



CASCADE DIVISION.

TIME TABLE No. 35

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

SUNDAY, JUNE 1, 1930.

A. E. KNIGHTS, Superintendent.

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

J. H. O'NEILL, General Manager.

*due only
1930*

2 WESTWARD.

FIRST SUBDIVISION—WENATCHEE AND SEATTLE.

EASTWARD.

SECOND CLASS		FIRST CLASS							Car Capacity		Time Table No. 35		STATIONS		SIGNS		FIRST CLASS							SECOND CLASS					
711	Local Freight	355	37	359	1	3	357	27	Yard	1233	1648	0.0	WENATCHEE	WC	155.70	RKDNW OX P	2.45pm	360	38	298	358	2	4	28	356	712	452		
Daily Ex Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Siding	Other Tracks	Station Numbers	Distance from Wenatchee	Effective June 1, 1930	Distance from Seattle	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Low Freight	Freight		
		1 05pm		3 05pm	1 55pm		12 10pm						WENATCHEE	WC	155.70	RKDNW OX P	2.45pm											9.15pm	
		1 18		3 22	2 10		12 23						MONITOR	MIL	146.22	D P	2 30											8.50	
		1 27		3 30	2 20		12 30						CASHMERE	OM	144.70	DNWXP	2 21											8.40	
		1 36		3 38	2 28		12 38						DRYDEN	DN	140.00	D P	2 10											8.25	
		1 45		3 46	2 35		12 45						PESHASTIN	PN	126.94	D P	2 03												8.15
		1 55		3 55	2 45		12 53						LEAVENWORTH	CH	133.45	DN P	1 55												8.00
		2 10		4 10	2 58		1 07						CHUMSTICK	CM	127.79	P	1 37												7.30
		2 26		4 26	3 14		1 25						WINTON	WI	120.10	DN P	1 23												7.05
		2 41		4 40	3 28		1 37						MERRITT	CK	113.54	WYP	1 07												6.45
		3 00		5 00	3 46		1 55						BERNE	BR	105.95	DN P	12 51												6.10
		3 20		5 20	4 06		2 15						SCENIC	MA	97.53	DN P	12 26												5.20
		3 31		5 30	4 14		2 23						ALPINE	NE	93.36	W P	12 13												4.45
		3 40		5 38	4 22		2 31						TONGA	G	89.70	P	12 03pm												4.22
		4 00		6 00	4 43		2 55						SKYKOMISH	KV	84.74	RKDNW XY P	11 50												3.40
		4 08		6 08	4 51		3 05						GROTTO	GO	80.92	D P	11 35												2.45
		4 17		6 18	5 00		3 14						HALFORD	SA	75.79	W P	11 23												2.30
		4 27		6 28	5 09		3 26						INDEX	NX	70.45	DN P	11 12												2.15
		4 36		6 37	5 17		3 36						REITER	RE	65.56	W P	11 01												1.50
		4 44		6 45	5 24		3 44						GOLD BAR	GB	61.19	DNWYP	10 54												1.30
		4 52		6 55	5 32		3 54						SULTAN	SU	55.79	D P	10 45												1.15
		5 08		7 11	5 44		4 10						MONROE	RO	48.33	DNWYP	10 33												12.35
		5 23		7 26	5 54		4 22						SNOHOMISH	SH	41.32	DN P	10 16												12.20
		5 33		7 38	6 03		4 32						LOWELL	W	25.50	DNWXP	10 05												12.05pm
		5 36		7 41	6 06		4 35						PACIFIC AVENUE	D	33.88	DN XP	10 02												11.25
		5 50		7 58	6 18		4 53						EVERETT	E	32.53	XP	9 59												11.20
		8 30pm		12 45pm	8 00	6 20	5 50pm	4 55					EVERETT JUNCTION	JN	32.03	RDN P	9 05pm												11.15
		10 35		6 00	12 51	8 06	6 32	5 58	5 02				MUKILTEO	MU	28.27	D P	8 59												7.20
		10 50		8 41	6 06	12 56	8 11	6 39	6 04	5 08			MOSHER	M	24.14	P	8 49												7.10
		11 05		8 46	6 11	1 01	8 16	6 44	6 09	5 13			MEADOWDALE	AD	21.14	P	8 44												7.00
		11 30		8 52	6 19	1 07	8 22	6 50	6 18	5 20			EDMONDS	DE	17.42	DW P	8 39												6.45
		11 50		8 58	6 24	1 12	8 27	6 56	6 25	5 25			RICHMOND BEACH	R	14.33	D P	8 31												6.25
		12 15pm		9 11	6 40	1 26	8 41	7 11	6 40	5 40			BALLARD	BD	6.40	D X	8 17												6.05
		12 30pm		9 14	6 44	1 29	8 44	7 14	6 44	5 44			INTERBAY	RB	4.71	RKDNW OX P	8 13												6.00pm
		2.30		9 30pm	7 00pm	1 45pm	9 00pm	7 30pm	7 00pm	6 00pm			G. N. DOCK	GD	3.34	RKDNXP	8 00pm												11.59pm
		10.32		1.00	5.55	1.00	5.55	5.35	1.10	5.50			SEATTLE	SD	0.0	RKDNXP	8 00pm												11.05
				32.03	26.31	32.03	26.31	27.91	28.02	26.71																			11.05

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. The 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.

Special Rules.
Delta (Freight Yard) 3.26 miles west of Lowell.
Trains between Lowell and Delta will be governed by Northern Pacific Railway Time Table and Rules.
Whistle signals for tracks with switches controlled by interlocking at Everett Jet: Main track eastward one long. Coast Line eastward one long and one short. 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. All trains register by card at Everett Jet. At Snohomish N. P. trains will enter G. N. main track through cross-over. Eastward first class N. P. trains will leave G. N. main track through cross-over. Other than first class N. P. eastward trains will head in at west switch of N. P. siding. At Lowell eastward trains from N. P. connection and first class westward trains from N. P. connection will 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 All Trains
Thru Edmonds town limits 10 M. P. H. 8 M. P. H.
Over draw span Bridge 4 Ballard and thru Seattle Tunnel 10 M. P. H.
Over N. P. crossing, Interbay 15 M. P. H.
Maximum speeds, page 5.
FLAG STOPS.
Nos. 3 and 4, Leavenworth for passengers destined to or from Everett and west and to or from Spokane and east.
No. 38, Startup for Parcel Post.
Nos. 37 and 38 at Clemens Jet, just west of Tonga.
Nos. 359, Mukilteo to Interbay to discharge passengers from Everett and points east and north.

SOUTHWARD.

SECOND SUBDIVISION - EVERETT JUNCTION AND VANCOUVER.

NORTHWARD. 3

THIRD CLASS					SECOND CLASS					FIRST CLASS					FIRST CLASS					SECOND CLASS					THIRD CLASS
713	729	719	105	711	103	357	101	297	355	99	359	356	102	100	360	358	712	728	104	720	714				
Local Freight	N. P. 676 Freight	Local Freight	C. N. Ry. 406 Freight	Freight	C. N. Ry. 404 Freight	Passenger	C. N. Ry. 2 Passenger	N. P. 444 Passenger	Passenger	C. N. Ry. 4 Passenger	Passenger	Passenger	C. N. Ry. 1 Passenger	C. N. Ry. 3 Passenger	Passenger	Passenger	Freight	N. P. 676 Freight	C. N. Ry. 403 Freight	Local Freight	Local Freight				
Daily Ex. Mon.	Daily Ex. Sat.	Daily Ex. Sat.	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat.	Daily Ex. Sat.	Daily	Daily Ex. Sun.	Daily Ex. Sun.				
Time Table No. 35 Effective June 1, 1930 STATIONS VANCOUVER, C. N. JUNCTION, STILL CREEK, ARDLEY, BURNARD, ENDOT, NORTH WESTMINSTER, NEW WESTMINSTER, FRASER RIVER JCT., TOWNSEND, COLEBROOK, CRESCENT, WHITE ROCK, INTERNATIONAL BOUNDARY, BLAINE, CUSTER, FERDALE, BELLINGHAM, SOUTH BELLINGHAM, SOCKEYE, SAMISH, ROW, BELLEVILLE, BURLINGTON, MT. VERNON, FIR, STANWOOD, SILVANA, ENGLISH, KRUSE, MARYSVILLE, DELTA WYE, LONG SIDING, EVERETT, EVERETT JUNCTION.																									
Car Capacity: Yard, 392; CL, 125; 0.0; 1.25; 2.73; 4.57; 7.20; 9.69; 11.70; 13.06; 13.44; 18.69; 21.04; 27.72; 32.75; 35.43; 35.89; 43.46; 49.05; 58.03; 60.95; 64.87; 70.88; 74.63; 79.29; 82.02; 85.98; 91.31; 98.41; 103.98; 107.94; 111.71; 115.11; 119.92; 121.58; 122.38.																									
Signs: R K D N W C P, R D N X P, D N W X P, D N W X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P, D N X P.																									
Distance from Vancouver: 0.0, 1.25, 2.73, 4.57, 7.20, 9.69, 11.70, 13.06, 13.44, 18.69, 21.04, 27.72, 32.75, 35.43, 35.89, 43.46, 49.05, 58.03, 60.95, 64.87, 70.88, 74.63, 79.29, 82.02, 85.98, 91.31, 98.41, 103.98, 107.94, 111.71, 115.11, 119.92, 121.58, 122.38.																									
Automatic Block Signals: Double Track, Single Track.																									
Times Over Subdivision Average Speed Per Hour: 6.20, 19.34, 32, 21.86, 33, 31.48, 5.25, 23.62, 4.25, 27.76, 7.30, 8.44, 2.5, 14.90, 4.45, 14.05, 3.45, 9.56.																									

SEE SPECIAL RULES ON PAGE 4.

CASCADE DIVISION

4 WESTWARD. THIRD SUBDIVISION—ANACORTES AND ROCKPORT. EASTWARD.

THIRD CLASS		FIRST CLASS		Car Capacity		Stations	Time Table No. 35 Effective June 1, 1930	Signs	FIRST CLASS		THIRD CLASS	
725	713	279	277	Rolling	Other				278	280	714	726
Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Monday	Passenger Daily	Passenger Daily	Rolling	Other	STATIONS	STATIONS	Passenger Daily	Passenger Daily	Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Sunday	
L 5-30m	L 5-30m	L 5-05m	L 8-50m	60	CN33	.....ROCKPORT.....	RC 22.41	R DNX WY	A 12-50m	A 9-20m	A 4-45m	
f 5-45	f 5-20	f 9-05		14	CN48	.....NESTOS.....	47.41		f 12-35	f 9-00	f 4-05	
* 7-00	* 5-35	* 9-20		102	CN44	.....CONCRETE.....	44.28	R D X	* 12-25	* 8-50	* 3-50	
* 7-25	f 5-38	f 9-23		20	CN43	.....GRASSMERE.....	43.02	X W	f 12-20	f 8-45	f 3-10	
f 7-50	* 5-50	* 9-35		26	CN38	.....BIRDSVIEW.....	37.97		* 12-07m	* 8-32	f 2-45	
* 8-25	* 6-03	* 9-48		28	CN33	.....HAMILTON.....	33.74	W	* 11-55	* 8-20	* 2-10	
* 8-50	* 6-12	* 9-52		23	CN29	.....LYMAN.....	29.81	D	* 11-45	* 8-10	* 1-40	
f 9-05	f 6-25	f 10-10		8	29.35	.....COKEDALE.....	34.08		f 11-30	f 7-55	f 1-10	
* 9-25	* 6-35	* 10-20		32	CN20	.....SEBRO-WOOLLEY.....	30.94	D X	* 11-20	* 7-45	* 12-55	
L 10-35m	A 9-45m	A 6-50m	A 10-35m	50	258	.....BURLINGTON.....	16.19	R DM CO W X Y	L 11-05m	L 7-30m	L 12-30m	A 8-30m
* 10-45				14	CN13	.....AVON.....	13.81					* 8-20
* 10-55				8	CN10	.....PREDONIA.....	10.78					f 8-10
* 11-05				18	CN9	.....WHITNEY.....	9.38					* 8-05
* 11-15				4	47.80	.....WHITMARSH.....	8.61	WE				7-50
* 11-20					CN4	.....PIDALGO.....	3.78					f 7-45
A 11-35m				Yard	291	.....ANACORTES.....	AC	R D X W				L 7-30m
1.00 16.19	4.15 8.73	1.45 31.28	1.45 31.28			Time Over Subdivisions Average Speed Per Hour			1.45 31.28	1.50 30.40	4.15 8.73	1.00 16.19

Special Rules

Westward trains are superior to eastward trains of the same class.
Puget Sound and Baker River trains register at Whitmarsh.
First class trains will stop on flag at:
Superior Ave., Baker River, Concrete, Van Horn, Faber, Sauk and Mountview Spur.
Trains 725 and 726 stop on flag at Fidalgo Mill Spur and Summitt Park.

SPEED RESTRICTIONS

Over draw span 12 west of Whitney and Bridge 52, Concrete. All Trains 10 M. P. H.
Maximum speeds, page 5.

FOURTH SUBDIVISION—COLEBROOK AND LADNER. WESTWARD. EASTWARD.

SECOND CLASS		Car Capacity		Stations	Time Table No. 35 Effective June 1, 1930	Signs	SECOND CLASS	
383	384	Rolling	Other				383	384
Mixed Tuesday and Friday	Mixed Tuesday and Friday	Rolling	Other	STATIONS	STATIONS	Signs	Mixed Tuesday and Friday	
L 8-30m	L 8-30m	48	47	.....COLEBROOK.....	10.71	R D	A 7-10m
f 8-32	f 8-32			.....QUICHON LINE JCT.....	9.95		f 7-00
f 8-55	f 8-55	8	CV14	.....INVERHOLM.....	3.66		f 6-30
f 9-10	f 9-10	8	CV16	.....CHALLUETHAN.....	1.94		f 6-20
A 9-25m	A 9-25m	2	CV19	.....LADNER.....	0.0	R Y W	L 6-15m
55 10.59	55 10.59			Time Over Subdivisions Average Speed Per Hour			55 10.59	

Special Rules

All trains Fourth Subdivision are superior to westward trains of the same class.
Guichon Line Jct. protect against all Second Subdivision trains between Colebrook Jct. and
Maximum speeds, page 5.

Special Rules—Second Subdivision.

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

All trains arriving and leaving Vancouver and C. N. junction will register in G. N. train order office, Vancouver.
No train will pass International Boundary at Blaine and White Rock without permission of Customs officials.
Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

Delta (Freight Yard) 1.08 miles south of Delta Wye:—Water, Fuel, Track Scales, Wye and Standard Clock.

INTERLOCKERS.

Register at Delta for trains originating and terminating at this station.
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 between 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.

Signals governing movement of trains, N. P. crossing and Bridge 10 just north of Delta Wye:—
All southward trains be governed by a two arm home signal located 700 feet north of draw span. Top arm at 90 degrees up proceed to two arm home signal located 20 feet north of N. P. crossing, top arm at 90 degrees up proceed to Bayside, lower arm 90 degrees up proceed to Delta yard.

Whistle signals for tracks with switches controlled from Delta Wye Interlocking Tower.

Main Line—One Long.

Delta Yard from North—One Long, One Short.

Delta Yard from South—Two Long, One Short.

Delta Yard North—Two Long.

Delta Yard South—Three Long, One Short.

Northward from Northern Pacific connection—One Long, One Short, One Long.

Southward from Northern Pacific connection—Two Long, One Short, One Long.

Train movement from Bayside northward be governed by top arm on home signal located 60 feet south of wye switch and by home signal located on trestle 500 feet south of draw span.

Train movements from Delta northward be governed by top arm on home signal located 60 feet east of wye switch, and by home signal located on trestle 500 feet south of draw span.

Trains between Delta and Bayside be governed by lower arm home signal located 60 feet east of wye switch, also by home signal located 90 feet east of the frog of the south wye switch.

Trains northward from Northern Pacific connection to Great Northern main line governed by lower arm on Home Signal on Northern Pacific track. Top arm on advanced Home Signal 500 feet south of draw span.

Southward trains for Northern Pacific connection to be governed by lower arm on Home Signal 700 feet north of draw span.

SPEED RESTRICTIONS.

All Trains
Thru Marysville, Mt. Vernon, Burlington, Blaine and Brunette St., Sapperton 8 M. P. H.
Over draw span Bridges 10, 11, 12, 36 and 69 10 M. P. H.
Over Bond St., Hewitt St., California St. and 24th St., Everett 6 M. P. H.
Over Fraser River Bridge, New Westminster 6 M. P. H.
Between Mile Posts 123 and 127 between White Rock and Crescent, Oct. 1st to May 1st. 15 M. P. H.

Railroad crossings at grade protected by crossing gates, all trains approach and cross them at restricted speed:—

Burlington—G. N. Ry. Rockport Branch.
South Bellingham—N. P. Ry.
Bellingham—B. & N. Railway.

Maximum speeds, page 5.

Flag Stops—

Nos. 356 and 357—Norman-Blanchard.
No. 360—Milltown-Blanchard.
Ocean Park—Flag for all first class trains except Nos. 355 and 358.
No. 355—Stop Ocean Park, Saturday only.
No. 358—Stop Ocean Park, Sunday only.

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	5 "
Barling	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	Both ends	27 "
Miller Logging Co.'s Siding	1.3 Miles west of Sultan	Both ends	64 "
Woodruff	1.9 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 "
G. N. Oil Tank Spur	1.0 Miles west of Everett Jct.	East	62 "
Washington Bolt Spur	0.6 Miles west of Edmonds	West	48 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "
Second 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 Blaine	North	23 "
Milk Spur	0.7 Miles south of Ferndale	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 Ferndale	North	29 "
Utah Idaho Sugar Co. Spur	2.4 Miles north of Bellingham	North	176 "
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	10 Cars
Associated Oil Co. Spur	1.2 Miles south of Mt. Vernon	North	2 "
Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	2 "
Milltown	2.3 Miles south of Fir	South	2 "
Hawley Spur	1.9 Miles south of Fir	North	8 "
Norman Spur	1.0 Miles north of Silvana	South	10 "
Cox's Spur	1.6 Miles north of Marysville	South	4 "
Third Sub Division:			
Briscoe Spur	1.4 Miles west of Rockport	West	13 Cars
Mountview	3.7 Miles west of Rockport	Both ends	18 "
Sauk Spur	1.6 Miles west of Rockport	West	12 "
Van Horn's Spur	1.0 Miles west of Nestos	Both ends	6 "
Puget Sound Saw Mill Co.	0.8 Miles west of Nestos	Both ends	67 "
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 Rollway	2.3 Miles east of Anacortes	Both ends	22 "
Fourth Sub Division:			
Gowdy Road Spur	1.4 Miles east of Challuthan	West	8 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 west of Colebrook	Both	6 "
Oliver Road Spur	1.8 Miles west of Colebrook	West	8 "
Gravel Pit Spur	0.7 Miles east of Alluvial	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-2	R-1		Q-2		Q-1	N-2	O-7	O-6	O-5	O-4	O-3 and O-1	Add For Booster	
		2023-2043	2030-2033	30x32	29x32									
		RATING												
Ruling Grade		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	6280	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	760
0.6%		7310	6800	6340	4250	3930	4560	5280	3710	3510	2610	3370	3140	650
0.65%		6840	6360	5930	3700	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	2340	2220	1640	2130	2000	400
1.1%		4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820	400
1.5%		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	30 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.	20 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 train 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. Muoro	Assistant Division Surgeon	Vancouver, B. C.
Dr. A. E. Gerhart	Assistant Division Surgeon	Wenatchee
Dr. H. T. Rhoads	Ophthalmic Surgeon	Everett, Wash.
Dr. Frederick A. Kishle	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. Green	Everett.
Dr. O. H. Christopherson	Interbay.
Dr. G. W. Hoxsey	Leavenworth.
Dr. Minard Allison	Monros.
Dr. Geo. E. Drew	New Westminister.
Dr. R. C. McDaniel	Portland.
Dr. Ralph M. Dodson	Medical Dental Bldg., Portland, Ore.
Dr. H. J. Green	Cobb Bldg., Seattle.
Dr. R. W. Parry, Oculist	Seattle.
Dr. S. S. Thordarson	Skykomish.
Dr. James A. LaGass	Tacoma.
Dr. R. D. Wiswall	Vancouver, Wash.
Dr. L. M. Mars	Wenatchee, Wash.

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