

COMPANY SURGEONS.

Dr. Roscoe C. Webb, Chief Surgeon.
Office phone Main 7508, House Colfax 4101;
1849 Medical Arts Bldg., 9th St. and Nicollet ave.,
Minneapolis, Minn.

Dr. H. M. N. Wynne,
Assistant Chief SurgeonMinneapolis, Minn.

Dr. H. E. Wheeler,
Division SurgeonSpokane, Wash.

Dr. A. E. Gerhardt,
Assistant Division SurgeonWenatchee, Wash.

Dr. H. J. Knott,
Division Surgeon, Cobb Bldg.Seattle, Wash.

Dr. L. S. Trask,
Assistant Division SurgeonEverett, Wash.

Dr. R. 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.

LOCAL SURGEONS.

Dr. Ralph L. Smith ....Ephrata	Dr. Lawrence Mattison
Dr. C. R. McKinley.....Brewster	.....Interbay
Dr. W. H. Gray.....Colville	Dr. Henry Bell.....Centralia
Dr. C. M. Kingston	Dr. H. L. Hopkins
.....Grand Forks	.....Leavenworth
Dr. L. F. Wagner.....Harrington	Dr. Minard Allison.....Monroe
Dr. J. Farrow.....Hillyard	Dr. D. A. Clark
Dr. Roy R. Kerkow ....Oroville	.....New Westminster
Dr. Samuel G. Brooks	Dr. T. M. Joyce.....Portland
.....Anacortes	Dr. G. N. Pease.....Portland
Dr. W. D. Kirkpatrick	Dr. Ralph M. Dodson
.....Bellingham	.....Portland
Dr. M. A. Keyes.....Blaine	Dr. James A. LaGasa..Tacoma
Dr. H. E. Cleveland	Dr. R. D. Wiswall
.....Burlington	.....Vancouver, Wash.
Dr. Charles E. Conner	Dr. Geo. H. Clement
.....Cashmere	.....Vancouver, B. C.
Dr. Roy F. West.....Seattle	Dr. H. H. MacKenzie
	.....Nelson, B. C.

G. E. Wellein, Chief Dispatcher, Seattle.
R. I. Triplett, Chief Dispatcher, Spokane.
J. T. Fransen, Trainmaster.
J. E. O'Brien, Trainmaster.
F. V. Percival, Trainmaster.
I. E. Clary, Trainmaster.
C. A. Manthe, Superintendent Terminals.



SPOKANE DIVISION

TIME TABLE 53

Effective 12:01 A. M. Pacific Time

Wednesday, January 1, 1941.

J. L. CLOSE, Superintendent.

R. A. McCANDLESS, General Manager.

J. B. SMITH,
General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS				Distance from Hilliard	Time Table No. 53		Telegraph Calls	
	Siding	Other Tracks	401	381	691	45 S. P. & S. No. 1	1	27	5		Effective January 1, 1941.			
			Daily	Tuesday Friday	Monday Thur.		Daily	Daily	Daily		Daily	STATIONS		
1469	Yard	2558	L 6.45Pm		L 7.45Am		L 9.15Pm	L 6.15Pm		0.00	HILLIARD		HU	
1472			6.58		8.10		9.25	6.25		3.68	U. P. R. R. Jct.			
1473	Yard	644	7.15		8.32		L 9.45Pm	A 6.30	L 8.30Am	4.85	1.17 SPOKANE		Q	
1477	69	26	7.25		8.45		L 9.50Pm	L 7.00	f 8.35	7.59	2.74 FORT WRIGHT		FW	
1481	69	6	7.50		8.56			f 7.17	f 8.45	13.95	6.36 HIGHLAND			
1486	69	15	8.05		9.02			f 7.23	f 8.50	17.21	3.26 LYONS			
1493	70	50	8.20		9.11			f 7.31	f 8.57	22.60	5.39 GALENA			
1496	180	39	8.35		9.18			f 7.37	f 9.03	26.69	4.09 ESPANOLA			
1502	70	50	8.50		9.30			f 7.45	f 9.12	33.18	6.44 WAUKON			
1508	129	35	9.15		9.50			f 7.53	s 9.20	38.90	5.72 EDWALL		WH	
1512	0	20							f 9.26	42.60	3.70 CANBY			
1517	70	46	9.50		10.10			f 8.05	f 9.34	48.10	5.50 BLUESTEM			
1524	E62 W69	95	10.10		11.25			f 8.14	s 9.44	55.51	7.41 HARRINGTON		HR	
1531	E68	46	10.25		11.40			f 8.22	f 9.53	62.23	6.72 MOHLER			
1536	0	49	10.35		11.50			f 8.27	f 9.59	65.94	3.71 DOWNS			
1539	126	35	10.50		12.05Pm			f 8.33	f 10.07	70.40	4.46 LAMONA			
1544	94	116	11.10		12.15			f 8.40	f 10.14	75.98	5.58 NEMO			
1550	69	109	11.20		12.45			f 8.46	s 10.21	80.88	4.85 ODESSA		SA	
1556	0	62	11.30		12.55			f 8.52	f 10.28	85.41	4.58 SEWARD			
1558	113	25	11.40		1.10			f 8.58	f 10.34	89.74	4.33 IRBY			
1566	69	38	11.55		1.30			f 9.08	s 10.44	97.21	7.47 MARLIN			
1573	182	188	12.19Am		2.05			f 9.17	s 10.54	103.83	6.62 WILSON CREEK		CK	
1580	129	19	12.45		2.20			f 9.26	f 11.04	111.65	7.82 STRATFORD			
1588	137	182	1.01		2.35			f 9.33	f 11.12	116.97	5.32 ADRIAN			
1591	0	20						f 9.38	f 11.20	121.67	4.60 SOAP LAKE			
1596	129	58	1.30		3.14			f 9.50	s 11.33	126.97	5.40 EPHRATA		FR	
1601	70	7	1.40		3.25			f 9.57	f 11.40	132.12	5.15 NAYLOR			
1606	69	15	1.50		3.40			f 10.04	f 11.46	137.19	5.07 WINCHESTER			
1612	95	104	2.10		4.05			f 10.12	s 11.54	143.33	6.14 QUINCY		QN	
1617	73	4	2.23		4.20			f 10.19	f 12.01Pm	148.46	5.13 CRATER			
1623	123	19	2.40		4.40			f 10.28	s 12.12	154.06	5.60 TRINIDAD			
1632	70	52	3.34	L 5.40Pm	5.05			f 10.41	f 12.27	163.87	9.31 COLUMBIA RIVER		CM	
1637	126	83	3.50	s 5.55	s 5.15			f 10.46	s 12.33	166.82	3.45 ROCK ISLAND			
1641	70	23	4.05	s 6.10	s 5.30			f 10.54	f 12.43	172.34	5.52 MALAGA			
1646	Yard	1082	A 4.25Am	6.20	A 5.45Pm			f 11.01	s 12.50	177.08	4.74 APPLEYARD		WD	
1648	Yard	1085	A 6.30Pm					A 2.15Am	A 11.05Pm	179.25	2.17 WENATCHEE		WC	
			9.45 18.50	.50 19.06	10.00 17.71			.05 33.00	5.00 35.85	4.50 37.08	4.25 40.48	Time Over Subdivision Average Speed Per Hour		

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

Special Rules, Page 11.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 53

Effective January 1, 1941.

STATIONS	Distance from Wenatchee	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		2	28	46 S. P. & S. No. 2	6	432	402	694	382		
		Daily	Daily	Daily	Daily	Daily	Daily	Wed. Saturday	Tuesday Friday		
HILLYARD..... 3.68 U. P. R. R. Jct.....	179.25	A 8.13Am	A 12.15Pm			A 5.55Pm	A 12.01Am		A 3.59Pm		BRKDNP WOIX
	175.57	8.05	12.06			5.25	11.25		3.40		DNPIM
1.17 SPOKANE..... 2.74	174.40	L 8.00 A 7.30	L 12.01Pm A 8.45Am	A 7.00Am	A 6.30Pm	5.15	11.05		s 3.20		RKDNP BWK
	171.66	7.22	8.35	L 6.53Am	f 6.22	5.05	10.55		s 3.10		IDNPFYX
FORT WRIGHT..... 6.86	165.30	7.10	8.23		f 6.10	4.43	10.40		f 2.55		P
HIGHLAND..... 3.26	162.04	7.04	8.18		f 6.04	4.32	10.23		f 2.45		P
LYONS..... 5.89	158.65	6.57	8.11		f 5.55	4.20	10.05		s 2.30		P
GALENA.....											
4.09 ESPANOLA..... 6.44	152.66	6.51	8.05		f 5.49	4.10	9.50		s 2.10		P
	146.07	6.44	7.56		f 5.39	3.55	9.30		s 1.55		P
WAKON..... 5.72	140.35	6.37	7.48		s 5.30	3.45	9.15		s 1.40		DPW
EDWALL..... 3.70	136.65				f 5.23						P
CANBY..... 5.60	131.15	6.23	7.36		f 5.16	3.15	8.45		s 1.10		IP
BLUESTEM.....											
7.41 HARRINGTON..... 6.72	123.74	6.11	7.25		s 5.06	2.45	8.15		s 12.30		DNPW
	117.02	6.02	7.15		f 4.56	2.20	7.45		s 12.05Pm		P
MOHLER..... 3.71	113.31	5.56	7.09		f 4.50	2.00	7.25		s 11.50		P
DOWNS..... 4.46	108.85	5.48	7.02		f 4.43	1.40	7.10		s 11.40		IPW
LAMONA..... 5.58	103.20	5.40	6.54		f 4.35	1.10	6.40		s 11.20		P
NEMO.....											
4.85 ODESSA..... 4.58	98.42	5.32	6.47		s 4.28	12.45	6.10		s 11.05		DP
	93.84	5.26	6.41		f 4.19	12.30	5.55		s 10.45		P
SEWARD..... 4.33	89.51	5.20	6.35		f 4.12	12.15	5.40		s 10.34		PW
IRBY..... 7.47	82.04	5.11	6.25		s 4.02	12.05Pm	5.20		s 10.05		P
MARLIN..... 6.62	75.42	5.02	6.16		s 3.51	11.50	5.00		s 9.40		DNPW YXO
WILSON CREEK.....											
7.82 STRATFORD..... 5.32	67.60	4.52	6.06		f 3.38	11.04	4.10		s 9.05		P
	62.28	4.45	5.59		f 3.31	10.54	3.59		s 8.45		P
ADRIAN..... 4.60	57.68				s 3.23				s 8.30		P
SOAP LAKE..... 5.40	52.28	4.34	s 5.46		s 3.14	10.30	3.35		s 8.20		DNPW
EPHRATA..... 5.15	47.18	4.24	5.36		f 3.04	10.20	3.25		s 7.50		P
NAYLOR.....											
5.07 WINCHESTER..... 6.14	42.06	4.18	5.29		f 2.56	10.10	3.15		s 7.40		P
	35.92	4.11	5.21		s 2.46	9.55	3.00		s 7.25		DPW
QUINCY..... 5.18	30.79	4.03	5.13		f 2.37	9.35	2.37		s 6.50		P
CRATER..... 5.60	25.19	3.51	5.01		s 2.28	9.10	2.10		s 6.40		PW
TRINIDAD..... 9.31	18.88	3.34	4.45		f 2.12	8.40	1.40		s 6.24	A 8.15Am	JNPW
COLUMBIA RIVER.....											
8.45 ROCK ISLAND..... 5.52	12.48	3.27	4.40		s 2.04	8.30	1.30		s 6.18	s 8.05	P
	6.91	3.17	4.32		f 1.54	8.15	1.15		s 6.08	s 7.50	P
MALAGA..... 4.74	2.17	3.10	4.25		s 1.45	L 8.00Am	L 1.00Pm		L 6.00Am	7.35	BRKDNP TWOX RKDNP WXB
APPLEYARD..... 2.17	00.0	L 3.05Am	L 4.20Am		L 1.40Pm				L 7.30Am		
WENATCHEE.....											
Time Over Subdivision		5.08	7.55	.07	4.50	9.55	11.01		9.59	.45	
Average Speed Per Hour		34.91	22.66	28.00	36.84	17.85	16.07		17.72	21.17	

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

Special Rules, Page 11.

4 WESTWARD

SECOND SUBDIVISION

Time Table No. 53

Effective January 1, 1941.

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS					Distance from Wenatchee	STATIONS	Telegraph Calls
	Siding	Other Tracks	403	401	711	27	355	359	5	1			
			C. M. St. P. & P. 591 Daily Ex. Mon.	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily				Daily
1648	Yard	1085	L 1.35pm			L 11.15pm			L 1.05pm	L 2.30am	0.00	WENATCHEE	WC
1655	75	47	1.50			11.29			f 1.21	2.45	7.38	MONITOR	MR
1659	94	213	2.00			11.34			s 1.30	2.53	11.00	CASHMERE	OM
1664	64	35	2.10			11.41			s 1.39	3.02	15.65	DRYDEN	DN
1667	0	286	2.20			11.46			s 1.45	3.08	18.77	PESHASTIN	PN
1671	112	18	2.35			11.52			s 1.52	3.17	22.05	LEAVENWORTH	CH
1676	25	0	2.50			12.05am			f 2.03	3.28	27.90	CHUMSTICK	
1684	109	14	3.10			12.20			f 2.16	3.46	35.60	WINTON	
1691	100	41	3.28			12.32			f 2.27	3.59	42.15	MERRITT	
1699	100	87	3.53			12.51			f 2.42	4.18	49.18	BERNE	BR
1716	135	16	4.23			1.13			f 3.02	4.38	58.16	SCENIC	MA
1723	60	10	4.45			1.35			f 3.19	4.53	66.00	TONGA	
1728	W-99	271	5.30			s 1.55			s 3.40	s 5.15	70.96	SKYKOMISH	KY
1732	59	68	5.40			2.02			f 3.47	5.23	74.77	GROTTO	GO
1737	68	62	5.52			2.11			f 3.56	5.32	79.91	HALFORD	
1742	58	14	6.07			2.20			s 4.06	5.44	85.24	INDEX	
1747	64	53	6.22			2.28			f 4.15	5.55	90.14	REITER	
1751	149	980	6.35			2.36			s 4.24	6.03	94.51	GOLD BAR	
1757	59	41	6.46			2.46			s 4.33	6.11	99.91	SULTAN	
			7.00			2.59			4.48	6.22	107.10	MONROE JUNCTION	
1764	85	127	L 12.40am	7.01		3.00			s 4.49	6.23	107.37	MONROE	RO
1771	99	186	1.00	7.20		3.13			s 5.02	6.35	114.37	SNOMISH	SH
			1.02	7.22		3.14			5.03	6.36	115.01	SNOMISH JCT.	
			1.18	7.59		3.21			5.09	6.42	119.94	N. P. JUNCTION	
1777	Continu- ous	112	1.19	8.00		3.22			5.10	6.43	120.19	LOWELL	W
			A 1.20am	8.01		3.23			5.11	6.44	120.20	LOWELL JUNCTION	
		104		8.05		3.27			5.14	6.47	121.81	PACIFIC AVENUE	D
1779	0	8		8.10		s 3.50			s 5.25	s 6.55	122.86	EVERETT	JN
1780		4		8.15	L 7.45pm	3.53	L 9.07pm	L 11.52am	5.27	6.57	123.67	EVERETT JUNCTION	
1784	0	84		8.25	7.55	4.02	9.12	11.57	f 5.34	7.03	127.42	MUKILTEO	
1793				8.45	8.10	4.14	9.21	12.06pm	5.45	7.14	134.56	MEADOWDALE	
1795	0	107		8.55	8.20	4.20	9.27	12.12	f 5.52	7.21	138.27	EDMONDS	DR
1796	0	79		9.05	8.30	4.25	9.32	12.17	s 5.58	7.26	141.37	RICHMOND BEACH	R
1807	0	190		9.25	8.45	4.40	9.42	12.27	6.11	7.40	149.23	BALLARD	
1808	Yard	1084	A 9.35pm	A 9.00pm		4.44	9.45	f 12.30	f 6.15	7.44	150.99	INTERBAY	RB
											151.97	N. P. RY. CROSSING	
											154.27	NORTH PORTAL	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

BETWEEN SOUTH PORTAL AND NORTH PORTAL INTERLOCKING RULES AND KING STREET PASSENGER STATION TUNNEL RULES GOVERN.

1818	Yard	589					A 5.00am	A 10.00pm	A 12.45pm	A 6.30pm	A 8.00am	155.57	SOUTH PORTAL	
			.40	8.00	1.15							155.67	SEATTLE	UD
			18.09	18.87	25.60		5.45	.53	.53	5.25	5.30			
							27.08	36.42	36.42	28.72	28.31			

Time Over Subdivision
Average Speed Per Hour

Westward trains are superior to eastward trains of the same class.
Special Rules, Page 12.

6 SOUTHWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Vancouver	Time Table No. 53		Telegraph Calls
	Siding	Other Tracks	735 C. N. 398	711 Local	737 C. N. 404	101 C. N. 2	355	359	Effective January 1, 1941.						
									STATIONS						
			Tues., Fri.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily						
CL 125	Yard	400		L 10.50Am				L 5 15Pm	L 8.00Am	0.00	VANCOUVER	VN			
			L 8.42Am					L 7.18Pm	5.16	8.01	0.71	VANCOUVER JUNCTION			
			8.44	10.53	L 12.50Am			7.20	5.17	8.02	1.25	C. N. JUNCTION			
CL 122			8.49	10.58	12.58			7.23	5.21	8.06	2.73	STILL CREEK			
											4.67	B. C. E. RY. CROSSING			
CL 115			9.05	11.12	1 18			7.35	5.29	8.15	9.69	ENDOT			
CL 112	19	120	9.15	11.25	1.25			7.39	5.32	8.18	11.70	SAPPERTON			
CL 107	0	60	A 9.19Am	11.30	A 1.30Am			A 7.45Pm	s 5.39	s 8.24	13.06	NEW WESTMINSTER	MN		
CL 96	46	47		11.40					5.44	8.29	13.54	FRASER RIVER JCT.			
				11.55					5.56	f 8.41	24.03	COLEBROOK			
CL 92	0	8		12.04Pm					f 6.03	f 8.49	27.72	CRESCENT			
CL 87	57	10		12.30					s 6.15	s 9.02	32.75	WHITE ROCK	WR		
											35.43	INTERNATIONAL BOUNDARY			
CL 84	50	142		1.35					s 6.30	s 9.15	35.88	BLAINE	BN		
CL 77	0	55		1.50					6.40	f 9.29	48.46	CUSTER			
CL 71	60	118		2.10					f 6.47	s 9.39	49.04	FERNDALE	FD		
CL 62	52	589		3.00					s 7.07	s 9.55	58.02	BELLINGHAM	HM		
											58.25	C. M. St. P. & P. CROSSING			
											58.56	C. M. St. P. & P. CROSSING			
											58.93	C. M. St. P. & P. CROSSING			
											58.99	C. M. St. P. & P. CROSSING			
											59.81	NOR. PAC. RY. CROSSING			
CL 60	52	101		3.15					7.15	s 10.03	60.95	SOUTH BELLINGHAM	FN		
CL 56	39			3.30					7.22	10.10	64.87	SOCKEYE			
CL 50	40	0		3.50					f 7.34	10.20	70.83	SAMISH			
CL 46	23	14		4.05					7.38	10.25	74.63	BOW			
CL 39	51	258		5.00					s 7.53	s 10.41	82.01	BURLINGTON	BU		
											85.07	P. S. & C. Ry. CROSSING			
CL 35	93	121		5.15					s 8.07	s 10.52	85.98	MT. VERNON	NR		
CL 30	28	17		5.28					8.15	f 10.59	91.31	FIR			
											92.65	ENGLISH LBR. CO. CROSSG			
CL 23	50	52		5.40					8.23	s 11.09	98.41	STANWOOD	B		
CL 17	0	17		5.53					8.29	f 11.17	103.98	SILVANA			
CL 13	50	15		6.05					8.34	f 11.23	107.93	ENGLISH			
				6.15					8.39	11.27	111.70	KRUSE JUNCTION			
CL 8	50	70		6.30					8.43	f 11.33	116.11	MARYSVILLE	MS		
CL 3				6.45					8.49	11.40	117.67	DELTA JUNCTION	WY		
											117.78	NOR. PAC. RY. CROSSING			
	0	35		7.30					8.52	11.43	119.03	LONG SIDING			
1779	Yard	112		7.40					s 9.05	s 11.50	121.57	EVERETT	JN		
1780	0	4		A 7.45Pm					A 9.07Pm	A 11.52Am	122.88	EVERETT JUNCTION			
			.37 20.02	8.55 18.72	.40 17.71			.27 27.44	3.52 31.65	3.52 31.65		Time Over Subdivision Average Speed Per Hour			

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

Special Rules, Page 13.

THIRD SUBDIVISION

NORTHWARD 7

Time Table No. 53 Effective January 1, 1941	Distance from Everett Junction	FIRST CLASS				SECOND CLASS		THIRD CLASS			SIGNS	
		102 C. N. 1	360	358		712	738 C. N. 403			736 C. N. 397		
		Daily	Daily	Daily		Daily Ex. Sat.	Daily			Wed., Sat.		
DOUBLE TRACK	VANCOUVER.....	122.38		A 1.45Pm	A 10.40Pm		A 9.45Pm					RKDNW BYXOP
	0.71 VANCOUVER JUNCTION...	121.67	A 8.30Am	1.40	10.36					A 2.55Pm		XJ
	0.54 C. N. JUNCTION.....	121.18	8.25	1.38	10.34		9.35	A 7.45Pm		2.50		X
	1.48 STILL CREEK.....	119.65	8.20	1.35	10.32		9.30	7.30		2.46		XP
	1.84 B. C. E. RY. CROSSING.....	117.81										I
	5.12 ENDOT.....	112.69	8.10	1.27	10.24		9.05	7.05		2.19		P
	2.01 SAPPERTON.....	110.68	8.05	1.23	10.20		8.55	6.57		2.12		WYXP
	1.36 NEW WESTMINSTER.....	109.32	L 7.58Am	s 1.20	s 10.17		8.40	L 6.52Pm		L 2.07Pm		RDINXP
	0.88 FRASER RIVER JCT.....	108.84		1.09	10.07		8.30					IJ
	10.49 COLEBROOK.....	98.85		f 12.54	9.54		8.05					P
	3.69 CRESCENT.....	94.66		f 12.45	f 9.48		7.50					
	5.03 WHITE ROCK.....	89.83		s 12.30	s 9.35		7.30					DNXP
	2.68 INTERNATIONAL BOUNDARY.....	86.95										
	0.45 BLAINE.....	86.50		s 12.10Pm	s 9.17		6.30					DNWXP
	7.58 CUSTER.....	78.92		s 11.55	9.05		5.35					P
5.58 FERNDALE.....	73.34		s 11.45	8.58		5.15					DP	
8.98 BELLINGHAM.....	64.36		s 11.30	s 8.47		4.30					KDNXWPB	
0.23 C. M. St. P. & P. CROSSING.....	64.18										M	
0.31 C. M. St. P. & P. CROSSING.....	63.82										M	
0.37 C. M. St. P. & P. CROSSING.....	63.45										M	
0.06 C. M. St. P. & P. CROSSING.....	63.39										M	
0.82 NOR. PAC. RY. CROSSING.....	62.57										M	
1.14 SOUTH BELLINGHAM.....	61.43		s 11.12	8.31		3.15					XP	
3.92 SOCKEYE.....	57.51		11.06	8.23		2.55					P	
5.96 SAMISH.....	51.55		10.56	8.11		2.40					WP	
3.80 BOW.....	47.75		f 10.51	8.06		2.30					P	
7.38 BURLINGTON.....	40.37		s 10.41	s 7.53		2.05					JRDNKZ BOWYXPM	
3.06 P. S. & C. RY. CROSSING.....	37.31										I	
0.91 MT. VERNON.....	36.40		s 10.25	s 7.45		1.12					DNXP	
5.33 FIR.....	31.07		f 10.05	7.26		12.52					P	
1.24 ENGLISH LBR. Co. CROSSG.....	29.73										I	
5.76 STANWOOD.....	23.97		s 9.55	s 7.16		12.35					DP	
5.57 SILVANA.....	18.40		f 9.45	7.07		12.20					WP	
3.95 ENGLISH.....	14.45		f 9.40	7.02		12.10					P	
3.77 KRUSE JUNCTION.....	10.68		9.35	6.57		12.01Pm					PJ	
3.41 MARYSVILLE.....	7.27		s 9.30	s 6.52		11.50					DP	
2.56 DELTA JUNCTION.....	4.71		9.23	6.45		11.40					JDNIYXP	
0.11 NOR. PAC. RY. CROSSING.....	4.60										I	
1.25 LONG SIDING.....	3.35		9.20	6.42		11.20						
2.54 EVERETT.....	0.81		s 9.15	s 6.37		11.13					DNPX	
0.81 EVERETT JUNCTION.....	0.00		L 9.05Am	L 6.30Pm		L 11.10Am					IXPJ	
Time Over Subdivision		.32	4.40	4.10		10.35	.53		.48			
Average Speed Per Hour		28.00	26.22	29.37		11.56	13.37		15.44			

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

Special Rules, Page 13.

8 SOUTHWARD

FOURTH SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Hedley	Time Table No. 53			Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS		THIRD CLASS	
	Siding	Other Tracks	397	697		253		Effective January 1, 1941						254		396	698
			Tuesday and Friday	Daily Ex. Sun.		Daily Ex. Sun.		STATIONS						Daily Ex. Sun.		Tuesday and Friday	Daily Ex. Sat.
SG 128	Yard	11	L 6.30Pm				0.00	HEDLEY				192.98				A 5.40Pm	
SG 128	0	10	f 6.50				4.42	BRADSHAW				188.56	W			f 5.20	
SG 110	38	38	s 7.45				17.68	KEREMEOS			K	175.30	D			s 4.25	
	0	10	f 8.15				21.58	CAWSTON				171.40				f 3.55	
SG 108	0	26	s 8.30				24.93	SIMILKAMEEN, B. C.				168.05				s 3.40	
SG 98	0	22	s 9.05				34.50	CHOPAKA, WASH.				158.48	W			s 3.05	
SG 88	0	19	s 9.50				44.40	NIGHTHAWK				148.58				s 2.20	
SG 71	Yard	243	A 10.40Pm			L 5.45Am	55.74	OROVILLE			VR	137.24	RKDWBPKO	A 12.30Pm		L 1.30Pm	
WO 132	0	35				f 5.58	61.49	CORDELL				181.49			f 12.10Pm		
WO 126	0	34				f 6.10	66.77	ELLISFORD				126.21			f 11.50		
WO 120	0	71				s 6.25	72.70	TONASKET			ON	120.28	DPW	s 11.32			
WO 115	0	34				f 6.35	77.53	JANIS				115.45		f 11.02			
WO 110	0	34				f 6.46	82.96	BARKER				110.02			f 10.47		
WO 105	0	36				s 6.59	88.25	RIVERSIDE				104.78	W	s 10.32			
WO 100	0	35				f 7.09	92.43	CHEROKEE				100.55			f 10.15		
WO 96	66	214			L 6.00Pm	s 7.30	97.28	OMAK			MK	95.70	BDPXYO	s 10.04			A 7.00Am
WO 92	55	92			s 6.35	s 7.50	101.48	OKANOGAN			KN	91.50	DPWX	s 9.40			s 6.20
WO 87	0	34				f 6.50	106.41	CHILLOWIST				86.57			f 9.13		f 4.50
WO 83	0	35				f 7.05	110.34	MALOTT				82.64			f 9.05		f 4.00
WO 76	0	35				f 7.25	116.59	WAKEFIELD				76.39	W	f 8.50			f 3.10
WO 72	0	34				f 7.40	121.32	MONSE				71.66			f 8.40		f 2.15
WO 65	50	61				s 8.10	127.99	BREWSTER			BR	64.99	DPX	s 8.25			s 1.30
WO 59	49	338				s 8.45	134.07	PATEROS			RO	58.91	DPWX	s 8.05			s 12.10Am
WO 58	0	34				f 9.02	139.54	STARR				53.44			f 7.48		f 10.25
WO 50	0	34				f 9.15	143.20	AZWELL				49.78			f 7.41		f 10.00
WO 44	0	35				f 9.35	148.93	HUGO				44.05			f 7.29		s 9.35
WO 39	54	83				s 10.05	154.04	CHELAN			HN	38.94	DPWX	s 7.18			s 9.15
	0	78				s 10.30	155.20	CHELAN FALLS				37.78			s 7.02		s 8.15
WO 32	0	40				f 10.50	161.05	STAYMAN				31.93			f 6.47		f 7.50
WO 26	0	48				f 11.15	166.97	WINESAP				26.01			f 6.34		f 7.20
WO 19	66	86				s 11.45	174.08	ENTIAT			NI	18.90	DPWX	s 6.20			s 6.50
WO 14	0	39				f 12.10Am	179.88	WAGNERSBURG				13.60			f 5.59		f 6.00
WO 8	0	31				f 12.30	185.01	ZENA				7.97			f 5.48		f 5.40
WO 8	0	66				f 12.45	189.49	OLDS				3.49			f 5.38		f 5.20
1648	Yard	1085				A 1.00Am	192.98	WENATCHEE			WC	0.00	RKDNP BWXJ	L 5.30Am			L 5.00Pm
			4.10 12.98	7.00 13.87		6.45 20.33		Time Over Subdivision Average Speed Per Hour						7.00 19.60		4.10 12.98	14.00 6.81

Southward trains are superior to northward trains of the same class except No. 396 is superior to No. 397.

Special Rules, Page 13.

SOUTHWARD

FIFTH SUBDIVISION

NORTHWARD 9

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Nelson	Time Table No. 53			Distance from Dean	SIGNS	FIRST CLASS		THIRD CLASS		
	Sidings	Other Tracks	703	701		255		Effective January 1, 1941.					256		702	704	
			Tu. Thur. and Sat.	Daily Ex. Mon.		Daily Ex. Sun.		STATIONS					Daily Ex. Sun.		Daily Ex. Sun.	Mo. Wed. and Fri.	
SA 186			L 11.00Am				0.00	NELSON			BC	186.13	RDNWP				A 10.15Pm
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES																	
SA 181	0	0	s 11.30Am				5.45	TROUP JUNCTION			180.68	RYPV					s 9.45Pm
SA 176	0	27	s 11.55			L 10.30Am	10.26	SOUTH NELSON			175.87	W	A 5.00Pm				s 9.20
SA 189	0	15	s 12.30Pm			f 10.55	17.05	APEX			169.08		f 4.43				s 8.45
SA 186	0	15	s 12.45			s 11.05	20.38	HALL			165.75		f 4.35				s 8.20
SA 159	0	16	s 1.26			s 11.25	27.50	YMIR			158.63	W	s 4.15				s 8.00
SA 155	0	9	s 1.45			f 11.35	31.86	BOULDER MILL			154.27		f 4.04				s 7.25
SA 152	0	53	s 2.05			s 11.47	35.15	SALMO			150.98	SI	DN	s 3.55			s 7.10
SA 148	0	15	s 2.27			f 11.57	37.87	ERIE			148.26		f 3.47				s 6.45
SA 145	0	20	s 2.45			f 12.07Pm	40.74	MEADOWS			145.39		s 3.37				s 6.30
SA 142	7	0	s 3.00			f 12.17	44.82	PARKS			141.31		f 3.27				s 6.10
SA 136	0	15	s 3.15			s 12.29	50.42	FRUITVALE			135.71		s 3.15				s 5.50
SA 180	0	7	s 3.35			f 12.41	55.74	COLUMBIA GARDENS			130.39		s 2.50				s 5.10
SA 127	0	20	s 4.10			s 12.55	59.57	WANETA, B. C.			126.56	WN	D	s 2.35			s 4.45
SA 126	0	39	s 4.20			s 1.00	61.68	BOUNDARY, U. S.			124.45		s 2.20				s 4.15
SA 116	60	89	s 5.55			A 1.30Pm	70.48	NORTHPORT			115.65	NP	RKDWYX	L 2.00Pm			s 3.19
SA 107	0	7	s 6.30				78.76	MARBLE			107.37						s 2.35
SA 96	0	16	s 7.30				90.23	BOSSBURG			95.90						s 2.00
SA 89	0	2	8.15				97.00	SAND SPUR			89.13						1.30
SA 87	Yard	148	A 8.30Pm	L 2.00Am			99.01	MARCUS			87.12	MS	RKDNW BYXOJ		A 12.05Pm	L 1.15Pm	
SA 82	30	30	s 2.40				104.31	KETTLE FALLS			81.82	MF	D		s 11.31		
SA 77	0	13	s 3.10				109.81	PALMERS			76.32						s 11.00
SA 73	0	114	s 4.00				112.86	COLVILLE			73.27	VD	DW				s 10.35
SA 71	0	21	s 4.20				116.66	ORIN			69.47						s 10.05
SA 67	40	8	s 4.40				119.86	ARDEN			66.77						s 9.45
SA 59	0	20	s 5.15				126.75	ADDY			59.38	AD	DW				s 9.15
SA 50	26	120	s 6.30				135.96	CHEWELAH			60.17	CH	DX				s 8.45
SA 43	40	49	s 7.30				143.63	VALLEY			42.60	VY	DYX				s 7.30
SA 38	0	30	s 8.00				148.77	GRAYS			37.36						s 6.30
SA 84	0	18					152.20	CLINE			33.93						
SA 33	39	17	s 8.40				153.47	SPRINGDALE			32.66		W				s 6.05
SA 25	40	21	s 9.38				161.38	LOON LAKE			24.55						s 5.30
SA 18	0	68	s 10.30				168.58	CLAYTON			17.75						s 5.00
SA 13	50	49	s 11.00				173.65	DEER PARK			12.48	DE	DXW				s 4.30
SA 9	0	15	s 11.20				177.24	DENISON			8.89						s 3.25
SA 4	40	16	s 11.40				182.36	WAYSIDE			3.77						s 3.10
1460	Yard	40	A 12.10Pm				186.18	DEAN			0.00	SF	JRDNX		L 3.00Am		
			9.30 10.42	10.10 8.57		3.00 20.07		Time Over Subdivision Average Speed Per Hour						3.00 20.07		9.05 9.59	9.00 10.99

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

Special Rules, Page 13.

10 WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Marcus	Time Table No. 53 Effective January 1, 1941.	STATIONS	Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS	
	Siding	Other Tracks	393	Friday							394	Saturday
SA 87	Yard	148	L	1.15Pm	0.00	MARCUS	MS	73.36	ORKDNB JWYX	A	12.30Pm	
SD 5	0	31	f	1.35	5.45	BOYDS		67.91		f	12.10Pm	
SD 10	0	31	f	1.48	10.12	BARSTOW		63.24		f	11.50	
SD 15	0	31	f	2.05	15.35	DULWICH		58.01		f	11.30	
SD 17	0	7	f	2.20	16.90	ORIENT		56.46		f	11.25	
SD 22	0	12	f	2.33	21.23	GOLDSTAKE		52.13		f	11.10	
SD 27	0	18	s	3.03	27.32	LAURIER, WASH.		46.04		s	10.45	
SD 42	0	4	s	3.38	38.66	GRAND FORKS, B. C.	GR	34.70	Y	s	10.00	
SD 42A	0	40	s	3.58	41.74	DANVILLE, WASH.		31.62		s	9.50	
SD 46	0	11	f	4.11	45.87	HURLBURT		27.49		f	9.20	
SD 52	0	48	s	4.30	52.16	CURLEW		21.20	W	s	9.00	
SD 58	0	33	f	4.50	58.24	MALO		15.12		f	8.35	
SD 65	0	6	f	5.15	64.78	POLLARD		8.58		f	8.10	
SD 68	0	34	f	5.30	68.46	TORBOY		4.90		f	7.50	
SD 73	Yard	33	A	5.45Pm	73.36	REPUBLIC	Z	0.00	BRKDY	L	7.30Am	
				4.30 16.30		Time Over Subdivision Average Speed Per Hour					5.00 14.67	

Special Rules.

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

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

Trains will not pass International Boundary without permission of Customs and Immigration officials.

All trains stop on flag at Karamin and Rock Cut.

MAXIMUM SPEED.

All trains 20 M. P. H.
Trains with loaded
log cars 15 M. P. H.
Over bridge No. 1
at Marcus 8 M. P. H.

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Rockport	Time Table No. 53 Effective January 1, 1941.	STATIONS	Telegraph Calls	Distance from Anacortes	SIGNS	SECOND CLASS	
	Siding	Other Tracks	275	277							278	276
CN53	Yard	69	L	10.30Am	0.00	ROCKPORT		53.41	XWY	A	9.30Am	
CN48	0	14	f	10.55	6.00	NESTOS		47.41		f	9.00	
CN44	35	158	s	1.30Pm	9.13	CONCRETE	BA	44.28	DX	s	8.30	
CN43	0	92	f	1.45	10.39	GRASSMERE		43.02	X	f	6.45	
CN38	0	36	f	2.15	15.44	BIRDSVIEW		37.97		f	6.30	
CN33	0	39	f	2.35	20.67	HAMILTON		32.74	W	f	6.10	
			s	2.36	21.27	HAMILTON JUNCTION	H	32.14	RB	s	6.07	
CN29	0	33	f	2.50	23.90	LYMAN		29.51		f	5.55	
CN23	0	5	f	3.05	29.35	COKE DALE		24.06		f	5.35	
CN20	0	85	f	3.30	32.47	SEDRO-WOOLLEY	SW	20.94	DX	f	5.20	
					32.57	NOR. PAC. RY. CROSSING		20.84	MJRDNOB PKWXY			
CL39	Yard	258	L	8.00Am	A 3.45Pm	BURLINGTON	BU	16.19		L	5.00Am	
CN13	0	14	f	8.10	39.90	AVON		13.51		f	4.37	
CN10	0	6	f	8.19	42.63	FREDONIA		10.78		f	4.30	
CN9	0	15	f	8.25	44.13	WHITNEY		9.28		f	4.23	
				8.34	47.29	WHITMARSH JCT.		6.12	R		4.16	
CN6	0	4		8.35	47.80	WHITMARSH	WH	5.61			4.15	
CN0	Yard	265	A	8.55Am	53.41	ANACORTES	AC	0.00	RDXWB	L	4.00Pm	
				.55 17.66	5.15 7.08	Time Over Subdivision Average Speed Per Hour					4.30 8.30	
											.50 19.42	

Special Rules.

Westward trains are superior to eastward trains of the same class except No. 278 is superior to No. 277.

All trains secure clearance card Form A at Burlington.

MAXIMUM SPEED.

All trains 20 M. P. H.
Bridge 12—Whit-
ney 8 M. P. H.
Bridge 52—Con-
crete 10 M. P. H.

SOUTHWARD

EIGHTH SUBDIVISION

NORTHWARD

11

Station Numbers	Car Capacity		THIRD CLASS		Distance from Mansfield	Time Table No. 53		Distance from Columbia River	SIGNS	THIRD CLASS	
	Sidings	Other Tracks	381	Tuesday and Friday		Effective January 1, 1941				382	Tuesday and Friday
						STATIONS					
CR 60	Yard	48	L	1.30 ^{pm}	0.00	.....	MANSFIELD.....	60.39	RWY	A	12.40 ^{pm}
CR 55	0	30	t	1.50	5.40	.....	5.40 TOUHEY.....	54.99	.....	f	12.20
CR 49	0	50	s	2.10	11.38	.....	5.98 WITHROW.....	49.01	.....	s	12.01 ^{pm}
CR 44	0	30	t	2.30	16.94	.....	5.56 SUPPLEE.....	43.45	.....	f	11.30
CR 36	0	62	s	3.00	23.93	.....	6.89 DOUGLAS.....	36.46	D	s	11.05
CR 31	0	30	s	3.25	29.20	.....	5.27 ALSTOWN.....	31.19	.....	s	10.10
CR 21	0	24	t	4.05	39.04	.....	9.84 McCUE.....	21.35	.....	f	9.30
CR 16	0	35	s	4.45	44.62	.....	5.58 PALISADES.....	15.77	W	s	9.10
CR 11	0	30	t	5.00	49.74	.....	5.12 APPLEDALE.....	10.65	.....	f	8.55
1632	Yard	53	A	5.30 ^{pm}	60.39	.....	10.65 COLUMBIA RIVER.....	0.00	RPWN	L	8.25 ^{am}
					4.00	Time Over Subdivision				4.15	
					15.09	Average Speed Per Hour				14.21	

Special Rules.

Southward trains are superior to northward trains of the same class, except No. 382 is superior to No. 381.

MAXIMUM SPEED.
All Trains20 M. P. H.

SPECIAL RULES.

First Subdivision.

Extra trains may be run with the current of traffic on double track without train orders providing they secure proper clearance as provided for in Transportation Rule D-97.

Trains 1, 2 and 27 use register ticket at Hillyard.

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

First class Westward trains approach crossover just east of Bridge 270, and first class Eastward trains approach crossover just west of Howard St. at Spokane Passenger Station at restricted speed prepared to use any of the tracks in front of depot.

First class trains use register ticket at Appleyard.

Only First Class Trains, Passenger Extras, Nos. 381 and 382 will register at Wenatchee.

High voltage electric wires in Appleyard and between Appleyard and Wenatchee in some places will not clear man on top of train. Trainmen and Enginemen must use extreme caution when obliged to be on top of train.

FLAG STOPS.

Nos. 1 and 2 stop at any station between Spokane and Seattle to pick up or discharge revenue passengers from or to points south of Shelby, and from or to points east of Havre where Nos. 1 and 2 are scheduled to stop.

Nos. 1 and 2 stop on flag at Ephrata to pick up or discharge revenue passengers from or to points Everett and West, Spokane and East.

Nos. 1 and 2 stop on flag at Soap Lake to pick up or discharge revenue passengers to or from points east of Spokane.

SPEED RESTRICTION.

Howard St., Spokane	12 MPH
Other grade crossings, Spokane	20 MPH
Over bridges 270 and 273, Spokane,	
Q-1, R, S, SPS E-1, Z-1	10 MPH
Over bridge 274, Fort Wright, Q-1, R, S, SPS E-1, Z-1.....	20 MPH
Ephrata—Train Two	30 MPH
Over bridge 356, 1½ miles west of Vulcan	25 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
Hillyard and Lyons	45 MPH	35 MPH
Lyons and Wenatchee	60 MPH	50 MPH

INTERLOCKING.

HILLYARD—Whistle Signals:

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.

U. P. R. R. JCT.—Whistle Signals:

U. P. R. R. Junction—Main Track—1 long.

U. P. R. R. Transfer No. 1—1 long, 1 short.

U. P. R. R.—Transfer No. 2—2 long, 1 short.

FORT WRIGHT—Whistle Signals:

Main Track, G. N. Ry.—1 short, 1 long.

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

Siding, G. N. Ry.—2 long, 1 short.

Eastward trains or engines stopped by semaphore signals governing double track switch and derail on East end of Bridge 274 communicate with Fort Wright operator, Westward trains communicate by phone located on East end of Bridge 274. If necessary to pass signal in Stop position derail and switch to be spiked before proceeding.

Electric automatic interlocking switches at ends of double track Bluestem and Lamona are controlled by track circuit and operate automatically with following exceptions:

Movement of Westward trains from single track to double track at Bluestem against current of traffic requires manual operation.

Movement of Eastward trains from single track to double track at Lamona against current of traffic requires manual operation.

When movement is to be made from the double track to the passing track the passing track switch must not be opened until engine is in the home signal zone. Otherwise, the automatic switch will not line up properly.

SPECIAL RULES—Continued.

Second Subdivision.

Extra trains may be run with the current of traffic on double track without train orders providing they secure proper clearance as provided for in Transportation Rule D-97.

Only first class trains and passenger extras will register at Wenatchee.

Only C. M. St. P. & P. trains will register at Monroe.

Only N. P. trains will register at Snohomish and they may register by ticket.

Register shown at N. P. Junction is located in N. P. depot between N. P. Jct. and Delta, and is for use of N. P. trains only.

Register shown at Lowell Junction is located in C. M. St. P. & P. office, 32d St. and McDougall Ave., Everett, and is for use of C. M. St. P. & P. trains only.

First class trains use register ticket at Interbay.

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 Proceed 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 indicating Stop and Proceed at restricted speed without stopping.

High Voltage electric wires in electrified zone between Appleyard and Skykomish, in some places, will not clear man on top of train and train and enginemen must keep off cars and engines while passing through this territory except in emergencies and then use extreme caution.

All wires must be considered alive unless a clearance has been obtained from Operator at Skykomish Substation. Telegraph and telephone lines between Wenatchee and Skykomish located along highway. Extreme care must be used not to attempt to connect telephone apparatus to the high tension wires.

Delta (Freight Yard) 3.26 miles West of N. P. Jct.

Trains and engines between N. P. Jct. and Delta will be governed by Northern Pacific Railway Time Table and Rules.

Track between Everett Junction and West switch Pacific Avenue is controlled by a positive block in both directions. The home signals must not be passed except when displaying proceed indication or when authorized by train order to proceed. A train or engine in the block may make forward or backward movement without flag protection.

Second Subdivision trains moving onto Third Subdivision at Everett Junction, and Third Subdivision trains moving onto Second Subdivision at Everett Junction will not require clearance card Form A at Everett Junction.

SEATTLE TUNNEL.

1. Between South Portal and North Portal movements are controlled by interlocking signals and rules and positive block is maintained in both directions. A train or engine in the block may make either forward or backward movement without flag protection within these limits.
2. No train or engine will run against the current of traffic between South Portal and North Portal nor pass home signal in Stop position unless furnished "Tunnel Card" properly filled out and signed by the Operator-Signalman in charge. When moving against the current of traffic must not exceed ten (10) MPH.
3. Tunnel directions are NORTH from South Portal to North Portal and SOUTH from North Portal to South Portal.

Monroe Junction is junction point with CMStP&P RR.
Snohomish Junction is junction point with N. P. Ry.
N. P. Junction is junction point with N. P. Ry.
Lowell Junction is junction point with CMStP&P RR.

At N. P. Jct. eastward trains from N. P. will move through crossover.

FLAG STOPS.

Trains 1 and 2 stop at any station between Spokane and Seattle to pick up or discharge revenue passengers from or to points south of Shelby, and from or to points East of Havre, where Nos. 1 and 2 are scheduled to stop.

Nos. 5 and 6 at Miller River, Baring and Startup.

No. 359 Mukilteo to Interbay to discharge passengers from points north of Everett.

No. 358 Edmonds for revenue passengers Mt. Vernon and North.

No. 355 at Edmonds to discharge passengers from North of Everett.

No. 360 Ballard to Mukilteo, incl., to pick up passengers for points North of Everett.

SPEED RESTRICTIONS.

Over Main Street crossing, Cashmere	25 M.P.H.
Over Bridge 370, Dryden, Q-1, R, S-1	5 M.P.H.
Over Bridge 371, Dryden, Q-1, R, S-1	5 M.P.H.
Over Bridge 372, Dryden, Q-1, R, S-1	5 M.P.H.
Over Bridge 382, 1 1/2 Mi. West of Merritt, Q-1, R, S-1.....	5 M.P.H.
Over Bridge 385, 2 Mi. East of Berne, Q-1, R, S-1.....	8 M.P.H.
Over Bridge 404, 2 Mi. West of Scenic, Q-1, R, S-1.....	8 M.P.H.
Over Bridge 406, 4 Mi. West of Scenic, Q-1, R, S-1.....	8 M.P.H.
Over Bridge 413, 1 Mi. East of Tonga	15 M.P.H.
Over Street Crossings, Skykomish	15 M.P.H.
Over Bridge 424, 1/2 Mi. East of Grotto, Q-1, R, S-1.....	8 M.P.H.
Over Bridge 432, Halford, Q-1, R, S-1	8 M.P.H.
Over Bridge 436, Index, Q-1, R, S-1	25 M.P.H.
Over Bridge 441, Startup, Q-1, R, S-1	8 M.P.H.
Over Bridge 446, Sultan, Q-1, R, S-1	5 M.P.H.
Thru Monroe Town Limits	25 M.P.H.
Over Crossing Pacific Ave., Everett	8 M.P.H.
Thru Edmonds Town Limits	8 M.P.H.
Over Bridge 4, Ballard	15 M.P.H.
Over N. P. Crossing, Interbay	15 M.P.H.
Thru Seattle Tunnel	20 M.P.H.
Between Denny Way and Hanford St., Seattle	6 M.P.H.

MAXIMUM SPEED.

Between	Passenger	Freight
Wenatchee and Merritt.....	50 M.P.H.	50 M.P.H.
Merritt and Berne.....	35 M.P.H.	25 M.P.H.
Berne and Scenic.....	30 M.P.H.	20 M.P.H.
Scenic and Skykomish.....	35 M.P.H.	25 M.P.H.
Skykomish and Halford	60 M.P.H.	50 M.P.H.
Halford and Gold Bar	45 M.P.H.	35 M.P.H.
Gold Bar and Seattle	60 M.P.H.	50 M.P.H.

INTERLOCKING.

Switches controlling end of double track and Junction between 2d and 3d Subdivisions at Everett Junction are interlocked and electrically controlled from telegraph office, Everett passenger station.

Location of cross-overs between Interbay and Everett Jct.

M.P. 7-36 East of Ballard.
M.P. 15-02 Standard Oil Spur, East of Richmond Beach.
M.P. 17-92 East of Edmonds.
M.P. 24-29 Between Meadowdale and Mukilteo.
M.P. 29-84 East of Mukilteo.
M.P. 31-33 G. N. Oil Spur, West of Everett Jct.

Third Subdivision.

All trains arriving and leaving Vancouver, Vancouver Jet. and C. N. Junction will register in G. N. train order office, Vancouver. Trains will not pass International Boundary without permission of Customs and Immigration officials.

The switches at the end of double track Still Creek and Endot are spring switches. The 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 Junction:— Water, Track Scales, Wye, Standard Clock, Oil, Turntable, and Bulletins.

Register at Delta for trains originating and terminating at this station.

Second Subdivision trains moving onto Third Subdivision at Everett Junction, and Third Subdivision trains moving onto Second Subdivision at Everett Junction will not require clearance card Form A at Everett Junction.

INTERLOCKERS.

FRASER RIVER BRIDGE:

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.

DELTA JUNCTION:

All southward trains or engines be governed by home signal located 700 feet North of drawspan. Top arm governs movement to Great Northern and lower arm governs movement to Northern Pacific connection. Top arm of home signal located 20 ft. North of Northern Pacific crossing governs movement to Bayside and lower arm to Delta yard.

Whistle signals for tracks with switches controlled from Delta Junction Interlocking Plant.

Main Track—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—One Long, One Short, Two Long.

Train or engine movements from Bayside northward be governed by top arm of home signal.

Train or engine movements from Delta northward be governed by top arm of home signal.

Train or engine between Delta and Bayside be governed by lower arm of home signal.

Train or engine northward from Northern Pacific connection to Great Northern main track governed by lower arm of home signal on Northern Pacific track. Top arm on advance home signal 500 feet south of draw span.

FLAG STOPS.

No. 355, Ocean Park.

No. 358, Ferndale for revenue passengers from Everett and South.

Nos. 358 and 359, Ocean Park from May 15th to Sept. 15th.

No. 359, Bow, for Parcels Post.

No. 360, Ocean Park for passengers, Norman and Blanchard for Parcels Post.

SPEED RESTRICTIONS.

All Trains or Engines

Over Brunette St., Sapperton.....30 MPH

Over North wye Fraser River Bridge, New Westminster.... 4 MPH

Over Fraser River Bridge, New Westminster..... 6 MPH

Bridges 69 and 70, Crescent and Colebrook.....25 MPH

MP 123 and 127 between White Rock and Crescent,

Oct. 1st to May 1st.....20 MPH

Thru Blaine, Burlington, Mount Vernon, Marysville..... 8 MPH

Over street crossings between So. Bellingham depot and street crossing just north of Bellingham freight depot 10 MPH

Bellingham, Four C. M. St. P. & P. RR crossings located:

(1) Army St., (1) Commercial St.

(2) Pine St., protected by gates..... 8 MPH

South Bellingham, N. P. Ry. crossing, protected by gates.... 8 MPH

Burlington, 7th SubDivision crossing protected by gates.... 8 MPH

Bridge 36, Mount Vernon.....25 MPH

Bridges 10, 11, 12, Delta and Marysville.....10 MPH

Everett, over Bond, Hewitt, California and 24th streets.... 6 MPH

From May 15th to Sept. 15th, enginemen will sound their whistles at frequent intervals and ring the bell continuously from Ocean Park to two miles south of White Rock.

MAXIMUM SPEED.

Between	Passenger	Freight
Delta Junction and Samish	55 MPH	45 MPH
Samish and Bellingham.....	40 MPH	30 MPH
Bellingham and Vancouver.....	55 MPH	45 MPH

Fourth Subdivision.

Trains will not pass the International Boundary without permission of Customs and Immigration officials.

FLAG STOPS.

Nos. 396 and 397 at Ruby Mine Spur.

MAXIMUM SPEED.

Between	Passenger	Freight
Hedley and Oroville	15 MPH	15 MPH
Oroville and Wenatchee	35 MPH	30 MPH

Fifth Subdivision.

All trains secure clearance card, Form A, at Marcus.

Northward trains will stop and make service test of air brakes at Kettle Falls before descending Marcus Hill, and at Apex before descending Nelson Hill.

Trains must come to a stop before reaching Troup Jct. switch and must know track is clear before using Canadian Pacific main track.

Trains will not pass International Boundary without permission of Customs and Immigration officials.

Water 4 miles south of Marble, 3 miles south of Fruitvale, and 1.7 miles south of Valley.

Yard limit boards one-half mile south of Powells and one-half mile north of Evans.

H-4 engines will not go west of Main St., Marcus.

FLAG STOPS.

Nos. 255 and 256 at Porto Rico, Baskins and Gevurtz Spur, Benton, Stroh Spur, Kane, Evans, Mission, Buckeye, Blue Creek, and Darts.

SPEED RESTRICTIONS.

Over Clark Fork Bridge, Waneta	8 MPH
Over Main St. Crossing, Marcus	6 MPH
Thru Chewelah Town Limits	8 MPH
Thru Deer Park Town Limits	10 MPH

MAXIMUM SPEED.

Between	Passenger	Freight
Troup Jct. and South Nelson	15 MPH	15 MPH
South Nelson and Marcus	30 MPH	20 MPH
Marcus and Kettle Falls	25 MPH	20 MPH
Kettle Falls and Valley	40 MPH	30 MPH
Valley and Dean	35 MPH	30 MPH
Troup Jct. and Marcus, F-1	20 MPH	20 MPH

SPECIAL RULES, ALL SUBDIVISIONS

Engines	Maximum Speed
N-2, N-3, Q-1, R-1, R-2	45 MPH
F-8, G-3, Z-1	40 MPH
O-1, O-3, O-4, O-5, O-6, O-7, O-8, Q-2, Y-1	50 MPH
Engines without side rods & then only in case emergency	10 MPH
Dead engines in trains with side rods	40 MPH
Engines backing up	20 MPH
Engine & Train thru No. 15 turnout Fort Wright & Everett Jct.	30 MPH
Engine & Train thru No. 20 turnout Bluestem & Lamona	45 MPH
Engine & Train thru all other turnouts	15 MPH
Trains with steam derricks, pile drivers or ditchers (Boom must be trailing)	
Main Line	25 MPH
Branch Line	15 MPH
Trains moving against current of traffic on double track thru interlocking plants or where governed by dwarf signals shall not exceed	15 MPH
All trains must run at restricted speed where slides or falling rocks likely to be encountered.	

AUTOMATIC BLOCK SIGNALS

Supplement to Rule 509 (B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an Approach signal indication, Rule 501 (B), and before proceeding into the block, every precaution, consistent with running orders, and the nature of the track ahead, should be taken to insure safe movement thru the block.

Canadian Maintenance of Way flagging rules, Board of R.R. Commissioners General Order No. 188, amended by Orders Nos. 248, 280 and 368.

MW-49. Before undertaking any work which will render the track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employes of the Company shall protect the same as follows:

(a) On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent (i. e., nine or more trains per day), or fast (35 miles per hour or over), train service.

Send out a flagman in each direction with stop signals, at least:

1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,400 feet if there is a down grade towards the obstruction within one mile.

MW-50. The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineman of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and red light by night, and remain in such position until recalled or relieved.

MW-51. On other lines:

(a) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineman of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:

(b) By day place a red flag supported on two staffs with flag drawn out between them, at right angles to the track and five feet above rail level; and, in addition, by night, a red light; on the same side of the track as the engineman of an approaching train so that it will be clearly in his view, at least:

3,600 feet from the defective or working point, if there is no down grade towards the obstruction.

OPERATION OF SPRING SWITCHES.

TRAIN OR ENGINE MOVEMENTS MAY BE MADE "THROUGH" THE SWITCH IN A TRAILING POINT DIRECTION WITHOUT OPERATING THE SWITCH STAND.

Train or engine movements over the switch in both directions will be governed by color light type signals, located at the switch, displaying a "LUNAR WHITE" light to designate a "SPRING SWITCH IN NORMAL OPERATING CONDITION", and "RED" for "STOP AND PROCEED".

The speed of a train or engine "RUNNING THROUGH" the Spring Switch shall not exceed 15 M.P.H. until the leading truck has passed through the switch, when normal speed may be resumed.

When part of a train or engine has "RUN THROUGH" the Spring Switch, no movement shall be made in the opposite direction until the Switch has been thrown to the reversed position by means of the switch stand, TO BACK UP THE TRAIN BEFORE SWITCH HAS BEEN THROWN WILL CAUSE A DERAILMENT.

When a train or engine moving in either direction, not "through" the switch, is stopped by a "STOP AND PROCEED" signal at the Spring Switch, it may proceed after making certain that the switch is properly set for such movement.

When a train or engine moving in the direction to run "THROUGH" the switch is stopped by a "STOP AND PROCEED" signal at the Spring Switch, it may proceed after throwing the switch by hand and making certain that it is properly set for such movement. Switch shall be returned to its NORMAL POSITION after train movement through it has been completed.

5,400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineman of an approaching train, 300 feet in advance of the red signal.

(d) Between sunset and sunrise and during stormy, foggy or smoky weather conditions, flagmen must be placed instead of outer signals referred to in clause (b).

MW-52. (a) Trains stopped by flagman, as per Rules MW-49 and MW-51 (d), shall be governed by his instructions and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge.

(b) Trains stopped by red signal, as per Rule MW-51, shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

(c) In the event of train order protection being provided, the defective or working point may be marked by signals placed in both directions as follows:

Yellow flags by day, and in addition, yellow lights by night, 3,600 feet from the defective or working point, red flags by day, and in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineman of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineman of an approaching train, and there is a clear view of at least 1,200 feet.

(d) When weather or other conditions obscure day signals, night signals must be used in addition.

(e) That a signal of serviceable type, consisting of a bunting flag, 22x28 inches, five feet above rail level, supported by any satisfactory device which will securely maintain such flag in proper position, be used to display the signals directed to be provided under Rule MW-51, paragraphs A and B (red signal), Rule MW-52, paragraph C (yellow signal) of this circular, and Rule 35 (yellow signal) of the uniform code of operating rules.

(f) Flagmen then must each be equipped for day time with a red flag and four torpedoes, and for night time, and when weather or other conditions obscure day signals, with a red light, or white light, four torpedoes, three red fuses, and a supply of matches.

AUTOMATIC INTERLOCKING PLANTS.

Bluestem—End of double track.

Lamona—End of double track.

Interbay—0.98 miles west, crossing with N. P. Ry.

Still Creek—1.84 miles south, B.C.E. RR crossing.

SEMI-AUTOMATIC INTERLOCKING.

New Westminster—0.80 miles north of New Westminster.

RAILROAD CROSSINGS PROTECTED BY CROSSING GATES.

Burlington, Seventh Subdivision.

One and one-fourth miles north of So. Bellingham, N. P. Ry.

Bellingham, Four—C. M. St. P. & P. Ry; (1) Army St., (1) Commercial St., (2) Pine St.

STANDARD INTERLOCKING RULE 672, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS. ADDITIONAL INSTRUCTIONS AS REQUIRED WILL BE POSTED IN RELEASE BOXES.

If smash boards or semaphore type signals are not in use trainmen, before giving hand signal in accordance with rule 672, shall place a burning red fusee at each home signal on conflicting routes. If smash boards or semaphore type signals are in use, and may be plainly seen to be in their "normal" position (set against train movements on conflicting routes), the placing of fusees will not be required.

When necessary to operate smash board mechanism by hand, crank for this purpose is located in RELEASE box. Crank must be inserted in shaft on back of smash board mechanism after opening small cover locked with standard switch lock. Crank should be turned slowly and uniformly until movement has completed its entire stroke and smash board has been moved to its "reverse" position. When operation is complete small cover must be locked and crank returned to the RELEASE box.

NEW WESTMINSTER SEMI-AUTOMATIC. FRASER MILL SPUR CROSSING AND CROSS OVER TO WATERFRONT TRACK.

Great Northern train movements over Fraser Mill spur crossing will be governed by manually operated gates. G. N. route over Fraser Mill spur crossing will be set manually after obtaining release of electric lock holding gates in STOP position.

Great Northern train movements from Main Track to Waterfront Track over C.P.R. crossing will be governed by indicator and electrically operated lock on main track switch stand. Great Northern route from main track to Waterfront Track over the C.P.R. crossing will be set manually after obtaining release of electric lock holding main track switch in normal position. Both ends of this long crossover are handled by the main track switch stand.

To unlock gates or switch, train man shall open lock box locked with standard switch lock and if light indicator is burning, push operating button. If the semaphore indicator in the lock box indicates CLEAR at close of this operation, gates or switch may be unlocked by raising the handle under the indicator to the vertical position. Handle must be left in this position until gates or switch are closed after train movement is completed, when it must again be placed in the NORMAL position before door of the box can be locked.

If pushing the operating button does not bring about the above operation and no conflicting train movement on the C.P.R. is evident, trainman shall operate time release provided in box marked "RELEASE" and locked with a standard switch lock.

Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to zero or NORMAL position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should release the electric lock as indicated by the Semaphore indicator.

EVERETT JUNCTION REMOTE CONTROL INTERLOCKING.

Train movements thru this interlocking plant will be governed by standard interlocking signal indications in accordance with rules 601A to 671, inclusive.

Upon authority of the operator at Everett depot the two interlocked switches may be handled by hand for switching or other movements as required. Push button control for such hand operation is provided in an iron box located adjacent to these switches and locked with a standard switch lock. Instructions for the use of this push button control are posted in the control box.

The two interlocked switches may also be thrown by hand by means of a hand crank located in an iron box adjacent to the switch marked "Crank" and locked with a standard switch lock. To operate switch machines by hand, crank should be taken out of the box and inserted in the shaft on the top of the operating mechanism after opening the small cover locked with a standard switch lock. The crank should be turned slowly and uniformly until movement has made its entire stroke and then removed from the mechanism. If a train movement is to be made over a switch which has been operated by means of the crank, THE CRANK SHALL UNDER NO CIRCUMSTANCES BE PLACED IN THE CRANK BOX UNTIL AFTER THE ENTIRE TRAIN HAS PASSED OVER THE SWITCH. When such operation is completed crank should be replaced in the crank box and the box locked.

If a train is stopped by a stop indication of a home signal and no immediate conflicting train movement is evident, train man shall communicate with the operator by means of a telephone located in the telephone booth at this point, and be governed by the operator's instructions in proceeding thru the interlocking plant.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	Capacity Cars	NAME	LOCATION	Capacity Cars
FIRST SUBDIVISION:			FOURTH SUBDIVISION—Concl.		
Adrian Pit	0.8 mile East of Adrian	75	Peterson Spur	2.0 miles North of Ellisford	1
Stratford Spur	1.3 miles West of Stratford....	12	Thornton Spur	3.41 miles North of Tonasket	2
Sand Spur	1.6 miles West of Trinidad....	16	Ribbon Cliff Fruit Co.	5.1 miles North of Entiat....	6
Gravel Spur	2.9 miles West of Trinidad....	63	Olds Washing Plant	2.02 miles North of Olds....	60
Ohio Colony	1.5 miles West of Rock Island	8	FIFTH SUBDIVISION:		
Landreth Spur	4.4 miles East of Wenatchee..	10	Porto Rico Spur	3.6 miles North of Ymir.....	2
SECOND SUBDIVISION:			Swansons Spur	1.3 miles South of Ymir.....	4
Old Leavenworth	0.53 mile East of Leavenworth	67	Durango Spur	1.8 miles South of Ymir.....	13
Great Republic Mining Co., Miller River	2.2 miles West of Skykomish..	11	Baskins & Gevurtz Spur....	1.9 miles South of Ymir.....	11
Baring	1.26 miles East of Halford....	19	Archibald	1.0 mile South of Erie	11
Index, Galena Mill Spur	0.3 mile East of Index	42	Benton Pole & Lbr. Co. Spur	2.0 miles South of Meadows	6
Western Granite Works Spur	1.0 mile West of Index	8	Nelson's Spur	2.4 miles North of Fruit- vale	2
Wallace Falls Timber Co....	1.8 miles East of Gold Bar....	76	Stroh Spur	5.33 miles North of North- port	3
Startup	1.9 miles West of Gold Bar....	22	Industrial Spur #134	4.06 miles North of North- port	20
Fryeland	1.9 miles West of Monroe.....	20	Hudson's Spur	3.3 miles South of North- port	12
Robinson Lettuce Spur	2.0 miles West of Monroe.....	56	Cameron	4.5 miles South of North- port	12
Frye Spur	3.1 miles West of Monroe.....	13	Kanes	4.1 miles South of North- port	5
G. N. Oil Tank Spur.....	1.0 mile West of Everett Jct....	45	Hendrix Cut	3.8 miles North of Bossberg	3
Standard Oil and Shell Co.'s Spur	0.9 mile East of Richmond Beach	90	Evans Spur	5.4 miles North of Marcus..	24
THIRD SUBDIVISION:			Powells Siding	4.8 miles North of Marcus..	29
Clark and Buzza	0.1 mile South of Still Creek..	2	Kulzer's Spur	1.7 miles South of Valley....	8
Dominion Bridge Co.	1.4 miles South of Still Creek	58	Gess Spur	2.8 miles North of Valley....	3
Sapperton Pit	0.9 mile North of Sapperton....	77	Blue Creek Spur	3.1 miles South of Addy.....	12
B. C. Peat product's	6.05 miles North of Colebrook	12	SIXTH SUBDIVISION:		
Dakota Creek Spur	2.1 miles South of Blaine.....	21	Hedlund Spur & Lbr. Co....	2.1 miles West of Marcus....	Private
Olympic Portland Cement Co. Spur	2.0 miles South of Ferndale....	27	SEVENTH SUBDIVISION:		
Chuckanut Cannery Spur ..	0.6 mile North of Sockeye.....	6	Mountview	3.7 miles West of Rockport	16
Belleville Pit	4.3 miles North of Burlington..	102	Van Horne's Spur	1.0 mile West of Nestos.....	5
English Lbr. Co.—Inter- change	1.3 miles South of Fir	2	Puget Sound Saw Mill Co....	0.8 mile West of Nestos.....	80
Norman Spur	1.0 mile North of Silvana.....	9	Hawkins Spur	0.8 mile West of Fredonia..	5
FOURTH SUBDIVISION:					
Benders Spur	0.5 miles North of Night- hawk	6			
Ruby Mine Spur	4.9 miles South of Chopaka	4			
Dwinnell Siding	1.0 mile South of Cordell....	20			

INSTRUCTIONS RELATIVE HANDLING LOGS.

Flat or skeleton cars loaded with logs must not pass thru tunnels without permission of Superintendent.

Must be inspected before passing over drawbridges and Howe truss spans.

Must not exceed 20 miles per hour.

Trainman must be on rear platform while train is in motion.

In double track territory, conductor must notify dispatcher when logs are to be handled and trains must be at stop when meeting or being passed by other trains, except when two trains handling logs are meeting or passing.

In electrified zone and double track territory, logs must be secured to cars by chains or cables, except between Hillyard and Fort Wright.

On single track, trains must be at stop when meeting or being passed by passenger trains, except when there are more cars than siding will hold, when it will be permissible to pull by passenger trains slowly.

No trains may pass under overhead railroad bridge at Snohomish or Skykomish when cars loaded with logs are passing over the bridges.

GREAT NORTHERN BULLETINS ON TENANT LINES.

N. P. Ry.

C. M. St. P. & P. R. R.

Canadian National

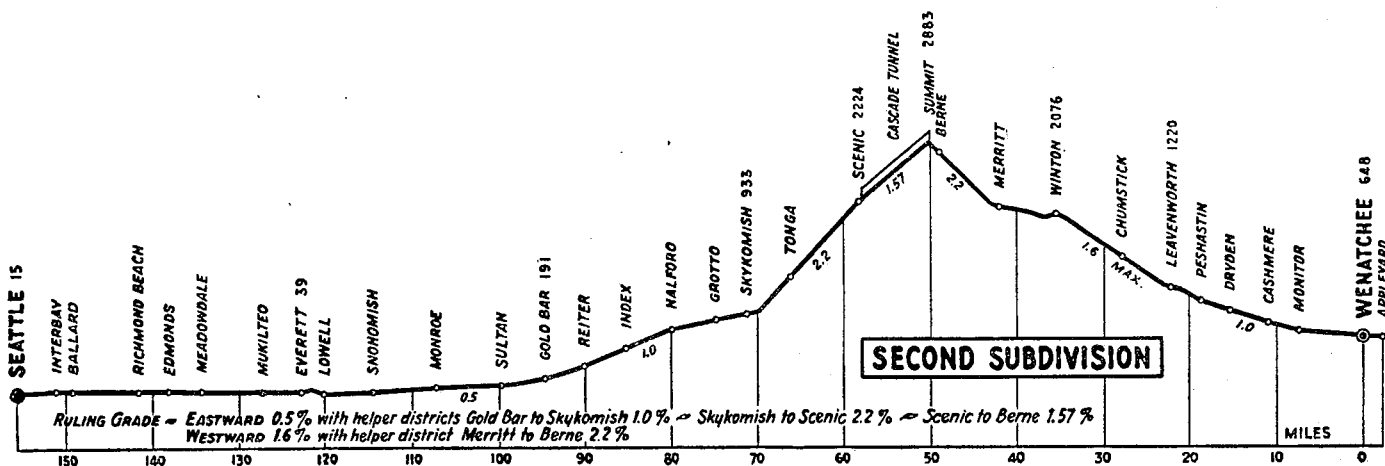
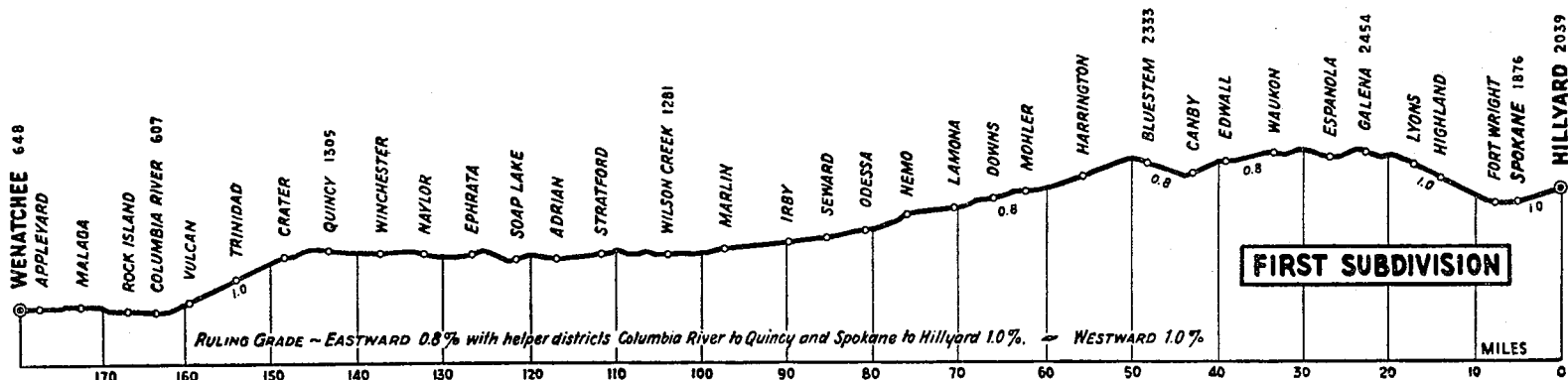
Harbor Board

Everett, Auburn, Sumas, Seattle

Everett, Tacoma, Enumclaw

Port Mann

Vancouver, B. C.



Elevation ...175

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