



CASCADE DIVISION.

TIME TABLE No. 34

**EFFECTIVE 12:01 A. M.
PACIFIC TIME**

SUNDAY, MARCH 30, 1930.

Superseding Time Table No. 33.

FOR EMPLOYES ONLY.

A. E. KNIGHTS, Superintendent.

**W. R. SMITH, General Superintendent.
J. B. SMITH, General Superintendent Transportation.**

J. H. O'NEILL, General Manager.

2 WESTWARD.

FIRST SUBDIVISION—WENATCHEE TO EVERETT JUNCTION.

EASTWARD.

FIRST CLASS					Car Capacity		Time Table No. 34			FIRST CLASS				SECOND CLASS		
37	299 (N. P. 443)	1	3	27	Billing	Other Trucks	Stations	Distance from Wenatchee	Stations	Signs	38	2	4	28	452	
Passenger	Passenger	Passenger	Passenger	Fast Mail							Passenger	Passenger	Passenger	Fast Mail	Time Freight	
Daily	Daily Ex. Sunday	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	
L 1:05pm		L 2:55pm	L 1:55pm	L 12:10pm	Yard	1233	1642	0.0	..... WENATCHEE	WC 123.07	RK DN WOX P	A 2:45pm	A 11:10pm	A 2:50am	A 3:40am	A 9:16am
f 1:18		4:08	2:10	12:23	75	83	1658	7.28	..... 7.38 MONITOR	MR 118.25	D P	f 2:30	10:54	2:30	3:22	8:46
* 1:27		4:16	2:20	12:30	116	240	1680	11.00	..... 8.52 CASHMERE	DM 112.67	DN W X P	* 2:21	10:46	2:20	* 3:13	8:35
* 1:36		4:24	2:28	12:38	65	83	1664	15.64	..... 9.04 DRYDEN	DN 108.03	D P	* 2:10	10:37	2:10	3:03	8:20
* 1:45		4:32	2:35	12:45		140	1667	18.76	..... 9.13 PESHASTIN	PN 104.91	D P	* 2:03	10:30	2:02	2:54	8:10
* 1:55		4:41	2:48	12:53	111	20	1671	23.05	..... 9.20 LEAVENWORTH	CE 101.43	DN P	* 1:55	10:20	1:53	* 2:45	7:55
f 2:10		4:56	2:58	1:07	28		1674	27.91	..... 9.28 CHUMSTICK	CM 96.78	P	f 1:37	10:07	1:40	2:33	7:25
f 2:26		5:12	3:14	1:25	119	15	1684	35.80	..... 9.39 WINTON	WI 88.07	DN P	f 1:23	9:53	1:28	2:20	6:56
f 2:41		5:27	3:28	1:37	100	78	1691	42.14	..... 9.48 MERRITT	ME 81.11	W Y P	f 1:07	9:40	1:10	2:09	6:30
f 3:00		5:50	3:46	1:55	107		1690	49.81	..... 9.55 BERNE	BR 79.88	DN P	f 12:51	9:25	12:55	1:58	5:50
f 3:20		6:10	4:06	2:15	184	28	1716	58.17	..... 9.58 SCENIC	MA 68.50	DN P	f 12:26	9:05	12:35	1:26	5:00
f 3:31		6:20	4:14	2:23	66	10	1719	63.24	..... 9.57 ALPINE	NE 51.83	W P	f 12:13	8:55	12:25	1:10	4:46
3:40		6:28	4:22	2:31	65	10	1726	65.00	..... 9.58 TONGA	TG 57.87	P	12:03pm	8:45	12:15	1:00	4:22
* 4:00		* 6:50	* 4:43	* 2:58	432 W108	236	1736	70.95	..... 9.56 SKYKOMISH	KY 51.71	RK DNWC XY P	* 11:50	* 8:32	* 12:01am	* 12:45	3:40 2:30
f 4:08		6:58	4:51	3:05	65	48	1723	74.78	..... 9.53 GROTTO	GO 48.80	D P	f 11:35	8:16	11:46	12:27	2:15
f 4:17		7:08	5:00	3:14	78	64	1737	79.91	..... 9.52 HILFORD	HL 48.76	W P	f 11:23	8:09	11:39	12:19	2:00
* 4:27		7:18	5:09	3:26	84	15	1743	85.25	..... 9.54 INDEX	NX 48.42	DN P	* 11:12	7:59	11:29	12:07am	1:35
f 4:36		7:28	5:17	3:36	70	18	1747	90.14	..... 9.59 REITER	RE 32.03	W P	f 11:01	7:49	11:19	11:57	1:15
f 4:44		7:36	5:24	3:44	83	1041	1761	94.51	..... 9.57 GOLD BAR	GB 29.16	DN W Y P	f 10:54	7:42	11:12	11:49	1:00
* 4:52		7:50	5:32	3:54	68	18	1757	99.91	..... 9.40 SULTAN	SU 22.78	D P	* 10:45	7:35	11:05	11:41	12:40
* 5:08		8:08	5:44	4:10	93	130	1764	107.37	..... 9.48 MONROE	MO 18.30	DN W Y P	* 10:33	7:26	10:56	* 11:31	12:20
* 5:23	L 9:15am	8:26	5:54	4:22	106	149	1771	114.28	..... 9.01 SNOHOMISH	SN 9.29	DN P	* 10:16	7:16	10:46	* 11:13	12:05am
5:33	A 9:27am	8:40	6:03	4:32	123		1777	120.20	..... 9.53 LOWELL	W 3.47	DN X W P	10:05	7:08	10:38	11:01	11:50
5:36		8:43	6:06	4:35	115		1781	121.53	..... 9.52 PACIFIC AVENUE	D 1.83	DN X P	10:02	7:05	10:35	10:58	11:20
* 5:50		* 8:58	* 6:18	* 4:53	9		1779	122.87	..... 9.05 EVERETT	JN .80	X P	* 9:59	* 7:02	* 10:32	* 10:55	
A 5:52pm	A 9:00am	A 6:20am	A 4:55am	A 4:55am	40		1780	123.67	..... 9.00 EVERETT JUNCTION	PG 5.0	R DN P	L 9:50am	L 6:55pm	L 10:25pm	L 10:45pm	L 11:15pm
4:47 25.90	10 34.92	5:05 24.14	4:28 27.58	4:45 25.19	Yard	1236	CL2	133.45	..... Via N. P. RY. DELTA		RK DNWC YO P	4:55 25.11	4:15 29.11	4:25 27.08	4:55 24.53	10.00 12.37
Time Over Subdivision Average Speed Per Hour																

Special Rules First Subdivision.

Westward trains are superior to eastward trains of the same class.
 No. 27 is superior to all trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at time No. 27 is due to leave next station in rear where time is shown but not less than five (5) minutes.

Track between Berne and Scenic and between Pacific Ave. and Everett Jct. is controlled by a positive block in both directions and the automatic block signals at these points must not be passed except when displaying a clear indication or when authorized by train order to proceed. Between Berne and Scenic in case of loss of power or other emergency, a train in the tunnel may make a forward or a backward movement to Scenic or Berne without flag protection and may pass signals showing stop indication without stopping at a speed not to exceed eight (8) miles an hour.

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

No. 3 and No. 4 stop on flag at Leavenworth for passengers destined to or from Everett and west and to or from Spokane and east.

No. 4 stops on flag at Monroe to pick up business for Shelby and points east of Shelby.

No. 38 stop, Startup for Parcel Post.

No. 37 and 38 stop on flag at Clemens Jct., just west of Tonga.

Freight trains use N. P. tracks between Lowell and Delta and be governed by N. P. time table and rules.
 At Snohomish N. P. trains enter G. N. main track through cross-over. Eastward first class N. P. trains leave G. N. main track through cross-over. Other than first class N. P. eastward trains head in at west switch of N. P. passing track.
 At Lowell eastward trains from N. P. connection and first class westward trains for N. P. connection move through cross-over.

SPEED RESTRICTIONS

	Passenger	Freight
Over Main Street Crossing, Cashmere.....	25 M. P. H.	25 M. P. H.
Thru Monroe town limits.....	25 M. P. H.	15 M. P. H.
Over draw span Bridge 455 east of Snohomish.....	10 M. P. H.	10 M. P. H.

Maximum speeds, page 7.

WESTWARD.

SECOND SUBDIVISION—EVERETT JUNCTION TO SEATTLE.

EASTWARD. 3

SECOND CLASS									FIRST CLASS									SECOND CLASS					
711	355	37	359	1	3	357	27				Time Table No. 34 Effective March 28, 1928.												
Local Frt.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	City	Stations	Distance from Everett Junction	STATIONS									Distance from Seattle	SIGNS	Telephone Code	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Trucks	Numbers		Automatic Block Signals												
											EVERETT JUNCTION.....	360	38	358	2	4	28	356	712				
											MUKILTEO.....	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Passenger	Local Frt.				
											MOSHER.....	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
											MEADOWDALE.....												
											EDMONDS.....												
											RICHMOND BEACH.....												
											BALLARD.....												
											INTERBAY.....												
											G. N. DOCK.....												
											SEATTLE.....												
											Time Over Subdivision												
											Average Speed Per Hour												
L 10:00	L 9:00	L 6:52	L 12:45	L 9:00	L 6:20	L 5:50	L 4:55	40	1780	3.78	32.03	R	DN	XP	JN	A 9:05	A 9:50	A 6:00	A 6:55	A 10:25	A 10:45	A 1:10	A 7:30
*10:35	9:10	f 6:00	12:51	9:06	6:32	f 5:58	5:02	93	1784	7.89	28.27	D	P	MU	* 8:59	9:44	f 5:53	6:49	10:19	10:39	f 1:02	* 7:20	
f 10:50	9:16	6:06	12:56	9:11	6:39	f 6:04	5:08		1790	10.89	24.14		P			8:49	9:39	5:46	6:43	10:13	10:33	f 12:52	f 7:10
f 11:05	9:21	6:11	1:01	9:16	6:44	f 6:09	5:13		1793	10.89	21.14		P	AD	f 8:44	9:35	5:41	6:38	10:08	10:28	f 12:47	f 7:00	
*11:30	f 9:28	6:19	1:07	9:22	6:50	* 6:18	5:20	71	1795	14.61	17.42	D	W	P	DR	* 8:39	9:30	* 5:35	6:33	10:03	10:23	* 12:41	* 6:45
*11:50	9:34	6:24	1:12	9:27	6:56	f 6:25	5:25	77	1796	17.70	14.33	D	P	R	* 8:31	9:25	f 5:29	6:28	9:58	10:18	f 12:32	* 6:25	
f 12:15	9:50	6:40	1:26	9:41	7:11	f 6:40	5:40	200	1807	25.57	6.46	D	X	BD	* 8:17	9:15	5:17	6:17	9:47	10:07	f 12:18	f 6:05	
A 12:30	f 9:54	6:44	1:29	9:44	7:14	* 6:44	5:44	1167	1808	27.32	4.71	RK	DNWC	XP	RB	* 8:13	9:12	5:13	6:13	9:43	10:03	* 12:15	L 6:00
								232		28.67	3.34												
	A 10:10	A 7:00	A 1:45	A 10:00	A 7:30	A 7:00	A 6:00	695	1813	32.03	.0	RK	DN	XP	UD	L 8:00	L 9:00	L 5:00	L 6:00	L 9:30	L 9:50	L 11:50	
3 30	1 10	1 08	1 00	1 00	1 10	1 10	1 05				1.05					.55	.55	1.00	.55	.55	.55	1.11	1.30
10 31	25 02	29 10	33 02	32 03	28 02	28 02	29 58				29.58					38.46		32.03	34.94	34.94	34.91	28.00	18.21

Special Rules Second Subdivision.

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

No. 27 is superior to all trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at time No. 27 is due to leave next station in rear where time is shown but not less than five (5) minutes.

Extra trains may use double track in the direction of Current of Traffic without running orders provided they secure proper clearance card Form A from Superintendent.

First class trains register by card at Interbay and Everett Jct.

No. 358 stops at stations Interbay to Mukilteo to discharge passengers from Seattle or points west.

No. 355 and No. 359 stop at stations Mukilteo to Interbay to discharge passengers from Everett and points east and north

Whistle signals for tracks with switches controlled from interlocking tower:

Everett Jct.—Main track eastward one long. Coast Line eastward one long and one short.

SPEED RESTRICTIONS.

	All Trains
Thru Edmonds town limits.....	8 M. P. H.
Over draw span Bridge 4 Ballard.....	10 M. P. H.
Over N. P. crossing, Interbay.....	18 M. P. H.
Thru Seattle tunnel.....	10 M. P. H.
Maximum speeds, page 7.	

SOUTHWARD.

THIRD SUBDIVISION—VANCOUVER TO BELLINGHAM.

NORTHWARD. 5

SECOND CLASS			FIRST CLASS					Car Capacity	Station Numbers	Distance from Vancouver	Time Table No. 34 Effective March 30, 1930	T-Graph Code	Station from Bellingham	SIGNS	FIRST CLASS					SECOND CLASS				
711	105	103	357	101	355	99	359								102	356	100	360	358	104	712			
Local Freight	C. N. Ry. 408 Freight	C. N. Ry. 404 Freight	Passenger	C. N. Ry. 3 Passenger	Passenger	C. N. Ry. 4 Passenger	Passenger	C. N. Ry. 1 Passenger	Passenger	C. N. Ry. 3 Passenger	Passenger	Passenger	C. N. Ry. 403 Freight	Local Freight										
Daily Ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday										
L 4-50pm			L 11-59pm		L 4-30pm		L 8-30am	Yard	482	CL125	0.0	..VANCOUVER..	VN 58.03	RKDN WCYXOP		A 7-30am		A 2-30pm	A 10-45pm			A 9-45pm		
4-55	L 12-30pm	L 12-50am	12 03am	L 10-20pm	4-33	L 1-15pm	8-33				1.25	...C. N. JUNCTION...	56.78		A 7-12am	7-22	A 10-50am	3-22	10-37			A 9-13pm	9-35	
f 5-00	12-38	12-58	f 12-09	10-25	4-36	1-20	8-36			CL122	2.73	...STILL CREEK...	55.30	P	7-05	f 7-17	10-42	f 2-18	10-33			9-06	f 9-30	
f 5-05	12-44	1-04	f 12-13	10-30	4-39	1-24	8-39			CL120	4.58	...ARDLBY...	53.45	P	6-59	f 7-13	10-36	f 2-14	10-30			8-58	f 9-23	
f 5-10	12-53	1-12	f 12-19	10-34	4-43	1-29	8-43			CL117	7.30	...BURNABY...	50.83		6-53	f 7-08	10-30	f 2-09	10-26			8-48	f 9-15	
f 5-15	1-01	1-18	12-25	10-38	4-47	1-33	8-47		18	CL115	9.89	...ENDOT...	48.24	P	6-48	7-03	10-25	2-04	10-22			8-38	f 9-08	
* 5-30	1-09	1-25	12-28	10-43	4-51	1-38	8-51		22	CL112	11.70	...NORTH WESTMINSTER..	46.32	W Y P	6-43	f 6-58	10-20	f 2-00	10-18			8-28	* 9-00	
* 5-35	A 1-15pm	A 1-30am	* 12-37	A 10-48pm	* 4-57	A 1-43pm	* 8-56		66	CL107	13.06	...NEW WESTMINSTER...	MN 44.97	R DN X P	L 6-40am	* 6-55	L 10-17am	* 1-57	* 10-15			L 8-23pm	* 8-52	
f 5-41			12-43		5-01		9-01				13.84	...FRASER RIVER JCT...	44.49			6-39		1-46	10-02				f 8-45	
f 5-55			f 12-52		5-09		9-09		34	CL101	18.89	...TOWNSEND...	39.24	P	f 6-30		f 1-38	9-54					f 8-32	
* 6-25			f 1-02		f 5-16		f 9-16		51	CL96	24.04	...COLEBROOK...	G 33.99	D Y P	f 6-20		* 1-30	f 9-46					* 8-20	
f 6-35			f 1-10		f 5-21		f 9-21		2	CL92	27.72	...CRESCENT...	30.31		f 6-10		f 1-20	f 9-38					f 8-00	
* 7-10			* 1-35		* 5-35		* 9-35		63	CL87	32.78	...WHITE ROCK...	WR 25.28	DN P	* 5-55		* 1-00	* 9-20					7-11	* 7-30
											35.43	...INTERNATIONAL BOUNDARY	22.60											
									85	CL84	35.89	...BLAINE...	BN 22.14	DN W X P	* 5-15		* 12-38		7-11	* 9-05				* 7-00
* 9-25			f 2-10		7-12		* 10-08		66	CL77	43.46	...CUSTER...	CU 14.87	P	* 4-44		* 12-22	f 8-50					3-55	* 6-12
* 10-00			* 2-23		* 6-23		* 10-18		68	CL71	49.05	...PERNDALE...	FD 8.98	D P	* 4-30		* 12-13pm	* 8-42						* 5-50
A 11-15pm			A 2-40am		A 6-40pm		A 10-35am		88	CL62	58.03	...BELLINGHAM...	NM 0.0	RKDN WC X P	L 4-10am		L 11-55am	L 8-25pm					L 5-00pm	
6-25	44	40	3-41	28	2-10	28	2-03					Time Over Subdivision			32	3-20	33	2-38	2-20			.50	4-48	
9-05	18-51	19-55	21-50	25-04	26-57	25-04	25-70					Average Speed Per Hour			21-55	17-45	21-48	22-43	24-91			14-09	12-22	

Third Subdivision Special Rules

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

All trains arriving and leaving Vancouver and C. N. Junction will register in train register located in G. N. train order office, Vancouver.

Normal position of switch at Still Creek is for southward trains and at Endet for northward trains.

Retaining wall, New Westminster, between Front St., crossing and old interlocking tower, does not give full side clearance. Train and engine-men must not be on side of cars or engines passing same.

No train will pass International Boundary at Blaine and White Rock without permission of Customs officials.

Water front tracks at New Westminster not to be used for meeting or passing trains.

Ocean Park, 1 mile south of Crescent, is flag stop for all first class trains.

Custer is flag stop for No. 355 to pick up passengers for Seattle and points east and south.

SPEED RESTRICTIONS

Thru Blaine town limits	.....	All Trains
Over Brunette St., Sapperton	.....	8 M. P. H.
Over draw span Bridge 69	.....	10 M. P. H.
Over Fraser River Bridge, New Westminster	.....	10 M. P. H.
Between Mile Posts 125 and 127 between White Rock and Crescent, Oct. 1st to May 1st	.....	6 M. P. H.
Maximum speeds, page 7.		15 M. P. H.

INTERLOCKER.

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

Track is electrically bonded northward home signal Fraser River junction and southward home signal at water front track New Westminster and trains when given clear signal at either one of these signals may proceed through block, being governed by the rules pertaining to indications shown by the various signals between the two points mentioned.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
First Sub-Division:			
Plains	4.49 Miles east of Winton	East	3 Cars
Nason Creek	2.62 Miles east of Merritt	East	15 "
Great Republic Mining Co.			
Miller River	2.2 Miles west of Skykomish	West	19 "
Grotto Lumber Co.	0.1 Miles east of Grotto	East	1 "
Northwestern Portland Cement Co.'s Spur	0.2 Miles east of Grotto	East	33 "
Reiter Lbr. Co.'s Spur	3.5 Miles west of Grotto	East	6 "
Baring	3.9 Miles west of Grotto	Both ends	21 "
Index, Galena Mill Spur	0.3 Miles east of Index	East	35 "
Western Granite Works Spur	1.0 Miles west of Index	West	29 "
Gravel Bunkers	0.5 Miles west of Reiter	Both ends	82 "
Wallace Falls Timber Co.	1.7 Miles east of Gold Bar	Both ends	88 "
Startup	1.9 Miles west of Gold Bar	Both ends	14 "
Wallace Lumber Co. Spur	0.7 Miles east of Sultan	East	27 "
Miller Logging Co.'s Riding	1.3 Miles west of Sultan	Both ends	64 "
Woodruff	1.0 Miles west of Monroe	Both ends	22 "
Frye Spur	3.1 Miles west of Monroe	East	14 "
Robinson Lettuce Spur	2.0 Miles west of Monroe	East	20 "
Second Sub-Division:			
G. N. Oil Tank Spur	1.0 Miles west of Everett Jct.	East	52 Cars
Washington Bolt Spur	0.6 Miles east of Edmonds	West	48 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "
Third Sub-Division:			
Clark and Buzza	0.3 Miles south of Still Creek	South	2 Cars
Dominion Bridge Co.	0.3 Miles north of Ardley	South	5 "
Ardley Power Spur	0.5 Miles south of Ardley	South	9 "
Sapperton Pit	0.9 Miles north of New Westminster	Both	84 "
Campbell Lumber Co. Spur	1.0 Miles south of Whiterock	North	56 "
Dakota Creek Spur	2.1 Miles south of Blains	North	23 "
Milk Spur	0.7 Miles south of Fernalde	South	31 "
Standard Oil Spur	0.7 Leads off Milk Spur	South	11 "
Marietta Spur	3.6 Miles north of Bellingham	South	2 "
Olympic Portland Cement Co. Spur	2.0 Miles south of Fernalde	North	29 "
Utah Idaho Sugar Co. Spur	2.4 Miles north of Bellingham	North	178 "
Olympic Portland Cement Co. Spur	2.4 Miles north of Bellingham	North	205 "
Union Oil Spur	0.4 Miles south of So. Bellingham	South	9 "
Chuckanut Cannery Spur	0.6 Miles north of Sockeye	North	7 "
Hazel Mill Spur	0.8 Miles south of Samish	North	33 "
Blanchard	1.6 Miles south of Samish	North	8 "
Bellville Pit	1.6 Miles north of Bellville	North	111 "
Union Oil Co. Spur	1.2 Miles north of Mt. Vernon	South	7 "
Puget Sound and Cascade Ry. Conn.	0.8 Miles north of Mt. Vernon	South	5 "
Associated Oil Co. Spur	1.2 Miles north of Mt. Vernon	North	10 Cars
Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	2 "
Milltown	2.3 Miles south of Fir	South	6 "
Hawley Spur	1.9 Miles south of Fir	North	5 "
Norman Spur	1.0 Miles north of Silvana	South	10 "
Cox's Spur	1.5 Miles north of Marysville	South	4 "
Fourth Sub-Division:			
Hirson Spur	1.4 Miles west of Rockport	West	13 Cars
Mountview	3.7 Miles west of Rockport	Both ends	18 "
Bark Spur	1.6 Miles west of Rockport	West	12 "
Van Horn's Spur	1.0 Miles west of Nestoe	Both ends	6 "
Puget Sound Saw Mill Co.	0.8 Miles west of Nestoe	Both ends	87 "
L. L. Spur	0.6 Miles west of Hamilton	West	1 "
Hawkins Spur	0.8 Miles west of Fredonia	East	6 "
Gravel Pit Spur	6.1 Miles east of Anacortes	West	4 "
Log Holloway	2.3 Miles east of Anacortes	Both ends	22 "
Fifth Sub-Division:			
Gowdy Road Spur	1.4 Miles east of Challuthan	West	5 Cars
Patterson's Spur	0.9 Miles east of Inverholm	West	7 "
Smith Road Spur	2.1 Miles east of Inverholm	Both	7 "
Matthew Road Spur	3.1 Miles east of Inverholm	Both	6 "
Embree Road Spur	3.1 Miles east of Inverholm	Both	6 "
Oliver Road Spur	1.8 Miles east of Colbrook	Both	6 "
Gravel Pit Spur	0.7 Miles west of Alluvia	West	7 "
Surrey Spur	1.0 Miles west of Cloverdale	West	3 "

THEORETICAL FIRST CLASS LOCOMOTIVE TONNAGE RATINGS. BASED ON TRAINS AVERAGING 50 TONS PER CAR.

CLASS LOCOMOTIVE	R-1												Add For Booster		
	R-2	2023-2043		2030-2033		Q-2		Q-1	N-2	O-7	O-6	O-5		O-4	O-3 and O-1
		30x32	20x32	30x32	20x32										
Ruling Grade	RATING														
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
0.2%	15540	14470	13550	9090	8440	9740	11200	8000	7530	5600	7220	6710		1300	
0.3%	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5660	5260		1000	
0.4%	10000	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310		850	
0.5%	8460	7870	7350	4930	4560	5300	6060	4310	4080	3030	3910	3640		750	
0.6%	7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140		650	
0.65%	6840	6360	5930	3970	3670	4260	4890	3470	3280	2440	3150	2940		600	
0.7%	6420	5970	5570	3730	3450	4000	4590	3250	3080	2280	2960	2760		550	
0.8%	5720	5310	4950	3310	3060	3550	4080	2880	2730	2030	2620	2450		500	
1.0%	4660	4320	4020	2700	2490	2900	3320	2440	2320	1640	2130	2000		400	
1.1%	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1910	1820		300	
1.8%	2570	2370	2200	1460	1330	1580	1810	1250	1200	880	1150	1080		250	
2.0%	2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	960		200	
2.2%	2060	1900	1740	1160	1050	1260	1440	1000	940	700	910	860		200	

bove are ratings for districts with long continuous grades. For districts with short pieces of maximum grade ratings should be increased 10%.

Make 10% reduction, when temperature 5° to 25° above.
 " 20% " " " 5° above to 10° below.
 " 30% " " " 10° below or colder.

MAXIMUM SPEED.

Between	Passenger	Freight
Wenatchee and Merritt	50 miles per hour.	40 miles per hour.
Merritt and Berne	35 miles per hour.	20 miles per hour.
Berne and Scenic	35 miles per hour.	20 miles per hour.
Scenic and Skykomish	35 miles per hour.	20 miles per hour.
Skykomish and Gold Bar	45 miles per hour.	30 miles per hour.
Gold Bar and Pacific Avenue	55 miles per hour.	35 miles per hour.
Everett Jct. and Seattle	50 miles per hour.	30 miles per hour.
Delta Wye and Samish	55 miles per hour.	35 miles per hour.
Samish and Bellingham	40 miles per hour.	25 miles per hour.
Bellingham and Vancouver	50 miles per hour.	35 miles per hour.
Rockport and Birdview	30 miles per hour.	15 miles per hour.
Birdview and Burlington	30 miles per hour.	20 miles per hour.
Burlington and Anacortes	30 miles per hour.	15 miles per hour.
Cloverdale and Ladner	20 miles per hour.	20 miles per hour.

Trains handling cars loaded with logs will not exceed speed of 20 miles per hour and such trains must not move by passenger trains moving or standing.

COMPANY SURGEONS.

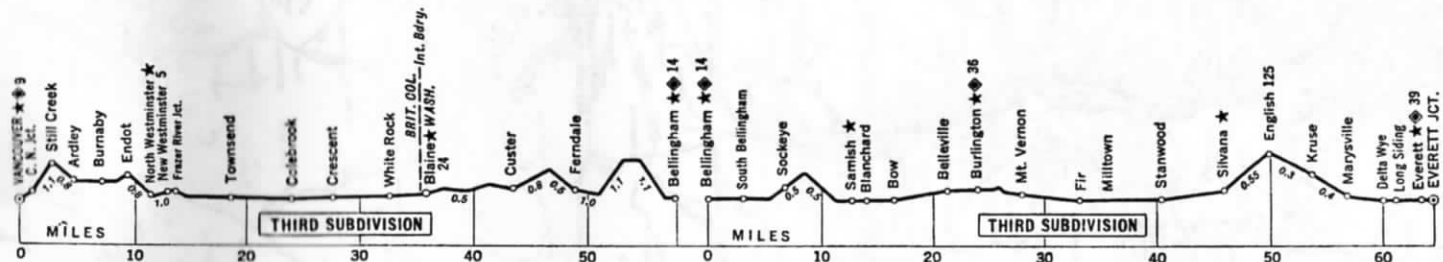
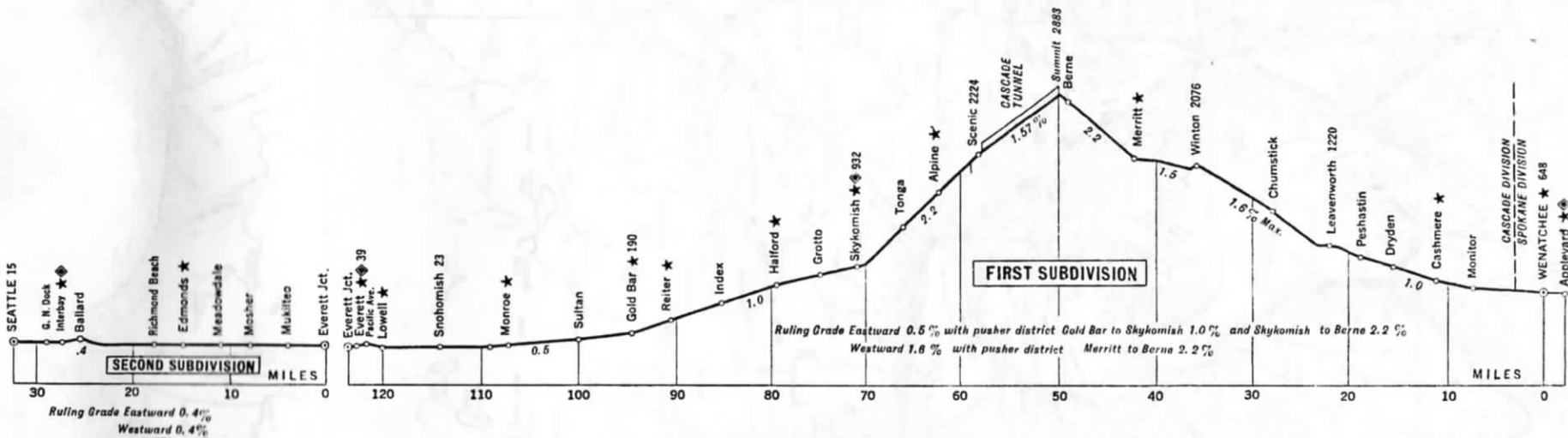
Dr. Roscoe C. Webb	Chief Surgeon	1849 Medical Arts Building, 9th Street and Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne	Assistant Chief Surgeon	Minneapolis, Minn.
Dr. J. G. Cunningham	Assistant Chief Surgeon	Spokane, Wash.
Dr. H. J. Knott	Division Surgeon, Cobb Bldg.	Seattle, Wash.
Dr. C. A. Mead	Assistant Division Surgeon	Everett, Wash.
Dr. W. T. Flynn	Assistant Division Surgeon	Everett, Wash.
Dr. A. S. Munro	Assistant Division Surgeon	Vancouver, B. C.
Dr. A. E. Gerhart	Assistant Division Surgeon	Wenatchee, Wash.
Dr. H. T. Rhoads	Ophthalmic Surgeon	Everett, Wash.
Dr. Frederick A. Kiehle	Ophthalmic Surgeon	Portland, Ore.

LOCAL SURGEONS.

Dr. H. E. Frost	Anacortes.
Dr. W. A. Kirkpatrick	Bellingham.
Dr. M. A. Keyes	Blaine.
Dr. H. E. Cleveland	Burlington.
Dr. E. Hayden	Cashmere.
Dr. Paul W. Sweet	Centralia.
Dr. L. S. Traak	Everett.
Dr. O. H. Christopherson	Interbay.
Dr. G. W. Hovey	Leavenworth.
Dr. Minard Allison	Monroe.
Dr. Geo. E. Drew	New Westminster.
Dr. R. C. McDaniel	Portland.
Dr. Ralph M. Dodson	Medical Dental Bldg., Portland, Ore.
Dr. R. W. Perry, Oculist.	Seattle.
Dr. S. S. Thordarson	Skykomish.
Dr. James A. LaGasa	Tacoma.
Dr. R. D. Wiswall	Vancouver, Wash.
Dr. L. M. Mares	Wenatchee, Wash.

J. C. DEVERY, Chief Dispatcher. C. A. MANTHE, Train Master. I. E. CLARY, Train Master. T. B. DEGNAN, Superintendent Terminals





Water.....★
 Fuel.....◆
 Elevation 81

