	2.42 43.61	2.44 43.08	.38 21.35	

SOUTHWARD — FOURTH SUBDIVISION — NORTHWARD

Time Table No. 107
April 30, 1967

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SOUTHWARD FIRST CLASS 359 Daily	357 Daily	Distance from Delta Jct.	STATIONS	Telegraph Calls	SIGNS	NORTHWARD FIRST CLASS 358 Daily	360 Daily
15003	.....	.....	L 3.23Pm	L 10.40Am	0.00	DELTA JCT. ★	WY	DNIJPXY	A 9.03Am	A 5.31Pm
15004	.....	.....	A 3.27Pm	A 10.44Am	1.78	G. N. JCT.	ABS	PJX	L 9.01Am	L 5.29Pm

BETWEEN G.N. JCT. AND SEALINE JCT. NORTHERN PACIFIC RY. TIME TABLE AND RULES WILL GOVERN

15003	.....	.....	L 3.30Pm	L 10.47Am	2.78	SEALINE JCT.	.....	PJX	A 8.58Am	A 5.26Pm	.....
02165	.....	.....	A 3.32Pm	A 10.49Am	3.66	P. A. JCT.	.....	PJXM	L 8.56Am	L 5.24Pm	.....
			.09 24.40	.09 24.40		Time Over Subdivision Average Speed Per Hour			.07 31.37	.07 31.37	

Southward trains are superior to Northward trains of the same class on Third and Fourth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 14.

FIFTH SUBDIVISION

SOUTHWARD — NORTHWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 697 Daily Ex. Sun.	Time Table No. 107 Effective April 30, 1967 STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	SECOND CLASS 698 Daily Ex. Sat.
66875	.....	85	.....	.....KEREMEOS.....	K	175.39	D	.....
				4.08				
66870	.....	23	.....	....CAWSTON, B. C....	.....	171.31	.....	.....
				12.90				
66858	.....	21	.....	...CHOPAKA, WASH....	.....	158.41	.....	.....
				21.26			RKDXY	
66836	55	274	L 2.30Pm	.....OROVILLE.....	VR	137.15	BPOW	A 10.30Pm
				11.03				
66825	.....	33	2.50	.....ELLISFORDE.....	.....	126.12	.....	9.55
				5.93				
66819	.....	78	3.00	.....TONASKET.....	ON	120.19	DP	9.40
				4.83				
66815	.....	51	3.10	.....JANIS.....	.....	115.36	.....	9.20
				5.37				
66809	.....	33	3.20	.....BARKER.....	.....	109.99	.....	9.05
				5.43				
66804	.....	35	3.30	.....RIVERSIDE.....	.....	104.56	.....	8.50
				3.95				
66795	66	213	4.20	.....OMAK.....	MK	95.61	DPWX	8.20
				4.20				
66791	56	91	4.55	.....OKANOGAN.....	KN	91.41	DPX	7.55
				4.90				
66786	.....	34	5.10	.....CHILLOWIST.....	.....	86.51	.....	7.30
				3.96				
66782	.....	34	5.25	.....MALOTT.....	.....	82.55	P	7.15
				6.18				
66775	.....	34	5.40	.....WAKEFIELD.....	.....	76.37	.....	7.00
				4.78				
66771	.....	34	5.50	.....MONSE.....	.....	71.59	P	6.45
				3.99				
66767	.....	37	6.00	....CHIEF JOSEPH....	.....	67.60	P	6.30
			698	2.70				697
66764	51	77	6.10	.....BREWSTER.....	BR	64.90	DPX	6.10
				6.09				
66758	127	184	6.50	.....PATEROS.....	RS	58.81	DPXW	5.50
				5.46				
66753	.....	34	7.00	.....STARR.....	.....	53.35	P	5.25
				3.68				
66749	.....	33	7.20	.....AZWELL.....	.....	49.72	P	5.10
				10.87				
66738	126	126	8.00	.....CHELAN.....	HN	38.85	DPXW	4.40
				1.16				
66737	.....	82	8.25	....CHELAN FALLS....	.....	37.69	X	4.25
				5.87				
66731	.....	38	8.40	.....STAYMAN.....	.....	31.82	P	4.05
				5.63				
66725	.....	36	8.55	.....WINESAP.....	.....	26.19	P	3.45
				5.78				
66720	100	148	9.20	.....ENTIAT.....	NI	20.41	DPXW	3.25
				6.52				
66713	.....	63	9.40	....WAGNERSBURG....	.....	13.89	.....	3.05
				10.56				
66702	.....	78	10.15	ABB .....OLDS.....	.....	3.33	X	2.40
				3.33			RKDNP	
02045	.....	2692	A 10.30Pm	..WENATCHEE...★.	WC	0.00	BXJW	L 2.30Pm
			8.00	Time Over Subdivision				8.00
			17.14	Average Speed Per Hour				17.14

CANADIAN PACIFIC STANDARD TIME WILL APPLY IN CANADA

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

SIXTH SUBDIVISION

SOUTHWARD — NORTHWARD

Station Numbers	Capacity of Tracks	Time Table No. 107 Effective April 30, 1967 STATIONS	Distance from Columbia River	SIGNS
66960	92	.....MANSFIELD.....	60.25	PYW
		5.32		
66955	30	.....TOUHEY.....	54.93	P
		5.90		
66949	48	..... WITHROW.....	49.03	.....
		5.55		
66943	30	.....SUPPLEE.....	43.48	P
		6.99		
66936	86	.....DOUGLAS.....	36.49	PD
		5.28		
66931	30	.....ALSTOWN.....	31.21	P
		15.45		
66915	34	.....PALISADES.....	15.76	PW
		10.33		
66905	230	.....BON SPUR.....	5.43	.....
		5.43		
02030	301	.....COLUMBIA RIVER.....	0.00	PJ
		Time Over Subdivision Average Speed Per Hour		

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

SEVENTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Capacity of Tracks	Distance from Concrete	Time Table No. 107 Effective April 30, 1967 STATIONS	Telegraph Calls	Distance from Anacortes	SIGNS
66328	232	0.00	.....CONCRETE.....	BA	44.28	D
		1.16				
66326	87	1.16	....GRASSMERE....	.....	43.12	.....
		5.28				
66322	42	6.44	.....BIRDSVIEW.....	.....	37.84	.....
		5.19				
66317	30	11.63	.....HAMILTON.....	.....	32.65	.....
		11.69				
66305	67	23.32	.SEDRO-WOOLLEY.	SW	20.96	DU
		4.76				BMJRDN
15042	417	28.08	...BURLINGTON.★.	BU	16.20	OPKXYW
		6.91				
66207	16	34.99	.....WHITNEY.....	.....	9.29	.....
		3.35				
66210	24	38.34	....WHITMARSH....	.....	5.94	J
		2.14				
66212	32	40.48	.....FIDALGO.....	.....	3.80	.....
		3.80				
66216	391	44.28	....ANACORTES.★.	AC	0.00	DX
			Time Over Subdivision Average Speed Per Hour			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THROUGH 14.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. **SPEED RESTRICTIONS GENERAL.**

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the points of spring switches; trains or engines thru No. 20 turnouts at following locations.

Both siding switches at:

Edwall	Malaga	Scenic
Wilson Creek	Leavenworth	Stanwood
Stratford	Winton	Bow
Adrian	Merritt	Samish
Columbia River	Berne	So. Bellingham

East siding switch at Quincy, Cashmere, Skykomish, Gold Bar.

West siding switch at P.A. Jct.

South siding switch at Mt. Vernon.

Fort Wright, SP&S Jct.

Wenatchee, #1 switch East lead and #2 crossover switch.

Interbay, yard lead at 23rd Ave. overhead bridge.

30 MPH—On Main lines, when handling following equipment in trains not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 95039 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs; trains or engines moving in facing point direction at spring switches without facing point lock; trains or engines thru No. 15 turnouts at following locations.

Both siding switches at:

Lyons	Baring
Odessa	Monroe
Ephrata	
Trinidad	

East and West crossover switch West end of yard Wenatchee.

West siding switch at Quincy and Goldbar.

20 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, scale test cars, ore cars series 80000 thru 95039, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except at ends of double track, and turnouts shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern cars 60276 through 60279, 61500 through 61524 and 61000 through 61009 in passenger trains at passenger train speeds.

2. **MOVEMENT OF ENGINES DEAD IN TRAINS.**

Engine 2350 must be handled on rear of freight and mixed trains. Diesel engines 1 thru 196 or any road switcher unit not equipped with alignment control couplers must be towed as single units. On engines 550 thru 599, coupler alignment control lock blocks must be "DOWN" when coupled in multiple unit operation.

Following road switchers are equipped with alignment control couplers: 227 thru 230; 550 thru 599 (lock blocks); 600 thru 699; 700 thru 734; 900 thru 915; 2000 thru 2035; 2500 thru 2523; and 3000 thru 3040.

Single unit diesel engines, or multiple unit groups (When such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than fifteen (15) cars behind the road engine. There should not be more than five (5) units in a group. Additional such units or groups of units must be separated by not less than five (5) cars.

NOTE: EXCEPTION: On Second Sub-Division between Wenatchee and Cashmere and between Skykomish and Interbay it is permissable for helper engines only to be coupled to road engine.

When towing diesel engines dead in trains the following speeds must not be exceeded:

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 thru 10, 14 thru 16, 24 thru 28, 75 thru 162, 165 thru 170.
79 MPH	350 thru 375, 500 thru 512, 679, 680, 2350, 2509 thru 2523, 3026 thru 3040.
65 MPH	All other diesel engine units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car, passenger car or another unprotected car containing commodities which might be subject to damage. Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed.

Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

Great Northern tie flats in series X-4800 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train.

3(a). Trains handling flat or skeleton cars loaded with logs will not exceed 10 MPH 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. Extra stops enroute will be made for this purpose when in the judgement of the conductor it is necessary. Members of the crew must maintain a watch for logs that may have rolled off cars and if a 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 when both trains are handling logs, either one should be at stop until the other train pulls by, whether on siding or double track.

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

In double track territory, logs must be secured to cars by chains or cables.

4. 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.

5. 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.

6. 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.

7. 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.

8. Rule 2 of the Consolidated Code of Operating Rules is modified to the extent that it is not necessary to renew the watch certificate and file it with watch inspector during month of August each year. Inspection of watches will be made by officers of the company.

   Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows: Employes governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. The approved type wrist watches are Elgin, B. W. Raymond model, 18/0 size, 23 jewels; Ball Official Standard 1604B, 18/0 Ligne, 21 jewels; Bulova Accutron Railroad model, Hamilton 505 RR electric model and Bulova model 23J.

9. Regarding Consolidated Code Rule 103. In addition to complying with the provisions of this rule, members of a crew will be governed by the following:

   When an engine with or without cars is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection, except for through yard transfer movement or light engine movement being handled only by hostlers.

10. Employees are prohibited from riding or walking on the roof of any moving car, except when absolutely necessary in the passing of signals, and then only when they place themselves near the middle of the car.

11. Modifying Rules 7 (A) and 12 of The Consolidated Code of Operating Rules. When movement being made is controlled by hand, flag or lantern signals, the employes involved will give or relay such signals directly to the engineer.

    The last paragraph of Rule 7 (A) of the Consolidated Code of Operating Rules is revised as follows: When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which such signals are given, must be regarded as a stop signal, except when movement is under control of a trainman on the leading car that is equipped with back-up air brake hose or pipe.

12. The following Rules of the Uniform Code of Operating Rules apply in Canada:

ENGINE WHISTLE SIGNALS

Rule 14. (k-a) o o — Answer to 14k

Rule 98. Unless protected by block or interlocking signals, trains and engines must approach the end of two or more tracks, junctions, railway crossings at grade and drawbridges, at restricted speed.

Unless otherwise specified in special instructions, the speed of any train or engine must not exceed thirty-five miles per hour at interlocked railway crossings at grade until the entire movement has passed the crossing.

Unless otherwise specified in special instructions, the speed of any train or engine must not exceed twenty-five miles per hour at interlocked drawbridges until the entire movement has passed the drawbridge.

Trains or engines must stop at the stop signs at non-interlocked railway crossings at grade and at non-interlocked drawbridges and not proceed until the proper signal has been given for that purpose.

Rule 99. When a train is moving under circumstances in which it may be overtaken by another train, lighted fusees must be dropped off at proper intervals and such other action taken as may be necessary to ensure full protection.

When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back a sufficient distance to ensure full protection:

In daytime, if there is no down grade toward train within one mile of its rear and there is a clear view of its rear of 2000 yards from an approaching train .....at least 1000 yards:

At other times and places, if there is no down grade toward train within one mile of its rear .....at least 1500 yards;

If there is a down grade toward train within one mile of its rear .....at least 2000 yards.

The flagman must, after going back a sufficient distance from train to ensure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position. If necessary to go beyond the required distance, he will leave the torpedoes at the required distance as an indication of the location of his train, but must, under such conditions, also place torpedoes at the point at which an approaching train is flagged. Torpedoes so placed must not be removed.

The front of a train must be protected in the same manner when necessary.

When a train stops under circumstances in which it may be overtaken by another train, the engineman will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

After taking up position at the distance required, flagman must remain at that point until recalled or relieved and safety of the train will permit. Flagman must always on the approach of a train display stop signals.

If recalled before another train arrives, he must leave a fusee burning red at the point from which he returned, and while returning to his train, a fusee burning red must be placed at such points or times as may be necessary to ensure full protection. A fusee burning red must be left at the point from which the train moves.

When curvature, weather or other conditions require, or when snow plows or flangers may be running, extra precaution must be taken.

Flagmen must each be equipped for daytime with:

A red flag on a staff,
At least eight torpedoes and
Seven red fusees; and

For nighttime and when weather or other conditions obscure day signals,

A white light,
A supply of matches,
At least eight torpedoes and
Seven red fusees.

A train should not stop between stations at a place where the view from following trains is obstructed if it can be avoided.

Conductors and enginemen are responsible for the protection of their trains.

Rule 40. (a) Before undertaking any work which may render the main track unsafe for movement at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman

with flagman's signals in each direction at least 2000 yards from the defective or working point.

(b) After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

(c) Flagman must not return until recalled or relieved.

(d) If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.

(e) On the approach of a train flagman must display stop signals, using lighted fusees at night or in obscure weather.

(f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.

(g) Flagmen must each be equipped for daytime with:

A red flag on a staff,
At least eight torpedoes and
Seven red fusees; and

For nighttime and when weather or other conditions obscure day signals,

A red light,
A white light,
A supply of matches,
At least eight torpedoes and
Seven red fusees.

Rule 43. When the nature of the defect does not require stop to be made, and after speed restriction has been placed by train order and the foreman so advised, Rule 40 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:

(b) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.

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

Rule 45. In providing protection each main track must be regarded as a track upon which trains may run in either direction. Where two main tracks are on the same roadbed, flags and lights required to be placed to the right of the track as seen from an approaching train under Rule 43 must be placed to the outside of the track affected and not between the two main tracks.

Rule 46. When flags or lights are placed as set forth in Rules 43 and 45 they will be mounted on staffs and elevated so there will be an unobstructed view of them from an approaching train.

Rule 47. Where the use of torpedoes is required, duplicates should be placed on the opposite rail to explode simultaneously.

Rule 48. Torpedoes must not be placed near stations nor on public crossings at grade.

Rule 49. A sign bearing figures indicating permissible speeds, or the word SLOW, placed at the side of the track will indicate a permanent slow order; its location and speeds permitted will be specified in the time table or special instructions.

FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Fort Wright and Wenatchee	79 MPH	60 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.

Fairchild Air Base Hospital crossing must not be blocked in excess of ten minutes.

4. **TRAIN REGISTER EXCEPTIONS.**

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.	MP 1535.6—7.31 miles west of Harrington. MP 1539—4.38 miles east of Lamona.

7. **MANUAL INTERLOCKING.**

Fort Wright ..... End of double track and SP&S Ry Jct.
Whistle signals for routes:
Fort Wright:
Main Track GN Ry ..... 1 short, 1 long.
Main Track SP&S Ry ..... 1 long, 1 short.
Siding GN Ry ..... 2 long, 1 short.

8. **AUTOMATIC INTERLOCKINGS.**

Bluestem ..... dual control switch end of double track.
Lamona ..... dual control switch end of double track.

9. Special indication yellow over green displayed on westward signal 1519.3 east of Bluestem and eastward signal 1548.6 west of Lamona will indicate that route is properly lined for movement through turnout onto double track. The name of this aspect is "Approach Diverging Route", and indication is "Approach next signal prepared to proceed on diverging route".

SECOND SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Wenatchee and Seattle	79 MPH	60 MPH

2. **SPEED RESTRICTIONS.**

Interbay, over NP Ry crossing	30 MPH
Seattle, thru turnouts South Portal	10 MPH
Seattle, over public crossings	20 MPH

Snohomish Jct., NP Ry movements between home signals	20 MPH
Monroe, CMStP&P RR movements between home signals of controlled switch from siding to CMStP&P trackage	20 MPH
Cascade Tunnel No. 15, Eastward trains handling more than 75 cars	17 MPH
Eastward passenger trains from the West Portal to Refuge Bay No. 4 1.0 mile west of East Portal	40 MPH

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.
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).**
Within CTC district Rule 83(B) does not apply and running orders are not required.

5. East switch Berne to west switch Scenic.
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, Scenic 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 low end of car. Crew picking up car see clamps removed and replaced in depot.**

7. Double track extends between Seattle and Mukilteo except between N.P. Ry. crossing and M.P. 5.4 Interbay, CTC district Edmonds and automatic Interlocking Ballard.
Westward track is signalled for traffic in both directions between M.P. 5.4 Interbay and Mukilteo. Two main tracks known as No. 1 main (water side) and No. 2 main (bank side) extend between M.P. 28 Mukilteo and Everett Jct.

8. 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 5.8 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 a 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.

9. SEATTLE, KING STREET PASSENGER STATION TUNNEL RULES.
King Street Passenger Station Tunnel Rules shall consist of Great Northern Block and Interlocking Rules as set forth in the Consolidated Code of Operating Rules, supplemented by the following special instructions, and will govern train and engine movements between North Portal and South Portal.
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.
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 operator in charge and OK'd by the operator 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.
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.
"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.
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. 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.
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.
When a train or engine is stopped by Stop-indication of dwarf signal 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), operator 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.

10. 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.

11. CROSSOVERS ON DOUBLE TRACK.

Facing Point.	Trailing Point.
MP 15, Standard Oil spur 8 miles west of Edmonds.	MP 14.1, 3.4 miles west of Edmonds.
	MP 24.29 between Edmonds and Mukilteo.

CROSSOVERS ON TWO MAIN TRACKS.

Trailing Point.
MP 29.21 east end Mukilteo.
MP 31.33, 1 mile west of Everett Jct.
MP 30.6, 1½ miles west of Everett Jct.

12. Swing brakeman will be required to ride on head end of Eastward train out of Skykomish and get off at the west switch Scenic, and engineer will pull by slowly so he can look over entire train. If anything is found wrong he can use key controller located on signal mast to actuate dragging equipment light and engineer will stop the train and not move until he gets proper signal from the trainman.
Westward movements, swing brakeman will arrange to ride head end of train out of Merritt, get off at east switch Berne and inspect train as it pulls by slowly. The key controller located on the signal mast can be used to actuate the dragging equipment light, and engineer will stop the train and not move until he gets proper signal from the trainman.
Special Red slide fence light is placed 1350 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.

18. MANUAL INTERLOCKINGS.

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

14. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

North Portal-South Portal ....King Street Tunnel and terminal tracks.

Interbay .....East Roundhouse lead switch.

15. AUTOMATIC INTERLOCKINGS.

Interbay .....NP Ry crossing.

Mukilteo, between MP 27 and 28.....Automatic interlocking with spring switch.

Limits of this interlocking extend from eastward governing home signals at east end of double track MP 27 to the eastward governing home signal at beginning of CTC MP 28. Trains or engines receiving stop indication at MP 27 or MP 28 Mukilteo must not operate release nor enter these interlocking limits without authority of train dispatcher.

Ballard, between MP 7 and 8.....Automatic interlocking with spring switches. Instructions posted on interlocking signal masts. When a train or engine is stopped by an interlocking stop indication a member of crew must call dispatcher before operating time release.

Spring switch at east end of single track near MP 8 Ballard equipped with electric lock, which is normally unlocked.

When eastward track east of this point must be taken out of service and westward track is to be used as single track, spring switch must be reversed by hand and locked with electric lock. If dispatcher then authorizes a movement to or from the eastward track, electric lock must be released and switch lined by hand for this movement, after which switch must again be lined for westward track and locked with electric lock.

16. 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.

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 except signal 1700.3 and 1700.4. 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 1706.1 inside West Portal displaying stop indication must not pass West Portal until it is known track is clear to east switch Scenic.

At Scenic, two white lights flashing alternately mounted in a vertical position on a bracket attached to the power pole just east of home signal east of station on left side of main track to indicate ventilating system functioning. Eastward trains must not pass Scenic unless alternate flashing white lights are operating unless directed by operator to do so.

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.

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.

Four Scott Air Packs have been placed in each bay of Tunnel 15. Whenever one of these air packs are used, advise the Superintendent and Terminal trainmaster by wire the number of the air pack used so that it can be recharged at once.

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

Conductors of trains using helper engine will determine the location of the helper engine in the train on each trip. Helper engine may shove against caboose in either direction with the following exceptions:

Do not shove against passenger equipment, 85 foot cars or wooden underframe equipment.

Air must be cut in on all helper engines and engine must not be cut off while train is in motion.

When shoving against caboose, trainmen must ride in the cab of helper engine rather than in the caboose.

17. Rules 251, 251(A), 253 and 254 are in effect on double track between Mukilteo and Interbay. Running orders are not required for movements with the current of traffic.

18. The following signals are located to the left of the track which they govern:

Signals 29.3 and 30.5 governing westward movements on No. 2 main track.

Signals 29.4 and 30.2 governing eastward movements on No. 1 main track.

Signals governing eastward movements on westward track between MP 5.4 Interbay and Mukilteo.

Skykomish and Scenic, eastward governing home signal for main track at east switch of siding.
westward governing home signal for siding at west switch of siding.

Merritt, westward governing home signal for main track at west switch of siding.
eastward governing home signal for siding at east switch of siding.

19. McKinnon Spur, 2.48 miles west of Monroe, main track switch not equipped with electric lock. Trains or engines using this track must keep main track switch open unless main track is occupied by engine or cars; in addition this track must not be used to get into clear for other trains or engines.

20. Switching light key controller located on signal mast at west switch of siding Berne and on bungalow at east switch of siding Scenic. Two white lights, normally dark, with signs reading "Sw. Lt." are located 2000 and 5000 feet west of west switch Berne also 2000 and 5000 feet east of east switch Scenic. To operate switching lights, trainman should insert switch key in controller and turn fully clockwise to light the lights, then turn key to center position to extinguish lights.

    These lights are to be used as an aid in switching when radio or hand signals cannot be used. Light should be turned on for movement in one direction, turned off to stop, again turned on to reverse direction. Prior arrangements must be made between crew members before using these switching lights.

21. Special indication yellow over green displayed on eastward signal 30.2 governing eastward movements on No. 1 track west of Everett Jct. will indicate that route is properly lined for movement through turnout Everett Jct. The name of this aspect is "Approach Diverging Route" and indication is "Approach next signal prepared to proceed on diverging route".

THIRD SUBDIVISION

(Vancouver Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Everett Jct. and Vancouver	79 MPH	60 MPH

2. **SPEED RESTRICTIONS.**

Everett, over street crossings	25 MPH
South Bellingham, NP Ry. Crossing	20 MPH
Bellingham, over street crossings	10 MPH
Bellingham, over CMStP&P RR Crossings	20 MPH
New Westminster, Fraser River Bridge	10 MPH
Over Front St. Crossing	10 MPH
Vancouver, Burrard Inlet, CPR Crossing, Powell St.	8 MPH
Trains handling loaded tri-level auto racks moving through Tunnel 21, 1¾ miles south of South Bellingham, also passing over Bridge 77 at Fraser River	5 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

    Vancouver, Vancouver Jct., register located in train order office at Vancouver. Arrival of First Class trains on register at Vancouver will cover their arrival at Vancouver Jct.

    New Westminster, all trains register by ticket.

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

    At Everett Jct., Brownsville and Townsend, Rule 83(B) does not apply.

    G.N. clearance received at Vancouver will clear trains at Vancouver Jct.

    At Delta Jct., Rule 83(B) does not apply if train order signal indicates proceed.

    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.

5. **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 miles south	25′
Mt. Vernon, Union Oil Co. spur	25′ 10″
Burlington, Carnation Milk Co. spur	25′ 6″
Vancouver, Hastings St. viaduct	19′ 8″

    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.

6. 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.

7. Blaine-White Rock, trains will not pass International Border without permission of Customs and Immigration Inspectors.

8. 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, 18th Avenue to avoid circuit operating signals at this crossing.

9. Vancouver, Canadian National Railway operate jointly with GN Ry over Great Northern tracks between Water Front and connection with GN main track north of CN Jct.; 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 between CN waterfront yard and BI Jct. or Glen yard, 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 Pender, Union and Cordova Streets.

10. The Board of Transport Commissioners for Canada, General Order 571, forbids the handling of freight cars in main line passenger trains.

11. **CROSSOVERS ON DOUBLE TRACK.**

    Trailing point.

    At MP 152.4—1.4 miles south of Still Creek. Dominion Bridge Co. spur.

    At Vancouver Steel Co. spur, 2.5 miles South of Still Creek.

    MP 147.8—1 mile north of Burnaby.

12. **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:

    Southward Great Northern Trains and Engines approaching Fraser River Bridge Signal 4 short blasts of whistle for line up from Bridge to Southward Great Northern Main track.

    Explosion of one torpedo indicates stop. No steam or electric locomotive, or train operated by steam, electricity, or other pow-

er, 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 10 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.

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.

18. **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.

14. **AUTOMATIC INTERLOCKINGS.**

Still Creek .....End of double track.

C. N. 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 signal, C.N. Junction, and the northward interlocking signal, Still Creek. When a train or engine is stopped by a stop indication of these signals it will be governed by Rule 509.

Between Still Creek and C.N. Junction extra trains will be governed with respect to opposing extra trains by signal indication; this does not modify the provisions of Rule 98.

15. **SEMI-AUTOMATIC INTERLOCKINGS.**

New Westminster, 0.88 miles south CPR crossing.....Crossover to Waterfront track.

Both switches of crossover are lined by operation of main track switch.

New Westminster, 0.38 miles south .....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. Crossing signals governing traffic on Powell Street are manually controlled by handle of electric gate lock.

16. **RAILROAD CROSSINGS PROTECTED BY GATES.**

Burlington .....Seventh Subdivision crossing.

Normal position is for Third Subdivision.

South Bellingham, 1.14 miles north of.....NP Ry crossing.

Normal position is for Great Northern.

Bellingham .....CMStP&P RR crossings. 1 at Army Street, 1 at Commercial Street, 2 at Pine Street.

Normal position is for Great Northern.

17. Special indication yellow over green displayed on southward signal 154.9 north of Still Creek and northward signal 145.8 south of Burnaby will indicate that route is properly lined for movement through turnout onto double track. The name of this aspect is "Approach Diverging Route", and indication is "Approach next signal prepared to proceed on diverging route".

18. New Westminster, radio call is CJN 253, Vancouver, CJN 282, and station name must not be used.

19. Canadian National train and engine movements between Tilbury Island and Townsend must receive authority from train dispatcher or control operator, New Westminster before making move from Dow Chemical Spur to Townsend. At Brownsville C.N. train and engine movements must receive authority from train dispatcher before fouling or entering controlled siding through cross-over switches between interchange track and siding. Northward C.N. train and engine movements entering Brownsville Siding must notify control operator when clear of controlled siding and switch is properly relined for siding.

20. There is no superiority of trains between C.N. Jct. and Vancouver Jct. That portion of Consolidated Code Rule 93 reading "Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown" does not apply between these points. Within these limits first class trains must move at restricted speed.

Before occupying main track between these points on the time of delayed first class trains, extra trains and engines must obtain permission from operator Vancouver or train dispatcher, in order to avoid delay to first class trains. In addition switch indicators must be operated in accordance with Rule 240-T.

21. Intalco Spur, gate located west of headblock of tail of wye switch. Normal position of gate is in open position. When train or engine occupies this spur, gate should be locked across track. While gate is secured across track, other trains or engines must not enter this spur.

FOURTH SUBDIVISION

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	
Bridge 10 Delta Jct. and overhead bridge 200 feet south of interlocked switch Delta Jct.	15 MPH
Overhead bridge 200 feet south of interlocked switch Delta Jct. and G.N. Jct.	40 MPH
Through No. 11 turnouts at G.N. Jct. and Sealine Jct.	15 MPH
Sealine Jct. and NP Ry Crossing	30 MPH
From NP Ry Crossing through switches P.A. Jct.	15 MPH

2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

At P.A. Jct. Rule 83(B) does not apply.

At Delta Jct. Rule 83(B) does not apply if train order signal indicates proceed.

3. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**

Delta Jct. .....Drawbridge 10 and NP Ry crossing.

4. NP Ry crossing 300 feet north of P.A. Jct., crossing gates electrically locked. Normal position of gates "Stop" for NP Ry., Northward interlocking signals and southward approach signal P.A. Jct. are operated in conjunction with gates and when these signals do not indicate proceed Rule 98A must be complied with.

FIFTH, SIXTH AND SEVENTH SUBDIVISIONS

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	
Wenatchee and Keremeos	50 MPH
Columbia River and Mansfield	30 MPH
Anacortes and Concrete	50 MPH

2. **SPEED RESTRICTIONS.**

Bridge 12, Whitney	10 MPH

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Burlington, Seventh Subdivision trains must secure clearance.

4. **MANUAL INTERLOCKINGS.**
Whitney, one mile west of ..... Drawbridge 12

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

6. 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 108.

7. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on:

Fifth Subdivision between Wenatchee and Chopaka.

Sixth Subdivision between Columbia River and Mansfield.

Seventh Subdivision between Anacortes and Concrete.

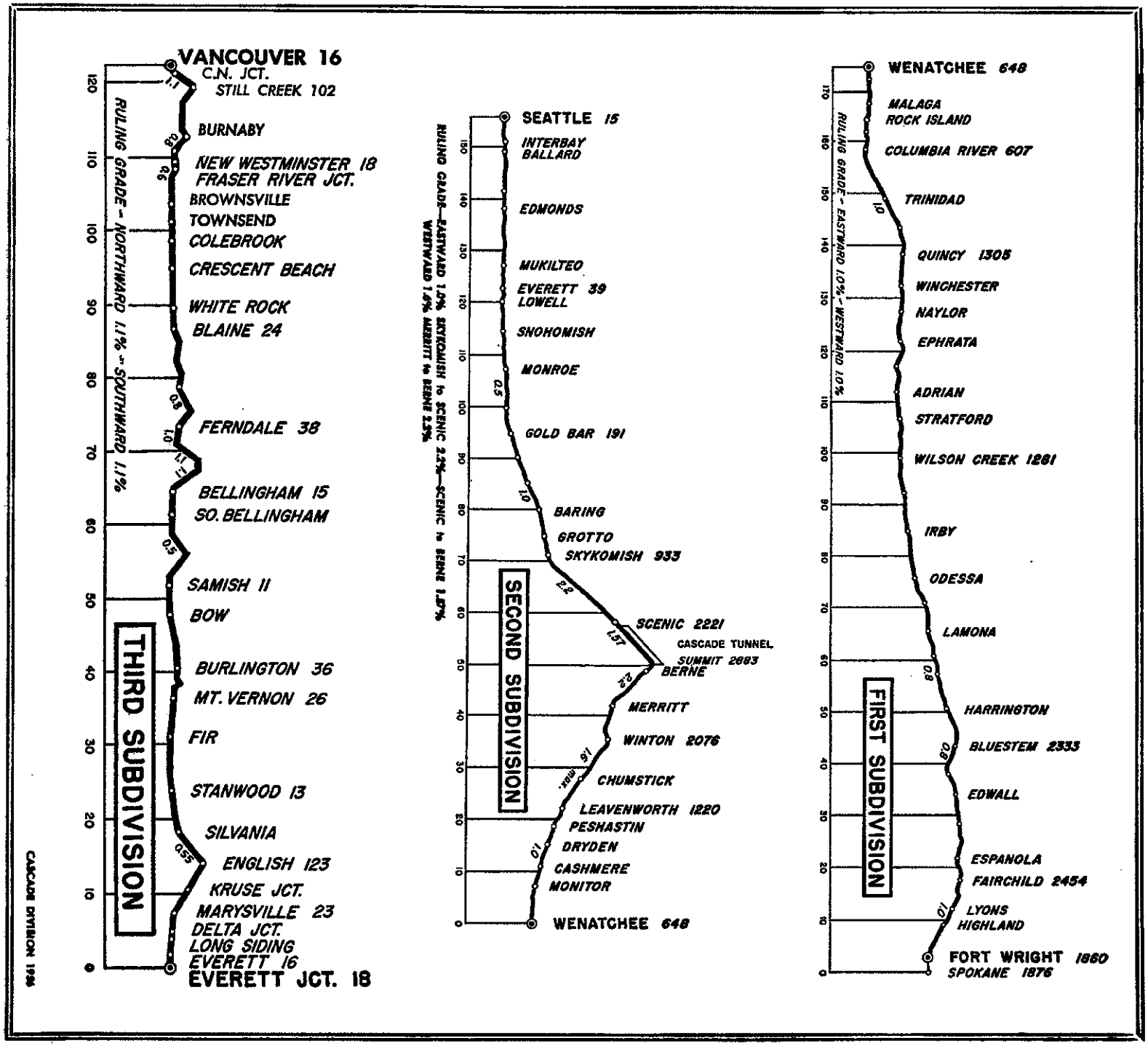
Form Z train order is not required on these subdivisions. If it becomes necessary to operate a following train when there is still a train on the subdivision, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity Cars	Switch Opens
First Subdivision			
Highland Rock Quarry	1.0 mile east of Highland	72	East
Geiger Field	9.3 miles off east end siding Fairchild	Yard	West
Waukon	5.73 miles east of Edwall	52	Both
Canby	3.69 miles west of Edwall	27	Both
Mohler	6.71 miles west of Harrington	32	Both
Downs	4.67 miles east of Lamona	49	Both
Nemo	4.62 miles east of Odessa	18	Both
Marlin	6.61 miles east of Wilson Creek	40	Both
Air Base, Washington	2.2 miles east of Ephrata	Yard	East
Olson Spur	1.8 miles west of Ephrata	22	Both
Crater Spur	5.13 miles west of Quincy	24	East
Gravel Spur	3.0 miles west of Trinidad	53	West
Voltage	2.49 miles east of Rock Island	32	Both
Alcoa Spur	1.2 miles west of Rock Island 6,954 feet long and yard		West
Peshastin Lbr. & Box, Inc.	4.38 miles east of Wenatchee	10	West
Second Subdivision			
Old Leavenworth	0.53 mile east of Leavenworth	67	East
Everett Pulp & Paper	2.6 miles east of Merritt	16	East
Sultan	5.42 miles west of Goldbar	15	East
Robinson Lettuce Spur	2.0 miles west of Monroe	30	East
McKinnon Spur	2.48 miles west of Monroe	4	East
Standard Oil Co's Trks	3.0 miles west of Edmonds	90	Both
Richmond Beach	3.09 miles west of Edmonds	109	Both
Third Subdivision			
O'Keefe Brewery Spur	0.90 mile south of Still Creek	33	North
Dominion Bridge Co. Spur	1.4 miles south of Still Creek	65	South
Atlas Iron & Metals	2.3 miles south of Still Creek	9	South
Commercial Steel	2.2 miles south of Still Creek	5	South
Northern Asbestos Spur	1.5 miles north of Burnaby	12	North
Continental Can Co. Spur	0.8 mile north of Burnaby	55	Both
Delta-Alaska Terminal	0.84 miles south of Brownsville	Yard	North
Tilbury Island	4.1 miles west of Townsend	Yard	North
B. C. Peat Products Industry	0.42 miles south of Townsend	12	Both
Industrial Peat Co., Ltd.	4.02 miles north of Colebrook	29	Both
Intalco Spur	5.84 miles north of Ferndale	Yard	Both
Custer	5.51 miles north of Ferndale	49	Both
Olympic Portland Cement Co. Spur	2.0 miles south of Ferndale	27	North
Belleville Pit Tracks	4.3 miles north of Burlington	102	North
English Lumber Co.	1.4 miles south of Fir	2	South
Tulalip Army Wye	0.28 mile south of Kruse Jct.	50	North South
Fifth Subdivision			
Luttin Spur	1.81 miles north of Cawston	4	North
Dwinnell Industry	4.07 miles north of Ellisforde	19	Both
Larrabee Industry	0.8 mile north of Ellisforde	9	Both
Howard Appel Spur	0.96 mile south of Ellisforde	1	South
Thornton Spur	3.48 miles north of Tonasket	8	Both
Tunk Creek Spur	1.04 miles south of Barker	8	Both
Braker Spur	0.7 miles south of Brewster	5	South
Contractors Spur	0.83 miles north of Aswell	12	North
Rocky Reach	4.35 miles north of Olds	46	South
Olds Pit	2.13 miles north of Olds	40	North
Unigas Spur	1.9 miles north of Olds	2	North
Taplett Spur	1.8 miles north of Olds	8	North
Welch Spur (Friday Pack Co.)	1.6 miles north of Olds	14	North
Columbia Tractor Spur	1.4 miles north of Olds	5	North
Seventh Subdivision			
Cokedale Spur	3.12 miles east of Sedro-Wolley	5	West
Hanson Peterson Avon Spur	3 miles west of Burlington	3	West
Supreme Cedar Prods	1.5 miles west of Birdsview	7	East

SPEED TABLE

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	—	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0


VANCOUVER 16
C.N. JCT.
STILL CREEK 102
BURNABY
NEW WESTMINSTER 18
FRASER RIVER JCT.
BROWNSVILLE
TOWNSEND
COLEBROOK
CRESCENT BEACH
WHITE ROCK
BLAINE 24
FERNDALE 38
BELLINGHAM 15
SO. BELLINGHAM
SAMISH II
BOW
BURLINGTON 36
MT. VERNON 26
FIR
STANWOOD 13
SILVANIA
ENGLISH 123
KRUSE JCT.
MARYSVILLE 23
DELTA JCT.
LONG SIDING
EVERETT 16
EVERETT JCT. 18
RULING GRADE - NORTHWARD 1.1% - SOUTHWARD 1.1%
THIRD SUBDIVISION
1.1
2.8
8.6
0.8
1.0
1.1
0.5
0.55
SEATTLE 15
INTERBAY
BALLARD
EDMONDS
MUKILTEO
EVERETT 39
LOWELL
SNOHOMISH
MONROE
GOLD BAR 191
BARING
GROTTO
SKYKOMISH 933
SCENIC 2221
CASCADE TUNNEL
SUMMIT 2883
BERNE
MERRITT
WINTON 2076
CHUMSTICK
LEAVENWORTH 1220
PESHASTIN
DRYDEN
CASHMERE
MONITOR
WENATCHEE 648
RULING GRADE—EASTWARD 1.0% SKYKOMISH to SCENIC 2.2%—SCENIC to BERNE 1.57%
WESTWARD 1.6% MERRITT to BERNE 2.2%
SECOND SUBDIVISION
0.5
1.0
2.2
1.57
2.2
1.6
max.
1.0
WENATCHEE 648
MALAGA
ROCK ISLAND
COLUMBIA RIVER 607
TRINIDAD
QUINCY 1305
WINCHESTER
NAYLOR
EPHRATA
ADRIAN
STRATFORD
WILSON CREEK 1281
IRBY
ODESSA
LAMONA
HARRINGTON
BLUESTEM 2333
EDWALL
ESPANOLA
FAIRCHILD 2454
LYONS
HIGHLAND
FORT WRIGHT 1860
SPOKANE 1876
RULING GRADE - EASTWARD 1.0% - WESTWARD 1.0%
FIRST SUBDIVISION
1.0
0.8
0.8
1.0
CASCADE DIVISION 1956