



CASCADE DIVISION.

TIME TABLE No. 37

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

SUNDAY, NOVEMBER 9, 1930.

A. E. KNIGHTS, Superintendent.

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

J. H. O'NEILL, General Manager.

2 WESTWARD.

FIRST SUBDIVISION—WENATCHEE AND SEATTLE.

EASTWARD.

SECOND CLASS							FIRST CLASS							Car Capacity		Time Table No. 37			SIGNS		FIRST CLASS							SECOND CLASS						
							355	5	359	1	357	27	Station	Other	Stations	Distance	Stations	Distance	Stations	Distance	Stations	Distance	Stations	Distance	Stations	Distance	Stations	Distance	Stations	Distance				
Passenger							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Trucks	Numbers	from	Trucks	Numbers	from	Trucks	Numbers	from	Trucks	Numbers	from	Trucks	Numbers	from	Trucks	Numbers	from				
Daily							Daily	Daily	Daily	Daily	Daily	Daily	Yard	Trucks	from	Trucks	Numbers	from	Trucks	Numbers	from	Trucks	Numbers	from	Trucks	Numbers	from	Trucks	Numbers	from				
							12.55 ^{pm}		L 2.30 ^{am}		L 12.10 ^{am}	Yard	1283	1048	0.0	WENATCHEE	WC	154.70	RKDNW	P		A 2.35 ^{pm}		A 2.30 ^{am}	A 3.20 ^{am}		A 3.10 ^{am}							
							f 1.08		2.45		12.23	75	52	1855	7.38	MONITOR	MR	143.37	D	P		f 2.20		2.15	3.03		3.15							
							* 1.17		2.53		12.30	116	240	1650	11.00	CASHIERE	OM	144.70	DNWXP		* 2.11		2.08	2.53		2.53								
							* 1.26		3.03		12.38	66	38	1864	15.04	DRYDEN	DN	146.00	D	P		* 2.00		2.00	2.40		2.00							
							* 1.35		3.11		12.45	140	1667	18.76	PESTASTIN	PN	136.94	D	P		* 1.53		1.53	2.31		2.19								
							* 1.45		3.20		12.53	109	20	1671	22.05	LEAVENWORTH	CH	131.63	DN	P		* 1.45		1.45	2.22		2.00							
							f 2.00		3.33		1.05	26	26	1674	27.91	CHUMSTICK	CM	127.75	P		f 1.27		1.27	2.07		1.40								
							f 2.16		3.48		1.20	119	16	1684	35.60	WINTON	WI	122.10	DN	P	f 1.13		1.20	1.54		1.20								
							f 2.31		4.00		1.40	115	78	1691	42.16	MERRITT	CK	113.64	WVP		12.59		1.07	1.40		12.06								
							f 2.50		4.18		1.55	107	1699	49.81	BERNE	BR	105.89	DN	P	12.45		12.53	1.36		11.60									
							f 3.15		4.38		2.15	134	38	1710	58.17	SCENIC	MA	97.53	DN	P	12.23		12.33	1.05		11.10								
							f 3.26		4.46		2.23	66	10	1719	62.24	ALPINE	NE	93.36	W	P	12.11		12.23	12.00		10.56								
							3.36		4.53		2.31	65	10	1728	66.00	TONGA	G	89.70	P		12.09 ^{pm}		12.14	12.40		10.35								
							* 3.55		5.15		2.55	E-108 W108	236	1728	70.96	SKYKOMISH	KY	84.74	RKDNW XP		* 11.50		* 12.02	12.02		9.25								
							f 4.03		5.23		3.05	65	42	1732	74.78	GROTTO	GO	80.92	D	P	11.35		11.46	12.13		9.25								
							f 4.13		5.32		3.14	75	55	1737	79.91	HALFORD	HA	75.79	W	P	11.23		11.39	12.05 ^{am}		9.10								
							* 4.24		5.42		3.26	64	15	1742	85.25	INDEX	IX	70.45	DN	P	* 11.12		11.29	11.55		8.50								
							f 4.33		5.51		3.36	70	16	1747	90.14	REITER	RI	65.50	W	P	11.01		11.12	11.46		8.30								
							f 4.41		5.58		3.44	82	1041	1751	94.51	GOLD BAR	GB	61.19	DNWVP		10.54		11.12	11.39		8.15								
							* 4.50		6.06		3.54	63	18	1757	99.81	SULTAN	ST	55.70	D	P	* 10.45		11.05	11.32		8.00								
							* 5.08		6.18		4.10	92	129	1764	107.37	MONROE	MO	48.32	DNWVP		* 10.33		10.56	* 11.22		7.45								
							* 5.23		6.30		4.22	109	149	1771	114.23	SNOHOMISH	SH	41.32	DN	P	* 10.16		A 4.12 ^{pm}	10.46	11.06		7.25							
							5.33		6.39		4.39	Con- tin- uous	123	1777	120.20	LOWELL	L	35.50	DNXWP		10.05		10.38	10.56		7.10								
							5.36		6.42		4.36	115	115	1781	121.82	PACIFIC AVENUE	P	33.48	DN	XP	10.02		10.35	10.53		6.45								
							* 5.50		6.50		4.53	9	1779	122.87	EVERETT	E	32.83	XP		* 9.59		* 10.32	10.50		6.40									
							8.30 ^{am}	8.52	12.45 ^{pm}	6.52	5.50 ^{am}	4.55	40	1780	123.67	EVERETT JUNCTION	JN	32.03	DN	P	A 9.05 ^{am}	9.50	A 5.50 ^{pm}	10.25	10.40	A 1.10 ^{am}	6.35							
							8.36	6.00	12.51	7.00	5.58	5.02	93	1784	127.43	MUKILTEO	MU	28.27	D	P	* 8.59	9.44	5.44	10.19	10.34	1.02	6.25							
							8.41	6.06	12.56	7.06	6.04	5.08	1790	131.58	MOSHER	MO	24.14	P		* 8.49	9.39	5.39	10.13	10.28	12.52	6.15								
							8.46	6.11	1.01	7.11	6.09	5.13	1793	134.56	MEADOWDALE	AD	21.14	P		* 8.44	9.35	5.35	10.08	10.23	12.47	6.07								
							8.52	6.19	1.07	7.19	6.18	5.20	71	1795	138.28	EDMONDS	ED	17.42	DW	P	* 8.39	9.30	5.30	10.03	10.18	12.41	6.00							
							8.58	6.24	1.12	7.25	6.25	5.25	77	1796	141.37	RICHMOND BEACH	RI	14.33	D	P	* 8.31	9.25	5.25	9.58	10.13	12.32	5.50							
							9.11	6.40	1.26	7.40	6.40	5.40	200	1807	149.24	BALLARD	BL	8.46	D	XP	* 8.17	9.15	5.15	9.47	10.02	12.18	5.35							
							9.14	6.44	1.29	7.44	6.44	5.44	1167	1808	150.99	INTERBAY	IB	4.71	RKDNW DX	P	* 8.13	9.12	5.12	9.43	9.58	12.16 ^{am}	5.30 ^{am}							
							A 2 9.30 ^{am}	A 7.00 ^{am}	A 1.45 ^{pm}	A 380 8.00 ^{am}	A 7.00 ^{am}	A 6.00 ^{am}	232	182	34	695	1813	155.70	G. N. DOCK	GD	0.0	RKDNXP		L 8.00 ^{am}	L 9.00 ^{am}	L 5.00 ^{pm}	L 355 9.30 ^{am}	L 9.45 ^{pm}	L 11.50 ^{pm}	10.15				
							1.00	5.05	1.00	5.30	1.10	5.50																						
							32.03	25.05	32.03	28.31	28.02	28.71																						

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 Junction: 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	10 M. P. H.	8 M. P. H.
Thru Edmonds town limits	10 M. P. H.	10 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 Startup for Parcel Post.
No. 359, Mukilton to Interbay to discharge passengers from Everett and points east and north.

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

THIRD CLASS		FIRST CLASS		Car Capacity	Station Number	Distance from Rockport	Time Table No. 37 Effective November 8, 1938	Telegraph Code	Distance from Anacortes	SIGNS	FIRST CLASS		THIRD CLASS	
725	713	277									278	714	726	
Local Freight Daily Ex Sunday	Local Freight Daily Ex Sunday	Passenger Daily		Billings	Other Trucks	Stations	Effective November 8, 1938	Passenger Daily	Local Freight Daily Ex Sunday	Local Freight Daily Ex Sunday				
L 11.00h	L 8.50a	69	CN53	.....	ROCKPORT	RC	53.41	R DNX WY	A	9.20h	A	2.30h	
f 11.25	f 9.05	14	CN48	8.00	.....	NESTOS	47.41		f	9.00	f	2.05	
*12.05a	* 9.20	102	CN44	9.13	.....	CONCRETE	14.38	R D X	*	8.50	*	1.50	
*12.15	f 9.23	30	CN43	10.39	.....	GRASSMERE	45.02	X W	f	8.45	f	1.05	
*12.35	* 9.36	36	CN38	15.44	.....	BIRDEVUE	37.97		*	8.32	*12.45		
*12.55	* 9.48	30	CN33	20.67	.....	HAMILTON	33.74	W	*	8.20	*12.30		
* 1.10	* 9.52	33	CN29	25.90	.....	LYMAN	29.81	D	*	8.10	*12.15h		
f 1.30	*10.10	6		29.35	.....	COKEBALS	24.06		f	7.55	*11.60		
* 1.45	*10.20	32	CN20	32.47	.....	SEDRO-WOOLLEY	20.94	D X	*	7.45	*11.35		
L 9.00h	A 2.00h	50	CL39	37.22	.....	BURLINGTON	16.19	R DN CO W X Y	L	7.30h	L	11.20h	
* 9.10		14	CN13	39.90	.....	AVON	15.81					* 6.20	
f 9.20		6	CN10	43.60	FREDONIA	10.78						f 6.10	
* 9.30		16	CN9	44.13	WHITNEY	9.28						* 6.05	
9.40		4		47.80	WHITMARSH	8.81	WE					5.50	
f 9.45			CN4	49.86	FIDALGO	8.76						f 5.45	
A 10.00h		Yard	CN0	52.41	ANACORTES		AC	R D X W				L 5.30h	
1.00 16.19	3.00 12.41	1.45 31.36							1.50 20.40		3.10 11.45		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 10 M. P. H. Over draw span 12 west of Whitney and Bridge 52, Concrete. Maximum speeds, page 5.

FOURTH SUBDIVISION—COLEBROOK AND LADNER. WESTWARD. EASTWARD.

SECOND CLASS		Car Capacity	Station Number	Distance from Colebrook	Time Table No. 37 Effective November 8, 1938	Telegraph Code	Distance from Ladner	SIGNS	SECOND CLASS	
383	384								Mixed Tuesday and Friday	384
L 8.30h	L 7.10h	46	CV18	0.0	.....	COLEBROOK	10.71	R D	A	7.10h
f 8.32	f 7.00			0.77	.....	GUICHON LINE JCT	9.95		f	7.00
f 8.55	f 6.30	8	CV14	7.05	.....	INVERHOLM	3.86		f	6.30
f 9.10	f 6.20	6	CV18	9.47	.....	CHALLUETHAN	1.24		f	6.20
A 9.25h	L 6.15h	2	CV19	10.71	.....	LADNER	0.0	R	Y W	L 6.15h
10.50	10.50								10.50	

Special Rules

Eastward trains are superior to westward 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.

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.

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., Bapperton. 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 Ce- ment Co.'s Spur	0.2 Miles east of Grotto	East	33 "
Rester Lbr. Co.'s Spur	3.5 Miles west of Grotto	East	6 "
Baring	3.9 Miles west of Grotto	Both ends	21 "
Index, Galena Mill Spur	0.3 Miles east of Index	East	35 "
Western Granite Works Spur	1.0 Miles west of Index	West	29 "
Gravel Bunkers	0.5 Miles west of Rester	Both ends	82 "
Wallace Falls Timber Co.	1.7 Miles east of Gold Bar	Both ends	88 "
Startup	1.9 Miles west of Gold Bar	Both ends	14 "
Wallace Lumber Co. Spur	0.7 Miles east of Sultan	East	27 "
Miller Logging Co.'s 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 "
C. N. Oil Tank Spur	1.0 Miles west of Everett Jet	East	82 "
Washington Bolt Spur	0.6 Miles east of Edmonds	West	48 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "
Second Sub Division:			
Clark and Burza	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 Whitetrock	North	56 "
Dakota Creek Spur	2.1 Miles south of Blaine	South	23 "
Milk Spur	0.7 Miles south of Ferndale	South	31 "
Standard Oil Spur	0.7 Leads off Milk Spur		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	175 "
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 "
Hookout Cannery Spur	0.6 Miles north of Sookeys	North	7 "
Basel Mill Spur	0.8 Miles south of Samish	North	33 "
Blanchard	1.6 Miles south of Samish	North	8 "
Belville Pit	1.6 Miles north of Belville	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	
Associated Oil Co. Spur	1.2 Miles south of Mt. Vernon	North	10 Cars
Keight 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	5 "
Norman Spur	1.0 Miles north of Silvans	South	10 "
Cox's Spur	1.5 Miles north of Marysville	South	4 "
Third Sub Division:			
Dilsen Spur	1.4 Miles west of Rockport	West	13 Cars
Mountain	3.7 Miles west of Rockport	Both ends	18 "
Back 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. L. Spur	0.8 Miles west of Nestos	Both ends	87 "
Hawking Spur	0.6 Miles west of Hamilton	West	1 "
Gravel Pit Spur	0.8 Miles west of Fredonia	East	6 "
Log Hollow	6.1 Miles east of Anacortes	West	4 "
	2.3 Miles east of Anacortes	Both ends	22 "
Fourth Sub Division:			
Clowdy Road Spur	1.4 Miles east of Challuthan	West	5 Cars
Paterson'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 "
Embrae 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 Alluvia	West	7 "
Surrey Spur	1.0 Miles west of Cloverdale	West	3 "

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

CLASS LOCOMOTIVE	R-1												Add For Booster	
	R-2	2023-2043		2030-2033		Q-2		Q-1	N-2	O-7	O-6	O-5		O-4 and O-1
		30x32	29x32	30x32	29x32									
Ruling Grade	RATING													
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
0.2%	15540	14470	13550	9090	8440	9740	11200	8000	7530	5000	7320	6710		1300
0.3%	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5660	5240		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	4050	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	3700	4260	4890	3470	3280	2440	3150	2940		600
0.7%	6420	5970	5570	3730	3450	4000	4590	3250	3060	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

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 Skykosh	30 miles per hour.	20 miles per hour.
Senie and Skykosh	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 Birdsview	30 miles per hour.	15 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	30 miles per hour.	20 miles per hour.

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

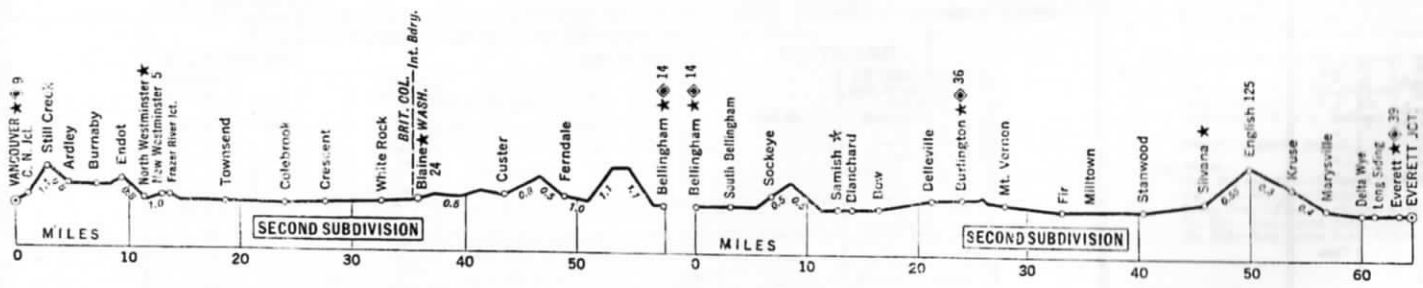
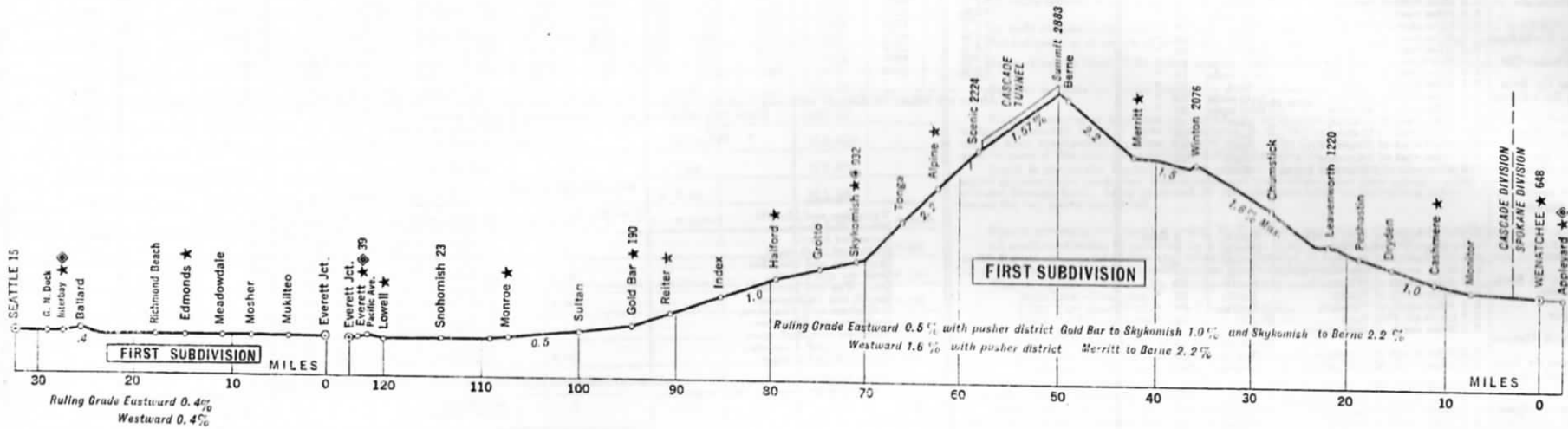
COMPANY SURGEONS.

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

LOCAL SURGEONS.

Dr. H. E. Frost	Anacortes.
Dr. W. A. Kirkpatrick	Bellingham.
Dr. M. A. Keyes	Blaine.
Dr. H. E. Cleveland	Burlington
Dr. E. Hayden	Cashmere.
Dr. Paul W. Sweet	Centralia.
Dr. L. S. Trask	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. James A. LaGasa	Tacoma.
Dr. R. D. Wiswall	Vancouver, Wash.
Dr. L. M. Mares	Wenatchee, Wash.

J. C. DEVERY, Chief Dispatcher. S. H. ALGYER, Train Master. I. E. CLARY, Train Master. T. B. DEGNAN, Superintendent Terminals



Water.....★
 Fuel.....+
 Elevation 81