

GREAT NORTHERN RAILWAY

SPOKANE DIVISION.



TIME TABLE No. 12.

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.
PACIFIC TIME.

FRIDAY, JANUARY 1, 1926.

Superseding Spokane and Marcus Divisions Time Table No. 11, and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.
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J. M. DOYLE, Superintendent.

J. C. ROTH, Gen'l. Supt. of Transportation.
F. S. ELLIOTT, General Superintendent.

J. H. O'NEILL, General Manager.

FIRST SUBDIVISION—TROY TO SPOKANE.

THIRD CLASS			SECOND CLASS		Capacity of Side Tracks		Time Table No. 12				FIRST CLASS							
689	691	695	429	451	Fast Tracks	Other Tracks	Station Numbers	Distance from Troy	Effective January 1, 1926				1	263	255	43	3	27
Local Freight	Local Freight	Local Freight	Freight	Freight					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	STATIONS				1	263	255	43	3	27				
Daily	Daily	Daily	Daily	Daily	STATIONS				Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily				
		L 8:00Am	L 4:00Am	L 4:00Pm	Yard	1097	1332	0.0	TROY	UX	L 2:15Am		L 12:01Pm	L 2:35Pm	L 3:10Pm			
		* 8:20	4:25	4:35	175	9	1340	6.70	YAKT		2:30		12:15	2:48	3:20			
		* 8:50	4:50	5:05	82	16	1347	13.74	LEONIA	ON	2:45		12:29	3:02	3:33			
		* 9:15	5:15	5:30	82	7	1353	20.67	KATKA		3:00		12:43-44 12:49-25	3:16	3:45			
		* 9:40	5:35	5:55	82	12	1360	27.10	CROSSPORT		3:14		1:03	3:29	3:57			
L 5:00Am		A 10:00Am	6:00	6:20	E 81 W 82	96	1364	31.41	BONNER'S FERRY	BY	* 3:26	L 7:30Am	* 1:15	* 3:40	4:04			
* 5:25			6:25	6:50	82	20	1369	36.38	MORAVIA		3:37	f 7:38	f 1:23	3:50	4:11			
* 6:00			7:00	7:20	82	22	1376	42.79	NAPLES	NA	3:51	* 7:48	* 1:36	4:03	4:22			
* 6:40			7:30	7:55	82	10	1383	50.19	ELMIRA		4:05	f 8:02	f 1:50	4:16	4:33			
* 7:10			7:55	8:39	105	23	1390	57.00	COLBURN		4:16	f 8:15	f 2:03	4:26	4:42			
* 8:00			8:33-263 8:55	9:20	E 112 W 82	124	1398	64.87	SAND POINT	S	4:27	* 8:33	* 2:15	* 4:40	4:54			
* 8:25			9:15	9:40	82	0	1402	69.03	HORNBY		4:34	8:41	2:23	4:48	5:00			
* 8:49			9:45	9:55	82	15	1407	73.69	WRENCOE		4:42	f 8:49	f 2:31	4:56	5:06			
* 9:10			10:14	10:10	82	18	1410	78.69	LACLEDE	C	4:49	* 8:59	* 2:40	5:13	5:13			
* 9:25			10:35-44 10:45-402	10:25	83	16	1416	83.41	THAMA		4:56	f 9:06	f 2:48	5:24	5:19			
* 9:40 2-44-28-402 11:55			6:59-800-28 10:59	10:56	82	151	1420	86.95	PRIEST RIVER	NC	5:02	* 9:14	* 2:58	* 5:34	5:24			
* 1:20Pm			11:30	11:16	E 106 W 82	21	1427	93.51	NEWPORT	NR	* 5:16	* 9:28	* 3:11	* 5:46	5:34			
* 1:35			12:05Pm	11:30	82	29	1433	97.02	PENRITH		5:25	402-3-690 f 9:43	f 3:19	5:53	5:38			
* 1:55			12:35	11:45	82	17	1436	101.34	SCOTIA		5:33	* 9:56	f 3:28	6:01	5:44			
* 2:20			1:00	12:10Am	82	29	1443	108.04	CAMDEN	MD	5:47	* 10:10	* 3:42	6:16	5:56			
* 2:35			1:10	12:20	82	33	1446	111.02	BLK	KE	5:52	* 10:17	* 3:48	6:22	6:01			
* 3:00			1:30	12:35	82	37	1449	115.34	MILAN	RA	6:00	* 10:28	* 4:00	6:32	6:07			
* 3:44			2:00	1:05	82	13	1456	121.84	CHATTAROY		6:12	f 10:40	f 4:13	6:45	6:17			
* 4:22			2:20	1:25	82	65	1460	126.75	DEAN	DF	6:21	* 10:49	L 4:55Pm * 4:22	6:53	6:23			
* 4:45			2:45	1:45	82	17	1464	130.34	MEAD		6:31	f 10:58	f 5:05	4:31	7:03			
A 5:00Pm	L 5:40Am		A 3:10Pm	2:15 9:00	Yard	1070	1469	134.70	HILLYARD	Depot HU Yard 8Q	6:43	* 11:12	* 5:15	* 4:45	* 7:20			
	5:55			9:20	0	0	1472	138.47	O.-W. R. & N. JCT.		6:55	11:23	5:25	4:55	7:30			
	A 6:00Am		A 9:30Am	9:30	Yard	715	1478	139.64	SPOKANE	DS-Q	A 7:00Am	A 11:30Am	A 5:30Pm	A 5:00Pm	A 7:35Pm			
Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	DOUBLE TRACK				Daily	Daily	Daily	Daily	Daily	Daily	Daily			
689	691	695	429	451	DOUBLE TRACK				1	263	255	43	3	27				
12.00 8.61	9.90 14.55	2.00 15.70	11.10 12.07	10.15 13.15	DOUBLE TRACK				4.45 20.40	4.00 27.06	0.35 23.81	4.59 25.00	5.00 27.93	3.40 38.08				

Special Rules.

Westward trains are superior to eastward trains of the same class. No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes. Normal position main track switch west end double track Troy yard is for eastward track and is located 500 feet west of depot. Eastward first class trains will hold main track to west end double track west of depot.

Normal position of double track switches at Dean and east end Hillyard yard will be for westward main track. West end double track between Dean and Hillyard is at east end of train yard, Hillyard, with single track movement through Hillyard yard between end of double track and a point 400 feet west of depot. On single track between O.-W. R. & N. Jct. and end of double track at west end Bridge 269 (Spokane) train movements will be governed by signal indications.

double track between Dean and Hillyard, Hillyard and O.-W. R. & N. Junction, and between Bridge 269 (Spokane) and Bridge 274 (Fort Wright) without running orders when moving with current of traffic. Westward extra trains will get clearance at Dean, and Hillyard and Eastward extra trains at Fort Wright and Hillyard. Regular trains will not require clearance at ends of double track unless train order signal displayed. Only first class trains and trains originating at Spokane Passenger Station will require clearance at Spokane.

FIRST SUBDIVISION—SPOKANE TO TROY.

EASTWARD. 3

FIRST CLASS						Time Table No. 12 Effective January 1, 1926.	STATIONS	Distance from Spokane	SIGNS	SECOND CLASS		THIRD CLASS	
4	264	28	44	256	2					402	690	696	692
Passenger Daily	Passenger Daily Ex. Sunday	Fast Mail Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily					Freight Daily	Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Sunday
A 1.45Am		A 1.30Pm	A 1.40Pm		A 12.30Pm	TROY	139.64	R@DNPWCT	A 5.00Pm		A 8.00Pm		
1.29		1.16	f 1.25		43 12.15	6.70 YAKT	132.94	P	451 4.35		* 7.30		
1.14		44 1.03	s 28 1.03		12.04 Pm	7.04 LEONIA	125.90	DNP	4.15		* 6.55		
12.59		43 12.49	f 43 12.43		11.50	6.93 KATKA	118.97	PW	3.45-27 3.16-3		* 6.25		
12.43		12.35	f 12.24		11.37	6.43 CROSSPORT	112.54	P	2.40		* 451 5.55		
*12.35	A 7.00Pm	*12.25	*12.14		*11.30	4.31 BONNER'S FERRY	108.23	R@DNPW Y K	2.15	A 5.15Pm	L 5.25Pm		
12.22	f 451 6.50	12.16	f 12.01Pm		11.19	4.97 MORAVIA	103.26	P	1.56	* 4.50			
12.10Am	* 6.38	12.07Pm	*11.48		11.09	6.41 NAPLES	96.85	DNPW	43 1.36	* 4.22-3 4.03-27			
11.59	f 6.26	11.56	f 11.37		10.59	7.40 ELMIRA	89.45	P	1.10	* 3.20			
11.48	f 6.15	11.46	f 11.24		10.49	6.81 COLBURN	82.64	P	12.45	* 2.45			
*11.36	* 6.02	*11.35	*11.12		*10.37	7.87 SAND POINT	74.77	@DNPWC Y K	12.15Pm	43 * 2.15			
11.25	5.50	11.26	11.01		10.27	4.16 HORNBY	70.61	P	11.45	* 1.15			
11.18	f 5.42	11.19	f 10.52		10.21	4.66 WRENCOE	65.95	P	11.30	* 12.55			
11.10	* 5.32	402 11.12	*10.42		10.14	5.00 LACLEDE	60.95	PW	28 11.12	* 12.35			
11.03	f 5.24-3 5.19-27	11.05	f 10.35		10.08	4.72 THAMA	56.23	P	429 10.45	* 12.10Pm			
451 *10.56	* 5.05	689-690-429 10.59	*10.28		10.03	3.54 PRIEST RIVER	52.69	D P	44-689 10.28	* 11.55 28-689-429 10.55			
*10.45	* 4.50	*10.50	*10.15		* 9.53	6.56 NEWPORT	46.13	DNPW K	10.01	* 10.35 10.10-44			
10.35	f 4.39	10.42	f 10.05		9.43	3.51 PENRITH	42.62	P	2-263-690 9.43	* 9.50 2-263-402 9.43			
10.27	* 4.30	10.36	* 9.56		9.35	4.32 SCOTIA	38.30	P	9.20	* 9.03			
10.13	* 4.16	10.22	f 9.41		9.20	6.70 CAMDEN	31.60	DNPW	8.45	* 8.20			
f 10.08	* 4.10	263 10.17	* 9.34		9.15	2.98 ELK	28.62	D P	8.30	* 8.00			
f 10.00	* 4.00	43 10.09	* 9.23		9.07	4.32 MILAN	24.30	D P	8.15	* 7.15			
9.49	f 689 3.44	10.00	f 9.10		8.56	6.50 CHATTAROY	17.80	P	7.50	* 6.45			
9.44	* 3.35	9.54	* 9.03	A 8.59Am	8.49	3.91 DEAN	13.89	R@DNPW	7.35	* 6.25			
9.38	f 3.25	9.47	f 8.53	f 8.50	8.42	4.59 MEAD	9.30	P	7.20	* 5.50			
9.30 * 9.25	* 3.15	9.40 * 9.30	* 8.45	* 8.40	8.35	4.45 HILLYARD	4.85	R@DNPWCTYO	7.00 5.00	L 5.30Am	A 3.10Pm		
9.15	3.05	9.20	* 8.35	8.28	8.23	3.68 O.-W. R. & N. JCT.	1.17	DNP IK	4.35		2.50		
L 9.10Pm	L 3.00 Pm	L 9.15Am	L 8.30Am	L 8.25Am	L 8.20Am	1.17 SPOKANE	0.0	R@DNPW O K L	4.30Am		L 2.45Pm		
Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily				Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
4	264	28	44	256	2				402	690	696	692	
4.35 30.47	4.00 27.06	4.15 32.85	5.10 27.03	0.34 24.61	4.10 33.51				13.00 10.74	11.45 8.8	2.35 12.16	.25 11.64	
Time Over Subdivision Average Speed Per Hour													

Special Rules—Continued.

Maximum speed for passenger trains between Troy and Yakt, Crossport and Scotia, Chattaroy and Spokane fifty-five (55) miles per hour and between Yakt and Crossport, Scotia and Chattaroy thirty-five (35) miles per hour.
NOTE—See additional speed restrictions page 12.
 All trains will not exceed a speed of fifteen miles per hour from one and one-half to two and one-half miles east of Katka.
 Train 27 will reduce speed to fifteen miles per hour over road crossing just east of depot at Bonners Ferry.
 All trains will reduce speed to ten (10) miles per hour between slow boards located 1,320 feet east and 630 feet west of Tunnel 11, two (2) miles east of Camden.
 All trains must reduce speed to eight (8) miles per hour through city limits of Spokane.
 Class "J" engines will not exceed speed of forty (40) miles per hour.
 Class "O", P-1 and "Q-1" engines will not exceed speed of thirty (30) miles per hour on passenger or silk trains.
 Q-1 class engines single and O-3 and O-4 classes double head will not exceed 10 miles per hour over bridge 244, 0.6 mile east of Priest River.
 Over Bridge 258 between Scotia and Camden Q-1 engines will not exceed four (4) miles per hour under supervision of division official riding engine.
 No. 2 stops at Priest River to pick up passengers for St. Paul and East.
 Trains 43 and 44 will stop on flag at Dover and on Sundays **only** for passengers at Samuels, Albany Falls Spur, McArthurs Spur and Dean.
 Trains 263 and 264 stop on flag at Samuels, Albany Falls Spur, McArthurs Spur and Dover.
 Normal position of junction switch, 3rd Subdivision, on Eastward passing track at Bonner's Ferry, is for the Eastward passing track, and connection with 6th Subdivision at Dean is for Main Line, 1st Subdivision.
 Lap Sidings at Newport, Sand Point and Bonner's Ferry. Trains take siding at outside switches.
 Trains 1, 2 and 27 register by card at Hillyard except when displaying signals.
 Register at Bonner's Ferry will be for 3rd Subdivision trains and trains that originate or terminate at Bonner's Ferry only and Register at Dean will be for 6th Subdivision trains only.
 Switch at end of double track just west of Hillyard Depot is operated by operator in Telegraph office. Position of switch indicated by top arm of home semaphore.
 Trains approaching these signals will come to a full stop 200 feet away when signals are against them and call for same in the usual manner.
 Eastward Home signal at end of double track, Hillyard, equipped with three arms. Top arm is automatically controlled by track circuit. Middle arm is fixed signal and denotes home signal. Bottom arm is "Calling on signal" and when at Caution position permits movement to depot against automatic signal.
 Trains stopped by semaphore home or light signals governing double track switch Westerly end Bridge 269, Spokane, should communicate with tower on telephone located Westerly end Bridge 269 and be governed by instructions of towerman before proceeding.
 Steam whistle signals for tracks with switches controlled from interlocking tower:
 O.-W. R. & N. Junction—Main line, One Long.
 O.-W. R. & N. Transfer No. 1—One Long and One Short.
 O.-W. R. & N. Transfer No. 2—Two Long and One Short.
 Auxiliary Telephones located in Kootenai Canyon as follows:
 At West Switch Troy.
 Six Telegraph Poles West of Mile Post 1341.
 At Mile Post 1348.
 At Mile Post 1354.
 One-half Mile West of Mile Post 1359. Scotia Canyon, East End Bridge 253.

YARD LIMIT BOARDS.
 Troy—One-half mile west of west switch.
 Bonners Ferry—One-half mile east of Bonners Ferry Lumber Co. switch.
 Sand Point—One-half mile east of west switch.
 Sand Point—One-half mile west of east switch.
 Dean—One-half mile east of east switch.
 Dean—One-half mile west of east switch on eastward track.
 Hillyard—One-half mile east of east switch on westward track.
 Hillyard—One-half mile west of east end double track.
 Spokane—One-half mile east of O.-W. R. & N. Jct.
 Spokane—One-half mile west of Military Spur.

DERAIL SWITCHES.
 Crossport, East end Industry track.
 Moravia, East end Industry track.
 West End Spur, West end Spur.
 McArthurs, East end Industry track.
 Naples, East end Humbird Lumber Co. connection.
 Albany Falls, West end Industry track.
 Elk, East end Pipe connected with main line switch.
 Spokane Lbr. Co. Spur, East end Industry track.
 Chattaroy, East end Industry track.
 Mead, East end Industry track.
 Hillyard, East end East Yard lead.
 East end passing track.
 " " West yard.
 West end Coal Chute track.
 West end of Cedar St. Industry tracks.
 Spokane, Deraill Switches must always be set for the ground except when in actual use, whether there are cars on that track or not.

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal.	Length in feet	Tunnel No.	Location of West Portal.	Length in feet
7	4644' W. of M. P. 1346; 3.21 mi. W. of ctr. pass. track, Yakt.	351	10.1	609' W. of M. P. 1374; 0.70 mi. W. of ctr. pass. track, Moravia	609
8	2475' W. of M. P. 1348; 4.88 mi. W. of ctr. pass. track, Yakt.	174	10.2	957' W. of M. P. 1376; 2.80 mi. W. of ctr. pass. track, Moravia	510
9	4073' W. of M. P. 1359; 2.22 mi. W. of ctr. pass. track, Katka.	362	11	4499' W. of M. P. 1443; 4.73 mi. W. of ctr. of depot, Scotia.	240
10	3153' W. of M. P. 1360; 2.94 mi. W. of ctr. pass. track, Katka.	216.5			

4 WESTWARD.

SECOND SUBDIVISION—SPOKANE TO WENATCHEE.

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks		Time Table No. 12 Effective January 1, 1926.				FIRST CLASS							
693	691	697	381	449	451	Passing Tracks	Other Tracks	Station Numbers	Distance from Spokane	STATIONS.					39	1	45 Spands No. 1.	27	3
Local Freight	Local Freight	Local Freight	Mixed	Freight	Freight					Passenger	Passenger	Passenger	Fast Mail	Passenger	Daily Ex. Sunday	Daily	Daily	Daily	Daily
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Mon., Wed. and Fri.	Daily	Daily						Daily Ex. Sunday	Daily	Daily	Daily	Daily				
L 6.05Am				L 8.45Pm	L 9.50Am	Yard	715	1473	0.0	DOUBLE TRACK	..... SPOKANE.....	DS-Q	L 1.00Pm	L 7.15Am	L 7.40Am	L 7.10Pm	L 8.00Pm	
* 6.15				9.00	10.00	82		1477	2.74	DOUBLE TRACK	..... PORT WRIGHT.....	FW	f 1.05	7.20	A 7.48Am	7.16	8.07	
* 6.40				9.35	10.35	82	7	1481	9.10	DOUBLE TRACK	..... HIGHLAND.....		f 1.20	7.39		7.30	8.21	
* 6.55				9.55	11.00	82	17	1486	12.37	DOUBLE TRACK	..... LYONS.....	YA	f 1.28	7.47		7.39	8.30	
* 7.27				10.15	11.25	82	57	1493	17.75	DOUBLE TRACK	..... GALENA.....		f 1.37	7.55		7.47	8.37	
* 7.47				10.30	11.40	82	46	1496	21.87	DOUBLE TRACK	..... ESPANOLA.....		f 1.45	8.01		7.54	8.43	
* 8.10				10.50	12.01Pm	82	58	1502	28.33	DOUBLE TRACK	..... WAUKON.....		f 1.55	8.10		8.03	8.52	
* 9.20				11.10	12.30 ⁴⁰ 1.00 ⁴⁴⁸	82	35	1508	34.06	DOUBLE TRACK	..... EDWALL.....	WH	* 2.08	8.19		8.11	f 9.03	
* 9.35				11.30	1.20	82	8	1512	37.77	DOUBLE TRACK	..... CANBY.....		f 2.15	8.25		8.16	9.09	
* 10.05				11.45	1.40	82	56	1517	43.25	DOUBLE TRACK	..... BLUESTEM.....	BM	f 2.24	8.33		8.24	9.17	
* 12.10Pm				12.10Am	2.05	E84 W73	109	1524	50.67	DOUBLE TRACK	..... HARRINGTON.....	HR	* 2.37	* 8.46		8.35	* 9.30	
* 12.40				12.25	2.25	E82	53	1531	57.38	DOUBLE TRACK	..... MOHLER.....		f 2.47	8.55		8.44	9.40	
* 1.00				12.35	2.40		57	1535	61.11	DOUBLE TRACK	..... DOWNS.....		f 2.54	9.02		8.50	9.46	
* 1.25				12.45	2.51	81	40	1539	65.60	DOUBLE TRACK	..... LAMONA.....	PA	f 3.03	9.09		8.58	9.52	
* 1.40				1.00	3.11	111	19	1544	71.19	DOUBLE TRACK	..... NEMO.....		f 3.11	9.16		9.06	10.00	
* 2.20				1.15	3.25	81	124	1550	76.03	DOUBLE TRACK	..... ODESSA.....	OD	* 3.20	f 9.25		9.13	* 10.11	
* 2.40				1.30	3.40	82	16	1555	80.61	DOUBLE TRACK	..... SEWARD.....		f 3.27	9.32		9.19	10.18	
* 3.00				1.45	3.55	82	28	1558	84.04	DOUBLE TRACK	..... IRBY.....		* 3.35	9.38		9.25	10.24	
* 3.30				2.05	4.25	82	39	1566	92.44	DOUBLE TRACK	..... MARLIN.....	KR	* 3.47	9.46		9.35	* 10.36	
L 7.00Am	A 3.55Pm			2.40	4.55	215	188	1573	99.06	DOUBLE TRACK	..... WILSON CREEK.....	Z	* 3.59	9.56		9.45	* 10.50	
* 7.35				3.05	5.28	82	22	1580	106.92	DOUBLE TRACK	..... STRATFORD.....		f 4.10	10.07		9.56	11.01	
* 8.10				3.25	5.55	81	154	1588	112.23	DOUBLE TRACK	..... ADRIAN.....	AD	* 4.19	10.15		10.08	11.11	
* 8.35				3.40	6.10	82	15	1591	116.84	DOUBLE TRACK	..... SOAP LAKE.....	AP	* 4.29	10.22		10.15	* 11.20	
* 9.21				4.00	6.35	82	68	1596	122.24	DOUBLE TRACK	..... EPHRATA.....	PR	* 4.39	10.30		10.23	* 11.30	
* 9.52				4.24	6.55	82	8	1601	127.38	DOUBLE TRACK	..... NAYLOR.....		f 4.50	10.37		10.31	11.38	
* 10.15				4.45	7.20	82	16	1606	132.45	DOUBLE TRACK	..... WINCHESTER.....		f 5.01	10.44		10.39	11.46	
* 10.52				5.15	7.45	109	102	1612	138.59	DOUBLE TRACK	..... QUINCY.....	QN	* 5.13	10.52		10.49	* 11.56	
* 11.20				5.40	8.00	85	4	1617	143.72	DOUBLE TRACK	..... CRATER.....		f 5.21	11.01		10.57	12.05Am	
* 11.45				6.05	8.20	E82 W82	12	1623	149.32	DOUBLE TRACK	..... TRINIDAD.....	DI	* 5.32	11.12		11.07	12.17	
* 12.15Pm				6.20	8.35	82	5	1628	154.60	DOUBLE TRACK	..... VULCAN.....		f 5.42	11.21		11.16	12.27	
* 12.35				L 5.25Pm	6.35	82	62	1632	158.64	DOUBLE TRACK	..... COLUMBIA RIVER ..	CM	* 5.53	11.28		11.23	12.35	
* 1.00				* 5.40	6.50	83	13	1637	163.21	DOUBLE TRACK	..... ROCK ISLAND.....		f 6.03	11.39		11.34	12.46	
* 1.30				* 5.55	7.05	83	25	1641	167.61	DOUBLE TRACK	..... MALAGA.....		f 6.13	11.49		11.44	12.56	
A 2.00Pm	L 6.45Am			6.05	A 7.15Am	A 9.45Pm	Yard	1155	1645	172.35	DOUBLE TRACK APLEYARD.....	WD	f 6.21	11.56		11.52	1.02	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		A 6.15Pm		Yard	1190	1648	174.52	DOUBLE TRACK	..... WENATCHEE.....	WC	A 6.30Pm	A 11.59Am		A 11.55Pm	A 1.05Am	
693	691	697		381	449	451						39	1	45 Spands No. 1.	27	3			
7.00 10.75	9.55 10.00	.15 8.68		.50 19.05	10.30 16.41	11.55 14.40						5.30 31.73	4.44 36.87	.8 20.55	4.45 36.74	5.05 34.33			
Time Over Subdivision Average Speed Per Hour																			

Special Rules.

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

No. 27 is superior to all other trains.

Opposing first class trains will clear train 27 five (5) minutes.

Other opposing trains will clear train 27 ten (10) minutes.

All westward trains must be clear at the time train 27 is due to leave the next station in the rear where time is shown, but not less than five (5) minutes.

Clearance Card Form 219 will authorize extra trains to use double track between Bridge 269 (Spokane) and Bridge 274 (Fort Wright) and between Bluestem and Lamona, without running orders when moving with current of traffic.

Eastward extra trains will receive clearance at Lamona and Fort Wright. Westward extra trains at Hillyard and Bluestem.

Regular trains will not require clearance at ends of double track unless train order signal displayed.

Only first class trains and trains originating at Spokane Passenger Station will require clearance at Spokane.

On single track between end of double track at east end Bridge 274 (Fort Wright) and Fort Wright train movements will be governed by signal indications.

Train 691 and Trains 40, 448 and 692; Trains 1 and 692, Trains 449 and 402 meet on double track between Bluestem and Lamona.

Trains 4 and 449 meet on double track between Spokane and Fort Wright.

First class trains will register by card at Appleyard.

Maximum speed for passenger trains:

Between Spokane and Fort Wright, Lyons and Crater, and from one mile east of Rock Island to Wenatchee, fifty-five (55) miles per hour.

Between Fort Wright and Lyons and Crater and Vulcan, thirty-five (35) miles per hour.

Between Vulcan and one mile west of Columbia River forty-five (45) miles per hour.

Between one mile west of Columbia River and one mile east of Rock Island, twenty-five (25) miles per hour.

NOTE—See additional speed restrictions Page 12

All trains will reduce speed to eight (8) miles per hour through city limits of Spokane.

Passenger trains reduce speed to 25 miles per hour and freight trains to 15 miles per hour while passing high rock bluffs from west end tunnel No. 12, about one and three-quarters (1¾) miles west of Columbia River station; to a point 1500 feet west.

Class P-2 engines must not exceed fifty (50) miles per hour.

Class "J" engines will not exceed a speed of forty (40) miles per hour.

Class "O", "P-1" and "Q-1" engines will not exceed a speed of thirty (30) miles per hour on passenger and silk trains.

Class "O-1" and heavier engines must not go on Standard Oil Spur, Edwall.

No. 1 stops on flag Sunday **only** at Ephrata and Adrian.

No. 2 will stop at Adrian and Ephrata to let off passengers from Everett or west of there.

(Special Rules Continued on Page 5.)

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal	Length in Feet
11.1	1468 feet east of M. P. 1622; 1.20 miles west of center of passing track, Crater.....	927
12	1131 feet west of M. P. 1636; 1.85 miles west of center of depot, Columbia River.....	221

SECOND SUBDIVISION—SPOKANE TO WENATCHEE.

FIRST CLASS					Time Table No. 12 Effective January 1, 1926	Distance from Wenatchee	SIGNS	SECOND CLASS				THIRD CLASS		
4	40	28	46 Spanda No. 2	2				448	450	382	402	698	694	692
Passenger	Passenger	Fast Mail	Passenger	Passenger				Freight	Freight	Mixed	Freight	Local Freight	Local Freight	Local Freight
Daily	Daily Ex. Sunday	Daily	Daily	Daily					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday			
A 8:40pm	A 1:40pm	A 8:55am	A 6:30am	A 8:00am	DOUBLE TRACK	174.52	R@DNPWOK I	A 3:00pm	A 11:15pm			A 2:30pm		
8:34	f 1:33	8:50	L 6:23am	7:53	...SPOKANE...	171.78	DNP	2:50	11:05			* 2:15		
8:21	f 1:20	8:39		7:39	2.74 ...FORT WRIGHT...	165.42	P	2:30	10:45			* 1:50		
8:10	f 1:10	8:33		7:34	6.36 ...HIGHLAND...	162.15	D PW	2:15	10:30			* 1:28		
8:02	f 1:00	8:26		7:27	3.27 ...LYONS...	156.77	P	2:00	10:15			* 1:07		
7:54	f 12:51	8:20		7:21	5.38 ...GALENA...	152.65	PW	1:45	10:00			* 12:51		
7:43	f 12:40	8:10		7:13	4.12 ...ESPANOLA...	146.19	P	1:20	9:30			* 12:01pm		
f 7:35	* 12:30	8:00		7:05	6.46 ...WAUKON...	140.46	DNPW	1:00	9:03			* 11:30		
7:28	f 12:18	7:52		6:59	5.73 ...EDWALL...	136.75	P	12:45	8:16			* 11:05		
7:20	* 12:10pm	7:44		6:51	3.71 ...CANBY...	131.27	DNP	12:30pm	7:45			* 10:45		
* 7:07	* 11:55	7:32		6:38	5.48 ...BLUESTEM...	123.85	DNPW	11:55	7:07			* 10:10		
6:52	f 11:40	7:20		6:23	7.42 ...HARRINGTON...	117.14	P	11:10	6:35			* 8:35		
6:46	f 11:32	7:13		6:17	6.71 ...MOHLER...	113.41	P	10:50	6:15			* 8:20		
6:39	f 11:25	7:05		6:09	3.73 ...DOWNS...	108.92	DNPW	10:35	5:55			* 8:05		
6:30	f 11:13	6:56		5:58	4.49 ...LAMONA...	103.33	P	10:15	5:35			* 7:45		
* 6:22	* 11:04	6:47		5:51	5.59 ...NEMO...	98.49	DNP	9:55	5:15			* 7:20		
6:12	f 10:52	6:39		5:44	4.84 ...ODESSA...	93.91	P	9:32	5:00			* 6:55		
6:06	f 10:46	6:32		5:37	4.58 ...SEWARD...	89.58	PW	9:10	4:45			* 6:32		
* 5:55	* 10:33	6:21		5:26	4.33 ...IRBY...	82.08	D P	8:45	4:25			* 6:00		
* 5:43	* 10:19	6:12		5:14	7.50 ...MARLIN...	75.46	DNPW CY	8:10	3:59			A 12:01pm L 5:30am		
5:28	f 10:07	6:02		5:01	6.62 ...WILSON CREEK...	67.60	P	7:35	3:25			* 11:35		
5:20	* 9:42	5:54		4:51	7.86 ...STRATFORD...	62.29	DNP K Y	7:20	3:10			* 11:10		
* 5:12	* 9:31	5:46		4:41	5.31 ...ADRIAN...	57.68	D P	7:05	2:50			* 10:50		
* 5:01	* 9:21	5:39		4:34	4.61 ...SOAP LAKE...	52.28	DNPW	6:50	2:35			* 10:30		
4:50	f 9:09	5:30		4:24	5.40 ...EPHRATA...	47.14	P	6:35	2:15			* 9:52		
4:42	f 8:59	5:23		4:16	5.14 ...NAYLOR...	42.07	P	6:20	1:50			* 9:10		
* 4:33	* 8:49	5:15		4:09	5.07 ...WINCHESTER...	35.93	DNPW	6:05	1:30			* 8:49		
4:23	f 8:36	5:03		3:57	5.13 ...CRATER...	30.80	P	5:40	1:05			* 8:10		
4:12	* 8:23	4:50		3:45	5.60 ...TRINIDAD...	25.20	DNPW	4:50	12:40			* 7:50		
4:02	f 8:09	4:40		3:35	5.28 ...VULCAN...	19.92	P	4:20	12:15pm			* 7:30		
3:55	* 8:00	4:33		3:28	4.04 ...COLUMBIA RIVER...	15.88	R DNPW C	4:03	11:58	A 7:55am		* 7:10		
3:43	f 7:49	4:27		3:16	4.57 ...ROCK ISLAND...	11.31	PW	3:35	11:39	* 7:45		* 6:50		
3:32	f 7:39	4:17		3:05	4.40 ...MALAGA...	6.91	P	3:20	11:00	* 7:30		* 6:15		
3:24	f 7:31	4:09		2:59	4.74 ...APPLEYARD...	2.17	R@DNPWOC T	L 3:00am	L 10:30am	L 7:10am		L 5:45am		
L 3:20pm	L 7:25am	L 4:05am		L 2:55am	2.17 ...WENATCHEE...	0.0	R@DNPW			L 1:00pm				
Daily	Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		
4	40	28	46 Spanda No. 2	2				448	450	382	402	698	694	692
5.20 32.72	6.05 28.89	4.50 36.11	.10 23.49	5.05 34.33	Time Over Subdivision Average Speed Per Hour			12.00 14.36	12.45 13.52	.45 21.17	12.45 13.52	.15 8.68	6.16 11.69	9.00 11.01

Special Rules—Continued.

Normal position of Fourth Subdivision switch on passing track at Columbia River is for Fourth Subdivision.

Fort Wright will not be a register station, as the register at Spokane passenger station will cover the arrival and departure of trains at Fort Wright.

Columbia River will be a registering point for Fourth Subdivision trains only.

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

Home signal for westward trains 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 passing track.

Home signal eastward for G. N. Ry. located 600 feet west of east main line switch, on right hand side of passing track 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. located 580 feet from east main line switch and has two arms. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derail 55 feet ahead of same.

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

Interlocking Rules 601-A to 685 inclusive, also Block Signal Rules 501-A to 517 inclusive, must be observed. Eastward trains stopped by semaphore signals governing double track switch and derail on East end of Bridge 274 will communicate with Fort Wright tower verbally, and Westward trains will communicate by phone located on East end of Bridge 274. If necessary to pass signal in Stop position the derail and switch to be spiked before proceeding.

Steam whistle signals for tracks with switches controlled from Interlocking Tower:

Main Line, G. N. Ry. One Short and One Long
Main Line, S. P. & S. Ry. One Long and One Short
Passing Track, G. N. Ry. Two Long and One Short
Lap Siding located at Trinidad. All trains will take siding at the lap and not at outside switches.

Auxiliary Telephone Booth located at Trinidad Water Tank.

Water tank shown at Trinidad is located 3 miles east of station.

YARD LIMIT BOARDS.

Spokane—One-half mile east of east switch and one-half mile west of Military Spur.

Harrington—One-half mile east of east switch on westward track, one-half mile west of west switch on eastward track.

Wilson Creek—One-half mile east of east switch and one-half mile west of west switch.

Wenatchee—One-half mile east of east switch, Appleyard, and 1250 ft. west of W-O Line Jct., Wenatchee.

DERAIL SWITCHES.

Fort Wright, West end Military Spur.
Galena, West end Industry track.
Canby, West end Industry track.
Bluestem, East end Industry track.
Downs, West end Industry track.
Nemo, West end Industry track.
Ephrata, West end Industry track.
Crater, West end Industry track.
Trinidad, West end Industry track.
Trinidad Sand Spur, West end.
Trinidad Gravel pit, West end.
Malaga, East end Industry track.
Wenatchee, West end Standard Oil Co. Spur.

Derail switches must always be set for the ground, except when in actual use whether there are cars on that track or not.

6 Westward. THIRD SUBDIVISION—BONNERS FERRY TO PORT HILL. Eastward.

SECOND CLASS		Capacity of Side Tracks		Station Numbers	Distance from Bonner's Ferry	Time Table No. 12		Telegraph Calls	Distance from Port Hill	SIGNS	SECOND CLASS	
379	Mixed	Passing Tracks	Other Tracks			Effective January 1, 1926.	STATIONS				380	Mixed
Wed. and Sat.												Wed. and Sat.
L 11.35Am				1364	0.0	BONNERS FERRY	BY	26.09	R@DNPW Y K	A 3.20Pm		
						7.57 RITZ		18.52		s 2.50		
s12.05Pm	0	18	KV8	7.57		3.02 WATER TANK		16.50	W			
	0	0		9.59		7.34 COPELAND		9.16		s 2.10		
s12.40	0	21	KV17	16.93		9.16 PORT HILL		0.0	D	L 1.35Pm		
A 1.20Pm	0	20	KV26	26.09								
Wed. and Sat.												Wed. and Sat.
379												380
1.45 14.8				Time Over Subdivision Average Speed Per Hour								1.45 14.8

Special Rules Third Subdivision.

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

Maximum speed for all trains twenty (20) miles per hour on straight track and ten (10) miles per hour on curves.

NOTE.—See additional speed restrictions Page 12.

F-1 class engines or equivalents are the heaviest permitted on this subdivision and these and other engines will not exceed a speed of ten (10) miles per hour over Bridge 1, just west of Jct. at Bonners Ferry using at least 2 minutes 10 seconds crossing.

Trains handling logs will stop before passing over Bridge 1, and examine train to see if safe to pass through Span.

Before entering main line of 1st subdivision, a flagman must be sent out to protect against main line first class trains.

Westward. FOURTH SUBDIVISION—COLUMBIA RIVER TO MANSFIELD. Eastward.

SECOND CLASS		Capacity of Side Tracks		Station Numbers	Distance from Mansfield	Time Table No. 12		Distance from Columbia River	SIGNS	SECOND CLASS	
381	Mixed	Passing Tracks	Other Tracks			Effective January 1, 1926.	STATIONS			382	Mixed
Mon., Wed. and Fri.											Mon., Wed. and Fri.
L 1.15Pm		50	55	CR60	0.0	MANSFIELD	60.39	R D PWC Y		A 12.20 Pm	
f 1.25			35	CR55	5.40	5.40 TOUHEY	54.99	P		f12.01 Pm	
s 1.55			58	CR49	11.38	5.98 WITHROW	49.01	P		s11.40	
f 2.15			35	CR44	16.94	5.56 SUPPLEE	43.45	P		f11.10	
s 2.45			48	CR36	23.93	6.09 DOUGLAS	36.46	D P		s10.45	
s 3.10			35	CR31	29.20	5.27 ALSTOWN	31.19	PW		s 9.50	
f 3.50			27	CR21	39.04	9.84 McCUE	21.35	P		f 9.10	
s 4.30			40	CR16	44.62	5.58 PALISADES	15.77	PW		s 8.50	
f 4.45			35	CR11	49.74	5.12 APPLIEDALE	10.65	P		f 8.35	
f 5.00			25	CR5	55.00	5.26 MOSES COULEE	5.39			f 8.20	
A 5.15Pm					1632	60.39	0.0	R DNP		L 8.05Am	
Mon., Wed. and Fri.											Mon., Wed. and Fri.
381											382
4.00 15.09				Time Over Subdivision Average Speed Per Hour						4.15 14.21	

Special Rules Fourth Subdivision.

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

Maximum speed for all trains twenty (20) miles per hour and speed will be reduced to fifteen (15) miles per hour on all curves between Columbia River and Douglas.

F-8 and F-9 class engines are heaviest permitted on this subdivision.

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal	Length in Feet
No. 1, Mansfield Branch	3313 feet east of M. P. 19; 4.10 miles east of center depot, Palisades	750

WESTWARD.

FIFTH SUBDIVISION—WENATCHEE TO OROVILLE.

EASTWARD. 7

THIRD CLASS		FIRST CLASS		Capacity of Side Tracks	Station Numbers	Distance from Wenatchee	Time Table No. 12 Effective January 1, 1926.		Distance from Oroville	SIGNS	FIRST CLASS		THIRD CLASS	
707	697		253				STATIONS	254				698	708	
Local Freight Tue., Thur. and Sat.	Local Freight Mon., Wed. and Fri.		Passenger Daily Ex. Sunday	Passing Tracks	Other Tracks						Passenger Daily Ex. Sunday	Local Freight Tue., Thur. and Sat.	Local Freight Mon., Wed. and Fri.	
	L 7.00am		L 3.40pm			1648 0.0	.....WENATCHEE.....	137.25	R DNPWC T		A 11.40am		A 1.00pm
	f 7.30		f 3.49	0	65	WO3 3.49	.....OLDS.....	133.76			f 11.27		f 12.40
	f 8.00		f 3.58	0	37	WO8 7.97	.....ZENA.....	129.28			f 11.17		f 12.15pm
	f 8.30		f 4.09	0	46	WO 14 13.60	.....WAGNERSBURG.....	123.65			f 11.06		f 11.40
	* 9.20		* 4.23	70	92	WO 19 18.90	.....ENTIAT.....	118.35	NI	D PW	* 10.55		* 11.05
	f 9.55		f 4.37	0	49	WO 26 26.01	.....WINGSAP.....	111.24			f 10.38		f 10.38
	³⁵⁴ f 10.25		f 4.49	0	47	WO 32 31.93	.....STAYMAN.....	105.32			f 10.25		f 10.05
	* 11.00		* 5.00	0	41		.....CHELAN FALLS.....	99.39			* 10.13		* 9.35
	* 11.30		* 5.09	65	81	WO 39 38.94	.....CHELAN.....	98.31	HN	D PW	* 10.10		* 9.15
	f 11.55		f 5.20	0	42	WO 44 44.05	.....HUGO.....	93.20			f 9.54		f 8.15
	f 12.20pm		f 5.31	0	42	WO 50 49.78	.....WELLS.....	87.47			f 9.42		f 7.45
	f 12.40		f 5.39	0	40	WO 53 53.44	.....STARR.....	83.81			f 9.32		f 7.25
	L 7.00am	A 1.00pm	* 5.55	E 75 W 85	62	WO 59 58.91	.....PATEROS.....	78.34	RO	D PWC T	* 9.20	L 7.00am	A 3.00pm
	* 7.35		* 6.10	69	65	WO 65 64.99	.....BREWSTER.....	72.26	BR	D P	* 9.02		* 2.30
	f 8.00		f 6.25	0	41	WO 72 71.66	.....MONSE.....	65.59			f 8.46		f 2.00
	²⁵⁴ f 8.35		f 6.35	0	40	WO 76 76.39	.....WAKEFIELD.....	60.86		W	f 8.35		f 1.30
	f 9.20		f 6.48	0	42	WO 83 83.64	.....MALOTT.....	54.61	MA		f 8.21		f 1.10
	f 9.45		f 6.57	0	41	WO 87 86.87	.....CHILLOWIST.....	50.68			f 8.11		f 12.45
	* 10.30		* 7.13	60	100	WO 92 91.81	.....OKANOGAN.....	45.74	KN	D PW	* 8.01		* 12.15pm
	* 11.30		* 7.28	78	77	WO 96 95.71	.....OMAK.....	41.54	MK	D P	* 7.46		* 11.40
	f 11.50		f 7.38	0	42	WO 100 100.56	.....CHEROKEE.....	36.69			f 7.32		f 10.40
	* 12.25pm		* 7.50	0	42	WO 105 104.74	.....RIVERSIDE.....	32.51	RS	D PW	* 7.23		* 10.15
	f 12.50		f 8.01	0	40	WO 110 110.02	.....BARKER.....	27.23			f 7.12		f 9.45
	f 1.15		f 8.11	0	42	WO 115 115.45	.....JANIS.....	21.80			f 7.02		f 9.20
	* 1.45		* 8.25	0	43	WO 120 120.28	.....TONASKET.....	16.97	ON	D PW	* 6.53		f 8.40
	f 2.05		f 8.37	0	41	WO 126 126.22	.....ELLISFORD.....	11.03			f 6.38		f 8.00
	f 2.30		f 8.48	0	42	WO 132 131.50	.....CORDELL.....	5.75			f 6.28		f 7.25
	2.50		9.00	0		135.37	.....OROVILLE JCT.....	0.88	R P Y		6.18		7.05

TRAINS BETWEEN OROVILLE JCT. AND OROVILLE WILL BE GOVERNED BY SCHEDULES AND SPECIAL RULES OF EIGHTH SUB-DIVISION.

A 3.00pm		A 9.10pm		Capacity of Side Tracks	Station Numbers	Distance from Wenatchee	Time Table No. 12 Effective January 1, 1926.		Distance from Oroville	SIGNS	FIRST CLASS		THIRD CLASS	
707	697	253	254				STATIONS	698			708			
Local Freight Tue., Thur. and Sat.	Local Freight Mon., Wed. and Fri.	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passing Tracks	Other Tracks						Passenger Daily Ex. Sunday	Local Freight Tue., Thur. and Sat.	Local Freight Mon., Wed. and Fri.	
	L 7.00am		L 7.00am			80 0.88	.....OROVILLE.....	0.0	VR	R D WC	L 6.15am		L 7.00am
	^{8th SUB. DIV.} 700		^{8th SUB. DIV.} 252								^{8th SUB. DIV.} 251		^{8th SUB. DIV.} 699	
	8.00		8.30								6.25		8.00	
	9.79		24.95								25.35		9.79	

SPECIAL RULES.

Westward trains are superior to eastward trains of the same class.
 All trains will register at register booth located at junction with Eighth Sub-Division on South Leg Wye at Oroville Jct.
 Maximum speed for passenger trains thirty-five (35) miles per hour.
 Maximum speed for freight trains twenty-five (25) miles per hour.
NOTE: See additional speed restrictions page 12.
 F-8 and F-9 class engines are heaviest permitted on this Sub-Division.

Normal position switch at Oroville Jct. is for Eighth Sub-Division.
 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.
 All trains reduce speed to ten (10) miles per hour crossing draw bridge over Okanogan River between Wakefield and Malott.

YARD LIMIT BOARDS.

Wenatchee—One-half mile from west switch Olds.
 Oroville Jct.—One-half mile from east switch.

Location and Length of Tunnels.

Tunnel No.	Location of West Portal	Length in feet.
8.4	2112' west of M. P. 8—42 miles west of center of industry track Zena	434'
15.7	3690' west of M. P. 15—two miles west of center of industry track Wagnersburg	769'
35.3	1584' west of M. P. 35—3.37 miles west of center of industry track Stayman	397'

8 NORTHWARD. SIXTH SUBDIVISION—DEAN TO MARCUS. SOUTHWARD.

THIRD CLASS		FIRST CLASS		Car Capacity of Siding		STATIONS	Telegraph Calls	Distance from Marcus	SIGNS	FIRST CLASS		THIRD CLASS	
702	256	Passing Tracks	Other Tracks	255	701					Passenger	Local Freight	Daily Ex. Sunday	Daily Ex. Sunday
L 5.40Am	L 9.00Am	45	49	1480	13.89	DEAN	8F	87.12	R DN W	A 4.55Pm	A 2.55Pm		
* 6.00	f 9.09	46	18	8A 4	17.66	WAYSIDE		83.35		f 4.48	* 2.35		
* 6.20	f 9.15	0	12	8A 6	30.21	DART		80.80		f 4.37	* 2.25		
* 6.35	s 9.21	0	17	8A 9	22.78	DENISON		78.23		* 4.31	* 2.15		
* 7.50	* 9.32	57	43	8A 13	26.37	DEER PARK	DE	74.64	D W	* 4.23	* 2.00		
* 8.20	9.40	0	27	8A 17	30.75	CHRISTIANSON		70.26		4.13	* 1.40		
* 8.50	* 9.44	0	50	8A 18	31.64	CLAYTON	CN	69.37	D	* 4.10	* 1.35		
*10.04	*10.04	45	25	8A 25	38.44	LOON LAKE	AK	62.57	D	* 3.56	* 1.10		
*10.55	*10.24	42	25	8A 33	46.55	SPRINGDALE	SY	54.46	D W	* 3.33	*12.10Pm		
*11.08	10.26	0	12	8A 34	47.82	CLINE		53.19		3.28	*11.50		
*11.30	f10.36	0	35	8A 38	51.25	GRAYS		49.76		f 3.17	*11.30		
*11.56	*10.55	42	57	8A 43	56.49	VALLEY	VY	44.82	D CY	* 3.04	*10.55		
*12.45Pm	*11.10	32	23	8A 50	64.06	CHEWELAH	CH	36.95	D	* 2.49	* 9.30		
* 1.20	*11.34	0	19	8A 59	73.27	ADDY	AD	27.74	D W	* 2.29	* 8.10		
* 1.45	f11.48	45	10	8A 67	80.66	ARDEN		20.35		f 2.14	* 7.10		
* 2.08	f11.53	0	24	8A 71	83.36	ORIN		17.65		f 2.08	* 6.50		
* 2.45	*12.05Pm	0	46	8A 78	87.16	COLVILLE	VD	13.85	D W	* 2.00	* 6.30		
* 3.00	f12.11	0	16	8A 77	90.21	PALMERS		10.80		f 1.47	* 6.00		
* 3.30	*12.30	40	30	8A 82	95.71	MEYER'S FALLS	MP	5.30	D	* 1.37	* 5.40		
A 4.10Pm	A 12.45Pm	52	244	8A 87	101.01	MARCUS	M8	0.00	R DN WC Y	L 1.15Pm	L 5.05Am		
Daily Ex. Sunday	Daily Ex. Sunday									Daily Ex. Sunday	Daily Ex. Sunday		
702	256									255	701		
10.30 8.29	3.45 23.23					Time Over Subdivision Average Speed Per Hour				3.40 23.76	9.50 8.86		

Special Rules.

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

Maximum speed for passenger trains between Dean and Valley, thirty-five (35) miles per hour, Valley to Meyers Falls, forty (40) miles per hour and Meyers Falls to Marcus twenty-five (25) miles per hour.

NOTE.—See additional speed restrictions Page 12.
Trains 255 and 256 will stop on flag at Blue Creek, Buckeye, Holland Horr Spur and Mission. Mission is 1.4 miles south of Meyers Falls. The normal position of Junction switch at Marcus is for Eighth Subdivision.

Northward trains will stop and make service test of air brakes at Meyers Falls before descending Marcus Hill. Water at Kulzers spur, 1.8 miles south of Valley. F-8 and F-9 class engines heaviest permitted on this sub-division.

YARD LIMIT BOARDS PLACED.

Dean—0.3 miles north of north passing track switch.
Valley—0.5 miles south of south wye switch.
0.5 miles north of north passing track switch.
Chewelah—0.3 miles south of the south switch Northwest Magnesite Siding.
0.3 miles north of Brick Spur switch.
Marcus—0.6 miles south of the south switch.

DERAIL SWITCHES.

Dean, North end set out track.
Dart, South end Industry track.
Clayton, South end No. 1 spur. South end No. 2 spur.
Pine, South end.
Springdale, North end Industry track.
Clines, North end set out track.
Grays, North end.
Valley, South end coal chute track.
Colville, North end Standard Oil Spur.
Marcus, South end coal chute track.

Derail switches must always be set for the ground except when in actual use whether there are cars on that track or not.

NORTHWARD. SEVENTH SUBDIVISION—MARCUS TO NELSON. SOUTHWARD.

THIRD CLASS		FIRST CLASS		Car Capacity of Siding		STATIONS	Telegraph Calls	Distance from Nelson	SIGNS	FIRST CLASS		THIRD CLASS	
704	260	Passing Tracks	Other Tracks	259	703					Passenger	Local Freight	Daily Ex. Sunday	Daily Ex. Sunday
L 1.25Pm	L 12.25Pm	42	244	8A 87	0.00	MARCUS	M8	99.04	R DNWC Y	A 12.25Pm			
* 1.48	* 11.59	34	19	8A 96	8.78	BOSSBURG		90.26		*11.59			
f 2.13	f11.34	0	8	8A 107	20.25	MARBLE		78.79		f11.34			
2.27	11.25	0	0	8A 112	23.04	ONION CREEK		75.40		11.25			
L 9.30Am	* 11.15	66	79	8A 116	28.53	NORTHPORT	NP	70.51	R DNWC O Y	*11.15	A 12.10Pm		
* 9.40	*10.55	0	21	8A 118	30.56	HANLEYS		68.48		*10.55	*11.30		
*10.05	*10.33	0	29	8A 128	37.33	BOUNDARY, U. S.		61.71		*10.33	*11.00		
*10.27	*10.15	0	16	8A 127	39.44	WANETA, B. C.	BR	59.90	D	*10.27	*10.50		
*10.50	*10.15	0	9	8A 130	43.27	COLUMBIA GARDENS		55.77		*10.15	*10.15		
*11.35	* 9.47	0	18	8A 136	48.59	FRUITVALE		50.45	W	*10.02	* 9.47		
*12.08Pm	* 9.22	0	26	8A 145	58.27	MEADOWS		40.77		f 9.45	* 9.22		
*12.20	* 9.38	0	12	8A 148	61.14	ERIE		37.90		* 9.38	* 9.10		
*12.40	* 8.55	0	57	8A 152	63.86	SALMO	80	35.18	D	* 9.31	* 8.55		
*12.55	* 8.42	0	37		67.15	BOULDER MILL		31.80		f 9.22	* 8.42		
* 1.20	* 8.25	0	15	8A 159	71.51	YMIR	MY	27.53	D W	* 9.11	* 8.25		
* 2.05	* 8.00	0	18	8A 166	78.63	HALL		20.41		* 8.51	* 8.00		
* 2.30	* 7.45	0	17	8A 169	81.96	APEX		17.08		f 8.41	* 7.45		
* 3.05	* 7.00	A 5.50Pm	2	20	8A 176	MOUNTAIN		10.29	W	L 8.10Am	* 7.00		
* 3.30	* 6.30	0	0	8A 181	93.56	TROUP JUNCTION		5.48	R YK		* 6.30		

TRAINS WILL BE GOVERNED BY CAN. PAC. TIME TABLE AND RULES BETWEEN TROUP JCT. AND NELSON

THIRD CLASS		FIRST CLASS		Car Capacity of Siding		STATIONS	Telegraph Calls	Distance from Nelson	SIGNS	FIRST CLASS		THIRD CLASS	
704	260	Passing Tracks	Other Tracks	259	703					Passenger	Local Freight	Daily Ex. Sunday	Daily Ex. Sunday
A 4.00Pm	L 6.00Am			8A 186	99.04	NELSON	BC	0.00	R DNWC TO K				
Mon., Wed. and Fri.	Daily Ex. Sunday									Daily Ex. Sunday	Daily Ex. Sunday		
704	260									259	703		
6.30 10.55	4.25 20.08					Time Over Sub-division Average Speed Per Hour				4.15 20.88	6.10 11.43		

Special Rules.

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

Maximum speed for passenger trains between Marcus and Troup Jct. thirty (30) miles per hour. Maximum rate of speed for freight trains between Marcus and Northport fifteen (15) miles per hour and between Northport and Troup Jct. twenty (20) miles per hour.

NOTE.—See additional speed restrictions Page 12.
Trains must not exceed a speed of fifteen (15) miles per hour through Seven Devils, Hendrix Cut, at Bluffs along Columbia River three miles south of Northport, through Dead Man's Eddy, Boundary Bluffs, one mile south of Waneta, at Bluffs, along Columbia River just north of Waneta through Beaver Canyon, and ten (10) miles per hour over Pend Oreille River Bridge at Waneta (using at least 40 seconds) and between industry track switches at Salmo.

G-2 and G-3 class engines are heaviest permitted between Marcus and Northport. F-1 class engines heaviest permitted between Northport and Nelson. Trains 259 and 260 will stop on flag at Evans, Lane and Bronsons Spur, Kane, Wood Spur, Parks, Benton, Baskins Spur, Tamara, Porto Rico, Mankins Spur and Wileys Spur.

All trains stop on flag at Baths Spur 2 miles north of Columbia Gardens. Northward trains will stop and make service test of air brakes at Apex before descending Nelson Hill. Trains must come to a full stop before reaching Troup Junction switch and must know that track is clear before using Canadian Pacific Main Track. Trains will not leave Northport and Waneta until conductor has reported to and received clearance from Customs Officer. Water four miles south of Marble.

YARD LIMIT BOARDS PLACED.

Marcus— $\frac{1}{2}$ mile north of north switch.
Northport— $\frac{1}{2}$ mile north and $\frac{1}{2}$ mile south from outside switches.

DERAIL SWITCHES.

Parks Spur, South end.
Benton Pole Co., South end.
Meadows, South end.
Ross Spur, South end.
Laswells Spur, South end.
Porto Rico, South end.

Derail switches must always be set for the ground except when in actual use whether there are cars on that track or not.

NORTHWARD.

EIGHTH SUBDIVISION—MARCUS TO OROVILLE.

SOUTHWARD.

THIRD CLASS 700	FIRST CLASS 252	SECOND CLASS		Car Capacity of Sidings	Passing Tracks	Other Tracks	Station Numbers	Distance from Marcus	Time Table No. 12 Effective January 1, 1926				SIGNALS	Distance from Oroville	SECOND CLASS		FIRST CLASS 251	THIRD CLASS 699
		392	390						389	391	699							
Local Freight	Passenger	Mixed	Mixed						STATIONS						Mixed	Mixed	Passenger	Local Freight
Tue., Thur. and Sat.	Daily Ex. Sunday	Tue., Thur. and Sat.	Daily Ex. Sunday												Daily Ex. Sunday	Tue., Thur. and Sat.	Daily Ex. Sunday	Mon., Wed. and Fri.
		L 1.45pm		42	244	SA 87		0.00	MARCUS	MS	122.68	R@DN WC Y		A 12.30pm				
		f 2.05		34	0	SD 5		5.44	BOYDS		117.24			f 11.45				
		f 2.25		34	0	SD 10		10.12	BARSTOW		112.56			f 11.25				
		f 2.45		34	0	SD 15		15.35	DULWICH		107.33	W		f 11.00				
		s 2.55		0	7	SD 17		16.90	ORIENT	RN	105.78	D		s 10.50				
		f 3.15		10		SD 22		21.47	HUGHES		101.21			f 10.30				
		s 3.45		45		SD 27		27.31	LAURIER, WASH.	BD	95.37	D W		s 10.15				
		4.05		0		SD 40		40.11	GRAND FORKS JCT.		82.57	R Y		9.35				
		s 4.40		74		SD 42		41.90	GRAND FORKS	GF	84.09	D WC Y		s 9.25				
		4.50		0		SD 40		40.38	GRAND FORKS JCT.		82.30	R K		9.00				
		s 5.05		44		SD 42A		41.74	DANVILLE, WASH.	CO	80.94	D W		s 8.55				
		f 5.20		9		SD 46		45.86	HURLBURT		76.82			f 8.30				
	L 6.00pm	A 5.45pm		54	0	SD 52		52.16	CURLEW	W	70.52	R D W Y		L 8.15Am	A 7.45Am			
	f 6.15			33	0	SG 6		57.86	PAXSON		64.82			f 7.30				
	f 6.27			0		SG 10		62.08	TORODA		60.60			f 7.15				
	s 6.40			0	30	SG 14		66.55	FERRY, WASH.		56.13	W		s 7.00				
	s 6.50			43	47	SG 15		66.78	MIDWAY, B. C.	MD	55.90	D		s 6.45				
	f 7.20			12		SG 23		75.28	BERGEN		47.40	W		f 6.25				
	s 7.45			12		SG 24		80.93	MYNCASTER	MC	41.75	D W		s 6.05				
	f 8.00			8		SG 34		85.79	SYACKAN		36.89			f 5.49				
	s 8.35			31		SG 40		92.44	BRIDESVILLE, B. C.	B	30.24	D W		s 5.30				
	s 9.00			85		SG 45		97.47	MOLSON, WASH.	MO	25.21	R D W Y		s 5.10				
	f 9.25			9		SG 52		104.39	NINE MILE		18.29	W		f 4.35				
	f 10.00			9		SG 56		108.62	CIRCLE		14.06			f 4.05				
	f 10.30			8		SG 63		115.38	MOUNT HULL		7.30	W		f 3.35				
L 2.50pm	L 9.00pm	10.55						121.80	OROVILLE JCT.		0.88	R Y		3.06	A 6.18Am	A 7.05Am		
A 3.00pm	A 9.10pm	A 11.00pm		62	256	SG 71		122.68	OROVILLE	VR	0.00	R@ D WC		L 3.00Am	L 6.15Am	L 7.00Am		
Tue., Thur. and Sat.	Daily Ex. Sunday	Tue., Thur. and Sat.	Daily Ex. Sunday										Daily Ex. Sunday	Tue., Thur. and Sat.	Daily Ex. Sunday	Mon., Wed. and Fri.		
700	252	392	390										389	391	251	699		
0.10 5.28	0.10 5.28	5.00 14.10	4.00 13.04						Time Over Subdivision Average Speed Per Hour				4.15 12.27	4.45 14.84	0.03 17.60	0.05 10.56		

Special Rules.

Southward trains are superior to northward trains of the same class. Trains will come to full stop before crossing S. & B. C. Ry. at Grand Forks Junction, sending flagman ahead before crossing.

NOTE.—See additional speed restrictions Page 12.

G-2 and G-3 class engines are heaviest permitted on this subdivision and all trains will not exceed a speed of ten (10) miles per hour over Columbia River Bridge No. 1 (using at least 2 minutes 25 seconds crossing) and fifteen (15) miles per hour at high bluffs one mile north of Bridesville and from one mile south to two miles north of Bergen and eight (8) miles per hour over outgoing switches at Grand Forks wye.

Southward and northward trains descending Molson Hill will be governed by speed restrictions regardless of schedule time. 389 and 390 will stop on flag at Rock Cut.

The normal position of Junction switch at Marcus is for Seventh Subdivision. Grand Forks are for Marcus-Grand Forks Main track.

The normal position of north wye switch at Grand Forks Junction is for Grand Forks-Oroville main track.

The normal position of Junction switch at Curlew is for Ninth Subdivision and Oroville Junction is for the Eighth Subdivision.

Service test of air brakes must be made before leaving Molson in either direction. Northward trains will stop at Circle and Mt. Hull at least fifteen (15) minutes to cool wheels.

Trains will not leave Laurier, Danville, Ferry, Midway, Bridesville or Molson until conductor has reported to and received clearance from Customs Officers. Water one-fourth (1/4) mile north of Laurier.

YARD LIMIT BOARDS PLACED.

Marcus—0.4 mile west from west wye switch.
Grand Forks Junction—0.2 mile south of south wye switch.
0.2 mile north of north wye switch.
Curlew—0.2 mile north of north wye switch.
0.2 mile south of south wye switch.
Oroville Junction—0.2 mile south of south wye switch.

DERAIL SWITCHES.

Myncaster,	South end.
Syackan,	South end.
Bergen	South end.
Bridesville,	South end.
Nine Mile,	North end.
Circle,	North end.
Mt. Hull,	North end.

Deraill switches must always be set for the ground except when in actual use, whether there are cars on that track or not.

Location and Length of Tunnels.

No.	LOCATION	Length In Feet
1	2.2 miles south of Curlew	113
2	2.3 miles south of Bergen	900
3	0.75 mile north of Bergen	116
4	1.9 miles north of Bergen	113
5	1.4 miles north of Myncaster	350
6	1.3 miles south of Oroville	448

NORTHWARD.

NINTH SUBDIVISION—CURLLEW TO REPUBLIC.

SOUTHWARD.

SECOND CLASS				Car Capacity of Sidings		Station Numbers	Distance from Curlew	Time Table No. 12 Effective January 1, 1926	Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS			
390				Passing Tracks	Other Tracks							389	Mixed	Daily Except Sunday	389
Mixed						STATIONS									
Daily Except Sunday															
L	6.00pm	54	0	SD 52	0.00	CURLLEW	W	21.20	R D W Y	A	8.05Am				
f	6.15	35	0	SD 58	6.07	6.07 MALO		15.18		f	7.42				
f	6.35	0	16	SD 65	12.62	6.55 POLLARD	W	8.58		f	7.25				
f	6.55	0	5	SD 68	16.30	3.68 TORBOY		4.90		f	7.15				
A	7.20pm	51	40	SD 73	21.20	4.90 REPUBLIC	Z	0.00	R D W C Y	L	7.00Am				
Daily Except Sunday												Daily Except Sunday			
390												389			
1.20 15.90								Time Over Subdivision Average Speed Per Hour				1.05 19.50			

Special Rules—Ninth Subdivision.

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

Maximum speed mixed trains twenty-five (25) miles per hour, freight trains twenty (20) miles per hour.

It must be understood that the above is the maximum speed for freight trains, and that this maximum speed will not be made where track conditions will not warrant.

G-3 class engines heaviest permitted on this Subdivision.

NOTE.—See additional speed restrictions Page 12.

All trains stop on flag at Karamin.

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

DERAIL SWITCHES:

Karamin Mill Spur, South end.

Derail switches must always be set for the ground except when in actual use, whether there are cars on that track or not.

NORTHWARD.

TENTH SUBDIVISION—OROVILLE TO PRINCETON.

SOUTHWARD.

SECOND CLASS				Capacity of Side Tracks		Station Numbers	Distance from Oroville	Time Table No. 12 Effective January 1, 1926	Telegraph Calls	Distance from Princeton	SIGNS	SECOND CLASS			
396				Passing Tracks	Other Tracks							397	Mixed	Mon., Wed. and Friday.	397	Mixed	Mon., Wed. and Friday.
Mixed						STATIONS									
Mon., Wed. and Friday.															
L	7.00Am	62	256	SG 71	0.00	OROVILLE	VR	79.65	R D W C Y	A	6.20Pm				
#	7.35	0	17	SG 83	11.34	11.34 NIGHTHAWK	NK	68.31	D W	#	5.42				
#	8.25	0	40	SG 93	21.24	9.00 CHOPAKA, WASH.		58.41	W	#	5.06				
#	8.50	0	24	SG 103	30.81	9.57 SIMILKAMEEN, B. C.		48.84		#	4.21				
f	9.00	0	12		34.16	3.35 CAWSTON		45.49		f	4.05				
#	9.20	42	87	SG 110	38.06	3.90 KEREMBOS	K	41.59	D W	#	3.51				
f	9.45	0	11	SG 117	45.02	6.95 ASHNOLA		34.63		f	3.21				
f	10.05	0	8	SG 123	51.33	6.30 BRADSHAW		28.33	W	f	3.01				
#	10.20	22	13	SG 128	55.74	4.42 HEDLEY	HD	23.91	D	#	2.46				
f	10.35	0	0	SG 132	60.31	4.57 CORY		19.34		f	2.21				
f	10.55	22	0	SG 140	67.70	7.39 BROMLEY		11.95	W	f	2.06				
f	11.10	0	11	SG 144	72.46	4.76 NORMAN		7.19		f	1.52				
f	11.20	10	10	SG 149	77.30	4.74 ALLISON		2.45		f	1.37				
	11.33				79.40	2.20 K. V. JCT.		0.25			1.32				

Special Rules—Tenth Subdivision.

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

NOTE.—See additional speed restrictions Page 12.

Maximum speed for passenger trains between Oroville and K. V. Jct., thirty-five (35) miles per hour, freight trains twenty-five (25) miles per hour.

It must be understood that the above is the maximum speed for trains and that this maximum speed will not be made where track conditions will not warrant.

F-8 class engines heaviest permitted on this Subdivision.

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

The normal position of switch at Kettle Valley Junction is for the Kettle Valley main track.

Trains will not leave Nighthawk and Similkameen until conductor has reported to and received clearance from Customs Officers.

YARD LIMIT BOARDS PLACED:

Oroville—0.2 miles north of north switch.
Kettle Valley Junction—0.2 miles south of Kettle Valley Ry. switch.

Location and Length of Tunnels.

No.	Location	Length
7	4.95 miles north of Oroville	1761 feet
8	0.82 miles north of Princeton	1082 feet

TRAINS WILL BE GOVERNED BY KETTLE VALLEY TIME TABLE AND RULES NORTH OF K. V. JCT.

SECOND CLASS				Capacity of Side Tracks		Station Numbers	Distance from Princeton	Time Table No. 12 Effective January 1, 1926	Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS			
396				Passing Tracks	Other Tracks							397	Mixed	Mon., Wed. and Friday.	397	Mixed	Mon., Wed. and Friday.
Mixed						STATIONS									
Mon., Wed. and Friday.															
A	11.35Am	48	31	SG 152	79.65	0.25 PRINCETON	OD	0.00	R D W Y K	L	1.30Pm				
Mon., Wed. and Friday.												Mon., Wed. and Friday.			
396												397			
4.35 17.39								Time Over Subdivision Average Speed Per Hour				4.60 16.49			

BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
FIRST SUB-DIVISION:			
Bonner's Ferry Lbr. Co.	1.3 miles West Yakt.	East end	3 cars.
Bonner's Ferry Lbr. Co.	1.2 miles East Bonners Ferry	West end	125 cars.
Whites Spur	2.0 miles West Bonners Ferry	West end	13 cars.
McArthurs	3.3 miles East Elmira	West end	30 cars.
Samuels	3.0 miles East Colburn	East end	8 cars.
Caribou	2.1 miles East Colburn	West end	12 cars.
McGoldricks Spur	0.4 mile West Bronx	West end	5 cars.
Humbird Lbr. Co.	3.8 miles East Sand Point	East end	5 cars.
Sand Point Lbr. & Pole Co.	2.0 miles East Wrencoe	East end	23 cars.
Albany Falls Spur	2.7 miles East Newport	East end	20 cars.
Graham Lbr. Co.	1.5 miles West Scotia	West end	9 cars.
Arctic Ice Spur	0.9 mile East Camden	West end	8 cars.
Spokane Lbr. Co.	1.3 miles East Milan	East end	25 cars.
Washington Lbr. Co.	1.2 miles East Milan	East end	11 cars.
Davies Spur	1.9 miles East Mead	East end	36 cars.
SECOND SUB-DIVISION:			
Stratford Spur	1.3 miles West of Stratford	East end	12 cars.
Sand Spur	1.6 miles West of Trinidad	West end	20 cars.
Clapps Spur	1.9 miles West of Trinidad	East end	5 cars.
Gravel Spur	2.6 miles West of Trinidad	West end	71 cars.
Ohio Colony	1.2 miles West of Rock Island	East end	10 cars.
State Highway Spur	1.4 miles East Rock Island	East end	6 cars.
Landreth Spur	4.4 miles East Wenatchee	West end	12 cars.
THIRD SUB-DIVISION:			
Whites Spur	0.5 mile West Ritz	West end	Private.
Beardsmore Spur	3.2 miles East Ritz	West end	Private.
Rock Creek Spur	4.1 miles East Copeland	West end	Private.
Watson Spur	3.9 miles West of Ritz	East end	2 cars.
Whites Siding	2.8 miles East Copeland	Siding	14 cars.
Whites Camp	2.6 miles East Copeland	West end	Private.
Seelover Spur	1.5 miles East Copeland	West end	Private.
Delabaum	0.6 mile West Copeland	East end	4 cars.
Brown & Scherer Spur	3.2 miles East Port Hill	East end	4 cars.
Harper's Spur	4.3 miles East of Port Hill	East end	10 cars.
Kingston & Thompson's Spur	4.2 miles East of Port Hill	East end	3 cars.
Bonners Ferry Lbr. Co.	2.7 miles West of Copeland	East end	16 cars.
FIFTH SUB-DIVISION:			
Peterson Spur	2.0 miles west of Ellisford	East end	1 car.
SIXTH SUB-DIVISION:			
Deer Park Lbr. Co. Spur	0.7 mile North of Deer Park	South end	Private Spur
Olsons Spur	2.6 miles North of Deer Park	South end	8 cars.
Pine Spur	2.2 miles North of Clayton	South end	12 cars.
Loon Lake Mill Spur	1.4 miles South of Loon Lake	South end	20 cars.
Holland-Horr Spur	4.7 miles North of Loon Lake	South end	2 cars.
Kulzers Spur	1.7 miles South of Valley	North end	6 cars.
Gess Spur	2.8 miles North of Valley	South end	3 cars.
Northwest Magnesite Spur	1.5 miles South of Chewelah	Siding	40 cars.
Chewelab Brick Co.	0.7 mile North of Chewelah	South end	8 cars.
Elkhorn Spur	3.1 miles South of Addy	South end	5 cars.
Blue Creek Spur	3.1 miles South of Addy	South end	14 cars.
Lasswells Spur	3.2 miles North of Palmers	South end	4 cars.

NAME	LOCATION	OPENS	CAPACITY
SEVENTH SUB-DIVISION:			
Sand Spur	2.1 miles North of Marcus		
Powell Spur	4.7 miles North of Marcus	South end	3 cars.
Evans Spur	5.4 miles North of Marcus	South end	11 cars.
Deer Park Lbr. Co's Spur	2.5 miles North of Bossburg	South end	20 cars.
Hendrix Cut	3.8 miles North of Bossburg		5 cars.
Lane & Bronson's	6.6 miles North of Bossburg	North end	2 cars.
Kanes	4.1 miles South of Northport	South end	3 cars.
Harpers Spur	4.4 miles South of Northport	South end	7 cars.
Hudson's	2.6 miles South of Northport	North end	15 cars.
Stroh Spur	3.3 miles North of Hanley's	Siding	25 cars.
Ross	4.8 miles North of Fruitvale	South end	3 cars.
Munroe Bros. Spur	6.4 miles North of Fruitvale	Siding	10 cars.
Bath's Spur	2.2 miles North of Columbia Gardens	South end	8 cars.
Benton	2.0 miles South of Meadows	South end	4 cars.
Erie Lbr. Co.	0.4 mile North of Erie	South end	4 cars.
Archibald Siding	1.0 miles South of Erie	Siding	12 cars.
McCaslin Shingle Co.	0.3 mile North of Boulder Mill	South end	3 cars.
Baskins	1.9 miles South of Ymir	Siding	12 cars.
Quarry Spur	1.3 miles South of Ymir	North end	3 cars.
Tamarac	2.3 miles North of Ymir	North end	3 cars.
Porto Rico	3.6 miles North of Ymir	Siding	5 cars.
Mankins	2.4 miles South of Hall	South end	3 cars.
Hawkins	0.5 mile South of Hall	South end	3 cars.
Hall Cedar Co.	0.3 mile South of Hall	North end	4 cars.
Stutsman	1.3 miles South of Apex	South end	1 car.
Huddlestons	1.5 miles North of Apex	South end	2 cars.
EIGHTH SUB-DIVISION:			
Holston Spur	1.8 miles North of Marcus	South end	3 cars.
Hedlund Lbr. Co.	2.1 miles North of Marcus	South end	Private.
Napoleon Spur	0.7 mile North of Boyds	South end	Private.
Log Spur	2.2 miles North of Barstow	South end	7 cars.
Boulder Lbr. Co.	1.0 miles South of Dulwich	South end	1 car.
Rock Cut	0.9 mile South of Hughes	North end	4 cars.
Bradley's Spur	4.9 miles South of Grand Forks Jet.	South end	2 cars.
Laurier Mine Spur	0.7 mile South of Laurier	South end	4 cars.
Carrahers Spur	1.5 miles North of Huriburt	South end	3 cars.
Helphreys Spur	2.8 miles North of Curlew	South end	2 cars.
McArthur's Spur	6.2 miles North of Midway	South end	2 cars.
Chesaw Spur	0.4 mile South of Myncaster	North end	60 cars.
Dumonts Spur	3.9 miles South of Bridesville	South end	4 cars.
Porters	5.0 miles North of Molson	North end	Private.
NINTH SUB-DIVISION:			
Hookers Spur	2.0 miles North of Curlew	South end	16 cars.
Karamin	3.3 miles North of Malo	North end	8 cars.
California Spur	2.2 miles South of Republic	North end	6 cars.
TENTH SUB-DIVISION:			
Stewart-Calvert Spur	1.4 miles North of Oroville	South end	7 cars.
Benders Spur	0.5 mile North of Nighthawk	South end	5 cars.
Ruby Mine Spur	4.9 miles South of Chopaka	North end	9 cars.
Princeton M. & Dex. Co.	2.1 miles North of Norman	South end	2 cars.

Maximum Clearance Table to be observed in the loading of material on open cars.

For Points Between	LIMIT OF LOAD—MEASUREMENT																Max-imum Hgt.	Max-imum Wdth.	AVERAGE WEIGHT OF EMPTY CARS (No allowance to be made for wheel friction)	AVERAGE TOTAL WEIGHT OF DEAD ENGINES AND TANKS			
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																						
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	7'6"	8'0"	8'6"	9'0"	9'6"	10'0"	10'2"	10'6"	11'0"					11'6"		
*Lines East of Cut Bank except Pacific Junction to Butte	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0"	18'0"	11'6"	Box	18 tons	Class E-1 to E-7	123 tons
Cut Bank to Spokane	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'8"	14'4"	14'3"	14'0"	13'0"	12'0"	17'0"	11'6"	Refrigerator	25 tons	Class E-8 to E-15	172 tons
Spokane to Seattle	17'0"	17'0"	17'0"	17'0"	16'8"	16'3"	15'9"	15'6"	15'3"	15'0"	14'9"	14'6"	14'0"	13'10"	13'6"	13'0"	12'0"	17'0"	11'6"	Stock	16 tons	Class F	153 tons
Seattle to Vancouver, B. C.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'10"	16'6"	16'0"	15'3"	18'0"	11'6"	Flat	12 tons	Class G	139 tons
Seattle to Portland	19'0"	19'0"	19'0"	19'0"	19'0"	18'7"	18'1"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	14'6"	19'0"	11'6"	Coal (wooden)	16 tons	Class H	192 tons
Pacific Jct. to Great Falls	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"	Coal (steel)	20 tons	Class J	178 tons
Great Falls to Helena	16'3"	16'3"	16'3"	16'3"	16'3"	15'11"	15'7"	15'5"	15'4"	15'2"	15'0"	14'6"	14'0"	13'8"	13'0"	12'0"	11'0"	16'3"	11'6"	Ore 50 ton	15 tons	Class K	184 tons
Helena to Butte	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9"	15'6"	15'3"	15'0"	14'11"	14'9"	14'6"	13'6"	17'0"	11'6"	Ore 75 ton	20 tons	Class L	239 tons
Spokane to Vancouver, B. C., via Marcus and Brookmere	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'0"	14'0"	18'0"	11'6"	Oil Tanks (system)	23 tons	Class M	261 tons
Spokane to Portland via S. P. & 8 Ry	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	17'0"	21'0"	11'0"	Oil Tanks (other)	20 tons	Class N	312 tons

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch which limit heights to 16'6" and 17'3" respectively. Passenger tracks University Switch to Union Depot Junction via Stone Arch Bridge, limit width of loading to 10'9"

CAPACITY OF ENGINES, IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOSES.

STATIONS—	Ruling Grade	Class O 4 3200-3254				Class O 1 and P 1-3000-3144 " O 1 and P 1-1750-1764				Class F 5-1095-1109 " F 6-1110-1129 " F 7-1130-1139 " F 8-1140-1214 " F 9-1300-1324				Class G 2-700-719 " G 3-720-769				Class F 1-500-565 " D 5-450-476 " F 4-1094			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Troy to Hillyard	0.6	.....	.....	.....	.....	2500	2250	2000	1875	1700	1530	1360	1275	1350	1215	1080	1013	.....	.....	.....	.....
Hillyard to Troy	0.5	.....	.....	.....	.....	3600	3250	2900	2725	2500	2250	2000	1875	1700	1530	1360	1275	.....	.....	.....	.....
Hillyard to Galena	1.0	1800	1620	1440	1260	1700	1550	1380	1300	1200	1080	960	900	975	878	780	731	.....	.....	.....	.....
Galena to Appleyard	0.8	2700	2430	2160	1890	2500	2250	2000	1875	1500	1350	1200	1125	1200	1080	960	900	.....	.....	.....	.....
Appleyard to Hillyard	1.0	2500	2250	2000	1875	.....	.....	.....	.....	1200	1080	960	900	950	855	760	732	.....	.....	.....	.....
Columbia River to Withrow	2.0	.....	.....	.....	.....	.....	.....	.....	.....	600	540	480	450	480	432	384	360	.....	.....	.....	.....
Mansfield to Withrow	1.0	.....	.....	.....	.....	.....	.....	.....	.....	1200	1080	960	900	1000	900	800	750	.....	.....	.....	.....
Wenatchee to Oroville	0.4	.....	.....	.....	.....	.....	.....	.....	.....	2300	2070	1840	1725	1850	1665	1480	1387	.....	.....	.....	.....
Oroville to Wenatchee	0.3	.....	.....	.....	.....	.....	.....	.....	.....	2700	2430	2160	2025	2300	2070	1840	1720	.....	.....	.....	.....
Dean to Marcus	1.0	.....	.....	.....	.....	.....	.....	.....	.....	1200	1080	960	840	950	855	760	665	700	630	560	490
Valley to Dean	1.0	.....	.....	.....	.....	.....	.....	.....	.....	1200	1080	960	840	950	855	760	665	700	630	560	490
Meyers Falls to Valley	0.5	.....	.....	.....	.....	.....	.....	.....	.....	1800	1620	1440	1260	1200	1080	960	840	1000	900	800	700
Marcus to Meyers Falls	2.0	.....	.....	.....	.....	.....	.....	.....	.....	625	563	500	438	500	450	400	350	360	324	288	252
Marcus to Northport	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	900	800	700	750	675	600	525
Northport to Marcus	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	750	675	600	525
Northport to Apex	1.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	475	428	380	333
Troup Jet. to Apex	2.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	275	248	220	193
Salmo to Erie	1.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500	450	400	350
Marcus to Midway	0.6	.....	.....	.....	.....	.....	.....	.....	.....	1700	1530	1360	1190	1300	1170	1040	910	1000	900	800	700
Midway to Molson	1.25	.....	.....	.....	.....	.....	.....	.....	.....	950	855	760	665	750	675	600	525	650	585	520	455
Oroville to Molson	2.5	.....	.....	.....	.....	.....	.....	.....	.....	500	450	400	350	425	383	340	298	275	248	220	193
Oroville to Princeton	0.8	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	1200	1050	1100	990	880	770	800	729	640	560
Curlew to Republic	1.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	675	607	540	473	525	492	420	368

WEATHER RATING
 1—When temperature is 25 degrees above zero or over.
 2—Very frosty or wet. 5 to 25 above zero.
 3—Five degrees above to 10 below zero.
 4—10 below zero and Colder.

For second rating 10% off first rating.
 For third rating 20% off first rating.
 For fourth rating 30% off first rating.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.
 Car capacity of sidings based on forty-three (43) feet per car.

COMPANY SURGEONS.

Dr. H. B. Zimmerman, Chief Surgeon, Miller Clinic, Hamm Building, St. Paul.		Marcus.....	H. F. Craig.
Dr. John T. Rogers, Consulting Chief Surgeon, 4th Floor Hamm Building.		Northport.....	I. A. Nelson.
Dr. Wallace H. Cole, Consulting Chief Surgeon, 4th Floor Hamm Building.		Nelson.....	W. O. Rose.
Dr. Egil Boeckman, Ophthalmic Surgeon, 641 Lowry Bldg., St. Paul.		Republic.....	Dr. Francis Hilton.
Dr. Edward Boeckman, Ophthalmic Surgeon, 648 Lowry Bldg., St. Paul.		Chewelah.....	L. J. Storcken.
Troy.....	W. H. English and E. F. Dixon.	Spokane.....	J. G. Cunningham.
Bonner's Ferry.....	E. E. Fry.	Spokane.....	H. E. Wheeler.
Sand Point.....	O. F. Page.	Harrington.....	L. F. Wagner.
Priest River.....	C. P. Getzlaff.	Wenatchee.....	A. E. Gearhardt.
Newport.....	J. T. Phillips.	Brewster.....	C. R. McKinley.
Hillyard.....	J. Farrow.	Omak.....	J. G. Lovell.
Addy.....	W. W. McCormick.	Grand Forks.....	C. M. Kingston.
Colville.....	R. S. Wells.	Oroville.....	E. E. Efner.

TIME INSPECTORS.

Spokane (115 N. Wash. St.).....	T. J. Morris.	Wenatchee.....	Howard Thomas.
Hillyard.....	L. R. Squibb.	Oroville.....	Wm. B. Mishler.
Bonner's Ferry.....	O. F. Howe.	Republic.....	A. J. Jolliff.
Nelson.....	Patenaude Bros.	Troy.....	Hudson Fullmer.

Speed Restriction for Trains on Entire Division.

Maximum speed on curves for all trains:
 4 degrees—40 miles per hour.
 5 degrees—35 miles per hour.
 6 and 7 degrees—30 miles per hour.
 8 degrees and sharper—25 miles per hour.
 On descending grades of 1.8% and greater, the maximum speed for freight trains must not exceed fifteen (15) miles per hour; and on less than 1.8% descending grade to a 1% grade the speed must not exceed twenty-five (25) miles per hour, live stock and fruit trains excepted. On a 1% grade and less, thirty (30) miles per hour will be the limit. It must be understood that the above is the maximum speed for freight trains, and that this maximum speed will not be made where track conditions will not warrant, which are regulated by slow orders.
 All trains must be handled under control and without regard to making schedule time at all points where danger of slides or falling rocks are likely to be encountered.

Speed Table.

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

R. I. TRIPLETT, Dispatcher.
 L. F. SHORES, "
 M. B. ROACH, "

W. C. RUPLEY, Dispatcher.
 E. C. BARRETT, "
 P. G. FLAHERTY, "

F. A. ANDERSON, Dispatcher.
 J. W. CARMAN, "
 M. E. WALSH, "

E. A. LEAHY, Asst. Chief Dispatcher.
 D. W. DUNN, Asst. Chief Dispatcher.

A. KASE, Chief Dispatcher.
 C. A. MANTHE, "
 W. CARSWELL, "
 B. LANTRY, Asst. Supt.