



SPOKANE DIVISION

TIME TABLE No. 36.

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

TUESDAY, MARCH 1, 1932.

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				FIRST CLASS				Our Capacity		Time Table No. 36		STATIONS		SIGN		FIRST CLASS				SECOND CLASS			THIRD CLASS					
693	691	697	381	255	45 Spanda No. 1	1	27	5								2	28	6	46 Spanda No. 2	256		432	450	476	698	694	382	692
Local Freight	Local Freight	Local Freight	Mixed	Mixed	Passenger	Passenger	Fast Mail	Passenger								Passenger	Mixed	Passenger	Passenger	Mixed		Freight	Freight	Freight	Local Freight	Local Freight	Mixed	Local Freight
Wed. Saturday	Tuesday Friday	Daily Ex. Sun.	Monday Thur.	Daily Ex. Sun.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily Ex. Sun.		Daily	Daily	Daily	Daily Ex. Sun.	Tuesday Friday	Monday Thur.	Wed. Saturday
L. 5:40				L. 4:35	L. 9:15	L. 7:37			Yard	2558	1469	0.0	HILLYARD.....	179.25	CKDNPW O I X	A. 8:00	A. 8:15			A. 8:40		A. 10:45	A. 6:15	A. 1:45				A. 2:30
5:55				4:45	9:25	7:45				1472	3.58		O-W. R. & N. Jet.....	175.07	DNPI	7:50	8:05			8:30		10:20	5:50	1:20				2:05
6:00				A. 4:50	L. 9:30 A. 9:45	7:50 8:10	L. 8:00		Yard	644	1473	4.85	SPOKANE.....	174.40	CKDNPW X	7:45 7:30	8:00 7:50	A. 7:00	A. 7:00	L. 8:25		10:10	5:40	1:15				1:55
6:15					10:05	8:20	8:05		69	26	1477	7.59	PORT WRIGHT.....	171.66	IDNPV	7:22	7:43	6:50	L. 6:55		9:55	6:30	1:05				1:40	
6:40					10:17	8:30	8:17		69	8	1481	13.95	HIGHLAND.....	165.20	P	7:10	7:31	6:38		9:40	6:15	12:51				1:20		
7:04					10:23	8:36	8:23		69	18	1486	17.21	LYONS.....	162.04	DNP	6:51	7:04	6:32		9:30	5:05	12:42				1:05		
7:28					10:31	8:43	8:31		70	80	1493	22.00	GALENA.....	156.65	P	6:56	7:17	6:23		9:15	4:55	12:30				12:45		
7:45					10:36	8:49	8:37		130	39	1496	26.69	ESPANOLA.....	152.06	P	6:49	7:11	6:17		9:05	4:45	12:20				12:30		
8:10					10:44	8:57	8:47		70	80	1502	33.18	WAUKON.....	146.07	P	6:40	7:01	6:07		8:47	4:30	11:55				12:05		
8:47					10:52	9:05	8:56		120	35	1508	38.90	EDWALL.....	140.38	DPW	6:32	6:52	5:58		8:20	4:15	11:35				11:40		
9:25					11:02	9:12	9:02		20	1512	43.60		CANBY.....	135.65	P			5:50								11:05		
9:40					11:05	9:18	9:11		70	45	1517	48.10	BLUESTEM.....	131.15	IDNP	6:18	6:37	5:43		7:50	3:45	11:05				10:45		
10:05					11:14	9:27	9:22		1523 W69	95	1524	55.51	HARRINGTON.....	127.74	DNPW	6:06	6:25	5:33		7:30	3:15	10:25				10:10		
10:40					11:23	9:35	9:31		1568	48	1531	62.23	MOHLER.....	117.02	P	5:55	6:14	5:23		7:12	2:50	10:00				8:35		
11:05					11:28	9:40	9:37		0	49	1533	65.94	DOWNS.....	113.31	P	5:49	6:08	5:17		7:00	2:35	9:50				8:20		
11:20					11:34	9:48	9:43		69	35	1539	70.40	LAMONA.....	108.55	IDNPW	5:42	6:01	5:10		6:45	2:20	9:30				8:05		
11:45					11:41	9:53	9:51		94	16	1544	75.98	NEMO.....	100.27	P	5:33	5:52	5:02		6:30	2:05	9:05				7:40		
12:05					11:47	9:59	9:59		69	109	1550	80.88	ODESSA.....	98.42	DNP	5:25	5:44	4:54		6:15	1:45	8:45				7:20		
12:35					11:53	10:05	10:06		70	15	1555	85.41	SEWARD.....	93.84	P	5:18	5:37	4:45		6:00	1:35	8:35				6:55		
12:55					11:59	10:11	10:12		113	25	1558	89.74	IRBY.....	89.61	PW	5:11	5:31	4:38		5:50	1:20	8:25				6:35		
1:20					12:10	10:21	10:24		69	33	1566	97.21	MARLIN.....	82.04	D P	4:59	5:21	4:27		5:30	1:00	8:05				6:03		
1:50					12:19	10:30	10:35		162	138	1572	103.83	WILSON CREEK.....	78.42	DNPW CY X	4:48	5:12	4:16		5:12	12:40	7:45		A. 12:15		L. 6:30		
7:00	A. 2:20				12:29	10:39	10:47		126	19	1580	111.65	STRATFORD.....	67.60	P	4:34	5:04	4:02		4:07	12:05	7:15		11:45				
7:35					12:36	10:46	10:55		137	132	1588	116.97	ADRIAN.....	62.28	P	4:25	4:57	3:53		3:52	11:40	7:00		10:55		10:35		
8:10						11:02			20	1591	121.57	SOAP LAKE.....	57.68	D P			3:45						10:05					
8:35					12:49	11:00	11:11		129	28	1596	126.97	EPHRAATA.....	52.28	DNPW	4:08	4:43	3:35		3:27	11:11	6:35		10:05		9:40		
9:10					12:56	11:07	11:19		70	7	1601	132.12	NAYLOR.....	47.13	P	4:00	4:35	3:25		3:12	10:40	6:15		9:40				
9:40					1:03	11:13	11:27		69	15	1606	137.19	WINCHESTER.....	42.06	P	3:52	4:28	3:17		3:02	10:15	6:00		9:10				
10:15					1:14	11:22	11:37		95	104	1612	143.33	QUINCY.....	35.92	DNPW	3:42	4:20	3:07		2:45	9:55	5:45		8:45		8:20		
10:40					1:22	11:31	11:46		72	4	1617	148.45	CRATER.....	30.79	P	3:33	4:13	2:58		2:25	9:35	5:25		8:20		7:60		
11:00					1:32	11:41	11:57		128	19	1622	154.06	TRINIDAD.....	25.19	DPW	3:23	4:04	2:49		2:00	9:18	5:05		7:60		7:30		
11:35					1:41	11:49	12:06		69	5	1628	159.34	VULCAN.....	19.91	P	3:14	3:55	2:39		1:41	9:01	4:50		7:30		A. 8:15		
12:05					1:48	11:56	12:13		70	82	1632	163.37	COLUMBIA RIVER.....	15.88	DPW	3:07	3:49	2:32		1:08	8:50	4:38		7:10		8:05		
1:20					1:56	12:03	12:21		70	13	1637	167.94	ROCK ISLAND.....	11.31	P	2:59	3:41	2:24		12:52	8:35	4:25		6:50		8:05		
1:40					2:04	12:11	12:29		70	23	1641	172.34	MILAGA.....	9.91	P	2:50	3:33	2:14		12:40	8:20	4:13		6:15		7:50		
2:00					2:12	12:19	12:37		Yard	1089	1645	177.08	APPLEYARD.....	2.17	CKDNPW OC X	2:40	3:25	2:05		12:27	8:00	L. 4:00	A. 6:50	L. 6:45		7:35		
7:00	8:40	10	50		2:15	12:25	12:42		Yard	1085	1648	179.25	WENATCHEE.....	0.0	CKDN PW X	2:35	3:20	2:00		12:20	8:00	L. 4:00	A. 6:50	L. 6:35		7:30		
10:75	11:05	12:05	19:05		5:00	4:45	4:42						Time Over Subdivision Average Speed Per Hour			5:25	4:55	5:00		5:05	4:55	4:55	5:00	5:00	5:00	5:00	5:00	
					19:40	23:00	25:70									33:05	35:03	34:80		33:00	35:00	35:00	35:00	35:00	35:00	35:00	35:00	

See Special Rules on Page 5.

EASTWARD. 3

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

4 SOUTHWARD.

THIRD SUBDIVISION—EVERETT JUNCTION AND VANCOUVER.

NORTHWARD.

THIRD CLASS 713	SECOND CLASS			FIRST CLASS				Car Capacity		Time Table No. 36 Effective March 1, 1932.	STATIONS	Telegraph Code	Distance from Vancouver	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS 714	
	711	739	737	297	355	101	359	360	102						358	712	738	714			
	Local Freight Daily R. M. S.	C. N. Ry. 404 Freight Daily	C. N. Ry. 404 Freight Daily	N. P. 444 Passenger Daily R. M. S.	Passenger Daily	C. N. Ry. 2 Passenger Daily	Passenger Daily	Passenger Daily	C. N. Ry. 1 Passenger Daily						Passenger Daily	Freight Daily R. M. S.	C. N. Ry. 403 Freight Daily	Local Freight Daily R. M. S.			
	L 1.30h	L 1.30h	L 1.30h	L 6.30h	L 8.30h	L 8.30h	L 8.30h	Yard	400	CL 124	0.0	VANCOUVER	VN	122.28	X	2.00h	10.15h	8.00h			
	1.36	1.55h	1.55h	6.33	8.45h	8.33	8.33			CL 122	1.28	C. N. JUNCTION		121.18	X	1.53	6.52h	7.50	9.10h		
	1.40	2.05	2.05	6.36	8.48	8.36	8.36			CL 120	2.78	STILL CREEK		119.05	X	1.49	5.45	7.40	9.00		
	1.60	2.10	2.10	6.39	8.53	8.39	8.39			CL 118	4.07	ARDLEY		117.81	I	1.45	6.39	7.32	8.55		
	1.55	2.17	2.17	6.42	8.58	8.42	8.42			CL 117	7.20	BURNABY		115.18	I	1.41	5.34	7.27	8.45		
	2.05	2.28	2.28	6.45	9.03	8.45	8.45			CL 115	9.50	ENDRY		112.90	P	1.37	5.29	7.22	8.35		
										CL 113	11.33	B. C. E. RY. CROSSING		111.05	I						
	2.25	2.35	2.35	6.51	9.08	8.51	8.51	19	120	CL 112	11.70	NORTH WESTMINSTER		110.08	W	YXP	1.33	5.23	7.15	8.28	
	2.30	2.40h	2.40h	6.57	9.13h	8.56	8.56		90	CL 107	12.04	NEW WESTMINSTER	MN	100.32	RD	INXP	1.30	5.20h	6.52	8.23h	
	2.35			6.01		9.01	9.01			CL 106	12.54	FRASER RIVER JCT		108.74	I	1.14		6.45			
	2.50			6.09		9.09	9.09			CL 101	13.00	TOWNSEND		108.00	P	1.06		6.30			
	3.05			6.18		9.16	9.16	48	47	CL 94	14.08	COLEBROOK	O	98.35	D	V P	12.58	6.18			
	3.15			6.21		9.21	9.21			CL 92	14.77	CRESCENT		94.65	I	12.50	12.10	5.40			
	4.05			6.35		9.35	9.35	87	10	CL 87	15.71	WHITE ROCK	WR	89.43	DN	XP	12.35	5.05			
										CL 85	16.43	INTERNATIONAL BOUNDARY		85.95							
	7.15			6.55		9.55	9.55	50	142	CL 84	16.55	BLAINE	BN	85.80	DN	WXP	12.18	4.30			
	8.45			7.07		10.07	10.07	60	38	CL 77	17.44	CUSTER	CU	78.92	P	12.01h	8.22	3.40			
	6.05			7.15		10.15	10.15	60	80	CL 71	19.04	FERNDALE	FD	73.24	D	P	11.53	3.30			
	6.25					7.11	7.11	53	190	CL 62	19.07	BELLINGHAM	BM	64.88	XW	DN	P	11.35	2.15		
	7.00									CL 58	19.25	C. M. ST. P. & P. CROSSG.		54.13				1.30			
	8.05									CL 56	19.56	C. M. ST. P. & P. CROSSG.		43.82							
										CL 53	19.83	C. M. ST. P. & P. CROSSG.		33.45							
										CL 50	19.90	C. M. ST. P. & P. CROSSG.		23.09							
										CL 42	19.91	NOR. PAC. RY. CROSSING		12.67							
	8.25			7.45		10.45	10.45	53	92	CL 60	20.09	SOUTH BELLINGHAM	PN	81.48	D	X P	11.20	7.45	1.05		
	8.40			7.54		10.51	10.51	39	8	CL 55	20.47	ROCKEY		57.51	P	11.10	7.35	12.55			
	9.00					11.00	11.00	40	8	CL 50	20.82	SAMISH		51.55	W	P	11.00	7.25	12.40		
	9.15			8.09		11.05	11.05	50	14	CL 44	21.53	BOW	BO	47.75	P	10.51	7.21	12.25			
	9.30			8.17		11.11	11.11	9	CL 43	21.58	BELLEVILLE	RV	43.10	P	10.44	7.14	12.10				
										CL 41	21.74	P. S. B. R. RY. CROSSING		40.64	I						
										CL 39	22.01	BURLINGTON	BU	40.87	R	DNC	OWXP	10.40	7.10	12.01h	
										CL 38	22.01	P. S. P. T. CO. CROSSING		37.31	I						
										CL 35	22.09	MT. VERNON	NR	36.40	DN	P	10.25	6.55	11.00		
										CL 30	22.11	PIR	PH	31.07	P	10.12	6.43	10.45			
										CL 29	22.11	ENGLISH LBR. CO. CROSSG.		29.73	I						
										CL 28	22.11	STANWOOD	B	23.97	DN	P	10.00	6.33	10.30		
										CL 17	22.17	SILVANA	RV	18.40	W	P	9.50	6.26	10.15		
										CL 13	22.17	ENGLISH		14.45	P	9.43	6.21	10.05			
										CL 8	22.17	KRUSE	K	10.88	DN	P	9.36	6.16	9.55		
										CL 7	22.17	MARYVILLE	MR	7.27	P	9.30	6.11	9.45			
										CL 1	22.17	DELTA WYE TOWER	WY	4.71	DN	IVXP	9.23	6.05	9.35h		
										CL 1	22.17	NOR. PAC. RY. CROSSING		4.00	I						
										CL 1	22.17	LONG SLIDING		3.25		9.20	6.02				
										CL 1	22.17	EVERETT		0.81	P	9.15	5.57				
										CL 1	22.17	EVERETT JUNCTION	JN	0.0	DN	IXP	9.05h	5.50h			
										CL 1	22.17	Time Over Subdivision									
										CL 1	22.17	Average Speed Per Hour									
										CL 1	22.17										
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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 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, Biding 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. For other Maximum Speeds, page 9.

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.

PORT WRIGHT—

Switches east and Port 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.

Deraill 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 deraill located on Westward main line 600 feet East of the double track switch, are electrically operated from Port Wright tower, and semaphore signals govern train movements over switches and deraills.

Eastward trains stopped by semaphore signals governing double track switch and deraill on East end of Bridge 274 will communicate with Port 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 deraill 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 Port 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) 1.05 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 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, 30, 69 and 70. 8 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.

Following railroad crossings at grade protected by crossing gates, all trains approach and cross them at speed of 8 miles per hour.

Burlington—G. N. Ry. Rockport Branch.

South Bellingham—N. P. Ry.

Bellingham—B. & N. Railway.

Maximum speeds, page 9.

Flag Stops—

No. 360—Norman-Milltown-Blanchard.

Ocean Park—Flag for all first class trains.

No. 359—Flag Stop Crescent bridge for Express.

No. 355—Flag Stop Fir, Stanwood, Marysville, for parcel post.

SOUTHWARD. FOURTH SUBDIVISION NORTHWARD. 5 WENATCHEE AND OROVILLE.

THIRD CLASS	FIRST CLASS	Car Capacity	Station Numbers	Time Table No. 36	Effective March 1, 1932.	STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS	THIRD CLASS
697	253									254	698
Local Freight	Daily Ex. Sun	Daily Ex. Sun	Station Numbers	Distance from Wenatchee	Effective March 1, 1932.	STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	Mixed Daily Ex. Sun	Local Freight Daily Ex. Sun
L. No. 6-30	L. No. 1-30									A. No. 12-30	A. No. 6-30
			80	0.0	.....	OROVILLE.....	VR	127.24	RKDWVC		
			71	0.75	.....	CORDELL.....		121.40			6.05
			132	1.03	.....	ELLISFORD.....		126.21		11.57	6.45
			128	1.03	.....	TONASKET.....	ON	120.28	DPW	11.45	6.30
			120	1.03	.....	JANIS.....		113.45		11.31	6.05
			118	1.03	.....	BARKER.....		110.02		11.21	4.45
			110	1.03	.....	RIVERSIDE.....	RS	104.72	DPW	11.10	4.25
			105	1.03	.....	CHEROKEE.....		100.58		10.58	4.00
			100	1.03	.....	OKANOGAN.....	KN	91.50	DPW	10.33	3.00
			98	1.03	.....	CHILLWIST.....		86.57		10.17	2.25
			92	1.03	.....	MALOTT.....	MA	82.54		10.08	2.05
			87	1.03	.....	WAKEFIELD.....		76.39	W	9.55	1.30
			83	1.03	.....	MONSE.....		71.65		9.45	1.05
			78	1.03	.....	BREWSTER.....	BR	64.99	DP	9.30	0.97
			75	1.03	.....	PATEROS.....	RO	58.91	DPWCX	9.15	12.05
			65	1.03	.....	STARR.....		52.44		8.59	11.20
			59	1.03	.....	WELLS.....		49.78		8.51	11.05
			53	1.03	.....	HUGO.....		44.05		8.40	10.45
			44	1.03	.....	CHLAN.....	HN	38.94	DPW	8.29	10.25
			39	1.03	.....	CHLAN FALLS.....		37.78		8.20	10.10
			33	1.03	.....	STAYMAN.....		31.92		8.09	9.25
			23	1.03	.....	WINEAP.....		26.01		7.57	8.55
			19	1.03	.....	ENTIA.....	NI	18.90	DPW	7.43	8.30
			14	1.03	.....	WAGNERSBURG.....		12.50		7.29	7.55
			10	1.03	.....	ZENA.....		7.97		7.18	7.35
			8	1.03	.....	OLDS.....		3.40		7.08	7.15
			6	1.03	.....	WENATCHEE.....		0.0	RKDNPW	L. No. 7.00	L. No. 7.00
			12.05	5.30						5.30	11.30
			11.35	24.95						24.95	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.

Maximum Speeds, page 9.

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

THIRD CLASS 701	FIRST CLASS 255	Car Capacity		Stations Numbers	Distance from Marcus	Time Table No. 36 Effective March 1, 1932.		Stations	Telegraph Code	Distance from Dean	SIGNS	FIRST CLASS 256	THIRD CLASS 702
Local Freight	Mixed Motor	Siding	Other Trucks			Daily Ex. Sunday	Daily Ex. Sunday					Mixed Motor	Local Freight
Sun., Wed., and Fri.	Daily Ex. Sunday													Daily Ex. Sunday	Tues., Thurs. and Sat.
L. 5:30 AM	L. 1:00 PM	40	148	BA 87	0.00	MARCUS	MB	87.13	RK DN WC YX	A 12:20 PM	A 5:00 PM		
* 6:05	* 1:18	30	30	BA 82	5.30	MEYER FALLS	MF	81.83	D	* 12:06 PM	* 4:25		
* 6:25	* 1:26	0	13	BA 77	10.80	PALMERS		78.32		* 11:52	* 4:00		
* 7:00	* 1:36	0	114	BA 78	13.85	COLVILLE	VD	72.27	D W	* 11:44	* 3:40		
* 7:20	* 1:43	0	31	BA 71	17.65	ORIN		69.47		* 11:32	* 3:15		
* 7:40	* 1:48	40	3	BA 67	30.35	ARDEN		66.77		* 11:26	* 2:40		
* 8:40	* 2:01	0	30	BA 59	37.74	ADDY	AD	59.58	D W	* 11:12	* 2:01		
* 9:50	* 2:21	25	54	BA 50	38.95	CHEWELAH	CH	50.17	D X	* 10:53	* 1:25		
* 10:39	* 2:35	40	40	BA 43	44.53	VALLEY	YY	43.80	Y X	* 10:39	* 12:40		
* 11:25	* 2:47	0	30	BA 38	49.75	GRAYS		37.28		* 10:26	* 12:15 PM		
		0	18	BA 34	53.19	CLINE		33.98					
* 12:05 PM	* 2:59	25	17	BA 23	54.45	SPRINGDALE	SY	23.05	W	* 10:16	* 11:30		
* 1:05	* 3:18	40	31	BA 25	62.87	LOON LAKE		34.54		* 9:56	* 10:40		
* 1:35	* 3:34	0	44	BA 18	69.37	CLAYTON	CN	17.73	D	* 9:39	* 9:39		
* 3:37		0	34	BA 17	70.26	CHRISTIANSON		16.86		9:36	*		
* 2:20	* 3:45	30	45	BA 13	74.64	DEER PARK	DE	13.45	D W	* 9:28	* 8:20		
* 2:35	* 3:53	0	18	BA 9	78.23	DENISON		8.89		* 9:18	* 7:05		
* 3:00	* 4:05	40	16	BA 4	83.35	WAYSIDE		3.77		* 9:07	* 6:30		
A 3:20 PM	A 4:16 PM	40	40	1480	87.13	DEAN	DF	0.0	R DN X	L 9:00 AM	L 6:10 AM		
9.80	3.19					Time Over Subdivisions				3.20	10.50		
8.48	28.64					Average Speed Per Hour				26.13	8.31		

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.

Maximum speeds, page 9.

SOUTHWARD. SIXTH SUBDIVISION—MARCUS AND NELSON. NORTHWARD.

THIRD CLASS	FIRST CLASS	Car Capacity		Stations Numbers	Distance from Nelson	Time Table No. 36 Effective March 1, 1932.	Telegraph Code	Distance from Nelson	SIGNS	FIRST CLASS	THIRD CLASS	
703	259	Stalls	Other Trucks							260	704	
Local Freight	Motor									Motor	Local Freight	
Tue., Thur. and Sat.	Daily Ex. Sunday									Daily Ex. Sunday	Mon., Wed. and Fri.	
L. 6:00am				RA 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												
* 6:30		0	0	RA 181	5.48	 TROUP JUNCTION		93.56	R	Y P	* 3:30	
* 7:00	L. 8:00am		27	RA 176	10.26	 SOUTH NELSON		88.75	W	A	4:45pm	* 3:05
* 7:45	f 8:20	0	18	RA 169	17.05	 APEX		81.06		f	4:25	* 2:30
* 8:00	* 8:30	0	18	RA 160	20.38	 HALL		75.63		* 4:15	* 2:05	
* 8:25	* 8:50	0	18	RA 159	27.50	 YMIR		71.81	W	* 3:57	* 1:20	
* 8:42	f 9:01	0	9		31.86	 BOULDER MILL		67.15		f	3:45	* 12:55
* 8:55	* 9:10	0	58	RA 152	35.15	 SALMO	BO	63.86	D	* 3:37	* 12:40	
²⁵⁹ * 9:17	⁷⁰³ * 9:17	0	18	RA 148	37.87	 BRIT		61.14		* 3:27	* 12:20	
* 9:30	f 9:24	0	30	RA 144	40.74	 MEADOWS		58.27		* 3:19	* 12:08pm	
* 9:55	* 9:41	0	18	RA 136	50.43	 FRUITVALE		48.50		* 2:57	* 11:35	
* 10:15	* 9:54	0	7	RA 130	55.74	 COLUMBIA GARDENS		43.27		* 2:42	* 10:55	
* 10:50	* 10:06	0	14	RA 127	59.87	 WANETA, B. C.	WN	39.44	D	* 2:31	* 10:30	
* 11:00	⁷⁰⁴ * 10:12	0	20	RA 128	61.68	 BOUNDARY, U. S.		37.33		* 2:16	²⁵⁹ * 10:12	
* 11:30	f 10:34	0	11	RA 118	65.45	 HANLEYS		30.55		f	1:58	* 9:30
* 12:10pm	* 10:50	30	89	RA 110	70.45	 NORTHPORT	NP	25.33	RK D W	YX	* 1:50	* 9:15
²⁶⁰ * 1:30	f 11:08	0	7	RA 107	75.76	 MARBLE		20.25		⁷⁰³ f 1:30	* 8:20	
* 2:30	* 11:33	0	18	RA 96	90.32	 BOSSBURG		8.78		* 1:06	* 7:45	
A 3:30pm	A 11:55am	40	148	RA 87	99.01	 MARCUS	MB	0.00	RK DNWC	YX	L 12:45pm	L 7:00am
9.80 10.42	3.55 22.68					Time Over Sub-Division Average Speed Per Hour				4.00 22.15	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 Geverts 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.

Maximum speeds, page 9.

WESTWARD.				SEVENTH SUBDIVISION— MARCUS AND REPUBLIC.										EASTWARD.			
SECOND CLASS				Car Capacity				Time Table No. 36 Effective March 1, 1932.				SIGN		SECOND CLASS			
393	391	Mixed	Mixed	Monday	Friday	Sliding	Other Tracks	Station Numbers	Distance from Marcus	STATIONS		Telegraph Code	Distance from Republic	392	394		
L. 12:45	L. 12:45					40	148	SA 87	0.00	MARCUS	MH	72.36	RKDNWC	Y	A. 12:30		
f 1:10	f 1:10						81	SD 5	5.45	BOYDS		67.91			A. 12:30		
f 1:25	f 1:25						81	SD 10	10.12	BARSTOW		68.24			f 12:10		
1:45	1:45						81	SD 15	15.35	DULWICH		56.01	W		f 11:50		
2:00	2:00					0	7	SD 17	16.90	ORIENT		56.45			f 11:30		
f 2:15	f 2:15					0	12	SD 22	21.23	HUGHES		52.13			f 11:25		
2:55	2:55					0	18	SD 27	27.32	LAURIER, WASH.		46.04			f 11:10		
3:30	3:30					0	4	SD 42	35.66	GRAND FORKS	GR	34.70			10:45		
3:55	3:55					0	0	SD 40	40.12	GRAND FORKS JCT.		33.34	Y		10:00		
4:05	4:05					0	40	SD 42A	41.74	DANVILLE, WASH.	NA	31.52	W		9:55		
4:30	A. 4:30					0	11	SD 46	45.87	MURKURT		37.49			9:50		
f 4:50						0	46	SD 52	52.16	CURLEW	W	31.20	R D W Y	L. 9:00	9:00		
f 4:50							33	SD 58	58.24	MALO		15.12			8:35		
f 5:15						0	16	SD 65	64.78	POLLARD		8.55	W		8:10		
f 5:30							34	SD 68	68.46	TORBOY		4.90			7:50		
A. 5:45						45	33	SD 73	73.36	REPUBLIC	E	0.00	RKD W Y	L. 7:30	7:30		
5:00	3:45									Time Over Subdivision Average Speed Per Hour						3:30	5:00
14:07	13:92														14:90	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.
Maximum speeds, page 9.

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.
Maximum speeds, page 9.

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 395 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.
Maximum speeds, page 9.

WESTWARD.		EIGHTH SUBDIVISION—CURLEW AND MOLSON.										EASTWARD. 7	
SECOND CLASS		Car Capacity		Time Table No. 36 Effective March 1, 1932.		STATIONS		Telegraph Code		Distance from Molson		SIGN	
391	391	Mixed	Mixed	Monday	Friday	Sliding	Other Tracks	Station Numbers	Distance from Curlew	392	394	Mixed	Mixed
L. 4:30	L. 4:30	48	0	SD 52	0.00	CURLEW	W	45.21	R D W Y	A 8:55	A 8:55		
f 4:46	f 4:46	29	SG 6	5.70		PAXSON		39.81		f 8:35	f 8:35		
f 4:58	f 4:58	14	SG 10	9.02		TORODA		35.39		f 8:25	f 8:25		
5:11	5:11	0	26	SG 14	14.39	PERRY, WASH.		30.92	W	8:10	8:10		
5:20	5:20	11	SG 15	14.62		MIDWAY, B. C.	MD	30.99		8:05	8:05		
f 5:50	f 5:50	16	SG 23	23.12		BERGEN		22.19	W	f 7:40	f 7:40		
6:20	6:20	20	SG 24	28.77		MYNCASTER		16.54		7:20	7:20		
f 6:35	f 6:35	7	SG 24	32.53		SVACKAN		11.08		f 7:00	f 7:00		
7:05	7:05	26	SG 40	40.28		BRIDESVILLE, B. C.	B	6.03	D W	6:40	6:40		
A 7:35	A 7:35	53	SG 45	45.21		MOLSON, WASH.	MN	0	R W Y	L 6:15	L 6:15		
3:05	3:05					Time Over Subdivision							
14.69	14.69					Average Speed Per Hour							

WESTWARD.		NINTH SUBDIVISION—OROVILLE AND PRINCETON.										EASTWARD.	
SECOND CLASS		Car Capacity		Time Table No. 36 Effective March 1, 1932.		STATIONS		Telegraph Code		Distance from Princeton		SIGN	
397	397	Mixed	Mixed	Monday	Friday	Sliding	Other Tracks	Station Numbers	Distance from Oroville	396	396	Mixed	Mixed
L. 7:00	L. 7:00	55	243	SG 71	0	OROVILLE	VR	79.55	RKD WYC X	A 5:05	A 5:05		
7:30	7:30	0	19	SG 88	11.34	NIGHTHAWK	NE	55.21	W	4:35	4:35		
7:55	7:55	0	22	SG 93	21.24	CHOPAKA, WASH.		58.41	W	4:05	4:05		
8:25	8:25	0	26	SG 103	30.81	SIMILKAMEEN, B. C.		45.54		3:40	3:40		
f 8:40	f 8:40	0	10		34.16	CAWSTON		45.49		f 3:25	f 3:25		
9:00	9:00	35	88	SG 110	38.06	KEREMEOS	K	41.59	D	3:05	3:05		
f 9:20	f 9:20	0	15	SG 117	45.02	ASHNOLA		34.63		f 2:40	f 2:40		
f 9:40	f 9:40	0	10	SG 123	51.32	BRADSHAW		28.33	W	f 2:15	f 2:15		
10:00	10:00	20	11	SG 128	56.74	HEDLEY	HD	28.91		1:55	1:55		
10:20	10:20	0	0	SG 132	60.31	CORV		19.34		f 1:35	f 1:35		
10:45	10:45	20	SG 140	67.70		BROMLEY		11.95		f 1:10	f 1:10		
11:00	11:00	0	14	SG 144	73.40	NORMAN		7.19		f 12:55	f 12:55		
11:15	11:15	10	SG 149	77.20		ALLISON		3.45		f 12:40	f 12:40		
					79.40	K. V. JCT.		0.25	X				

TRAINS BETWEEN K. V. JCT. AND PRINCETON BE GOVERNED BY K. V. RY. TIME TABLE AND RULES													
A 11:25	A 11:25	40	50	SG 152	79.65	PRINCETON	OD	0.00	R D W Y	L 12:30	L 12:30		
4:25	4:25					Time Over Subdivision							
15.02	15.02					Average Speed Per Hour							

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

THIRD CLASS	Car Capacity			Time Table No. 36			THIRD CLASS	
381	Mixed	Stations	Distance from Mansfield	Effective March 2, 1932.	Distance from Columbia River	SIGNS	382	
Mon. and Thurs.	Other Trucks			Mon. and Thurs.				
	Sidings	Station Numbers		STATIONS				
L. Pm 1:30	41	48	CR 60	0.0	MANSFIELD.....	60.30	RDPWC Y	A Pm 12:40
f 1:40		30	CR 55	5.40	5.40.....TOUHEY.....	54.90	P	f 12:20
* 2:10		50	CR 49	11.38	5.08.....WITHROW.....	49.01	P	* 12:01 Pm
f 2:30		30	CR 44	16.94	5.56.....SUPPLE.....	43.45	P	f 11:30
* 3:00		62	CR 38	22.93	6.00.....DOUGLAS.....	38.46	D P	* 11:05
* 3:25		30	CR 31	29.20	6.37.....ALSTOWN.....	31.19	PW	* 10:10
f 4:05		24	CR 21	30.04	9.54.....McCUE.....	21.35	P	f 9:30
* 4:45		35	CR 16	44.62	5.58.....PALISADES.....	13.77	PW	* 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	5.20.....MOSES COULEE.....	5.39		f 8:40
A Pm 5:30		1632	60.30	5.30.....COLUMBIA RIVER.....	0.0	RDPNPW	L Pm 8:25	
4.00 15.00				Time Over Subdivision Average Speed Per Hour			4.15 14.21	

Special Rules.

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

Maximum Speeds, page 9.

COMPANY SURGEONS.

Dr. Roscoe C. Webb.	Chief Surgeon.	Office phone Main 7508, House Colfax 0499, 1840 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. H. J. Knott.	Division Surgeon, Cobb Bldg.		Seattle, Wash.
Dr. L. S. Traek.	Assistant Division Surgeon.		Everett, Wash.
Dr. A. S. Munro.	Assistant Division Surgeon.		Vancouver, B. C.
Dr. H. W. Perry.	Ophthalmic Surgeon.		Seattle, Wash.
Dr. H. T. Rhoads.	Ophthalmic Surgeon.		Everett, Wash.
Dr. Frederick A. Kiehle.	Ophthalmic Surgeon.		Portland, Ore.
Dr. Carroll Smith.	Ophthalmic Surgeon.		Spokane, Wash.
Dr. A. N. Codd, Alternate.	Ophthalmic Surgeon.		Spokane, Wash.

LOCAL SURGEONS.

Dr. R. C. McKinley.....	Brewster	Dr. O. H. Christopherson.....	Interbay.
Dr. R. S. Wells.....	Colville.	Dr. H. L. Hopkins.....	Leavenworth.
Dr. C. M. Kingston.....	Grand Forks.	Dr. Minard Allison.....	Monroe
Dr. L. F. Wagner.....	Harrington.	Dr. Geo. E. Drew.....	New Westminster
Dr. J. Farrow.....	Billyard.	Dr. R. C. McDaniel.....	Portland.
Dr. W. O. Rose.....	Nelson.	Dr. Ralph M. Dodson.....	Medical Dental Bldg. Portland, Ore.
Dr. E. E. Elmer.....	Oroville.	Dr. H. J. Green Cobb Bldg.....	Seattle.
Dr. H. E. Frost.....	Anacortes.	Dr. James A. LaGasa.....	Tacoma.
Dr. W. A. Kirkpatrick.....	Bellingham.	Dr. R. D. Wiewall.....	Vancouver, Wash.
Dr. M. A. Keyes.....	Bellingham.		
Dr. H. E. Cleveland.....	Burlington.		
Dr. E. Hayden.....	Cashmere.		
Dr. Paul W. Sweet.....	Centralia.		

WESTWARD. ELEVENTH SUBDIVISION—ANACORTES AND ROCKPORT. EASTWARD.

SECOND CLASS				TIME TABLE No. 36				SECOND CLASS			
277		Capacity		Stations from Rockport		Effective March 1, 1932.		Signs		278	
Mixed Daily Ex. Sunday		Bedding	Other Trucks	Station Numbers	Distance from Rockport	Telegraph Code	Distance from Annapolis			Mixed Daily Ex. Sunday	
L. 4-00pm	80	CN53		ROCKPORT.....	RC	38.41	R DNX WY	A	3-30pm		
f 4-20	14	CN48	6.00	NESTOS.....		47.41			f 3-05		
* 4-50	102	CN44	9.13	CONCRETE.....	BA	44.28	R D X		* 2-50		
f 4-55	80	88	CN43	GRASSBERR.....		48.02	X W		f 2-30		
* 5-15	36	CN38	13.44	BIRDSVIEW.....		37.97			* 2-15		
* 5-35	30	CN53	20.67	HAMILTON.....	H	37.74	W		* 2-01pm		
* 5-50	22	CN29	28.90	LYMAN.....	MY	29.81			* 11-50		
f 6-10	8		29.33	COKERDALE.....		34.00			f 11-30		
* 6-35	33	80	CN20	BIRD-OR-WOOLLEY.....	BW	20.94	D X		* 11-20		
			32.57	NOR. PAC. RY. CROSSG.....		20.84					
7-00 8-35	50	288	CL89	BURLINGTON.....	BU	16.10	R DN COW X Y		11-09 10-30		
			37.46	P. N. T. RY. CROSSG.....		15.95	I				
f 8-45	14	CN13	38.90	AVON.....		13.81			f 10-07		
f 8-54	8	CN10	43.63	FREDONIA.....		10.78			f 10-00		
* 9-00	18	CN9	44.13	WHITNEY.....		9.38			* 9-55		
9-10	4		47.90	WHITMARSH.....	WH	8.61			9-45		
f 9-16			49.66	FIDALGO.....		8.78			f 9-40		
A 9-30pm	Yard	265	CN0	ANACORTES.....	AC		R D X W		L 9-30am		
6.30 9.53			58.41	ANACORTES.....							
				Time Over Subdivision Average Speed For Hour							
								8.00 8.90			

Special Rules

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

Puget Sound and Baker River trains register at Whitmarsh.

Trains 277 and 278 will stop on flag at:

Superior Ave., Baker River, Van Horn, Faber, Sauk, Mountview Spur

Fidalgo Mill Spur and Summitt Park

SPEED RESTRICTIONS

SPEED RESTRICTIONS		All Trains
Over draw span 12 west of Whitney and Bridge 52. Concrete.	8 M. P. H.	

Maximum Speeds, page 2

TWELFTH SUBDIVISION—COLEBROOK AND LADNER.
WESTWARD. EASTWARD.

SECOND CLASS.	Car Capacity				Distance from Collierville.	Time Table No. 36		Telegraph Calls	Distance from Ladner	SIGNS.	SECOND CLASS
383	Mixed	Bedding	Other Trucks	Station Numbers		Effective March 1, 1932.	Mixed				384
Saturdays	Sundays				STATIONS.					Sundays	
Le 11:00am	48	47	CL06	0.0	 COLEBROOK.....	Q	10.71	R D		A x 1:00pm	
f 11:02				0.76	 0.76 GUICHON LINE JCT.....		9.96			f 12:55	
f 11:25		R	CV14	7.08	 6.20 INVERBROOK.....		2.66			f 12:25	
f 11:40				9.47	 5.43 CHALLUTRAN.....		1.34			f 12:15	
A 11:55am				10.71	 1.34 LADNER.....		0.8	R Y W		L 12:10pm	
10:22					Time Over Roadbeds Average Speed Per Hour					12:00	

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 Jet. and Guilford Line Jet.

Maximum Speeds, page 9

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.	West end	16 cars
Sand Spur.	1.6 miles West of Trinidad.	West end	63 cars
Gravel Spur.	1.1 miles East of Rock Island.	Both ends	182 cars
Rock Island Dam.	1.2 miles West of Rock Island.	East end	8 cars
Ohio Colony.	4.4 miles East of Wenatchee.	West end	10 cars
SECOND SUBDIVISION:			
Leavenworth.	0.53 miles East of Leavenworth.	East end	75 cars
Plains.	4.55 miles East of Winton.	East end	27 cars
Nason Creek.	2.62 miles East of Merritt.	East end	1 car
Great Republic Mining Co.	2.2 miles West of Skykomish.	West end	17 cars
Miller River.	0.1 mile East of Grotto.	East end	1 car
Grotto Lumber Co.	0.1 mile East of Grotto.	East end	29 cars
Northwestern Portland Cement Co.'s Spur.	0.1 mile East of Grotto.	East end	5 cars
Reiter Lbr. Co.'s Spur.	3.5 miles West of Grotto.	East end	32 cars
Ludex, Galena Mill Spur.	0.3 mile East of Index.	West end	20 cars
Western Granite Works Spur.	0.5 mile West of Reiter.	Both ends	75 cars
Gravel Bunkers.	1.8 miles East of Gold Bar.	Both ends	88 cars
Wallace Falls Timber Co.	1.9 miles West of Gold Bar.	Both ends	14 cars
Startup.	0.7 mile East of Sultan.	East end	25 cars
Wallace Lumber Co. Spur.	1.3 miles West of Sultan.	Both ends	59 cars
Miller Logging Co.'s Siding.	0.7 miles West of Monroe.	Both ends	20 cars
Frye Spur.	3.1 miles West of Monroe.	East end	13 cars
Harrison Ledge Spur.	2.0 miles West of Monroe.	East end	56 cars
G. N. Oil Tank Spur.	1.0 mile West of Everett Jet.	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 Buses.	0.1 mile South of Still Creek.	South end	2 cars
Dominion Bridge Co.	4.4 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 Whitlock.	North end	51 cars
Dakota Creek Spur.	2.1 miles South of Whine.	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.	South end	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 Skokee.	North end	6 cars
Hazel Mill Spur.	0.8 mile South of Sanish.	North end	30 cars
Blanchard.	1.4 miles South of Sanish.	North end	8 cars
Bellevue Pit.	1.6 miles North of Bellevue.	North end	102 cars
Union Oil Co. Spur.	1.2 miles North of Mt. Vernon.	South end	6 cars
Puget Sound and Cascade Ry. Comm.	0.8 mile North of Mt. Vernon.	South end	9 cars
Associated Oil Co. Spur.	1.2 miles South of Mt. Vernon.	South end	2 cars
Skagit Crossing Tr. Track.	1.3 miles South of Mt. Vernon.	South end	2 cars
Miltown.	2.3 miles South of Fir.	South end	9 cars
Norman Spur.	1.0 mile North of Silver.	South end	3 cars
Cox's Spur.	1.5 miles North of Marysville.	South end	3 cars
FOURTH SUBDIVISION:			
Peterman Spur.	2.0 miles South of Elliford.	North end	1 car
Ribbon Cliff Fruit Co.	5.1 miles North of Eotiat.	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
Kulgers Spur.	1.7 miles South of Valley.	North end	8 cars
Cow 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 Adely.	South end	12 cars
SIXTH SUBDIVISION:			
Sand Spur.	2.1 miles North of Marcus.	South end	2 cars
Cowell Siding.	4.8 miles North of Marcus.	Both ends	20 cars
Evans Spur.	5.4 miles North of Marcus.	South end	24 cars
Allen Spur.	2.6 miles North of Roseburg.	South end	3 cars
Hendrix Cut.	3.8 miles North of Roseburg.	North end	3 cars
Lane & Brown's.	6.6 miles North of Roseburg.	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	3 cars
Stroh Spur.	3.3 miles North of Hanley's.	South end	3 cars
West Kootenay P. & L. Co.	0.5 mile South of Waueta.	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
Munroe Bros. Spur.	0.4 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

SIXTH SUBDIVISION

—Cont.

Baskins & Gervits Spur.

Swanson Spur.

Porto Rico Spur.

SEVENTH SUBDIVISION:

Halston Spur.

Hedlund Box & Lbr. Co.

Rock Cut.

Helphrey's Spur No. 1.

California Spur.

EIGHTH SUBDIVISION:

Helphrey's Spur No. 2.

Robert's Spur.

Myncester Spur.

Dumoult Spur.

NINTH SUBDIVISION:

Benders Spur.

Ruby Mine Spur.

Princeton M. & Dev. Co.

ELEVENTH SUBDIVISION:

Mountainview.

Sauk Spur.

Van Horne's Spur.

Puget Sound Saw Mill Co.

L. L. Spur.

Hawkins Spur.

Gravel Pit Spur.

Log Hollow.

TWELFTH SUBDIVISION:

Gowdy Road Spur.

Patterson's Spur.

Smith Road Spur.

Mathew Road Spur.

Embsree Road Spur.

Gravel Pit Spur.

Surrey Spur.

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