



SPOKANE DIVISION

TIME TABLE No. 34.

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

THURSDAY, OCTOBER 1, 1931.

C. McDONOUGH, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD

FIRST SUBDIVISION—HILLYARD AND WENATCHEE.

EASTWARD

THIRD CLASS			SECOND CLASS	FIRST CLASS					Car Capacity		Time Table No. 34		STATIONS		FIRST CLASS					SECOND CLASS				THIRD CLASS				
693	691	697	381	255	45 Spanda No. 1	1	3	27	5			Effective October 1, 1931.		SIGN5		2	28	4	46 Spanda No. 2	256	448	450	382	454	698	694	692	
Local Freight	Local Freight	Local Freight	Mixed	Motor	Passenger	Passenger	Passenger	Fast Mail	Passenger	Stages	Other Tracks	Station Numbers	Distance from Hillyard	Distance from Wenatchee	Signs	Passenger	Mixed	Passenger	Passenger	Motor	Freight	Freight	Mixed	Freight	Local Freight	Local Freight	Local Freight	
Tue. Thu. and Sat.	Mo. Wed. and Fri.	Daily Ex. Sun.	Monday Thru.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Monday Thru.	Daily	Daily Ex. Sun.	Mo. Wed. and Fri.	Tu. Thur. and Sat.	
L. 5.40				L. 4.35	L. 9.15	L. 8.45	L. 6.47			Yard	2558	1469	0.0	DOUBLE TRACK	DS-Q	179.25	RKDNPW O X	A 8.00	A 8.45	A 10.45	A 8.40	A 10.45	A 6.15	A 1.45		A 2.35		
5.55				4.45	9.25	8.55	6.55					1472	3.68			175.57	DNP	7.50	8.35	10.35	8.30	10.20	5.50	1.20		2.05		
6.00				A 4.50	L 9.45	A 9.00	7.00	L 8.00		Yard	644	1473	4.85		DS-Q	174.40	RKDNPW X	7.45	8.30	10.30	A 7.00	10.10	6.40	1.15		1.55		
6.15					A 9.50	10.05	7.35	8.05			28	1477	7.59		FW	171.65	DNPY	7.22	8.03	8.32	L 6.55	9.55	6.30	1.05		1.40		
6.40							7.47	8.17			8	1481	13.95			165.30	P	7.10	7.51	8.19		9.40	5.15	12.51		1.20		
7.04							7.53	8.23			18	1486	17.21		YA	162.04	DNP	7.04	7.45	8.12		9.30	5.05	12.42		1.05		
7.37							8.02	8.31			50	1493	22.60			156.65	P	6.56	7.37	8.02		9.15	4.55	12.30		12.45		
8.00							8.07	8.37			130	1496	26.69			152.56	P	6.49	7.31	7.54		9.05	4.45	12.20		12.30		
8.47							8.16	8.47			70	1502	33.18			146.07	P	6.40	7.21	7.44		8.47	4.30	11.55		12.05		
9.25							8.24	8.56			129	1508	38.90		WH	140.35	DPW	6.32	7.12	7.36		8.20	4.15	11.35		11.40		
9.40								9.02			20	1512	42.60			136.85	P			7.28						11.05		
10.05							8.37	9.11			46	1517	48.10		BM	131.15	DNP	6.18	6.57	7.20		7.55	3.45	11.05		10.45		
10.40							8.48	9.22			95	1524	55.51		HR	123.74	DNPW	6.06	6.45	7.09		7.25	3.15	10.25		10.10		
11.05							8.58	9.31			48	1531	62.23			117.02	P	5.55	6.34	6.57		7.00	2.60	10.00		8.35		
11.20							9.04	9.37			0	1535	65.94		PA	112.31	P	5.49	6.28	6.51		6.45	2.35	9.50		8.20		
11.45							9.11	9.43			35	1539	70.40			108.85	DNPW	5.42	6.21	6.43		6.30	2.20	9.35		8.05		
12.05							9.19	9.51			94	1544	75.98			103.27	P	5.33	6.11	6.34		6.11	2.05	9.19		7.45		
12.35							9.26	9.59			89	1550	80.83		SA	98.42	DNP	5.25	6.03	6.26		5.45	1.45	8.45		7.25		
12.55							9.33	10.06			15	1555	85.41			93.84	P	5.18	5.55	6.18		5.30	1.35	8.35		6.55		
1.20							9.39	10.12			113	1558	89.74			89.51	PW	5.11	5.48	6.11		5.11	1.20	8.25		6.35		
1.50							9.50	10.24			33	1566	97.21		KR	82.04	D P	4.59	5.37	6.00		4.45	1.00	8.05		6.03		
7.00							10.00	10.35			182	158	103.83		CK	75.42	DNPW	4.48	5.27	5.49		4.20	12.40	7.45		5.30		
7.35							10.11	10.47			129	1590	111.65			67.60	P	4.34	5.16	5.35		3.45	12.05	7.15		11.45		
8.10							10.18	10.55			137	1588	116.97			62.28	P	4.25	5.09	5.27		3.30	11.40	7.00		10.55		
8.35								11.02			20	1591	121.67		AP	57.68	D P			5.19						10.35		
9.10							10.32	11.11			129	1596	126.97		PR	52.28	DNPW	4.08	4.54	5.10		3.00	11.11	6.35		10.05		
9.40							10.40	11.19			7	1601	132.12			47.13	P	4.00	4.46	5.01		2.45	10.40	6.15		9.40		
10.15							10.48	11.27			15	1606	137.19			42.06	P	3.52	4.39	4.54		2.35	10.15	6.00		9.10		
10.40							10.57	11.37			95	1612	143.33		QN	35.92	DNPW	3.42	4.31	4.44		2.18	9.55	5.45		8.45		
11.00							11.06	11.46			73	1617	148.48			30.70	P	3.33	4.23	4.35		1.55	9.36	5.26		8.20		
11.35							11.16	11.57			123	1623	154.06		DI	25.19	DPW	3.23	4.14	4.26		1.32	9.18	5.06		7.50		
12.05							11.26	12.06			69	1628	159.34			19.91	P	3.14	4.05	4.17		1.05	9.01	4.50		7.30		
12.50							11.32	12.13			52	1632	163.37		CM	15.88	DPW	3.07	3.59	4.10		12.45	8.50	4.38		7.10		
1.20							11.40	12.21			70	1637	167.94			11.31	P	2.59	3.51	4.02		12.32	8.35	4.25		6.50		
1.40							11.49	12.29			23	1641	172.34			6.91	P	2.50	3.43	3.53		12.20	8.20	4.13		6.15		
2.00							11.57	12.37			1082	1645	177.08		WD	2.17	RKDNPW O X	2.40	3.35	3.45		12.01	8.00	4.00		5.45		
							12.01	12.42			1085	1648	179.25		WC	0.0	RKDN PWX	2.35	3.30	3.40						5.45		
7.00	8.40	10	50		15	33.05	5.00	15	35.79	19.39	5.14	4.42				8.25	5.15	7.05	33.05	19.39		10.44	10.15	4.5	9.45	15	8.20	9.00
10.78	11.98	13.08	19.05				34.25	27.10								33.09	34.14	25.30				10.50	10.28	11.15	11.60	11.50		

See Special Rules on Page 5.

EASTWARD. 3

1160 25 3 1 5 4 170

NORTHWARD.

SEE SPECIAL RULES ON PAGE 5.

Special Rules First Subdivision.

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 the time No. 27 is due to leave the next station in the rear where time is shown, but not less than five (5) minutes.

Extra trains may use double track with the current of traffic without running orders, provided they secure proper clearance card Form A from Superintendent.

Trains 1, 2, 3, 4 and 27 register by card at Hillyard.

Only first class trains and trains originating at Spokane Passenger Station will register and receive clearance card Form A.

First class trains register by card at Appleyard.

Register at Columbia River for trains originating and terminating at this station.

Siding at Adrian is used jointly by N. P. and G. N. trains between N. P. connection and depot (See Rule 105). Normal position of N. P. connection switch is for siding.

Maximum speed permitted within city limits Spokane twenty (20) miles per hour.

INTERLOCKING.

HILLYARD—

Whistle signals for movements through plant:

Eastward Trains:

To Main Yard—1 long, 1 short.

To West Yard—1 long, 1 short, 1 long.

Both Westward and Eastward trains:

To cross over to opposing track, 2 long, 1 short.

O.-W. R. & N. JCT.

Whistle signals for tracks with switches controlled from interlocking tower:

O.-W. R. & N. Junction—Main Line—1 long.

O.-W. R. & N. Transfer No. 1—1 long, 1 short.

O.-W. R. & N. Transfer No. 2—2 long, 1 short.

FORT WRIGHT—

Switches east and Fort Wright are operated from Interlocking Tower and signals are located as follows:

Home signal for westward trains is located 55 feet east of main line switch leading to S. P. & S. Ry. and has three arms. Top arm at 90 degrees up is for main line, second arm at 90 degrees up is for S. P. & S. Ry. and third arm is for siding.

Home signal eastward for G. N. Ry. is located 600 feet west of east main line switch, on right hand side of siding going east and is a bracket pole. Top arm is for main line trains, lower arm is fixed and denotes home signal and derailed 55 feet ahead of same.

Home signal on S. P. & S. Ry. is located 580 feet from east main line switch and has two arms. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derailed 55 feet ahead of same.

Derailed on siding is located 400 feet from frog and is governed by dwarf signal 55 feet from derailed.

Eastward Distant Signal on G. N. Ry. is located 3700 feet west of Eastward Home Signal.

S. P. & S. Distant Signal is located at west end of tunnel No. 19.

Double track switch located 20 feet East of Bridge 274 and derailed located on Westward main line 600 feet East of the double track switch, are electrically operated from Fort Wright tower, and semaphore signals govern train movements over switches and derailed.

Eastward trains stopped by semaphore signals governing double track switch and derailed on East end of Bridge 274 will communicate with Fort Wright tower verbally, and Westward trains will communicate by phone located on East end of Bridge 274.

If necessary to pass signal in Stop position the derailed and switch to be spiked before proceeding.

See Rule 605.

Whistle signals for tracks with switches controlled from Interlocking Tower:

Main Line, G. N. Ry.—1 short, 1 long.

Main Line, S. P. & S. Ry.—1 long, 1 short.

Siding, G. N. Ry.—2 long, 1 short.

West yard limit Spokane is one mile west of Fort Wright.

Special Rules—Third 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 8 M. P. H.

St. Superton 10 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, Uet. 1st to May lat. 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.

SOUTHWARD. FOURTH SUBDIVISION NORTHWARD. 5 WENATCHEE AND OROVILLE.

THIRD CLASS	FIRST CLASS	Car Capacity	Station Numbers	Distance from Oroville	Time Table No. 34	Effective October 1, 1931.	STATIONS	Telegraph Call	Distance from Wenatchee	SIGNS	FIRST CLASS	THIRD CLASS
697	253										254	698
Local Freight	Passenger										Mixed	Local Freight
Daily Ex. Sun	Daily Ex. Sun	Sidings	Other Tracks								Daily Ex. Sun	Daily Ex. Sun
L. Pm	L. Pm										A. Pm	A. Pm
6:30	1:30			0.0			OROVILLE	VR	137.24	RDWV	12:30	6:30
							5.75					
							CORDELL		131.49		11:08	6:05
							5.28					
							ELLISFORD		126.21		11:57	5:45
							5.93					
							TONASKET	ON	120.28	DPW	11:45	5:30
							4.83					
							JANIS		115.45		11:31	5:05
							5.43					
							BARKER		110.02		11:21	4:45
							5.29					
							RIVERSIDE	RS	104.73	DPW	11:10	4:25
							4.18					
							CHEROKEE		100.55		11:05	4:00
							4.85					
							OMAK	MK	95.70	DP	11:00	3:45
							4.20					
							OKANOGAN	KN	91.50	DPW	11:00	3:00
							4.93					
							CHILLOWIST		88.57		11:00	2:25
							3.93					
							MALOTT	MA	82.64		11:00	2:05
							4.25					
							WAKEFIELD		76.39	W	10:55	1:30
							4.73					
							MONSE		71.66		10:45	1:05
							4.67					
							BREWSTER	BR	64.99	DP	10:30	12:45
							5.08					
							PATEROS	RO	58.91	DPWCX	9:15	12:05
							5.47					
							STARR		53.44		8:59	11:20
							3.96					
							WELLS		49.78		8:51	11:05
							5.73					
							HUGO		44.05		8:40	11:45
							5.11					
							CHILAN FALLS	HN	38.94	DPW	8:29	10:25
							1.19					
							CHILAN FALLS		37.78		8:20	10:10
							5.85					
							STAYMAN		31.93		8:09	9:25
							5.92					
							WINEAP		26.04		7:57	8:55
							7.11					
							ENIAT	NI	18.90	DPW	7:43	8:30
							5.20					
							WAGNERSBURG		13.00		7:29	7:55
							5.93					
							ZEIN		7.97		7:18	7:35
							4.48					
							OLDS		3.49		7:08	7:15
							2.49					
							WENATCHEE		0.0	RDKNP	7:00	7:00
12 05	5:20										5:30	11:20
11 35	24 05										24 05	11 04

Special Rules.

Northward trains are superior to southward trains of the same class.

Normal position Junction switch at first crossover just west of Ice Houses, Wenatchee, is for main line.

Before entering main line at Wenatchee a flagman must be sent out to protect against main line trains.

6 SOUTHWARD. FIFTH SUBDIVISION—DEAN AND MARCUS. NORTHWARD.

THIRD CLASS	FIRST CLASS	Car Capacity	STATIONS	THIRD CLASS	FIRST CLASS
701	255		Time Table No. 34 Effective October 1, 1931.	256	702
Local Freight	Motor			Motor	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday
L. 6:00pm	L. 1:00pm	40	MARCUS	A 12:20pm	A 4:10pm
* 5:40	* 1:18	30	MEYER'S FALLS	* 12:06pm	* 3:40
* 6:00	* 1:26	0	PALMERS	* 11:52	* 3:15
* 6:30	* 1:36	0	COLVILLE	* 11:44	* 2:55
* 6:50	* 1:43	0	ORIN	* 11:32	* 2:30
* 7:10	* 1:48	40	ARDEN	* 11:26	* 1:55
* 8:10	* 2:01	0	ADDY	* 11:12	* 1:15
* 9:30	* 2:21	26	CHEWELAH	* 10:53	* 12:40pm
* 10:39	* 2:35	40	VALLEY	* 10:39	* 11:56
* 11:30	* 2:47	0	GRAYS	* 10:26	* 11:30
		0	CLINE		
* 12:10pm	* 2:59	39	SPRINGDALE	* 10:15	* 10:46
* 1:10	* 3:18	40	LOON LAKE	* 9:56	* 9:56
* 1:35	* 3:34	0	CLAYTON	* 9:39	* 8:50
* 1:40	3:37	0	CHRISTIANSON	9:36	* 8:20
* 2:00	* 3:45	30	DEER PARK	* 9:28	* 7:50
* 2:15	* 3:53	0	DENISON	* 9:18	* 6:35
* 2:35	* 4:05	40	WAYSIDE	* 9:07	* 6:00
A 2:55pm	A 4:16pm	40	DEAN	L. 9:00pm	L. 5:40pm
9:30	3:16		Time Over Subdivision	8:30	10:30
9:55	25:54		Average Speed Per Hour	25:13	9:26

Special Rules.

Northward trains are superior to southward trains of the same class.

Trains 255 and 256 will stop on flag at Blue Creek, Buckeye, Mission. Mission is 1.6 miles south of Meyers Falls. The normal position of Junction switch at Marcus is for Sixth Subdivision. Northward trains will stop and make service test of air brakes at Meyers Falls before descending Marcus Hill. Water at Kulers spur, 1.7 miles south of Valley.

SOUTHWARD. SIXTH SUBDIVISION—MARCUS AND NELSON. NORTHWARD.

THIRD CLASS	FIRST CLASS	Car Capacity	STATIONS	THIRD CLASS	FIRST CLASS
703	259		Time Table No. 34 Effective October 1, 1931.	260	704
Local Freight	Motor			Motor	Local Freight
Tue., Thur. and Sat.	Daily Ex. Sunday			Daily Ex. Sunday	Mon., Wed. and Fri.
L. 6:00pm		HA 180	NELSON	A 4:00pm	
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES					
* 6:30		0	TROUP JUNCTION	* 3:30	
* 7:00	L. 8:00pm	27	SOUTH NELSON	* 4:45pm	* 3:05
* 7:45	* 8:20	0	APEX	* 4:25	* 2:30
* 8:00	* 8:30	0	HALL	* 4:15	* 2:05
* 8:25	* 8:50	0	VMIR	* 3:57	* 1:20
* 8:42	* 9:01	0	BOULDER MILL	* 3:45	* 12:55
* 8:55	* 9:10	0	SALMO	* 3:37	* 12:40
* 9:17	* 9:17	0	ERIE	* 3:27	* 12:20
* 9:30	* 9:24	0	MEADOWS	* 3:19	* 12:08pm
* 9:55	* 9:41	0	FRUITVALE	* 2:57	* 11:35
* 10:15	* 9:54	0	COLUMBIA GARDENS	* 2:42	* 10:55
* 10:50	* 10:06	0	WANETA, B. C.	* 2:31	* 10:30
* 11:00	* 10:12	0	BOUNDARY, U. S.	* 2:16	* 10:12
* 11:30	* 10:34	0	HANLEYS	* 1:58	* 9:30
* 12:10pm	* 10:50	60	NORTHPORT	* 1:50	* 9:15
* 1:30	* 11:08	0	MARBLE	* 1:30	* 8:30
* 2:30	* 11:33	0	BOSSBURG	* 1:06	* 7:45
A 3:30pm	A 1:55pm	40	MARCUS	L. 12:45pm	L. 7:00pm
9:30	2:45		Time Over Sub-division	4:00	9:00
10:42	22:58		Average Speed Per Hour	22:18	10:19

Special Rules.

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

Trains 259 and 260 will stop on flag at Evans, Lane and Bronsons Spur, Kane, Stroh Spur, Parks, Benton, Baskins and Geverts Spur, Porto Rico, Wiley Spur and Marble Timber Co's. Plant. Northward trains will stop and make service test of air brakes at Apex before descending Nelson Hill. Trains must come to a stop before reaching Troup Junction switch and must know track is clear before using Canadian Pacific Main Track. Trains will not leave Border Stations until conductor has reported to and received clearance from Customs Officer. Water four miles south of Marble and three miles south of Fruitvale.

8 SOUTHWARD. TENTH SUBDIVISION NORTHWARD. COLUMBIA RIVER AND MANSFIELD.

SECOND CLASS	Car Capacity	STATIONS	Time Table No. 34 Effective October 1, 1931.	Distance from Columbia River	SIGNS	382
Mixed	Other Trucks	Distance from Mansfield			Mixed	
1-14	48	CR 60	0.0	MANSFIELD	60.29	RDPWC
1-14	30	CR 55	5.40	TOUHEV	54.99	P
2-14	50	CR 49	11.39	WITHROW	49.01	P
2-30	30	CR 44	16.99	SUPPLIER	44.45	P
3-00	62	CR 36	23.93	DOUGLAS	36.46	D P
3-25	30	CR 31	29.39	ALSTOWN	31.19	PW
4-05	24	CR 21	39.03	MCUE	21.35	P
4-45	35	CR 16	44.57	PALISADES	15.77	PW
5-10	30	CR 11	49.71	APPLEDALE	10.65	P
5-15	24	CR 5	55.00	MOSES COULEE	5.39	
4-00 15.09	1632	CR 37	60.37	COLUMBIA RIVER	0.0	RDPWC
				Time Over Subdivision Average Speed Per Hour		4.15 14.21

Special Rules.

Northward trains are superior to southward trains of the same class.

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Main 7508, House Colfax 0499, 1849 Medical Arts Building 9th St. 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. E. Wheeler.....	Assistant Division Surgeon.....	Spokane, Wash.
Dr. A. E. Gerhart.....	Assistant Division Surgeon.....	Wenatchee, Wash.
Dr. L. M. Maras.....	Surgeon.....	Wenatchee, Wash.
Dr. H. F. Craig.....	Assistant Division Surgeon.....	Spokane, Wash.
Dr. A. N. Cobb.....	Opthalmic Surgeon.....	Spokane, Wash.
Dr. Carroll Smith.....	Opthalmic 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. R. W. Perry.....	Opthalmic Surgeon.....	Seattle, Wash.
Dr. H. T. Rhoads.....	Opthalmic Surgeon.....	Everett, Wash.
Dr. Frederick A. Kiehl.....	Opthalmic Surgeon.....	Portland, Ore.

LOCAL SURGEONS.

Dr. C. R. McKinley.....	Brewster.	Dr. C. A. Mend.....	Everett.
Dr. R. S. Wells.....	Colville.	Dr. O. H. Christopherson.....	Interbay.
Dr. C. M. Kingston.....	Grand Forks.	Dr. H. L. Hopkins.....	Leavenworth.
Dr. L. F. Wagner.....	Harrington.	Dr. Minard Allison.....	Monroe.
Dr. J. Farrow.....	Hillyard.	Dr. Geo. E. Drew.....	Westminster.
Dr. W. O. Bond.....	Nelson.	Dr. R. C. McDaniel.....	Portland.
Dr. E. E. Elder.....	Oroville.	Dr. Ralph M. Dodson.....	Medical Dental Bldg., Portland, Ore.
Dr. H. E. Frost.....	Anacortes.	Dr. H. J. Green Cobb Bldg.	Seattle.
Dr. W. A. Kirkpatrick.....	Bellingham.	Dr. J. E. Gurnsey.....	Skykomish.
Dr. M. A. Reeves.....	Blaine.	Dr. James A. LaTina.....	Tacoma.
Dr. H. E. Cleveland.....	Burlington.	Dr. R. D. Winwall.....	Vancouver, Wash.
Dr. E. Hayden.....	Coeur d'Alene.		
Dr. Paul W. Sweet.....	Centralia.		

WESTWARD. ELEVENTH SUBDIVISION—ANACORTES AND ROCKPORT. EASTWARD.

THIRD CLASS	FIRST CLASS	Car Capacity	STATIONS	Time Table No. 34 Effective October 1, 1931.	Distance from Anacortes	SIGNS	FIRST CLASS	THIRD CLASS
725	713	277					278	714 726
Local Freight	Local Freight	Passenger					Passenger	Local Freight
Daily	Daily	Daily					Daily	Daily
1-11.00pm	1-11.00pm	1-8.00pm					1-9.20pm	1-2.30pm
1-11.25	1-9.05	1-9.05					1-9.00	1-2.05
1-12.05pm	1-9.20	1-9.20					1-8.50	1-1.50
1-12.15	1-9.23	1-9.23					1-8.45	1-1.05
1-12.35	1-9.35	1-9.35					1-8.32	1-12.45
1-12.55	1-9.48	1-9.48					1-8.20	1-12.30
1-1.10	1-9.52	1-9.52					1-8.10	1-12.15pm
1-1.30	1-10.10	1-10.10					1-7.55	1-11.50
1-1.45	1-10.20	1-10.20					1-7.45	1-11.35
1-2.00pm	1-10.35	1-10.35					1-7.30	1-11.20pm
1-2.10	1-11.42	1-11.42					1-7.30	1-6.30pm
1-2.20	1-11.49	1-11.49					1-6.36	1-6.20
1-2.30	1-11.55	1-11.55					1-6.30	1-6.10
1-2.40	1-12.04pm	1-12.04pm					1-6.25	1-6.05
1-2.45	1-12.10	1-12.10					1-6.16	1-5.50
1-3.00pm	1-12.20pm	1-12.20pm					1-6.10	1-5.45
1-3.00	1-12.41	1-12.41					1-6.00pm	1-5.30pm
							1-5.20	1-5.10
							1-5.04	1-4.50

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

Over draw span 12 west of Whitney and Bridge 62, Concrete.....
Maximum speeds, page 5.

All Trains

10 M. P. H.

TWELFTH SUBDIVISION—COLEBROOK AND LADNER. WESTWARD. EASTWARD.

SECOND CLASS	Car Capacity	STATIONS	Time Table No. 34 Effective October 1, 1931.	Distance from Ladner	SIGNS	SECOND CLASS
383						384
Mixed	Other Trucks					Mixed
Saturdays	Station Numbers					Saturdays
1-11.00pm	46	47	0.0	COLEBROOK		1-1.00pm
1-11.02			0.78	QUICHON LINE JCT		1-12.55
1-11.25	8	CV14	7.05	INVERMOUNT		1-12.25
1-11.40	6	CV18	9.47	CHALLUCTION		1-12.15
1-11.55pm	2	CV19	10.71	LADNER		1-12.10pm
1-10.59				Time Over Subdivision Average Speed Per Hour		5.0 12.90

Special Rules

Westward trains are superior to eastward trains of the same class.

All trains Twelfth Subdivision protect against all Third Subdivision trains between Colebrook Jct. and Quichon Line Jct.

Maximum speeds, page 5.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
FIRST SUBDIVISION:				SIXTH SUBDIVISION			
Nemo Pk.	0.66 mile East of Nemo.	East end	100 cars	Cont.			
Adrian Pk.	0.8 mile East of Adrian.	East end	75 cars	Munroe Bros. Spur.	6.4 miles North of Fruitvale.	South end	6 cars
Stratford Spur.	1.3 miles West of Stratford.	East end	14 cars	Boston Pole & Lbr. Co. Spur	2.0 miles South of Meadows.	South end	6 cars
Sand Spur.	1.6 miles West of Trinidad.	West end	16 cars	Arvidahl	1.0 mile South of Erie.	Both ends	11 cars
Gravel Spur.	2.9 miles West of Trinidad.	West end	63 cars	Rotter's Spur.	3.6 miles North of Salmo.	South end	9 cars
Rock Island Dam.	1.1 miles East of Rock Island.	Both ends	182 cars	Haskins & Gevurtz Spur.	1.9 miles South of Ymir.	North end	11 cars
Ohio Colony.	1.2 miles West of Rock Island.	East end	8 cars	Swanowus Spur.	1.3 miles South of Ymir.	North end	4 cars
Landreth Spur.	4.4 miles East of Wenatchee.	West end	10 cars	Porto Rico Spur.	3.6 miles North of Ymir.	South end	2 cars
SECOND SUBDIVISION:				SEVENTH SUBDIVISION:			
Plains.	4.55 miles East of Winton.	East end	6 cars	Haleston Spur.	1.8 miles West of Marcus.	East end	2 cars
Nason Creek.	2.62 miles East of Merritt.	East end	27 cars	Hedlund Box & Lbr. Co.	2.1 miles West of Marcus.	East end	Private
Great Republic Mining Co.				Rock Cut.	0.7 mile East of Hughes.	West end	5 cars
Miller River.	2.2 miles West of Skykomish.	West end	17 cars	Helphrey's Spur No. 1.	1.9 miles West of Curlew.	East end	3 cars
Grotto Lumber Co.	0.1 mile East of Grotto.	East end	1 car	California Spur.	2.2 miles East of Republic.	West end	7 cars
Northwestern Portland Ce-				EIGHTH SUBDIVISION:			
ment Co.'s Spur.	0.1 mile East of Grotto.	East end	29 cars	Helphrey's Spur No. 2.	2.8 miles West of Curlew.	East end	2 cars
Reiter Lbr. Co.'s Spur.	3.5 miles West of Grotto.	East end	5 cars	Robert's Spur.	6.2 miles West of Midway.	East end	1 car
Baring.	3.9 miles West of Grotto.	Both ends	19 cars	Mynaster Spur.	0.4 mile East of Mynaster.	West end	55 cars
Index, Galem Mill Spur.	1.9 miles West of Moore.	Both ends	32 cars	Dumons Spur.	3.9 miles East of Bridesville.	East end	3 cars
Western Granite Works Spur.	1.0 mile West of Index.	West end	26 cars	NINTH SUBDIVISION:			
Gravel Bunkers.	0.6 mile West of Rester.	Both ends	75 cars	Beaders Spur.	0.5 mile West of Nighthawk.	East end	6 cars
Wallace Falls Timber Co.	1.8 miles East of Gold Bar.	Both ends	88 cars	Roby Mine Spur.	4.9 miles East of Chiquan.	West end	4 cars
Startup.	1.9 miles West of Gold Bar.	Both ends	11 cars	Princeton M. & Dev. Co.	2.4 miles West of Norman.	East end	9 cars
Wallace Lumber Co. Spur.	0.7 mile East of Sultan.	East end	25 cars	ELEVENTH SUBDIVISION:			
Miller Logging Co.'s Siding.	1.3 miles West of Sultan.	Both ends	20 cars	Mountainview.	3.7 miles West of Rockport.	Both ends	16 cars
Fryeland.	3.1 miles West of Moore.	Both ends	20 cars	Sauk Spur.	1.6 miles West of Rockport.	West end	11 cars
Prize Spur.	3.1 miles West of Moore.	East end	13 cars	Van Horne's Spur.	1.0 mile West of Neston.	Both ends	5 cars
Robinson Lumber Spur.	2.0 miles West of Moore.	East end	56 cars	Puget Sound Saw Mill Co.	0.8 mile West of Neston.	Both ends	80 cars
G. N. Oil Tank Spur.	1.0 mile West of Everett Jet.	West end	48 cars	L. L. Spur.	0.6 mile West of Hamilton.	West end	1 car
Washington Bolt Spur.	0.6 mile West of Edmonds.	West end	14 cars	Hawkins Spur.	0.8 mile West of Fredonia.	East end	5 cars
Standard Oil Co. Spur.	0.9 mile East of Richmond Bench.	West end	90 cars	Gravel Pit Spur.	6.1 miles East of Anacortes.	West end	3 cars
THIRD SUBDIVISION:				TWELFTH SUBDIVISION:			
Clark and Buzza.	0.1 mile South of Still Creek.	South end	2 cars	Gowdy Road Spur.	1.4 miles East of Chualar.	West end	4 cars
Dominion Bridge Co.	0.4 mile North of Arley.	South end	58 cars	Patterson's Spur.	0.9 mile East of Inverholm.	West end	6 cars
Superior Pk.	0.9 mile North of North Westminster.	Both ends	77 cars	South Road Spur.	2.1 miles East of Inverholm.	Both ends	6 cars
Campbell Lumber Co. Spur.	1.0 mile South of Wilfereck.	North end	51 cars	Matthew Road Spur.	3.1 miles East of Inverholm.	Both ends	5 cars
Dakota Creek Spur.	2.1 miles South of Blaine.	North end	21 cars	Embar Road Spur.	3.1 miles West of Colebrook.	Both ends	5 cars
Milk Spur.	0.7 mile South of Ferndale.	South end	28 cars	Oliver Road Spur.	1.8 mile West of Colebrook.	West end	4 cars
Standard Oil Spur.	0.7 leads off Milk Spur.	South end	10 cars	Gravel Pit Spur.	0.7 mile East of Alluvia.	West end	6 cars
Olympic Portland Cement Co. Spur.				Surrey Spur.	1.0 mile West of Cloverdale.	West end	3 cars
Utah Idaho Sugar Co. Spur.	2.0 miles South of Ferndale.	North end	27 cars				
Olympic Portland Cement Co. Spur.	2.4 miles North of Bellingham.	North end	101 cars				
Union Oil Spur.	2.4 miles North of Bellingham.	North end	188 cars				
Chickamut Cannery Spur.	0.4 mile South of So. Bellingham.	South end	9 cars				
Hazel Mill Spur.	0.6 mile North of Sockeye.	North end	6 cars				
Blanchard.	0.8 mile South of Samish.	North end	30 cars				
Bellville Pk.	1.4 miles South of Samish.	North end	8 cars				
Union Oil Co. Spur.	1.6 miles North of Belleville.	North end	102 cars				
Puget Sound and Cascade Rty. Com.	1.2 miles North of Mt. Vernon.	South end	6 cars				
Associated Oil Co. Spur.	0.8 mile North of Mt. Vernon.	South end	9 cars				
Skagit Crossing Tr. Track.	1.2 miles South of Fir.	South end	2 cars				
Midtown.	2.3 miles South of Fir.	South end	2 cars				
Norman Spur.	1.0 mile North of Silvana.	South end	9 cars				
Cox's Spur.	1.5 miles North of Marysville.	South end	3 cars				
FOURTH SUBDIVISION:							
Peterson Spur.	2.9 miles South of Ellensburg.	North end	1 car				
Golden Cliff Fruit Co.	5.1 miles North of Entiat.	North end	6 cars				
Olds Washing Plant.	2.02 miles North of Ols.	Both ends	60 cars				
FIFTH SUBDIVISION:							
Deer Park Lbr. Co. Spur.	0.7 mile North of Deer Park.	South end	3 cars				
Holland-Hoar Spur.	4.7 miles North of Leon Lake.	South end	3 cars				
Kulzers Spur.	1.7 miles South of Valley.	North end	8 cars				
Gess Spur.	2.8 miles North of Valley.	South end	3 cars				
Northwest Magnesite.	1.4 miles South of Chevelah.	Both ends	66 cars				
Blue Creek Spur.	3.1 miles South of Addy.	South end	12 cars				
SIXTH SUBDIVISION:							
Sand Spur.	2.1 miles North of Marcus.	South end	2 cars				
Powells Siding.	4.8 miles North of Marcus.	Both ends	29 cars				
Evans Spur.	5.4 miles North of Marcus.	South end	24 cars				
Allen Spur.	2.6 miles North of Bossburg.	South end	3 cars				
Hendrix Cut.	3.8 miles North of Bossburg.	North end	3 cars				
Lane & Brown's.	6.6 miles North of Bossburg.	South end	3 cars				
Marble Timber Co. Spur.	2.8 miles South of Marble.	South end	2 cars				
Kanes.	4.1 miles South of Northport.	South end	5 cars				
Cameron Spur.	1.4 miles South of Northport.	North end	13 cars				
Hudson's Spur.	3.3 miles South of Northport.	South end	12 cars				
Good-Hopkins Lbr. Co. Spur.	2.06 miles North of Hanley's.	South end	3 cars				
Industrial Spur No. 134.	2.3 miles North of Hanley's.	South end	20 cars				
Stech Spur.	3.3 miles North of Hanley's.	South end	3 cars				
West Kootenay P. & L. Co.	0.5 mile South of Waneta.	Siding	6 cars				
Nelson Spur.	2.4 miles North of Fruitvale.	North end	2 cars				
Salmo Cedar Co.	4.8 miles North of Fruitvale.	Both ends	7 cars				

MAXIMUM SPEED.			
	Passenger	Freight	
BETWEEN			
Fort Wright and Lyons.	45 M. P. H.	35 M. P. H.	
Lyons and Wenatchee.	60 " "	35 " "	
Columbia River and Mansfield.	20 " "	20 " "	
Wenatchee and Oroville.	35 " "	30 " "	
Dean and Valley.	35 " "	30 " "	
Valley and Meyers Falls.	40 " "	30 " "	
Meyers Falls and Marcus.	25 " "	20 " "	
Marcus and Trout Jet.	30 " "	20 " "	
Over Pend O'Reille River Bridge at Waneta.	10 " "	10 " "	
Over Columbia River Bridge No. 1 Marcus.	10 " "	10 " "	
Marcus and Republic.	30 " "	20 " "	
Curlew and Mahon.	25 " "	25 " "	
Oroville and Princeton.	25 " "	25 " "	
Passing high bluff one mile west of Bridesville.	15 " "	15 " "	
From one mile east to two miles west of Bergen.	15 " "	15 " "	
Between Quincy and Crater.	S-2 Engines.	50 M. P. H.	
Between Vulcan and Columbia River.	S-2 Engines.	50 " "	
Over Bridge 270 and 273, Spokane.	Q-1, R-1 and S-2 Engines.	10 " "	
Over Bridge 274, Fort Wright.	Q-1, R-1 and S-2 Engines.	15 " "	
Between Dean and Meyers Falls.	O-1 Engines.	25 " "	
Wenatchee and Merritt.	50 M. P. H.	35 M. P. H.	
Merritt and Ilene.	35 " "	20 " "	
Berne and Scenic.	30 " "	20 " "	
Scenic and Skykomish.	35 " "	20 " "	
Skykomish and Gold Bar.	45 " "	30 " "	
Gold Bar and Seattle.	55 " "	35 " "	
Delta Wyn and Samish.	55 " "	35 " "	
Samish and Bellingham.	40 " "	25 " "	
Bellingham and Vancouver.	50 " "	35 " "	
Rockport and Birdview.	30 " "	15 " "	
Birdview and Burlington.	30 " "	20 " "	
Burlington and Anacortes.	30 " "	20 " "	
Cloverdale and Ladner.	20 " "	20 " "	

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.

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
		2034-2043	2030-2033	30x32	29x32								
RATING													
Rolling 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	5600	7220	6710	1300
0.3%	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5650	5200	1000
0.4%	10060	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310	830
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	4250	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%	4650	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
1.2%	3970	3640	3370	2200	1460	1330	1580	1810	1250	1200	880	1150	1080
1.3%	3670	3340	3070	1910	1710	1600	1410	1110	1060	780	1020	960	900
2.0%	2280	2110	1950	1300	1190	1400	1610	1440	1000	940	700	910	860
2.2%	2060	1900	1740	1160	1050	1250	1450	1280	1000	940	700	910	860

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.

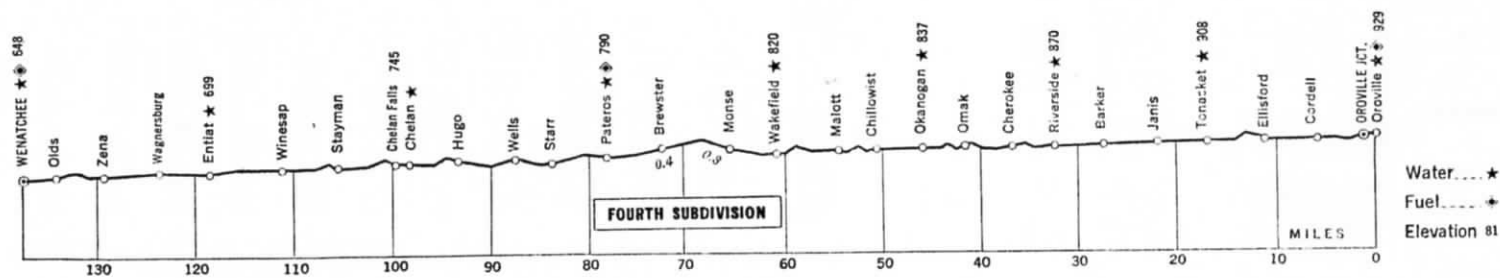
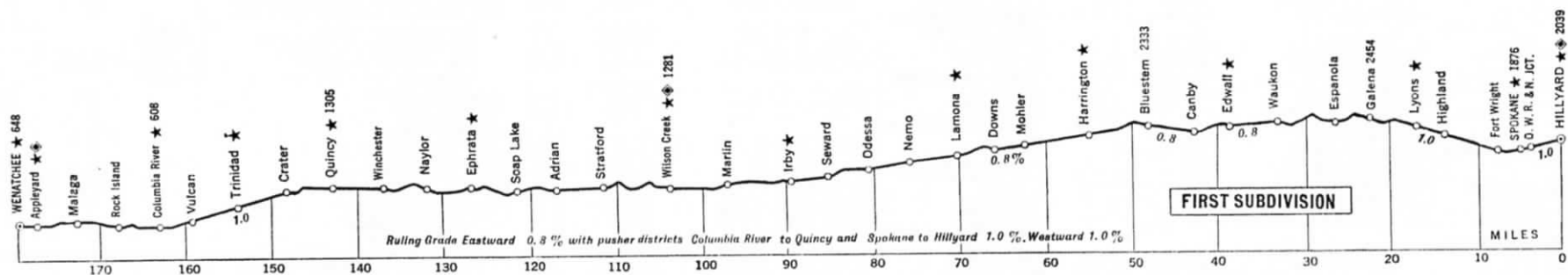
I. E. CLARY, Trainmaster.

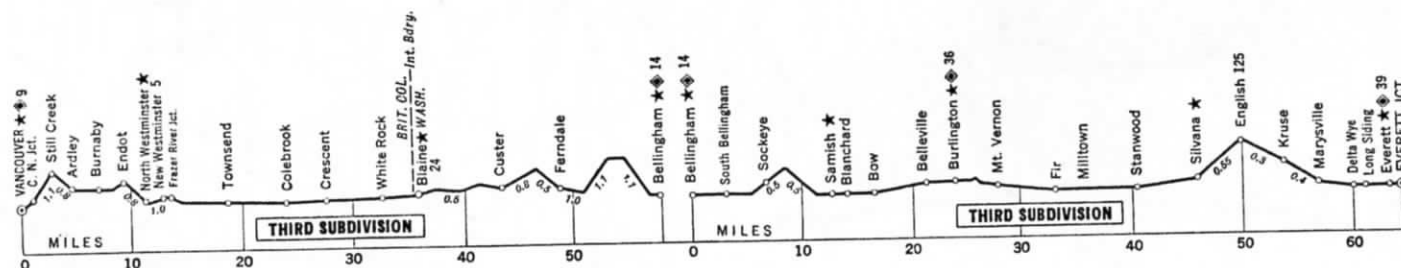
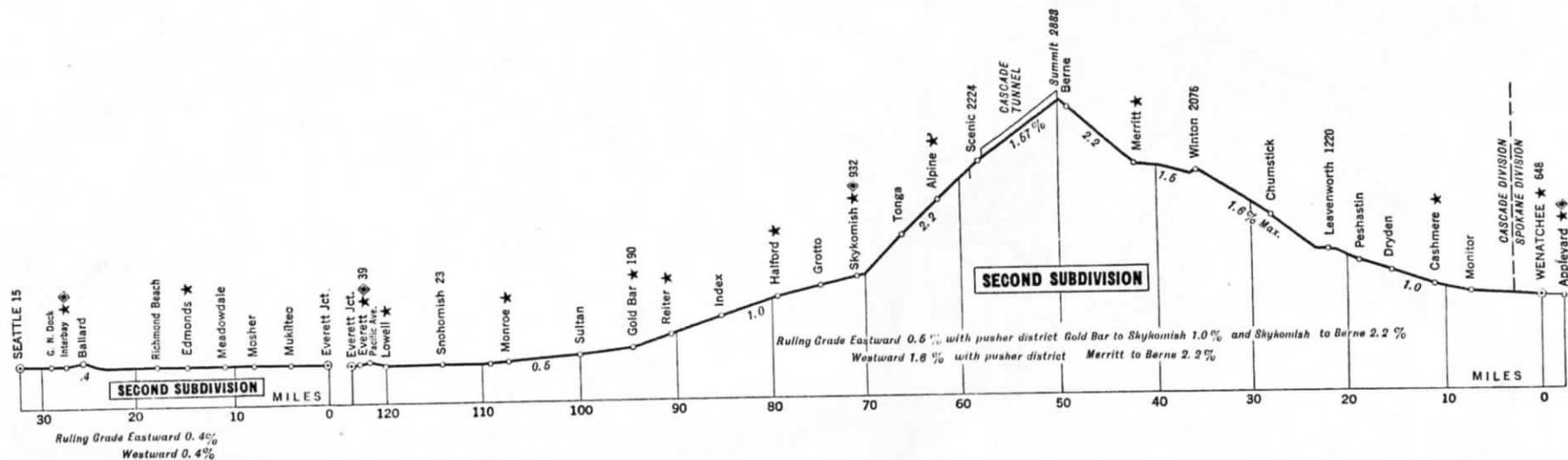
T. B. DEGNAN, Superintendent Terminals.

B. LANTRY, A. E. KNIGHTS, J. M. DOYLE, Assistant Superintendents.

A. KANE, Chief Dispatcher, Spokane.

J. C. DEVERY, Chief Dispatcher, Seattle.





Water.....★
Fuel.....★
Elevation 81

