

Next Casc 44
1947
next spk #34



CASCADE DIVISION.

TIME TABLE No. 41

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

SUNDAY, SEPTEMBER 6, 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. 41		SIGNALS		FIRST CLASS					SECOND CLASS	
453		355	5	359	1	27	Yard	1085	1648	0.0	STATIONS		360	4	298	358	2	28	452
Freight		Passenger	Passenger	Passenger	Passenger	Fast Mail	Siding	Other	Station	Distance from	Effective	Passenger	Passenger	(N. P. 444)	Passenger	Passenger	Mixed	Freight	
Daily		Daily	Daily	Daily	Daily	Daily	Wenatchee	Trains	Numbers	Wenatchee	September 6, 1921	Daily	Daily	Daily Ex. Run	Daily	Daily	Daily	Daily	
4:00 ^{am}		12:50 ^{am}			2:30 ^{am}	12:10 ^{am}				0.0	.....WENATCHEE.....	WC	188.67						
4:30		1:03			2:45	12:23				7.28	.....MONITOR.....	MR	148.29	D	P			2:30 ^{am}	3:20 ^{am}
4:45		1:12			2:53	12:30				11.00	.....CASHMERE.....	OM	144.67	DN	WP			2:15	3:03
5:00		1:21			3:03	12:38				15.05	.....DRYDEN.....	DN	140.09	D	P			2:08	2:53
5:15		1:30			3:11	12:45				18.77	.....PESHASTIN.....	PN	138.90	D	P			2:00	2:40
5:30		1:43			3:20	12:53				22.05	.....LEAVENWORTH.....	CH	138.63	DN	P			1:53	2:31
5:55		1:58			3:30	1:05				27.90	.....CHUMSTICK.....	CM	127.77		P			1:45	2:22
6:20		2:18			3:48	1:20				35.00	.....WINTON.....	WI	120.07	DN	P			1:34	2:07
6:45		2:31			4:00	1:40				43.15	.....MERRITT.....	CK	113.32		WYP			1:20	1:54
7:25		2:50			4:18	1:55				49.18	.....BERNE.....	BL	106.49	DN	P			1:07	1:40
7:55		3:15			4:39	2:15				58.15	.....SCENIC.....	MA	97.51	DN	P			1:23	1:56
8:10		3:26			4:46	2:23				62.33	.....ALPINE.....	NE	93.34		W P			1:21	1:50
8:20		3:35			4:53	2:31				66.00	.....TONGA.....	G	89.67		P			12:11 ^{am}	12:40
8:35										70.95	.....SKYKOMISH.....	KY	84.71		RKDNWC XY P			11:58	1:29
8:50										74.77	.....GROTTO.....	GO	80.90	D	P			11:44	1:23
9:30		4:03			5:23	3:05				79.91	.....HALFORD.....	HA	75.76		W P			11:37	1:06 ^{am}
9:45		4:13			5:32	3:14				85.24	.....INDEX.....	NX	70.48	DN	P			11:28	1:55
10:00		4:24			5:42	3:25				90.14	.....REITER.....	RE	65.52		P			11:19	1:46
10:15		4:33			5:51	3:35				94.51	.....GOLD BAR.....	GB	61.16	DN	WYP			11:12	1:39
10:35		4:41			5:58	3:44				99.91	.....SULTAN.....	SU	55.78	D	P			11:05	1:32
10:50		4:50			6:05	3:54				107.37	.....MONROE.....	RO	48.30	DN	WYP			10:56	1:22
11:33		5:08			6:18	4:10				114.27	.....SNOHOMISH.....	SH	41.30	DN	P			11:16	1:06
11:55		5:23			6:30	4:22				120.19	.....LOWELL.....	W	35.48	DN	WYP			11:06	1:06
12:35 ^{pm}		5:33			6:39	4:32				121.81	.....PACIFIC AVENUE.....	D	38.86	DN	XP			11:03	1:03
12:40		5:36			6:42	4:35				123.38	.....EVERETT.....	E	32.81		XP			11:00	1:00
12:45		5:50			6:50	4:53				123.67	.....EVERETT JUNCTION.....	JN	32.00	DN	P			10:50	1:00
12:50		5:52			6:52	4:55				127.43	.....MUKILTEO.....	MU	28.25		P			8:59	10:44
1:00		6:00			7:00	5:02				131.56	.....MOSHER.....	MO	24.12		P			8:49	10:39
1:10		6:06			7:06	5:08				134.86	.....MEADOWDALE.....	AD	21.11		P			8:45	10:35
1:18		6:11			7:11	5:13				138.27	.....EDMONDS.....	DR	17.40	DN	W P			8:40	10:30
1:28		6:19			7:19	5:20				141.27	.....RICHMOND BEACH.....	R	14.30	D	P			8:33	10:25
1:35		6:24			7:25	5:25				146.27	.....BALLARD.....	BD	6.44	D	X			8:21	10:15
1:55		6:40			7:40	5:40				150.99	.....INTERBAY.....	IB	4.08		RKDNWC OX P			8:18	10:12
2:00 ^{pm}		6:44			7:44	5:44				154.67	.....G. N. DOCK.....	UD	0.0		RKDNXP			8:05 ^{am}	10:00 ^{am}
10:00		10:45 ^{pm}			7:00 ^{pm}	8:00 ^{pm}				158.00	.....SEATTLE.....	UD	0.0		RKDNXP			8:00 ^{am}	9:30 ^{am}
10:10		10:55			7:10	8:10				161.00								8:05	9:45 ^{am}
10:20		11:05			7:20	8:20				164.00								8:10	10:00

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 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.

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.

Over Main Street Crossing, Cashmere	25 M. P. H.	Freight
Thru Monroe town limits	25 M. P. H.	25 M. P. H.
Thru Edmonds town limits	All Trains	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.
Over draw span Bridge 455 east of Snohomish R-Class Engines	5 M. P. H.	all other
trains 10 M. P. H.		

Maximum speeds, page 5.

FLAG STOPS.

No. 4 and No. 5 Flag Stop Plains.
No. 4, Startup for Parcel Point.
No. 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 713	SECOND CLASS				FIRST CLASS				Car Capacity Bldg. Other Trks. Station Numbers Distance from Vancouver	Time Table No. 41 Effective September 6, 1931 STATIONS	Telegraph Code	Distance from Everett Junction	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS 714	
	729	711	739	737	101	297	355	359						102	360	355	712	738		714
	N. P. Ry. Freight Daily Ex. Res.	Local Freight Daily Ex. Res.	C. N. Ry. 404 Freight Daily	C. N. Ry. 404 Freight Daily	C. N. Ry. 2 Passenger Daily	N. P. Ry. 444 Passenger Daily Ex. Res.	Passenger Daily	Passenger Daily						C. N. Ry. 1 Passenger Daily	Passenger Daily	Passenger Daily	Freight Daily Ex. Res.	C. N. Ry. 402 Freight Daily		Local Freight Daily Ex. Res.
		L 1:30pm								..... VANCOUVER	VN	122.00	BRDNWC YXO P		A 9:30am	A 10:15pm		A 8:00pm	
		1:36	L 1:50pm	L 12:50pm					1.28	..... C. N. JUNCTION		121.12	X	A 7:40am	2:22	10:09		7:50	A 8:35pm
		1:40	1:59	12:58					CL 122 3.78	..... STILL CREEK		119.00	X P	7:33	2:18	10:06		7:40	8:25
		1:50	2:06	1:04					CL 120 4.57	..... ARDLEY		117.81	P	7:27	2:15	10:03		7:32	8:20
		1:55	2:16	1:12					CL 117 7.30	..... BURNABY		115.15		7:21	2:11	9:59		7:27	8:10
		2:08	2:26	1:18					CL 115 9.09	..... RNDOT		112.00	P	7:16	2:06	9:55		7:22	8:00
		2:26	2:33	1:26					CL 112 11.70	..... NORTH WESTMINSTER		110.00	W VXP	7:11	2:02	9:51		7:15	7:53
		2:30	A 2:40pm	A 1:30pm					CL 107 12.06	..... NEW WESTMINSTER	MN	105.25	R D N X P	L 7:08am	1:58	9:48		6:52	L 7:40pm
		2:30							12.54	..... PRASER RIVER JCT.		108.54				9:34		6:45	
		2:50							CL 101 16.09	..... TOWASIND		102.00	P		1:38	9:26		6:30	
		3:06							CL 98 24.08	..... COLEBROOK	G	98.25	D V P		1:30	9:18		3:55 6:15	
		3:15							CL 92 27.72	..... CRESCENT		94.00			1:20	9:10		6:40	
		4:06							CL 87 32.75	..... WHITE ROCK	WR	86.52	DN XP		1:00	8:52		6:05	
									35.43	..... INTERNATIONAL BOUNDARY		85.95							
									CL 84 35.88	..... BLAINE	BN	85.50	DN W X P		12:38	8:37		7:11 4:30	
									CL 77 43.46	..... CUSTER	CU	78.92	P		12:22	8:22		3:40	
									CL 71 49.04	..... FERNDALE	PD	73.34	D P		12:13pm	8:15		3:20	
									CL 62 56.02	..... BELLINGHAM	BM	64.35	K DN XW P		11:55	8:00		3:15 1:20	
									CL 52 60.35	..... SOUTH BELLINGHAM	FN	61.45	D X P		11:33	7:45		1:05	
									CL 50 64.87	..... SOCKYE		57.51	P		11:21	7:35		12:55	
									CL 40 70.88	..... SAMISH		51.55	W P		11:10	7:25		12:40	
									CL 40 74.03	..... BOW	BO	47.75	P		11:01	7:21		12:25	
									CL 42 79.28	..... BELLEVILLE	BV	42.10	P		10:54	7:14		12:10	
									CL 39 82.01	..... BURLINGTON	BU	40.37	R DNC OWYX P		10:50	7:10		12:01pm 11:20	A 9:45am
									CL 35 85.98	..... MT. VERNON	NR	36.40	DN P		10:35	6:55		11:00	7:40
									CL 30 91.21	..... PIR	PR	31.07	P		10:22	6:40		10:45	7:10
									CL 23 98.41	..... STANWOOD	ST	23.97	DN P		10:10	6:33		10:30	6:40
									CL 17 103.06	..... SILVANA	SV	18.40	W P		9:58	6:26		10:15	6:00
									CL 13 107.92	..... ENGLISH		14.45	P		9:49	6:21		10:05	5:45
									CL 9 111.70	..... KRUSE	K	10.58	DN P		9:41	6:16		9:55	5:30
									CL 6 115.11	..... MARYSVILLE	MS	7.27	P		9:35	6:11		9:45	7:13 5:20
									CL 6 117.91	..... DELTA WYE	WY	4.47	DN YX P		9:25	6:05		9:35am	L 4:30am
									119.08	..... LONG SIDING		3.25			9:22	6:02			
									121.57	..... EVERETT		0.81	P		9:15	5:57			
									123.38	..... EVERETT JUNCTION	JN	0.0	DN X P		L 9:05am	L 5:50pm			
2:15 15.00	3:00 14.70	3:20 10.20 11.43	3:40 14.08	4:00 15.55	2:00 20.04	2:11 22.94	2:25 28.57	2:40 28.75	4:17 4.15 28.78	Time Over Subdivision Average Speed Per Hour				21.85	22.82	27.75	10.25 11.11	47 15.15	5.15 6.83	

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

THIRD CLASS		FIRST CLASS		Car Capacity		Time Table No. 41 Effective September 6, 1931	SIGNALS	FIRST CLASS		THIRD CLASS	
725	713	277		Sliding	Other Trains			278		714	726
Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Sunday	Passenger Daily		Station Numbers	Distance from Rockport	STATIONS	Telegraph Code	Distance from Anacortes	Passenger Daily	Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Sunday
	L 11:00am		L 8:50am	69	CN43	.....ROCKPORT.....	RO	68.41	R DN X W Y A	9:20am	A 2:30pm
	#11:25		# 9:05	14	CN48	.....NESTOS.....		47.41		# 9:00	# 2:05
	#12:05am		# 9:20	102	CN44	.....CONCRETE.....	BA	44.28	R D X	# 8:50	# 1:50
	#12:15		# 9:23	80	85	.....GRASSHIRE.....		48.02	X W	# 8:45	# 1:05
	#12:35		# 9:35	86	CN88	.....BIRDSVIEW.....		37.97		# 8:32	#12:45
	#12:55		# 9:48	89	CN83	.....HAMILTON.....	M	23.74	W	# 8:20	#12:30
	# 1:10		# 9:52	88	CN29	.....LYMAN.....	MY	29.81		# 8:10	#12:15pm
	# 1:30		#10:10	A		.....COKIDALE.....		34.96		# 7:55	#11:50
	# 1:45		#10:20	83	80	.....SIEDRO-WOODLEY.....	BW	29.94	D X	# 7:45	#11:35
L 2:00pm	A 2:00am		#10:35 #11:35	80	288	.....BURLINGTON.....	BD	15.19	R DN CO W X Y	7:30 6:45	L 11:20am A 6:30pm
2:10			#11:42	14	CN18	.....AVON.....		18.81		# 6:36	6:20
2:20			#11:49	6	CN10	.....PERDONIA.....		19.79		# 6:30	6:10
2:30			#11:55	15	CN9	.....WHITNEY.....		9.28		# 6:25	6:05
2:40			12:04pm	4		.....WHITMARSH.....	WH	8.41		6:16	5:50
2:45			#12:10		CN4	.....PIDALGO.....		8.75		# 6:10	5:45
A 3:00pm			A 12:20pm	Yard	265	.....ANACORTES.....	AC		R D X W L	6:00pm	L 6:30pm
1:00 10:10	2:00 12:41		3:20 10:24			Time Over Subdivision Average Speed Per Hour		3:20 16.04		8:10 11:45	1:00 15:10

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 Pidalgo Mill Spur and Summit Park.

SPEED RESTRICTIONS

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

FOURTH SUBDIVISION—COLEBROOK AND LADNER. WESTWARD. EASTWARD.

SECOND CLASS		Car Capacity		Time Table No. 41 Effective September 6, 1931	SIGNALS	SECOND CLASS	
383		Sliding	Other Trains			384	
Mixed		Station Numbers	Distance from Colebrook	STATIONS	Telegraph Code	Distance from Ladner	Mixed
Saturdays							Saturdays
L 11:00am	46	47	0.0	.....COLEBROOK.....	G	10.71	R D
# 11:02			0.76	.....QUICHON LINE JCT.....		9.95	
# 11:25		8	7.05	.....INVERHOLM.....		3.66	
# 11:40		6	0.47	.....CHALLENGER.....		1.94	
A 11:55am		2	10.71	.....LADNER.....	0.0	R	Y W
11:55 10:20				Time Over Subdivision Average Speed Per Hour			12:10pm 12:00

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 Jet. 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.

- Thru Marysville, Mt. Vernon, Burlington, Blaine and Brunetta St., Sapperton..... All Trains 8 M. P. H.
- Over draw span Bridges 10, 11, 12, 36, 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. 350—Norman-Milltown-Blanchard.
- Ocean Park—Flag for all first class trains.
- No. 259—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	0 Cars
Nanon 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	0.7 Miles east of Index	East	32 "
Western Granite Works Spur	1.0 Miles west of Index	West	25 "
Gravel Bunkers	0.5 Miles west of Reiter	Both ends	76 "
Wallace Falls Timber Co.	1.8 Miles east of Gold Bar	Both ends	88 "
Startup	1.9 Miles east 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	1.0 Miles west of Monroe	Both ends	20 "
Prye 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 Watercock	North	61 "
Dakota Creek Spur	2.1 Miles south of Blaine	North	21 "
Milk Spur	0.7 Miles south of Ferndale	South	25 "
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	1.0 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
Skanit 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 Sillwax	South	9 "
Cox's Spur	1.6 Miles north of Marysville	South	3 "
Third Sub Division:			
Mountview	3.7 Miles west of Rockport	Both ends	16 Cars
Bank Spur	1.8 Miles west of Rockport	West	11 "
Van Horn'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 Challuethan	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	0 "
Surrey Spur	1.0 Miles west of Cloverdale	West	3 "

THEORETICAL FIRST CLASS LOCOMOTIVE TONNAGE RATINGS. BASED ON TRAINS AVERAGING 60 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	Tons
	0.2%	15540	14470	13550	9090	8440	9740	11200	8000	7530	5000	7220	6710	1300
	0.3%	12200	11350	10620	7120	6500	7640	8760	6250	5900	4380	5660	5260	1000
	0.4%	10000	9110	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310	850
	0.5%	8460	7870	7350	4930	4500	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%	4560	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	1090	250
	2.0%	2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	950	200
	2.2%	2060	1900	1740	1100	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
Wentchee and Merritt	50 miles per hour.	35 miles per hour.
Merritt and Bares	35 miles per hour.	29 miles per hour.
Bares 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. Traak	Assistant Division Surgeon	Everett, Wash.
Dr. A. S. Munro	Assistant Division Surgeon	Vancouver, B. C.
Dr. A. E. Gerhart	Assistant Division Surgeon	Wenatchee.
Dr. R. W. Perry	Ophthalmic Surgeon	Seattle, Wash.
Dr. H. T. Rhoads	Ophthalmic Surgeon	Everett, Wash.
Dr. Frederick A. Kiehl	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. Maul	Everett.
Dr. O. H. Christopherson	Interbay.
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. J. E. Gurnsey	Skykomish.
Dr. James A. Lucas	Tacoma.
Dr. R. D. Wiewall	Vancouver, Wash.
Dr. L. M. Marex	Wenatchee.

J. C. DEVERLY, Chief Dispatcher J. JAMES, Train Master. I. E. CLARY, Train Master. T. B. DEGNAN, Superintendent Terminals