



CASCADE DIVISION.

TIME TABLE No. 39

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

SUNDAY, MARCH 29, 1931.

A. E. KNIGHTS, Superintendent.

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

J. H. O'NEILL, General Manager.

Table with columns for Second Class, First Class, Car Capacity, Time Table No. 39, Stations, and First Class/Second Class. Includes station names like Wenatchee, Monitor, Cashmere, Dryden, Peshastin, Leavenworth, Chumstick, Winton, Merritt, Berne, Scenic, Alpine, Tonga, Skykomish, Grotto, Halford, Index, Reiter, Gold Bar, Sultan, Monroe, Snohomish, Lowell, Pacific Avenue, Everett, Everett Junction, Mukilteo, Mosher, Meadowdale, Edmonds, Richmond Beach, Ballard, Interbay, G. N. Dock, and Seattle.

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 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. 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 Jct.: 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. At Snohomish N. P. trains will enter G. N. main track through cross-over. Eastward first class N. P. trains will leave G. N. main track through cross-over. Other than first class N. P. eastward trains will head in at west switch of N. P. siding. At Lowell eastward trains from N. P. connection and first class westward trains for N. P. connection will move through cross-over.

The track between Everett Junction and the west switch at Pacific Avenue is governed by interlocking signals controlled by the operator located at Everett Junction. Telephone located at Pacific Avenue, trainmen can communicate with Everett Junction when required. SPEED RESTRICTIONS. Passenger 25 M. P. H. Freight 25 M. P. H. Over Main Street Crossing, Cashmere 25 M. P. H. All Trains 10 M. P. H. Thru Edmonds town limits 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. No. 4 and No. 5 Flag Stop Plains. No. 4, Startup for Parcel Post. No. 359, Mukilteo to Interbay to discharge passengers from Everett and points east and north.

THIRD CLASS	SECOND CLASS					FIRST CLASS				Car Capacity				Time Table No. 39				FIRST CLASS			SECOND CLASS			THIRD CLASS	
	713	729	711	739	737	101	297	355	359	Siding		Other Tracks	Station Numbers	Distance from Vancouver	Effective March 29, 1931	Telegraph Calls	Distance from Everett Junction	SIGNS	102	360	358	712	738		714
	Local Freight	N. P. 676 Freight	Local Freight	C. N. Ry. 406 Freight	C. N. Ry. 404 Freight	C. N. Ry. 2 Passenger	N. P. 444 Passenger	Passenger	Passenger										C. N. Ry. 1 Passenger	Passenger	Passenger	Freight	C. N. Ry. 403 Freight		Local Freight
Daily Ex. Mon.	Daily Ex. Sat.	Daily Ex. Sat.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily						STATIONS				Daily	Daily	Daily	Daily Ex. Sat.	Daily	Daily Ex. Sun.	
		L 1.30Pm						L 5.30Pm	L 8.30Am	Yard	400	CL 125	0.0VANCOUVER.....	VN	122.38	RKDNWC YXO P		A 2.30Pm	A 10.15Pm		A 8.00Pm			
		1.35	L 12.40Pm	L 12.50Am		L 9.55Pm		5.33	8.33				1.25C. N. JUNCTION.....		121.13	X	A 7.12Am	2.22	10.09		7.50	A 8.53Pm		
		1.40	12.48	12.58		9.58		5.36	8.36			CL 122	2.73STILL CREEK.....		119.65	X P	7.05	f 2.18	10.06		7.40	8.46		
		1.50	12.54	1.04		10.03		5.39	8.39			CL 120	4.57ARDLEY.....		117.81	P	6.59	f 2.15	10.03		7.32	8.38		
		1.55	1.03	1.12		10.08		5.43	8.43		0	CL 117	7.20BURNABY.....		115.18		6.53	f 2.11	9.59		7.27	8.28		
		³⁶⁰ 2.06	1.11	1.18		10.13		5.47	8.47		16	CL 115	9.69ENDOT.....		112.69	P	6.48	⁷¹¹ 2.06	9.55		7.22	8.18		
		2.25	1.19	1.25		10.18		5.51	8.51		19	CL 112	11.70NORTH WESTMINSTER.....		110.68	W YXP	6.43	f 2.02	9.51		7.15	8.08		
		2.30	A 1.25Pm	A 1.30Am		A 10.23Pm		s 5.57	s 8.56		60	CL 107	13.06NEW WESTMINSTER.....	MN	109.32	R D N X P	L 6.40Am	s 1.58	s 9.48		6.52	L 8.03Pm		
		2.35						6.01	9.01				13.54FRASER RIVER JCT.....		108.84			1.46	9.34		6.45			
		2.50						6.09	9.09		49	3 CL 101	18.69	.....TOWNSEND.....		103.69	P	f 1.38	9.26		6.30			
		3.05						⁷¹² 6.16	f 9.16		46	47 CL96	24.03	.....COLEBROOK.....	G	98.35	D Y P	s 1.30	9.18		³⁵⁵ 6.16			
		3.15						6.21	f 9.21			3 CL92	27.72	.....CRESCENT.....		94.66		f 1.20	9.10		5.40			
		4.05						s 6.35	s 9.35		57	10 CL87	32.75	.....WHITE ROCK.....	WR	89.63	DN XP	s 1.00	s 8.52		5.05			
													35.43INTERNATIONAL BOUNDARY.....		86.95									
		⁷¹² 4.15						s 6.55	s 9.55		50	142 CL84	35.88	.....BLAINE.....	BN	86.50	DN W X P	s 12.38	s 8.37		⁷¹¹ 4.30			
		5.40						7.07	s 10.08		60	35 CL77	43.46	.....CUSTER.....	CU	78.92	P	s 12.22	8.22		3.40			
		6.05											49.04	.....FERNDALE.....	FD	73.34	D P	s 12.13Pm	8.15		3.20			
		6.25						f 7.15	s 10.18		60	80 CL71	49.04	.....BELLINGHAM.....	HM	64.36	K DN XW P	s 11.55	s ⁷¹¹ 8.00		^{2.15} 1.20			
		³⁵⁵⁻³⁵⁸ 7.00						s ⁷¹¹ 7.35	s 10.45		52	190 CL62	58.02	.....SOUTH BELLINGHAM.....	FN	61.43	D O X P	s 11.33	s ³⁵⁵ 7.45		1.05			
		8.05						s ³⁵⁸ 7.45	s 10.55		52	92 CL60	60.95	.....SOCKEYE.....		57.51	P	f 11.21	7.37		12.55			
		8.25						7.54	11.01		39	8 CL56	64.87	.....SAMISH.....		51.55	W P	³⁵⁹ 11.10	7.27		12.40			
		8.40						f 8.04	f ³⁶⁰ 11.10		40	8 CL50	70.83	.....BOW.....	BO	47.75	P	f 11.01	7.22		12.25			
		9.00						8.09	11.15		50	14 CL46	74.63	.....BELLEVILLE.....	BV	43.10	P	f 10.54	7.14		12.10			
		9.15						8.17	11.21			9 CL42	79.28	.....BURLINGTON.....	BU	40.37	R DNC OWYX P	s 10.50	s 7.10		³⁵⁹ 12.01Pm		A 9.45Am	
L 3.10Am		10.10						s 8.25	s ⁷¹² 11.28		51	258 CL39	82.01	.....MT. VERNON.....	NR	36.40	DN P	s 10.35	s 6.55		11.00		7.40	
3.40		10.25						s 8.39	s 11.38		93	106 CL35	85.98	.....FIR.....	FR	31.07	P	s 10.22	6.45		10.45		7.10	
4.00		10.35						8.47	f 11.45		50	17 CL30	91.31	.....STANWOOD.....	B	23.97	DN P	s 10.10	6.35		10.30		6.40	
4.43		10.50						8.58	s 11.57		50	52 CL23	98.41	.....SILVANA.....	SV	18.40	W P	s 9.58	6.26		10.15		6.00	
5.15		11.05						9.05	f 12.05Pm		60	17 CL17	103.98	.....ENGLISH.....		14.45	P	f 9.49	6.21		10.05		⁷¹³ 5.45	
6.00	L 6.28Pm	11.25				L 3.33Pm		9.11	12.12		50	15 CL13	107.93	.....KRUSE.....	K	10.68	DN P	9.41	6.16		9.55		5.30	
6.20	6.38	11.35				3.38		9.21	f 12.22		50	70 CL6	115.11	.....MARYSVILLE.....	MS	7.27	P	s 9.35	6.11		9.45		5.20	
A 6.35Am	A 6.50Pm	A 11.50Pm				A 3.44Pm		9.27	12.28				117.91	.....DELTA WYE.....	WY	4.47	DN YX P	⁷¹² 9.25	6.05		L ³⁶⁰ 9.35Am		L 4.30Am	
								9.30	12.31				119.03	.....LONG SIDING.....		3.35		9.22	6.02					
								s 9.45	s 12.43		60	112 1779	121.57	.....EVERETT.....		0.81	P	s 9.15	s 5.57					
						A 9.47Pm		A 12.45Pm			44	1780	122.38	.....EVERETT JUNCTION.....	JN	0.0	DN X P	L 9.05Am	L 5.50Pm					
3.25	.22	10.20	.45	.40		.28	.11	4.17	4.15					Time Over Subdivision				.32	5.25	4.25	10.25	.50	5.15		
10.51	14.70	11.41	15.81	19.55		25.04	33.94	28.57	28.78					Average Speed Per Hour				21.86	22.62	27.76	11.11	14.08	6.83		

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

THIRD CLASS		FIRST CLASS		Car Capacity		STATIONS	Time Table No. 39 Effective March 29, 1931	Telegraph Calls	Distance from Anacortes	SIGNS	FIRST CLASS		THIRD CLASS	
725	713		277	Siding	Other Tracks						278		714	726
Local Freight	Local Freight		Passenger								Passenger	Local Freight	Local Freight	
Daily Ex. Sunday	Daily Ex. Sunday		Daily								Daily	Daily Ex. Sunday	Daily Ex. Sunday	
L 11.00Pm		L 8.50Am		69	CN63	.....ROCKPORT.....	RC	53.41	R DNX WY	A 9.20Pm		A 2.30Pm	
f 11.25		f 9.05		14	CN48	6.00.....NESTOS.....		47.41		f 9.00		f 2.05		
s 12.05Am		s 9.20		102	CN44	3.13.....CONCRETE.....	BA	44.28	R D X	s 8.50		s 1.50		
s 12.15		f 9.23	30	58	CN43	1.26.....GRASSMERE.....		43.02	X W	f 8.45		f 1.05		
f 12.35		s 9.35		36	CN38	5.05.....BIRDSVIEW.....		37.97		s 8.32		f 12.45		
s 12.55		s 9.48		39	CN33	5.23.....HAMILTON.....	H	32.74	W	s 8.20		s 12.30		
s 1.10		s 9.52		33	CN29	3.23.....LYMAN.....	MY	29.31		s 8.10		s 12.15Pm		
f 1.30		f 10.10		5		5.45.....COKEDALE.....		24.06		f 7.55		f 11.50		
s 1.45		s 10.20	32	50	CN20	3.12.....SEDRO-WOOLLEY.....	SW	20.94	D X	s 7.45		s 11.35		
L 2.00Pm	A 2.00Am	10.35 11.35	50	258	CL39	4.75.....BURLINGTON.....	BU	16.19	R DN CO W X Y	7.30 6.45		L 11.20Am	A 6.30Pm	
2.10		f 11.42		14	CN13	2.68.....AVON.....		13.81		f 6.36		6.20		
2.20		f 11.49		6	CN10	2.73.....FREDONIA.....		10.78		f 6.30		6.10		
2.30		s 11.55		15	CN9	1.50.....WHITNEY.....		9.28		s 6.25		6.05		
2.40		12.04Pm		4		3.67.....WHITMARSH.....	WH	5.61		6.16		5.50		
2.45		f 12.10			GN4	1.86.....FIDALGO.....		3.75		f 6.10		5.45		
A 3.00Pm		A 12.20Pm	Yard	265	GN0	3.75.....ANACORTES.....	AC		R D X W	L 6.00Pm		L 5.30Pm		
1.00 16.19	3.00 12.41	3.30 15.24				Time Over Subdivision Average Speed Per Hour				3.20 16.04		3.10 11.45	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, Van Horn, Faber, Sauk and Mountview Spur.
 Trains 725 and 726 stop on flag at Fidalgo Mill Spur and Summitt Park.

SPEED RESTRICTIONS All Trains
 Over draw span 12 west of Whitney and Bridge 52, Concrete..... 10 M. P. H.
 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.
 Register at Delta for trains originating and terminating at this station.

INTERLOCKERS.

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.

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 for Northern Pacific connection—Two Long, One Short, One Long.

Train movement from Bayside northward be governed by top arm on home signal located 60 feet south of wye switch and by home signal located on trestle 500 feet south of draw span.
 Train movements from Delta northward be governed by top arm on home signal located 60 feet east of wye switch, and by home signal located on trestle 500 feet south of draw span.
 Trains between Delta and Bayside be governed by lower arm home signal located 60 feet east of wye switch, also by home signal located 90 feet east of the frog of the south wye switch.
 Trains northward from Northern Pacific connection to Great Northern main line governed by lower arm on Home Signal on Northern Pacific track. Top arm on 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—
 No. 360—Norman-Milltown-Blanchard.
 Ocean Park—Flag for all first class trains except Nos. 355 and 358.
 No. 355—Stop Ocean Park and Crescent, Saturday only.
 No. 358—Stop Ocean Park and Crescent, Sunday only.
 No. 359—Flag Stop Crescent bridge for Express.

FOURTH SUBDIVISION—COLEBROOK AND LADNER. WESTWARD. EASTWARD.

SECOND CLASS		Car Capacity		STATIONS	Time Table No. 39 Effective March 29, 1931	Telegraph Calls	Distance from Ladner	SIGNS.	SECOND CLASS	
383		Siding	Other Tracks						384	
Mixed										
Saturdays									Saturdays	
Ls 11.00Am	46	47	CL96	0.0	.....COLEBROOK.....	G	10.71	R D	A s 1.00Pm
f 11.02				0.76	0.76.....QUICHON LINE JCT.....		9.95		f 12.55	
f 11.25		8	CV14	7.05	6.29.....INVERHOLM.....		3.66		f 12.25	
f 11.40		6	CV16	9.47	2.42.....CHALLUCTHAN.....		1.24		f 12.15	
A 11.55Am		2	CV19	10.71	1.24.....LADNER.....		0.0	R Y W	L 12.10Pm	
.55 10.59					Time Over Subdivision Average Speed Per Hour				.50 12.90	

Special Rules

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

**BUSINESS TRACKS NOT SHOWN AS STATIONS
ON TIME TABLE.**

NAME	LOCATION	OPENS	CAPACITY
First Sub Division:			
Plains	4.55 Miles east of Winton	East	6 Cars
Nason Creek	2.62 Miles east of Merritt	East	27 "
Great Republic Mining Co., Miller River	2.2 Miles west of Skykomish	West	17 "
Grotto Lumber Co.	0.1 Miles east of Grotto	East	1 "
Northwestern Portland Cement Co.'s Spur	0.1 Miles east of Grotto	East	29 "
Reiter Lbr. Co.'s Spur	3.5 Miles west of Grotto	East	5 "
Baring	3.9 Miles west of Grotto	Both ends	19 "
Index, Galena Mill Spur	0.3 Miles east of Index	East	32 "
Western Granite Works Spur	1.0 Miles west of Index	West	26 "
Gravel Bunkers	0.5 Miles west of Reiter	Both ends	75 "
Wallace Falls Timber Co.	1.8 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	25 "
Miller Logging Co.'s Siding	1.3 Miles west of Sultan	Both ends	59 "
Fryland	1.9 Miles west of Monroe	Both ends	20 "
Frye Spur	3.1 Miles west of Monroe	East	13 "
Robinson Lettuce Spur	2.0 Miles west of Monroe	East	56 "
G. N. Oil Tank Spur	1.0 Miles west of Everett Jet	East	48 "
Washington Bolt Spur	0.6 Miles west of Edmonds	West	44 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	90 "
Second Sub Division:			
Clark and Buzza	0.1 Miles south of Still Creek	South	2 Cars
Dominion Bridge Co.	0.4 Miles north of Ardley	South	58 "
Sapperton Pit	0.9 Miles north of North Westminster	Both	77 "
Campbell Lumber Co. Spur	1.0 Miles south of Whiterock	North	51 "
Dakota Creek Spur	2.1 Miles south of Blaine	North	21 "
Milk Spur	0.7 Miles south of Ferndale	South	28 "
Standard Oil Spur	0.7 Leads off Milk Spur		10 "
Olympic Portland Cement Co. Spur	2.0 Miles south of Ferndale	North	27 "
Utah Idaho, Sugar Co. Spur	2.4 Miles north of Bellingham	North	161 "
Olympic Portland Cement Co. Spur	2.4 Miles north of Bellingham	North	188 "
Union Oil Spur	0.4 Miles south of So. Bellingham	South	9 "
Chuckanut Cannery Spur	0.6 Miles north of Sockeye	North	6 "
Hazel Mill Spur	0.8 Miles south of Samish	North	30 "
Blanchard	1.4 Miles south of Samish	North	8 "
Bellville Pit	1.6 Miles north of Bellville	North	102 "
Union Oil Co. Spur	1.2 Miles north of Mt. Vernon	South	6 "
Puget Sound and Cascade Ry. Conn.	0.8 Miles north of Mt. Vernon	South	
Associated Oil Co. Spur	1.2 Miles south of Mt. Vernon	North	9 Cars
Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	2 "
Milltown	2.3 Miles south of Fir	South	2 "
Norman Spur	1.0 Miles north of Silvana	South	9 "
Cox's Spur	1.5 Miles north of Marysville	South	3 "
Third Sub Division:			
Mountview	3.7 Miles west of Rockport	Both ends	16 Cars
Sauk Spur	1.6 Miles west of Rockport	West	11 "
Van Horne's Spur	1.0 Miles west of Nestos	Both ends	5 "
Puget Sound Saw Mill Co.	0.8 Miles west of Nestos	Both ends	80 "
L. L. Spur	0.6 Miles west of Hamilton	West	1 "
Hawkins Spur	0.8 Miles west of Fredonia	East	5 "
Gravel Pit Spur	6.1 Miles east of Anacortes	West	3 "
Log Rollway	2.3 Miles east of Anacortes	Both ends	20 "
Fourth Sub Division:			
Gowdy Road Spur	1.4 Miles east of Challucthan	West	4 Cars
Patterson's Spur	0.9 Miles east of Inverholm	West	6 "
Smith Road Spur	2.1 Miles east of Inverholm	Both	6 "
Matthew Road Spur	3.1 Miles east of Inverholm	Both	5 "
Embree Road Spur	3.1 Miles west of Colebrook	Both	5 "
Oliver Road Spur	1.8 Miles west of Colebrook	West	4 "
Gravel Pit Spur	0.7 Miles east of Alluvia	West	6 "
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								
Ruling Grade	RATING												
	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	2340	2220	1640	2130	2000	400
1.1%	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820	400
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

Above 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.	35 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 Seattle	55 miles per hour.	35 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 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. L. S. Trask	Assistant Division Surgeon	Everett, Wash.
Dr. A. S. Munro	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. Kiehle	Ophthalmic Surgeon	Portland, Ore.

LOCAL SURGEONS.

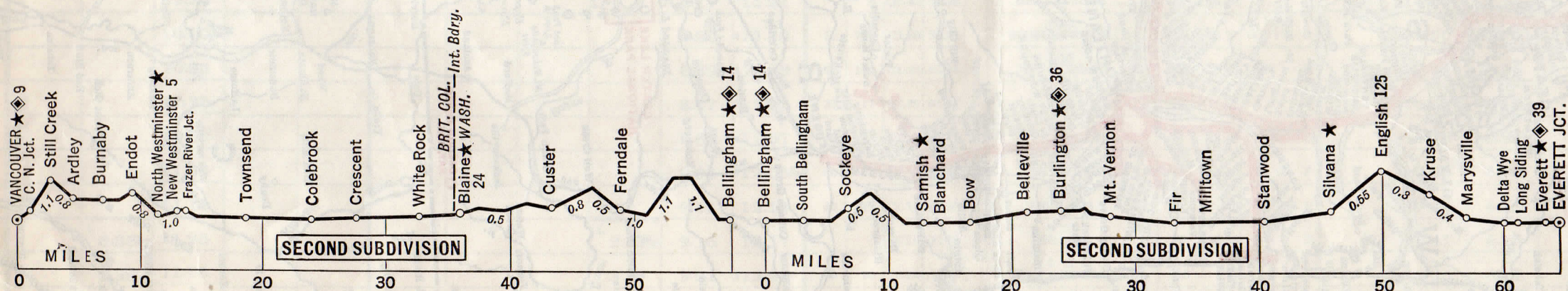
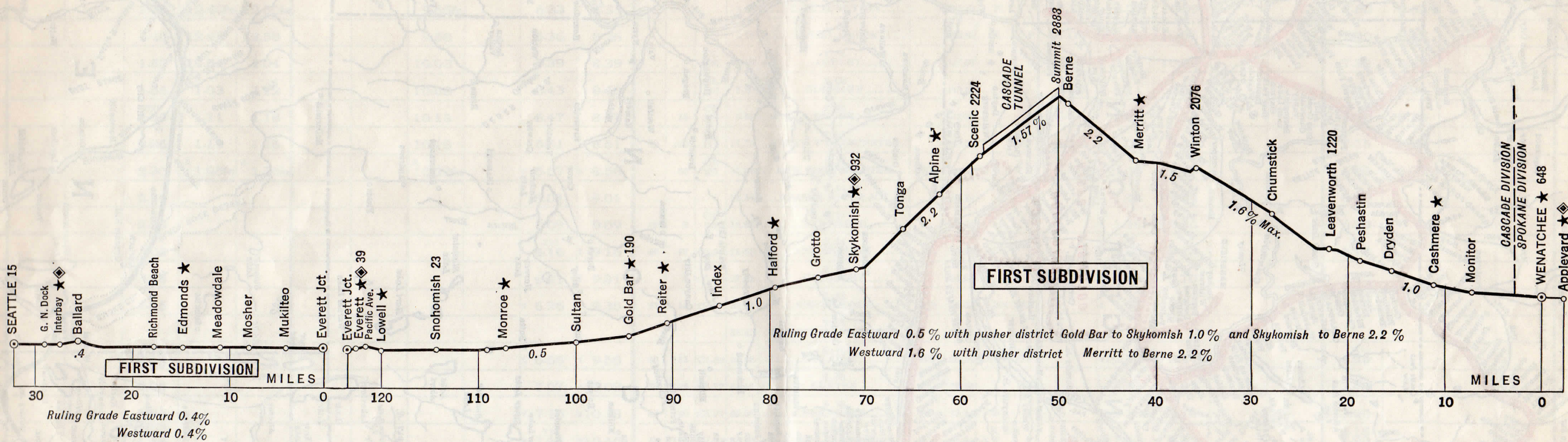
Dr. H. E. Frost	Anacortes.
Dr. W. A. Kirkpatrick	Bellingham.
Dr. M. A. Keyes	Blaine.
Dr. H. E. Cleveland	Burlington
Dr. E. Hayden	Cashmere.
Dr. Paul W. Sweet	Centralia.
Dr. C. A. Mead	Everett.
Dr. O. H. Christopherson	Interbay.
Dr. G. W. Hoxsey	Leavenworth.
Dr. Minard Allison	Monroe.
Dr. Geo. E. Drew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

J. C. DEVERY, Chief Dispatcher.

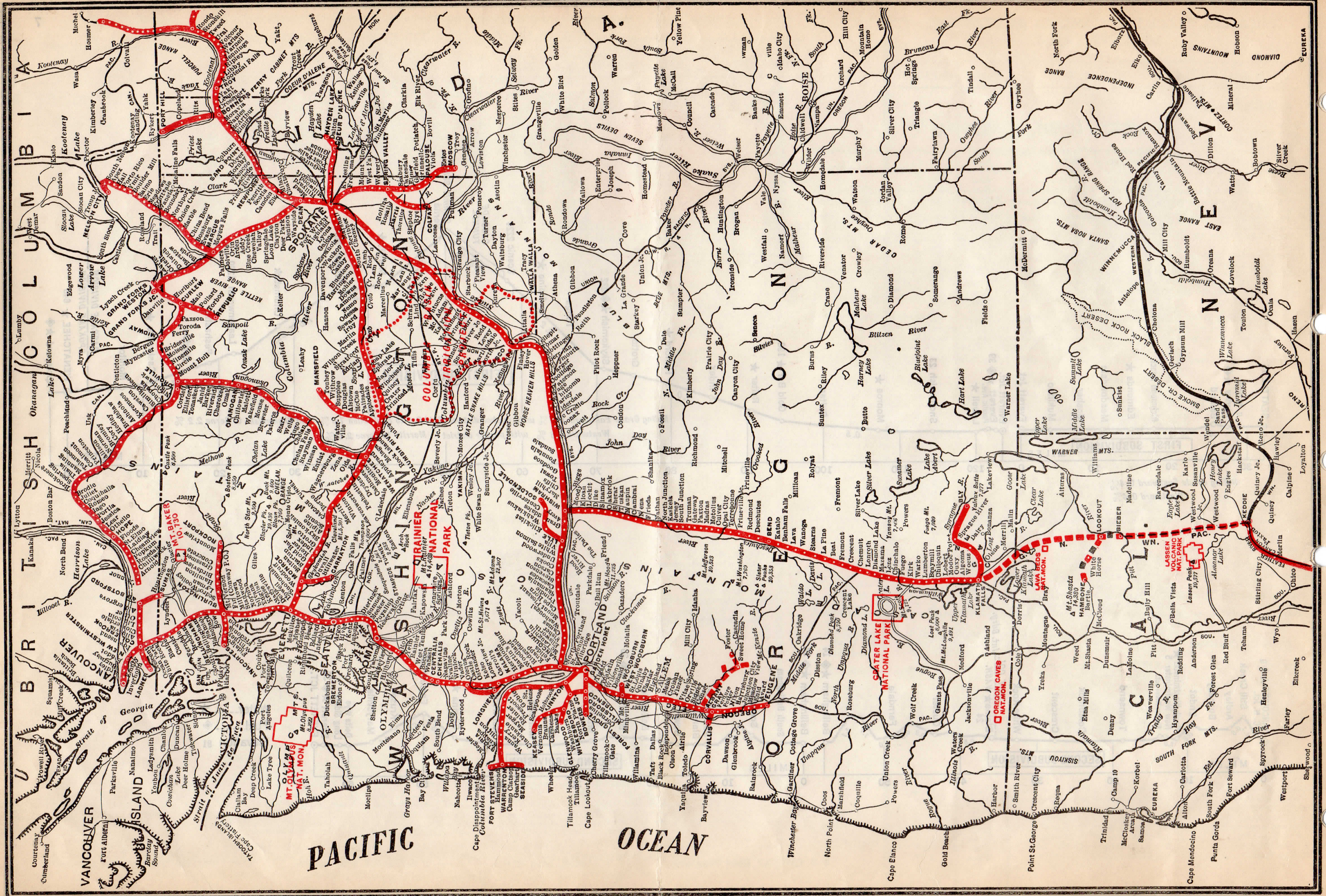
J. JAMES, Train Master.

I. E. CLARY, Train Master.

T. B. DEGNAN, Superintendent Terminals



Water.....★
Fuel.....◆
Elevation 81



PACIFIC OCEAN

COLUMBIAN BRITISH

VANCOUVER ISLAND

SEATTLE

PORTLAND

EUGENE

SALMON

SALMON

SALMON

SALMON

SALMON

SALMON

SALMON

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SALMON

SALMON

MT. BAKER NAT. MON. 10,730

MT. OLYMPUS NAT. MON. 14,167

MT. RAINIER NAT. PARK 14,498

CRATER LAKE NAT. PARK 7,700

OREGON CAVES NAT. MON. 10,577

LASSEN VOLCANIC NAT. PARK 10,577