

GREAT NORTHERN RAILWAY



SPOKANE AND MARCUS DIVISIONS.



TIME TABLE No. 11.

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

SUNDAY, MAY 10, 1925.

Superseding Spokane Division Time Table No. 10 and its supplements 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.

FIRST SUBDIVISION—TROY TO SPOKANE.

THIRD CLASS

SECOND CLASS

Capacity
of Side
Tracks

Time Table No. 11

Effective May 10, 1925

FIRST CLASS

689

691

695

429

451

Local Freight

Local Freight

Local Freight

Freight

Freight

Daily
Ex. MondayDaily
Ex. SundayDaily
Ex. Sunday

Daily

Daily

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93.51

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97.02

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37

1449

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FIRST SUBDIVISION—SPOKANE TO TROY.

EASTWARD. 3

FIRST CLASS						Time Table No. 11 Effective May 10, 1925.	STATIONS	Distance from Spokane	SIGNS	SECOND CLASS		THIRD CLASS		
4	264	28	44	256	2					402	690	696	692	
Passenger	Passenger	Fast Mail	Passenger	Passenger	Passenger					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	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
A 1:45Am		A 1:30Pm	A 1:40Pm		A 12:30Pm	TROY	139.64	R-DNPWCT	A 5:00Pm		A 8:00Pm			
1:29		1:16	1:25		12:15	YAKT	132.54	P	451 4:35		7:30			
1:14		1:03	1:03		12:04 Pm	LEONIA	125.90	DNP	4:15		6:55			
12:59		12:49	12:43		11:50	KATKA	118.97	PW	345-27 3:16-3		6:25			
12:43		12:35	12:24		11:37	CROSSPORT	112.51	P	2:40		5:55			
12:35	A 7:00Pm	12:25	12:14		11:30	BONNER'S FERRY	108.23	R-DNPW Y K	2:15	A 5:15Pm	5:25Pm			
12:22	451 6:50	12:16	12:01Pm		11:19	MORAVIA	103.26	P	1:56	4:50				
12:10Am	6:38	12:07Pm	11:48		11:09	NAPLES	96.85	DNPW	43 1:38	4:22-3 4:03-27				
11:59	6:26	11:56	11:37		10:59	ELMIRA	89.45	P	1:10	3:20				
11:48	6:15	11:46	11:24		10:49	COLBURN	82.64	P	12:45	2:45				
11:36	6:02	11:35	11:12		10:37	SAND POINT	71.77	DNPWC Y K	12:15Pm	43 2:15				
11:25	5:50	11:26	11:01		10:27	HORNBY	70.61	P	11:45	1:15				
11:18	5:42	11:19	10:52		10:21	WRENCOE	65.95	P	11:30	12:55				
11:10	5:32	11:12	10:42		10:14	LACLEDE	60.95	PW	28 11:12	12:35				
11:03	524-3 5:19-27	11:05	10:35		10:08	THAMA	56.23	P	429 10:45	12:10Pm				
451 10:56	5:05	689-690-129 10:59	402-689 10:28		689 10:03	PRIEST RIVER	52.09	D P	44-689 10:28	11:55 28-689-129 10:55				
10:45	4:50	10:50	10:15		9:53	NEWPORT	46.13	DNPW K	10:01	10:35 10:10-44				
10:35	4:39	10:42	10:05		9:43	PENRITH	42.62	P	2-263-690 9:43	9:50 2-263-102 9:43				
10:27	4:30	10:36	9:56		9:35	SCOTIA	38.30	P	9:20	9:03				
10:13	4:16	10:22	9:41		9:20	CAMDEN	31.00	DNPW	8:45	8:20				
10:08	4:10	10:17	9:34		9:15	ELK	28.62	D P	8:30	8:00				
10:00	4:00	10:09	9:23		9:07	MILAN	21.30	D P	8:15	7:15				
9:49	689 3:44	10:00	9:10		8:56	CHAITAROY	17.80	P	7:50	6:45				
9:44	3:35	9:54	9:03	A 8:59Am	8:49	DEAN	14.89	R-DNPW	7:35	6:25				
9:38	3:25	9:47	8:53	8:50	8:42	MEAD	9.39	P	7:20	5:50				
9:30	3:15	9:38	8:45	8:40	8:35	HILLYARD	1.85	R-DNPWCYD	7:00 5:00	8:30Am		A 3:10Am		
9:15	3:05	9:20	8:35	8:28	8:23	O-W. R. & N. JCT.	1.17	DNP IK	4:35			2:50		
L 9:10Pm	L 3:00 Pm	L 9:15Am	L 8:30Am	L 8:25Am	L 8:20Am	SPOKANE	0.0	R-DNPW O K	L 4:30Am			L 2:45Am		
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 31 00	4 00 26 91	4 30 31 01	4 15 32 89	4 34 23 18	4 10 33 49	Time Over Subdivision Average Speed Per Hour			13 00 10 74	11 45 8 76	2 35 12 14	25 11 61		

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal	Length in feet	Tunnel No.	Location of West Portal	Length in feet
7	4641' W. of M. P. 1340; 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.	609
8	2175' W. of M. P. 1318; 4.88 mi. W. of ctr. pass track, Yakt.	174	10.2	957' W. of M. P. 1370; 2.80 mi. W. of ctr. pass track, Moravia.	810
9	4073' W. of M. P. 1359; 3.22 mi. W. of ctr. pass track, Katka.	362	11	4499' W. of M. P. 1113; 4.73 mi. W. of ctr. of d. jct. Scotia.	240
10	3153' W. of M. P. 1360; 2.94 mi. W. of ctr. pass track, Katka.	218.5			

Special Rules—Continued.

Maximum speed for passenger trains between Troy and Yakt, Crossport and Scotia, Chattaroy and Spokane fifty-five (55) miles per hour and between Yakt and Crossport, Scotia and Chattaroy thirty-five (35) miles per hour.

NOTE—See additional speed restrictions page 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 Bonner's 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.

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.

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 semaphore.

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

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

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

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

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

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

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

Auxiliary Telephones located in Kootenai Canyon as follows:

At West Switch, Troy.

Six Telegraph Poles West of Mile Post 1341.

At Mile Post 1348.

At Mile Post 1354.

One-half Mile West of Mile Post 1359. Scotia Canyon, East End Bridge 258.

YARD LIMIT BOARDS.

Troy—One-half mile west of west switch.
Bonner's Ferry—One-half mile east of Bonner's Ferry Lumber Co. switch.
Bonner's 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 on eastward track.
Hillyard—One-half mile east of east switch on westward track.
Hillyard—One-half mile west of east end double track.
Spokane—One-half mile east of O-W. R. & N. Jct.
Spokane—One-half mile west of Military Spur.

DERAIL SWITCHES.

Crossport,
Moravia,
McArthur's,
Naples,
Albany Falls,
Elk,
Spokane Lbr. Co. Spur,
Chattaroy,
Mead,
Hillyard,

East end Industry track.
East end Industry track.
West End Spur.
East end Industry track.
East end Humboldt Lumber Co. connection.
West end Industry track.
East end Pipe connected with main line switch.
East end Industry track.
East end Industry track.
East end East Yard lead.
East end passing track.
" " West yard.
West end Coal Chute track.
West end of Cedar St. Industry tracks.

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 (New Tracks)		Time Table No. 11		FIRST CLASS						
693	691	697	381	449	451	Passing Tracks	Other Tracks	Station Numbers	Distance from Spokane	Effective May 10, 1925.		39	1	45	27	3
Local Freight	Local Freight	Local Freight	Mixed	Freight	Freight					Passenger	Passenger	Passenger	Fast Mail	Passenger		
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					STATIONS.		Daily Ex. Sunday	Daily	Daily	Daily	Daily
L. 6.05Am				L. 8.45Pm	L. 9.50Am	Yard	715	1473	0.0	DOUBLE TRACK	DS-Q	L. 6.00Am	L. 7.15Am	L. 7.40Am	L. 7.10Pm	L. 8.00Pm
• 6.15				9.00	10.00	82		1477	2.71	DOUBLE TRACK	FW	f 6.05	7.20	A 7.48Am	7.15	8.06
• 6.40				9.35	10.35	82	7	1481	9.10	DOUBLE TRACK	YA	f 6.20	7.39		7.29	8.20
• 6.55				9.55	11.00	82	17	1486	12.37	DOUBLE TRACK		f 6.28	7.47		7.36	8.28
• 7.27				10.15	11.25	82	57	1493	17.75	DOUBLE TRACK		f 6.37	7.55		7.44	8.37
• 7.47				10.30	11.40	82	46	1496	21.87	DOUBLE TRACK		f 6.45	8.01		7.50	8.43
• 8.10				10.50	12.01Pm	82	38	1500	26.11	DOUBLE TRACK	WII	f 6.55	8.10		8.00	8.51
• 9.20				11.10	12.30Am	82	35	1508	31.00	DOUBLE TRACK		f 7.05	8.15		8.09	9.03
• 9.35				11.30	1.20	82	8	1512	37.77	DOUBLE TRACK		f 7.15	8.25		8.15	9.09
• 10.05				11.45	1.40	82	56	1517	43.25	DOUBLE TRACK	BM	f 7.24	8.33		8.23	9.17
• 12.10Pm				12.10Am	2.05	ES1 W73	109	1524	50.67	DOUBLE TRACK	HR	f 7.37	8.46		8.35	9.30
• 12.40				12.25	2.25	ES2	53	1531	57.38	DOUBLE TRACK		f 7.47	8.55		8.44	9.40
• 1.00				12.35	2.40		57	1535	61.11	DOUBLE TRACK		f 7.54	9.02		8.50	9.46
• 1.25				12.45	2.51	81	40	1539	65.60	DOUBLE TRACK	PA	f 8.03	9.09		8.58	9.52
• 1.40				1.00	3.10	111	19	1544	71.19	DOUBLE TRACK		f 8.11	9.16		9.06	10.00
• 2.20				1.15	3.25	81	121	1550	76.03	DOUBLE TRACK	OD	f 8.21	9.25		9.13	10.11
• 2.40				1.30	3.40	82	16	1555	80.61	DOUBLE TRACK		f 8.28	9.32		9.19	10.18
• 3.05				1.45	3.55	82	28	1559	84.94	DOUBLE TRACK		f 8.36	9.38		9.25	10.24
• 3.40				2.05	4.25	82	39	1560	92.11	DOUBLE TRACK	KR	f 8.48	9.46		9.35	10.36
L. 7.00Am	A 4.00Pm			2.40	5.00	215	188	1573	99.06	DOUBLE TRACK	Z	f 9.00	9.56		9.45	10.50
• 7.35				3.05	5.35	82	22	1580	106.92	DOUBLE TRACK		f 9.12	10.07		9.56	11.01
• 8.10				3.25	5.55	81	154	1588	112.23	DOUBLE TRACK	AD	f 9.22	10.16		10.08	11.11
• 8.35				3.40	6.10	82	15	1591	116.84	DOUBLE TRACK	AP	f 9.31	10.22		10.15	11.20
• 9.21				4.00	6.35	82	68	1596	122.24	DOUBLE TRACK	FR	f 9.43	10.30		10.23	11.30
• 9.52				4.24	6.55	82	8	1601	127.38	DOUBLE TRACK		f 9.52	10.37		10.31	11.38
• 10.15				4.45	7.20	82	16	1606	132.15	DOUBLE TRACK		f 10.01	10.44		10.39	11.46
• 10.52				5.15	7.45	109	102	1612	138.59	DOUBLE TRACK	QN	f 10.13	10.52		10.49	11.56
• 11.20				5.40	8.00	85	4	1617	143.72	DOUBLE TRACK		f 10.21	11.01		10.57	12.05Am
• 11.45				6.05	8.20	ES2 W82	12	1623	149.32	DOUBLE TRACK	DI	f 10.32	11.12		11.07	12.17
• 12.15Pm				6.20	8.35	82	5	1628	154.60	DOUBLE TRACK		f 10.42	11.21		11.16	12.27
• 12.35				L 10.35Am	6.35	82	62	1632	158.61	DOUBLE TRACK	CM	f 10.53	11.28			
• 1.00				• 10.48	6.50	83	13	1637	163.21	DOUBLE TRACK		f 11.03	11.39		11.51	
• 1.30				• 11.00	7.05	83	25	1641	167.61	DOUBLE TRACK	WD	f 11.21	11.56		11.54	12.56
A 2.00Pm	L. 6.45Am			11.08	A 7.15Am	A 9.45Pm	Yard	1155	1645	172.35	WC	A 11.30Am	A 11.59Am		A 11.55Pm	A 1.05Am
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		45	27	3
7.00	9.55	10.15		10.30	11.55							6.30	11.41	11.45	11.55	12.05
10.75	10.00	10.43		16.32	14.38							31.63	36.76	36.63	34.22	
Time Over Subdivision Average Speed Per Hour																

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

Special Rules.

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

No. 27 is superior to all other trains.

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

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

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

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

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

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

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

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

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

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

First class trains will not register at Appleyard.

Maximum speed for passenger trains:

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

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

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

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

NOTE—See additional speed restrictions Page 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 1,500 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, 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.

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

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

(Special Rules Continued on Page 5.)

SECOND SUBDIVISION—SPOKANE TO WENATCHEE.

EASTWARD. 5

FIRST CLASS					Time Table No. 11 Effective May 10, 1925.	STATIONS	Distance from Wenatchee	SIGNS	SECOND CLASS				THIRD CLASS			
4	40	28	46	2					448	450	382	402	69	694	692	
Passenger	Passenger	Fast Mail	Passenger	Passenger					Freight	Freight	Mixed	Freight	Local F.	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 8:50Am	A 1:30Am	A 8:55Am	A 6:30Am	A 8:00Am	DOUBLE TRACK	SPOKANE	174.52	R DNPWOK I	A 3:00Am	A 11:15Am		A 4:15Am			A 2:30Am	
8:45	1:25	8:50	6:23Am	7:53		FORT WRIGHT	171.78	DNP	2:50	11:05		4:00			2:15	
8:34	1:13	8:39		7:39		HIGHLAND	165.42	P	2:30	10:45		3:30			1:50	
8:28	1:07	8:33		7:34		LYONS	162.15	D PW	2:15	10:30		3:10			1:35	
8:18	12:58	8:26		7:27		GALENA	156.77	P	2:00	10:15		2:45			1:15	
8:10	12:51	8:20		7:21		ESPANOLA	152.65	PW	1:45	10:00		2:15			12:51	
8:00	12:40	8:10		7:13		WAUKON	146.19	P	1:25	9:30		1:55			12:01Am	
7:45	12:30	8:00		7:05		EDWALL	140.46	DNPW	1:05	9:03		1:30			11:30	
7:37	12:18	7:52		6:59		CANBY	136.75	P	12:45	8:15		1:05			11:05	
7:29	12:10Am	7:44		6:51		BLUESTEM	131.27	DNP	12:30Am	7:45		12:50			10:45	
7:15	11:55	7:32		6:38		HARRINGTON	123.85	DNPW	11:55	7:15		12:15Am			10:10	
6:59	11:40	7:20		6:23	DOUBLE TRACK	MOHLER	117.11	P	11:10	6:35		11:45			8:35	
6:53	11:32	7:13		6:17		DOWNS	113.41	P	10:50	6:15		11:30			8:20	
6:46	11:25	7:05		6:09		LAMONA	108.92	DNPW	10:35	5:55		11:10			8:03	
6:37	11:13	6:56		5:58		NEMO	103.33	P	10:15	5:35		10:41			7:45	
6:29	11:04	6:47		5:51		ODESSA	98.49	DNP	9:55	5:15		10:11			7:20	
6:19	11:02	6:39		5:44		SEWARD	93.91	P	9:32	5:00		9:45			6:55	
6:13	11:04	6:32		5:37		IRBY	89.58	PW	9:10	4:45		9:25			6:32	
6:02	10:33	6:21		5:26		MARLIN	82.08	D P	8:48	4:25		8:45			6:00	
5:50	10:19	6:12		5:14		WILSON CREEK	75.46	DNPW CY	8:10	4:00		8:20		A 12:01Am	5:30Am	
5:35	11:07	6:02		5:01		STRATFORD	67.60	P	7:35	3:25		7:55			11:35	
5:27	9:42	5:54		4:51		ADRIAN	62.29	DNP K Y	7:20	3:10		7:40			11:10	
5:16	9:31	5:46		4:41		SOAP LAKE	57.68	D P	7:05	2:50		7:25			10:50	
5:05	9:21	5:39		4:34		EPHRATA	52.28	DNPW	6:50	2:35		7:15			10:30	
4:55	9:09	5:30		4:24		NAVY	47.14	P	6:35	2:15		6:55			9:52	
4:47	8:59	5:23		4:16		WINCHESTER	42.07	P	6:20	1:50		6:30			9:10	
4:35	8:49	5:15		4:09		QUINCY	35.93	DNPW	6:05	1:30		6:10			8:49	
4:24	8:36	5:03		3:57		CRATER	30.80	P	5:40	1:05		5:50			8:10	
4:12	8:23	4:50		3:45		TRINIDAD	25.20	DNPW	4:50	12:40		5:25			7:50	
4:02	8:09	4:40		3:35		VULCAN	19.92	P	4:20	12:15Am		5:00			7:30	
3:50	8:00	4:33		3:23		COLUMBIA RIVER	16.88	R DNPW C	4:03	11:08	A 4:30Am	4:15			7:10	
3:43	7:49	4:27		3:16		ROCK ISLAND	11.31	PW	3:35	11:39	4:25	4:25			6:50	
3:32	7:39	4:17		3:05		MALAGA	6.91	P	3:20	11:13 30 11:00 381	4:10	3:55			6:15	
3:24	7:31	4:09		2:59		APPLEYARD	2.17	R DNPWOC T	3:00Am	10:30Am	3:54	3:30Am	A 1:15Am	L 5:45Am		
L 3:20Am	L 7:25Am	L 4:05Am		L 2:55Am		WENATCHEE	0.0	R DNPW			L 3:50Am		L 1:00Am			
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	2	Time Over Subdivision Average Speed Per Hour					448	450	382	402	698	694	692
5.30 31.63	6.05 28.60	4.50 30.11	10 16.38	5.05 34.23						12.00 14.28	12.45 13.44	.45 21.00	12.45 13.44	.15 10.43	6.16 11.71	9.00 10.97

Special Rules—Continued.

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

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

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

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

Home signal for westward trains located 55 feet east of main line switch leading to S. P. & S. Ry. and has three arms. Top arm at 90 degrees up is for main line, second arm at 90 degrees up is for S. P. & S. Ry. and third arm is for passing track.

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

Home signal on S. P. & S. Ry. located 580 feet from east main line switch and has two arms. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derail 55 feet ahead of same.

Derailed on passing track located 400 feet from frog and is governed by dwarf signal 55 feet from derail.

Eastward Distant Signal on G. N. Ry. is located 3700 feet west of Eastward Home Signal.

S. P. & S. Distant Signal is located at west end of tunnel. Double track switch located 20 feet East of Bridge 274 and derail located on Westward main line 600 feet East of the double track switch, are electrically operated from Fort Wright tower, and semaphore signals govern train movements over switches and derails.

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

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

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

Auxiliary Telephone Booth located at Trinidad Water Tank.

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

YARD LIMIT BOARDS.

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

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

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

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

DERAIL SWITCHES.

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

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

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

[illegible]

Special Rules Third Subdivision.

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

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

NOTE. See additional speed restrictions Page 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 1, just west of Jet, at Bonners Ferry using at least 2 minutes 10 seconds crossing.

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

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

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

SECOND CLASS		Capacity of Side Tracks		Station Numbers		Distance from Mansfield		Time Table No. 11		Distance from Columbia River		SIGNALS		SECOND CLASS	
381								Effective May 10, 1925.						382	
Mixed		Passing Tracks		Other Tracks				STATIONS						Mixed	
Daily Except Sunday														Daily Except Sunday	
L 7:00Am	50	55	CR60	0.0	MANSFIELD		60.30	R D PWC Y	A 9:05Pm						
f 7:15		55	CR55	5.40	5 40 TOUHEY		54.90	P	f 8:45						
* 7:35		58	CR49	11.38	5 98 WITHROW		49.01	P	* 8:25						
f 7:51		55	CR44	16.94	5 56 SUPPLEE		43.45	P	f 7:55						
* 8:31		48	CR36	23.93	5 90 DOUGLAS		36.45	D P	* 7:30						
* 8:45		48	CR31	29.30	5 27 ALSTOWN		31.15	PW	* 6:35						
f 9:20		27	CR21	30.04	9 84 McCUE		21.35	P	f 6:56						
* 9:45		40	CR16	44.62	5 58 PALISADES		15.77	PW	* 6:35						
f 10:00		35	CR11	49.74	5 12 APPLEDALE		10.65	P	f 6:15						
f 10:15		28	CR5	55.00	5 26 MOSES COULEE		5.39		f 6:00						
A 10:30Am				1632	60.39	5 39 COLUMBIA RIVER		0.0	R DNP	L 4:45Pm					
Daily Except Sunday										Daily Except Sunday					
381										382					
3 30 17 25						Time Over Subdivision Average Speed Per Hour				4 30 14 0					

Special Rules Fourth Subdivision.

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

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

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

LOCATION AND LENGTH OF TUNNELS.

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

WESTWARD.

FIFTH SUBDIVISION—WENATCHEE TO OROVILLE.

EASTWARD. 7

THIRD CLASS		FIRST CLASS		253		Capacity of Side Tracks		STATIONS		FIRST CLASS		THIRD CLASS	
707	697			253		Passenger	Other	STATIONS		254		698	708
Local Freight	Local Freight			Passenger		Passenger	Other			Passenger		Local Freight	Local Freight
Tue., Thur. and Sat.	Mon., Wed. and Fri.			Daily Ex Sunday						Daily Ex Sunday		Tue., Thur. and Sat.	Mon., Wed. and Fri.
	7:00Am			3:40Am				1648 0.0	WENATCHEE	137.25	R DNPWC T	11:40Am	1:00Pm
	7:30			3:49	0	65	WO3	3.49	OLDS	133.76		11:27	12:40
	8:00			3:58	0	37	WO8	7.97	ZENA	129.28		11:17	12:15Pm
	8:30			4:09	0	40	WO14	13.60	WAGNERSBURG	123.65		11:06	11:40
	9:20			4:23	79	92	WO19	18.90	ENTIAT	118.35	D PW	10:55	11:05
	9:55			4:37	0	49	WO26	26.01	WINEBAP	111.24		10:38	10:38
	10:25			4:49	0	47	WO32	31.93	STAYMAN	105.32		10:25	10:05
	11:00			5:00	0	41		37.80	CHELAN FALLS	99.39		10:13	9:35
	11:30			5:09	65	81	WO39	38.94	CHELAN	98.31	D PW	10:10	9:15
	11:55			5:20	0	42	WO44	44.08	HUGO	93.20		9:54	8:15
	12:20Pm			5:31	0	42	WO50	49.78	WELLS	87.47		9:42	7:45
	12:40			5:39	0	40	WO53	53.44	STARR	83.81		9:32	7:25
	7:00Am	1:00Pm		5:55	75	62	WO59	58.91	PATEROS	78.34	D PWC T	9:20	7:00Am
	7:35			6:10	60	65	WO65	64.99	BREWSTER	72.20	D P	9:02	3:30
	8:00			6:25	0	41	WO72	71.60	MONSB	65.59		8:46	2:00
	8:35			6:35	0	40	WO78	76.39	WAKEFIELD	60.86	W	8:35	1:30
	9:20			6:48	0	42	WO83	82.64	MALOTT	54.61	MA	8:21	1:10
	9:45			6:57	0	41	WO87	86.57	CHILLOWIST	50.68		8:11	12:45
	10:30			7:13	60	100	WO92	91.51	OKANOGAN	45.74	D PW	8:01	12:15Pm
	11:30			7:28	78	77	WO96	95.71	OMAK	41.64	D P	7:46	11:40
	11:50			7:38	0	42	WO100	100.50	CHEROKEE	36.69		7:32	10:40
	12:25Pm			7:50	0	42	WO105	104.74	RIVERSIDE	32.51	D PW	7:23	10:15
	12:50			8:01	0	40	WO110	110.02	BARKER	27.23		7:12	9:45
	1:15			8:11	0	42	WO115	115.45	JANIS	21.80		7:02	9:20
	1:45			8:25	0	43	WO120	120.28	TONASKET	16.97	D PW	6:53	8:40
	2:05			8:37	0	41	WO126	126.22	ELLISFORD	11.93		6:44	8:00
	2:30			8:48	0	42	WO132	132.09	CORDILL	8.75		6:34	7:35
				9:00	0			136.87	OROVILLE JCT	0.00	R P Y	6:18	7:05

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

THIRD CLASS		FIRST CLASS		253		Capacity of Side Tracks		STATIONS		FIRST CLASS		THIRD CLASS	
707	697			253		Passenger	Other	STATIONS		254		698	708
Local Freight	Local Freight			Passenger		Passenger	Other			Passenger		Local Freight	Local Freight
Tue., Thur. and Sat.	Mon., Wed. and Fri.			Daily Ex Sunday						Daily Ex Sunday		Tue., Thur. and Sat.	Mon., Wed. and Fri.
	3:00Pm			9:10Pm				137.25	OROVILLE	0.00	R D WC	6:16Am	7:00Am
	8:00			9:30								6:00	8:00
	9:29			9:52								9:42	9:19

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.

Normal position switch at Oroville Jct. is for Eighth Sub-Division.
 Normal position junction switch at first crossover just west of Lee House, Wenatchee is for main line.
 Before entering main line at Wenatchee a flagman must be sent out to protect against main line trains.
 All trains reduce speed to ten (10) miles per hour crossing draw bridge over Okanogan River between Wakefield and Malott.

YARD LIMIT BOARDS.

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

Location and Length of Tunnels.

Tunnel No.	Location of West Portal	Length in feet
8-1	2112' west of M. P. S. 12 miles west of center of industry track Zena	434'
15-7	2692' west of M. P. 15 miles west of center of industry track Wagnersburg	769'
35-3	1584' west of M. P. 35 miles west of center of industry track Stayman	307'

8 NORTHWARD.

SIXTH SUBDIVISION—DEAN TO MARCUS.

SOUTHWARD.

THIRD CLASS 702	FIRST CLASS		Car Capacity of Rulings		Station Numbers	Distance from Spokane	Time Table No. 11 Effective May 10, 1925.		Telegraph Calls	Distance from Marcus	SIGNS	FIRST CLASS		THIRD CLASS
		256	Passing Tracks	Other Tracks				STATIONS				255		701
Local Freight		Passenger										Passenger		Local Freight
Daily Ex. Sunday		Daily Ex. Sunday										Daily Ex. Sunday		Daily Ex. Sunday
L. 5.40Am		L. 9.00Am	45	49	1400	13.89	DEAN	BF	87.12	R DN W	A	5.20Pm		A 2.55Pm
• 6.00		• 9.09	46	18	8A 4	17.66	WAYSIDE		83.35			• 6.05		• 2.36
• 6.20		• 9.15	0	12	8A 6	20.21	DART		80.80			• 4.59		• 2.25
• 6.35		• 9.21	0	17	8A 9	23.78	DENISON		78.23			• 4.52		• 2.15
• 7.50		• 9.32	57	43	8A 13	26.37	DEER PARK	DE	74.01	D W		• 4.49		• 2.00
• 8.20		• 9.40	0	37	8A 17	30.78	CORIN HAMMON		70.26			• 4.31		• 1.40
• 8.50		• 9.44	0	30	8A 14	31.61	CLAYTON	CK	69.57	D		• 4.28		• 1.35
256 • 10.04		702 • 10.04	45	25	8A 25	38.44	LOON LAKE	AK	62.57	D		• 4.12		• 1.10
• 10.55		• 10.24	42	25	8A 33	46.55	SPRINGDALE	BY	54.46	D W		• 3.46		• 12.10Pm
• 11.08		• 10.26	0	12	8A 34	47.82	CLINE		53.19			3.37		• 11.50
701 • 11.30		• 10.36	0	35	8A 38	51.25	GRAYS		49.76			• 3.26		702 • 11.30
• 11.56		701 • 10.55	42	57	8A 43	56.49	VALLEY	VY	41.52	D CY		• 3.09		256 • 10.55
• 12.45Pm		• 11.10	32	23	8A 50	61.06	CHEWELAH	CH	36.95	D		• 2.54		• 9.30
• 1.20		• 11.34	0	19	8A 59	73.27	ADDY	AD	27.71	D W		• 2.34		• 8.10
• 1.45		• 11.49	45	10	8A 67	80.66	ARDEN		20.35			• 2.19		• 7.10
255 • 2.13		• 11.57	0	24	8A 71	83.36	ORIN		17.65			702 • 2.13		• 6.50
• 2.45		• 12.10Pm	0	46	8A 73	87.16	COLVILLE	VD	13.85	D W		• 2.05		• 6.30
• 3.00		• 12.16	0	15	8A 77	90.21	PALMERS		10.80			• 1.52		• 6.00
• 3.30		• 12.35	40	30	8A 82	95.71	MEYER'S FALLS	MF	5.30	D		• 1.40		• 5.40
A 4.10Pm		A 12.50Pm	52	244	8A 87	101.01	MARCUS	MB	0.00	R DN WC Y	L	1.15Pm		L 5.05Am
Daily Ex. Sunday		Daily Ex. Sunday										Daily Ex. Sunday		Daily Ex. Sunday
702		256										255		701
10.30 8.39		3.50 22.72										4.05 21.33		9.50 8.56
Time Over Subdivision Average Speed Per Hour														

Special Rules.

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

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

NOTE.—See additional speed restrictions Page 13.

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

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 1 mile south of Marcus.

Water at Kulzers spur, 1.8 miles south of Valley.

E-8 and E-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 Brick Spur switch.

Marcus—0.6 miles south of the south switch.

DERAIL SWITCHES.

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

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

NORTHWARD.

SEVENTH SUBDIVISION—MARCUS TO NEL

SOUTHWARD.

9

THIRD CLASS		FIRST CLASS	Car Capacity of Siding		Station Numbers	Distance from Marcus	Time Table No. 11		Telegraph Code	Use from	SIGNS	FIRST CLASS	THIRD CLASS	
704	260	Passenger	Passing Tracks	Other Tracks			Effective May 10, 1911					259	703	
Local Freight	Passenger	Daily Ex. Sunday					STATIONS					Passenger	Local Freight	
Mon., Wed. and Fri.	Daily Ex. Sunday											Daily Ex. Sunday	Tue., Thur. and Sat.	
	L 1.25pm	42	244	8A 87	0.00		MARCUS	MS			DNWC Y	A 12.25pm		
	1.48	34	19	8A 96	8.78		BOSSBURG					11.59		
	2.13	0	8	8A 107	20.25		MARBLE					11.34		
	2.27	0	7	8A 112	23.64		ONION CREEK		75			11.25		
	2.45	66	79	8A 116	28.53		NORTHPORT	MP	70.51		PO Y	11.15	A 12.10pm	
	9.40	0	21	8A 118	30.50		HANLEYS		68.45			10.55	11.30	
	10.05	0	29	8A 128	37.33		BOUNDARY, U. S.		61.71			10.33	11.00	
	10.27	0	16	8A 127	39.41		WANETA, B. C.	BR	59.60		D	10.27	10.50	
	10.50	0	9	8A 130	43.27		COLUMBIA GARDENS		55.77			10.15	10.15	
	11.36	0	18	8A 136	48.59		FRUITVALE		50.45		W	10.02	9.47	
	12.08pm	0	25	8A 146	58.27		MEADOWS		40.77			9.45	9.22	
	12.20	0	12	8A 148	61.14		ERIE		37.90			9.38	9.10	
	12.40	0	57	8A 152	63.86		SALMO	80	35.18		D	9.31	8.55	
	12.55	0	37		67.15		BOULDER MILL		31.89			9.22	8.42	
	1.20	0	15	8A 159	71.51		YMIR	MY	27.53		D W	9.11	8.26	
	2.05	0	18	8A 166	78.63		HALL		20.41			8.51	8.00	
	2.30	0	17	8A 169	81.96		APEX		17.08			8.41	7.45	
	3.05	0	29	8A 176	88.75		MOUNTAIN		10.29		W	8.09	7.00	
	3.30	0	0	8A 181	93.56		TROUP JUNCTION		5.48		R YK	7.47	6.30	

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

A 4.00pm		A 6.30pm		BA 180	00.01	5.18	NELSON	BC	0.00	R DNWCTO K	L 7.25am		L 6.00am	
Mon., Wed. and Fri.		Daily Ex. Sunday									Daily Ex. Sunday		Tue., Thur. and Sat.	
704		260									259		703	
4.30 (1.00)											7.40		6.40	

Special Rules

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

Maximum speed for passenger trains between Marcus and Troup Jct. thirty (30) miles per hour.

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

NOTE.—See additional speed restrictions Page 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 over Pend Oreille River Bridge at Waneta (using at least 40 seconds) and between industry track switches at Salmo.

G-2 and G-3 class engines are heaviest permitted between Marcus and Northport. F-1 class engines heaviest permitted between Northport and Nelson.

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

All trains stop on flag at Baths Spur 2 miles north of Columbia Gardens. Northward trains will stop and make service test of air brakes at Apex before descending Nelson Hill.

Trains must come to a full stop before reaching Troup Junction switch and must know that track is clear before using Canadian Pacific Main Track.

Trains will not leave Northport and Waneta until conductor has reported to and received clearance from Customs Officer.

Water four miles south of Marble.

YARD LIMIT BOARDS PLACED.

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

DERAIL SWITCHES.

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

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

SOUTHWARD.

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 Myncester	350
6	1.3 miles south of Oroville	448

NINTH SUBDIVISION—CURLEW TO REPUBLIC.

SECOND CLASS				Car Capacity of Bldgs		Station Numbers	Distance from Curlew	Time Table No. 11		Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS			
			390	Passing Tracks	Other Tracks			Effective May 10, 1925						389		
			Mixed					STATIONS					Mixed			
			Daily Except Sunday										Daily Except Sunday			
			L 6:00pm	54	0	8D 52	0 00	CURLEW	W	21.20	R D W Y	A 8:05am				
			f 6:15	35	0	8D 58	6.07	6.07 MALO		15.13		f 7:42				
			f 6:35	0	16	8D 65	12.62	6.55 POLLARD		8.58	W	f 7:25				
			f 6:55	0	5	8D 68	16.30	3.08 TORBOY		4.90		f 7:15				
			A 7:20pm	51	40	8D 73	21.20	4.00 REPUBLIC	Z	0.00	R D W C Y	L 7:00am				
			Daily Except Sunday									Daily Except Sunday				
			390									389				
			1 20 15 00					Time Over Subdivision Average Speed Per Hour				1 05 19 50				

Special Rules—Ninth Subdivision.

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

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

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

G-3 class engines heaviest permitted on this Subdivision.

NOTE.—See additional speed restrictions Page 13.

All trains stop on flag at Karamin.

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

DERAIL SWITCHES:

Karamin Mill Spur, South end.

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

NORTHWARD.

TENTH SUBDIVISION—OROVILLE TO PRINCETON.

SECOND CLASS				Capacity of Rile Tracks		Station Numbers	Distance from Oroville	Time Table No. 11		Telegraph Calls	Distance from Princeton	SIGNS	SECOND CLASS			
			396	Paving Tracks	Other Tracks			Effective May 10, 1925					397			
			Mixed					STATIONS					Mixed			
			Mon., Wed. and Friday.										Mon., Wed. and Friday.			
			L 7.00am	62	256	80 71	0 00	OROVILLE	VR	79.65	R D W C Y	A 6.20pm				
			* 7.35	0	17	80 83	11.54	NIGHTHAWK	NK	08.31	D W	* 6.42				
			* 8.25	0	40	80 93	21.24	CHOPAKA, WASH.		58.41	W	* 6.06				
			* 8.50	0	24	80 103	30.31	SIMILKAMBEEN, B. C.		48.84		* 4.21				
			f 9.00	0	12		34.16	CAWSTON		45.40		f 4.05				
			* 9.20	42	87	80 110	28.05	KEREMEOS	K	41.59	D W	* 3.51				
			f 9.45	0	11	80 117	45.02	ASHNOLA		34.63		f 3.21				
			f 10.05	0	8	80 123	51.32	BRADSHAW		28.33	W	f 3.01				
			* 10.20	22	13	80 128	55.74	HEDLEY	HD	23.91	D	* 2.46				
			f 10.35	0	0	80 132	60.31	CORY		19.34		f 2.21				
			f 10.55	22	0	80 140	67.50	BROCKLEY		11.55	W	f 2.05				
			* 11.10	0	11	80 144	72.46	NORMAN		7.19		f 1.52				
			f 11.20	10	10	80 149	77.20	ALLISON		2.45		f 1.37				
			11.33				79.40	K. V. JCT.		0.25		1.32				

Special Rules—Tenth Subdivision.

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

NOTE.—See additional speed restrictions Page 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:

Orville—0.2 miles north of north switch.

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

Location and Length of Tunnels.

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

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

		A 11.36am	48	31	SU 182	79.65	PRINCETON.....	OD	0.00	R D W Y K	L 1.30pm			
		Mon., Wed. and Friday.												
		396												
		4.35 17.39												
							Time Over Subdivision Average Speed Per Hour					Mon., Wed. and Friday		
												397		
												4.30 18.49		

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.	1.3 miles West Yakt.	East end	3 cars.	Sand Spur.	2.1 miles North of Marcus.	South end	3 cars.
Bonner's Ferry Lbr. Co.	1.2 miles East Bonners Ferry	West end	125 cars.	Powell Spur.	4.7 miles North of Marcus.	South end	11 cars.
Whites Spur.	2.0 miles West Bonners Ferry	West end	13 cars.	Evans Spur.	5.4 miles North of Marcus.	South end	20 cars.
McArthurs.	3.3 miles East Elmira.	West end	30 cars.	Hendrix Cut.	8 miles North of Bossburg.	North end	2 cars.
Samuels.	3.0 miles East Colburn.	East end	8 cars.	Lane & Bronson's.	6.6 miles North of Bossburg.	South end	3 cars.
Caribou.	2.1 miles East Colburn.	West end	12 cars.	Kanes.	1.1 miles South of Northport.	South end	7 cars.
McGoldricks Spur.	0.4 mile West Bronx.	West end	5 cars.	Harpers Spur.	4.4 miles South of Northport.	North end	15 cars.
Humbird Lbr. Co.	3.8 miles East Sand Point.	East end	5 cars.	Hudson's.	2.6 miles South of Northport.	Siding	25 cars.
Sand Point Lbr. & Pole Co.	2.0 miles East Wrencoo.	East end	23 cars.	Stroh Spur.	3.3 miles North of Hanley's.	South end	3 cars.
Albany Falls Spur.	2.7 miles East Newport.	East end	20 cars.	Rosa.	1.8 miles North of Fruitvale.	Siding	10 cars.
Graham Lbr. Co.	1.5 miles West Scotia.	West end	9 cars.	Munroe Bros. Spur.	6.4 miles North of Fruitvale.	South end	8 cars.
Arctic Ice Spur.	0.9 mile East Camden.	West end	8 cars.	Bath's Spur.	2.2 miles North of Columbia Gardens.	South end	4 cars.
Spokane Lbr. Co.	1.3 miles East Milan.	East end	25 cars.	Benton.	2.0 miles South of Meadows.	South end	4 cars.
Washington Lbr. Co.	1.2 miles East Milan.	East end	11 cars.	Erie Lbr. Co.	0.1 mile North of Erie.	South end	4 cars.
Davies Spur.	1.9 miles East Mead.	East end	36 cars.	Archibald Siding.	1.0 miles South of Erie.	Siding	12 cars.
SECOND SUB-DIVISION:				McCasin Shingle Co.	0.3 mile North of Boulder Mill.	South end	3 cars.
Stratford Spur.	1.3 miles West of Stratford.	East end	12 cars.	Haskins.	1.0 miles South of Ymir.	Siding	12 cars.
Sand Spur.	1.6 miles West of Trinidad.	West end	20 cars.	Quarry Spur.	1.3 miles South of Ymir.	North end	3 cars.
Clappa Spur.	1.9 miles West of Trinidad.	East end	8 cars.	Tappan.	2.3 miles North of Fair.	North end	3 cars.
Gravel Spur.	2.0 miles West of Trinidad.	West end	71 cars.	Porto Rico.	3.6 miles North of Ymir.	Siding	5 cars.
Ohio Colony.	1.2 miles West of Rock Island.	East end	10 cars.	Mankins.	2.4 miles South of Hall.	South end	3 cars.
State Highway Spur.	1.4 miles East Rock Island.	East end	6 cars.	Hawkins.	0.5 mile South of Hall.	South end	3 cars.
Landreth Spur.	4.4 miles East Wenatchee.	West end	12 cars.	Hall Cedar Co.	0.3 mile South of Hall.	North end	4 cars.
THIRD SUB-DIVISION:				Stutsman.	1.3 miles South of Apex.	South end	1 car.
Whites Spur.	0.5 mile West Ritz.	West end	Private.	Huddleston.	1.5 miles North of Apex.	South end	2 cars.
Beardsmore Spur.	3.2 miles East Ritz.	West end	Private.	EIGHTH SUB-DIVISION:			
Rock Creek Spur.	4.1 miles East Copeland.	West end	Private.	Holston Spur.	1.8 miles North of Marcus.	South end	3 cars.
Watson Spur.	3.9 miles West of Ritz.	East end	2 cars.	Hedlund Lbr. Co.	2.1 miles North of Marcus.	South end	Private.
Whites Siding.	2.8 miles East Copeland.	Siding	14 cars.	Napoleon Spur.	0.7 mile North of Boyds.	South end	Private.
Whites Camp.	2.6 miles East Copeland.	West end	Private.	Log Spur.	2.2 miles North of Barstow.	South end	7 cars.
Seelover Spur.	1.5 miles East Copeland.	West end	Private.	Boulder Lbr. Co.	1.0 miles South of Dulwich.	South end	1 car.
Delbaum.	0.6 mile West Copeland.	East end	4 cars.	Rock Cut.	0.9 mile South of Hughes.	North end	4 cars.
Brown & Scherer Spur.	3.2 miles East Port Hill.	East end	4 cars.	Bradley's Spur.	1.9 miles South of Grand Forks Jet.	South end	2 cars.
Harper's Spur.	4.3 miles East of Port Hill.	East end	10 cars.	Laurier Mine Spur.	0.7 mile South of Laurier.	South end	4 cars.
Kingston & Thompson's Spur.	4.2 miles East of Port Hill.	East end	3 cars.	Helphreys Spur.	2.8 miles North of Curlew.	South end	2 cars.
Bonners Ferry Lbr. Co.	2.7 miles West of Copeland.	East end	16 cars.	McArthur's Spur.	6.2 miles North of Midway.	South end	2 cars.
FIFTH SUB-DIVISION:				Chesaw Spur.	0.1 mile South of Mynester.	North end	60 cars.
Peterson Spur.	2.0 miles west of Elliaford.	East end	1 car.	Dumonts Spur.	3.9 miles South of Bridesville.	South end	4 cars.
SIXTH SUB-DIVISION:				Porters.	5.0 miles North of Molson.	North end	Private.
Deer Park Lbr. Co. Spur.	0.7 mile North of Deer Park.	South end	Private Spur.	NINTH SUB-DIVISION:			
Olsons Spur.	2.6 miles North of Deer Park.	South end	8 cars.	Hookers Spur.	2.0 miles North of Curlew.	South end	16 cars.
Pine Spur.	2.2 miles North of Clayton.	South end	12 cars.	Karamin.	3.3 miles North of Malo.	North end	8 cars.
Loon Lake Mill Spur.	1.4 miles South of Loon Lake.	South end	20 cars.	California Spur.	2.2 miles South of Republic.	North end	6 cars.
Holland-Horr Spur.	4.7 miles North of Loon Lake.	South end	2 cars.	TENTH SUB-DIVISION:			
Kulzers Spur.	1.7 miles South of Valley.	North end	6 cars.	Stewart-Alvert Spur.	1.4 miles North of Oroville.	South end	7 cars.
Gess Spur.	2.8 miles North of Valley.	South end	3 cars.	Benders Spur.	0.5 mile North of Nighthawk.	South end	5 cars.
Northwest Magnesite Spur.	1.5 miles South of Chewelah.	Siding	40 cars.	Ruby Mine Spur.	1.9 miles South of Chopaka.	North end	9 cars.
Chewelah Brick Co.	0.7 mile North of Chewelah.	South end	8 cars.	Princeton M. & Dev. Co.	2.1 miles North of Norman.	South end	2 cars.
Elkhorn Spur.	3.1 miles South of Addy.	South end	5 cars.				
Blue Creek Spur.	3.1 miles South of Addy.	South end	14 cars.				
Lasswells Spur.	3.2 miles North of Palmers.	South end	4 cars.				

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 Width.
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																				
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	WIDTH			9'0"	9'6"	10'0"	10'2"	10'6"	11'0"	11'6"				
								7'6"	8'0"	8'6"											
								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"	15'9"	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"	14'0"	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 Jet. 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. & 8 Ry.	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	17'0"	21'0"	11'0"		

*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 10'0".

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.	15 tons
Ore 75 ton.	20 tons
Oil Tank (system).	23 tons
(other).	20 tons
	15 tons
	23 tons
	17 tons

AVERAGE TOTAL WEIGHT OF DEAD
ENGINES AND TANKS

Class E-1 to E-7.	123 tons
Class E-8 to E-15.	172 tons
Class F.	153 tons
Class G.	139 tons
Class H.	192 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.	300 tons
Class Q-1.	254 tons
Engine Tanks (empty).	30 tons

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

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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 1-500-565 " D 5-450-476 " F 4-1094			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Troy to Hillyard	0.6	.....	.....	.....	.....	2500	2250	2000	1875	1700	1530	1360	1275	1350	1215	1080	1013	.....	.....	.....	.....
Hillyard to Troy	0.5	.....	.....	.....	.....	2500	2250	2000	1875	1700	1530	1360	1275	1350	1215	1080	1013	.....	.....	.....	.....
Hillyard to Galena	1.0	1800	1620	1440	1260	1,000	1,550	1,380	1,300	1,200	1,080	960	900	1,700	1,530	1,360	1,275	.....	.....	.....	.....
Galena to Appleyard	0.8	2700	2430	2160	1890	2500	2250	2000	1875	1500	1350	1200	1125	1200	1080	960	900	.....	.....	.....	.....
Appleyard to Hillyard	1.0	2500	2250	2000	1875	.....	.....	.....	.....	1200	1080	960	900	1200	1080	960	900	.....	.....	.....	.....
Columbia River to Withrow	2.0	.....	.....	.....	.....	.....	.....	.....	.....	1200	1080	960	900	1200	1080	960	900	.....	.....	.....	.....
Mansfield to Withrow	1.0	.....	.....	.....	.....	.....	.....	.....	.....	600	540	480	450	1200	1080	960	900	.....	.....	.....	.....
Wenatchee to Oroville	0.4	.....	.....	.....	.....	.....	.....	.....	.....	1200	1080	960	900	1000	900	800	750	.....	.....	.....	.....
Oroville to Wenatchee	0.3	.....	.....	.....	.....	.....	.....	.....	.....	2300	2070	1840	1725	1850	1665	1480	1387	.....	.....	.....	.....
Dean to Marcus	1.0	.....	.....	.....	.....	.....	.....	.....	.....	2700	2430	2160	2025	2300	2070	1840	1720	.....	.....	.....	.....
Valley to Dean	1.0	.....	.....	.....	.....	.....	.....	.....	.....	1200	1080	960	840	950	855	760	665	700	630	560	490
Meyers Falls to Valley	0.5	.....	.....	.....	.....	.....	.....	.....	.....	1200	1080	960	840	950	855	760	665	700	630	560	490
Marcus to Meyers Falls	2.0	.....	.....	.....	.....	.....	.....	.....	.....	1800	1620	1440	1260	1200	1080	960	840	1000	900	800	700
Marcus to Northport	1.0	.....	.....	.....	.....	.....	.....	.....	.....	625	563	500	438	500	450	400	350	360	324	288	252
Northport to Marcus	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	900	800	700	750	675	600	525
Northport to Apex	1.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	750	675	600	525
Troup Jet. to Apex	2.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	475	428	380	333
Salmo to Erie	1.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	275	248	220	193
Marcus to Midway	0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500	450	400	350
Midway to Molson	1.25	.....	.....	.....	.....	.....	.....	.....	.....	1700	1530	1360	1190	1300	1170	1040	910	1000	900	800	700
Oroville to Molson	2.5	.....	.....	.....	.....	.....	.....	.....	.....	950	855	760	685	750	675	600	525	650	585	520	455
Oroville to Princeton	0.8	.....	.....	.....	.....	.....	.....	.....	.....	500	450	400	350	425	383	340	298	275	248	220	193
Curlew to Republic	1.5	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	1200	1050	1100	990	880	770	800	729	640	560
														675	607	540	473	525	492	420	368

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

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

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

COMPANY SURGEONS.

Dr. H. B. Zimmerman, Chief Surgeon, Miller Clinic, Hamm Building, St. Paul.
Dr. John T. Rogers, Consulting Chief Surgeon, 4th Floor Hamm Building.
Dr. Wallace H. Cole, Consulting Chief Surgeon, 4th Floor Hamm Building.
Dr. Egil 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.....
Nelson..... H. F. Craig.
Republic..... W. O. Rose.
Chewelah..... Dr. Francis Hilton.
Spokane..... L. J. Storken.
Spokane..... J. G. Cunningham.
Harrington..... H. E. Wheeler.
Wenatchee..... L. F. Wagner.
Brewster..... A. E. Gearhardt.
Omak..... C. R. McKinley.
Grand Forks..... J. G. Lovell.
Oroville..... C. M. Kingston.
..... E. E. Efner.

TIME INSPECTORS.

Spokane (115 N. Wash. St.)..... T. J. Morris.
Hillyard..... L. R. Squibb.
Bonner's Ferry..... O. F. Page.
Nelson..... Putnam Bros.

Wenatchee.....
Oroville..... Howard Thomas.
Republic..... Wm. B. Misher.
Troy..... A. J. Joffe.
..... Hurlon Fuller.

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 sliding 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.

