GREAT NORTHERN RAILWAY

SAFETY GREAT NORTHERN RAILWAY FIRST

SPOKA[illegible]SION.

SAFETY GREAT NORTHERN RAILWAY FIRST

TIME T[illegible]E No. 8.

TO TAKE EFFECT [illegible]E-ON[illegible] CLOCK A. M.
[illegible]IC TIM[illegible]

SUNDAY, [illegible]T 5, 1923.

Superseding Spokane Division Tim[illegible], and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

J. M. DOYLE, Superintendent.

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

J. H. O'NEILL, General Manager.

FIRST SUBDIVISION—TROY TO SPOKANE.

Time Table No. 8

Effective August 5, 1923

THIRD CLASS					SECOND CLASS		Capacity of Side Tracks						FIRST CLASS						
689	691	695	429	451	Passing Tracks	Other Tracks	Station Numbers	Distance from Troy	STATIONS	Telegraph Call	1	263	257	255	43	3	27
Local Freight	Local Freight	Local Freight	Freight	Freight							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail
Daily Ex Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily							Daily	Daily Ex. Sunday	Daily Ex Sunday	Daily	Daily	Daily	Daily
		L 6.15Am	L 4.00Am	L 696 4.00Pm	Yard	Yard	1332	0.0	TROY	UX	L 2.40Am				L 12.20Pm	L 25 2.45Pm	L 28 3.10Pm
		s 6.40	4.25	4.25	81	10	1340	6.69	6.69 YAKT		2.53				12.32	696 2.58	696 3.20
		s 7.10	4.50	4.55	81	16	1347	13.73	7.04 LEONIA	ON	3.08				2 s12.49	3.13	3.33
		s 7.40	5.20	5.25	81	8	1353	20.66	6.93 KATKA		3.22				696 f 1.04	3.28	3.45
		s 8.10	5.40	5.55	81	13	1360	27.08	6.42 CROSSPORT		3.35				44 f 1.19	3.42	3.57
		696 s10.00	6.05	402 6.20	E 81 W81	90	1364	31.38	4.30 BONNER'S FERRY	BY	s 3.46	L 7.00Am			28 s 1.33	s 3.55	4.04
		s10.40	6.35	6.40	81	22	1369	36.35	4.97 MORAVIA		3.57	f 7.08			f 1.45	27 4.11	3 4.11
		2 s11.55	263 7.22	7.20	81	22	1376	42.76	6.41 NAPLES	NA	4.12	429 s 7.22			s 2.01	4.29	4.22
		44 12.31Pm 28 12.58	696 8.05	7.55	81	9	1383	50.16	7.40 ELMIRA		4.25	696 f 7.36			f 2.16	4.42	4.33
		s 1.30	8.35	264 8.39	78	8	1390	56.97	6.81 COLBURN		4.35	f 7.49			f 2.31	402 4.52	402 4.42
					0	17	1392	59.41	2.44 BRONX			f 7.53					
	L 6.00Am	A 2.15Pm	9.30	9.20	E 81 W91	47	1398	64.62	5.21 SAND POINT	S	4.46	s 8.07			s 2.50	s 5.06	4.54
	s 6.15		9.50	9.40	81	0	1402	68.98	4.36 HORNBY		4.53	8.15			402 2.57	5.15	5.00
	s 6.40		10.15	9.55	81	31	1407	73.64	4.66 WRENCOE		5.01	f 8.23			690 f 3.05	5.24	5.06
	s 7.40		10.30	10.10	81	16	1410	78.65	5.01 LACLEDE	C	5.09	s 8.33			s 3.16	5.32	5.13
	s 8.00		2 10.53	10.25	81	13	1416	83.37	4.72 THAMA		5.16	f 8.40			f 3.26	5.42	5.19
	263 8.20 429 2 11.20 44		44-689 11.13	10.35	81	88	1420	86.91	3.54 PRIEST RIVER	NC	5.22	689 s 8.48			s 3.36	s 5.50	5.24
	28 11.46 690 12.15Pm		28-690 11.46	4 11.04	E 81 W81	30	1427	93.46	6.55 NEWPORT	NR	s 5.35	s 9.00			s 3.52	s 6.04	5.34
	402 12.55		12.15Pm	11.20	81	28	1432	96.66	3.20 PENRITH		5.43	f 9.08			f 3.59	6.11	5.38
	s 1.15		402 12.40	11.35	81	18	1436	101.20	4.63 SCOTIA		5.50	s 9.18			s 4.08	6.20	5.44
	s 1.40		1.10	12.01Am	81	20	1442	107.98	6.69 CAMDEN	MD	6.03	690 s 9.32			s 4.23	6.35	5.56
	s 2.11		1.20	12.15	81	33	1445	110.96	2.98 ELK	KE	6.08	s 9.40			s 4.31	264 6.41	6.01
	s 2.40		1.35	12.35	81	35	1449	115.28	4.32 MILAN	RA	6.15	s 9.53 2 10.04 44			s 4.42	6.50	6.07
	s 3.00		2.00	1.05	81	13	1456	121.84	6.56 CHATTAROY		6.25	f10.16			f 4.55	7.03	264 6.17
	s 3.20		2.20	1.25	81	68	1460	125.66	3.82 DEAN	SF	6.34	s10.25	L 10.58Am	L 5.50Pm	s 5.05	7.11	6.23
	s 3.40		2.45	1.45	81	16	1464	130.25	4.59 MEAD		6.43	f10.34	f11.08	f 6.00	f 5.13	7.20	6.29
	A 258 4.00Pm	L 5.40Am	A 3.15Pm	2.15 9.00	Yard	Yard	1469	134.71	4.46 HILLYARD	Depot HU Yard SQ	6.55	s10.45	s11.20	s 6.10	s 5.30	s 7.30 7.35	6.37
		5.55		9.20	0	0	1472	138.37	3.66 O.-W. R. & N. JCT		7.05	10.55	11.30	6.20	5.40	7.45	6.45
		A 6.00Am		A 28 9.30Am	Yard	Yard	1473	139.55	1.18 SPOKANE	DS-Q	A 7.10Am	A 11.00Am	A 11.35Am	A 6.25Pm	A 5.45Pm	A 7.50Pm	A 6.50Pm
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily							Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily
689	691	695	429	451							1	263	257	255	43	3	27
10.00 7.0	0.20 14.7	8.15 7.83	11.15 11.97	10.15 13.14					Time Over Subdivision Average Speed Per Hour		4.30 31.01	4.00 27.04	0.37 22.00	0.35 20.83	5.25 25.76	5.05 27.45	3.40 38.06

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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.

Train 1 meets train 690; Train 263 meets trains 28 and 402 and train 255 meets train 264 on double track between Dean and Hillyard. Trains 264 and 43 meet on double track between O.-W. R. & N. Jct. and Hillyard.

Eastward first class trains will take siding at Troy for opposing trains of same class at crossover switch to No. 1 track, located 400 feet 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. R. & N. Jct. and end of double track at west end Bridge 269 (Spokane) train movements will be governed by signal indications.

Clearance Card Form 219 will confer running rights subject to rules on double track between Dean and Hillyard, Hillyard and O.-W. R. R. & N. Junction, and between Bridge 259 (Spokane) and Bridge 274 (Fort Wright).

Westward extra trains will get clearance at Dean, Hillyard and O.-W. R. R. & N. Junction, Eastward extra trains at Fort Wright, O.-W. R. R. & N. Junction 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 CLASS							Time Table No. 8 Effective August 5, 1923.	Distance from Spokane	SIGNS	SECOND CLASS	THIRD CLASS		
4	264	258	28	256	44	2	STATIONS			402	690	696	692
Passenger	Passenger	Passenger	Express	Passenger	Passenger	Passenger				Freight	Local Freight	Local Freight	Local Freight
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily				Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
A 2.00Am			A 3-27 2.40Pm		A 3 2.15Pm	A 1.15Pm	.....TROY.....	139.55	R●DNPWCT	A 9.00Pm		A 451 3.45Pm	
1.45			2.25		f 2.01	1.01	6.69 .....YAKT.....	132.86	P	8.15		3.20-27 s 2.58-3	
1.30			696 2.11		696 f 1.47	43 12.49	7.04 .....LEONIA.....	125.82	DNP	7.45		2.11-28 s 1.33-44	
1.14			1.57		f 1.33	12.35	6.93 .....KATKA.....	118.89	PW	7.15		43 s 1.04	
12.58			1.43		43 f 1.19	696 12.22	6.42 .....CROSSPORT.....	112.47	P	6.45		2 s12.22Pm	
s12.50	A 9.30Pm		43 s 1.33		s 1.07	s12.15	4.30 .....BONNER'S FERRY..	108.17	R●DNPW Y K	451 6.20		11.30 695 s10.00	
12.39	f 9.18		1.21		f12.55	12.04Pm	4.97 .....MORAVIA.....	103.20	P	6.00		s 9.25	
12.28	s 9.07		1.09		s12.43	695 11.55	6.41 .....NAPLES.....	96.79	DNPW	5.45		s 8.45	
12.18	f 8.54		695 12.58		695 f12.31	11.45	7.40 .....ELMIRA.....	89.39	P	5.20		8.05 429 s 7.36 263	
12.08Am	451 f 8.39		12.48		f12.18	11.35	6.81 .....COLBURN.....	82.58	P	4.52-3 4.42-27		s 7.10	
	f 8.33				f12.12		2.44 .....BRONX.....	80.14					
s11.56	s 8.23		s12.35		s12.02Pm	s11.23	5.21 .....SAND POINT.....	74.93	R●DNPWC Y K	3.55	A 4.00Pm	L 6.30Am	
11.46	f 8.12		12.24		f11.52	11.12	4.36 .....HORNBY.....	70.57	P	43 2.57	s 3.33		
11.38	f 8.02		12.17		f11.43	11.06	4.66 .....WRENCOE.....	65.91	P	2.25	s 3.05		
11.30	s 7.51		12.10		s11.32	10.59	5.01 .....LACLEDE.....	60.90	D PW	2.05	s 2.35		
11.23	f 7.40		12.03Pm		11.21	429 10.53	4.72 .....THAMA.....	56.18	P	690 1.50	402 s 1.50		
s11.16	s 7.34		11.57		689 s11.13	689 10.48	3.54 .....PRIEST RIVER.....	52.64	D P	1.35	s 1.20		
451 s11.04	s 7.20		689-690 s11.46		s10.58	s10.38	6.55 .....NEWPORT.....	46.09	DNPW K	1.20	28-689 12.15Pm s11.35		
10.55	f 7.09		11.36		f10.45	10.28	3.20 .....PENRITH.....	42.89	P	689 12.55	s11.00		
10.47	s 7.00		11.29		690 s10.36	690 10.20	4.63 .....SCOTIA.....	38.26	P	429 12.40	44-2 10.36 s10.10		
10.33	s 6.47		11.14		f10.22	10.05	6.69 .....CAMDEN.....	31.57	DNPW	12.10Pm	263 s 9.32		
10.28	3 s 6.41		11.08		s10.16	10.00	2.98 .....ELK.....	28.59	D P	11.40	s 8.30		
10.20	s 6.30		11.00		263 s10.04	263 9.53	4.32 .....MILAN.....	24.27	D P	11.20	s 7.45		
10.09	27 f 6.17		402 10.50		f 9.51	9.41	6.56 .....CHATTAROY.....	17.71	P	28 10.50	s 7.05		
10.04	s 6.03	A 4.33Pm	10.44	A 9.50Am	s 9.43	9.34	Double Track: 3.82 .....DEAN.....	13.89	R●DNPW	10.30	s 6.45		
9.58	f 5.54	f 4.20	10.37	f 9.40	f 9.33	9.27	Double Track: 4.59 .....MEAD.....	9.30	P	10.05	s 6.15		
9.50 s 9.45	s 5.45	689 s 4.10	10.30 s10.15	s 9.30	s 9.25	402 9.20	Double Track: 4.46 .....HILLYARD.....	4.84	R●DNPWCTYO	L 9.40-2 A 11-256 6.15	L 6.00Am		A 4.00Pm
9.35	5.35	3.58	10.05	9.20	9.13	9.08	Double Track: 3.66 .....O.-W. R. & N. JCT.	1.18	DNP IK	5.45			3.35
L 9.30Pm	L 5.30 Pm	L 3.55Pm	L 451 10.00Am	L 9.15Am	L 9.10Am	L 9.05Am	Double Track: 1.18 .....SPOKANE.....	0.0	R●DNPW O K	L 5.30Am			L 3.30Pm
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily				Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
4	264	258	28	256	44	2				402	690	696	692
4.30 31.00	4.00 26.94	0.43 19.5	4.40 29.90	0.35 23.9	5.05 27.45	4.10 33.49	Time Over Subdivision Average Speed Per Hour			11.30 12.13	10.00 7.5	9.15 7.00	.30 9.8

AUTOMATIC BLOCK SIGNALS

SPECIAL RULES.

Bulletin boards located at Troy, Bonners Ferry, Dean, Hillyard and Spokane.

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 13.

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 will not exceed a speed of fifteen (15) miles per hour crossing bridge 258 between Camden and Scotia.

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

Class N-1 engines will not exceed a speed of twenty-five miles per hour.

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

Class "O" and "P" engines will not exceed speed of thirty (30) miles per hour on passenger or silk trains.

Freight trains 689, 690, 695 and 696 will carry adult male passengers when provided with proper transportation.

No. 2 stops at Priest River to pick up passengers for St. Paul and East.

Trains 43 and 44 will stop on flag Sundays only for passengers at Samuels, Albany Falls Spur and McArthurs Spur.

Trains 263 and 264 stop on flag at Samuels, Albany Falls Spur, McArthurs Spur and Dover Lumber Co. Spur.

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, 1 st Subdivision.

Lap Sidings at Newport, Sand Point and Bonners Ferry. Trains take siding at Lap, at Newport and at outside switches at Sand Point and Bonners Ferry.

Westward first class trains register by card at Sand Point except when Displaying Signals.

Trains One, Two and Twenty-seven register by card at Hillyard unless displaying signal.

Register at Bonner's Ferry will be for 3rd Subdivision trains and Nos. 263 and 264 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.

Semaphores at O.-W. R. & N. junction are located 580 feet and 2080 feet east of O.-W. R. & N. crossing, also 510 feet and 1250 feet west of O.-W. R. & N. crossing. Both east and westward home signals have two arms. Top arm must be at 90 degrees up before train can proceed. Lower arm is a fixed signal and denotes home signal and derail 55 feet in advance of signal. Distant westward signal is automatic and works from zero to 45 degrees from a track circuit and from 45 degrees to 90 degrees from the tower. Trains approaching this signal and finding it at stop must come to a full stop, then proceed, looking out for train standing at home signal. When distant signal is at 45 degrees up, home signal is at stop and it denotes no trains between these signals. If distant signal is 90 degrees up, home signal is clear.

A home signal located 55 feet west of double track switch denotes position of switch. Top arm 90 degrees up is for eastward trains going on eastward track. Lower arm 90 degrees up is for eastward trains taking westward track.

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 258.

Yard Limit Boards: Troy—One-half mile west of west switch.
Bonners Ferry—One-half mile east of Bonners Ferry Lumber Co. switch.
Bonners Ferry—One-half mile west of west switch.
Sand Point—One-half mile east of east switch.
Sand Point—One-half mile west of west switch.
Dean—One-half mile east of east switch.
Dean—One-half mile west of west switch.
Hillyard—One-half mile east of east switch.
Hillyard—One-half mile west of east end double track.
Spokane—One-half mile east of east switch.
Spokane—One-half mile west of Military Spur.

INITIAL STATIONS.

Troy for trains 1, 3, 27, 43, 451, 429, 695.
Bonner's Ferry " " 263.
Sand Point " " 696, 689.
Dean " " 255, 257.
Hillyard " " 690, 691, 402.
Spokane " " 2, 4, 28, 44, 256, 258, 264, 692.

TERMINAL STATIONS.

Troy for trains 2, 4, 28, 44, 402, 696.
Bonner's Ferry " " 264.
Sand Point " " 690, 695.
Dean " " 256, 258.
Hillyard " " 429, 689, 692.
Spokane " " 1, 3, 27, 43, 255, 257, 263, 451, 691.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TIME TABLE.

		Location	Switch at	Capacity
Bonners Ferry Lbr. Co.	1 mile	East Bonners Ferry	West end	100 cars.
Whites Spur	2 miles	West Bonners Ferry	West end	10 cars.
McArthurs	2 miles	East Elmira	East end	23 cars.
Pack River	2½ miles	West Elmira	East end	11 cars.
Samuels	3 miles	East Colburn	West end	8 cars.
Caribou	2 miles	East Colburn	West end	13 cars.
McGoldricks Spur	¼ mile	West Bronx	East end	4 cars.
Lumbird Lbr. Co.	2 miles	East Sand Point		3 cars.

		Location	Switch at	Capacity
Sand Point Lbr. & Pole Co.	2 miles	East Wrencoe	East end	10 cars.
Albany Falls Spur	1½ miles	East Newport	East end	25 cars.
Graham Lbr. Co.	1 mile	West Scotia	West end	8 cars.
Arctic Ice Spur	1 mile	East Camden	West end	7 cars.
Spokane Lbr. Co.	1 mile	East Milan	East end	15 cars.
Washington Lbr. Co.	1 mile	East Milan	East end	6 cars.
Davies Spur	1 mile	East Mead	East end	10 cars.

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.	381	10.1	609' W. of M. P. 1374; 0.70 mi. W. of ctr. pass. track, Moravia	504
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	1073' 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

SECOND SUBDIVISION—SPOKANE TO WENATCHEE.

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 confer running rights subject to rules on double track between Bridge 269 (Spokane) and Bridge 274 (Fort Wright) and between Bluestem and Lamona.

Eastward extra trains will receive clearance at Lamona, Fort Wright and O.-W. R. R. & N. Junction. Westward extra trains at O.-W. R. R. & N. Junction and Bluestem.

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

Eastward extra trains will hold main track at Fort Wright against opposing extra trains unless otherwise instructed.

Trains 691 and trains 40, 448 and 692; Trains 39, 28 and 692; Trains 1 and 692, Trains 449 and 402 meet on double track between Bluestem and Lamona.

Trains 4 and 449 and Trains 28 and 451 meet on double track between Spokane and Fort Wright.

Bulletin Boards located at Spokane, Appleyard and Wenatchee.

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 13

All trains will reduce speed to eight (8) miles per hour through city limits of Spokane and when passing high rock bluffs between west end of Tunnel 12, about one and three-quarters (1¾) miles west of Columbia River station to a point about 1,500 feet west.

No train will exceed a speed of twenty-five (25) miles per hour from one mile west of Columbia River to one mile east of Rock Island.

Over Bridge 359 crossing Columbia River between Rock Island and Malaga, engines heavier than O-3 or O-4 are prohibited and these, or equivalents, are restricted to 5 miles per hour. Double-headers of E-14 and H-4 or H-5 classes only are permitted occasionally at speed of not to exceed 10 miles per hour. All other engines are restricted to 10 miles per hour while crossing this bridge. Also helper engines shall be separated, from regular engines by at least 400 feet except as occasionally allowed for above double-headers.

No engine will be permitted to exceed a speed of ten (10) miles per hour or use less than one minute in passing over this bridge.

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

Class "O" and "P" 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.

Trains 691, 692, 693 and 694 will carry adult male passengers when provided with proper transportation.

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

Normal postion of junction switch S. P. & S. Ry. at Fort Wright will be for G. N. Ry. main line.

(Special Rules Continued on Page 5.)

Time Table No. 8. Effective August 5, 1923.

THIRD CLASS 693 Local Freight Daily Ex. Sunday	THIRD CLASS 691 Local Freight Daily Ex. Sunday	THIRD CLASS 697 Local Freight Daily Ex. Sunday	SECOND CLASS 381 Mixed Daily Ex. Sunday	SECOND CLASS 449 Freight Daily	SECOND CLASS 451 Freight Daily	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Station Numbers	Distance from Spokane	STATIONS.	Telegraph Calls	FIRST CLASS 39 Passenger Daily Ex. Sunday	FIRST CLASS 1 Passenger Daily	FIRST CLASS 45 S. P. & S. No. 1. Passenger Daily	FIRST CLASS 27 Fast Mail Daily	FIRST CLASS 3 Passenger Daily
	L 6.10Am			L 8.45Pm	L 9.50Am	Yard	Yard	1473	0.0	DOUBLE TRACK / AUTOM BLOCK .....SPOKANE.....	DS-Q	L 6.15Am	L 7.30Am	L 8.00Am	L 7.10Pm	L 8.15Pm
	39 s 6.20			9.00	10.00	81		1477	2.73	2.73 ...FORT WRIGHT...	FW	691 f 6.20	7.35	A 8.08Am	7.15	8.21
	s 6.50			9.35	10.35	81	10	1481	9.11	6.38 .....HIGHLAND.....		f 6.36	7.50		7.29	4 8.37
	s 7.10			9.55	11.00	81	16	1486	12.37	3.26 .....LYONS.....	YA	f 6.46	8.00		7.38	8.44
	s 7.35			450 10.15	11.25	81	57	1493	17.76	5.39 .....GALENA.....		f 6.57	2 8.13		7.46	8.53
	8.04-2 s 8.20-1			10.30	11.40	81	47	1496	21.96	4.20 .....ESPANOLA.....		f 7.05	691 8.20		7.53	9.00
	28 s 8.47			10.50	12.01Pm	81	59	1502	28.32	6.36 .....WAUKON.....		f 7.17	8.29		4 8.03	450 9.09
	s 9.20			11.10	40 12.30 448 12.50 692	81	35	1508	34.03	5.71 .....EDWALL.....	WH	s 7.31	28 8.37		8.12	s 9.21
	s 9.35			11.30	1.05	81	8	1512	37.73	3.78 .....CANBY.....		2 f 7.42	8.42		450 8.18	9.27
	s10.05			11.45	1.30	81	58	1517	43.21	DOUBLE TRACK 5.48 ....BLUESTEM.....	BM	f 7.52	8.50		8.26	9.36
	s10.30 12.10Pm			12.10Am	2.00	E81 W81	93	1524	50.62	7.41 ...HARRINGTON.....	HR	s 8.04	s 9.07		8.38	s 9.49
	s12.40			12.25	2.20	E81	34	1531	57.25	6.63 .....MOHLER.....		f 8.15	9.15		8.48	9.59
	s 1.00			12.35	2.35		50	1535	60.96	3.71 .....DOWNS.....		f 8.21	9.22		8.54	10.05
	s 1.25			12.45	2.50	81	39	1539	65.57	4.61 .....LAMONA.....	PA	f 8.29	9.28		9.02	10.12
	s 1.40			1.00	3.05	109	15	1544	70.98	5.41 .....NEMO.....		f 8.36	9.35		9.10	10.20
	s 2.20			1.15	3.20	81	117	1550	75.79	4.81 .....ODESSA.....	OD	s 8.47	448 f 9.44		9.17	s10.30
	s 2.40			1.30	3.35	81	15	1555	80.34	4.55 .....SEWARD.....		f 8.53	9.51		9.23	10.37
	s 3.05			1.45	3.55	81	26	1558	84.64	4.30 .....IRBY.....		448 s 8.59	9.58		9.29	402 10.44
	s 3.40			2.05	450 4.25	81	35	1566	92.11	7.47 .....MARLIN.....	KR	s 9.11	10.07		9.39	s10.56
28 L 7.00Am	450 A 4.00Pm			2.40	5.00	Yard	Yard	1573	98.71	6.60 .....WILSON CREEK.....	Z	s 9.22	40 10.19		402 9.49	s11.13
448 s 7.35				3.05	4 5.33	81	10	1580	106.53	7.82 .....STRATFORD.....		f 9.34	10.31		10.00	11.27
s 8.10				3.25	5.55	81	173	1588	111.82	5.29 .....ADRIAN.....	AD	40 s 9.44	10.40		10.12	s11.38
s 8.35				3.40	6.10	81	17	1591	116.40	4.58 .....SOAP LAKE.....	AF	s 9.54	694 10.47		10.19	s11.47
40 s 9.22				4.10	6.35	81	55	1596	121.78	5.38 .....EPHRATA.....	FR	694 s10.07	10.56		10.27	s11.57
694 s 9.40				4.30	6.55	81	8	1601	126.90	5.12 .....NAYLOR.....		f10.15	11.04		10.35	12.03Am
s10.00				2 4.56	402 7.20	81	17	1606	131.94	5.04 .....WINCHESTER.....		f10.23	11.12		10.43	12.12
39 s10.35				28 5.31	7.45	96	104	1612	138.08	6.14 .....QUINCY.....	QN	693 s10.35	11.23		10.53	s12.22
s11.10				448 5.50	8.00	89	3	1617	143.20	5.12 .....CRATER.....		f10.43	11.32		11.01	12.30
1 s11.42				6.05	8.20	E81 W81	20	1623	149.11	5.91 .....TRINIDAD.....	DI	s10.55	693 11.42		11.12	12.39
450 s12.15Pm				6.20	8.35	81	8	1628	154.10	4.99 .....VULCAN.....		f11.04	11.49		11.20	12.47
s12.35			L 10.55Am	6.35	8.50	81	88	1632	158.13	4.03 .....COLUMBIA RIVER.....	CM	s11.13	450 11.58		11.27	12.53
s 1.00			450 s11.08	694 6.50	9.05	81	16	1637	162.71	4.58 .....ROCK ISLAND.....		450 f11.22	12.06Pm		11.35	1.00
s 1.30			s11.20	7.05	9.25	81	23	1641	167.11	4.40 .....MALAGA.....		f11.30	12.16		11.43	1.07
A 2.00Pm		L 6.45Am	11.31	40 A 7.15Am	A 9.45Pm	Yard	Yard	1645	171.41	4.30 .....APPLEYARD.....	WD	f11.37	12.23		11.51	1.15
		A 7.00Am	A 11.35Am			Yard	Yard	1648	173.99	2.58 .....WENATCHEE.....	WC	A 11.40Am	A 12.30Pm		A 11.55Pm	A 1.20Am
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily							Daily Ex. Sunday	Daily	Daily	Daily	Daily
693	**691**	**697**	**381**	**449**	**451**							**39**	**1**	**45** S. P. & S. No. 1.	**27**	**3**
7.00 10.75	9.50 10.03	.15 10.43	.40 23.87	10.30 16.32	11.55 14.38					Time Over Subdivision Average Speed Per Hour		5.25 32.12	5.00 34.79	.8 12.20	4.45 36.63	5.05 34.22

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

	Location	Switch at	Capacity
Stratford Spur	1 mile West of Stratford	East end	10 cars.
Sand Spur	1½ miles West of Trinidad	West end	16 cars.
Clapps Spur	1¾ miles West of Trinidad	East end	3 cars.
Gravel Spur	3 miles West of Trinidad	West end	65 cars.
Ohio Colony	1 mile West of Rock Island	East end	3 cars.

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

FIRST CLASS					Time Table No. 8 Effective Aug. 5, 1923.	Distance from Wenatchee	SIGNS	SECOND CLASS				THIRD CLASS		
4	40	28	46 S. P. & S. No. 2	2	STATIONS			448	450	382	402	698	694	692
Passenger	Passenger	Express	Passenger	Passenger				Freight	Freight	Mixed	Freight	Local Freight	Local Freight	Local Freight
Daily	Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex Sunday	Daily Ex. Sunday
A 9.00Pm	A 1.30Pm	A 9.35Am	A 7.30Am	A 8.50Am	DOUBLE TRACK / AUTOM BLOCK ....SPOKANE....	173.99	R⊗DNPWOK I	A 2.45Pm	A 11.15Pm		A 5.15Am			A 3.15Pm
8.50	f 1.25	9.29	L 7.20Am	8.44	2.73 FORT WRIGHT	171.26	DNP	2.35	11.05		5.05			s 3.05
3 8.37	f 1.13	9.17		8.32	6.38 .....HIGHLAND.....	164.88	P	2.15	10.45		4.35			s 2.40
8.27	f 1.07	9.11		8.25	3.26 .....LYONS.....	161.62	D PW	2.00	10.30		4.20			s 2.25
8.20	f12.58	9.03		1 8.13	5.39 .....GALENA.....	156.23	P	1.45	449 10.15		4.05			s 2.05
8.13	f12.51	8.57		691 8.04	4.20 .....ESPANOLA.....	152.03	PW	1.30	9.40		3.50			s 1.50
27 8.03	f12.40	691 8.47		7.56	6.36 .....WAUKON.....	145.67	P	1.10	3 9.09		3.25			s 1.20
f 7.45	451-692 s12.30	1 8.37		7.48	5.71 .....EDWALL.....	139.96	DNPW	451-692 12.50	8.40		3.00			451 12.50Pm 448 11.30 40
7.37	f12.18	8.24		39 7.42	3.78 .....CANBY.....	136.26	P	12.25	27 8.18		2.25			s11.05
7.29	448 s12.10Pm	8.15		7.34	DOUBLE TRACK 5.48 ..BLUESTEM.....	130.78	DNP	40 12.10Pm	7.50		2.10			s10.45
450 s 7.15	s11.55	7.59		s 7.20	7.41 .HARRINGTON.....	123.37	DNPW	11.35	4 7.15		1.35			10.10 s 8.55
6.59	f11.40	7.45		7.04	6.63 .....MOHLER.....	116.74	P	10.55	6.35		1.00			s 8.35
6.53	f11.32	7.38		6.58	3.71 ....DOWNS.....	113.03	P	10.40	6.15		12.40			s 8.20
6.46	f11.25	7.29		6.50	4.61 ....LAMONA.....	108.42	DNPW	10.25	5.55		12.20Am			s 8.05
6.37	f11.13	7.20		6.39	5.41 .....NEMO.....	103.01	P	10.05	5.35		11.50			s 7.45
s 6.28	s11.04	692 7.11		6.32	4.81 .....ODESSA.....	98.20	DNP	1 9.44	5.15		11.25			28 s 7.11
6.18	f10.52	7.03		6.25	4.55 .....SEWARD.....	93.65	P	9.20	5.00		11.04			s 6.45
6.12	f10.46	6.55		692 6.18	4.30 .....IRBY.....	89.35	PW	39 8.59	4.45		3 10.44			2 s 6.18
s 6.01	s10.33	6.43		6.07	7.47 .....MARLIN.....	81.88	D P	8.35	451 4.25		10.15			s 5.55
s 5.48	1 s10.19	693 6.32		5.55	6.60 .....WILSON CREEK.....	75.28	DNPW CY	8.10	691 4.00		27 9.49		A 12.01Pm	L 5.30Am
451 5.33	f 9.56	6.22		5.42	7.82 .....STRATFORD.....	67.46	P	693 7.35	3.25		9.00		s11.35	
s 5.25	39 s 9.44	6.12		5.32	5.29 .....ADRIAN.....	62.17	DNP K Y	7.20	3.10		8.40		s11.10	
s 5.12	s 9.32	6.02		5.22	4.58 .....SOAP LAKE.....	57.59	D P	7.05	2.50		8.20		1 s10.47	
s 5.01	693 s 9.22	5.55		5.15	5.38 .....EPHRATA.....	51.21	DNPW	6.50	2.35		8.05		39 s10.07	
4.50	f 9.10	5.46		5.04	5.12 .....NAYLOR.....	47.09	P	6.35	2.15		7.40		693 s 9.40	
4.42	f 9.00	5.39		449 4.56	5.04 .....WINCHESTER.....	42.05	P	6.20	1.50		451 7.20		s 9.10	
s 4.32	694 s 8.50	449 5.31		4.47	6.14 .....QUINCY.....	35.91	DNP Y	6.05	1.30		6.55		40 s 8.50	
4.22	f 8.37	5.19		4.36	5.12 .....CRATER.....	30.79	P	449 5.50	1.05		6.30		s 8.10	
4.09	s 8.23	448 5.05		4.22	5.91 .....TRINIDAD.....	24.88	DNPW	28 5.05	12.40		6.00		s 7.50	
3.59	f 8.08	4.52		4.10	4.99 .....VULCAN.....	19.89	P	4.30	693 12.15Pm		5.35		s 7.30	
3.51	s 7.58	4.46		448 4.03	4.03 .....COLUMBIA RIVER.....	15.86	R DNPW C	2 4.03	1 11.58	A 4.35Pm	5.15		s 7.10	
3.44	f 7.48	4.39		3.55	4.58 .....ROCK ISLAND.....	11.28	PW	3.35	11.22 39 11.08 381	s 4.25	4.40		449 s 6.50	
3.36	f 7.38	4.32		3.47	4.40 .....MALAGA.....	6.88	P	3.20	10.45	s 4.10	4.25		s 6.15	
3.29	449 f 7.29	4.24		3.39	4.30 .....APPLEYARD.....	2.58	R⊗DNPWOC T	L 3.00Am	L 10.30Am	3.54	L 4.00Pm	A 6.45Pm	L 5.45Am	
L 3.25Pm	L 7.25Am	L 4.20Am		L 3.35Am	2.58 .....WENATCHEE.....	0.0	R⊗DNPW			L 4 3.50Pm		L 6.30Pm		
Daily	Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
4	40	28	46 S. P. & S. No. 2	2				448	450	382	402	698	694	692
5.35 31.16	6.05 28.60	5.15 33.14	.10 16.38	5.15 33.14	Time Over Subdivision Average Speed Per Hour			11.45 14.80	12.45 13.44	.45 21.00	13.15 12.93	.15 10.43	6.16 11.71	9.45 10.12

SPECIAL RULES—Continued.

Normal position switches at ends of double track at Bluestem and Lemona will be set for westward main track.

Normal position for east passing track switch at Fort Wright will be for S. P. & S. main line.

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.

All Distant Signals work as follows: If arm is at caution, which is 45 degrees up and shows yellow light, it denotes clear track to Home Signal. If at 90 degrees up and shows green light it denotes Home Signal clear.

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.

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 ½ mile west of west switch, Wenatchee.

INITIAL STATIONS

Spokane, for trains 1, 3, 27, 39, 45, 451, 449, 691.
Fort Wright, for train 46.
Wilson Creek, for trains 692, 693.
Columbia River, for train 381.
Appleyard, for trains 450, 448, 402, 694, 697.
Wenatchee, for trains 2, 4, 28, 40, 382.

TERMINAL STATIONS.

Spokane, for trains 2, 4, 28, 40, 46, 450, 448, 402, 692.
Fort Wright, for train 45.
Wilson Creek, for trains 691, 694.
Columbia River, for train 382.
Appleyard, for trains 451, 449, 693, 698.
Wenatchee, for trains 1, 3, 27, 39, 381.

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

SECOND CLASS 379 Mixed Wed. and Sat.	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Station Numbers	Distance from Bonner's Ferry	Time Table No. 8 Effective August 5, 1923. STATIONS	Telegraph Calls	Distance from Port Hill	SIGNS	SECOND CLASS 380 Mixed Wed. and Sat.
L 12.30pm	E87 W87	90	1364	0.0	BONNERS FERRY	BY	26.09	R⊕DNPW Y K	A 4.15pm
s1.00	0	17	KV8	7.57	7.57 RITZ		18.52		s 3.45
	0	0		9.59	2.02 WATER TANK		16.50	W	
s 1.35	0	20	KV17	16.93	7.34 COPELAND		9.16		s 3.05
A 2.15pm	0	10	KV26	26.09	9.16 PORT HILL		0.0	D	L 2.30pm
Wed. and Sat. 379									Wed. and Sat. 380
1.45 14.8					Time Over Subdivision Average Speed Per Hour				1.45 14.8

Special Rules.

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 13.

Classes "E" and "F" Engines are the heaviest permitted on this Subdivision, and a speed of ten (10) miles per hour must not be exceeded over Bridge 1, just west of of Jct. at Bonners Ferry, by these engines or heavier.
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.

INITIAL STATIONS.

Bonners's Ferry for train 379.
Port Hill " " 380.

TERMINAL STATIONS.

Bonner's Ferry for train 380.
Port Hill " " 379.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Bonner's Ferry	Switch at	Car Capacity
Bearmore Spur	4.33	West end	4
Shultis Spur	12.88	" "	7
Bradford & Kennedy's Spur	17.51	East "	4
Chisholm & Edwards Spur	18.47	" "	4
Bonners Ferry Lbr. Co. Spur	19.70	" "	16
Harpers Spur	21.83	" "	10
Brown & Sherer Spur	22.93	" "	5

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

SECOND CLASS 381 Mixed Daily Except Sunday	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Station Numbers	Distance from Mansfield	Time Table No. 8 Effective August 5, 1923. STATIONS	Distance from Columbia River	SIGNS	SECOND CLASS 382 Mixed Daily Except Sunday
L 7.15am	58	52	CR60	0.0	MANSFIELD	60.39	R D PWC Y	A 9.05pm
f 7.30		35	CR55	5.40	5.40 TOUHEY	54.99	P	f 8.45
s 7.50		52	CR49	11.38	5.98 WITHROW	49.01	P	s 8.25
f 8.10		35	CR44	16.94	5.56 SUPPLEE	43.45	P	f 7.55
s 8.40		40	CR36	23.93	6.99 DOUGLAS	36.46	D P	s 7.30
s 9.05		35	CR31	29.20	5.27 ALSTOWN	31.19	PW	s 6.35
f 9.40		33	CR21	39.04	9.84 McCUE	21.35	P	f 5.55
s10.05		40	CR16	44.62	5.58 PALISADES	15.77	PW	s 5.35
f10.20		35	CR11	49.74	5.12 APPLEDALE	10.65	P	f 5.15
f10.35		28	CR5	55.00	5.26 MOSES COULEE	5.39		f 5.00
A 10.50am	87	88	1632	60.39	5.39 COLUMBIA RIVER	0.0	R DNP	L 4.45pm
Daily Except Sunday 381								Daily Except Sunday 382
3.35 16.9					Time Over Subdivision Average Speed Per Hour			4.20 14.0

Special Rules.

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.

NOTE.—See additional speed restrictions Page 13.

Classes "E" and "F" Engines are heaviest permitted on this Subdivision.

INITIAL STATIONS.

Mansfield for train 381.
Columbia River for train 282.

TERMINAL STATIONS.

Mansfield for train 382.
Columbia River for Train 381.

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

THIRD CLASS	FIRST CLASS	Capacity of Side Tracks				Time Table No. 8 Effective August 5, 1923.			FIRST CLASS	THIRD CLASS
697 Local Freight Mon., Wed. and Fri.	253 Passenger Daily Ex. Sunday	Passing Tracks	Other Tracks	Station Numbers	Distance from Wenatchee	STATIONS	Telegraph Calls	Distance from Oroville	SIGNS	254 Passenger Daily Ex. Sunday / 698 Local Freight Tue., Thur. and Sat.
L 7.00Am	L 4.10Pm	E87 W87	822	1648	0.0	WENATCHEE		137.25	R DNPWC T	A 12.15Pm / A 6.30Pm
f 7.20	f 4.18	0	36	WO3	3.49	3.49 OLDS		133.76		f11.59 / f 6.10
f 7.40	f 4.28	0	37	WO8	7.97	4.48 ZENA		129.28		f11.50 / f 5.15
f 8.00	698 f 4.40	0	47	WO 14	13.60	5.63 WAGNERSBURG		123.65		f11.37 / 253 f 4.40
s 8.35	s 4.54	46	39	WO 19	18.90	5.30 ENTIAT	N I	118.35	D PW	s11.24 / s 4.10
f 9.00	f 5.11	0	42	WO 26	26.01	7.11 WINESAP		111.24		f11.08 / f 3.25
f 9.25	f 5.23	0	47	WO 32	31.93	5.92 STAYMAN		105.32		f10.56 / f 3.05
s 9.50	s 5.36	0	41		37.86	5.93 CHELAN FALLS		99.39		s10.42 / 2.40
254 s10.39	s 5.43	0	41	WO 39	38.94	1.08 CHELAN	H N	98.31	D PW	697 s10.39 / s 2.20
f11.00	f 5.53	0	42	WO 44	44.05	5.11 HUGO		93.20		f10.23 / f 1.45
f11.25	f 6.05	0	42	WO 50	49.78	5.73 WELLS		87.47		f10.11 / f 1.20
f11.45	f 6.13	0	41	WO 53	53.44	3.66 STARR		83.81		f10.01 / f 1.05
s12.20Pm	s 6.27	85	62	WO 59	58.91	5.47 PATEROS	R O	78.34	D PWC T	s 9.49 / s12.45Pm
s 1.00	s 6.42	0	42	WO 65	64.99	6.08 BREWSTER	B R	72.26	D P	s 9.34 / s11.55
f 1.25	f 6.57	0	41	WO 72	71.66	6.67 MONSE		65.59		f 9.19 / f11.30
f 1.45	f 7.08	0	42	WO 76	76.39	4.73 WAKEFIELD		60.86	W	f 9.09 / f11.15
f 2.10	f 7.23	0	42	WO 83	82.64	6.25 MALOTT	M A	54.61		f 8.55 / f11.00
f 2.30	f 7.34	0	41	WO 87	86.57	3.93 CHILLOWIST		50.68		f 8.46 / f10.45
s 3.05	s 7.48	0	41	WO 92	91.51	4.94 OKANOGAN	K N	45.74	D PW	s 8.35 / s10.25
s 3.40	s 8.00	42	36	WO 96	95.71	4.20 OMAK	M K	41.54	D P	s 8.23 / s10.10
f 4.00	f 8.10	0	42	WO 100	100.56	4.85 CHEROKEE		36.69		f 8.12 / f 9.25
s 4.35	s 8.20	0	44	WO 105	104.74	4.18 RIVERSIDE	R S	32.51	D PW	s 8.02 / s 9.10
f 4.55	f 8.31	0	42	WO 110	110.02	5.28 BARKER		27.23		f 7.50 / f 8.45
f 5.15	f 8.42	0	42	WO 115	115.45	5.43 JANIS		21.80		f 7.34 / f 8.30
s 5.45	s 8.54	0	45	WO 120	120.28	4.83 TONASKET	O N	16.97	D PW	s 7.23 / s 8.10
f 6.05	f 9.06	0	42	WO 126	126.22	5.94 ELLISFORD		11.03		f 7.10 / f 7.30
f 6.30	f 9.18	0	42	WO 132	131.50	5.28 CORDELL		5.75		698 f 7.00 / 254 f 7.00
6.50	9.30	0			136.37	4.87 OROVILLE JCT		0.88	R P Y	6.48 / 6.40

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

A 7.00Pm	A 9.40Pm			SG 71	137.25	0.88 OROVILLE	V R	0.0	R D WC	L 6.45Am	L 6.35Am
Mon., Wed. and Fri.	Daily Ex. Sunday									Daily Ex. Sunday	Tue., Thur. and Sat.
8th SUB. DIV. 700	8th SUB. DIV. 252									8th SUB. DIV. 251	8th SUB. DIV. 699
697	**253**									**254**	**698**
12.00 11.4	5.30 23.1					Time Over Subdivision Average Speed Per Hour				5.30 23.1	11.55 11.02

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 13.
Classes "E" and "F" engines are heaviest permitted on this Sub-Division.
Freight trains 697 and 698 will carry adult male passengers when provided with proper transportation.
Trains 253 and 254 will stop at Gordon between Pateros and Brewster for mail.
Trains 253 and 254 will stop at Bebee located between Hugo and Chelan for mail.

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 twenty-five (25) 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.

INITIAL STATIONS.
Wenatchee for trains 253 and 697.
Oroville Jct. for trains 254 and 698.

TERMINAL STATIONS.
Wenatchee for trains 254 and 698.
Oroville Jct. for trains 253 and 697.

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	3696′ 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′

Special Rules.

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

Bulletin board is located at Marcus.

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 13.

Freight trains 701 and 702 will carry adult male passengers when provided with proper transportation.

Train 256 will stop on flag at Blue Creek and Arden to receive passengers only.

Trains 257, 258, 261 and 262 will stop on flag at Buckeye, Holland-Horr Spur, Kulzers and Mission. Mission is 1.4 miles south of Meyers Falls station.

Blue Creek will be regular stop for trains Nos. 257 and 258 and flag stop for trains Nos. 261 and 262.

The normal position of Junction switch at Marcus is for Seventh Subdivision.

Northward trains will stop and make service test of air brakes at Meyers Falls before descending Marcus Hill.

Water at Kulzers tank, 1.8 miles south of Valley.

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.

INITIAL STATIONS.

Dean for trains 256-258-262 and 702.
Marcus for trains 255-257-261 and 701.

TERMINAL STATIONS.

Marcus for trains 256, 258, 262 and 702.
Dean for trains 255, 257, 261 and 701.

Business Tracks Not Shown as Stations on Time Table.

Name	Location	Switch at	Car Capacity
Deer Park Lbr. Co Spur	½ mile North of Deer Park	South end	Private Spur
Olsons Spur	2½ miles North of Deer Park	South end	8 cars.
Pine Spur	2¼ miles North of Clayton	South end	12 cars.
Holland-Horr Spur	4¾ miles North of Loon Lake	South end	2 cars.
Kulzers Spur	1¾ miles South of Valley	North end	6 cars.
S. V. & N. Jct	1¼ miles North of Valley	Siding	Connection.
Gess Spur	2¾ miles North of Valley	South end	3 cars.
Northwest Magnesite Spur	1¼ miles South of Chewelah	Siding	40 cars.
Chewelah Brick Co	¾ mile North of Chewelah	South end	8 cars.
Elkhorn Spur	3 miles South of Addy	South end	5 cars.
Blue Creek Spur	3 miles South of Addy	South end	14 cars.

SIXTH SUBDIVISION—DEAN TO MARCUS.

Time Table No. 8
Effective August 5, 1923.

NORTHWARD. THIRD CLASS 702 Local Freight Daily Ex. Sunday	FIRST CLASS 258 Passenger Daily Ex. Sunday	FIRST CLASS 262 Passenger Sunday Only	FIRST CLASS 256 Passenger Daily Ex. Sunday	Car Capacity of Sidings: Passing Tracks	Car Capacity of Sidings: Other Tracks	Station Numbers	Distance from Spokane	STATIONS	Telegraph Calls	Distance from Marcus	SIGNS	SOUTHWARD. FIRST CLASS 257 Passenger Daily Ex. Sunday	FIRST CLASS 255 Passenger Daily Ex. Sunday	FIRST CLASS 261 Passenger Sunday Only	THIRD CLASS 701 Local Freight Daily Ex. Sunday
L 5.40Am	L 4.33Pm	L 9.50Am	L 9.50Am	53	49	1460	13.89	DEAN	SF	87.11	R DN W	A 10.58Am	A 5.50Pm	A 7.10Pm	A 1.25Pm
s 6.00	f 4.42	f10.00	10.00	52	18	SA 4	17.66	WAYSIDE (3.77)		83.34		f10.48	5.37	s 7.00	s12.35
s 6.20	f 4.51	f10.07	10.07	0	12	SA 6	20.21	DART (2.55)		80.70		f10.42	5.30	f 6.51	s12.15Pm
s 6.35	s 4.59	f10.13	10.13	0	17	SA 9	22.78	DENISON (2.57)		78.22		s10.36	5.25	f 6.44	s11.55
s 7.50	255 s 5.17	s10.28	257 s10.28	64	43	SA 13	26.52	DEER PARK (3.74)	DE	74.48	D W	256 s10.28	258 s 5.17	s 6.35	s11.30
s 8.20	5.26	10.39	10.39	0	27	SA 17	30.75	CHRISTIANSON (4.23)		70.25		10.18	5.03	6.20	s10.46
s 8.50	s 5.29	s10.43	701 s10.43	0	50	SA 18	31.65	CLAYTON (0.90)	CN	69.35	D	s10.16	s 5.01	s 6.17	256 s10.43
s 9.15	5.43			80	39	.....	36.43	ICE SIDING (4.78)		64.57		10.04		6.05	
9.45-257 10.10-701	s 5.48	s11.08	s11.08	52	25	SA 25	38.45	LOON LAKE (2.02)	AK	62.55	D	701-702 s10.00	s 4.45	s 5.58	257-702 10.10 s 9.35
s10.55	s 6.08	s11.28	s11.28	52	25	SA 33	46.56	SPRINGDALE (8.11)	SY	54.44	D W	s 9.35	s 4.22	s 5.30	s 8.55
s11.08	6.11	11.30	11.30	0	25	SA 34	47.83	CLINE (1.27)		53.17		9.30	4.14	5.24	s 8.30
s11.20	s 6.19	f11.41	11.41	0	35	SA 38	51.25	GRAYS (3.42)		49.75		s 9.17	4.04	f 5.13	s 8.05
256 s11.56	s 6.32	s11.56	702 s11.56	52	57	SA 43	56.49	VALLEY (5.24)	VY	44.51	D CY	s 9.00	s 3.49	s 4.58	s 7.45
s12.45Pm	s 6.49	s12.11PM	s12.11Pm	36	23	SA 50	64.00	CHEWELAH (7.51)	CH	37.00	D	s 8.45	s 3.34	s 4.42	s 6.25
s 1.20	s 7.10	s12.35	s12.35	0	19	SA 59	73.27	ADDY (9.27)	AD	27.73	D W	s 8.21	s 3.14	s 4.19	s 5.30
s 1.45	f 7.25	f12.50	12.50	52	10	SA 67	80.66	ARDEN (7.39)		20.34		f 8.03	2.59	f 4.01	s 4.50
s 2.05	s 7.34	f12.56	12.56	0	24	SA 71	83.36	ORIN (2.70)		17.64		s 7.53	2.53	f 3.53	s 4.35
255 s 2.45	s 7.45	s 1.08	s 1.08	0	46	SA 73	87.16	COLVILLE (3.80)	VD	13.84	D W	s 7.45	702 s 2.45	s 3.44	s 4.15
s 3.00	f 7.51	f 1.14	1.14	0	15	SA 77	90.32	PALMERS (3.16)		10.68		f 7.35	2.32	f 3.35	s 4.00
s 3.30	s 8.05	s 1.28	s 1.28	40	28	SA 82	95.71	MEYER'S FALLS (5.39)	MF	5.29	D	s 7.23	s 2.20	s 3.22	s 3.40
A 4.10Pm	A 8.20Pm	A 1.40Pm	A 255 1.40Pm	52	244	SA 87	101.00	MARCUS (5.29)	MS	0.00	R● DN WC Y	L 7.00Am	L 256 1.55Pm	L 3.00Pm	L 3.05Am
Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday									Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday
702	**258**	**262**	**256**									**257**	**255**	**261**	**701**
10.30 8.29	3.47 22.80	3:50 22.72	3.50 22.72					Time Over Subdivision Average Speed Per Hour				3.58 21.96	3.55 22.23	4.10 20.90	11.15 8.97

NORTHWARD. SEVENTH SUBDIVISION—MARCUS TO NELSON. SOUTHWARD.

Time Table No. 8
Effective August 5, 1923

THIRD CLASS 704 Local Freight Mon., Wed. and Fri.	FIRST CLASS 260 Passenger Daily Ex. Sunday	Car Capacity of Siding: Passing Tracks	Car Capacity of Siding: Other Tracks	Station Numbers	Distance from Marcus	STATIONS	Telegraph Calls	Distance from Nelson	SIGNS	FIRST CLASS 259 Passenger Daily Ex. Sunday	THIRD CLASS 703 Local Freight Tue., Thur. and Sat
L 6.00Am	L 2.10Pm	52	244	SA 87	0.00	MARCUS	MS	98.14	R● DNWC Y	A 1.00Pm	A 3.00Pm
▪ 6.45	703 ▪ 2.30	34	19	SA 96	8.73	8.73 BOSSBURG		89.41		▪12.38	260 ▪ 2.30
▪ 7.05	2.42	0		SA 102	13.88	5.15 WILLIAMS		84.26		12.20	▪ 1.45
▪ 7.40	f 2.56	0	8	SA 107	20.20	6.32 MARBLE		77.94		f12.12	▪ 1.10
▪ 8.00	3.07	0	7	SA 112	23.58	3.38 ONION CREEK		74.56		12.03Pm	▪12.50
▪ 9.30	▪ 3.30	74	79	SA 116	28.45	4.87 NORTHPORT	NP	69.69	R● D WC O Y	▪11.50	▪12.30Pm
▪ 9.40	f 3.38	0	21	SA 118	30.48	2.03 HANLEYS		67.66		f11.30	▪11.40
▪10.10	▪ 3.55	0	29	SA 128	37.24	6.76 BOUNDARY, U. S.		60.90		703 ▪11.08	259 ▪11.08
▪10.22	▪ 4.15	0	16	SA 127	39.34	2.10 WANETA, B. C.	BR	58.80	D	▪11.02	▪10.50
259 ▪10.50	▪ 4.25	0	9	SA 130	43.23	3.89 COLUMBIA GARDENS		54.91		704 ▪10.50	▪10.10
▪11.35	▪ 4.40	0	18	SA 136	48.50	5.27 FRUITVALE		49.64	W	▪10.37	▪ 9.47
▪12.08Pm	▪ 5.09	0	25	SA 145	58.13	9.63 MEADOWS		40.01		f10.16	▪ 9.22
▪12.20	▪ 5.15	0	12	SA 148	61.05	2.92 ERIE		37.09		▪10.09	▪ 9.10
▪12.40	▪ 5.25	0	57	SA 152	63.77	2.72 SALMO	SO	34.37	D	▪10.02	▪ 8.55
▪12.55	f 5.34	0	37	.....	66.99	3.22 BOULDER MILL		31.15		f 9.53	▪ 8.42
▪ 1.20	▪ 5.45	0	15	SA 159	71.43	4.44 YMIR	MY	26.71	D W	▪ 9.42	▪ 8.25
▪ 2.05	▪ 6.05	0	18	SA 166	78.59	7.16 HALL		19.55		▪ 9.22	▪ 8.00
▪ 2.30	f 6.15	0	17	SA 169	81.87	3.28 APEX		16.27		f 9.16	▪ 7.45
▪ 3.05	▪ 6.35	0	29	SA 176	88.67	6.80 MOUNTAIN		9.47	W	▪ 8.44	▪ 7.00
▪ 3.30	▪ 6.55	0	40	SA 181	93.52	4.85 TROUP JUNCTION		4.62	R YK	▪ 8.22	▪ 6.30
TRAINS WILL BE GOVERNED BY CAN. PAC. TIME TABLE AND RULES BETWEEN TROUP JCT. AND NELSON											
A 4.00Pm	A 7.15Pm			SA 186	98.14	4.62 NELSON	BC	0.00	R DNWCTO K	L 8.00Am	L 6.00Am
Mon., Wed. and Fri.	Daily Ex. Sunday									Daily Ex. Sunday	Tue., Thur. and Sat.
704	**260**									**259**	**703**
6.30 11.00	5.05 19.31					Time Over Sub-Division Average Speed Per Hour				5.00 19.62	6.10 11.30

Special Rules

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

Bulletin boards are located at Marcus and Northport.

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.

Maximum speed on curves for all trains:
8 degrees and sharper—25 miles per hour.

On descending grades of 1.8% or greater the maximum speed for freight trains must not exceed fifteen (15) miles per hour.

NOTE.—See additional speed restrictions Page 13.

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 Pend Oreille Bridge at Waneta and between industry track switches at Salmo.

Classes D-5 and F-1 engines are heaviest permitted over Bridge Number one at Waneta.

Freight trains 703 and 704 will carry adult male passengers when provided with proper transportation.

Trains 259 and 260 will stop on flag at Evans, Lane and Bronsons Spur, Kane, Wood Spur, Parks, Benton, Baskins Spur, Tamarac, Porto Rico, Mankins Spur and Wiley's Spur.

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—0.5 mile north of north switch.
Northport—0.3 mile north of North Smelter switch.

INITIAL STATIONS.

Marcus for train 260 and 704.
Troup Junction for trains 259 and 703.

TERMINAL STATIONS.

Marcus for train 259 and 703.
Troup Junction for trains 260 and 704.

Business Tracks Not Shown as Stations on Time Table.

Name	Location	Switch at	Car Capacity
Sand Spur	2 miles North of Marcus	South end	3 cars.
Powell Spur	4 miles North of Marcus	South end	11 cars.
Evans Spur	5 miles North of Marcus	South end	20 cars.
Hendrix Cut	3¾ miles North of Bossburg	North end	2 cars.
Lane & Bronson's	6½ miles North of Bossburg	South end	3 cars.
Kanes	2¼ miles South of Northport	South end	7 cars.
Hudson's	1¾ miles South of Northport	Siding	25 cars.
Wood Spur	3¼ miles North of Hanley's	South end	3 cars.
Parks	4¾ miles North of Fruitvale	Siding	10 cars.
Ross Spur	6½ miles North of Fruitvale	South end	8 cars.
Benton	2 miles South of Meadows	South end	4 cars.
Erie Lbr. Co.	½ mile North of Erie	South end	4 cars.
McCaslin Shingle Co.	½ mile North of Boulder Mill	South end	3 cars.
Baskins	1½ miles South of Ymir	Siding	12 cars.
Quarry Spur	1 mile South of Ymir	North end	3 cars.
Tamarac	2¼ miles North of Ymir	North end	3 cars.
Porto Rico	3½ miles North of Ymir	Siding	5 cars.
Mankins	2½ miles South of Hall	South end	3 cars.
Hawkins	½ mile South of Hall	South end	3 cars.
Hall Cedar Co.	¼ mile South of Hall	North end	4 cars.
Wiley's	2 miles South of Apex	South end	1 car.
Huddlestons	2 miles North of Apex	South end	2 cars.

NORTHWARD. EIGHTH SUBDIVISION—MARCUS TO OROVILLE. SOUTHWARD.

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.

Bulletin boards located at Marcus and Oroville.

Maximum speed for passenger trains between Marcus and Midway forty (40) miles per hour, Midway and Molson thirty-five (35) miles per hour and Molson and Oroville twenty-five (25) miles per hour.

NOTE.—See additional speed restrictions Page 13.

Trains will not exceed a speed of ten (10) miles per hour over Columbia River Bridge No. 1 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 Mixed trains descending Molson Hill will be governed by speed restrictions regardless of schedule time.

Trains 705 and 706 will carry adult male passengers when provided with proper transportation.

Trains 295 and 296 will stop on flag at Rock Cut.

The normal position of Junction switch at Marcus is for Seventh Subdivision.

The normal position of switches south leg of wye at Grand Forks Junction and 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 and Oroville Junctions are for the Eighth Subdivision.

Service test of air brakes must be made before leaving Molson in either direction.

Northward passenger trains will stop at Circle at least ten (10) minutes to cool wheels.

Northward freight trains will stop at Circle and Mt. Hull at least fifteen (15) minutes to cool wheels.

Northward freight trains will not leave stations between Molson and Oroville until twenty-five (25) minutes after departure of passenger trains.

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 (¼) 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.

INITIAL STATIONS.

Marcus for trains 296 and 706.
Oroville Junction for trains 252 and 700.
Oroville for train 251, 295, 699 and 705.

TERMINAL STATIONS.

Oroville for trains 252, 296, 700 and 706.
Oroville Junction for trains 251 and 699.
Marcus for trains 295 and 705.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Marcus	Station Number	Switch at	Car Capacity
Pine Lumber Co.	0.95	SD 1	South End	5
Holsten Spur	1.78	.....	South End	3
Napoleon Spur	6.18	SD 6	South End	Private Spur
Log Spur	12.15	.....	South End	7
Boulder Lbr. Co.	14.50	.....	South End	1
Rock Cut	20.55	SD 20	North End	4
Taylor Spur	24.10	.....	North End	7
Laurier Mine Spur	26.62	.....	South End	4
Helphreys Spur	54.40	.....	South End	2
Chesaw Spur	80.59	.....	North End	60
Dumonts Spur	88.59	SG 37	South End	4
Porters	102.47	SG 50	North End	Private Spur

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

THIRD CLASS		FIRST CLASS		Car Capacity of Sidings				Time Table No. 8 Effective Aug. 5, 1923.			SIGNS	FIRST CLASS		THIRD CLASS	
700	706	252	296	Passing Tracks	Other Tracks	Station Numbers	Distance from Marcus	STATIONS	Telegraph Calls	Distance from Oroville		295	251	705	699
Local Freight Mon., Wed. and Fri.	Local Freight Tue., Thur. and Sat.	Passenger Daily Ex. Sunday	Passenger Mon., Wed. and Fri.									Passenger Tue., Thur. and Sat.	Passenger Daily Ex. Sunday	Local Freight Mon., Wed. and Fri.	Local Freight Tue., Thur. and Sat.
	L 5.30Am		L 2.10Pm	52	244	SA 87	0.00	MARCUS	MS	122.73	R⊗DN WC Y	A 1.15Pm		A 4.50Pm	
	s 5.55		f 2.25	41	0	SD 5	5.40	5.40 BOYDS		117.33		f12.59		s 4.20	
	s 6.15		f 2.37	41	0	SD 10	10.12	4.72 BARSTOW		112.61		f12.46		s 4.00	
	s 6.40		f 2.47	41	0	SD 15	15.35	5.23 DULWICH		107.38	W	f12.34		s 3.40	
	s 7.00		s 2.51	0	7	SD 17	16.91	1.56 ORIENT	RN	105.82	D	s12.28		s 3.25	
	s 7.20		705 3.03	41	0	SD 22	21.43	4.52 HUGHES		101.30		12.17		296 s 3.03	
	s 8.00		s 3.25	69	45	SD 27	27.33	5.90 LAURIER, WASH.	BD	95.40	D W	s12.02Pm		s 2.30	
	s 8.20		f 3.43		0	SD 33	33.33	6.00 RIDEAU, B. C.		89.40		f11.45		s 1.55	
	s 8.45		4.00	27	0	SD 40	40.14	6.81 GRAND FORKS JCT.		82.59	R Y	11.30		s 1.30	
	s 9.10		s 4.15	42	74	SD 42	41.92	1.78 GRAND FORKS	GF	84.11	D WC Y	s11.25		s 1.20	
	s 9.20		4.20	27	0	SD 40	40.40	1.78 GRAND FORKS JCT.		82.33	R K	11.06		s12.50	
	s 9.40		s 4.35	40	44	SD 42A	41.76	1.36 DANVILLE, WASH.	CO	80.97	D W	s11.01		s12.40	
	s 9.55		f 4.45	40	0	SD 46	45.92	4.16 HURLBURT		76.81		f10.46		s12.20Pm	
	295 s10.33		s 5.00	61	0	SD 52	52.18	6.26 CURLEW	W	70.55	R D W Y	706 s10.33		s11.50	
	s11.10		f 5.14	40	0	SG 6	57.89	5.71 PAXSON		64.84		f10.08		s11.15	
	s11.25		f 5.23	38	0	SG 10	62.11	4.22 TORODA		60.62		f10.00		s10.55	
	s11.45		s 5.35	0	30	SG 14	66.58	4.47 FERRY, WASH.		56.15	W	s 9.50		s10.35	
	s11.55		s 5.45	50	47	SG 15	66.81	0.23 MIDWAY, B. C.	MD	55.92	D Y	s 9.40		s10.20	
	s12.25Pm		f 6.08		10	SG 23	75.27	8.46 BERGEN		47.46	W	f 9.23		s 9.45	
	s12.50		s 6.24	40	16	SG 24	80.96	5.69 MYNCASTER	MC	41.77	D W	s 9.08		s 9.25	
	s 1.10		f 6.35		6	SG 34	85.83	4.87 SYACKAN		36.90		f 8.53		s 9.00	
	s 1.35		s 6.55		31	SG 40	92.47	6.64 BRIDESVILLE, B. C.	B	30.26	D W	s 8.35		s 8.35	
	s 2.00		s 7.10	52	85	SG 45	97.50	5.03 MOLSON, WASH.	MO	25.23	R D W Y	s 8.15		s 8.15	
	s 2.30		f 7.30	40	9	SG 52	104.56	7.06 NINE MILE		18.17	W	f 7.40		s 7.40	
	s 3.05		s 7.50	40	9	SG 56	108.65	4.09 CIRCLE		14.08		f 7.15		s 7.10	
	s 3.45		f 8.11	40	8	SG 63	115.52	6.87 MOUNT HULL		7.21	W	f 6.45		s 6.40	
L 6.50Pm	4.15	L 9.30Pm	8.32			.....	121.84	6.32 OROVILLE JCT.		0.89	R Y	6.17	A 6.48Am	6.10	A 6.40Am
A 7.00Pm	A 4.30Pm	A 9.40Pm	A 8.35Pm	70	256	SG 71	122.73	0.89 OROVILLE	VR	0.00	R⊗ D WC	L 6.15Am	L 6.45Am	L 6.00Am	L 6.35Am
Mon., Wed. and Fri.	Tue., Thur. and Sat.	Daily Ex. Sunday	Mon., Wed. and Fri									Tue., Thur. and Sat.	Daily Ex. Sunday	Mon., Wed. and Fri.	Tue., Thur. and Sat.
700	706	252	296									295	251	705	699
0.10 5.56	11.00 11.55	0.10 5.56	6.25 19.17					Time Over Subdivision Average Speed Per Hour				7.00 17.52	0.03 17.80	10.50 11.54	0.05 11.12

NINTH SUBDIVISION—CURLEW TO REPUBLIC.

NORTHWARD. — **SOUTHWARD.**

SECOND CLASS			Car Capacity of Sidings				Time Table No. 8 Effective August 5, 1923				SECOND CLASS		
392	394	390	Passing Tracks	Other Tracks	Station Numbers	Distance from Curlew	STATIONS	Telegraph Calls	Distance from Republic	SIGNS	389	393	391
Mixed	Mixed	Mixed									Mixed	Mixed	Mixed
Mon., Wed. and Fri.	Mon., Wed. and Fri.	Tues., Thur. and Sat.									Tues., Thur. and Sat.	Mon., Wed. and Fri.	Mon., Wed. and Fri.
391 L 12.01Pm	L 5.10Pm	389 L 10.45Am	61	0	SD 52	0.00	CURLEW	W	21.20	R D W Y	390 A 10.20Am	A 4.30Pm	392 A 11.45Am
f12.20	f 5.24	f11.02	43	0	SD 58	6.07	6.07 MALO		15.13		f10.03	f 4.00	f11.10
f12.35	f 5.41	f11.25	44	0	SD 65	12.62	6.55 POLLARD		8.58	W	f 9.45	f 3.35	f10.50
f12.55	f 5.52	f11.45	41	0	SD 68	16.19	3.57 TORBOY		5.01		f 9.35	f 3.25	f10.35
A 1.15Pm	A 6.10Pm	A 11.59Am	58	40	SD 73	21.20	5.01 REPUBLIC	Z	0.00	R D WC Y	L 9.20Am	L 3.10Pm	L 10.15Am
Mon., Wed. and Fri.	Mon., Wed. and Fri.	Tues., Thur. and Sat.									Tues., Thur. and Sat.	Mon., Wed. and Fri.	Mon., Wed. and Fri.
392	394	390									389	393	391
1.15 16.96	1.00 21.20	1.15 16.96					Time Over Subdivision Average Speed Per Hour				1.00 21.20	1.20 15.93	1.30 14.13

TENTH SUBDIVISION—OROVILLE TO PRINCETON.

NORTHWARD. — **SOUTHWARD.**

SECOND CLASS			Capacity of Side Tracks				Time Table No. 8 Effective August 5, 1923				SECOND CLASS		
	396		Passing Tracks	Other Tracks	Station Numbers	Distance from Oroville	STATIONS	Telegraph Calls	Distance from Princeton	SIGNS		397	
	Mixed											Mixed	
	Mon. Wed. and Friday.											Mon., Wed. and Friday.	
	L 7.00Am		70	256	SG 71	0.00	OROVILLE	VR	79.68	R D WC Y		A 6.20Pm	
	s 7.35		52	22	SG 83	11.34	11.34 NIGHTHAWK		68.34	W		s 5.42	
	s 8.25		37	40	SG 93	21.24	9.90 CHOPAKA, WASH	CA	58.44	D W		s 5.06	
	s 8.50		52	12	SG 103	30.83	9.59 SIMILKAMEEN, B. C.		48.85			s 4.21	
	f 9.00		0	12	.....	34.00	3.17 CAWSTONS		45.68			f 4.05	
	s 9.20		49	87	SG 110	38.06	4.06 KEREMEOS	K	41.62	D W		s 3.51	
	f 9.45		16	0	SG 117	45.02	6.96 ASHNOLA		34.66			f 3.21	
	f10.05		11	0	SG 123	51.32	6.30 BRADSHAW		28.36	W		f 3.01	
	s10.20		29	13	SG 128	55.74	4.42 HEDLEY	HD	23.94	D		s 2.46	
	f10.35		0	11	SG 132	60.92	5.18 CORY		18.76			f 2.21	
	f10.55		28	0	SG 140	67.71	6.79 BROMLEY		11.97	W		f 2.06	
	f11.10		16	0	SG 144	72.46	4.75 NORMAN		7.22			f 1.52	
	f11.20		17	0	SG 149	77.20	4.74 ALLISON		2.48			f 1.37	
	11.33				.....	79.48	2.28 K. V. JCT		0.20			1.32	

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

	A 11.35Am		52	31	SG 152	79.68	0.20 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					4.50 16.49	

Special Rules.

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

Bulletin board located at Republic.

Maximum speed for passenger 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.

Trains must not exceed a speed of ten (10) miles per hour while crossing bridge No. 130 between Karamin and Pollard.

NOTE.—See additional speed restrictions Page 13.

Trains 389, 390, 391, 392, 393 and 394 will stop on flag at Karamin.

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

INITIAL STATIONS.

Curlew for trains 390, 392 and 394.
Republic for trains 389, 391 and 393.

TERMINAL STATIONS.

Curlew for trains 389, 391 and 393.
Republic for trains 390, 392 and 394.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Curlew	Station Number	Switch at	Car Capacity
Karamin	9.47	.....	South End	16
Karamin No. 2	9.93	.....	North End	8
California	19.02	SD 70	North End	6

Special Rules

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

Bulletin board located at Oroville.

NOTE.—See additional speed restrictions Page 13.

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.

All trains reduce speed to fifteen (15) miles per hour over bridge 368 two (2) miles south of Similkameen.

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 Chopaka 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.

INITIAL STATIONS.

Oroville for train 396.
Princeton for train 397.

TERMINAL STATIONS.

Oroville for train 397.
Princeton for train 396.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Oroville	Station Number	Switch at	Car Capacity
Stewart-Calvert Spur	1.38	.....	South End	7
Enloe Dam Spur	3.50	.....	North End	PrivateSpr
Benders Spur	11.80	.....	South End	5
Ruby Mine Spur	16.39	SG 89	North End	9
Princeton M. & Dev. Co.	74.73	.....	South End	2

Location and Length of Tunnels.

No.	Location	Length
7	4.95 miles north of Oroville	1761 feet
8	0.82 miles north of Princeton	1062 feet

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

For Points Between	LIMIT OF LOAD—MEASUREMENT																		
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																		
	WIDTH																		
	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″	Maximum Hgt.	Maximum Wdth.
	HEIGHT																		
*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″
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″
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″
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″
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″
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″
Great Falls to Helena.....	16′0″	16′0″	16′0″	16′0″	16′0″	15′8″	15′4″	15′2″	15′0″	14′8″	14′4″	14′0″	13′0″	12′8″	12′0″	11′0″	10′0″	16′0″	11′6″
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″
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″
Spokane to Portland via S. P. & S. 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″	.....	21′0″	11′0″

*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.

1. Car capacity of sidings is based on forty-three (43) feet per car.
2. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
3. All trains must be handled under absolute control and without regard to making schedule time at all points where danger of snow slides or falling rocks are liable to be encountered.
4. DERAIL SWITCHES—

Crossport,	East end Industry track.	Dean,	North end set out track.
Moravia,	East end Industry track.	Darts,	South end Industry track.
McArthurs,	West End Spur.	Clayton,	South end No. 1 spur. South end No. 2 spur.
Naples,	East end Industry track.		
Sand Point,	West end Industry track.	Pine,	South end.
	East end empty Coal Dock track.	Springdale,	North end Industry track.
Albany Falls,	East end Fidelity Lumber Co. connection.	Clines,	North end set out track.
		Grays,	North end.
Elk,	West end Industry track.	Valley,	South end coal chute track.
Wash. Lbr. Co. Spur,	East end	Colville,	North end Standard Oil spur.
Chattaroy,	East end Industry track.	Marcus,	South end coal chute track.
Mead,	East end Industry track.	Williams,	South end.
Hillyard,	East end East Yard lead.	Northport,	Smelter track, north end.
	East end passing track	Salmo Cedar Co.	South end.
	" " West yard.	Benton Pole Co.	South end.
	West end Coal Chute track.	Meadows,	South end.
Spokane,	West end of Cedar St. Industry tracks.	Porto Rico,	South end.
Fort Wright,	West end Military Spur.	Bergen,	South end.
Galena,	West end Industry track.	Myncaster,	South end.
Canby,	West end Industry track.	Syacken,	South end.
Bluestem,	East end Industry track.	Bridesville,	South end.
Downs,	West end Industry track.	Nine Mile,	North end.
Nemo,	West end Industry track.	Circle,	North end.
Ephrata,	West end Industry track.	Mt. Hull,	North end.
Crater,	West end Industry track.	Belcher Mine Spur,	South end.
Trinidad,	West end Industry track.		
Trinidad Sand Spur,	West end.	Karamin Mill Spur,	South 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 these track or not.

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

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 Bonner's Ferry	Down	....	....	....	....	3500	3150	2800	2625	2500	2250	2000	1875	2000	1800	1600	1500	....	....	....	....
Bonner's Ferry to Hillyard	0.6	....	....	....	....	2500	2250	2000	1875	1700	1530	1360	1275	1350	1215	1080	1013	....	....	....	....
Hillyard to Newport	0.6	....	....	....	....	2500	2250	2000	1875	1700	1530	1360	1275	1350	1215	1080	1013	....	....	....	....
Newport to Troy	0.5	....	....	....	....	3500	3150	2800	2625	2500	2250	2000	1875	1700	1530	1360	1275	....	....	....	....
Hillyard to Galena	1.0	1800	1620	1440	1260	1600	1450	1280	1200	1200	1080	960	900	975	878	780	731	....	....	....	....
Galena to Wilson Creek	0.8	2700	2430	2160	1890	2500	2250	2000	1875	1500	1350	1200	1125	1200	1080	960	900	....	....	....	....
Wilson Creek to Wenatchee	1.0	....	....	....	....	2000	1800	1600	1500	1250	1125	1000	938	1000	900	800	750	....	....	....	....
Wenatchee to Quincy	1.0	....	....	....	....	1600	1450	1280	1200	1200	1080	960	900	950	855	760	732	....	....	....	....
Quincy to Wilson Creek	0.8	....	....	....	....	2700	2430	3160	2025	1750	1575	1400	1313	1500	1350	1200	1125	....	....	....	....
Wilson Creek to Bluestem	0.8	2300	2070	1840	1610	2050	1845	1640	1537	1200	1080	960	900	1000	900	800	750	....	....	....	....
Bluestem to Spokane	1.0	2700	2430	2160	1890	2500	2250	2000	1875	1500	1350	1200	1125	1350	1215	1080	1013	....	....	....	....
Spokane to Hillyard	1.0	1900	1710	1520	1330	1700	1530	1360	1275	1200	1080	960	900	1000	900	800	750	....	....	....	....
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 Waneta	1.0	....	....	....	....	....	....	....	....	....	....	....	....	1000	900	800	700	750	675	600	525
Waneta to Marcus	1.0	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	750	675	600	525
Waneta to Apex	1.6	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	475	428	380	333
Troup Jct. 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.

COMPANY SURGEONS.

Dr. H. B. Zimmerman, Chief Surgeon, Railroad Building, St. Paul.
Dr. John T. Rogers, Consulting Chief Surgeon, 4th Floor Hamm Building.
Dr. Warren A. Dennis, Consulting Chief Surgeon, 4th Floor Hamm Building.
Dr. Eril Boeckman, Ophthalmic Surgeon, 641 Lowry Bldg., St. Paul.
Dr. Edward Boeckman, Ophthalmic Surgeon, 648 Lowry Bldg., St. Paul.

Troy.....W. H. English and E. F. Dixon.
Bonner's Ferry.....E. E. Fry.
Sand Point.....O. F. Page.
Laclede.....F. W. Didier.
Newport.....J. T. Phillips.
Hillyard.....J. Farrow.
Addy.....W. W. McCormick.
Colville.....R. S. Wells.
Marcus.....H. F. Craig.
Nelson.....W. O. Rose.
Republic.....Dr. Francis Hilton.
Spokane.....S. B. Hopkins, Ophthalmic Surgeon.
Spokane.....J. G. Cunningham.
Spokane.....H. E. Wheeler.
Harrington.....L. F. Wagner.
Wilson Creek.....John L. Harris.
Wenatchee.....A. E. Gearhardt.
Brewster.....C. R. McKinley.
Omak.....J. G. Lovell.
Grand Forks.....C. M. Kingston.
Oroville.....E. E. Effner and E. M. Bevis.

TIME INSPECTORS.

Spokane (Room 205 Realty Building).....T. J. Morris.
Hillyard.....L. R. Squibb.
Bonner's Ferry.....O. F. Howe.
Nelson.....Patenaude Bros.
Wenatchee.....Howard Thomas.
Oroville.....Wm. B. Mishler.
Republic.....A. J. Jolliff.

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.

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 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.

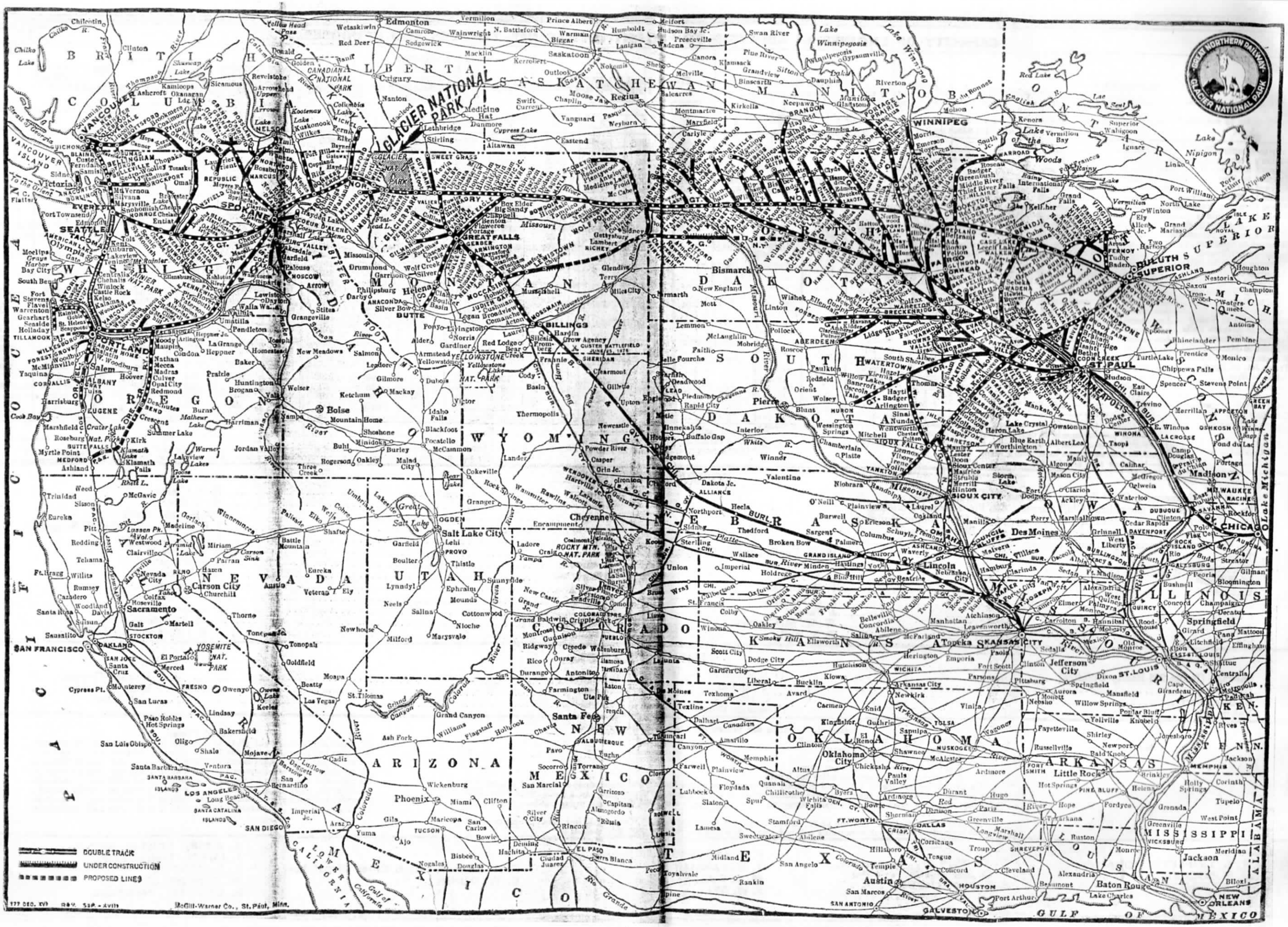
R. I. TRIPLETT, Dispatcher.
L. F. SHORES, "
M. B. ROACH, "

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

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

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

A. KASE, Chief Dispatcher.
J. JAMES, Trainmaster.
C. A. MANTHE "
W. CARSWELL, "
B. LANTRY, Asst. Supt.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GLACIER NATIONAL PARK
GLACIER NATIONAL PARK
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
ONTARIO
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WASHINGTON
OREGON
IDAHO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
WYOMING
NEVADA
UTAH
COLORADO
ARIZONA
NEW MEXICO
NEBRASKA
KANSAS
OKLAHOMA
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IOWA
MISSOURI
ARKANSAS
LOUISIANA
WISCONSIN
ILLINOIS
MICHIGAN
INDIANA
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
LOWER CALIFORNIA
MEXICO
Lake Superior
Lake Michigan
Lake Winnipeg
Lake Nipigon
GULF OF MEXICO
Edmonton
Calgary
Regina
Saskatoon
WINNIPEG
Victoria
VANCOUVER
SEATTLE
TACOMA
SPOKANE
PORTLAND
Salem
EUGENE
Boise
Salt Lake City
OGDEN
Cheyenne
Denver
Helena
GREAT FALLS
BUTTE
BILLINGS
Bismarck
Pierre
Des Moines
Lincoln
SIOUX CITY
KANSAS CITY
Topeka
Jefferson City
ST. LOUIS
ST. PAUL
MINNEAPOLIS
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Austin
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NEW ORLEANS
Baton Rouge
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