

also marcus

GREAT NORTHERN RAILWAY



SPOKANE AND MAINTENANCE DIVISIONS.



TIME TABLE No. 10.

TO TAKE EFFECT AT TWO (2:01) P.M.

SUNDAY JANUARY 18, 1925.

Supersedes previous Division Time Table No. 10 and all amendments thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

J. M. DOYLE, Superintendent.

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

J. H. O'NEILL, General Manager.

WESTWARD.

FIRST SUBDIVISION—TROY TO SPOKANE.

THIRD CLASS						SECOND CLASS						Capacity of Side Tracks				Time Table No. 10 Effective January 18, 1925				FIRST CLASS						
			689	691	695	429	451											1	263	255	43	3	27			
			Local Freight	Local Freight	Local Freight	Freight	Freight											Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail			
			Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily											Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily			
					L 8.00am	L 4.00am	L 4.00pm	Yard	Yard	1333	0.0		TROY	UX	L 2.15am						L 12.30pm	L 2.35pm	L 3.10pm			
					* 8.20	4.25	4.25	82	9	1340	6.70		YAKT	ON	2.30						12.45	2.48	3.20			
					* 8.50	4.50	4.55	82	16	1347	13.74		LBONIA		2.45						* 1.05	3.02	3.33			
					* 9.15	5.15	5.25	82	7	1353	20.67		KATKA		3.00						f 1.19	3.16	3.45			
					* 9.40	5.35	5.55	82	19	1360	27.10		CROSSPORT		3.14						f 1.31	3.29	3.57			
			L 5.00am	A 10.00am	6.00	6.20	6.20	82	19	1360	27.10		BONNER'S FERRY	BY	* 3.26	L 7.30am					* 1.44	* 3.40	4.04			
			* 5.25			6.25	6.51	82	20	1369	36.38		MORAVIA		3.37	f 7.38					f 1.55	3.50	4.11			
			* 6.00			7.05	7.20	82	22	1376	42.79		NAPLES	NA	3.51	* 7.48					* 2.11	4.03	4.22			
			* 6.40			7.30	7.55	82	10	1383	50.19		ELMIRA		4.05	f 8.02					f 2.26	4.16	4.33			
			* 7.10			8.15	8.39	78	23	1390	57.00		COLBURN		4.16	f 8.15					f 2.38	4.28	4.42			
			* 8.00			9.05	9.20	82	124	1398	64.87		SAND POINT		4.27	* 8.33					* 2.54	* 4.40	4.54			
			* 8.25			9.25	9.40	82	0	1409	69.03		HORNBY		4.34	8.41					f 3.01	4.48	5.00			
			* 8.49			9.45	9.55	82	15	1407	73.09		WRENCOR		4.42	f 8.49					f 3.09	5.08	5.08			
			* 9.10			10.14	10.10	82	18	1410	78.00		LACLEDGE	O	4.49	* 8.59					* 3.20	5.19	5.13			
			* 9.25			10.40	10.25	83	16	1419	83.41		THAMA		4.56	f 9.06					f 3.30	5.30	5.19			
			* 9.40			11.00	10.35	82	161	1430	86.85		PRIEST RIVER	NC	5.02	* 9.14					* 3.40	* 5.39	5.24			
			* 1.20pm			11.33	11.04	82	21	1437	93.51		NEWPORT	NR	* 5.16	* 9.28					* 3.56	* 5.51	5.34			
			* 1.35			12.10pm	11.20	82	29	1439	97.09		PENRITH		5.25	f 9.43					f 4.03	5.57	5.38			
			* 1.55			12.35	11.35	82	17	1439	101.34		SCOTIA		5.33	* 9.56					* 4.12	6.05	5.44			
			* 2.20			1.00	12.01am	82	29	1443	108.04		CAMDEN	MD	5.47	* 10.11					* 4.27	6.20	5.56			

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.

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

Normal position main track switch west end double track Troy yard is for eastward track and is located 500 feet west of depot. Eastward first

class trains will hold main track to west against opposing trains of same class. 2 track west of depot

Normal position of double track switch: yard yard will be for westward main track.

West end double track between Dean and Hilliard, with single track movement
end of double track and a point 400 feet west of Hilliard yard between

On single track between O.-W. R. R. & [redacted] end of double track at west end Bridge 289 (Spokane) train [redacted] is governed by signal indications.

Clearance Card Form 219 will authorize extra trains to use double track between Dean and Hillyard, Hillyard and O.-W. R. R. & N. Junction, and between Bridge 269 (Spokane) and Bridge 274 (Fort Wright).

without running orders when moving with current of traffic.

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

FIRST SUBDIVISION TO TROY.

EASTWARD. 3

FIRST CLASS						Time Table No. 10		Distance from Spokane	SIGNS	THIRD CLASS			
4	264	28	44	256	2	Effective January 18, 1925.				402	690	696	692
Passenger	Passenger	Express	Passenger	Passenger	Passenger	STATIONS				Freight	Local Freight	Local Freight	Local Freight
Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily					Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
A 2:05 ¹		A 2:25 ³	A 1:35 ⁴		A 12:30 ¹³	TROY		139.64	RDNPWCT	A 9:00 ⁴⁵¹		A 8:00 ⁴⁵¹	
1:50		2:10	1:20		12:16	YAKT		132.94	P	8:16		7:30	
1:35		1:58	1:05		12:04 ^{7.04}	LEONIA		125.90	DNP	7:46		6:55	
1:19		1:44	12:51		11:50	KATKA		118.97	PW	7:15			
1:03		1:31	12:37		11:37	CROSSPORT		112.54	P	6:45			
12:55	A 7:00 ⁴⁵¹	1:15	12:28		11:30	BONNER'S FERRY		108.23	RDNPW Y K	6:20	A 5:15 ⁴⁵¹		
12:42	6:51	1:03	12:16		11:19	MORAVIA		103.26	P	6:00	4:50		
12:30	6:41	12:52	12:03 ⁴⁵¹		11:09	NAPLES		96.85	DN PW	5:45	4:22 ³		
12:19	6:30	12:41	11:49		10:59	ELMIRA		89.45	P	5:20	3:10		
12:08 ⁴⁵¹	6:19	12:31	11:36		10:49	COLBURN		82.64	P	4:42 ³	4:38		
11:56	6:06	12:19	11:22		10:37	SAND POINT		74.77	RDNPWCT Y K	3:45	1:50		
11:45	5:56	12:09	11:10		10:27	HORNBY		70.61	P	3:01	1:15		
11:38	5:49 ⁴⁵¹	12:02 ⁴⁵¹	11:00		10:21	WRENCOE		65.95	P	2:25	12:55		
11:30	5:39	11:55	10:50		10:14	LACLEDE		60.95	PW	2:05	12:35		
11:23	5:30	11:48	10:40 ⁴²⁹		10:08	THAMA		56.23	P	1:50	12:10 ⁴⁵¹		
11:16	5:24	11:42	10:32 ⁴²⁹		10:03	PRIEST RIVER		52.69	D P	1:35	11:55 ⁴⁵¹		
11:04	5:04	11:33	10:18 ⁴²⁹		9:53	NEWPORT		46.13	DN PW	1:20	10:30		
10:55	4:53	11:25	10:07 ⁴²⁹		9:43	PENRITH		42.62	P	12:55	9:43		
10:47	4:42	11:18	9:56 ⁴²⁹		9:36	SCOTIA		38.30	P	12:35 ⁴²⁹	9:03		
10:33	4:27	11:03	9:41 ⁴³		9:20	CAMDEN		31.00	DN PW	11:59	8:20		
10:28	4:04	10:58	9:34		9:15	ELK		28.62	D P	11:30	8:00		
10:20	3:53	10:50	9:23		9:07	MILAN		24.30	D P	11:00	7:15		
10:09	3:40	10:42	9:10 ⁴²⁹		8:56	CHATTAROY		17.80	P	10:40	6:45		
10:04	3:33	10:34	9:03	A 8:59 ⁴⁵¹	8:49	DEAN		13.80	RDNPW	10:10	6:25		
9:58	3:23	10:27	8:53	8:50	8:42	MEAD		9.30	P	9:45	5:50		
9:50	3:15	10:20	8:45	8:40	8:36	HILLYARD		4.85	RDNPWCT Y K	9:30	5:30 ⁴⁵¹	A 3:30 ⁴⁵¹	
9:40	3:03	10:10	8:34	8:28	8:23	U. W. R. & N. JCT.		1.17	DNP	IK	5:15		3:05
L 9:30 ⁴⁵¹	L 3:00 ⁴⁵¹	L 9:55 ⁴⁵¹	L 8:30 ⁴⁵¹	L 8:25 ⁴⁵¹	L 8:20 ⁴⁵¹	SPOKANE		0.0	RDNPW O K L	5:30 ⁴⁵¹		L 3:00 ⁴⁵¹	
Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily					Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
4	264	28	44	256	2					402	690	696	692
4:30	4:00	4:30	5:05	4:30	4:10	Time Over Subdivision				11:30	11:45	2:35	2:30
31:00	26:94	31:01	27:45	23:18	33:49	Average Speed Per Hour				12:13	8:70	12:14	9:8

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. 1340; 3.21 mi. W. of ctr. pass track, Yakt.	381	10	4499' W. of M. P. 1443; 4.73 mi. W. of ctr. pass track, Scotia.	240
8	2472' W. of M. P. 1348; 4.38 mi. W. of ctr. pass track, Yakt.	174			
9	4073' W. of M. P. 1359; 2.22 mi. W. of ctr. pass track, Katka.	302			
10	3153' W. of M. P. 1360; 2.94 mi. W. of ctr. pass track, Katka.	216.5			

Special Rules—Continued.

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

Maximum speed for passenger trains between Troy and Yakt, Crossport and Scotia, Chattarooy and Spokane fifty-five (55) miles per hour and between Yakt and Crossport, Scotia and Chattarooy 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 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-1 engines will not exceed speed of thirty (30) miles per hour on passenger or silk trains.

Q-1 class engines single and O-3 and O-4 classes double head will not exceed 10 miles per hour over bridge 244, 0.6 mile east of Priest River, and 8 miles per hour over bridges 269 and 270, Spokane.

Q-1 class engines will not be operated over 1st Subdivision, but when necessary to move them over Bridge 258, between Scotia and Camden, they shall be hauled dead at five (5) miles per hour.

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 at Dover and on Sundays only for passengers at Samuels, Albany Falls Spur and McArthur's Spur.

Trains 263 and 264 stop on flag at Samuels, Albany Falls Spur, McArthur's Spur and Dover.

Normal position of junction switch, 3rd Subdivision, on Eastward passing track at Bonner's Ferry, is for the Eastward passing track, and connection with 6th Subdivision at Dean is for Main Line, 1st Subdivision.

Lap Sidings at Newport, Sand Point and Bonner's Ferry. Trains take siding at outside switches.

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

Register at Bonner's Ferry will be for 3rd Subdivision trains and trains that originate or terminate at Bonner's Ferry only and Register at Dean will be for 6th Subdivision trains only.

Switch at end of double track just west of Hillyard Depot is operated by operator in Telegraph office. Position of switch indicated by top arm of home semaphors.

Trains approaching these signals will come to a full stop 200 feet away when signals are against them and call for same in the usual manner.

Eastward Home signal at end of double track, Hillyard, equipped with three arms. Top arm is automatically controlled by track circuit. Middle arm is fixed signal and denotes home signal. Bottom arm is "Calling on signal" and when at Caution position permits movement to depot against automatic signal.

Trains stopped by semaphore home or light signals governing double track switch, Westerly end Bridge 269, Spokane, should communicate with tower on telephone located Westerly end Bridge 269 and be governed by instructions of towerman before proceeding.

Steam whistle signals for tracks with switches controlled from interlocking tower:

O-W R. & N. Junction—Main line, One Long.

O-W R. & N. Transfer No. 1—One Long and One Short.

O-W R. & N. Transfer No. 2—Two Long and One Short.

Auxiliary Telephones located in Kootenai Canyon as follows:

At West Switch Troy.

Six Telegraph Poles West of Mile Post 1341.

At Mile Post 1348.

At Mile Post 1354.

One-half Mile West of Mile Post 1359. Scotia Canyon, East End Bridge 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 east 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 on eastward track.

Hillyard—One-half mile east of east switch on westward track.

Hillyard—One-half mile west of east and double track.

Spokane—One-half mile east of U. W. R. & N. Jct.

Spokane—One-half mile west of Military Spur.

DERAIL SWITCHES.

Crossport, East end Industry track.

Moravia, East end Industry track.

McArthur's, West End Spur.

Naples, East end Industry track.

Albany Falls, East end Humboldt Lumber Co. connection.

Elk, West end Industry track.

Spokane Lbr. Co. Spur, East end Pipe connected with main line switch.

Chattarooy, East end Industry track.

Mend, East end Industry track.

Hillyard, East end East Yard lead.

East end passing track.

West yard.

West and Coal Chute track.

West end of Cedar St. Industry tracks.

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

4 WESTWARD.

SECOND SUBDIVISION—SPOKANE TO WENATCHEE.

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks		Stations from Spokane		Time Table No. 10		FIRST CLASS					
693	691	697	381	449	451	Passing Trains	Other Trains	Station Numbers	Distance from Spokane	Effective January 18, 1926.		39	1	45	27	3	
Local Freight	Local Freight	Local Freight	Mixed	Freight	Freight					STATIONS.		Passenger	Passenger	Passenger	Fast Mail	Passenger	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily							Daily Ex. Sunday	Daily	Daily	Daily	Daily	
	L. 6:05am			L. 8:45am	L. 9:50am	Yard	Yard	1473	0.0	SPOKANE.....	DS-Q	L. 8:00am	L. 7:15am	L. 7:40am	L. 7:10am	L. 8:00pm	
	* 6:15			9:00	10:00	82		1477	2.74	PORT WRIGHT.....	PW	F. 6:05	7:20	7:15	8:06		
	* 6:40			9:35	10:35	82	7	1481	9.10	HIGHLAND.....		F. 6:20	7:41		7:29	8:20	
	* 6:55			9:55	11:00	82	17	1486	12.37	LYONS.....	YA	F. 6:28	7:50		7:36	8:29	
	* 7:27			10:15	11:25	82	57	1493	17.75	GALINA.....		F. 6:37	7:58		7:44	8:37	
	* 7:47			10:30	11:40	82	49	1495	21.91	DOWNER.....		F. 6:45	8:04		7:52	8:44	
	* 8:13-1			10:50	12:01pm	82	55	1499	28.33	WALTON.....		F. 6:55	8:13		8:00	8:52	
	* 8:47-28			11:10	12:21pm	82	35	1506	34.06	EDWALL.....	WH	F. 7:05	8:21		8:09	8:53	
	* 9:20			11:30	1:20	82	8	1512	37.77	CANBY.....		F. 7:15	8:28		8:15	9:09	
	* 9:35			11:45	1:40	82	56	1517	43.25	BLUESTEM.....	BM	F. 7:24	8:36		8:23	9:17	
	*10:05			12:10am	2:05	82	100	1524	50.67	HARRINGTON.....	HR	F. 7:37	8:49		8:36	9:30	
	*10:30			12:25	2:25	82	53	1531	57.38	MOHLER.....		F. 7:47	8:57		8:44	9:40	
	*12:40			12:35	2:40	82	57	1538	61.11	DOWNS.....		F. 7:54	9:04		8:50	9:46	
	* 1:00			12:45	2:51	81	40	1539	65.00	LAMONA.....	PA	F. 8:03	9:10		8:58	9:52	
	* 1:25			1:00	3:10	111	10	1544	71.19	NEMO.....		F. 8:11	9:17		9:06	10:00	
	* 1:40			1:15	3:25	81	121	1550	76.03	ODESSA.....	OD	F. 8:21	9:25		9:13	10:11	
	* 2:20			1:30	3:40	82	16	1555	80.61	SEWARD.....		F. 8:28	9:32		9:19	10:18	
	* 2:40			1:45	3:55	82	28	1558	84.94	IRBY.....		F. 8:36	9:38		9:26	10:24	
	* 3:05			2:05	4:25	82	36	1566	92.44	MARLIN.....	KR	F. 8:48	9:46		9:35	10:33	
	* 3:40			2:40	5:00	Yard	Yard	1573	99.06	WILSON CREEK.....	Z	F. 9:00	9:56		9:46	10:50	
	L. 7:00am	A. 4:00pm		3:05	5:35	82	22	1580	105.92	STRATFORD.....		F. 9:12	10:07		9:56	11:01	
	* 7:35			3:25	5:55	81	154	1588	112.23	ADRIAN.....	AD	F. 9:22	10:15		10:08	11:11	
	* 8:10			3:40	6:10	82	15	1591	116.81	SOAP LAKE.....	AP	F. 9:31	10:22		10:15	11:20	
	* 8:35			4:00	6:35	82	68	1596	122.21	EPHRAATA.....	FR	F. 9:43	10:30		10:23	11:30	
	* 9:21			4:24	6:55	82	8	1601	127.38	NAVYLO.....		F. 9:52	10:37		10:31	11:38	
	* 9:52			4:55	7:20	82	16	1606	132.45	WINCHESTER.....		F. 10:01	10:44		10:39	11:46	
	*10:15			5:27	7:45	109	102	1612	138.59	QUINCY.....	QN	F. 10:13	10:52		10:49	11:56	
	*10:52			5:50	8:00	85	4	1617	143.72	CRATER.....		F. 10:21	11:01		10:57	12:06pm	
	*11:45			6:05	8:20	82	12	1623	149.32	TRINIDAD.....	DI	F. 10:32	11:12		11:07	12:17	
	*12:15pm			6:20	8:35	82	5	1628	154.60	VULCAN.....		F. 10:42	11:21		11:16	12:27	
	*12:35			L. 10:35am	6:35	85	62	1632	159.61	COLUMBIA RIVER.....	CM	F. 10:53	11:28		11:23	12:35	
	* 1:00			*10:48	6:50	83	13	1637	163.21	ROCK ISLAND.....		F. 11:03	11:39		11:34	12:46	
	* 1:30			*11:00	7:05	83	25	1641	167.61	MALAGA.....		F. 11:13	11:49		11:44	12:56	
A. 2:00pm	L. 6:45am			11:08	A. 7:15am	A. 9:45pm	Yard	Yard	1645	172.35	APPLEYARD.....	WD	F. 11:21	11:56		11:52	1:02
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		A. 11:15am	Daily	Daily	Yard	Yard	1648	174.52	WENATCHEE.....	WC	F. 11:30am	A. 11:59am		A. 11:55pm	A. 1:05pm
693	691	697		381	449	451				Time Over Subdivision Average Speed Per Hour		39	1	45	27	3	
7.00	9.55	13		40	10.30	11.55						5.30	4.44	8	4.45	5.05	
10.75	10.90	10.43		23.87	16.32	14.38						31.63	36.76	12.30	36.63	24.22	

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; 1.95 miles west of center of depot, Columbia River.....	221

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 minutes.

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

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

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

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

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

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

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

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

Train 691 and Trains 40, 448 and 692; Trains 39 and 28; 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 (1 3/4) miles west of Columbia River station to a point about 1,600 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, O-4 or P-2 are prohibited and these, or equivalents, are restricted to 5 miles per hour using at least 2 minutes crossing bridge. 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 10 miles per hour or use less than one minute in passing over this bridge.

Q-1 engines not permitted on Second Subdivision.

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

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

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

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

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

No. 1 stops on flag Sunday only at Ephrata.

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

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

(Special Rules Continued on Page 5.)

SECOND SUBDIVISION—SPOKANE TO WENATCHEE.

FIRST CLASS					Time Table No. 10 Effective January 18, 1925.	STATIONS	Distance from Wentworth	SIGNALS	SECOND CLASS				THIRD CLASS		
4	40	28	46	2					448	450	382	402	698	694	692
Passenger	Passenger	Express	P. & R. No. 2 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
9:00pm	1:30pm	9:35am	6:30am	8:00am	SPOKANE	174.52	RADNPWOC	3:00pm	11:15pm	6:15am		2:30pm			
8:50	1:25	9:29	6:23am	7:53	FORT WRIGHT	171.78	DNP	2:50	11:05	6:05		2:15			
8:37	1:13	9:17		7:41	HIGHLAND	165.42	P	2:30	10:45	4:35		1:50			
8:29	1:07	9:11		7:34	LYONS	162.15	D PW	2:15	10:30	4:20		1:35			
8:18	12:58	9:03		7:27	GALENA	156.77	P	2:00	10:15	4:05		1:15			
8:10	12:51	8:57		7:21	ESPANOLA	152.65	PW	1:45	10:00	3:50		12:51			
8:00	12:40	8:47		7:13	WAUKON	146.19	P	1:25	9:30	3:25		12:01pm			
7:45	12:30	8:37		7:05	EDWALL	140.46	DNPW	1:05	9:03	3:00		11:30			
7:37	12:18	8:28		6:59	CANBY	136.75	P	12:45	8:15	2:25		11:05			
7:29	12:10pm	8:15		6:51	BLUESTEM	131.27	DNP	12:30pm	7:45	2:10		10:45			
7:15	11:55	8:00		6:38	HARRINGTON	123.85	DNPW	11:55	7:15	1:35		10:10			
6:59	11:40	7:47		6:23	MOHLER	117.14	P	11:10	6:35	1:00		9:55			
6:53	11:32	7:40		6:17	DOWNS	113.41	P	10:50	6:15	12:40		8:35			
6:46	11:25	7:31		6:09	LAMONA	108.92	DNPW	10:35	5:55	12:20am		8:20			
6:37	11:13	7:22		6:00	NEMO	103.31	P	10:15	5:35	11:59		8:03			
6:29	11:04	7:13		5:51	ODESSA	98.49	DNP	9:55	5:15	11:40		7:45			
6:19	10:52	7:05		5:44	SEWARD	93.91	P	9:32	5:00	11:20		7:13			
6:13	10:46	6:58		5:37	IRBY	89.58	PW	9:10	4:45	11:00		6:45			
6:02	10:33	6:47		5:26	MARLIN	82.08	D P	8:48	4:25	10:36		6:18			
5:50	10:19	6:36		5:14	WILSON CREEK	75.46	DNPW CY	8:10	4:00	9:45		5:55			
5:35	10:07	6:26		5:01	STRATFORD	67.60	P	7:35	3:25	9:00		5:30am			
5:27	9:42	6:18		4:51	ADRIAN	62.29	DNP K Y	7:20	3:10	8:40		11:35			
5:16	9:31	6:08		4:41	SOAP LAKE	57.68	D P	7:05	2:50	8:20		11:10			
5:06	9:21	6:01		4:34	EPHATA	52.28	DNPW	6:50	2:35	8:05		10:50			
4:55	9:09	5:52		4:24	NAVYLAKE	47.14	P	6:35	2:15	7:40		10:30			
4:47	8:59	5:45		4:16	WINCHESTER	42.07	P	6:20	1:50	7:20		9:52			
4:37	8:49	5:37		4:09	QUINCY	35.93	DNP	6:05	1:30	6:55		9:10			
4:26	8:36	5:25		3:57	CRATER	29.80	P	5:50	1:05	6:30		8:49			
4:14	8:23	5:12		3:45	TRINIDAD	25.29	DNPW	5:12	12:40	6:00		7:50			
4:04	8:09	5:01		3:38	VILLAN	19.94	P	4:55	11:58pm	5:45		7:30			
3:57	8:00	4:53		3:28	COLUMBIARIVER	19.88	R DNPW C	4:03	11:58	5:15		7:10			
3:46	7:49	4:42		3:16	ROCK ISLAND	11.31	PW	3:35	11:39	4:40		6:50			
3:36	7:39	4:32		3:05	MALAGA	6.91	P	3:20	11:30	4:25		6:15			
3:29	7:31	4:24		2:59	APPLEYARD	2.17	RADNPWOC T	3:00am	10:30am	3:54		5:45am			
L 3:25pm	L 7:25am	L 4:20am		L 2:55am	WENATCHEE	0.0	RADNPW								
Daily	Daily Ex. Sunday	Daily	Daily	Daily				Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday			
4	40	28	46	2				448	450	382	402	698	694	692	
8:25	8:05	5:15	10:30	5:05				12:00	12:45	45	13:15	15	8:15	9:00	
				8:23				14:28	13:44	21:00	12:93	10:43	11:71	10:97	
					Time Over Subdivision Average Speed Per Hour										

Special Rules—Continued.

Normal position switches at ends of double track at Bluestem and Lamona 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

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. Rty. 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 derailed 55 feet ahead of same.

Home signal on S. P. & S. Rty. located 580 feet from east main line switch and has two arms. Top arm governs all

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.

Derrail 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.

Double track switch located 20 feet East of Bridge 27 and derail located on Westward main line 600 feet East of the bridge.

and derail located on westward main line and double track switch, are electrically operated from Fort Wright tower, and semaphore signals govern train movements over switches and derails.

Interlocking Rules 601-A to 685 inclusive, also Block Signal Rules 501-A to 517 inclusive, must be observed

Signal Rules 501-A to 517 inclusive, must be observed. Eastward trains stopped by semaphore signals governing double track switch and derail on East end of Bridge 274 will

double track switch and derail on East end of bridge, 200 ft. from West end, will communicate with Fort Wright tower verbally, and Westward trains will communicate by phone located on East end of bridge, 27 ft. 16. Comments by crew stated in State meeting that the bridge is in good condition.

Steam whistle signals for tracks with switches controlled by Bridge 274. If necessary to pass signal in Stop position the derail and switch to be spiked before processing.

Steam whistle signals for tracks with switches controlled from Interlocking Tower:
Main Line, G. N. Ry. One Short and One Long

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.

Water tank shown at Trinidad is located 3 miles east

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

YARD LIMIT BOARDS.

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

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

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

Wenatchee—One-half mile east of east switch, Apple road, and 1250 ft. west of Well Line Jet. Wenatchee

DERAIL SWITCHES.

Fort Wright,	West end Military Spur.
Galena,	West end Industry track

Galeia,	West end Industry track
Canby,	West end Industry track
Bluestem,	East end Industry track
...	West end Industry track

Downing,	West end Industry track
Nemio,	West end Industry track
Kokuta,	West end Industry track

Ephrata,	West end Industry track
Crater,	West end Industry track
Trinidad,	West end Industry track

Trinidad,	West end industry track
Trinidad Sand Spur,	West end.
Trinidad Gravel pit,	West end.
Trinidad,	West end industry track

Prinidad Gravel pit,	West end
Malaga,	East end Industry track
Wenatchee,	West end Standard Oil Co.

Detail switches must always be set for the grade.

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

[illegible]

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.

F-1 class engines or equivalents are the heaviest permitted on this subdivision and these and other engines will not exceed a speed of ten (10) miles per hour over Bridge 4, just west of Jet, at Bonners Ferry using at least 2 minutes 10 seconds crossing.

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

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

SECOND CLASS		Capacity of Side Tracks		Station Numbers	Time Table No. 10 Effective January 18, 1925.		Distance from Columbia River	SIGNS	SECOND CLASS	
381	Mixed Daily Except Sunday	Packing Tracks	Other Tracks		Stations	Mixed Daily Except Sunday			382	
t. 7:00Am	50	55	CR60	0.0	MANSFIELD	60.39	R D PWC Y	A 9:05Pm		
f 7:15		55	CR55	5.40	S 40 TOUHEV	51.09	P	f 8:45		
* 7:35		58	CR40	11.28	S 58 WITHROW	49.01	P	* 8:25		
f 7:51		55	CR44	16.94	S 56 SUPPER	43.45	P	f 7:55		
* 8:51		45	CH35	23.93	S 59 BIRCH AVE	36.45	P	* 7:10		
f 8:15		55	CH31	29.30	S 31 ALSTOWN	31.19	PW	* 6:35		
f 9:20		27	CR21	39.04	S 84 McCUR	21.35	P	f 6:55		
* 9:45		40	CR16	44.52	S 55 PALISADES	15.77	PW	* 6:35		
f 10:00		55	CR11	49.74	S 12 APPLIEDALE	10.55	P	f 6:15		
f 10:15		28	CR55	55.00	S 25 MOSES COULEE	5.39		f 6:00		
A 10:30Am	77	60	BS37	59.39	S 39 COLUMBIA RIVER	0.0	R DNP	L 4:45Pm		
Daily Except Sunday								Daily Except Sunday		
381								382		
3.39 17.25					Time Over Subdivision Average Speed Per Hour			4.20 14.0		

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

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

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

LOCATION AND LENGTH OF TUNNELS.

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

WESTWARD.

FIFTH SUBDIVISION WENATCHEE TO OROVILLE.

EASTWARD. 7

THIRD CLASS		FIRST CLASS		THIRD CLASS	
707	697	253	254	698	708
Local Freight Tue., Thur. and Sat.	Local Freight Mon., Wed. and Fri.	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Local Freight Tue., Thur. and Sat.	Local Freight Mon., Wed. and Fri.
Time Table No. 10 Effective January 15, 1925.		STATIONS		STATIONS	
Capacity of this Trucks		Station Numbers		Station Numbers	
Distance from Wenatchee		Distance from Oroville		Distance from Oroville	
Telegraph Code		Signs		Signs	
WENATCHEE		137.25		A 11-40am	
3 49		133.76		112-40	
4 48		129.28		112-15pm	
5 53		123.65		111-40	
6 30		118.35		110-55	
7 11		111.24		110-38	
8 52		105.32		110-05	
9 33		99.39		10-13	
10 08		95.31		10-10	
11 11		93.20		9-54	
12 73		87.47		9-42	
13 80		83.81		9-32	
14 47		78.34		9-20	
15 08		72.26		9-02	
16 57		65.59		8-46	
17 22		60.86		8-35	
18 25		54.61		8-21	
19 33		50.68		8-11	
20 30		45.74		8-01	
21 30		41.64		7-46	
22 85		36.69		7-32	
23 18		32.51		7-23	
24 28		27.23		7-12	
25 43		21.80		7-02	
26 83		16.97		6-53	
27 94		11.03		6-38	
28 28		5.76		6-28	
29 87		0.58		6-18	
OROVILLE JCT.		0.58		6-18	

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

THIRD CLASS		FIRST CLASS		THIRD CLASS	
707	697	253	254	698	708
Local Freight Tue., Thur. and Sat.	Local Freight Mon., Wed. and Fri.	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Local Freight Tue., Thur. and Sat.	Local Freight Mon., Wed. and Fri.
Time Table No. 10 Effective January 15, 1925.		STATIONS		STATIONS	
Capacity of this Trucks		Station Numbers		Station Numbers	
Distance from Wenatchee		Distance from Oroville		Distance from Oroville	
Telegraph Code		Signs		Signs	
WENATCHEE		137.25		A 11-40am	
3 49		133.76		112-40	
4 48		129.28		112-15pm	
5 53		123.65		111-40	
6 30		118.35		110-55	
7 11		111.24		110-38	
8 52		105.32		110-05	
9 33		99.39		10-13	
10 08		95.31		10-10	
11 11		93.20		9-54	
12 73		87.47		9-42	
13 80		83.81		9-32	
14 47		78.34		9-20	
15 08		72.26		9-02	
16 57		65.59		8-46	
17 22		60.86		8-35	
18 25		54.61		8-21	
19 33		50.68		8-11	
20 30		45.74		8-01	
21 30		41.64		7-46	
22 85		36.69		7-32	
23 18		32.51		7-23	
24 28		27.23		7-12	
25 43		21.80		7-02	
26 83		16.97		6-53	
27 94		11.03		6-38	
28 28		5.76		6-28	
29 87		0.58		6-18	
OROVILLE JCT.		0.58		6-18	

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.

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

Freight trains 697, 698, 707 and 708 will carry adult male passengers when provided with proper transportation.

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.

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	1264' west of M. P. 35—3.17 miles west of center of industry track Blayman	367'

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NORTHWARD.

SIXTH SUBDIVISION—DEAN TO MARCUS.

SOUTHWARD.

THIRD CLASS	FIRST CLASS	Car Capacity of Subdivision	Time Table No. 10	THIRD CLASS
702	256		Effective January 18, 1925.	701
Local Freight	Passenger	Passing Tracks	STATIONS	Local Freight
Daily Ex Sunday	Daily Ex Sunday	Passing Tracks	Telegraph Calls	Daily Ex Sunday
5:40am	9:00am	15 49 1460 13.89	DEAN	5:20pm
6:00	9:09	16 18 RA 4 17.66	WAVESIDE	5:10
6:20	9:15	0 12 RA 6 20.21	DART	5:03
6:35	9:21	0 17 RA 9 22.78	DENISON	4:57
7:50	9:32	57 43 RA 12 26.37	DEER PARK	4:46
8:20	9:40	0 27 RA 17 30.75	CHRISTIANSON	4:31
8:50	9:44	0 50 RA 18 31.61	CLAYTON	4:28
9:45	10:04	45 25 RA 25 38.41	LOON LAKE	4:12
10:55	10:24	42 25 RA 33 46.55	SPRINGDALE	3:45
11:08	10:26	0 12 RA 34 47.82	CLINE	3:37
11:20	10:36	0 35 RA 38 51.25	GRAYS	3:26
11:56	10:59	42 57 RA 43 56.49	VALLEY	3:09
12:45pm	11:15	32 23 RA 50 61.06	CHEWELAH	2:54
1:20	11:39	0 19 RA 59 73.27	ADDY	2:34
1:45	11:54	45 10 RA 67 80.66	ARDEN	2:19
2:13	12:02pm	0 24 RA 71 83.36	ORIN	2:13
2:45	12:15	0 46 RA 73 87.16	COLVILLE	2:05
3:00	12:21	0 15 RA 77 90.21	PALMERS	1:52
3:30	12:35	40 39 RA 82 95.71	MEYER'S FALLS	1:40
4:10pm	12:50pm	52 24 RA 87 101.01	MARCUS	1:15pm
702	256			701
10:30	3:50		Time Over Subdivision	11:15
8:29	27:22		Average Speed Per Hour	8:27

Special Rules.

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

Bull-tin board 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.

Trains 255 and 256 will stop on flag at Blue Creek, Buckeye, Holland Horn Spur and Marcus. No more than 1 mile south of Meyers Falls.

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

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

Water at Eubank tank, 1.8 miles south of Valley.

1-8 and 1-9 class engines heaviest permitted on this sub-division.

YARD LIMIT BOARDS PLACED.

Dean—0.3 miles north of north passing track switch.

Valley—0.5 miles south of south wye switch.

0.5 miles north of north passing track switch.

Chevelah—0.3 miles south of the south switch Northwest Magnesite Siding

0.3 miles north of Erick Spur switch

Marcus—0.6 miles south of the south switch.

DERAIL SWITCHES.

Dean,

Dart,

Clayton,

Pine,

Springdale,

Chow,

Grays,

Valley,

Colville,

Marcus,

North end cut out track.

South end Industry track.

South end No. 1 spur. South end No. 2 spur

South end

North end Industry track

North end cut out track

North end

South end coal chute track

North end Standard Oil Spur

South end coal chute track

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

SOUTHWARD.

Spokane Division.

Special Rules—Ninth Subdivision.

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.

G-3 class engines heaviest permitted on this Subdivision.

NOTE.—See additional speed restrictions Page 13.

All trains stop on flag at Karamin.

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

DERAIL SWITCHES:

Belcher Mine Spur,	South end.
Karamin Mill Spur,	South end.

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

Special Rules—Tenth Subdivision.

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.

F-8 class engines heaviest permitted on this Subdivision.

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

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

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

YARD LIMIT BOARDS PLACED:

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

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

[illegible]

BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
FIRST SUB-DIVISION:				SEVENTH SUB-DIVISION:			
Bonner's Ferry Lbr. Co.	1 1/2 miles West Yak.	East end	3 cars.	Sand Spur	2 miles North of Marcus	South end	3 cars.
Bonner's Ferry Lbr. Co.	1 mile East Bonners Ferry	West end	125 cars.	Powell Spur	4 miles North of Marcus	South end	11 cars.
Whites Spur	2 miles West Bonners Ferry	West end	13 cars.	Evans Spur	5 miles North of Marcus	South end	20 cars.
McArthur	3 miles East Elmira	East end	8 cars.	Hendrix Cut	3 1/2 miles North of Rosburg	North end	2 cars.
Samuels	3 miles East Colburn	East end	12 cars.	Lane & Bronson's	6 1/2 miles North of Rosburg	South end	7 cars.
Caribou	2 miles East Colburn	West end	5 cars.	Kanes	2 1/2 miles South of Northport	North end	15 cars.
McGoldricks Spur	3 1/2 miles West Bronx	East end	23 cars.	Harpers Spur	1 1/2 miles South of Northport	South end	25 cars.
Humbird Lbr. Co.	3 miles East Sand Point	East end	20 cars.	Hudson's	3 1/2 miles North of Hanley's	Siding	10 cars.
Sand Point Lbr. & Pole Co.	2 1/2 miles East Wenoco	East end	9 cars.	Parks Spur	6 1/2 miles North of Fruitvale	South end	8 cars.
Albany Falls Spur	1 1/2 miles West Scotia	West end	8 cars.	Ross	2 miles North of Columbia Gardens	South end	4 cars.
Graham Lbr. Co.	1 mile East Camden	East end	25 cars.	Stroh Spur	2 miles South of Meadows	South end	4 cars.
Arctic Ice Spur	1 mile East Milan	East end	11 cars.	Bath's Spur	1 1/2 miles South of Erie	South end	12 cars.
Spokane Lbr. Co.	1 mile East Milan	East end	30 cars.	Archibald	1 1/2 miles North of Boulder Mill	Siding	12 cars.
Washington Lbr. Co.	1 mile East Mead	East end	12 cars.	McCauley Shingle Co.	1 mile South of Ymir	South end	3 cars.
Davies Spur	1 mile East Mead	East end	12 cars.	Quarry Spur	1 mile South of Ymir	South end	3 cars.
SECOND SUB-DIVISION:				EIGHTH SUB-DIVISION:			
Stratford Spur	1 mile West of Stratford	East end	20 cars.	Holsten Spur	2 miles North of Marcus	South end	3 cars.
Sand Spur	1 1/2 miles West of Trinidad	East end	4 cars.	Holland Lbr. Co.	2 1/2 miles North of Marcus	Private	Private Spur.
Clappe Spur	1 1/2 miles West of Trinidad	East end	7 cars.	Napoleon Spur	3 miles North of Rosburg	South end	7 cars.
Gravel Spur	3 miles West of Trinidad	East end	10 cars.	Log Spur	2 miles North of Rosburg	South end	1 car.
Ohio Colony	1 mile West of Rock Island	East end	4 cars.	Boulder Lbr. Co.	1 1/2 miles South of Dulwich	South end	4 cars.
State Highway Spur	1 1/2 miles East Rock Island	East end	12 cars.	Rock Cut	1 mile South of Hughes	South end	4 cars.
Laurel Spur	1 1/2 miles East Rock Island	East end	12 cars.	Laurier Mine Spur	1 1/2 miles South of Laurier	South end	2 cars.
THIRD SUB-DIVISION:				NINTH SUB-DIVISION:			
Whites Spur	1 1/2 miles West Rita	West end	Private.	Hookers Spur	1 1/2 miles North of Curlew	South end	16 cars.
Shultis Spur	4 miles East Copeland	West end	Private.	Karamin	3 1/2 miles North of Malo	North end	6 cars.
Watson Spur	5 1/2 miles East Copeland	East end	2 cars.	California Spur	1 1/2 miles North of Republic	North end	7 cars.
Whites Siding	2 1/2 miles East Copeland	Siding	14 cars.	TENTH SUB-DIVISION:			
Whites Camp	2 1/2 miles East Copeland	West end	Private.	Stewart-Calvert Spur	1 1/2 miles North of Oroville	South end	7 cars.
Seelover Spur	1 1/2 miles East Copeland	West end	Private.	Benders Spur	1 1/2 miles North of Nighthawk	South end	5 cars.
Delaham	1 1/2 miles West Copeland	East end	4 cars.	Ruby Mine Spur	4 miles South of Chopaka	North end	9 cars.
Rock Spur	1 1/2 miles West Copeland	East end	10 cars.	Princeton M. & Dev. Co.	2 miles North of Norman	South end	2 cars.
Bonner's Ferry Lbr. Co.	4 1/2 miles East Port Hill	East end	5 cars.				
Harpers Spur	3 1/2 miles East Port Hill	East end	5 cars.				
Brown Shearer	2 miles west of Ellisford	East end	1 car.				
FIFTH SUB-DIVISION:							
Peterson Spur	1 1/2 miles North of Deer Park	South end	Private Spur.				
SIXTH SUB-DIVISION:							
Deer Park Lbr. Co. Spur	2 1/2 miles North of Deer Park	South end	8 cars.				
Oloona Spur	2 1/2 miles North of Clayton	South end	12 cars.				
Pine Spur	1 1/2 miles South of Loon Lake	South end	20 cars.				
Loon Lake Mill Spur	4 1/2 miles North of Loon Lake	South end	2 cars.				
Holland-Horr Spur	1 1/2 miles South of Valley	North end	6 cars.				
Kulera Spur	1 1/2 miles South of Valley	South end	3 cars.				
Gem Spur	1 1/2 miles South of Chewelah	Siding	40 cars.				
Northwest Magnesian Spur	3 1/2 miles North of Chewelah	South end	8 cars.				
Chewelah Brick Co.	3 miles South of Addy	South end	5 cars.				
Elkhorn Spur	3 miles South of Addy	South end	14 cars.				
Blue Creek Spur	2 1/2 miles North of Palmers	South end	4 cars.				
Lasawella Spur							

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

For Points Between	LIMIT OF LOAD—MEASUREMENT																		Max- imum Hgt.	Max- imum Wdth.
	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"			
	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"	15'6"	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"	16'0"	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"		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"	14'6"	14'6"	13'6"	17'0"	11'6"	
Spokane to Vancouver, B. C., via Marcus and Brookmore.....	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. Passenger tracks University Switch to Union Depot Junction via Stone Arch Bridge, limit width of loading to 10'9".

AVERAGE WEIGHT OF EMPTY CARS
(No allowance to be made for wheel friction)

Box	18 tons
Refrigerator	25 tons
Stock	16 tons
Flat	12 tons
Coal (wooden)	16 tons
Coal (steel)	20 tons
Ore 50 ton	16 tons
Ore 75 ton	20 tons
Oil Tanks (system)	23 tons
Oil Tanks (other)	20 tons
Hart	23 tons
Caboose	17 tons

AVERAGE TOTAL WEIGHT OF DEAD
ENGINES AND TANKS

Class E-1 to E-7	223 tons
Class E-8 to E-15	272 tons
Class F	153 tons
Class G	139 tons
Class H	102 tons
Class J	178 tons
Class K	184 tons
Class L	239 tons
Class M	261 tons
Class N	312 tons
Class O	232 tons
Class P-1	246 tons
Class P-2	354 tons
Class Q-1	354 tons
Engine Tanks (empty)	30 tons

WEATHER

Dr. H.
Dr. J.
Dr. E.
Dr. E.
Troy
Bonner
Sand
Priest
Newpo
Hillyar
Addy
Colville

Spokane
Hillyar
Bonner
Nelson

R. L.
M. E.

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

13

STATIONS--	Rating 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 1-500-585 " 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
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Down	Down	1500	3150	2800	2625	2500	2250	2000	1875	2500	2250	2000	1875	2000	1800	1600	1500				
By to Bonner's Ferry	0.6	2500	2250	2000	1875	1700	1530	1360	1275	1350	1215	1080	1013								
By to Hillyard	0.6	2500	2250	2000	1875	1700	1530	1360	1275	1350	1215	1080	1013								
By to Newport	0.5	3500	3150	2800	2625	2500	2250	2000	1875	1700	1530	1360	1275								
By to Troy	1.0	1800	1620	1440	1260	1600	1450	1280	1200	1200	1080	960	900								
By to Helena	0.8	2700	2430	2160	1890	2500	2250	2000	1875	1500	1350	1200	1125								
By to Wilson Creek	1.0					2000	1800	1600	1500	1250	1125	1000	900								
By to Wenatchee	1.0					1600	1450	1280	1200	1080	960	900	850								
By to Quincy	0.8					2700	2430	2160	1890	1500	1350	1200	1125								
By to Bluestem	0.8	2300	2070	1840	1610	2050	1845	1640	1537	1200	1080	960	900								
By to Spokane	1.0	2700	2430	2160	1890	2500	2250	2000	1875	1500	1350	1200	1125								
By to Hillyard	1.0	1900	1710	1520	1330	1700	1530	1360	1275	1200	1080	960	900								
By to Oroville	2.0									600	540	480	450								
By to Withrow	1.0									1200	1080	960	900								
By to Wenatchee	0.4									2700	2430	2160	2025								
By to Wenatchee	0.3									1200	1080	960	840								
By to Wenatchee	1.0									1200	1080	960	840								
By to Dean	0.5									1800	1620	1440	1260								
By to Valley	2.0									625	563	500	438								
By to Meyers Falls	1.0													1000							
By to Northport	1.0																				
By to Marcus	1.6																				
By to Apex	2.5																				
By to Jett	1.4																				
By to Erie	0.6									1700	1530	1360	1190								
By to Midway	1.25									950	855	760	665								
By to Molson	2.5									500	450	400	350								
By to Molson	0.8									1500	1350	1200	1050								
By to Princeton	1.5													675							
By to Republic														607							

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

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

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

COMPANY SURGEONS.

Dr. H. B. Zimmerman, Chief Surgeon, Miller Clinic, Hamm Building, St. Paul.
 Dr. John T. Rogers, Consulting Chief Surgeon, 4th Floor Hamm Building.
 Dr. Wallace H. Cole, Consulting Chief Surgeon, 4th Floor Hamm Building.
 Dr. Earl 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.
 Priest River..... C. P. Getzlaff.
 Newport..... J. T. Phillips.
 Hillyard..... J. Farrow.
 Addy..... W. W. McCormick.
 Colville..... R. S. Wells.

Marcus..... H. F. Crair.
 Nelson..... W. O. Rose.
 Republic..... Dr. Francis Hilton.
 Chewelah..... L. J. Storken.
 Spokane..... S. B. Hopkins, Ophthalmic Surgeon.
 Spokane..... J. G. Cunningham.
 Spokane..... H. E. Wheeler.
 Harrington..... L. F. Wagner.
 Wenatchee..... A. E. Gearhardt.
 Brewster..... C. R. McKinley.
 Omak..... J. G. Lovell.
 Grand Forks..... C. M. Kingston.
 Oroville..... E. E. Efner.

TIME INSPECTORS.

Spokane (115 N. Wash. Bl.)..... 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. Joliff.

Speed Restriction for Trains on Entire Division.

Maximum speed on curves for all trains:

4 degrees—40 miles per hour.
 5 degrees—35 miles per hour.
 6 and 7 degrees—30 miles per hour.
 8 degrees and sharper—25 miles per hour.

On descending grades of 1.8% and greater, the maximum speed for freight trains must not exceed fifteen (15) miles per hour; and on less than 1.8% descending grade to a 1% grade the speed must not exceed twenty-five (25) miles per hour, live stock and fruit trains excepted. On a 1% grade and less, thirty (30) miles per hour will be the limit.

It must be understood that the above is the maximum speed for freight trains, and that this maximum speed will not be made where track conditions will not warrant, which are regulated by slow orders.
 All trains must be handled under control and without regard to making schedule time at all points where danger of slides or falling rocks are likely to be encountered.

Speed Table.

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

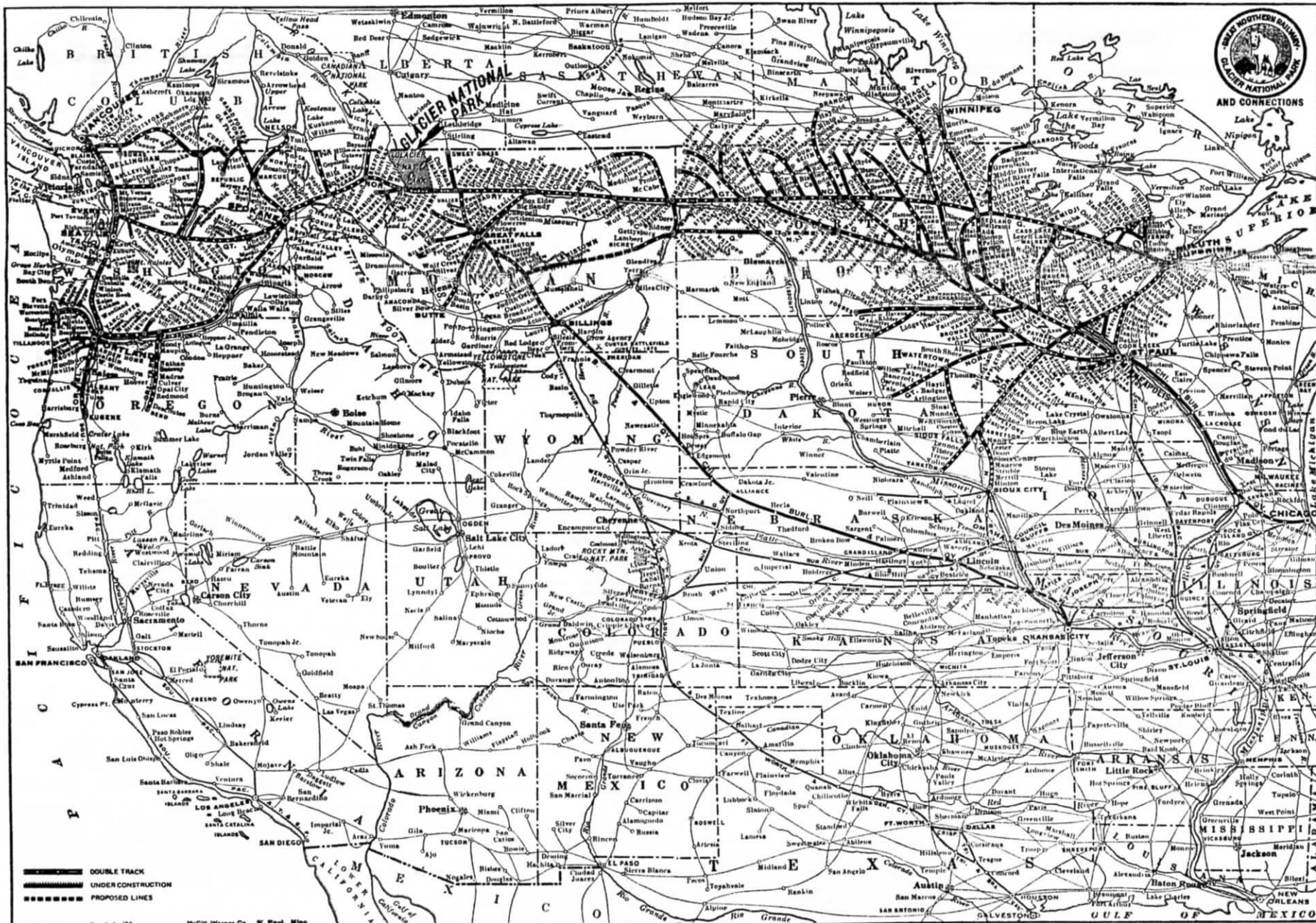
R. I. TRIPLETT, Dispatcher.
 L. F. SHORES, "
 M. B. ROACH, "

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

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

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

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



Spokane, Wash.,
Sept. 4, 1925.

ALL AGENTS:
TRAIN AND ENGINEER'S BULLETIN BOARDS:

Disregard my memo. bulletin Sept. 2nd, Train service Mansfield Line, and substitute this bulletin for it, due to error in time of train at Withrow and Mansfield.

Effective Monday, September 7, 1925, and thereafter until further advised, trains 381 and 382 will be annulled and an extra will be run leaving Wenatchee Mondays, Wednesdays and Fridays at 6:30 AM and Mansfield 1:15 PM Mondays, Wednesdays and Fridays and Fridays arriving Wenatchee 6:15 PM, and will adhere to the following schedule at each station Wenatchee to Mansfield, and Mansfield to Wenatchee, and in no case will this extra leave any station in advance of time shown.

Mixed Monday Wednesday Friday	Station	Mixed Monday Wednesday Friday
Ar. 6.15 PM	Wenatchee	Lv. 6.30 AM
6.05	Appleyard	6.34
S 6.55	Kalaga	S 6.50
S 6.40	Rock Island	S 7.05
Lv. 6.25	Columbia River	Ar. 7.15
Ar. 5.15 PM	Columbia River	Lv. 7.25 AM
F 5.00	Moses Coulee	F 7.40
F 4.45	Appledale	F 7.55
S 4.30	Palisades	S 8.10
F 3.50	McCue	F 8.30
S 3.10	Alstown	S 9.10
S 2.45	Douglas	S 10.05
F 2.15	Supplee	F 10.30
S 1.55	Withrow	S 11.00 AM
F 1.25	Touhey	F 11.20
Lv. 1.15 PM	Mansfield	Ar. 11.40 AM

J. M. DOYLE,
Superintendent.

CC-B. Lantry

A. Eise
W. Carswell
F. J. Bauer
E. G. Fleming
F. S. Elliott
J. C. Roth
J. H. O'Neill
M. J. Woulfe
E. A. Muncey

M. J. Costello
C. W. Meldrum
H. Green
Geo. H. Addleman
H. A. Elwell
J. F. Pewters
J. C. Maher
L. W. Mickel
T. J. Logan

ERN RAIL

DIVISIONS.

No.

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8, 192

ements thereto.

USE OF EMPLOYES ONLY.

of Transportation.
Superintendent.

J. H. O'NEILL, G

Don't Stop! Transport
APR 3 1925
Great Northern Ry.

Spokane, Washington
March 23, 1925

ALL AGENTS :

Below find schedule train service Marcus to Republic and Curlew to Groville, effective April 1st. Post on all bulletin boards, notify all concerned. Present schedule between these points will be discontinued March 31st. Mail, baggage, and express equipment on Train 256 will be handled through in the connection at Marcus to Republic.

NORTHWARD			SOUTHWARD		
Second Class			Second Class		
Distance from Marcus		Supplement No. 1 to TIME TABLE No. 10 Superseding TIME TABLE No. 10 as to Schedules	Distance from Republic		
390		only			399
Effective April 1, 1925					
Mixed			Mixed		
Daily			Daily		
Ex. Sunday		Station	Ex. Sunday		
Lv. 1.45 PM	0.00	Marcus	73.19	Ar. 12.30 PM	
F 2.10	5.44	Boyd	62.75	F 11.55	
F 2.30	10.12	Barstow	68.07	F 11.35	
F 2.50	15.35	Dulwich	57.84	F 11.20	
S 3.00	16.90	Orient	56.29	S 11.15	
F 3.25	21.47	Hughes	51.72	F 11.00	
S 3.55	27.31	Laurier, Wash.	45.88	S 10.45	
F 4.15	33.31	Rideau, B.C.	39.38	F 10.10	
S 4.40	40.11	Grand Forks Jct.	33.08	S 9.45	
S 5.05	41.90	Grand Forks	34.87	S 9.35	
S 5.15	40.11	Grand Forks Jct.	32.08	S 9.05	
S 5.30	41.74	Danville	31.72	S 8.55	
F 5.45	45.86	Horibart	27.50	F 8.30	
S 6.05				S 8.15	
S 6.15	52.16	Curlew	21.20	S 8.00	
F 6.30	58.23	Malo	15.13	F 7.45	
F 6.45	64.78	Pollard	8.58	F 7.25	
F 7.00	68.46	Torbey	4.90	F 7.15	
Ar. 7.20 PM	73.19	Republic	0.00	Lv. 7.00 AM	
Daily			Daily		
Ex. Sunday			Ex. Sunday		
390			399		
5.35		Time on Sub-Division	5.20		
13.18		Average speed per hour	13.30		

SPECIAL RULES

Special Rules shown in TIME TABLE NO. 10 will apply, and be observed, during the life of this Supplement.

APPROVED:

F. S. Elliott,
General Superintendent

J. M. Doyle,
Superintendent.

ERN RAILW

DIVISIONS.

No. 1

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8, 1925.

plements thereto.

USE OF EMPLOYES ONLY.

of Transportation.
Superintendent.

J. H. O'NEILL, General M