



CASCADE DIVISION.

TIME TABLE No. 40

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

SUNDAY, JULY 12, 1931.

A. E. KNIGHTS, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD.

FIRST SUBDIVISION—WENATCHEE AND SEATTLE.

EASTWARD.

SECOND CLASS		FIRST CLASS					Car Capacity		Time Table No. 40		SIGNS		FIRST CLASS					SECOND CLASS		
453		355	5	359	1	27	Siding	Other Tracks	Stations	Distance from Wenatchee	Effective July 12, 1931	Distance from Seattle	360	4	298	358	2	28	452	
Freight		Passenger	Passenger	Passenger	Passenger	Fast Mail					STATIONS		Passenger	Passenger	(N. P. 444) Passenger	Passenger	Passenger	Fast Mail	Freight	
Daily		Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily Et. Run.	Daily	Daily	Daily	Daily	
4:00 ^{am}						2:30 ^{am}			1085	1048	0.0	1085	3:35 ^{am}							2:00 ^{am}
4:30						2:45			75	47	1048	7.88	3:20							1:25
4:45						2:53			94	213	1050	11.00	3:11							1:12
5:00						3:03			64	35	1064	15.05	3:00							12:55
5:15						3:11			238	1067	15.77	15.77	2:52							12:45
5:30						3:20			112	18	1071	22.05	2:43							12:35
5:55						3:30			25		1074	27.90	2:29							12:05 ^{pm}
6:30						3:48			109	14	1084	35.00	2:15							11:30
6:45						4:00			100	41	1091	42.15	2:07							11:05
7:25						4:18			107	27	1099	49.18	1:59							10:35
7:55						4:38			185	16	1716	58.10	1:45							9:45
8:10						4:46			62	11	1719	62.33	1:23							9:25
8:20						4:53			60	10	1723	65.00	1:11							9:10
8:35						5:16			271	1728	70.96	70.96	1:02							8:45
8:50						5:23			59	38	1732	74.77	1:02							8:15
9:30						5:39			68	62	1737	79.91	1:00							7:55
9:45						5:42			28	14	1742	85.24	1:00							7:40
10:00						5:51			63	15	1747	90.14	1:00							7:20
10:15						5:58			71	951	1751	94.51	1:00							7:05
10:35						6:06			59	16	1757	99.91	1:00							6:50
10:50						6:18			85	127	1764	107.37	1:00							6:35
11:33						6:30			99	136	1771	114.37	1:00							6:18
11:55						6:39			112	1777	120.19	120.19	1:00							6:05
12:35 ^{pm}						6:42			104		131.81	131.81	1:00							6:40
12:40						6:43			8	1779	122.96	122.96	1:00							6:15
12:45						6:52			44	1780	123.67	123.67	1:00							6:10
12:50						7:00			84	1784	127.42	127.42	1:00							6:05
1:00						7:06				1790	131.58	131.58	1:00							4:55
1:10						7:11				1798	134.86	134.86	1:00							4:45
1:18						7:19			63	1795	138.27	138.27	1:00							4:37
1:28						7:25			79	1796	141.37	141.37	1:00							4:30
1:35						7:40			190	1807	149.23	149.23	1:00							4:20
1:55						7:44			1084	1808	150.90	150.90	1:00							4:05
2:00 ^{pm}						8:00			218		152.33	152.33	1:00							4:00 ^{pm}
						8:05			589	1813	155.67	155.67	1:00							
10:00						8:10							1:00							10:00
15:10						8:15							22:03							15:10

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) 3.25 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 from 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.

	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	10 M. P. H.
Thru Edmonds town limits	8 M. P. H.	8 M. P. H.
Over draw span Bridge 4 Ballard and thru Seattle Tunnel	10 M. P. H.	10 M. P. H.
Over N. P. crossing, Interbay	15 M. P. H.	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. 350, Mukilteo to Interbay to discharge passengers from Everett and points east and north.

SOUTHWARD.

SECOND SUBDIVISION—EVERETT JUNCTION AND VANCOUVER.

NORTHWARD. 3

THIRD CLASS 713	SECOND CLASS				FIRST CLASS				Car Capacity Yard Siding Ck. Trks Passenger Passenger	Distance from Vancouver	Time Table No. 40 Effective July 17, 1931			Telegraph Cuts	Distance from Everett Junction	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS 714
	729	711	739	737	101	297	355	359			102	360	358				712	738	714			
	N. P. 676 Freight Ex. Sta. Daily Ex. Mon.	Local Freight Ex. Sta. Daily	C. N. Ry. 408 Freight Ex. Sta. Daily	C. N. Ry. 404 Freight Ex. Sta. Daily	C. N. Ry. 2 Passenger Ex. Sta. Daily	N. P. 444 Passenger Ex. Sta. Daily	Passenger Daily	Passenger Daily			C. N. Ry. 1 Passenger Ex. Sta. Daily	Passenger Daily	Passenger Daily				Freight Ex. Sta. Daily	C. N. Ry. 403 Freight Ex. Sta. Daily	Local Freight Ex. Sta. Daily			
	L 1:30pm					L 6:30pm	L 8:30pm		0.0	..... VANCOUVER	VN	122.38	RKONWC YXO P		A 2:30pm	A 10:16pm		A 8:00pm			
	1:36	L 1:50pm	L 12:50pm		L 10:50pm	6:33	8:33		1.25	..... C. N. JUNCTION	VN	121.13	X	A 7:40am	2:22	10:09		7:50	A 8:36pm		
	1:40	1:59	12:58		10:53	6:36	8:36		2.72	..... STILL CREEK	VN	119.05	X P	7:33	2:18	10:06		7:40	8:25		
	1:50	2:06	1:04		10:58	6:39	8:39		4.57	..... 1 54 ARDLEY	VN	117.81	P	7:27	2:15	10:03		7:32	8:20		
	2:00	2:16	1:12		11:03	6:43	8:43		7.20	..... 2 03 BURBARY	VN	115.18		7:21	2:11	9:59		7:27	8:10		
	2:08	2:25	1:18		11:08	6:47	8:47		9.99	..... 2 40 BUDOT	VN	112.59	P	7:16	2:06	9:55		7:22	8:00		
	2:25	2:33	1:25		11:13	6:51	8:51		11.70	..... 2 01 NORTH WESTMINSTER	VN	110.08	W VXP	7:11	2:02	9:51		7:15	7:53		
	2:30	A 2:40pm	A 1:30pm		A 11:18pm	6:57	8:56		13.05	..... 1 26 NEW WESTMINSTER	MN	109.25	R D N X P	L 7:08am	1:58	9:48		6:52	L 7:48pm		
	2:35					6:01	9:01		13.84	..... 0 48 FRASER RIVER JCT. ...	VN	108.94			1:46	9:34		6:45			
	2:50					6:09	9:09		18.89	..... 5 15 TOWNSEND	VN	103.60	P	7:13	2:02	9:26		6:30			
	3:05					6:18	9:16		24.03	..... 5 24 COLEBROOK	Q	98.35	D Y P	7:06	1:30	9:18		6:25	6:19		
	3:15					6:21	9:21		27.72	..... 3 50 CRESCENT	VN	94.69		7:00	1:20	9:10		6:10			
	4:05					6:35	9:35		32.75	..... 5 03 WHITE ROCK	WR	89.52	DN XP	7:00	1:00	8:52		6:05			
									35.42 2 08 INTERNATIONAL BOUNDARY	VN	88.95										
	712 4:15 5:40					6:55	9:55		35.88	..... 0 45 BLAINE	BN	85.50	DN W X P	6:53	12:38	8:37		711 4:30			
	6:05					7:07	10:08		43.45	..... 7 58 CUSTER	CU	78.92	P	6:47	12:22	8:22		3:40			
	6:25					7:15	10:18		49.04	..... 0 25 FERNDALE	FD	73.24	D P	6:41	12:13pm	8:15		3:20			
	365-368 7:00 8:05					7:11	10:45		58.02	..... 0 26 BELLINGHAM	HM	64.36	K DN XW P	6:35	11:55	8:00		2:15 1:20			
	8:25					7:45	10:55		60.95	..... 2 02 SOUTH BELLINGHAM	FN	61.43	D X P	6:30	11:33	7:45		1:05			
	8:40					7:54	11:01		64.87	..... 2 02 SOCKRYE	VN	57.51	P	6:25	11:21	7:37		12:55			
	9:00					8:04	11:10		70.83	..... 5 05 SAMISH	VN	51.55	W P	6:20	11:10	7:27		12:40			
	9:15					8:09	11:15		74.53	..... 3 50 BOW	BO	47.75	P	6:15	11:01	7:22		12:25			
	9:30					8:17	11:21		79.28	..... 4 55 BELLEVILLE	BV	43.10	P	6:10	10:54	7:14		12:10			
L 9:30am	10:10					8:25	11:28		82.01	..... 2 73 BURLINGTON	BU	40.37	R DNC OWYX P	6:05	10:50	7:10		12:01pm 11:20	A 9:45am		
3:00	10:25					8:39	11:38		85.98	..... 3 07 MT. VERNON	NV	36.40	DN P	6:00	10:35	6:55		11:00	7:40		
3:20	10:35					8:47	11:45		91.31	..... 5 32 FIR	FR	31.07	P	5:55	10:22	6:45		10:45	7:10		
3:55	10:50					8:58	11:57		98.41	..... 7 10 STANWOOD	ST	23.97	DN P	5:50	10:10	6:35		10:30	6:40		
4:20	11:05					9:05	12:05pm		103.98	..... 5 57 SILVANA	SV	18.40	W P	5:45	9:58	6:25		10:15	6:00		
4:40	11:15					9:11	12:12		107.93	..... 3 05 ENGLISH	VN	14.45	P	5:40	9:49	6:21		10:05	5:45		
4:50	L 6:28pm	11:25			L 4:33pm	9:16	12:17		111.70	..... 2 77 KRUSE	K	10.68	DN P	5:35	9:41	6:15		9:55	5:30		
714 6:20	6:35	11:35			4:38	9:21	12:22		115.11	..... 3 41 MARYSVILLE	MH	7.27	P	5:30	9:35	6:11		9:45	713 6:20		
A 6:45am	A 6:50pm	11:50pm			A 4:44pm	9:27	12:28		117.91	..... 2 50 DELTA WYE	WY	4.47	DN YX P	5:25	9:25	6:05		L 9:35am	L 4:30am		
						9:30	12:31		119.08	..... 1 12 LONG SIDING	VN	3.35		5:20	9:22	6:02					
						9:45	12:43		121.57	..... 2 54 EVERETT	VN	0.81	P	5:15	9:15	5:57					
						A 9:47pm	A 12:45pm		122.38	..... 0 81 EVERETT JUNCTION	JN	0.0	DN X P	L 9:05am	L 5:50pm						
3 18 18 40	32 14 70	10 20 11 41	50 14 08	40 19 55	28 28 04	11 33 31	4 17 28 07	4 18 28 75		Time Over Subdivision Average Speed Per Hour					21.88	22.92	27.78	10 25 11 11	47 15 15	5 15 6 33		

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

THIRD CLASS		FIRST CLASS		Car Capacity		Stations from Rockport	Time Table No. 40 Effective July 12, 1931	StATIONS	Telegraph Code	Distance from Anacortes	SIGNS	FIRST CLASS		THIRD CLASS	
725	713	277		Side	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 11:00am		L 8:50am		80	CN83	0.00	ROCKPORT	RC	08.41	R DNX WY	A 9:20am		A 2:30pm		
f 11:25		f 9:05		14	CN48	6.00	NEBROS		47.41		f 9:00		f 2:05		
* 12:05am		* 9:20		102	CN44	9.13	CONCRETE	BA	44.28	R D X	* 8:50		* 1:50		
* 12:15		f 9:23		80	CN43	10.80	GRANDMERE		43.09	X W	f 8:45		f 1:05		
* 12:35		* 9:35		30	CN88	15.44	BIRDVIEW		37.97		* 8:32		* 12:45		
* 12:55		* 9:48		30	CN83	20.07	HAMILTON	H	32.74	W	* 8:20		* 12:30		
* 1:10		* 9:52		33	CN29	23.90	LYMAN	MY	30.51		* 8:10		* 12:15pm		
f 1:30		f 10:10		5		29.25	COKIDALE		34.06		f 7:55		f 11:50		
* 1:45		* 10:20		22	80	CN20	32.47	SEBRO-WOOLLEY	HW	30.94	D X	* 7:45		* 11:35	
L 2:00pm	A 2:00am	10:35 11:35		50	258	CL29	37.32	BURLINGTON	BU	18.19	R DN CO W X Y	7:30 6:45		L 11:20am	A 6:30pm
2:10		f 11:42		14	CN18	39.90	AYON		19.31		f 6:36			6:20	
2:20		f 11:49		6	CN10	43.63	PREBONIA		10.78		f 6:30			6:10	
2:30		* 11:55		18	CN9	44.13	WHITNEY		9.28		* 6:25			6:05	
2:40		12:04pm		4		47.80	WHITMARSH	WH	8.81		6:16			5:50	
2:45		f 12:10			CN4	49.65	PIDALOG		8.73		f 6:10			5:45	
A 3:00pm		A 12:20pm	Yard	265	CN0	53.41	ANACORTES	AC		R D X W	L 6:00pm		L 5:30pm		
1.00 14.10	3.00 12.41	2.30 12.24					Time Over Subdivision Average Speed Per Hour				3.20 19.34		3.10 11.43	1.00 18.19	

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 Summit Park.

SPEED RESTRICTIONS All Trains
Over draw span 12 west of Whitney and Bridge 62, Concrete. 10 M. P. H.
Maximum speeds, page 5.

WESTWARD. FOURTH SUBDIVISION—COLEBROOK AND LADNER. EASTWARD.

SECOND CLASS		Car Capacity		Stations from Colebrook	Time Table No. 40 Effective July 12, 1931	StATIONS	Telegraph Code	Distance from Ladner	SIGNS	SECOND CLASS	
383		Side	Other Tracks							384	
Mixed											Mixed
Saturdays											Saturdays
L 11:00am		46	47	CL98	0.0	COLEBROOK	G	10.71	R D		A 1:00pm
f 11:02					0.78	QUICHON LINE JCT.		9.95			f 12:55
f 11:25		8		CV14	7.08	INVERHOLM		3.86			f 12:25
f 11:40		8		CV16	9.47	CHALLUSTRAN		1.34			f 12:15
A 11:55am		2		CV19	10.71	LADNER		0.0	R Y W		L 12:10pm
10.50						Time Over Subdivision Average Speed Per Hour					13.00

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 Quichon Line Jct.
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 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, 35, 69 and 70. 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.
No. 359—Flag Stop Crescent bridge for Express.

**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 "
Cotto 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, Galea Mill Spur	0.3 Miles east of Index	East	32 "
Western Granite Works Spur	1.9 Miles west of Index	West	26 "
Gravel Bankers	0.6 Miles west of Reiter	Both ends	75 "
Wallace Falls Timber Co.	1.3 Miles east of Gold Bar	Both ends	88 "
Starbu	0.7 Miles east of Sultan	East	25 "
Wallace Lumber Co Spur	1.4 Miles west of Sultan	Both ends	69 "
Miller Logging Co.'s Siding	1.9 Miles west of Monroe	Both ends	20 "
Fryeland	3.1 Miles west of Monroe	East	13 "
Frye Spur	2.0 Miles west of Monroe	East	56 "
Robinson Lettuce Spur	1.0 Miles west of Everett Jet	East	48 "
G. N. Oil Tank Spur	0.9 Miles east of Richmond Beach	West	44 "
Washington Bolt Spur			
Standard Oil Co. Spur			
Second Sub Division:			
Clark and Buxa	0.1 Miles south of Still Creek	South	2 Cars
Domination Bridge Co.	0.4 Miles north of Ardley	South	58 "
Sapperton Pit	0.9 Miles north of North Westminister	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	192 "
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	27 "
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 "
Miltown	2.3 Miles south of Fir	South	9 "
Norman Spur	1.0 Miles north of Silvana	South	9 "
Cox's Spur	1.5 Miles north of Marysville	South	3 "
Third Sub Division:			
Mountainview	3.7 Miles west of Rockport	Both ends	16 Cars
Haak Spur	4.6 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	3 "
Gravel Pit Spur	6.1 Miles east of Anacortes	West	6 "
Log Railway	2.3 Miles east of Anacortes	Both ends	20 "
Fourth Sub Division:			
Gowdy Road Spur	1.4 Miles east of Clallifton	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 "
Embers Road Spur	3.1 Miles west of Colabrook	Both	6 "
Oliver Road Spur	1.8 Miles west of Colabrook	West	4 "
Gravel Pit Spur	6.7 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 80 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												
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
Rating Grade														
0.2%		15440	14470	13550	9090	8440	9740	11200	8000	7530	6600	7220	6710	1300
0.3%		12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5690	5260	1000
0.4%		10000	9310	8710	5840	5410	6270	7180	5110	4820	3500	4630	4310	850
0.5%		8460	7870	7350	4930	4560	5300	6060	4310	4080	3030	3910	3640	750
0.65%		7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140	650
0.7%		6420	5970	5570	3720	3450	4060	4890	3470	3280	2440	3150	2940	600
0.8%		5720	5310	4960	3310	3060	3550	4080	2880	2730	2030	2620	2450	550
1.0%		4650	4320	4020	2700	2490	2900	3320	2340	2200	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	1680	1810	1250	1200	880	1150	1080	250
2.0%		2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	950	200
2.2%		2060	1900	1740	1150	1050	1250	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
Wanatchee and Merritt	50 miles per hour.	35 miles per hour.
Merritt and Berne	35 miles per hour.	20 miles per hour.
Berne and Skaneateles	30 miles per hour.	20 miles per hour.
Skaneateles and Skykomish	35 miles per hour.	20 miles per hour.
Skykomish and Gold Bar	35 miles per hour.	20 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	60 miles per hour.	36 miles per hour.
Rockport and Birdsview	30 miles per hour.	18 miles per hour.
Birdsview 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. Traub	Assistant Division Surgeon	Everett, Wash.
Dr. A. S. Munro	Assistant Division Surgeon	Vancouver, B. C.
Dr. A. E. Gerhart	Assistant Division Surgeon	Wanatchee, Wash.
Dr. R. W. Perry	Ophthalmic Surgeon	Seattle, Wash.
Dr. H. T. Rhoads	Ophthalmic Surgeon	Everett, Wash.
Dr. Frederick A. Kielbaso	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 Westminister.
Dr. R. C. McDaniel	Portland.
Dr. Ralph M. Dodson	Medical Dental Bldg., Portland, Ore.
Dr. H. J. Green	Cobb Bldg., Seattle.
Dr. J. E. Gurnsey	Skykomish.
Dr. James A. LaCasse	Tacoma.
Dr. R. D. Winwell	Vancouver, Wash.
Dr. L. M. Marse	Wanatchee.

J. C. DEVERY, Chief Dispatcher.

J. JAMES, Train Master.

I. E. CLARY, Train Master.

T. B. DEGNAN, Superintendent Terminals