



**SPOKANE DIVISION**

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**TIME TABLE No. 19.**

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

**SUNDAY, MAY 6, 1928.**

Superseding Time Table No. 18 and all Supplements.

**FOR EMPLOYEES ONLY.**

**J. M. DOYLE, Superintendent.**

**W. R. SMITH, General Superintendent.  
A. L. BERGFELD, Superintendent Transportation.**

**J. H. O'NEILL, General Manager.**

2 WESTWARD.

FIRST SUBDIVISION - HILLYARD TO WENATCHEE.

THIRD CLASS			SECOND CLASS			Car Capacity		Time Table No. 19		FIRST CLASS					
693	691	697	381	449	451	Mixed	Freight	Freight	39	1	45	255	27	3	
Local Freight	Local Freight	Local Freight	Mixed	Freight	Freight				Motor	Passenger	Passenger	Passenger	Fast Mail	Passenger	
Daily	Daily	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	
Ex. Sunday	Ex. Sunday								Ex. Sunday			Ex. Sunday			
STATIONS.															
HILLYARD															
O.-W. R. & N. JCT.															
PORT WRIGHT															
HIGHLAND															
LYONS															
GALENA															
ESPANOLA															
WAUKON															
EDWALL															
CANBY															
BLUESTEM															
HARRINGTON															
MOHLER															
DOWNS															
LAMONA															
NEMO															
ODESSA															
SEWARD															
IRBY															
MARLIN															
WILSON CREEK															
STRAITFORD															
ADRIAN															
SOAP LAKE															
EPHRATA															
NAVYLO															
WINCHESTER															
QUINCY															
CRATER															
TRINIDAD															
VULCAN															
COLUMBIA RIVER															
ROCK ISLAND															
MALAGA															
APPLEYARD															
WENATCHEE															
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 Hillyard 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 O.-W. R. & N. Jct. and west end Bridge 269 (Spokane) and over Bridge 274 (Fort Wright), train movements will be governed by signal indications. See Rule 605.

Trains 1, 2 and 27 register by card at Hillyard except when carrying signals.

First class trains will register by card at Appleyard.

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 Second Subdivision trains only.

Normal position of Second Subdivision switch on siding at Columbia River is for Second Subdivision.

Tap Sillings located at Trinidad. All trains will take siding at the tap.

Auxiliary Telephone Booth located at Trinidad Water Tank.

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

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

No. 3 will stop on flag at Wilson Creek and Marlin to let off passengers from points Spokane and east or pick up passengers for points Wenatchee and west.

No. 4 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 5 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 6 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 7 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 8 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 9 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 10 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 11 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 12 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 13 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 14 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 15 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 16 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 17 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 18 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 19 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 20 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 21 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 22 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

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

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On single track between O.-W. R. & N. Jct. and west end Bridge 269 (Spokane) and over Bridge 274 (Fort Wright), train movements will be governed by signal indications. See Rule 605.

Trains 1, 2 and 27 register by card at Hillyard except when carrying signals.

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No. 11 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 12 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 13 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 14 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 15 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 16 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 17 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 18 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 19 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 20 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 21 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

No. 22 stop on flag at Wilson Creek and Marlin for passengers destined Spokane and east and from points Wenatchee and west.

**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 siding, Crater	927
12	1131 feet west of M. P. 1636; 1.85 miles west of center of depot, Columbia River	221

**NOTE**—See additional speed restrictions Page 8.

(Special Rules Continued on Page 3.)

FIRST SUBDIVISION—HILLYARD TO WENATCHEE.

EASTWARD. 3

FIRST CLASS						Time Table No. 19 Effective May 6, 1928.	STATIONS	Distance from Wenatchee	SIGNS	SECOND CLASS				THIRD CLASS		
4	40	28	256	46 Stands No. 2	2					448	450	382	402	698	694	692
Passenger	Motor	Fast Mail	Passenger	Passenger	Passenger					Freight	Freight	Mixed	Freight	Local Freight	Local Freight	Local Freight
Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Mon, Wed and Fri	Daily	Tues., Thurs. and Sat.	Daily Ex. Sunday	Daily Ex. Sunday				
9:10pm	3:15pm	9:30am	9:05am		9:00am	179.29	R&DNPWCTOI	A	3:35pm	11:50pm		5:00am			3:00pm	
9:00	3:05	9:20	8:55		8:50	175.62	DNP	TK	3:10	11:25		4:30			2:40	
8:55	3:00	9:15	8:50		8:45	174.45	R&DNPWOK		3:00	11:15		4:20			2:30	
8:40	1:15	8:55	8:30		8:30	171.70	DNP	Y I	2:50	11:05		4:00			2:20	
8:34	1:10	8:50	8:23		8:23	165.34	P		2:30	10:45		3:30			2:00	
8:20	12:56	8:39			8:09	162.08	D PW		2:15	10:30		3:10			1:50	
8:13	12:50	8:34			8:03	156.70	P		2:00	10:15		2:45			1:30	
8:02	12:40	8:27			7:55	152.58	PW		1:45	10:00		2:15			1:10	
7:52	12:30	8:21			7:45	146.12	P		1:25	9:30		1:55			1:00	
7:43	12:15	8:10			7:32	140.29	DNPW		12:55	8:54		1:30			11:40	
7:35	12:05pm	8:00			7:23	136.08	P		12:35	8:18		1:05			11:05	
7:28	11:56	7:52			7:17	131.19	DNP		12:20pm	7:45		12:50			10:45	
7:20	11:45	7:44			7:09	123.78	DNPW		11:45	7:07		12:15am			10:10	
7:07	11:30	7:32			6:57	117.06	P		11:15	6:35		11:45			8:35	
6:52	11:15	7:21			6:45	113.35	P		10:50	6:15		11:30			8:20	
6:46	11:07	7:14			6:38	106.89	DNPW		10:35	5:55		11:15			8:05	
6:39	11:00	7:07			6:30	103.31	P		10:15	5:35		10:45			7:45	
6:30	11:04	6:57			6:22	98.46	DNP		9:55	5:15		10:15			7:20	
6:22	11:03	6:48			6:15	93.88	P		9:32	5:00		9:55			6:55	
6:12	11:02	6:41			6:08	89.56	PW		9:08	4:45		9:25			6:34	
6:06	11:01	6:34			6:01	82.08	D P		8:40	4:25		8:45			6:00	
6:55	11:00	6:23			5:50	75.46	DNPW CY		8:10	3:55		8:20			5:40	
6:43	10:57	6:13			5:40	67.61	P		7:35	3:22		7:55			5:13	
6:28	10:58	6:03			5:29	62.29	DNP K		7:20	2:45		7:40			5:10	
6:20	10:52	5:54			5:20	57.69	D P		7:05	2:25		7:25			5:00	
6:12	10:50	5:46			5:12	52.29	DNPW		6:50	2:05		7:15			5:00	
6:01	10:48	5:39			5:03	47.14	P		6:35	1:45		6:55			5:00	
4:50	10:42	5:30			4:54	42.07	P		6:20	1:25		6:30			4:47	
4:42	10:38	5:23			4:47	35.93	DNPW		6:05	1:05		6:10			4:38	
4:31	10:34	5:13			4:38	30.80	P		5:40	12:40		5:50			4:30	
4:21	10:31	5:04			4:30	25.20	DNPW		4:52	12:15pm		5:25			4:20	
4:09	10:28	4:52			4:19	19.92	P		4:20	11:55		5:04			4:10	
3:59	10:25	4:42			4:10	15.88	R DNPW C		4:03	11:35		4:35			4:03	
3:52	10:22	4:35			4:03	11.31	P		3:35	11:20		4:15			3:54	
3:42	10:18	4:26			3:54	6.91	P		3:20	11:05		3:55			3:45	
3:32	10:15	4:17			3:45	2.18	R&DNPWOC T		3:00am	10:30am		3:40pm			3:39	
3:24	10:12	4:09			3:39	0.0	R&DNPW					3:10am			3:30	
3:20pm	10:10	4:05am			3:35am							3:05pm			3:25	
6:05	7:50	5:25			5:25				12:25	13:20		13:20			5:25	
29:48	22:39	33:11			19:39				14:27	13:63		13:63			33:11	
						Times Over Half-stations Average Speed Per Hour										

Special Rules—Continued.

Trains stopped by semaphore home or light signals governing double track switch West end Bridge 259, Spokane, should communicate with tower on telephoning located West end Bridge 259 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.

FORT WRIGHT INTERLOCKING SYSTEM

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 siding.

Home signal eastward for G. N. Ry. located 600 feet west of east main line switch, on right hand side of siding going east and in a bracket pole, top arm is for main line trains, lower arm is fixed and denotes home signal and derailed 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 derailed 55 feet ahead of same.

Derailed on siding located 400 feet from frog and is governed by dwarf signal 55 feet from derailed.

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 derailed 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 derailed.

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 derailed 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 derailed 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
- Siding, G. N. Ry. .... Two Long and One Short

YARD LIMIT BOARDS.

Hillyard Spokane Harrington Wilson Creek Wenatchee  
West yard limit Spokane is one-half mile west of Military Spur.

**4 SOUTHWARD. SECOND SUBDIVISION NORTHWARD. COLUMBIA RIVER TO MANSFIELD.**

SECOND CLASS 381	Car Capacity	Station Numbers	Distance from Mansfield	Time Table No. 19 Effective May 6, 1928.	Distance from Columbia River	SIGNS	SECOND CLASS 382
Mixed							Mixed
Mon., Wed. and Fri.							Mon., Wed. and Fri.
L 1:15pm	46	CR60	0.0	MANSFIELD	00.39	R D PWC Y	A 12:20 Pm
f 1:25	33	CR85	8.40	TOUHEY	84.99	P	f 12:01 Pm
* 1:55	55	CR40	11.25	WITHROW	49.01	P	* 11:40
f 2:15	33	CR44	15.94	SUPPLES	43.45	P	f 11:10
* 2:45	67	CR26	23.93	DOUGLAS	36.45	D P	* 10:45
* 3:10	33	CR11	30.30	ALSTOWN	31.19	PW	* 9:50
f 3:50	26	CR12	39.04	MCCUE	31.35	P	f 9:10
* 4:30	38	CR16	44.03	PALIADES	18.77	PW	* 8:50
f 4:45	33	CR11	49.74	APPLEDALE	10.65	P	f 8:35
f 5:00	26	CR65	50.00	MORSE COULES	8.39		f 8:20
A 5:15pm		1432	50.39	COLUMBIA RIVER	0.0	R DNP	L 8:05am
4.00 15.00							4.15 14.31

**Special Rules Second Subdivision.**

Southward trains are superior to northward 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.

**LOCATION AND LENGTH OF TUNNELS.**

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

**Special Rules Third Subdivision.**

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

All trains will register at register booth located at junction with Seventh Subdivision on South Leg Wyn at Oroville Jct.

Maximum speed passenger trains thirty-five (35) miles per hour.  
Maximum speed freight trains thirty (30) miles per hour.  
Normal position switch at Oroville Jct. is for Seventh Subdivision.  
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.

**YARD LIMIT BOARDS.**

Wenatchee Oroville Jct.

Note—See additional speed restrictions page 8.

**LOCATION AND LENGTH OF TUNNELS.**

Tunnel No.	Location of South Portal	Length in Feet
8.4	2112 feet south of M. P. 8; 42 miles south of center of industry track, Zena	433
15.7	3696 feet south of M. P. 15; 2 miles south of center of industry track, Wagnersburg	769
35.3	1584 feet south of M. P. 35; 3.37 miles south of center of industry track, Stayman	397

**NORTHWARD. THIRD SUBDIVISION—WENATCHEE TO OROVILLE. SOUTHWARD.**

THIRD CLASS	FIRST CLASS	Car Capacity	Station Numbers	Distance from Prichard	Time Table No. 19 Effective May 6, 1928.	Telegraph Code	Distance from Oroville	SIGNS	FIRST CLASS	THIRD CLASS
698	254								253	697
Local Freight Mon., Wed. and Fri.	Passenger Daily Ex. Sunday	Slitces Other Trucks							Passenger Daily Ex. Sunday	Local Freight Tue., Thur. and Sat.
L 7:00am	L 3:30pm		1648	0.0	WENATCHEE		137.25	R DNPWC T	A 10:55am	A 6:35pm
f 7:25	f 3:38	0	72	W03	2.49		133.76		f 10:47	f 6:20
f 7:45	f 3:48	0	34	W08	7.97		129.28		f 10:32	f 5:55
f 8:10	f 3:59	0	43	W0	14	13.00	123.65		f 10:21	f 5:30
* 8:45	* 4:13	73	87	W0	19	18.00	118.35	D PW	* 10:10	* 5:05
f 9:10	f 4:27	0	47	36	36.01		111.24		f 9:53	f 4:27
f 9:40	f 4:39	0	43	32	31.92		108.33		f 9:40	f 4:00
* 10:15	* 4:50	0	42		37.78		99.47		* 9:28	* 3:30
* 10:40	* 4:59	60	90	39	38.94		98.31	D PW	* 9:25	* 3:20
f 11:00	f 5:10	0	38	44	44.05		93.20		f 9:09	f 2:35
f 11:20	f 5:21	0	38	50	49.78		87.47		f 8:57	f 2:10
f 11:35	f 5:29	0	37	52	53.44		83.81		f 8:47	f 1:50
* 12:20pm	* 5:45	65	73	58	58.91		78.34	D PWC T	* 8:35	* 1:30
* 1:00	* 6:00	56	66	56	64.90		72.26	D P	* 8:17	* 12:45
f 1:20	f 6:15	0	37	72	71.00		65.59		f 8:01	f 12:01pm
f 1:45	f 6:25	0	38	76	78.20		60.88	W	f 7:50	f 11:35
f 2:20	f 6:38	0	38	82	82.84		54.81	MA	f 7:36	f 11:15
f 2:40	f 6:47	0	37	87	86.87		50.68		f 7:26	f 10:55
* 3:15	* 7:03	61	95	92	91.81		45.74	D PW	* 7:16	* 10:30
* 4:00	* 7:18	72	131	96	98.71		41.54	D P	* 7:01	* 10:00
f 4:15	f 7:28	0	38	100	100.56		36.69		f 6:47	f 9:00
* 4:40	* 7:40	0	39	105	104.74		32.51	D PW	* 6:38	* 8:40
f 5:00	f 7:51	0	37	110	110.03		27.23		f 6:27	f 8:15
f 5:20	f 8:01	0	37	118	118.48		21.80		f 6:17	f 8:00
* 5:45	* 8:15	0	69	130	130.35		16.97	D PW	* 6:08	* 7:40
f 6:00	f 8:27	0	37	126	126.33		11.03		f 5:53	f 7:10
f 6:20	f 8:38	0	38	123	121.80		8.78		f 5:43	f 6:50
6:40	8:50	0		136	137		0.88	R P Y	5:33	6:35

**TRAINS BETWEEN OROVILLE JCT. AND OROVILLE WILL BE GOVERNED BY SCHEDULES AND SPECIAL RULES OF SEVENTH SUBDIVISION.**

A 6:50pm	A 9:00pm	7th SUB DIV 699	7th SUB DIV 701	OROVILLE	V R	9 0	R D P W C	L 5:30am	L 6:30am
								7th SUB DIV 702	7th SUB DIV 700
11.50	8.30							5.28	12.05
11.00	24.05							25.35	11.35

Time Over Subdivision Average Speed Per Hour

**NORTHWARD. FOURTH SUBDIVISION—DEAN TO MARCUS. SOUTHWARD.**

THIRD CLASS 702	FIRST CLASS 256	Car Capacity	Stations	Distance from Marcus	SIGNS	FIRST CLASS 255	THIRD CLASS 701	Time Table No. 19 Effective May 6, 1922.			
								Local Freight	Passenger		
l. 5:40Am	l. 9:25Am	45 44	1400	0.01	DEAN	BP	87.12	R DN W	A 5:15Pm	A 2:55Pm	
* 6:00	f 9:33	45 18	BA 4	3.77	3.77 WAYSIDE		83.35		f 5:02	* 2:35	
* 6:35	* 9:45	0 33	BA 9	8.80	5.12 DENISON		78.23		* 4:51	* 2:15	
* 7:50	* 9:56	55 48	BA 13	12.48	3.50 DEER PARK	DE	74.64	D W	* 4:43	* 2:00	
* 8:20	10:04	0 20	BA 17	16.80	4.38 CHRISTIANSON		70.26		4:33	* 1:40	
* 8:50	*10:08	0 43	NA 18	17.75	0.80 CLAYTON	CN	69.37	D	* 4:30	* 1:35	
* 9:50	*10:26	45 23	BA 25	24.55	6.80 LOON LAKE	AK	62.57	D W	* 4:16	* 1:10	
*10:46	*10:46	44 24	NA 33	32.66	8.11 SPRINGDALE	BY	54.46	D W	* 3:53	*12:10Pm	
*11:08	10:48	0 20	BA 34	33.93	1.37 CLINE		53.19		3:48	*11:50	
*11:30	f10:58	0 33	NA 38	37.36	3.43 GRAYS		49.76		f 3:37	*11:30	
*12:45Pm	*11:12	44 53	NA 43	43.69	5.24 VALLEY	VY	44.62	D CY	* 3:24	*11:12	
* 1:20	*11:52	0 22	NA 50	50.38	7.57 CHEWELAH	CB	36.95	D	* 3:09	* 9:30	
* 1:45	f12:06Pm	45 5	NA 67	66.77	9.21 ADDY	AD	27.74	D W	* 2:49	* 8:10	
* 2:28	f12:11	0 23	NA 71	69.47	7.39 ARDEN		20.35		f 2:34	* 7:10	
* 3:55	*12:43	0 12	NA 73	78.27	3.70 ORIN		17.65		* 2:28	* 6:50	
3:15	*12:31	0 14	NA 77	76.32	3.80 COLVILLE	VD	13.85	D W	* 2:20	* 6:30	
* 3:40	*12:45	34 25	NA 82	81.82	3.05 PALMERS		10.80		f 2:07	* 6:00	
A 4:10Pm	1:00Pm	45 195	NA 87	87.12	5.20 MEYER'S FALLS	MF	5.30	D	* 1:57	* 5:40	
10 30 9 29	3 40 23 70				MARCUS	MS	0.00	R DN WC Y T	l. 1:35Pm	l. 5:05Am	
				Time Over Subdivision Average Speed Per Hour						3 40 23 70	

**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 8.**

Trains 255 and 256 will stop on flag at Blue Creek, Buckeye, Holland Horr Spur, Kulzers and Mission. Mission is 1.4 miles south of Meyers Falls.

The normal position of Junction switch at Marcus is for Fifth 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.

**YARD LIMIT BOARDS.**

Dean. Valley. Chewelah. Marcus.

**NORTHWARD. FIFTH SUBDIVISION—MARCUS TO NELSON. SOUTHWARD. 5**

THIRD CLASS 704	FIRST CLASS 260	Car Capacity	Stations	Distance from Marcus	SIGNS	FIRST CLASS 259	THIRD CLASS 703	Time Table No. 19 Effective May 6, 1922.	
								Local Freight	Motor
l. 9:30Am	* 2:45	66 117	SA 116	28.53	MARCUS	MS	99.01	R DNWC Y	A 12:25Pm
* 9:40	f 2:53	0 19	SA 118	30.56	8.78 BOSSBURG		90.23		*11:59
*10:05	* 3:10	0 27	SA 128	37.33	11.47 MARBLE		78.76		f11:34
*10:27	* 3:30	0 15	SA 127	39.44	8.28 NORTHPORT	NP	70.48	R DNWC O Y	*11:16
*10:50	* 3:40	0 8	SA 130	42.27	2.03 HANLEYS		68.45		f10:55
*11:35	* 3:55	0 17	SA 136	48.69	0.77 BOUNDARY, U. S.		61.68		*10:33
*12:08Pm	* 4:23	0 22	NA 145	58.27	2.11 WANETA, B. C.	BR	59.57	D	*10:27
*12:20	* 4:30	0 16	SA 148	61.14	3.85 COLUMBIA GARDENS		55.74		*10:15
*12:40	* 4:40	0 5	NA 152	63.96	6.32 FRUITVALD		50.42	W	*10:02
*12:55	f 4:48	0 30		67.15	2.58 MEADOWS		40.74		f 9:45
* 1:20	* 5:00	0 18	SA 159	71.51	2.37 ERIB		37.87		* 9:38
* 2:05	* 5:20	0 30	SA 166	78.63	2.73 SALMO	SO	35.15	D	* 9:31
* 2:30	f 5:30	0 17	SA 169	81.96	3.20 BOULDER MILL		31.86		f 9:22
* 3:05	A 5:50Pm	29	SA 176	88.75	4.38 YMIR	MY	27.50	D W	* 9:11
* 3:30		0 0	RA 181	93.55	7.12 HALL		20.38		* 8:51
					3.33 APBX		17.05		f 8:41
					6.70 SOUTH NELSON		10.26	W	l. 8:10Am
					4.81 TROUP JUNCTION		5.45	R	YK
<p><b>TRAINS WILL BE GOVERNED BY CAN. PAC. TIME TABLE AND RULES BETWEEN TROUP JCT. AND NELSON</b></p>									
A 4:00Pm	4 25 10 35		SA 186	99.01	5.40 NELSON	BC	0.00	R DNWC TO K	l. 6:00Am
				Time Over Sub-Division Average Speed Per Hour				4 15 20 35	

**Special Rules.**

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

Maximum speed for passenger trains between Marcus and Troup Jet, 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 Jet, twenty (20) miles per hour.

Maximum speed 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 d'Oreille River Bridge at Waneta, (using at least 40 seconds) and between industry track switches at Salmo.

**NOTE—See additional speed restrictions Page 8.**

Trains 259 and 260 will stop on flag at Evans, Lane and Bronsons Spur, Kane, Wood Spur, Parks, Benton, Baskins and Gevertz Spur, Porto Rico, Mankins Spur, Wileys Spur and Marble Tumber Co's Plant.

All trains stop on flag at Butts 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 Border Stations until conductor has reported to and received clearance from Customs Officer.

Water four miles south of Marble.

**YARD LIMIT BOARDS.**

Marcus. Northport.

6 WESTWARD.

SIXTH SUBDIVISION—MARCUS TO REPUBLIC.

EASTWARD.

THIRD CLASS		FIRST CLASS		Car Capacity		Station Numbers	Distance from Marcus	Time Table No. 19 Effective May 6, 1928.	Stations	Telegraph Calls	Distance from Republic	SIGNS	FIRST CLASS		THIRD CLASS	
705	Local Freight	257	Motor	Stalls	Other Seats								258	706		
	Mon., Wed. and Fri.	Daily Except Sunday											Daily Except Sunday	Tue., Thurs and Sat.		
L. 8:00Am		L. 1:45Pm	45	132	RA 87	0.00	MARCUS	MB	73.36	R&DN WC Y	A 1:00Pm	A 3:45Pm				
* 8:25		f 1:57	35	0	RD 5	3.41	BOYDS		67.92		f 12:47	* 2:30				
* 8:45		f 2:08	35	0	RD 10	10.12	BARSTOW		63.24		f 12:36	* 2:08				
* 9:05		f 2:20	35	0	RD 15	15.38	DULWICH		58.01	W	f 12:24	* 1:40				
* 9:20		* 2:25	0	8	RD 17	16.90	ORIENT	RN	56.16	D	* 12:19	* 1:30				
* 9:40		f 2:35	0	10	RD 22	21.23	HUGHES		52.13		f 12:07Pm	* 1:15				
* 10:15		* 2:50	0	20	RD 27	27.31	LAURIER, WASH	BD	46.05	D	* 11:55	* 1:00				
10:55		3:20	0	0	RD 40	40.11	GRAND FORKS JCT.		33.25	R Y	11:27	12:15				
* 11:22		* 3:30	0	25	RD 42	41.00	GRAND FORKS	QF	34.77	D WC Y	* 11:22	* 12:05Pm				
11:30		3:35	0	0	RD 40	40.38	GRAND FORKS JCT.		32.08	R K	11:09	11:35				
* 11:45		* 3:45	0	43	RD 42A	41.74	DANVILLE, WASH	CO	31.02	D W	* 11:05	* 11:30				
* 12:01Pm		f 3:55	0	12	RD 46	45.86	HURLBURT		27.50		f 10:52	* 11:10				
* 12:35		* 4:10	53	0	RD 52	52.16	CURLEW	W	21.20	R D W Y	10:40 * 10:30	* 10:50				
* 12:45		f 4:25	36	0	RD 58	58.23	MALO		18.18		f 10:17	* 10:17				
* 1:10		f 4:40	0	18	RD 65	64.78	POLLARD		8.88	W	f 9:57	* 9:40				
* 1:25		f 4:50	31	0	RD 68	68.46	TORBOY		4.90		f 9:45	* 9:20				
A 1:45Pm		A 5:05Pm	50	40	RD 73	73.36	REPUBLIC	Z	0.00	R&D WC Y	L 9:30Am	L 9:00Am				
5:45 12:30		3:20 32:50									3:30 20:55	5:45 12:30				

Special Rules.

Westward trains are superior to eastward trains of the same class.  
 Trains will come to a full stop before crossing S. & B. C. Ry. at Grand Forks Jct. and send Flagman ahead before crossing.  
 Maximum speed ten (10) miles per hour over Columbia River Bridge No. 1 (Using not less than two (2) minutes and twenty-five (25) seconds).  
 Maximum speed mixed trains twenty-five (25) miles per hour, freight trains twenty (20) miles per hour between Curlew and Republic.  
 Maximum speed permitted only when track conditions warrant.  
**NOTE.—See additional speed restrictions Page 8.**  
 Normal position of Junction switch at Marcus is for Fifth subdivision.  
 Normal position of switches East leg of wye at Grand Forks Jct. and Grand Forks are for Marcus-Grand Forks Main Track.  
 Normal position of West wye switch at Grand Forks Jct. is for Grand Forks-Republic Main track.  
 Normal position of Junction switch at Curlew is for Sixth subdivision.  
 Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.  
 Water (3/4) mile North of Laurier.  
 All trains stop on flag at Karamin and Rock Cut.

Location and Length of Tunnels.

No.	LOCATION.	Length In Feet
1	2.3 miles east of Curlew	113

**WESTWARD. SEVENTH SUBDIVISION—CURLEW TO PRINCETON. EASTWARD.**

THIRD CLASS 699	SECOND CLASS		FIRST CLASS 251	Car Capacity	Stands	Other Tracks	Signal Numbers	Distance from Curlew	Time Table No. 19 Effective May 6, 1922			Telegraph Code	Distance from Princeton	SIGNS	FIRST CLASS 252	SECOND CLASS		THIRD CLASS 700
	Local Freight Mon., Wed. and Fri.	Mixed	Mixed						Passenger	Passenger	Mixed				Mixed	Local Freight		
		Mon., Wed. and Friday	Tue., Thur. and Sat.						Daily Ex. Sunday		Tue., Thur. and Sat.				Mon., Wed. and Friday		Tue., Thur. and Sat.	
		11:00am		53	0	80 52	0 00	CURLEW	W	150 17	R D W Y		A 10:35am					
		11:15		33	0	80 6	5 70	PAXSON		144 47			110:20					
		11:27		15	0	80 10	9 02	TORODA		140 25			110:10					
		11:40		0	28	80 14	14 39	FERRY, WASH		135 78	W		* 9:50					
		11:50		12	0	80 18	14 02	MIDWAY, B. C.	MD	135 55	D		* 9:45					
		12:20pm		18	0	80 23	23 12	BERGEN		127 05	W		f 9:25					
		12:50		22	0	80 24	28 77	MYNCASTER	MC	121 40	D		* 9:05					
		1:05		8	0	80 24	33 03	SYACKAN		110 54			f 8:50					
		* 1:35		28	0	80 40	40 28	BRIDESVILLE, B. C.	B	109 80	D W		* 8:30					
		* 2:05		80	0	80 45	45 31	MOLSON, WASH	MO	101 86	R D W Y		* 8:05					
		f 2:25		12	0	80 52	52 23	NINE MILE		97 94	W		f 7:25					
		f 2:55		13	0	80 56	56 46	CIRCLE		93 71			f 7:00					
		f 3:25		13	0	80 63	63 22	MOUNT HULL		86 95	W		f 6:30					
							69 64	OROVILLE JCT		80 53	R Y		A 6:30am					
							70 52	OROVILLE	VR	79 65	R D W C		f 6:30am	f 6:00am	A 6:20pm	L 6:30am		
							81 86	NIGHTHAWK	NK	68 31	D W			* 6:42				
		* 7:15		0	21	80 83	81 86	CHOPAKA, WASH		58 41	W		* 6:06					
		* 8:25		0	24	80 93	91 76	SIMILKAMMEN, B. C.		48 84			* 4:21					
		* 8:50		0	29	80 103	101 33	CAWSTON		45 49			f 4:05					
		f 9:00		0	11		101 08	KERMEOS	K	41 39	D		* 3:51					
		* 9:20		45	41	80 110	108 58	ASHNOLA		34 63			f 3:21					
		f 9:45		0	16	80 117	115 54	BRADSHAW		28 33	W		f 3:01					
		10:05		0	11	80 123	121 84	HEDLEY	HD	23 91	D		* 2:46					
		* 10:20		23	12	80 128	126 26	CORY		19 34			f 2:21					
		10:35		0	0	80 132	130 83	BROMLEY		11 95	W		f 2:06					
		10:55		23	0	80 140	138 22	NORMAN		7 19			f 1:52					
		11:10		0	15	80 144	142 08	ALLISON		2 45			f 1:37					
		11:20		12	0	80 149	147 72	K. V. JCT		0 25								

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

THIRD CLASS	SECOND CLASS	FIRST CLASS	THIRD CLASS	Car Capacity	Stands	Other Tracks	Signal Numbers	Distance from Curlew	Time Table No. 19	Telegraph Code	Distance from Princeton	SIGNS	FIRST CLASS	SECOND CLASS	THIRD CLASS
0 10	4 35	5 00	0 10	15	31	80 152	150 17	PRINCETON	OD	0 00	K D W Y K		0 03	1 35	4 50
8 25	17 35	14 10	5 25					Time Over Subdivision					17 00	15 35	10 50
								Average Speed Per Hour							

**SPECIAL RULES.**  
 Westward trains are superior to Eastward trains of same class.  
 Maximum speed passenger trains thirty-five (35) miles per hour; freight trains twenty-five (25) miles per hour Oroville to Princeton.  
 Maximum speed permitted only when track conditions will warrant.  
 Maximum speed fifteen (15) miles per hour at high bluffs one (1) mile west of Bridesville, and from one (1) mile east to two (2) miles west of Bergen.  
 Trains descending Molson Hill will be governed by speed restrictions regardless of schedule time.

**NOTE.—See additional speed restrictions Page 8.**  
 Normal position of junction switch at Curlew is for Sixth Subdivision and at Oroville Jct. for Seventh Subdivision.  
 Service air test must be made before leaving Molson in either direction.  
 Westward trains will stop at Circle and Mt. Hull at least fifteen (15) minutes to cool wheels.  
 Trains will not leave Border Stations until conductor has reported to and received clearance from Customs officers.  
 Trains 396 and 397 will stop on flag at Ruby Mine Spur.  
 Normal position of switch at Kettle Valley Jct. is for Kettle Valley main track.

**YARD LIMIT BOARDS:**  
 Oroville Oroville Junction Kettle Valley Junction

**Location and Length of Tunnels.**

No.	LOCATION	Length In Feet
2	2.3 miles east of Bergen	900
3	0.75 mile west of Bergen	116
4	1.9 miles west of Bergen	113
5	1.4 miles west of Myncaster	350
6	1.3 miles east of Oroville	448
7	4.95 miles west of Oroville	1761

## BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
<b>FIRST SUB-DIVISION:</b>				<b>FIFTH SUB-DIVISION Continued:</b>			
Stratford Spur.....	1.3 miles West of Stratford.....	East end	15 cars.	Munroe Iron Spur.....	6.4 miles North of Fruitvale.....	South end	7 cars.
Sand Spur.....	1.6 miles West of Trinidad.....	West end	19 cars.	Bath's Spur.....	2.2 miles North of Columbia Gardens.....	South end	3 cars.
Clapps Spur.....	1.9 miles West of Trinidad.....	West end	4 cars.	Benton Pole and Lbr. Co. Spur.....	2.0 miles South of Meadows.....	South end	7 cars.
Gravel Siding.....	2.6 miles West of Trinidad.....	West end	71 cars.	Eric Lbr. Co.....	0.4 mile North of Erie.....	South end	3 cars.
Ohio Colony.....	1.2 miles West of Rock Island.....	East end	9 cars.	Rotter's Spur.....	3.6 miles North of Salmo.....	South end	2 cars.
Landreth Spur.....	4.4 miles East Wenatchee.....	West end	11 cars.	Archibald Siding.....	1.0 miles South of Erie.....	Siding	12 cars.
<b>THIRD SUB-DIVISION:</b>				<b>SIXTH SUB-DIVISION:</b>			
Peterson Spur.....	2.0 miles South of Elliaford.....	North end	1 car.	Holston Spur.....	1.8 miles West of Marcus.....	East end	2 cars.
<b>FOURTH SUB-DIVISION:</b>				<b>SEVENTH SUB-DIVISION:</b>			
Deer Park Lbr. Co. Spur.....	0.7 mile North of Deer Park.....	South end	4 cars.	Helphreys Spur No. 2.....	2.8 miles West of Curlew.....	East end	2 cars.
Olson's Spur.....	2.6 miles North of Deer Park.....	South end	7 cars.	Robert's Spur.....	6.2 miles West of Midway.....	East end	1 car.
Pine Spur.....	2.2 miles North of Clayton.....	South end	10 cars.	Myeaster Spur.....	0.4 mile East of Myeaster.....	West end	56 cars.
Holland-Horr Spur.....	4.7 miles North of Loon Lake.....	South end	7 cars.	Dumonts Spur.....	3.9 miles East of Bridesville.....	East end	3 cars.
Kulcers Spur.....	1.7 miles South of Valley.....	North end	9 cars.	Porters.....	5.0 miles West of Molson.....	West end	72 cars.
Gess Spur.....	2.8 miles North of Valley.....	South end	3 cars.	Stewart-Calvert Spur.....	4.4 miles West of Oroville.....	East end	6 cars.
Northwest Magnesian Siding.....	1.5 miles South of Chewelah.....	Siding	42 cars.	Stewart-Calvert Spur.....	1.4 miles West of Oroville.....	East end	3 cars.
Elkhorn Spur.....	3.1 miles South of Addy.....	South end	4 cars.	Henders Spur.....	0.5 mile West of Nighthawk.....	East end	7 cars.
Blue Creek Spur.....	3.1 miles South of Addy.....	South end	13 cars.	Ituby Mine Spur.....	4.9 miles East of Chopaka.....	West end	5 cars.
Industrial Spur M. P. 93 (Lawwell).....	3.2 miles North of Palmers.....	South end	3 cars.	Princeton M. & Dev. Co.....	2.1 miles West of Norman.....	East end	10 cars.
<b>FIFTH SUB-DIVISION:</b>							
Sand Spur.....	2.1 miles North of Marcus.....	South end	2 cars.				
Powells Spur.....	4.7 miles North of Marcus.....	South end	13 cars.				
Evans Spur.....	5.4 miles North of Marcus.....	South end	25 cars.				
Allen Spur.....	2.6 miles North of Bossburg.....	South end	4 cars.				
Hendrix Cut.....	3.8 miles North of Bossburg.....	North end	3 cars.				
Lane & Bronson's.....	6.6 miles North of Bossburg.....	South end	3 cars.				
Marble Timber Co. Spur.....	2.8 miles South of Marble.....	South end	2 cars.				
Kanes.....	4.1 miles South of Northport.....	South end	6 cars.				
Cameron Spur.....	4.4 miles South of Northport.....	North end	14 cars.				
Hudson's Spur.....	3.3 miles South of Northport.....	South end	13 cars.				
Good-Hopkins Lbr. Co. Spur.....	4.9 miles North of Northport.....	South end	3 cars.				
Stroh Spur.....	3.3 miles North of Hanley's.....	South end	4 cars.				
Salmo Cedar Co. Siding.....	4.8 miles North of Fruitvale.....	Siding	8 cars.				

## 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. E. Wheeler.....	Assistant Division Surgeon.....	Spokane, Wash.
Dr. A. E. Gerhart.....	Assistant Division Surgeon.....	Wenatchee, Wash.
Dr. H. F. Craig.....	Assistant Division Surgeon.....	Spokane, Wash.
Dr. A. N. Codd.....	Ophthalmic Surgeon.....	Spokane, Wash.
Dr. Carroll Smith.....	Ophthalmic Surgeon.....	Spokane, Wash.

## LOCAL SURGEONS.

Dr. W. W. McCormick.....	Adly.
Dr. C. R. McKinley.....	Brewster.
Dr. L. J. Storkan.....	Chewelah.
Dr. R. S. Wells.....	Colville.
Dr. C. M. Kingston.....	Grand Forks.
Dr. L. F. Wagner.....	Harrington.
Dr. J. Farrow.....	Hillyard.
Dr. W. O. Rose.....	Nelson.
Dr. I. A. Nelson.....	Northport.
Dr. J. G. Lovell.....	Onak.
Dr. E. E. Kfner.....	Oroville.

## 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 degree 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.

R. I. TRIPLETT, Dispatcher.  
 L. F. SHORES, "  
 W. C. RUPLEY, "  
 E. C. BARRETT, "

M. B. ROACH, Dispatcher.  
 E. A. LEAHY, Dispatcher.  
 D. W. DUNN, Asst. Chief Dispatcher.

A. KASE, Chief Dispatcher.  
 J. JAMES, Trainmaster  
 W. CARSWELL, Trainmaster.  
 B. LANTRY, Asst. Supt.