



CASCADE DIVISION.

TIME TABLE No. 31

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

SUNDAY, SEPTEMBER 15, 1929.

Superseding Time Table No. 30.

FOR EMPLOYEES ONLY.

C. McDONOUGH, Superintendent.

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

J. H. O'NEILL, General Manager.

Table with columns for Class (First Class, Second Class), Station (Wenatchee to Everett Junction), Time Table No. 31, and various train numbers (37, 299, 1, 3, 27, 38, 2, 4, 28, 402). Includes sub-columns for Passenger, Daily, and Freight.

Special Rules First Subdivision.

Westward trains are superior to eastward trains of the same class. No. 27 is superior to all trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at time No. 27 is due to leave next station in rear where time is shown but not less than five (5) minutes.

Freight trains will use N. P. tracks between Lowell and Delta and will be governed by N. P. time table and rules between these points. At Snohomish N. P. trains will enter G. N. main track through cross-over. Eastward first class N. P. trains will leave G. N. main track through cross-over. Other than first class N. P. eastward trains will head in at west switch of N. P. passing track.

SPEED RESTRICTIONS

Table with columns for Passenger and Freight, listing speed restrictions in M. P. H. for various locations like Main Street Crossing, Cashmere, Thru Monroe town limits, and Over draw span Bridge 455 east of Snohomish.

SECOND CLASS		FIRST CLASS							Capacity Other Tracks	Station Numbers	Distance from Everett Junction	Time Table No. 31 Effective September 15, 1929.				Distance from Seattle	SIGNS	Telegraph Calls	FIRST CLASS							SECOND CLASS
711	355	37	359	1	3	357	27	STATIONS				360	38	358	2				4	28	356	712				
Local Frt.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	..... EVERETT JUNCTION.....	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Passenger	Local Frt.									
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	..... MUKILTEO.....	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday									
L 10.00Am	L 9.00Pm	L 5.55Pm	L 12.45Pm	L 9.00Am	L 6.25Am	L 5.50Am	L 4.55Am	..... MEADOWDALE.....	A 9.05Am	A 9.55Am	A 6.00Pm	A 6.55Pm	A 10.25Pm	A 10.40Pm	A 1.10Am	A 7.30Am									
s 10.35	f 9.10	6.02	12.51	9.06	6.34	f 5.58	5.02	..... EDMONDS.....	s 8.59	9.49	f 5.53	6.49	10.19	10.34	f 1.02	s 7.20									
f 10.50	9.16	6.08	12.56	9.11	6.40	f 6.04	5.08	..... RICHMOND BEACH.....	8.49	9.43	5.46	6.43	10.13	10.28	f 12.52	f 7.10									
f 11.05	9.21	6.13	1.01	9.16	6.45	f 6.09	5.13	..... BALLARD.....	f 8.44	9.38	5.41	6.38	10.08	10.23	f 12.47	f 7.00									
s 11.30	f 9.28	6.20	1.07	9.22	6.51	s 6.18	5.20	..... INTERBAY.....	s 8.39	9.33	s 5.35	6.33	10.03	10.18	s 12.41	s 6.45									
s 11.50	9.34	6.25	1.12	9.27	6.57	f 6.25	5.25	..... G. N. DOCK.....	s 8.31	9.28	f 5.29	6.28	9.58	10.13	f 12.32	s 6.25									
f 12.15Pm	9.50	6.40	1.26	9.41	7.11	f 6.40	5.40	..... SEATTLE.....	6.46	9.17	5.17	6.17	9.47	10.02	f 12.18	f 6.05									
A 12.30Pm	f 9.54	6.44	1.29	9.44	7.14	s 6.44	5.44		4.71	RK DNWC OXP	RB	s 8.14	9.14	5.14	6.14	9.44	9.59	s 12.15	L 6.00Am							
	A 10.10Pm	A 7.00Pm	A 1.45Pm	A 10.00Am	A 7.30Am	A 7.00Am	A 6.00Am		.0	RK DN XP	UD	L 8.00Am	L 9.00Am	L 5.00Pm	L 6.00Pm	L 9.30Pm	L 9.45Pm	L 11.59Pm								
2.30 10.93	1.10 28.02	1.05 29.56	1.00 32.03	1.00 32.03	1.05 29.56	1.10 28.02	1.05 29.56					1.05 29.56	.55 34.94	1.00 32.03	.55 34.94	.55 34.94	.55 34.94	1.11 28.00	1.30 18.21							
Time Over Subdivision Average Speed Per Hour																										

Special Rules Second Subdivision.

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

No. 27 is superior to all trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at time No. 27 is due to leave next station in rear where time is shown but not less than five (5) minutes.

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

First class trains will register by card at Interbay and Everett Jet.

No. 358 will stop at stations Interbay to Mukilteo to discharge passengers from Seattle or points west.

No. 355 and No. 359 will stop at stations Mukilteo to Interbay to discharge passengers from Everett and points east and north.

Whistle signals for tracks with switches controlled from interlocking towers: Everett Jct. Interlocking—Main track eastward one long. Coast Line eastward one long and one short.

SPEED RESTRICTIONS.

	All Trains
Thru Edmonds town limits.....	8 M. P. H.
Over draw span Bridge 4 Ballard.....	10 M. P. H.
Over N. P. crossing, Interbay.....	15 M. P. H.
Thru Seattle tunnel.....	10 M. P. H.
Maximum speeds, page 7.	

4 SOUTHWARD.				THIRD SUBDIVISION—EVERETT JUNCTION TO BELLINGHAM.										NORTHWARD.									
THIRD CLASS	SECOND CLASS		FIRST CLASS			Car Capacity		Station Numbers	Distance from Bellingham	Time Table No. 31			Telegraph Calls	Distance from Everett Junction	SIGNS	FIRST CLASS				SECOND CLASS		THIRD CLASS	
713	729	711	355	359	357	Siding	Other Tracks			Effective September 15, 1929	STATIONS					356	300	360	358	712	728	714	
Local Freight	N. P. 676 Freight	Fast Freight	Passenger	Passenger	Passenger											Passenger	N. P. 443 Passenger	Passenger	Passenger	Fast Freight	N. P. 675 Freight	Local Freight	
Daily Ex. Monday	Daily Ex. Saturday	Daily Ex. Sunday	Daily	Daily	Daily										Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Sunday		
		L 3.25Am	L 6.45Pm	L 10.45Am	L 2.50Am	58	206	CL62	0.0BELLINGHAM.....	HM	64.35	RK DN P A	4.00Am	A 11.55Am	A 8.20Pm	A 3.00Pm						
		356 3.48	6.55	10.55	f 3.03	58	89	CL60	2.92	2.92 ...SOUTH BELLINGHAM.....	FN	61.43	DNO X P	f 3.48	11.45	8.10	2.40						
		4.00	7.01	11.01	f 3.13	44	9	CL56	6.84	3.92.....SOCKEYE.....		57.51	P	f 3.38	11.34	8.02	2.25						
		4.20	f 7.10	11.10	f 3.25	45	9	CL50	12.80	5.96.....SAMISH.....		51.55	W P	3.25	11.23	7.52	2.05						
			f 7.13		f 3.30		8	CL49	14.24	1.44.....BLANCHARD.....		50.11	P	f 3.21	11.20								
		4.35	7.17	11.15	f 3.37	56	15	CL46	16.60	2.36.....BOW.....	BO	47.75	P	f 3.16	11.15	7.47	1.45						
		4.45	7.23	11.21	f 3.48		10	CL42	21.26	4.66.....BELLEVILLE.....	BV	43.09	P	f 3.06	11.05	7.40	1.25						
L 714 10.15Am		5.40	7.35	11.28	4.00	57	281	CL39	23.99	2.73.....BURLINGTON.....	BU	40.36	R DNC OWYX P	3.00	11.00	7.35	1.15					L 713 10.15Am	
380 10.42		6.00	7.48	11.38	4.13	102	115	CL35	27.95	3.96.....MT. VERNON.....	NR	36.40	DN P	2.45	10.42	7.15	12.15Pm					10.00	
11.00		6.15	7.58	11.45	f 4.25	55	19	CL30	33.28	5.33.....FIR.....	FR	31.07	D P	f 2.30	10.27	7.00	11.45					9.00	
					f 4.28		6	CL27	35.61	2.33.....MILLTOWN.....		28.74		f 2.25	10.22								
712 11.20		6.35	f 8.11	11.57	4.43	56	57	CL23	40.38	4.77.....STANWOOD.....	B	23.97	DN P	2.15	10.13	6.48	11.20					8.10	
11.50		6.55	f 8.18	12.05Pm	f 4.55	66	19	CL17	45.95	5.57.....SILVANA.....	SV	18.40	W P	f 2.00	10.00	6.39	10.55					7.30	
359 12.12Pm		7.15	8.25	12.12	f 5.03	56	17	CL13	49.91	3.96.....ENGLISH.....		14.44	P	f 1.52	9.50	6.33	10.40					7.15	
12.30	L 7.20 Pm	7.25	8.30	12.17	5.10			CL9	53.68	3.77.....KRUSE.....	K	10.67	DN P	1.44	9.28Am	9.41	6.28	10.25	A 11.35Am			f 7.00	
12.55	7.35	7.35	8.35	12.22	f 5.20	55	76	CL6	57.08	3.40.....MARYSVILLE.....	MS	7.27	D P	1.38	9.23	9.35	6.23	10.15	11.25			6.50	
A 1.15Pm	A 7.50 Pm	7.45 9.35	8.41	12.28	5.28			CL3	59.89	2.81.....DELTA WYE.....	WY	4.46	DN YX P	1.28	9.17Am	9.25	6.16	10.00 8.00	L 11.10Am			L 6.30Am	
		9.40	8.44	12.31	5.31				61.00	1.11.....LONG SIDING.....		3.35		1.25	9.22	6.13	7.50						
		9.50	8.58	12.43	5.47	66	122	1779	63.55	2.55.....EVERETT.....		0.80	P	1.20	9.15	6.07	7.35						
		A 10.00Am	A 9.00Pm	A 12.45Pm	A 5.50Am		40	1780	64.35	0.80.....EVERETT JUNCTION.....	JN	0.0	R DN X P L	1.10Am	L 9.05Am	L 6.00Pm	L 7.30Am						
3.00 12.27	.80 12.42	6.35 9.87	2.15 28.60	2.00 32.17	3.00 21.45					Time Over Subdivision Average Speed Per Hour				2.50 21.72	.11 33.94	2.50 21.72	2.20 27.61	7.30 8.44	.25 14.90			3.45 9.56	

Special Rules Third Subdivision.

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

Norman, one mile north of Silvana, is flag stop for Nos. 356 and 357.

No. 358 will stop at any station to discharge passengers from Everett and points south or east.

Following railroad crossings at grade are protected by crossing gates, all trains approach and cross them under full control:

Burlington—G. N. Ry. Rockport Branch.

South Bellingham—N. P. Ry.

Bellingham—B. & N. Railway.

SPEED RESTRICTIONS

Thru Marysville, Mt. Vernon and Burlington..... All Trains 8 M. P. H.
Over draw span Bridges 10, 11, 12 and 36..... 10 M. P. H.
Over Bond St., Hewitt St., California St. and 24th St., Everett..... 6 M. P. H.
Maximum speeds, page 7.

INTERLOCKERS.

Governing movement of trains N. P. crossing and Bridge 10 just north of Delta Wye.
All southward trains will 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.

Train movement from Bayside northward will 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 will 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 will be governed by lower arm home signal located 60 feet east of wye switch, also by home signal located 90 feet east of the frog of the south wye switch.

Trains northward from Northern Pacific connection to Great Northern main line governed by lower arm on Home Signal on Northern Pacific track. Top arm on advanced Home Signal 500 feet south of draw span.

Southward trains for Northern Pacific connection to be governed by lower arm on Home Signal 700 feet north of draw span.

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.

SOUTHWARD.

THIRD SUBDIVISION—VANCOUVER TO BELLINGHAM.

NORTHWARD. 5

SECOND CLASS		FIRST CLASS						Car Capacity		Time Table No. 31				FIRST CLASS						SECOND CLASS			
711	103	357	101	97	355	99	359	Siding	Other Tracks	Station Numbers	Distance from Vancouver	STATIONS	Telegraph Calls	Distance from Bellingham	SIGNS	102	356	98	100	360	358	104	712
Local Freight	C. N. Ry. 404 Freight	Passenger	C. N. Ry. 2 Passenger	C. N. Ry. 38 Passenger	Passenger	C. N. Ry. 4 Passenger	Passenger					Effective September 15, 1929				C. N. Ry. 1 Passenger	Passenger	C. N. Ry. 37 Passenger	C. N. Ry. 3 Passenger	Passenger	Passenger	C. N. Ry. 403 Freight	Local Freight
Daily Ex. Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday
L 4.50pm		L 11.59pm			L 4.30pm		L 8.30am	Yard	422	CL125	0.0	.....VANCOUVER.....	VN	58.03	RKDN WCYXOP		A 7.40am			A 2.30pm	A 10.45pm		A 9.45pm
4.55	L 12.50am	12.03am	L 9.55pm	L 7.25pm	4.34	L 10.34am	8.34				1.25	.....C. N. JUNCTION.....		56.78		A 7.14am	7.30	A 10.24am	A 1.52pm	2.22	10.37	A 9.20am	9.35
f 5.00	12.58	f 12.09	10.00	7.31	4.38	10.39	8.39			CL122	2.73	...STILL CREEK.....		55.30	P	7.06	f 7.26	10.18	1.45	f 2.18	10.33	9.10	f 9.30
f 5.05	1.04	f 12.13	10.04	7.36	4.41	10.44	8.41			CL120	4.58	.....ARDLEY.....		53.45	P	7.02	f 7.22	10.11	1.39	f 2.14	10.30	9.00	f 9.23
f 5.10	1.12	f 12.19	10.09	7.42	4.45	10.49	8.44	0		CL117	7.20	.....BURNABY.....		50.83	P	6.57	f 7.17	10.04	1.34	f 2.09	10.26	8.50	f 9.15
f 5.15	1.18	12.25	10.13	7.48	4.50	10.55	8.48	18		CL115	9.69	.....ENDOT.....		48.34	P	6.51	7.13	9.56	1.26	2.04	10.22	8.35	f 9.08
s 5.30	1.25	12.28	10.18	7.51	4.53	10.59	8.51	22	131	CL112	11.70	.....SAPPERTON.....		46.33	W Y P	6.44	f 7.08	9.51	1.20	f 2.00	10.18	8.20	s 9.00
s 5.35	A 1.30am	s 12.37	A 10.23pm	A 7.55pm	s 4.58	A 11.04am	s 8.56		65	CL107	13.06	.....NEW WESTMINSTER.....	MN	44.97	R DN X P	L 6.40am	s 7.05	L 9.48am	L 1.17pm	s 1.57	s 10.15	L 8.15am	s 8.52
f 5.41		12.43			5.02		9.01				13.54	.....FRASER RIVER JCT.....		44.49			6.50			1.46	10.02		f 8.45
f 5.55		f 12.52			5.10		9.08	54	4	CL101	18.69	.....TOWNSEND.....		39.34	P		f 6.40			f 1.38	9.54		f 8.32
s 6.25		f 1.02			f 5.17		f 9.18	51	51	CL96	24.04	.....COLEBROOK.....	G	33.99	DN Y P		f 6.27			s 1.30	f 9.46		s 8.20
f 6.35		f 1.10			f 5.23		f 9.25		3	CL92	27.72	.....CRESCENT.....		30.31			f 6.15			f 1.20	f 9.38		f 8.00
s 7.30		s 1.35			s 5.37		s 9.40	63	11	CL87	32.75	.....WHITE ROCK.....	WR	25.28	DN P		s 5.55			s 1.00	s 9.20		s 7.30
											35.43	INTERNATIONAL BOUNDARY		22.60									
85x 7.45 9.05		s 1.55			s 6.00		s 9.55	55	154	CL84	35.89	.....BLAINE.....	BN	22.14	DN W X P		s 5.15			s 12.40	s 9.05		s 7.00
s 9.25		f 2.10			712 6.12		s 10.08	66	38	CL77	43.46	.....CUSTER.....	CU	14.57	P		s 4.44			s 12.27	f 8.50		s 6.12
s 10.00		s 2.23			s 6.23		s 10.18	65	51	CL71	49.05	.....FERNDALE.....	FD	8.98	D P		s 4.30			s 12.18	s 8.42		s 5.50
A 11.15pm		A 2.40am			A 6.40pm		A 10.35am	58	206	CL62	58.03	.....BELLINGHAM.....	HM	0.0	RKDN WC X P	L 4.10am				L 12.01pm	L 8.25pm		L 5.00pm
6.25 9.05	.40 19.55	2.41 21.80	.28 25.34	.30 23.62	2.10 26.87	.30 23.62	2.05 28.70					Time Over Subdivision				.84 20.87	3.30 16.58	.36 19.68	.35 20.28	2.29 23.35	2.30 23.33	1.05 11.74	4.45 12.22

Third Subdivision Special Rules

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

All trains arriving and leaving Vancouver and C. N. Junction will register in train register located in G. N. train order office, Vancouver.

Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

Retaining wall, New Westminster, between Front St., crossing and old interlocking tower, does not give full side clearance. Train and enginemen must not be on side of cars or engines passing same.

No train will pass International Boundary at Blaine and White Rock without permission of Customs officials.

Water front tracks at New Westminster not to be used for meeting or passing trains.

Ocean Park, 1 mile south of Crescent, will be flag stop for all first class trains.

Custer is flag stop for No. 355 to pick up passengers for Seattle and points east and south.

SPEED RESTRICTIONS

- Thru Blaine town limits..... 8 M. P. H.
 - Over Brunette St., Sapperton..... 10 M. P. H.
 - Over draw span Bridge 69..... 10 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.
- Maximum speeds, page 7.

INTERLOCKER.

No train, engine, or cars shall be moved into or through the interlocking zone protecting the Fraser River bridge immediately south of New Westminster, B. C., through the use of flag, hand signal, lantern or word of mouth when the interlocking plant is out of order. The Government has provided regular clearance card to be used in cases of this kind and nothing else should be accepted.

Track is electrically bonded between northward home signal Fraser River junction and southward home signal at water front track New Westminster and trains when given clear signal at either one of these signals may proceed through block, being governed by the rules pertaining to indications shown by the various signals between the two points mentioned.

WESTWARD. FOURTH SUBDIVISION---ANACORTES TO ROCKPORT. EASTWARD.

Table with columns for Third Class (725, 713), First Class (279, 277), and Time Table No. 31. Includes station names like Rockport, Nestos, Concrete, Grasmere, Birdsvie, Hamilton, Lyman, Cokedale, Burlington, Avon, Fredonia, Whitney, Whitmarsh, Fidalgo, and Anacortes. Includes columns for Car Capacity, Station Numbers, Distance from Rockport, and various train classes.

Special Rules—Fourth Subdivision.

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

Puget Sound and Baker River trains register at Whitmarsh.

First class trains will stop on flag at: Superior Ave., and Baker River, Concrete, Van Horn, Faber, Sauk, Mountview Spur.

Trains 725 and 726 stop on flag at Fidalgo Mill Spur and Summitt Park.

SPEED RESTRICTIONS

All Trains

Over draw span 12 west of Whitney10 M. P. H.
Over Bridge 52 Concrete.....10 M. P. H.
Maximum speeds, page 7.

WESTWARD.

FIFTH SUBDIVISION CLOVERDALE TO LADNER.

EASTWARD.

Table with columns for Second Class (383), Car Capacity, and Time Table No. 31. Includes station names like Cloverdale, Alluvia, Southport, Colebrook Jct, Colebrook, Guichon Line Jct, Inverholm, Challucthan, and Ladner. Includes columns for Station Numbers, Distance from Ladner, and various train classes.

Special Rules—Fifth Subdivision.

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

All trains Fifth Subdivision will protect against all Third Subdivision trains between Colebrook Jct. and Guichon Line Jct.

Maximum speeds, page 7.

**BUSINESS TRACKS NOT SHOWN AS STATIONS
ON TIME TABLE.**

NAME	LOCATION	OPENS	CAPACITY
First Sub-Division:			
Plains.....	4.49 Miles east of Winton.....	Both ends	9 Cars
Nason Creek.....	2.62 Miles east of Merritt.....	Both	75 "
Gaynor.....	2.75 Miles east of Berne.....	Both	73 "
Great Republic Mining Co., Miller River.....	2.2 Miles west of Skykomish.....	West	19 "
Grotto Lumber Co.....	0.1 Miles east of Grotto.....	East	1 "
Northwestern Portland Ce- ment Co.'s Spur.....	0.2 Miles east of Grotto.....	South	33 "
Reiter Lbr. Co.'s Spur.....	3.5 Miles west of Grotto.....	East	6 "
Baring Cedar Co. Spur.....	3.7 Miles west of Grotto.....	East end	13 "
Baring.....	3.9 Miles west of Grotto.....	Both ends	21 "
Index, Galena Mill Spur.....	0.3 Miles east of Index.....	East	35 "
Western Granite Works Spur.....	1.0 Miles west of Index.....	West	29 "
Gravel Bunkers.....	0.5 Miles west of Reiter.....	Both ends	82 "
Wallace Falls Timber Co.....	1.7 Miles east of Gold Bar.....	Both ends	88 "
Startup.....	1.9 Miles west of Gold Bar.....	Both ends	14 "
Wallace Lumber Co. Spur.....	0.7 Miles east of Sultan.....	East	27 "
Miller Logging Co.'s Siding.....	1.3 Miles west of Sultan.....	Both ends	64 "
Woodruff.....	1.9 Miles west of Monroe.....	Both ends	22 "
Frye Spur.....	3.1 Miles west of Monroe.....	East	14 "
Robinson Lettuce Spur.....	2.0 Miles west of Monroe.....	East	20 "
Second Sub-Division:			
G. N. Oil Tank Spur.....	1.0 Miles west of Everett Jct.....	East	52 Cars
Washington Bolt Spur.....	0.6 Miles west of Edmonds.....	West	48 "
Standard Oil Co. Spur.....	0.9 Miles east of Richmond Beach.....	West	98 "
Third Sub-Division:			
Chuckanut Cannery Spur.....	0.6 Miles north of Sockeye.....	North	7 Cars
Hazel Mill Spur.....	0.8 Miles south of Samish.....	North	33 "
Bellville Pit.....	1.6 Miles north of Bellville.....	North	111 "
Union Oil Co. Spur.....	1.2 Miles north of Mt. Vernon.....	South	7 "
Puget Sound and Cascade Ry. Conn.....	0.8 Miles north of Mt. Vernon.....	South	.....
Associated Oil Co. Spur.....	1.2 Miles south of Mt. Vernon.....	North	10 Cars
Skagit Crossing Tr. Track.....	1.3 Miles south of Fir.....	South	2 "
Hawley Spur.....	1.9 Miles south of Fir.....	North	5 "
Ketchum Spur.....	2.5 Miles north of Stanwood.....	South	5 "
Norman Spur.....	1.0 Miles north of Silvana.....	South	10 "
Cox's Spur.....	1.5 Miles north of Marysville.....	South	4 "
Ardley Power Spur.....	0.5 Miles south of Ardley.....	South	9 "
Sapperton Pit.....	0.9 Miles north of Sapperton.....	Both	84 "
St. Mingo Spur.....	1.1 Miles north of Townsend.....	North	21 "
Campbell Lumber Co. Spur.....	1.0 Miles south of Whiterock.....	South	56 "
Dakota Creek Spur.....	2.1 Miles south of Blaine.....	North	23 "
Milk Spur.....	0.7 Miles south of Ferndale.....	South	31 "
Standard Oil Spur.....	0.7 Leads off Milk Spur.....	.....	11 "
Marietta Spur.....	3.6 Miles north of Bellingham.....	South	2 "
Olympic Portland Cement Co. Spur.....	2.0 Miles south of Ferndale.....	North	29 "
Utah Idaho, Sugar Co. Spur.....	2.4 Miles north of Bellingham.....	North	175 "
Olympic Portland Cement Co. Spur.....	2.4 Miles north of Bellingham.....	North	205 "
Fourth Sub-Division:			
Briscoe Spur.....	1.4 Miles west of Rockport.....	West	13 Cars
Mountview.....	3.7 Miles west of Rockport.....	Both ends	18 "
Sauk Spur.....	1.6 Miles west of Rockport.....	West	12 "
Van Horne's Spur.....	1.0 Miles west of Nestos.....	Both ends	6 "
Puget Sound Saw Mill Co.....	0.8 Miles west of Nestos.....	Both ends	87 "
L. L. Spur.....	0.6 Miles west of Hamilton.....	West	1 "
Hawkins Spur.....	0.8 Miles west of Fredonia.....	East	6 "
Gravel Pit Spur.....	6.1 Miles east of Anacortes.....	West	4 "
Log Rollway.....	2.3 Miles east of Anacortes.....	Both ends	22 "
Fifth Sub-Division:			
Gowdy Road Spur.....	1.4 Miles east of Challuethan.....	West	5 Cars
Patterson's Spur.....	0.9 Miles east of Inverholm.....	West	7 "
Smith Road Spur.....	2.1 Miles east of Inverholm.....	Both	7 "
Matthew Road Spur.....	3.1 Miles east of Inverholm.....	Both	6 "
Embree Road Spur.....	3.1 Miles west of Colebrook.....	Both	6 "
Oliver Road Spur.....	1.8 Miles west of Colebrook.....	West	5 "
Gravel Pit Spur.....	0.7 Miles east of Alluvia.....	West	7 "
Surrey Spur.....	1.0 Miles west of Cloverdale.....	West	3 "
Langley Timber Co.'s Spur.....	0.9 Miles west of Lincoln.....	West	3 "
Fish Trap Pit.....	1.3 Miles west of Sarel.....	West	36 "
Abbotsford Timber Spur.....	0.7 Miles west of Abbotsford.....	East	10 "

MAXIMUM SPEED.

Between	Passenger	Freight
Wenatchee and Merritt.....	50 miles per hour.	40 miles per hour.
Merritt and Berne.....	35 miles per hour.	20 miles per hour.
Berne and Scenic.....	30 miles per hour.	20 miles per hour.
Scenic and Skykomish.....	35 miles per hour.	20 miles per hour.
Skykomish and Gold Bar.....	45 miles per hour.	30 miles per hour.
Gold Bar and Pacific Avenue.....	55 miles per hour.	35 miles per hour.
Everett Jct., and Seattle.....	50 miles per hour.	30 miles per hour.
Delta Wye and Samish.....	55 miles per hour.	35 miles per hour.
Samish and Bellingham.....	40 miles per hour.	25 miles per hour.
Bellingham and Vancouver.....	50 miles per hour.	35 miles per hour.
Rockport and Birdview.....	30 miles per hour.	15 miles per hour.
Birdview and Burlington.....	30 miles per hour.	20 miles per hour.
Burlington and Anacortes.....	30 miles per hour.	15 miles per hour.
Sumas and Colebrook.....	30 miles per hour.	30 miles per hour.
Colebrook and Ladner.....	20 miles per hour.	20 miles per hour.

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

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Main 7508, House Colfax 0499, 420 LaSalle Bldg., Minneapolis, Minn.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	Minneapolis, Minn.
Dr. J. G. Cunningham.....	Assistant Chief Surgeon.....	Spokane, Wash.
Dr. H. J. Knott.....	Division Surgeon, Cobb Bldg.....	Seattle, Wash.
Dr. C. A. Mead.....	Assistant Division Surgeon.....	Everett, Wash.
Dr. W. T. Flynn.....	Assistant Division Surgeon.....	Everett, Wash.
Dr. A. S. Munro.....	Assistant Division Surgeon.....	Vancouver, B. C.
Dr. A. E. Gerhart.....	Assistant Division Surgeon.....	Wenatchee.
Dr. H. T. Rhoads.....	Ophthalmic Surgeon.....	Everett, Wash.
Dr. Frederick A. Kiehle.....	Ophthalmic Surgeon.....	Portland, Ore.

LOCAL SURGEONS.

Dr. H. E. Frost.....	Anacortes.
Dr. W. A. Kirkpatrick.....	Bellingham.
Dr. M. A. Keyes.....	Blaine.
Dr. H. E. Cleveland.....	Burlington.
Dr. E. Hayden.....	Cashmere.
Dr. Paul W. Sweet.....	Centralia.
Dr. L. S. Trask.....	Everett.
Dr. O. H. Christopherson.....	Interbay.
Dr. G. W. Hoxsey.....	Leavenworth.
Dr. Minard Allison.....	Monroe.
Dr. Geo. E. Drew.....	New Westminster.
Dr. R. C. McDaniel.....	Portland.
Dr. Ralph M. Dodson.....	Selling Bldg., Portland, Ore.
Dr. R. W. Perry, Oculist.....	Seattle.
Dr. B. L. Phillips.....	Skykomish.
Dr. James A. LaGasa.....	Tacoma.
Dr. R. D. Wiswall.....	Vancouver, Wash.
Dr. L. M. Mares.....	Wenatchee, Wash.

J. C. DEVERY, Chief Dispatcher.

C. A. MANTHE, Train Master.

I. E. CLARY, Train Master.

T. B. DEGNAN, Superintendent Terminals