SPOKANE DIVISION

TIME TABLE No. 35.

EFFECTIVE 12:01 A. M.
PACIFIC TIME

SUNDAY, DECEMBER 6, 1931.

C. McDONOUGH, Superintendent. **J. B. SMITH, General Superintendent Transportation.** **J. H. O'NEILL, General Manager.**

Time Table No. 35

Effective December 6, 1931.

THIRD CLASS				FIRST CLASS								Car Capacity										FIRST CLASS							SECOND CLASS			THIRD CLASS			
693	691	697	381			255	45 Spands No. 1	1	3	27	5					STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	2	28	4	46 Spands No. 2	256			432	450	476	698	694	382	692
Local Freight	Local Freight	Local Freight	Mixed			Motor	Passenger	Passenger	Passenger	Fast Mail	Passenger	Sidings	Other Tracks	Station Numbers	Distance from Hillyard					Passenger	Mixed	Passenger	Passenger	Motor			Freight	Freight	Freight	Local Freight	Local Freight	Mixed	Local Freight
Tue. Thu. and Sat.	Mo. Wed. and Fri.	Daily Ex. Sun.	Monday Thur.			Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily Ex. Sun.			Daily	Daily	Daily	Daily Ex. Sun.	Mo. Wed. and Fri.	Monday Thur.	Tu. Thur and Sat.
	L AM 5.40					L PM 4.35		L PM 9.15	L PM 8.45	L PM 6.47		Yard	2558	1469	0.0	DOUBLE TRACK ..HILLYARD..	Depot HU Yard SQ	179.25	RKDNPW C O X	A AM 8.00	A AM 8.45	A PM 10.45		A AM 8.40			A AM 10.45	A PM 6.15	A AM 1.45				A PM 2.30
	5.55					4.45		9.25	8.55	6.55				1472	3.68	3.68 ..O.-W. R. & N. Jct..		175.57	DNP	7.50	8.35	10.35		8.30			10.20	5.50	1.20				s 2.05
	s 6.00					A PM 4.50	L PM 9.45	9.30 10.00	A PM 9.00	7.00 7.30	L AM 8.00	Yard	644	1473	4.85	1.17 ..SPOKANE..	DS-Q	174.40	RKDNPW O X	7.45 7.30	8.30 8.10	10.30 8.40	A AM 7.00	L AM 8.25			10.10	5.40	1.15				s 1.55
	s 6.15						A PM 9.50	10.05		7.35	f 8.05	69	26	1477	7.59	2.74 ..FORT WRIGHT..	FW	171.66	DNPV	7.22	5 8.03	f 8.32	L AM 6.55				9.55	5.30	1.05				s 1.40
	s 6.40							10.17		7.47	f 8.17	69	6	1481	13.95	6.36 ..HIGHLAND..		165.30	P	7.10	7.51	f 8.19					9.40	5.15	12.51				s 1.20
	s 2 7.04							10.23		7.53	f 8.23	69	15	1486	17.21	3.26 ..LYONS..	YA	162.04	DNP	691 7.04	7.45	f 8.12					9.30	5.05	12.42				s 1.05
	s 28 7.37							10.31		4 8.02	f 8.31	70	50	1493	22.60	5.39 ..GALENA..		156.65	P	6.56	691 7.37	27 f 8.02					9.15	4.55	12.30				s12.45
	s 8.00							10.36		8.07	f 8.37	130	39	1496	26.69	4.09 ..ESPANOLA..		152.56	P	6.49	7.31	f 7.46					9.05	4.45	AM 12.20				s12.30
	s 5-432 8.47							10.44		8.16	691-432 f 8.47	70	50	1502	33.18	6.44 ..WAUKON..		146.07	P	6.40	7.21	f 7.36					5-691 8.47	4.30	11.55				PM s12.05
	s 9.25							10.52		8.24	s 8.56	129	35	1508	38.90	5.72 ..EDWALL..	WH	140.35	DPW	6.32	7.12	s 7.27					8.20	4.15	11.35				s11.40
	s 9.40										f 9.02		20	1512	42.60	3.70 ..CANBY..		136.65	P			f 7.18											s11.05
	s10.05							476 11.05		8.37	f 9.11	70	46	1517	48.10	DOUBLE TRACK 5.50 ..BLUESTEM..	BM	131.15	DNP	6.18	6.57	f 7.11					7.55	3.45	1 11.05				s10.45
	s10.40							11.14		8.48	s 9.22	E62 W69	95	1524	55.51	7.41 ..HARRINGTON..	HR	123.74	DNPW	6.06	6.45	s 7.00					7.25	3.15	10.25				s10.10
	s11.05							11.23		8.58	f 9.31	E68	46	1531	62.23	6.72 ..MOHLER..		117.02	P	5.55	6.34	f 6.47					7.00	2.50	10.00				s 8.35
	s11.20							11.28		9.04	f 9.37	0	49	1535	65.94	3.71 ..DOWNS..		113.31	P	5.49	6.28	f 6.41					6.45	2.35	9.50				s 8.20
	s11.45							11.34		9.11	f 9.43	69	35	1539	70.40	4.46 ..LAMONA..	PA	108.85	DNPW	5.42	6.21	f 6.33					6.30	2.20	9.35				s 8.05
	PM s12.05							11.41		476 9.19	f 9.51	94	16	1544	75.98	5.58 ..NEMO..		103.27	P	5.33	432 6.11	f 6.24					28 6.11	2.05	27 9.19				s 7.45
	s12.35							11.47		9.26	s 9.59	69	109	1550	80.83	4.85 ..ODESSA..	SA	98.42	DNP	5.25	6.03	s 6.16					5.45	1.45	8.45				s 7.20
	s12.55							11.53		9.33	f10.06	70	15	1555	85.41	4.58 ..SEWARD..		93.84	P	5.18	5.55	f 6.08					5.30	1.35	8.35				s 6.55
	450 s 1.20							11.59		9.39	f10.12	113	25	1558	89.74	4.33 ..IRBY..		89.51	PW	432 5.11	5.48	f 6.01					2 5.11	691 1.20	8.25				s 6.35
	s 1.50							AM 12.10		9.50	s10.24	69	33	1566	97.21	7.47 ..MARLIN..	KR	82.04	D P	4.59	5.37	s 5.50					4.45	1.00	8.05				s 6.03
L AM 7.00	A PM 2.20							12.19		10.00	s10.35	182	138	1573	103.83	6.62 ..WILSON CREEK..	CK	75.42	DNPW CY X	4.48	692 5.27	s 5.39					4.20	12.40	7.45		A PM 12.15		L AM 28 5.30
s 7.35								12.29		10.11	f10.47	129	19	1580	111.65	7.82 ..STRATFORD..		67.60	P	4.34	5.16	f 5.25					3.45	PM 12.05	7.15		s11.45		
s 8.10								12.36		10.18	694 f10.55	137	132	1588	116.97	5.32 ..ADRIAN..		62.28	P	4.25	5.09	f 5.17					3.30	11.40	7.00		5 s10.55		
s 8.35											f11.02		20	1591	121.57	4.60 ..SOAP LAKE..	AF	57.68	D P			s 5.09									s10.35		
s 9.10								12.49		10.32	450 s11.11	129	58	1596	126.97	5.40 ..EPHRATA..	FR	52.28	DNPW	4.08	4.54	s 5.00					3.00	5 11.11	6.35		s10.05		
s 9.40								12.56		10.40	f11.19	70	7	1601	132.12	5.15 ..NAYLOR..		47.13	P	4.00	4.46	f 4.51					2.45	10.40	6.15		s 9.40		
450 s10.15								1.03		10.48	f11.27	69	15	1606	137.19	5.07 ..WINCHESTER..		42.06	P	3.52	4.39	f 4.44					2.35	693 10.15	6.00		s 9.10		
s10.40								1.14		10.57	s11.37	95	104	1612	143.33	6.14 ..QUINCY..	QN	35.92	DNPW	3.42	4.31	s 4.34					2.18	9.56	5.45		s 8.45		
s11.00								1.22		11.06	f11.46	73	4	1617	148.46	5.13 ..CRATER..		30.79	P	3.33	4.23	f 4.25					1.55	9.36	5.26		s 8.20		
s11.35								432 1.32		11.16	s11.57	123	19	1623	154.06	5.60 ..TRINIDAD..	DI	25.19	DPW	3.23	4.14	s 4.16					1 1.32	9.18	5.06		s 7.50		
5 PM s12.06								1.41		11.25	693 PM f12.06	69	5	1628	159.34	5.28 ..VULCAN..		19.91	P	3.14	4.05	f 4.07					1.05	9.01	4.50		s 7.30		
s12.50			L PM 5.40					1.48		11.32	f12.13	70	52	1632	163.37	4.03 ..COLUMBIA RIVER..	CM	15.88	DPW	3.07	3.59	f 4.00					12.45	8.50	4.38		s 7.10	A AM 8.15	
s 1.20			s 5.55					1.56		11.40	s12.21	70	13	1637	167.94	4.57 ..ROCK ISLAND..		11.31	P	2.59	3.51	s 3.52					12.32	8.35	4.25		s 6.50	s 8.05	
s 1.40			s 6.10					2.04		11.49	f12.29	70	23	1641	172.34	4.40 ..MALAGA..		6.91	P	2.50	3.43	f 3.43					12.20	8.20	4.13		s 6.15	s 7.50	
A PM 2.00		L 693 PM 6.50	6.20					2.12		432 11.57	f12.37	Yard	1082	1645	177.08	4.74 ..APPLEYARD..	WD	2.17	RKDNPW OC X	2.40	3.35	f 3.35					L 27 AM 12.01	L AM 8.00	L PM 4.00	A 697 AM 6.50	L AM 5.45	7.35	
		A PM 7.00	A PM 6.30					A AM 2.15		A AM 12.01	A PM 12.42	Yard	1085	1648	179.25	2.17 ..WENATCHEE..	WC	0.0	RKDN PWX	L AM 2.35	L AM 3.30	L PM 3.30								L AM 6.35		L AM 7.30	
7.00 10.78	8.40 11.98	.10 13.08	.50 19.05			.15 19.40	.05 33.00	5.00 35.79	.15 19.39	5.14 34.25	4.42 37.10					Time Over Subdivision / Average Speed Per Hour				5.25 33.09	5.15 34.14	7.15 24.73	.05 33.00	.15 19.39			10.44 16.50	10.15 17.28	9.45 18.16	.15 8.68	6.30 11.60	.45 21.17	9.00 11.53

AUTOMATIC BLOCK SIGNALS

See Special Rules on Page 5.

Time Table No. 35 — Effective December 6, 1931

SECOND CLASS 453 Freight Daily	FIRST CLASS 355 Passenger Daily	5 Passenger Daily	359 Passenger Daily	1 Passenger Daily	27 Fast Mail Daily	Car Capacity: Siding	Car Capacity: Other Tracks	Station Numbers	Distance from Wenatchee	STATIONS	Telegraph Calls	Distance from Seattle	SIGNS
L 4.00Am		L 12.50Pm		L 2 2.30Am	L 12.10Am	Yard	1085	1648	0.0	WENATCHEE	WC	155.67	RKDNW OX P
4.30		f 1.05		2.45	12.23	75	47	1655	7.38	7.38 MONITOR	MR	148.29	D P
4.45		452 s 1.20		28 2.53	12.30	94	213	1659	11.00	3.62 CASHMERE	OM	144.67	DNWXP
5.00		s 1.30		3.03	12.38	64	35	1664	15.65	4.65 DRYDEN	DN	140.02	D P
5.15		s 1.41		3.11	12.45		236	1667	18.77	3.12 PESHASTIN	PN	136.90	D P
5.30		s 2.00		3.20	12.53	112	18	1671	22.05	3.28 LEAVENWORTH	CH	133.62	DN P
5.55		f 4 2.19		3.30	1.05	25		1674	27.90	5.85 CHUMSTICK	CM	127.77	P
6.20		f 2.34		3.48	2 1.20	109	14	1684	35.60	7.70 WINTON	WI	120.07	DN P
6.45		f 2.48		4.00	28 1.40	100	41	1691	42.15	6.85 MERRITT	CK	113.52	WYP
7.25		f 3.05		4.18	1.55	107	37	1699	49.18	7.03 BERNE	BR	106.49	DN P
7.55		f 3.28		4.38	2.15	135	16	1716	58.16	8.98 SCENIC	MA	97.51	DN P
8.10		f 3.38		4.46	2.23	62	11	1719	62.33	4.17 ALPINE	NE	93.34	W P
8.20		3.47		4.53	2.31	60	10	1723	66.00	3.67 TONGA	G	89.67	P
452 8.35 9.20		s 4.05		s 5.15	s 2.55	E-99 W99	271	1728	70.96	4.96 SKYKOMISH	KY	84.71	RKDNWC XY P
9.30		f 4.13		5.23	3.05	59	38	1732	74.77	3.81 GROTTO	GO	80.90	D P
9.45		f 4.22		5.32	3.14	68	62	1737	79.91	5.14 HALFORD	SA	75.76	W P
10.00		s 4.32		5.42	3.26	58	14	1742	85.24	5.33 INDEX	NX	70.43	N P
10.15		f 4.40		5.51	3.36	63	15	1747	90.14	4.90 REITER		65.53	P
10.35		f 4.48		5.58	3.44	71	951	1751	94.51	4.37 GOLD BAR	GB	61.16	NWYP
10.50		s 4.57		6.06	3.54	59	16	1757	99.91	5.40 SULTAN	SU	55.76	P
4 11.30		s 5.13		452 6.18	4.10	85	127	1764	107.37	7.46 MONROE	RO	48.30	DNWYP
11.55		s 5.25		6.30	4.22	99	136	1771	114.37	7.00 SNOHOMISH	SH	41.30	DN P
12.35PM		5.34		6.39	4.32	Con-tin-uous	112	1777	120.19	5.82 LOWELL	W	35.48	DNXWP
12.40		5.37		6.42	4.35		104		121.81	1.62 PACIFIC AVENUE	D	33.86	DN XP
12.45		s 5.50		s 6.50	s 4.53		8	1779	122.86	1.05 EVERETT		32.81	XP
12.50	L 9.47Pm	358 5.52	L 12.45Pm	6.52	4.55		44	1780	123.67	.81 EVERETT JUNCTION	JN	32.00	DN P
1.00	9.53	f 6.00	12.51	7.00	5.02		84	1784	127.42	3.75 MUKILTEO	MU	28.25	P
1.10	9.58	6.06	12.56	7.06	5.08			1790	131.55	4.13 MOSHER		24.12	P
1.18	10.03	6.11	1.01	7.11	5.13			1793	134.56	3.01 MEADOWDALE	AD	21.11	P
1.28	10.09	f 6.19	1.07	7.19	5.20		63	1795	138.27	3.71 EDMONDS	DR	17.40	DW P
1.35	10.14	6.24	1.12	7.25	5.25		79	1796	141.37	3.10 RICHMOND BEACH	R	14.30	D P
1.55	10.27	6.40	1.26	7.40	5.40		190	1807	149.23	7.86 BALLARD	BD	6.44	X
A 2.00PM	10.30	6.44	1.29	7.44	5.44		1084	1808	150.99	1.76 INTERBAY	RB	4.68	RKDNWC OX P
							213		152.33	1.34 G. N. DOCK		3.34	
	A 10.45Pm	A 7.00Pm	A 1.45Pm	A 360 8.00Am	A 6.00Am		589	1813	155.67	3.34 SEATTLE	UD	0.0	RKDNX P
10.00 15.10	.58 33.15	6.10 25.27	1.00 32.03	5.30 28.31	5.50 26.71					Time Over Subdivision Average Speed Per Hour			

Automatic Block Signals — Double Track

FIRST CLASS 360 Passenger Daily	4 Passenger Daily	298 (N. P. 444) Passenger Daily Ex. Sun.	358 Passenger Daily	2 Passenger Daily	28 Mixed Daily	SECOND CLASS 452 Freight Daily
	A 3.25Pm			A 1 2.30Am	A 3.20Am	A 2.00Pm
	f 3.10			2.15	3.03	1.35
	s 3.01			2.08	5 1 s 2.53	1.20
	s 2.50			2.00	2.40	12.55
	s 2.42			1.53	2.31	12.45
	s 2.33			1.45	s 2.22	12.35
	f 5 2.19			1.34	2.07	12.05Pm
	f 2.06			27 1.20	1.54	11.30
	f 1.53			1.07	27 1.40	11.05
	f 1.40			12.53	1.25	10.35
	f 1.18			12.32	1.05	9.45
	f 1.06			12.21	12.50	9.25
	12.57			12.11Am	12.40	9.10
	s12.45			s11.58	s12.29	453 8.45 8.10
	f12.29			11.44	12.13	7.55
	f12.19			11.37	12.05Am	7.40
	s12.08Pm			11.28	11.55	7.20
	f11.57			11.19	11.46	7.05
	f11.50			11.12	11.39	6.50
	s11.42			11.05	11.32	6.35
	453 s11.30			10.56	s11.22	1 6.18
	s11.13	A 5.12Pm		10.46	s11.06	5.55
	11.03	L 5.00Pm		10.38	10.56	5.40
	11.00			10.35	10.53	5.15
	s10.57			s10.32	s10.50	5.10
A 9.05Am	10.50		A 5 5.50Pm	10.25	10.40	5.05
s 8.59	10.44		5.44	10.19	10.34	4.55
8.49	10.39		5.39	10.13	10.28	4.45
f 8.45	10.35		5.35	10.08	10.23	4.37
s 8.40	10.30		5.30	10.03	10.18	4.30
s 8.33	10.25		5.25	9.58	10.13	4.20
s 8.21	10.15		5.15	9.47	10.02	4.05
s 8.18	10.12		5.12	9.43	9.58	L 4.00Am
L 1 8.05Am	L 10.00Am		L 5.00Pm	L 9.30Pm	L 9.45Pm	
1.00 32.03	5.25 28.77	.12 29.10	.50 38.76	5.00 31.54	5.35 27.91	10.00 15.10

Special Rules.

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

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.

Delta (Freight Yard) 3.26 miles west of Lowell.

Trains between Lowell and Delta will be governed by Northern Pacific Railway Time Table and Rules.

Whistle signals for tracks with switches controlled by interlocking at Everett Jct.: Main track eastward one long. Coast Line eastward one long and one short.

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

First class trains register by card at Interbay.

At Snohomish N. P. trains will enter G. N. main track through cross-over. Eastward first class N. P. trains will leave G. N. main track through cross-over. Other than first class N. P. eastward trains will head in at west switch of N. P. siding.

At Lowell eastward trains from N. P. connection and first class westward trains for N. P. connection will move through cross-over.

The track between Everett Junction and the west switch at Pacific Avenue is governed by interlocking signals controlled by the operator located at Everett Junction. Telephone located at Pacific Avenue, trainmen can communicate with Everett Junction when required.

SPEED RESTRICTIONS.

	Passenger	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.
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 Post.

No. 359, Mukilteo to Interbay to discharge passengers from Everett and points east and north.

Time Table No. 35
Effective December 6, 1931

THIRD CLASS	SECOND CLASS					FIRST CLASS						Car Capacity				STATIONS	Telegraph Calls	Distance from Everett Junction	SIGNS	FIRST CLASS					SECOND CLASS				THIRD CLASS
713		729	711	739	737			297	355	101	359	Siding	Other Tracks	Station Numbers	Distance from Vancouver					360	102	358			712	738			714
Local Freight		N. P. 676 Freight	Local Freight	C. N. Ry. 406 Freight	C. N. Ry. 404 Freight			N. P. 444 Passenger	Passenger	C. N. Ry. 2 Passenger	Passenger									Passenger	C. N. Ry. 1 Passenger	Passenger			Freight	C. N. Ry. 403 Freight			Local Freight
Daily Ex. Mon.		Daily Ex. Sat.	Daily Ex. Sat.	Daily	Daily			Daily Ex. Sun.	Daily	Daily	Daily									Daily	Daily	Daily			Daily Ex. Sat.	Daily			Daily Ex. Sun.
			L 1.30Pm						L 5.30Pm		L 8.30Am	Yard	400	CL 125	0.0	VANCOUVER	VN	122.38	RKDNWC YXO P	A 2.00Pm		A 10.15Pm			A 8.00Pm				
			1.35	L 360 1.55Pm	L 12.50Am				5.33	L 8.45Am	8.33				1.25	1.25 C. N. JUNCTION		121.13	X	739 1.53	A 5.52Pm	10.09			7.50	A 9.10Pm			
			1.40	2.05	12.58				5.36	8.48	8.36			CL 122	2.73	1.48 STILL CREEK (Double Track)		119.65	X P	f 1.49	5.45	10.06			7.40	9.00			
			1.50	2.10	1.04				5.39	8.53	8.39			CL 120	4.57	1.84 ARDLEY (Double Track)		117.81	P	f 1.45	5.39	10.03			7.32	8.55			
			1.55	2.17	1.12				5.43	8.58	8.43		0	CL 117	7.20	2.63 BURNABY (Double Track)		115.18		f 1.41	5.34	9.59			7.27	8.45			
			2.06	2.28	1.18				5.47	9.03	8.47		16	CL 115	9.69	2.49 ENDOT (Double Track)		112.69	P	1.37	5.29	9.55			7.22	8.35			
			2.25	2.35	1.25				5.51	9.08	8.51	19	120	CL 112	11.70	2.01 NORTH WESTMINSTER		110.68	W YXP	f 1.33	5.23	9.51			7.15	8.28			
			2.30	A 2.40Pm	A 1.30Am				s 5.57	A 9.13Am	s 8.56		60	CL 107	13.06	1.36 NEW WESTMINSTER	MN	109.32	R D N X P	s 1.30	L 5.20Pm	s 9.48			6.52	L 8.23Pm			
			2.35						6.01		9.01				13.54	0.48 FRASER RIVER JCT.		108.84		1.18		9.34			6.45				
			2.50						6.09		9.09		3	CL 101	18.69	5.15 TOWNSEND		103.69	P	f 1.10		9.26			6.30				
			3.05						712 6.16		f 9.16	46	47	CL96	24.03	5.34 COLEBROOK	G	98.35	D Y P	s 1.03		9.18			355 6.16				
			3.15						f 6.21		f 9.21		3	CL92	27.72	3.69 CRESCENT		94.66		f12.55		f 9.10			5.40				
			4.05						s 6.35		s 9.35	57	10	CL87	32.75	5.03 WHITE ROCK	WR	89.63	DN XP	s12.40		s 8.52			5.05				
															35.43	2.68 INTERNATIONAL BOUNDARY		86.95											
			712 4.15 5.40						s 6.55		s 9.55	50	142	CL84	35.88	0.45 BLAINE	BN	86.50	DN W X P	s12.25		s 8.37			711 4.30				
			6.05						7.07		s10.08	60	35	CL77	43.46	7.58 CUSTER	CU	78.92	P	s12.10		8.22			3.40				
			6.25						f 7.15		s10.18	60	80	CL71	49.04	5.58 FERNDALE	FD	73.34	D P	s12.02Pm		8.15			3.20				
			355–358 7.00 8.05						s 711 7.35		s10.45	52	190	CL62	58.02	8.98 BELLINGHAM	HM	64.36	K DN XW P	s11.45		s 711 8.00			2.15 1.20				
			8.25						s 358 7.45		s10.55	52	92	CL60	60.95	2.93 SOUTH BELLINGHAM	FN	61.43	D X P	s11.29		s 355 7.45			1.05				
			8.40						7.54		11.01	39	8	CL56	64.87	3.92 SOCKEYE		57.51	P	f11.20		7.35			12.55				
			9.00						f 8.04		f11.10	40	8	CL50	70.83	5.96 SAMISH		51.55	W P	359 11.10		7.25			12.40				
			9.15						8.09		11.15	50	14	CL46	74.63	3.80 BOW	BO	47.75	P	f11.01		7.21			12.25				
			9.30						8.17		11.21		9	CL42	79.28	4.65 BELLEVILLE	BV	43.10	P	f10.54		7.14			12.10				
L 2.30Am			10.10						s 8.25		712 s11.28	51	258	CL39	82.01	2.73 BURLINGTON	BU	40.37	R DNC OWYX P	s10.50		s 7.10			359 12.01Pm 11.20				A 9.45Am
3.00			10.25						s 8.39		s11.38	93	106	CL35	85.98	3.97 MT. VERNON	NR	36.40	DN P	s10.35		s 6.55			11.00				7.40
3.20			10.35						8.47		f11.45	50	17	CL30	91.31	5.33 FIR	FR	31.07	P	s10.22		6.40			10.45				7.10
3.55			10.50						8.58		s11.57	50	52	CL23	98.41	7.10 STANWOOD	B	23.97	DN P	s10.10		6.33			10.30				6.40
4.20			11.05						9.05		f12.05Pm	60	17	CL17	103.98	5.57 SILVANA	SV	18.40	W P	s 9.58		6.26			10.15				6.00
4.40			11.15						9.10		12.12	50	15	CL13	107.93	3.95 ENGLISH		14.45	P	f 9.49		6.21			10.05				5.45
4.50		L 6.28Pm	11.25					L 4.33Pm	9.15		12.17			CL9	111.70	3.77 KRUSE	K	10.68	DN P	9.41		6.16			9.55				5.30
714 5.20		6.38	11.35					4.38	9.21		f12.22	50	70	CL6	115.11	3.41 MARYSVILLE	MS	7.27	P	s 9.35		6.11			9.45				713 5.20
A 5.45Am		A 6.50Pm	A 11.50Pm					A 4.44Pm	9.27		12.28			CL3	117.91	2.80 DELTA WYE	WY	4.47	DN YX P	712 9.25		6.05			360 L 9.35Am				L 4.30Am
									9.30		12.31				119.03	1.12 LONG SIDING		3.35		9.22		6.02							
									s 9.45		s12.43	60	112	1779	121.57	2.54 EVERETT		0.81	P	s 9.15		s 5.57							
									A 9.47Pm		A 12.45Pm		44	1780	122.38	0.81 EVERETT JUNCTION	JN	0.0	DN X P	L 9.05Am		L 5.50Pm							
2.15 16.00		.22 14.70	10.20 11.41	.45 15.00	.40 19.55			.11 33.94	4.17 28.57	.28 25.04	4.15 28.78					Time Over Subdivision / Average Speed Per Hour				4.55 25.01	.32 21.86	4.25 27.76			10.25 11.11	.47 15.15			5.15 6.83

Automatic Block Signals

SEE SPECIAL RULES ON PAGE 5.

Special Rules First Subdivision.

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

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 end 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 derail 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 derail 55 feet ahead of same.

Derail on siding is located 400 feet from frog and is governed by dwarf signal 55 feet from derail.

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 derail 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 derails.

Eastward trains stopped by semaphore signals governing double track switch and derail 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 derail 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 St., Sapperton	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. 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 697 Local Freight Daily Ex. Sun	FIRST CLASS 253 Passg'r Daily Ex. Sun	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Oroville	Time Table No. 35 Effective December 6, 1931. STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS 254 Mixed Daily Ex. Sun.	THIRD CLASS 698 Local Freight Daily Ex. Sat
L Pm 6.30	L Pm 1.30			SG 71	0.0	.....OROVILLE.....	VR	137.24	RKDWYCX	A Pm 12.30	A Am 6.30
f 6.50	f 1.43	0	35	WO 132	5.75	5.75 .....CORDELL.....		131.49		Pm f12.08	f 6.05
f 7.10	f 1.53	0	34	WO 126	11.03	5.28 .....ELLISFORD.....		126.21		f11.57	f 5.45
s 7.40	s 2.08	0	71	WO 120	16.96	5.93 .....TONASKET.....	ON	120.28	DPW	s11.45	s 5.30
f 8.00	f 2.17	0	34	WO 115	21.79	4.83 .....JANIS.....		115.45		f11.31	f 5.05
f 8.15	f 2.27	0	34	WO 110	27.22	5.43 .....BARKER.....		110.02		f11.21	f 4.45
s 8.40	s 2.38	0	36	WO 105	32.51	5.29 .....RIVERSIDE.....	R S	104.73	DPW	s11.10	s 4.25
f 9.00	f 2.47	0	35	WO 100	36.69	4.18 .....CHEROKEE.....		100.55		f10.58	f 4.00
s10.00	s 3.01	66	214	WO 96	41.54	4.85 .....OMAK.....	M K	95.70	DP	s10.48	s 3.45
s10.33	s 3.16	55	92	WO 92	45.74	4.20 .....OKANOGAN.....	K N	91.50	DPW	s10.33	s 3.00
f10.55	f 3.26	0	34	WO 87	50.67	4.93 ....CHILLOWIST....		86.57		f10.17	f 2.25
f11.15	f 3.36	0	35	WO 83	54.60	3.93 .....MALOTT.....	M A	82.64		f10.08	f 2.05
f11.35	f 3.50	0	35	WO 76	60.85	6.25 .....WAKEFIELD.....		76.39	W	f 9.55	f 1.30
Am f12.01	f 4.01	0	34	WO 72	65.58	4.73 .....MONSE.....		71.66		f 9.45	f 1.05
698 s12.45	s 4.17	50	61	WO 65	72.25	6.67 .....BREWSTER.....	B R	64.99	DP	s 9.30	697 s12.45
s 1.30	s 4.35	E 49 W66	267	WO 59	78.33	6.08 .....PATEROS.....	R O	58.91	DPWCX	s 9.15	Am s12.05
f 1.50	f 4.47	0	34	WO 53	83.80	5.47 .....STARR.....		53.44		f 8.59	f11.20
f 2.10	f 4.57	0	34	WO 50	87.46	3.66 .....WELLS.....		49.78		f 8.51	f11.05
f 2.35	f 5.09	0	35	WO 44	93.19	5.73 .....HUGO.....		44.05		f 8.40	f10.45
s 3.20	s 5.25	54	83	WO 39	98.30	5.11 .....CHELAN.....	H N	38.94	DPW	s 8.29	s10.25
s 3.30	s 5.28	38	40		99.46	1.16 ...CHELAN FALLS...		37.78		s 8.20	s10.10
f 4.00	f 5.40	0	40	WO 32	105.31	5.85 .....STAYMAN.....		31.93		f 8.09	f 9.25
f 4.27	f 5.53	0	43	WO 26	111.23	5.92 .....WINESAP.....		26.01		f 7.57	f 8.55
s 5.05	s 6.10	66	86	WO 19	118.34	7.11 .....ENTIAT.....	N I	18.90	DPW	s 7.43	s 8.30
f 5.30	f 6.21	0	39	WO 14	123.64	5.30 ...WAGNERSBURG...		13.60		f 7.29	f 7.55
f 5.55	f 6.32	0	31	WO8	129.27	5.63 .....ZENA.....		7.97		f 7.18	f 7.35
f 6.20	f 6.47	0	66	WO3	133.75	4.48 .....OLDS.....		3.49		f 7.08	f 7.15
A Am 6.35	A 698 Pm 7.00			1648	137.24	3.49 ....WENATCHEE....		0.0	RKDNPWX	L Am 7.00	L 253 Pm 7.00
12.05 11.35	5.30 24.95					Time Over Subdivision Average Speed Per Hour				5.30 24.95	11.30 11.94

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.

SOUTHWARD. FIFTH SUBDIVISION—DEAN AND MARCUS. NORTHWARD.

THIRD CLASS 701 Local Freight Daily Ex Sunday	FIRST CLASS 255 Motor Daily Ex Sunday	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Marcus	Time Table No. 35 Effective December 6, 1931. STATIONS	Telegraph Calls	Distance from Dean	SIGNS	FIRST CLASS 256 Motor Daily Ex Sunday	THIRD CLASS 702 Local Freight Daily Ex. Sunday
L 5.05Pm	L 1.00Pm	40	148	SA 87	0.00	MARCUS	MS	87.12	RK DN WC YX	A 12.20Pm	A 4.10Am
s 5.40	s 1.18	30	30	SA 82	5.30	5.30 MEYER'S FALLS	MF	81.82	D	s12.06Pm	s 3.40
s 6.00	f 1.26	0	13	SA 77	10.80	5.50 PALMERS		76.32		f11.52	s 3.15
s 6.30	s 1.36	0	114	SA 73	13.85	3.05 COLVILLE	VD	73.27	D W	s11.44	s 2.55
s 6.50	f 1.43	0	21	SA 71	17.65	3.80 ORIN		69.47		f11.32	s 2.30
s 7.10	f 1.48	40	3	SA 67	20.35	2.70 ARDEN		66.77		f11.26	s 1.55
s 8.10	s 2.01	0	20	SA 59	27.74	7.39 ADDY	AD	59.38	D W	s11.12	s 1.15
s 9.30	s 2.21	26	54	SA 50	36.95	9.21 CHEWELAH	CH	50.17	D X	s10.53	s12.40Am
s10.39	s 2.35	40	49	SA 43	44.52	7.57 VALLEY	VY	42.60	Y X	s10.39	s11.56
702 s11.30	f 2.47	0	30	SA 38	49.76	5.24 GRAYS		37.36		f10.26	701 s11.30
		0	18	SA 34	53.19	3.43 CLINE		33.93			
s12.10Am	s 2.59	39	17	SA 33	54.46	1.27 SPRINGDALE	SY	32.66	W	s10.15	s10.46
s 1.10	s 3.18	40	21	SA 25	62.57	8.11 LOON LAKE		24.55		s 9.56	s 9.56
s 1.35	s 3.34	0	44	SA 18	69.37	6.80 CLAYTON	CN	17.75	D	s 9.39	s 8.50
s 1.40	3.37	0	24	SA 17	70.26	0.89 CHRISTIANSON		16.86		9.36	s 8.20
s 2.00	s 3.45	50	46	SA 13	74.64	4.38 DEER PARK	DE	12.48	D W	s 9.28	s 7.50
s 2.15	f 3.53	0	15	SA 9	78.23	3.59 DENISON		8.89		f 9.18	s 6.35
s 2.35	f 4.05	40	16	SA 4	83.35	5.12 WAYSIDE		3.77		f 9.07	s 6.00
A 2.55Am	A 4.16Pm	40	40	1460	87.12	3.77 DEAN	SF	0.0	R DN X	L 9.00Am	L 5.40Pm
9.50 8.86	3.16 26.64					Time Over Subdivision Average Speed Per Hour				3.20 26.13	10.30 8.29

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 Kulzers spur, 1.7 miles south of Valley.

SOUTHWARD. SIXTH SUBDIVISION—MARCUS AND NELSON. NORTHWARD.

THIRD CLASS 703 Local Freight Tue., Thur. and Sat	FIRST CLASS 259 Motor Daily Ex Sunday	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Nelson	Time Table No. 35 Effective December 6, 1931. STATIONS	Telegraph Calls	Distance from Marcus	SIGNS	FIRST CLASS 260 Motor Daily Ex Sunday	THIRD CLASS 704 Local Freight Mon., Wed and Fri.
L 6.00Am				SA 186	0.00	NELSON	BC	99.01	R DNWC O P		A 4.00Pm
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES											
s 6.30		0	0	SA 181	5.45	5.45 TROUP JUNCTION		93.56	R YP		s 3.30
s 7.00	L 8.00Am		27	SA 176	10.26	4.81 SOUTH NELSON		88.75	W	A 4.45Pm	s 3.05
s 7.45	f 8.20	0	15	SA 169	17.05	6.79 APEX		81.96		f 4.25	s 2.30
s 8.00	s 8.30	0	15	SA 166	20.38	3.33 HALL		78.63		s 4.15	s 2.05
s 8.25	s 8.50	0	16	SA 159	27.50	7.12 YMIR		71.51	W	s 3.57	s 1.20
s 8.42	f 9.01	0	9		31.86	4.36 BOULDER MILL		67.15		f 3.45	s12.55
s 8.55	s 9.10	0	53	SA 152	35.15	3.29 SALMO	SO	63.86	D	s 3.37	s12.40
259 s 9.17	703 s 9.17	0	15	SA 148	37.87	2.72 ERIE		61.14		s 3.27	s12.20
s 9.30	f 9.24	0	20	SA 145	40.74	2.87 MEADOWS		58.27		s 3.19	s12.08Pm
s 9.55	s 9.41	0	15	SA 136	50.42	9.68 FRUITVALE		48.59		s 2.57	s11.35
s10.15	s 9.54	0	7	SA 130	55.74	5.32 COLUMBIA GARDENS		43.27		s 2.42	s10.55
s10.50	s10.06	0	14	SA 127	59.57	3.83 WANETA, B. C.	WN	39.44	D	s 2.31	s10.30
s11.00	704 s10.12	0	39	SA 128	61.68	2.11 BOUNDARY, U. S.		37.33		s 2.16	259 s10.12
s11.30	f10.34	0	11	SA 118	68.45	6.77 HANLEYS		30.56		f 1.58	s 9.30
s12.10Pm	s10.50	60	89	SA 116	70.48	2.03 NORTHPORT	NP	28.53	RK D W YX	s 1.50	s 9.15
260 s 1.30	f11.08	0	7	SA 107	78.76	8.28 MARBLE		20.25		703 f 1.30	s 8.20
s 2.30	s11.33	0	16	SA 96	90.23	11.47 BOSSBURG		8.78		s 1.06	s 7.45
A 3.30Pm	A 11.55Am	40	148	SA 87	99.01	8.78 MARCUS	MS	0.00	RK DNWC YX	L 12.45Pm	L 7.00Am
9.30 10.42	3.55 22.65					Time Over Sub-Division Average Speed Per Hour				4.00 22.18	9.00 10.99

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 Gevertz Spur, Porto Rico, Wileys 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.

WESTWARD. SEVENTH SUBDIVISION—MARCUS AND REPUBLIC. EASTWARD.

SECOND CLASS 393 Mixed Mon. and Fri.	SECOND CLASS 391 Mixed Wednesday	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Marcus	Time Table No. 35 Effective December 6, 1931. STATIONS	Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS 392 Mixed Thursday	SECOND CLASS 394 Mixed Tue. and Sat.
L Pm 12.45	L Pm 12.45	40	148	SA 87	0.00	MARCUS	MS	73.36	RKDNWC Y	A Pm 12.30	A Pm 12.30
f 1.10	f 1.10		31	SD 5	5.45	5.45 BOYDS		67.91		Pm f12.10	Pm f12.10
f 1.25	f 1.25		31	SD 10	10.12	4.67 BARSTOW		63.24		f11.50	f11.50
f 1.45	f 1.45		31	SD 15	15.35	5.23 DULWICH		58.01	W	f11.30	f11.30
f 2.00	f 2.00	0	7	SD 17	16.90	1.55 ORIENT		56.46		f11.25	f11.25
f 2.15	f 2.15	0	12	SD 22	21.23	4.33 HUGHES		52.13		f11.10	f11.10
s 2.55	s 2.55	0	18	SD 27	27.32	6.09 LAURIER, WASH.		46.04		s10.45	s10.45
3.30	s 3.30	0	4	SD 42	38.66	11.34 GRAND FORKS	GR	34.70		s10.00	s10.00
3.35	3.35	0	0	SD 40	40.12	1.46 GRAND FORKS JCT.		33.24	Y	9.55	9.55
s 3.50	s 3.50	0	40	SD 42A	41.74	1.62 DANVILLE, WASH.	NA	31.62	W	s 9.50	s 9.50
f 4.05	f 4.05	0	11	SD 46	45.87	4.13 HURLBURT		27.49		f 9.20	f 9.20
s 4.30	A Pm 4.30		48	SD 52	52.16	6.29 CURLEW	W	21.20	R D W Y	L Am 9.00	s 9.00
f 4.50			33	SD 58	58.24	6.08 MALO		15.12			f 8.35
f 5.15		0	16	SD 65	64.78	6.54 POLLARD		8.58	W		f 8.10
f 5.30			34	SD 68	68.46	3.68 TORBOY		4.90			f 7.50
A Pm 5.45		45	33	SD 73	73.36	4.90 REPUBLIC	Z	0.00	RKD W Y		L Am 7.30
5.00 14.67	3.45 13.92					Time Over Subdivision Average Speed Per Hour				3.30 14.90	5.00 14.67

Special Rules—Seventh Subdivision.

Eastward trains are superior to westward trains of the same class.

Normal position of Junction switch at Marcus is for Sixth subdivision.

Normal position of Junction switch at Curlew is for Seventh subdivision.

Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.

All trains stop on flag at Karamin and Rock Cut.

Special Rules—Eighth Subdivision.

Eastward trains are superior to westward trains of the same class.

Normal position of Junction switch at Curlew is for Seventh Subdivision.

Service air test must be made before leaving Molson.

Trains will not leave Border Stations until conductor has reported to and received clearance from Customs officers.

Special Rules—Ninth Subdivision.

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

Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.

Trains 396 and 397 will stop on flag at Ruby Mine Spur.

Normal position of switch at K. V. Jct. is for K. V. Ry. main track.

WESTWARD. EIGHTH SUBDIVISION—CURLEW AND MOLSON. EASTWARD. 7

SECOND CLASS 391 Mixed Wednesday	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Curlew	Time Table No. 35 Effective December 6, 1931. STATIONS	Telegraph Calls	Distance from Molson	SIGNS	SECOND CLASS 392 Mixed Thursday
L Pm 4.30	48	0	SD 52	0.00	CURLEW	W	45.31	R D W Y	A Am 8.55
f 4.46		29	SG 6	5.70	5.70 PAXSON		39.61		f 8.35
f 4.58		14	SG 10	9.92	4.22 TORODA		35.39		f 8.25
s 5.11	0	26	SG 14	14.39	4.47 FERRY, WASH.		30.92	W	s 8.10
s 5.20		11	SG 15	14.62	0.23 MIDWAY, B. C.	MD	30.69		s 8.05
f 5.50		16	SG 23	23.12	8.50 BERGEN		22.19	W	f 7.40
s 6.20		20	SG 24	28.77	5.65 MYNCASTER		16.54		s 7.20
f 6.35		7	SG 34	33.63	4.86 SYACKAN		11.68		f 7.00
s 7.05		26	SG 40	40.28	6.65 BRIDESVILLE, B. C.	B	5.03	D W	s 6.40
A Pm 7.35		83	SG 45	45.31	5.03 MOLSON, WASH.	MN	0	R W Y	L Am 6.15
3.05 14.69					Time Over Subdivision Average Speed Per Hour				2.40 16.98

WESTWARD. NINTH SUBDIVISION—OROVILLE AND PRINCETON. EASTWARD.

SECOND CLASS 397 Mixed Mon., Wed. and Fri	Car Capacity: Siding	Car Capacity: Other Tracks	Station Numbers	Distance from Oroville	Time Table No. 35 Effective December 6, 1931. STATIONS	Telegraph Calls	Distance from Princeton	SIGNS	SECOND CLASS 396 Mixed Mon., Wed. and Fri.
L Am 7.00	55	243	SG 71	0	OROVILLE	VR	79.65	RKD WYC X	A Pm 5.05
s 7.30	0	19	SG 83	11.34	11.34 NIGHTHAWK	NK	68.31	W	s 4.35
s 7.55	0	22	SG 93	21.24	9.90 CHOPAKA, WASH.		58.41	W	s 4.05
s 8.25	0	26	SG 103	30.81	9.57 SIMILKAMEEN, B. C.		48.84		s 3.40
f 8.40	0	10	.....	34.16	3.35 CAWSTON		45.49		f 3.25
s 9.00	38	38	SG 110	38.06	3.90 KEREMEOS	K	41.59	D	s 3.05
f 9.20	0	15	SG 117	45.02	6.96 ASHNOLA		34.63		f 2.40
f 9.40	0	10	SG 123	51.32	6.30 BRADSHAW		28.33	W	f 2.15
s10.00	20	11	SG 128	55.74	4.42 HEDLEY	HD	23.91		s 1.55
f10.20	0	0	SG 132	60.31	4.57 CORY		19.34		f 1.35
f10.45		20	SG 140	67.70	7.39 BROMLEY		11.95		f 1.10
f11.00	0	14	SG 144	72.40	4.76 NORMAN		7.19		f12.55
f11.15		10	SG 149	77.20	4.74 ALLISON		2.45		f12.40
			.....	79.40	2.20 K. V. JCT.		0.25	X	
TRAINS BETWEEN K. V. JCT. AND PRINCETON BE GOVERNED BY K. V. RY. TIME TABLE AND RULES									
A Am 11.25	40	50	SG 152	79.65	0.25 PRINCETON	OD	0.00	R D W Y	L Pm 12.30
4.25 18.03					Time Over Subdivision Average Speed Per Hour				4.35 17.38

SOUTHWARD. TENTH SUBDIVISION NORTHWARD.
COLUMBIA RIVER AND MANSFIELD.

THIRD CLASS 381 Mixed Mon. and Thurs.	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Mansfield	Time Table No. 35 Effective December 6, 1931 STATIONS	Distance from Columbia River	SIGNS	THIRD CLASS 382 Mixed Mon. and Thurs.
L Pm 1.30	41	48	CR 60	0.0	.....MANSFIELD.....	60.39	RDPWC Y	A Pm 12.40
f 1.40		30	CR 55	5.40	5.40 .....TOUHEY.....	54.99	P	f12.20
s 2.10		50	CR 49	11.38	5.98 .....WITHROW.....	49.01	P	s12.01 Pm
f 2.30		30	CR 44	16.94	5.56 .....SUPPLEE.....	43.45	P	f11.30
s 3.00		62	CR 36	23.93	6.99 .....DOUGLAS.....	36.46	D P	s11.05
s 3.25		30	CR 31	29.20	5.27 .....ALSTOWN.....	31.19	PW	s10.10
f 4.05		24	CR 21	39.04	9.84 .....McCUE.....	21.35	P	f 9.30
s 4.45		35	CR 16	44.62	5.58 .....PALISADES.....	15.77	PW	s 9.10
f 5.00		30	CR 11	49.74	5.12 .....APPLEDALE.....	10.65	P	f 8.55
f 5.15		24	CR 5	55.00	5.26 ...MOSES COULEE....	5.39		f 8.40
A Pm 5.30			1632	60.39	5.39 ..COLUMBIA RIVER..	0.0	RDNPW	L Am 8.25
4.00 15.09					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. H. F. Craig.....Assistant Division Surgeon.....Marcus, Wash.
Dr. A. N. Codd.....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. Kiehle.....Opthalmic Surgeon.....Portland, Ore.

LOCAL SURGEONS.

Dr. C. R. McKinley.....Brewster.
Dr. R. S. Wells.....Colville.
Dr. C. M. Kingston.....Grand Forks.
Dr. L. F. Wagner.....Harrington.
Dr. J. Farrow.....Hillyard.
Dr. W. O. Rose.....Nelson.
Dr. E. E. Efner.....Oroville.
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. H. L. Hopkins.....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. J. E. Gurnsey.....Skykomish.
Dr. James A. LaGasa.....Tacoma.
Dr. R. D. Wiswall.....Vancouver, Wash.

WESTWARD. ELEVENTH SUBDIVISION—ANACORTES AND ROCKPORT. EASTWARD.

THIRD CLASS 725 Local Freight Daily Ex. Sunday	THIRD CLASS 713 Local Freight Daily Ex. Sunday	FIRST CLASS	FIRST CLASS 277 Passenger Daily	Car Capacity: Siding	Car Capacity: Other Tracks	Station Numbers	Distance from Rockport	Time Table No. 35 Effective December 6, 1931 STATIONS	Telegraph Calls	Distance from Anacortes	SIGNS	FIRST CLASS 278 Passenger Daily	THIRD CLASS 714 Local Freight Daily Ex. Sunday	THIRD CLASS 726 Local Freight Daily Ex. Sunday
	L 11.00Pm		L 8.50Am		69	CN53		.....ROCKPORT.....	RC	53.41	R DNX WY	A 9.20Pm	A 2.30Pm	
	f11.25		f 9.05		14	CN48	6.00	6.00 .....NESTOS.....		47.41		f 9.00	f 2.05	
	s12.05Am		s 9.20		102	CN44	9.13	3.13 .....CONCRETE.....	BA	44.28	R D X	s 8.50	s 1.50	
	s12.15		f 9.23	30	58	CN43	10.39	1.26 ....GRASSMERE...		43.02	X W	f 8.45	f 1.05	
	f12.35		s 9.35		36	CN38	15.44	5.05 .....BIRDSVIEW.....		37.97		s 8.32	f12.45	
	s12.55		s 9.48		39	CN33	20.67	5.23 ....HAMILTON....	H	32.74	W	s 8.20	s12.30	
	s 1.10		s 9.52		33	CN29	23.90	3.23 .....LYMAN.....	MY	29.51		s 8.10	s12.15Pm	
	f 1.30		f10.10		5		29.35	5.45 .... COKEDALE....		24.06		f 7.55	f11.50	
	s 1.45		s10.20	32	50	CN20	32.47	3.12 .SEDRO-WOOLLEY.	SW	20.94	D X	s 7.45	s11.35	
L 2.00Pm	A 2.00Am		10.35 11.35	50	258	CL39	37.22	4.75 ...BURLINGTON...	BU	16.19	R DN CO W X Y	7.30 6.45	L 11.20Am	A 6.30Pm
2.10			f11.42		14	CN13	39.90	2.68 .....AVON.....		13.51		f 6.36		6.20
2.20			f11.49		6	CN10	42.63	2.73 ....FREDONIA....		10.78		f 6.30		6.10
2.30			s11.55		15	CN9	44.13	1.50 .....WHITNEY.....		9.28		s 6.25		6.05
2.40			12.04Pm		4		47.80	3.67 ...WHITMARSH ..	WH	5.61		6.16		5.50
2.45			f12.10			CN4	49.66	1.86 .....FIDALGO.....		3.75		f 6.10		5.45
A 3.00Pm			A 12.20Pm	Yard	265	CN0	53.41	3.75 ...ANACORTES...	AC		R D X W	L 6.00Pm		L 5.30Pm
1.00 16.19	3.00 12.41		3.30 15.24					Time Over Subdivision Average Speed Per Hour				3.20 16.04	3.10 11.45	1.00 16.19

Special Rules

Westward trains are superior to eastward trains of the same class.
Puget Sound and Baker River trains register at Whitmarsh.
First class trains will stop on flag at:
Superior Ave., Baker River, Van Horn, Faber, Sauk and Mountview Spur.
Trains 725 and 726 stop on flag at Fidalgo Mill Spur and Summitt Park.

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

TWELFTH SUBDIVISION—COLEBROOK AND LADNER.
WESTWARD. EASTWARD.

SECOND CLASS. 383 Mixed Saturdays	Car Capacity: Siding	Car Capacity: Other Tracks	Station Numbers	Distance from Colebrook.	Time Table No. 35 Effective December 6, 1931 STATIONS.	Telegraph Calls	Distance from Ladner	SIGNS.	SECOND CLASS 384 Mixed Saturdays
Ls 11.00Am	46	47	CL96	0.0	..COLEBROOK..	G	10.71	R D	As 1.00Pm
f 11.02				0.76	0.76 .....GUICHON LINE JCT.....		9.95		f 12.55
f 11.25		8	CV14	7.05	6.29 .....INVERHOLM.....		3.66		f 12.25
f 11.40		6	CV16	9.47	2.42 .....CHALLUCTHAN.....		1.24		f 12.15
A 11.55Am		2	CV19	10.71	1.24 .....LADNER.....		0.0	R Y W	L 12.10Pm
.55 10.59					Time Over Subdivision Average Speed Per Hour				.50 12.90

Special Rules

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
FIRST SUBDIVISION:			
Nemo Pit	0.66 mile East of Nemo	East end	100 cars
Adrian Pit	0.8 mile East of Adrian	East end	75 cars
Stratford Spur	1.3 miles West of Stratford	East end	14 cars
Sand Spur	1.6 miles West of Trinidad	West end	16 cars
Gravel Spur	2.9 miles West of Trinidad	West end	63 cars
Rock Island Dam	1.1 miles East of Rock Island	Both ends	182 cars
Ohio Colony	1.2 miles West of Rock Island	East end	8 cars
Landreth Spur	4.4 miles East of Wenatchee	West end	10 cars
SECOND SUBDIVISION:			
Plains	4.55 miles East of Winton	East end	6 cars
Nason Creek	2.62 miles East of Merritt	East end	27 cars
Great Republic Mining Co., Miller River	2.2 miles West of Skykomish	West end	17 cars
Grotto Lumber Co.	0.1 mile East of Grotto	East end	1 car
Northwestern Portland Cement Co.'s Spur	0.1 mile East of Grotto	East end	29 cars
Reiter Lbr. Co.'s Spur	3.5 miles West of Grotto	East end	5 cars
Index, Galena Mill Spur	0.3 mile East of Index	East end	32 cars
Western Granite Works Spur	1.0 mile West of Index	West end	26 cars
Gravel Bunkers	0.5 mile West of Reiter	Both ends	75 cars
Wallace Falls Timber Co.	1.8 miles East of Gold Bar	Both ends	88 cars
Startup	1.9 miles West of Gold Bar	Both ends	14 cars
Wallace Lumber Co. Spur	0.7 mile East of Sultan	East end	25 cars
Miller Logging Co.'s Siding	1.3 miles West of Sultan	Both ends	59 cars
Fryeland	1.9 miles West of Monroe	Both ends	20 cars
Frye Spur	3.1 miles West of Monroe	East end	13 cars
Robinson Lettuce Spur	2.0 miles West of Monroe	East end	56 cars
G. N. Oil Tank Spur	1.0 mile West of Everett Jct.	East end	48 cars
Washington Bolt Spur	0.6 mile West of Edmonds	West end	44 cars
Standard Oil Co. Spur	0.9 mile East of Richmond Beach	West end	90 cars
THIRD SUBDIVISION:			
Clark and Buzza	0.1 mile South of Still Creek	South end	2 cars
Dominion Bridge Co.	0.4 mile North of Ardley	South end	58 cars
Sapperton Pit	0.9 mile North of North Westminster	Both ends	77 cars
Campbell Lumber Co. Spur	1.0 mile South of Whiterock	North end	51 cars
Dakota Creek Spur	2.1 miles South of Blaine	North end	21 cars
Milk Spur	0.7 mile South of Ferndale	South end	28 cars
Standard Oil Spur	0.7 leads off Milk Spur	.....	10 cars
Olympic Portland Cement Co. Spur	2.0 miles South of Ferndale	North end	27 cars
Utah Idaho, Sugar Co. Spur	2.4 miles North of Bellingham	North end	161 cars
Olympic Portland Cement Co. Spur	2.4 miles North of Bellingham	North end	188 cars
Union Oil Spur	0.4 mile South of So. Bellingham	South end	9 cars
Chuckanut Cannery Spur	0.6 mile North of Sockeye	North end	6 cars
Hazel Mill Spur	0.8 mile South of Samish	North end	30 cars
Blanchard	1.4 miles South of Samish	North end	8 cars
Bellville Pit	1.6 miles North of Bellville	North end	102 cars
Union Oil Co. Spur	1.2 miles North of Mt. Vernon	South end	6 cars
Puget Sound and Cascade Ry. Conn.	0.8 mile North of Mt. Vernon	South end	.....
Associated Oil Co. Spur	1.2 miles South of Mt. Vernon	North end	9 cars
Skagit Crossing Tr. Track	1.3 miles South of Fir	South end	2 cars
Milltown	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	2.0 miles South of Ellisford	North end	1 car
Ribbon Cliff Fruit Co.	5.1 miles North of Entiat	North end	6 cars
Olds Washing Plant	2.02 miles North of Olds	Both ends	60 cars
FIFTH SUBDIVISION:			
Deer Park Lbr. Co. Spur	0.7 mile North of Deer Park	South end	3 cars
Holland-Horr Spur	4.7 miles North of Loon 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 Chewelah	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 & Bronson'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	4.4 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
Stroh 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
Nelsons Spur	2.4 miles North of Fruitvale	North end	2 cars
Salmo Cedar Co.	4.8 miles North of Fruitvale	Both ends	7 cars
SIXTH SUBDIVISION —Cont.			
Munroe Bros. Spur	6.4 miles North of Fruitvale	South end	6 cars
Benton Pole & Lbr. Co. Spur	2.0 miles South of Meadows	South end	6 cars
Archibald	1.0 mile South of Erie	Both ends	11 cars
Rotter's Spur	3.6 miles North of Salmo	South end	9 cars
Baskins & Gevurtz Spur	1.9 miles South of Ymir	North end	11 cars
Swansons Spur	1.3 miles South of Ymir	North end	4 cars
Porto Rico Spur	3.6 miles North of Ymir	South end	2 cars
SEVENTH SUBDIVISION:			
Halston Spur	1.8 miles West of Marcus	East end	2 cars
Hedlund Box & Lbr. Co.	2.1 miles West of Marcus	East end	Private
Rock Cut	0.7 mile East of Hughes	West end	5 cars
Helphrey's Spur No. 1	1.9 miles West of Curlew	East end	3 cars
California Spur	2.2 miles East of Republic	West end	7 cars
EIGHTH SUBDIVISION:			
Helphrey's Spur No. 2	2.8 miles West of Curlew	East end	2 cars
Robert's Spur	6.2 miles West of Midway	East end	1 car
Myncaster Spur	0.4 mile East of Myncaster	West end	55 cars
Dumonts Spur	3.9 miles East of Bridesville	East end	3 cars
NINTH SUBDIVISION:			
Benders Spur	0.5 mile West of Nighthawk	East end	6 cars
Ruby Mine Spur	4.9 miles East of Chopaka	West end	4 cars
Princeton M. & Dev. Co.	2.1 miles West of Norman	East end	9 cars
ELEVENTH SUBDIVISION:			
Mountview	3.7 miles West of Rockport	Both ends	16 cars
Sauk Spur	1.6 miles West of Rockport	West end	11 cars
Van Horne's Spur	1.0 mile West of Nestos	Both ends	5 cars
Puget Sound Saw Mill Co.	0.8 mile West of Nestos	Both ends	80 cars
L. L. Spur	0.6 mile West of Hamilton	West end	1 car
Hawkins Spur	0.8 mile West of Fredonia	East end	5 cars
Gravel Pit Spur	6.1 miles East of Anacortes	West end	3 cars
Log Rollway	2.3 miles East of Anacortes	Both ends	20 cars
TWELFTH SUBDIVISION:			
Gowdy Road Spur	1.4 miles East of Challucthan	West end	4 cars
Patterson's Spur	0.9 mile East of Inverholm	West end	6 cars
Smith Road Spur	2.1 miles East of Inverholm	Both ends	6 cars
Matthew Road Spur	3.1 miles East of Inverholm	Both ends	5 cars
Embree Road Spur	3.1 miles West of Colebrook	Both ends	5 cars
Oliver Road Spur	1.8 miles West of Colebrook	West end	4 cars
Gravel Pit Spur	0.7 mile East of Alluvia	West end	6 cars
Surrey Spur	1.0 mile West of Cloverdale	West end	3 cars

MAXIMUM SPEED.

BETWEEN	Passenger	Freight
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 Troup Jct.	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 Molson	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 Berne	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 Wye and Samish	55 " " "	35 " " "
Samish and Bellingham	40 " " "	25 " " "
Bellingham and Vancouver	50 " " "	35 " " "
Rockport and Birdsview	30 " " "	15 " " "
Birdsview 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.

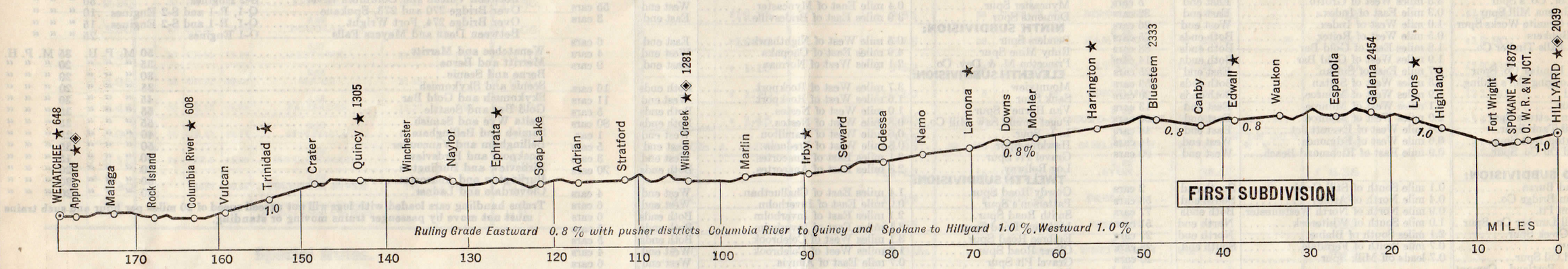
THEORETICAL FIRST CLASS LOCOMOTIVE TONNAGE RATINGS.
BASED ON TRAINS AVERAGING 50 TONS PER CAR.

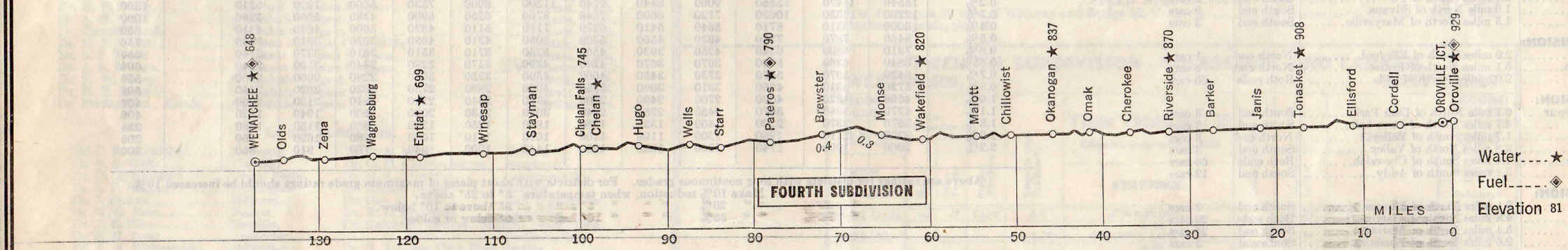
CLASS LOCOMOTIVE	R-2	R-1		Q-2		Q-1	N-2	O-7	O-6	O-5	O-4	O-3 and O-1		Add For Booster
		2034-2043	2030-2033	30x32	29x32									
Ruling Grade	RATING													
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons		Tons
0.2%	15540	14470	13550	9090	8440	9740	11200	8000	7530	5600	7220	6710		1300
0.3%	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5660	5260		1000
0.4%	10000	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310		850
0.5%	8460	7870	7350	4930	4560	5300	6060	4310	4080	3030	3910	3640		750
0.6%	7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140		650
0.65%	6840	6360	5930	3970	3670	4260	4890	3470	3280	2440	3150	2940		600
0.7%	6420	5970	5570	3730	3450	4000	4590	3250	3080	2280	2960	2760		550
0.8%	5720	5310	4950	3310	3060	3550	4080	2880	2730	2030	2620	2450		500
1.0%	4660	4320	4020	2700	2490	2900	3320	2340	2220	1640	2130	2000		400
1.1%	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820		400
1.8%	2570	2370	2200	1460	1330	1580	1810	1250	1200	880	1150	1080		250
2.0%	2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	960		200
2.2%	2060	1900	1740	1160	1050	1260	1440	1000	940	700	910	860		200

Above are ratings for districts with long continuous grades. For districts with short pieces of maximum grade ratings should be increased 10%.
Make 10% reduction, when temperature 5° to 25° above.
" 20% " " " 5° above to 10° below.
" 30% " " " 10° below or colder.

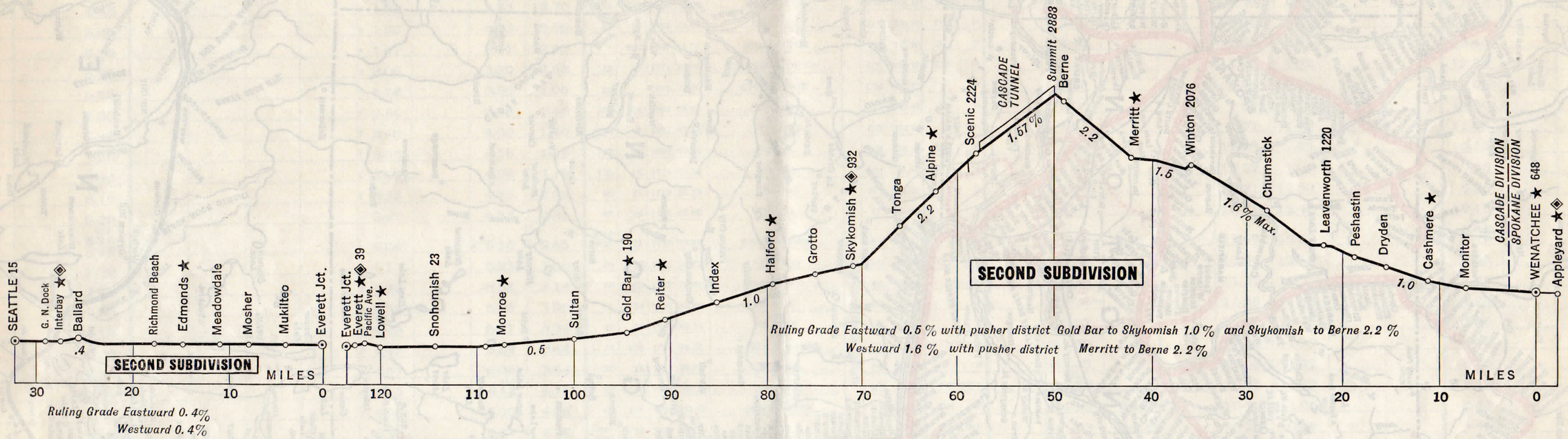
I. E. CLARY, Trainmaster. T. B. DEGNAN, Superintendant Terminals. B. LANTRY, A. E. KNIGHTS, J. M. DOYLE, Assistant Superintendants.

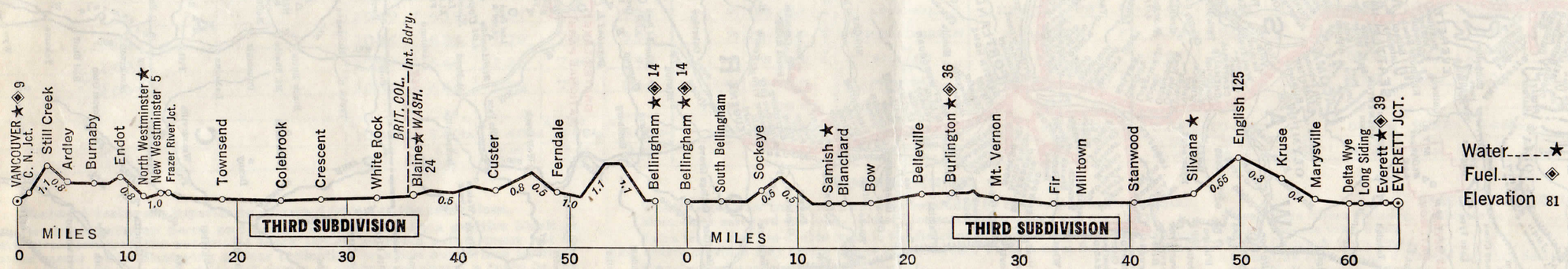
A. KASE, Chief Dispatcher, Spokane. J. C. DEVERY, Chief Dispatcher, Seattle.

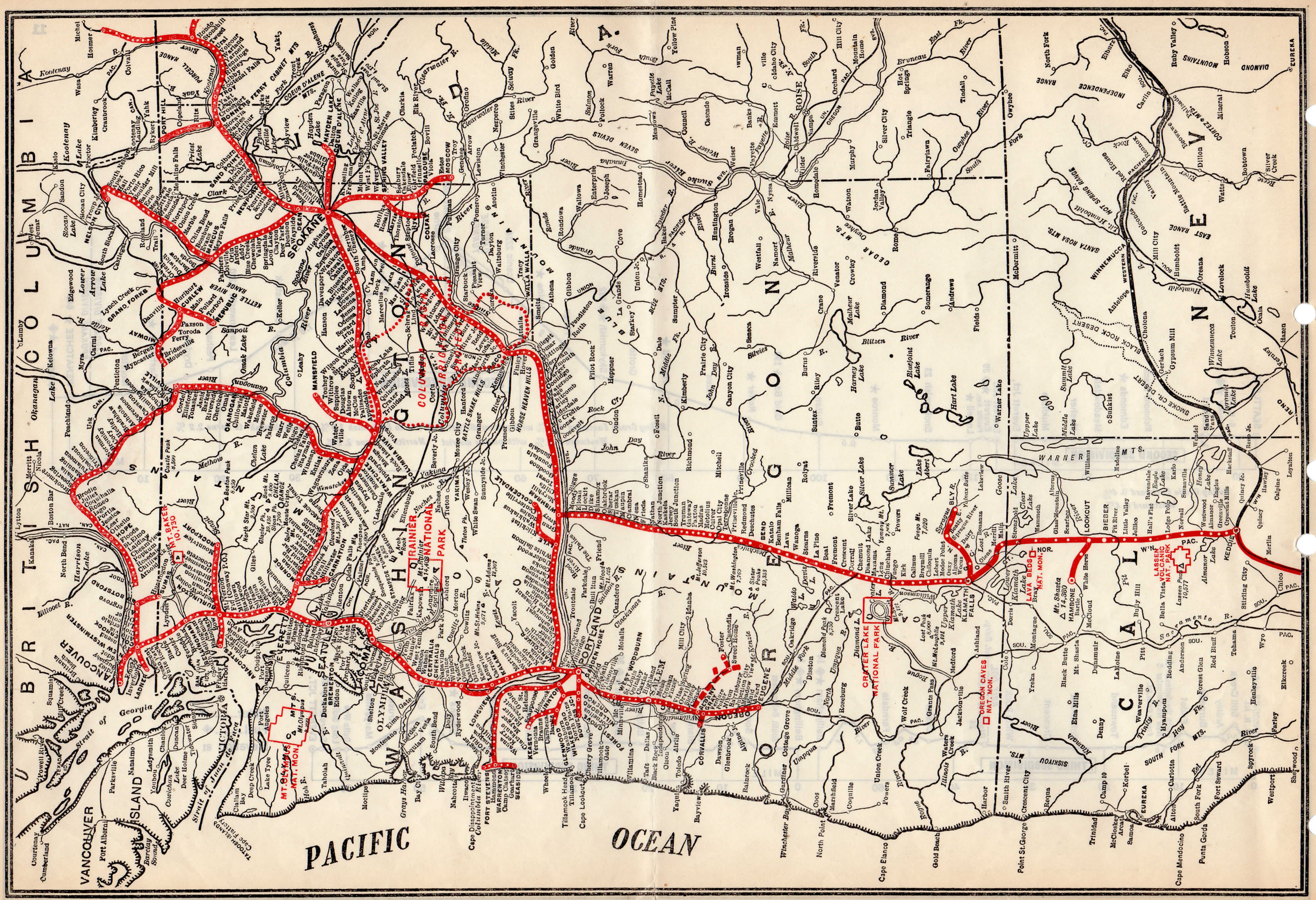




Water....★
Fuel.....◈
Elevation 81


SEATTLE 15
G. N. Dock
Interbay ★◈
Ballard
Richmond Beach
Edmonds ★
Meadowdale
Mosher
Mukilteo
Everett Jct.
Everett Jct.
Everett ★◈ 39
Pacific Ave.
Lowell ★
Snohomish 23
Monroe ★
Sultan
Gold Bar ★ 190
Reiter ★
Index
Halford ★
Grotto
Skykomish ★◈ 932
Tonga
Alpine ★
Scenic 2224
CASCADE TUNNEL
Summit 2883
Berne
Merritt ★
Winton 2076
Chumstick
Leavenworth 1220
Peshastin
Dryden
Cashmere ★
Monitor
CASCADE DIVISION
SPOKANE DIVISION
WENATCHEE ★ 648
Appleyard ★◈
.4
0.5
1.0
2.2
1.67%
2.2
1.5
1.6% Max.
1.0
SECOND SUBDIVISION
SECOND SUBDIVISION
MILES
MILES
30 20 10 0 120 110 100 90 80 70 60 50 40 30 20 10 0
Ruling Grade Eastward 0.5 % with pusher district Gold Bar to Skykomish 1.0 % and Skykomish to Berne 2.2 %
Westward 1.6 % with pusher district Merritt to Berne 2.2 %
Ruling Grade Eastward 0.4%
Westward 0.4%


VANCOUVER ★◈ 9
C. N. Jct.
Still Creek
Ardley
Burnaby
Endot
North Westminster ★
New Westminster 5
Frazer River Jct.
Townsend
Colebrook
Crescent
White Rock
BRIT. COL.
Int. Bdry.
WASH.
Blaine ★ 24
Custer
Ferndale
Bellingham ★◈ 14
Bellingham ★◈ 14
South Bellingham
Sockeye
Samish ★
Blanchard
Bow
Belleville
Burlington ★◈ 36
Mt. Vernon
Fir
Milltown
Stanwood
Silvana ★
English 125
Kruse
Marysville
Delta Wye
Long Siding
Everett ★◈ 39
EVERETT JCT.
1.1
0.8
0.8
1.0
0.5
0.8
0.5
1.0
1.1
1.7
0.5
0.5
0.65
0.3
0.4
THIRD SUBDIVISION
THIRD SUBDIVISION
MILES
MILES
0 10 20 30 40 50 0 10 20 30 40 50 60
Water ★
Fuel ◈
Elevation 81


PACIFIC OCEAN
BRITISH COLUMBIA
VANCOUVER ISLAND
Strait of Georgia
Strait of Juan de Fuca
WASHINGTON
IDAHO
OREGON
CALIFORNIA
NEVADA
SPOKANE
SEATTLE
TACOMA
PORTLAND
SALEM
EUGENE
BOISE
WALLA WALLA
YAKIMA
MT. RAINIER NATIONAL PARK
MT. OLYMPUS NAT. MON.
CRATER LAKE NATIONAL PARK
LASSEN VOLCANIC NAT. PARK
LAVA BEDS NAT. MON.
OREGON CAVES NAT. MON.
MT. BAKER 10,730
Mt. Shasta 14,380
Lassen Peak 10,577
Columbia River
Snake River
Sacramento R.
Klamath Lake
Tillamook Head
Cape Lookout
Cape Disappointment
Cape Flattery
Cape Elizabeth
Cape Blanco
Cape Mendocino
Point St. George
Gold Beach
Crescent City
Eureka
Trinidad
Punta Gorda
Westport
Aberdeen
Tacoma
Seattle
Everett
Bellingham
Vancouver
Victoria
Nanaimo
Kelowna
Kamloops
Lethbridge
Calgary
Edmonton
Prince Rupert
Spokane
Pullman
Lewiston
Moscow
Coeur d'Alene
Kellogg
Wallace
Missoula
Helena
Great Falls
Butte
Bozeman
Billings
Miles City
Glasgow
Havre
Cut Bank
Shelby
Kalispell
Spokane
Walla Walla
Pendleton
La Grande
Baker
Ontario
Nampa
Caldwell
Boise
Mountain Home
Twin Falls
Pocatello
Idaho Falls
Blackfoot
Salt Lake City
Ogden
Provo
Logan
Brigham City
Tooele
Wendover
Elko
Winnemucca
Lovelock
Reno
Carson City
Virginia City
Gardnerville
Bishop
Mono Lake
Owens Lake
Death Valley
Barstow
Needles
Yuma
Phoenix
Tucson
Flagstaff
Winslow
Gallup
Albuquerque
Santa Fe
Las Vegas
Salt Lake City
Denver
Cheyenne
Laramie
Rawlins
Rock Springs
Green River
Evanston
Ogden
Cody
Sheridan
Buffalo
Douglas
Casper
Lander
Riverton
Thermopolis
Worland
Greybull
Cheyenne
Denver
Colorado Springs
Pueblo
Trinidad
Raton
Las Vegas
Santa Fe
Albuquerque
Gallup
Flagstaff
Winslow
Holbrook
Kingman
Needles
Barstow
Bakersfield
Fresno
Stockton
Sacramento
San Francisco
San Jose
Monterey
San Luis Obispo
Santa Barbara
Los Angeles
San Diego
Yuma
Phoenix
Tucson
Douglas
El Paso
Las Cruces
Roswell
Amarillo
Lubbock
Abilene
Wichita
Topeka
Kansas City
Omaha
Lincoln
Sioux City
Des Moines
Minneapolis
St. Paul
Duluth
Chicago
Milwaukee
Detroit
Cleveland
Buffalo
Toronto
Montreal
Quebec
Halifax
Boston
New York
Philadelphia
Washington
Baltimore
Pittsburgh
Cincinnati
Louisville
Nashville
Atlanta
Birmingham
New Orleans
Mobile
Jacksonville
Miami
Tampa
Orlando
Savannah
Charleston
Columbia
Charlotte
Raleigh
Richmond
Norfolk
Cheyenne
Denver
Colorado Springs
Pueblo
Trinidad
Raton
Las Vegas
Santa Fe
Albuquerque
Gallup
Flagstaff
Winslow
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San Jose
Monterey
San Luis Obispo
Santa Barbara
Los Angeles
San Diego
Yuma
Phoenix
Tucson
Douglas
El Paso
Las Cruces
Roswell
Amarillo
Lubbock
Abilene
Wichita
Topeka
Kansas City
Omaha
Lincoln
Sioux City
Des Moines
Minneapolis
St. Paul
Duluth
Chicago
Milwaukee
Detroit
Cleveland
Buffalo
Toronto
Montreal
Quebec
Halifax
Boston
New York
Philadelphia
Washington
Baltimore
Pittsburgh
Cincinnati
Louisville
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Atlanta
Birmingham
New Orleans
Mobile
Jacksonville
Miami
Tampa
Orlando
Savannah
Charleston
Columbia
Charlotte
Raleigh
Richmond
Norfolk