

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 50

Effective December 4, 1949

STATIONS	Distance from Seattle	FIRST CLASS							SECOND CLASS			SIGNS
		356	360	6	2 <small>Streamliner</small>	358	4	28	442	404 <small>C. M. St. P. & P. 892</small>		
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Mon.		
WENATCHEE 7.38	155.67			A 1.35pm	A 7.30pm		A 3.10am	A 4.30am		A 9.45am		BKDNW XPBJ
MONITOR 3.62	148.29		f 1.18		7.10		2.56	4.16		9.20		DP
CASHMERE 4.65	144.67		s 1.09		7.04		2.50	4.10		9.10		DNWXP
DRYDEN 8.12	140.02		s 12.57		6.57		2.40	3.55		8.55		DP
PESHASTIN 8.28	136.90		s 12.49		6.52		2.35	3.46		8.45		DP
LEAVENWORTH 5.80	133.62		s 12.43		6.47		2.30	3.41		8.35		DNP
CHUMSTICK 7.70	127.77		f 12.34		6.39		2.22	3.32		8.20		P
WINTON 8.55	120.07		f 12.24		6.27		2.10	3.20		8.00		NP
MERRITT 7.03	113.52		f 12.15		6.18		2.00	3.10		7.45		WYPD
BERNE 2.2%	106.40		f 12.01pm		6.03		1.45	2.55		7.20		NPT
SCENIC 8.08	97.51		s 11.40		5.43		1.25	2.35		6.50		IDNP
TONGA 7.84	89.67		f 11.22		5.24		1.06	2.15		6.20		P
SKYKOMISH 4.96	84.71		s 11.10		5.13		1.25	2.00		5.54		BKDNW BOXYP
GROTTO 8.88	80.90		f 10.51		4.57		12.40	1.40		4.05		DP
BARING 8.88	77.02		f 10.45		4.53		12.36	1.36		3.55		WP
INDEX 6.80	70.48		s 10.33		4.42		12.24	1.24		3.40		P
REITER 4.90	65.83		f 10.24		4.34		12.16	1.16		3.20		P
GOLDBAR 4.87	61.16		s 10.16		4.28		12.09	1.08		2.48		NDWYP
SULTAN 5.40	55.76		s 10.07		4.22		12.02am	1.00		2.30		P
MONROE JCT. 7.19	48.57											V
MONROE 0.27	48.80		s 9.57		4.14		11.52	12.50		2.15	A 4.35am	DNWPRB
SNOHOMISH 7.00	41.80		s 9.42		4.06		11.42	12.31		2.00	4.16	DNPR
SNOHOMISH JCT. 0.84	40.66											V
N. P. RY. JCT. 4.98	35.72											VRJ
LOWELL 0.26	33.48			9.34	4.00		11.35	12.21		1.26	4.02	DNKXP
LOWELL JCT. 0.01	33.47										L 4.01am	RV
PACIFIC AVENUE 1.61	33.88			9.32	3.57		11.32	12.18		1.20		DIXP
EVERETT 1.05	32.81			s 9.30	s 3.55		11.30	12.15am		1.18		DNXP
EVERETT JCT. 81	32.00	A 8.55am	A 9.07am	9.19	3.50	A 6.02pm	11.19	11.49		1.15		IKPJ
MUKILTEO 3.75	28.28	f 8.49	9.02	9.14	3.45	5.57	11.14	11.44		1.07		P
MEADOWDALE 7.14	21.11	f 8.38	8.52	9.05	3.36	5.47	11.05	11.35		12.51		P
EDMONDS 3.71	17.40	s 8.33	f 8.46	f 9.00	3.31	5.41	11.00	11.30		12.44		DWP
RICHMOND BEACH 3.10	14.80	f 8.26	8.41	8.55	3.26	5.36	10.55	11.25		12.35		P
BALLARD 7.88	6.44	8.16	8.31	8.45	3.16	5.26	10.45	11.15		12.20		XP
INTERBAY 1.76	4.68	s 8.13	8.28	8.42	3.13	5.23	10.42	11.12		L 12.15am		BKDNW ZBOXPVT
N. P. RY. CROSSING 0.98	3.70	8.11	8.25	8.40	3.11	5.21	10.40	11.10				I
NORTH PORTAL 2.30	1.40											I
SOUTH PORTAL 0.10	0.10											I
SEATTLE 1.30	0.00	L 8.00am	L 8.15am	L 8.30am	L 3.00pm	L 5.10pm	L 10.30pm	L 11.00pm				RKDNXP VZB
Time Over Subdivision		.55	.52	5.05	4.30	.52	4.40	5.30		9.30	.34	
Average Speed Per Hour		34.90	36.92	30.62	34.59	36.92	33.35	28.80		15.89	22.64	

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

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains. No. 2 is superior to all trains, except No. 1.
 SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 17.

Conditional flag stops—
 Nos. 3 and 4 stop at any station between Wenatchee and Seattle, to pick up or discharge revenue passengers from or to points south of Shelby, and from or to points east of Hayre, where Nos. 3 and 4 are scheduled to stop. Nos. 5 and 6 stop on flag at Miller River, Startup and Halford.

3 Sm...
 1-5%
 2-2%

BIO...
 running

8...
 continued

Appleyard - 2 mi E of Wenatchee on Adjoining Division (Electrified)

2 WESTWARD

FIRST SUBDIVISION

Time Table No. 50

Effective December 4, 1949

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS						Distance from Wenatchee	STATIONS	Telegraph Calls	
	Siding	Other Tracks	403	441	357	355	359	27	5	1				3
			C. M. St. P. & P. 591 Daily Ex. Mon.	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Streamliner				Daily
1648	Yard	1085		L 12.01Pm				L 11.15Pm	L 1.05Pm	L 3.25Am	L 2.00Am	0.00	WENATCHEE	WC
1655	70	47		12.25				11.25	f 1.18	3.40	2.12	7.88	MONITOR	MR
1659	113	213		12.33				11.30	s 1.29	3.47	2.27	11.00	CASHIERE	OM
1664	64	35		12.57				11.38	s 1.38	3.55	2.40	15.66	DRYDEN	DN
1667	0	236		1.05				11.43	s 1.44	4.00	2.46	18.77	PESHASTIN	PN
1671	112	18		1.15				11.48	s 1.52	4.07	2.51	22.06	LEAVENWORTH	CH
1676	25	0		1.35				12.01Am	f 2.03	4.17	3.03	27.90	CHUMSTICK	
1684	109	28		1.59				12.17	f 2.16	4.32	3.20	35.60	WINTON	WI
1691	135	41		2.27				12.32	f 2.27	4.42	3.32	42.15	MERTT	
1699	104	11		3.03				12.56	f 2.42	4.58	3.48	49.18	BERNE	BR
1716	135	16		3.35				1.25	s 3.03	5.18	4.08	58.16	SCENIC	MA
1723	60	10		4.01				1.43	f 3.20	5.36	4.26	66.00	TONGA	
1738	E-191 W-90	271		5.13				2.00	s 3.37	5.54	4.45	70.96	SKYKOMISH	KY
1732	59	68		5.27				2.10	f 3.43	6.00	4.52	74.77	GROTTO	GO
1736	135	19		5.33				2.17	f 3.48	6.05	5.00	78.65	SARING	
1742	58	14		5.45				2.30	s 3.59	6.15	5.13	85.24	INDEX	
1747	109	80		5.55				2.39	f 4.08	6.23	5.23	90.14	REITER	
1751	149	Yard		6.05				2.48	s 4.28	6.29	5.33	94.51	GOLD BAR	GB
1757	59	41		6.15				2.57	s 4.36	6.35	5.41	99.91	SULTAN	
												107.10	MONROE JCT.	
1764	139	127		L 3.00Pm	6.30			3.08	s 4.48	6.43	5.51	107.87	MONROE	RO
1771	137	136		3.20	6.40			3.17	s 4.58	6.51	6.01	114.87	SNOWHISH	SH
												115.01	SNOWHISH JCT.	
												119.94	N. P. RY. JCT.	
1777		112		3.39	7.05			3.24	5.06	6.57	6.09	120.19	LOWELL	W
	Con- tin- uous			A 3.40Pm								120.20	LOWELL JCT.	
		104						3.27	5.09	6.59	6.12	121.81	PACIFIC AVENUE	D
1779	0			7.10				s 3.55	s 5.25	s 7.06	s 6.28	122.86	EVERETT	JN
1780	4			7.15	L 9.07Pm	L 8.26Pm	L 10.52Am	3.58	5.27	7.07	6.30	123.67	EVERETT JCT.	
1784	0	28		7.22	f 9.13	8.31	10.57	4.05	f 5.32	7.12	6.36	127.42	MUKILTEO	MU
1793				7.35	f 9.25	8.41	11.09	4.17	5.43	7.21	6.47	134.66	MEADOWDALE	
1795	0	107		7.42	s 9.31	8.46	11.15	4.22	s 5.49	7.26	6.53	138.27	EDMONDS	DR
1796	0	79		7.49	f 9.36	8.51	11.21	4.27	s 5.55	7.31	6.58	141.37	RICHMOND BEACH	R
1807	0	190		8.00	f 9.46	9.01	11.35	4.40	6.10	7.41	7.10	149.28	BALLARD	
1808	Yard	1195		A 8.10Pm	f 9.49	9.05	11.39	4.44	f 6.13	7.45	7.14	150.99	INTERBAY	RB
												151.97	N. P. RY. CROSSING	
												154.27	NORTH PORTAL	
													SOUTH PORTAL	
													SEATTLE	UD
1813	Yard	589			A 10.05Pm	A 9.20Pm	A 11.55Am	A 5.00Am	A 6.30Pm	A 8.00Am	A 7.30Am	155.57		
												156.67		
				.40	8.09	.58	.54	1.03	5.45	5.25	4.35	5.30		
				19.24	18.43	33.10	35.55	30.47	27.01	28.73	33.96	28.30		

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G. N. RY.—Oscoda Div.

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

Time Over Subdivision
Average Speed Per Hour

- Tunnel No. 19 —4 miles south of So. Bellingham.
Length—141.3'.
Height—20.5'.
- Tunnel No. 20 —3.70 miles south of So. Bellingham.
Length—328.5'.
Height—20.35'.
- Tunnel No. 21 —1 mile south of So. Bellingham.
Length—713.2'.
Height—20.9'.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Wenatchee and Peshastin	45 MPH	40 MPH
Peshastin and Merritt	60 MPH	40 MPH
Merritt and Skykomish	30 MPH	20 MPH
Skykomish and Baring	50 MPH	40 MPH
Baring and Gold Bar	35 MPH	25 MPH
Gold Bar and Seattle	60 MPH	40 MPH

2. SPEED RESTRICTIONS.

Cashmere, Over public crossing Main Street	25 MPH
Bridge 370, Dryden, R engines	20 MPH
Bridge 371, Dryden, R engines	10 MPH
Bridge 372, Dryden, R engines	10 MPH
Bridge 406, Scenic 4 miles west of, R engines	20 MPH
Bridge 408, Tonga 3 miles east of, R and Q engines....	20 MPH
Bridge 4, Ballard	25 MPH
Skykomish, over public crossings	30 MPH
Monroe, thru town limits	25 MPH
Everett, over public crossing Pacific Avenue	25 MPH
Edmonds, thru town limits	35 MPH
Interbay, over NP Ry crossing	15 MPH
Seattle, thru turnouts South Portal	10 MPH
Seattle, over public crossings	20 MPH
Between Home Signals of Interlockings at:	25 MPH
Pacific Avenue. Everett Jct.	

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Cashmere; Earl Fruit Spur and Fruit Growers Union Spur, engines heavier than O prohibited.

O and heavier freight engines not permitted Seattle, King Street Terminal, on north end of tunnel tracks 1 and 3.

Skykomish, GN engines prohibited on Wood Spur.

Delta, trains running via this yard with R engines must make their set out or pick up on tracks 1, 2, 3, or 4.

4. TRAIN REGISTER EXCEPTIONS.

Appleyard, register is for second and inferior class trains.
Wenatchee, register is for first class trains and passenger extras.
Monroe, register only for CMS&P RR trains.

Snohomish, register only for NP Ry trains and eastward NP Ry trains register by ticket.

Lowell, NP Jct., register only for NP Ry and CMS&P RR trains.

Interbay and Skykomish, 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.

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

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

6. IN ELECTRIFIED ZONE, APPELYARD TO SKYKOMISH.

Power transmission line carries 44,000 volts.

Signal transmission line carries 13,200 volts.

Trolley line carries 11,500 volts.

All wires must be considered energized unless a clearance has been obtained from the operator at Skykomish substation.

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.

RESTRICTED OVERHEAD CLEARANCES.

The trolley wires in the open sections provide a clearance of 21 feet to 24 feet above top of rail.

At the following locations the overhead clearance of trolley wire is restricted to 19 feet:

Columbia River Bridge between Appleyard and Wenatchee.

Overhead bridge ¼ mile west of Cashmere.

Bridge 370, 1 mile east of Dryden.

Tunnel No. 13, 2 miles west of Chumstick.

Tunnel No. 13, 5.2 miles east of Winton.

Tunnel No. 14, 1 mile east of Winton.

Cascade Tunnel No. 15, between Berne-Scenic.

Employees must keep off the top of cars and engines on electrified tracks, except in emergency, and then must use extreme care.

Snohomish, NP overhead bridge19' 0"

Skykomish, targets on roundhouse switch stands will not clear man riding on side of cars or engines.

Seattle, overhead bridge between Washington and Main Sts.....19' 4"

overhead bridge between Third and Fourth Ave. So.....19' 4"

Seattle, King Street station, close clearance between eaves of umbrella shed and sides of cabs, P-2 and larger engines.

7. Between Appleyard and Wenatchee, eastward First Subdivision freight trains will use main track, westward freight trains will use lead track entering main track at crossover just west of passenger station, Wenatchee, or Olds crossover, unless otherwise instructed by Yardmaster.

8. Wenatchee, Crossovers main track to yard lead located as follows:

Crossover No. 1, about one mile east of depot.

Crossover No. 2, 800 ft. east of depot.

Crossover No. 3, 670 ft. west of depot.

Crossover No. 4, 685 ft. west of depot.

Crossover No. 5, at 5th Street, about one mile west of depot.

Olds crossover, about 3 miles west of depot.

Crossovers 1, 2 and 4 are trailing point, and 3, 5, and Olds, facing point for eastward trains.

9. Wenatchee, westward trains moving from W-O Line lead to First Subdivision and required to wait for westward trains on First Subdivision shall stop east of sign reading "Wait Here". For further details and push button operation see instructions posted in iron box locked with switch lock.

10. Between Appleyard and Skykomish where helper engines are cut in copies of train orders must be furnished helper engines.

11. Cashmere and Snohomish, crossing signals are equipped with switch-key controllers. Trains or engines within circuit may clear signals for highway traffic by inserting switch key in controller and turn to right. Crossing signals must be restored to normal operating condition before leaving.
12. Winton, Berne, Scenic, electric knife switches located in depot provide manual control of signals at these locations so that signals can be set to display Stop-indication in case any defect is discovered while trains are passing depots. Trains stopped by any of these three signals will not proceed until instructed by trainmen to do so. Knife switches are connected to westward automatic block signal at west switch, Scenic and Winton, and to eastward automatic block signal at east switch, Berne. Berne, two rail clamps have been placed in depot for emergency use. When necessary to set out bad order car on siding at Berne, train crew must get clamps from depot and see they are properly secured and blocked to rail on east end of car. Crew that picks up bad order car see clamps are removed and replaced in depot.
13. Cascade tunnel, track between Berne and Scenic is controlled by positive block in both directions. When stopped by a Stop-indication at automatic block signal located near entrance to tunnel, train must not proceed unless authorized by train order to do so. In case of loss of power or other 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. Westward trains encountering Signal 1707.9 inside west portal displaying Stop-indication must not pass west portal until it is known track is clear to east switch Scenic.
14. Scenic, water tank 3 miles west.
15. Skykomish, unless otherwise directed, extension on east end of siding for use only by eastward trains and in no case will train or cars be left on this extension without engine coupled and air brakes operative.
16. Baring, water tank 1.26 miles west.
17. Between NP Jct. and Delta (freight yard) 3.26 miles west, trains and engines will be governed by NP Ry time-table and Special Instructions.
18. Interbay, main track is a single track between 700 ft. east of NP Ry crossing and 4000 ft. west of bridge 4, Ballard. Each end of this single track is equipped with a spring switch, normal position is for trains entering double track. 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. If push button "R" is operated and the intended movement is not made, or main track switch is not lined, push button "N" must be operated to restore signal system to normal condition to avoid delays to trains on main track. Push button "N" must never be operated, after push button "R" if the intended movement is to be made. Westward freight trains will enter yard at the connection from westward main track at east end of yard unless otherwise instructed by yardmaster. Trains or engines must stop east of signal 5.3 and not proceed until trainmen have lined switch to enter yard.
19. **SEATTLE, KING STREET PASSENGER STATION TUNNEL RULES.**
1. King Street Passenger Station Tunnel Rules shall consist of Great Northern Interlocking Rules as set forth in the Consolidated Code of Operating Rules and General Instructions, supplemented by the following special instructions, and will govern train and engine movements between North Portal and South Portal.
2. A positive block is maintained in both directions between these stations. Trains and engines may make a forward or backward movement within these limits without flag protection, observing governing signal indications.
3. No train or engine will make a complete through movement between North Portal and South Portal against the current of traffic, or pass the governing home signal at the immediate entrance to the tunnel on either track displaying a "Stop" indication, except on the authority of a "Tunnel Card" properly completed by signalman in charge and OK'd by the Signalman at opposite station. When this governing home signal indicates "Stop", trains and engines, after stopping, must proceed at restricted speed to the next signal and be governed by its indication.
4. Tunnel Cards shall be used as required: Form 26 for train and engine movements from North Portal to South Portal, and Form 26-A for train and engine movements from South Portal to North Portal.
5. "Tunnel Card" does not dispense with the observance of or compliance with the indications of southward home signals at the South end of the tunnel governing entrance to the South Portal Interlocking or the northward home signals governing entrance to the North Portal Interlocking.
6. At South Portal, trains and engines may enter the tunnel on either track for short switching movements if required. If the governing home signal at the immediate entrance to the tunnel displays a Stop-indication, a Tunnel Card must first be secured, as prescribed by Rule 3.
7. Interlocking signal located at the north entrance of the tunnel, controlled from South Portal, and governing southward train and engine movements on the Southward track, displays indications in accordance with Great Northern Rules 601-A, 601-C and 601-D. Green over Red (Rule 601-C) displayed indicates route through South Portal Interlocking to southward main track (Tunnel track 4) properly lined. Red over Yellow (Rule 601-D) displayed indicates diverging route through South Portal Interlocking properly lined. These indications repeat the indications of the dwarf signal of color light type located at the south exit of the tunnel, governing southward train and engine movements to Southward main track (Tunnel track 4) and other tracks of King Street Passenger Station. Emergencies may arise which may cause a change in the indications of this dwarf signal after southward train or engine has entered the tunnel and enginemen and trainmen must be on the alert to observe such change which will be indicated by the display of a yellow light at the special approach signal located in the tunnel about 1200 feet from the south exit.
8. The maximum permissible speeds between North Portal and South Portal for all trains and engines are: 20 MPH moving with the current of traffic, and 10 MPH moving against the current of traffic.
9. Operating directions are: "North" from south end of King Street Station through South Portal to North Portal, and "South" from North Portal through South Portal to south end of King Street Station.
10. Dwarf signal of color light type, located between northward and southward main tracks, south end of King Street Station governing northward train and engine movements on southward main track (Tunnel track 4) is controlled from South Portal Interlocking. When Red is displayed, Great Northern Rule 601-A governs. When Yellow is displayed, Great Northern Rule 601-E governs. When a train or engine is stopped by the Stop-indication of this signal, Signalman must be informed of desire to make the northward movement on southward main track (Tunnel track 4) by four operations of the push button located on top of the signal.
20. 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.