



SPOKANE DIVISION

TIME TABLE No. 20.

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

SUNDAY, JUNE 17, 1928.

Superseding Time Table No. 19 and all Supplements.

FOR EMPLOYES ONLY.

J. M. DOYLE, Superintendent.

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

J. H. O'NEILL, General Manager.

2 WESTWARD.

FIRST SUBDIVISION - HILLYARD TO WENATCHEE.

THIRD CLASS			SECOND CLASS			Car Capacity		Time Table No. 20		FIRST CLASS						
693	691	697	381	449	451	Stages	Other Trains	Stations	Time	39	1	45	255	27	3	
Local Freight	Local Freight	Local Freight	Mixed	Freight	Freight				Effective June 17, 1928.	Motor	Passenger	Passenger	Passenger	Fast Mail	Passenger	
Mon., Wed. and Fri.	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Daily	Daily					Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	
L. 5:40am			L. 7:45pm	L. 9:00am	Yard	2319	1460	0.0	HILLYARD	Depot	L. 11:05am	I. 6:30am		L. 5:35pm	L. 6:37pm	I. 7:10pm
5:55			8:05	9:20				3.67	O.-W. R. & N. JCT.	Yard	11:16	6:40		5:45	6:45	7:20
* 6:00			8:40	9:30	Yard	686	1473	4.81	SPOKANE	DS-Q	* 11:20	* 6:45		* 5:50	* 6:50	* 7:25
* 6:15			8:50	10:00		78	27	1477	7.59	PW	* 11:45	* 7:00	L. 7:20am	* 5:50pm	* 7:10	* 7:45
* 6:40			9:20	10:35		78	6	1481	13.95		11:50	7:06			7:16	7:51
* 6:55			9:44	11:01		78	16	1486	17.21	YA	12:04pm	7:19			7:29	8:05
* 7:20			10:16	11:26		78	53	1493	22.57		12:10	7:27			7:37	8:13
* 7:45			10:30	11:40		76	43	1498	26.71		12:20	7:36			7:46	8:21
* 8:10			10:50	12:15pm		76	54	1502	33.17		12:30	7:45			7:52	8:27
* 9:20			11:10	12:55		76	33	1508	38.90	WH	12:43	7:53			8:02	8:36
* 9:35			11:25	1:20		77	7	1512	42.61		1:02	8:06			8:11	8:44
* 10:05			11:45	1:40		77	52	1517	48.10	BM	1:12	8:13			8:16	8:50
* 12:00pm			12:10am	2:05	SEN WTR	95	1824	55.51		HR	1:27	8:23			8:24	8:58
* 12:40			12:25	2:25		876	49	1531	62.23		1:39	8:31			8:35	9:10
* 1:00			12:35	2:40		0	53	1535	65.01	PA	1:46	8:36			8:45	9:19
* 1:25			12:45	2:51		75	37	1539	70.40		1:55	8:43			8:51	9:24
* 1:40			1:00	3:10		103	18	1544	75.08	OD	2:04	8:50			8:58	9:31
* 2:15			1:15	3:25		78	115	1550	80.83		2:15	8:56			9:06	9:39
* 2:40			1:30	3:40		76	15	1555	85.41		2:24	9:02			9:13	9:48
* 3:00			1:45	3:55		76	26	1558	89.73		2:33	9:08			9:19	9:55
* 3:30			2:05	4:25		76	36	1566	97.21	KR	2:48	9:18			9:26	10:02
L. 7:00am	A. 3:55pm		2:40	4:55		201	301	1573	103.83	Z	3:03	9:27			9:36	10:13
* 7:35			3:05	5:25		76	21	1580	111.68	AD	3:15	9:38			9:47	10:24
* 8:10			3:25	5:50		76	143	1585	117.00	AP	3:25	9:44			9:59	10:35
* 8:35			3:40	6:05		76	14	1591	121.60	FR	3:35	9:50			10:15	10:43
* 9:10			3:55	6:34		76	63	1596	127.00		3:45	9:56			10:23	11:01
* 9:40			4:20	6:55		76	7	1601	132.15		3:56	10:02			10:31	11:08
* 10:09			4:38	7:20		76	15	1606	137.22	QN	4:06	10:09			10:39	11:15
* 11:05			5:13	7:45		105	119	1612	143.36		4:18	10:17			10:49	11:25
* 11:35			5:40	8:00		79	4	1617	148.49	DI	4:28	10:24			10:57	11:33
* 12:20pm			6:05	8:20		11	1623	154.09		CM	4:40	10:36			11:07	11:44
* 12:35			6:20	8:35		76	4	1628	159.37		4:50	10:46			11:16	11:53
* 12:55			6:35	8:50		77	57	1632	163.41		4:58	10:53			11:23	12:01am
* 1:20			6:50	9:05		77	12	1637	167.98		5:12	11:01			11:34	12:10
* 1:40			7:05	9:25		77	24	1641	172.38	WD	5:20	11:10			11:44	12:18
A. 2:00pm			7:15am	9:45pm	Yard	1164	1645	177.11		WC	5:29	11:16			11:52	12:25
7:00	10:15		6:15pm		Yard	1192	1648	179.29			5:35pm	A. 11:20am		A. 11:55pm	A. 12:30am	
10:78	10:11		19:05								6:30	4:50		5:18	5:20	
			12:45								25:08	37:09	5	10:38	33:84	33:61
			13:90										33.00			

Special Rules.

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

No. 27 is superior to all other trains.

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

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

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

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

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

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

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

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

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

First class trains will register by card at Appleyard.

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

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

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

Lap Sidings located at Trinidad. All trains will take siding at the lap.

Auxiliary Telephone Booth located at Trinidad Water Tank.

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

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

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

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

Speed Restrictions

Maximum speed permitted within the city limits of Spokane twenty (20) miles per hour except between Division and Howard streets where only twelve (12) miles per hour permitted.

Maximum speed passenger trains: Fifty-five (55) miles per hour between Lyons and Crater and from one (1) mile east of Hook Island to Wenatchee.

Thirty-five (35) miles per hour between Fort Wright and Lyons and between Crater and Vulcan.

Forty-five (45) miles per hour between Vulcan and one (1) mile west of Columbia River.

Maximum speed P-1 engines eight (8) miles per hour over bridges 270 and 273 Spokane.

Maximum speed P-2 engines fifty (50) miles 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 siding, Crater	927
12	1131 feet west of M. P. 1636; 1.85 miles west of center of depot, Columbia River	221

NOTE—See additional speed restrictions Page 8.

(Special Rules Continued on Page 3.)

FIRST SUBDIVISION—HILLYARD TO WENATCHEE.

EASTWARD. 3

FIRST CLASS						Time Table No. 20 Effective June 17, 1928.	STATIONS	Distance from Wenatchee	SIGNS	SECOND CLASS				THIRD CLASS		
4	40	28	256	46 Spokane No. 2	2					448	450	382	402	698	694	692
Passenger Daily	Motor Daily Ex. Sunday	Fast Mail Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Dolls					Freight Daily	Freight Daily	Mixed Mon, Wed, and Fri	Freight Daily	Local Freight Tues, Thurs and Sat	Local Freight Mon, Wed, and Fri	Local Freight Tues, Thurs and Sat
A 10-40pm	A 3-15pm	A 9-30am	A 9-05am		A 9-00am	179.29	R@DNPWCTO I	A 3-35pm	A 11-50pm				A 3-00pm			
10-30	3-05	9-20	8-55		8-50	175.62	DNP IN	3-10	11-25				2-40			
10-25	3-00	9-15	8-50		8-45	174.45	R@DNPWOK	3-00	11-15				* 2-30			
* 10-10	* 1-15	* 8-55	8-50am		* 8-30	171.70	DNP Y I	2-50	11-05				* 2-20			
10-04	1-10	8-50			8-23	165.34	P	2-30	10-45				* 2-00			
9-50	12-55	8-39			8-09	162.08	D PW	2-15	10-30				* 1-50			
448 9-44	12-50	8-34			8-03	156.70	P	2-00	10-15				* 1-30			
9-36	12-40	8-27			7-55	152.58	PW	1-45	9-50				* 1-10			
9-30	12-30	8-21			7-45	148.12	P	1-25	9-20				10-12-30 * 1-10			
450 9-20	12-15	8-10			7-30	140.39	DNPW	12-55	8-44				* 11-40			
1-9-12	12-05pm	8-00			7-20	136.08	P	12-35	8-16				* 11-05			
9-06	11-55	7-52			7-13	131.19	DNP	12-20pm	7-45				* 10-45			
8-58	11-45	7-44			7-04	123.78	DNPW	11-45	7-07				* 10-10			
* 8-44	* 11-30	7-32			6-50	117.06	P	11-15	6-35				* 8-35			
8-29	11-15	7-21			6-39	113.35	P	10-50	6-15				* 8-20			
8-23	11-07	7-14			6-32	108.80	DNPW	10-35	5-55				* 8-05			
8-16	11-05	7-07			6-25	103.31	P	10-15	5-35				* 7-45			
8-07	11-04	6-57			6-18	98.46	DNP	9-55	5-15				* 7-20			
* 7-59	* 10-38	6-48			6-11	93.38	P	9-32	5-00				* 6-55			
7-49	11-28	6-41			6-04	89.56	PW	9-08	4-45				* 6-34			
7-42	11-21	6-34			5-57	82.08	D P	8-40	4-25				* 6-00			
7-30	* 10-10	6-23			5-44	75.46	DNPW CV	8-10	3-55				A 12-01pm * 5-33pm			
7-18	* 9-57	6-13			5-33	67.61	P	7-35	3-15				* 11-35			
7-03	1-9-38	6-02			5-19	62.29	DNP K	7-20	2-45				* 11-10			
6-53	* 9-29	5-54			5-10	57.60	D P	7-05	2-25				* 10-50			
* 6-44	* 9-20	5-46			5-02	52.29	DNPW	6-50	2-05				* 10-30			
* 6-34	* 9-10	5-39			4-53	47.14	P	6-35	1-45				1-093 10-02 * 9-40			
6-23	1-9-02	5-30			4-45	42.07	P	6-20	1-25				* 9-10			
6-15	1-8-53	5-23			4-38	35.93	DNPW	6-05	1-05				* 8-42			
* 6-05	* 8-42	5-13			4-30	30.80	P	5-40	12-45				* 8-10			
5-53	1-8-31	5-04			4-23	25.20	DNPW	4-52	12-20pm				* 7-50			
5-41	* 8-18	4-52			4-10	19.92	P	4-20	11-59				* 7-30			
5-30	1-8-06	4-42			4-00	15.88	R DNPW C	4-03	11-40				* 7-10			
5-22	* 7-58	4-36			3-53	11.31	P	3-44	11-25				* 6-50			
5-12	1-7-48	4-26			3-44	6.91	P	3-20	11-10				* 6-15			
5-03	1-7-39	4-17			3-35	2.18	R@DNPWOC T	L 3-00pm	L 10-30am				A 6-50pm L 6-45pm			
4-54	1-7-31	4-09			3-29	0.0	R@DNPW						L 6-35pm			
L 4-50pm	L 7-25am	L 4-05am			L 3-25am											
5-50	7-50	5-25			5-15								5-15			
30-73	22-89	33-11			19-39								9-27 11-37			
						Time Over Subdivision Average Speed Per Hour										

Special Rules—Continued.

Trains stopped by semaphore home or light signals governing double track switch West end Bridge 269, Spokane, should communicate with tower on telephone located West 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.

FORT WRIGHT INTERLOCKING SYSTEM

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

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

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

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

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

S. P. & S. Distant Signal is located at west end of tunnel.

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

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

Eastward trains stopped by semaphore signals governing double track switch and derailed on East end of Bridge 274 will communicate with Fort Wright tower verbally, and Westward trains will communicate by phone located on East end of Bridge 274. If necessary to pass signal in Stop position the derailed and switch to be spiked before proceeding.

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

- Main Line, G. N. Ry. One Short and One Long
- Main Line, S. P. & S. Ry. One Long and One Short
- Siding, G. N. Ry. Two Long and One Short

RAIL LIMIT BOARDS.

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

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

SECOND CLASS	Car Capacity	Station Numbers	Distance from Mansfield	Time Table No. 20	Distance from Columbia River	SIGNS	SECOND CLASS		
381				Effective June 17, 1928.			382		
Mixed	Sidings	Other Tracks					Mixed		
Mon., Wed. and Fri.							Mon., Wed. and Fri.		
STATIONS									
L. 1-15 ^{pm}	49	52	CR00	0.0	.....	MANSFIELD.....	60.30	R D PWC Y	A 12-20 ^{pm}
f 1-25	33	CR55	8.40	.....	8.40	TOUREY.....	84.90	P	f 12-01 ^{pm}
* 1-55	55	CR49	11.38	.....	11.38	WITHROW.....	49.01	P	* 11-40
f 2-15	33	CR44	16.94	.....	16.94	SUPPLEE.....	43.48	P	f 11-10
* 2-45	67	CR36	23.93	.....	23.93	DOUGLAS.....	36.45	D P	* 10-45
* 3-10	33	CR31	29.30	.....	29.30	ALSTOWN.....	31.19	PW	* 9-50
f 3-50	26	CR21	39.04	.....	39.04	McCUB.....	31.35	P	f 9-10
* 4-30	38	CR16	44.62	.....	44.62	PALISADES.....	18.77	PW	* 8-50
f 4-45	33	CR11	49.74	.....	49.74	APPLEDALE.....	10.65	P	f 8-35
f 5-00	26	CR5	55.00	.....	55.00	MOSHE COULEE.....	8.39		f 8-20
A 5-15 ^{pm}			1632	00.30	.....	COLUMBIA RIVER.....	0.0	R DNP	L 8-05 ^{am}
4.00 15.09									4.15 14.31

Special Rules Second Subdivision.

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

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

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of South Portal	Length in Feet
No. 1, Mansfield Branch	3313 feet north of M. P. 10; 4.10 miles north of center depot, Palisades	750

Special Rules Third Subdivision.

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

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

Maximum speed passenger trains thirty-five (35) miles per hour.

Maximum speed freight trains thirty (30) miles per hour.

Normal position switch at Oroville Jet. is for Seventh Subdivision.

Normal position junction switch at first crossover just west of Ice Houses, Wenatchee, is for main line.

Before entering main line at Wenatchee a flagman must be sent out to protect against main line trains.

YARD LIMIT BOARDS.

Wenatchee Oroville Jet.

Note— See additional speed restrictions page 8.

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of South Portal	Length in Feet
8.4	2112 feet south of M. P. 8; 42 miles south of center of industry track, Zena	433
15.7	3096 feet south of M. P. 15; 2 miles south of center of industry track, Wagnersburg	769
35.3	1584 feet south of M. P. 35; 3.37 miles south of center of industry track, Stayman	397

NORTHWARD. THIRD SUBDIVISION—WENATCHEE TO OROVILLE. SOUTHWARD.

THIRD CLASS	FIRST CLASS	Car Capacity	Station Numbers	Distance from Wenatchee	Time Table No. 20	Distance from Oroville	SIGNS	FIRST CLASS	THIRD CLASS		
698	254				Effective June 17, 1928.			253	697		
Local Freight	Passenger	Sidings	Other Tracks					Passenger	Local Freight		
Mon., Wed. and Fri.	Daily Ex. Sunday							Daily Ex. Sunday	Tue., Thur. and Sat.		
STATIONS											
L. 7:00 ^{am}	L. 5:00 ^{pm}			1648	0.0	.....	WENATCHEE.....	137.25	R DNPWC T	A 10-55 ^{am}	A 6-35 ^{pm}
f 7-25	f 5:08	0	72	WO3	8.49	.....	OLDS.....	133.76		f 10-47	f 6-20
f 7-45	f 5:18	0	34	WO8	7.97	.....	ZENA.....	129.28		f 10-32	f 5-55
f 8-10	f 5:29	0	43	WO 14	12.60	.....	WAGNERSBURG.....	123.05		f 10-21	f 5:29
* 8-45	* 5:43	73	87	WO 19	18.90	.....	ENTIAT.....	118.35	D P W	* 10-10	* 5:05
f 9-10	f 5:57	0	47	WO 25	36.01	.....	WINESAP.....	111.24		f 9-53	f 4-27
f 9-40	f 6:09	0	43	WO 33	31.93	.....	STAYMAN.....	105.32		f 9-40	f 4:00
* 10-15	* 6:20	0	42		37.78	.....	CHELAN FALLS.....	99.47		* 9-28	* 3:30
* 10-40	* 6:29	60	90	WO 39	38.94	.....	CHELAN.....	98.31	D P W	* 9-25	* 3:20
f 11:00	f 6:40	0	38	WO 44	44.05	.....	HUGO.....	93.20		f 9:09	f 2:35
f 11:20	f 6:51	0	38	WO 50	49.78	.....	WELLS.....	87.47		f 8-57	f 2:10
f 11:35	f 6:59	0	37	WO 53	53.44	.....	STARR.....	83.81		f 8-47	f 1:50
* 12-20 ^{pm}	* 7:15	854 W73	314	WO 59	58.91	.....	PATBROS.....	78.34	D PWC T	* 8-36	* 1:30
* 1:00	* 7:30	58	66	WO 65	64.99	.....	BREWSTER.....	72.26	D P	* 8:17	* 12-45
f 1:20	f 7:45	0	37	WO 72	71.56	.....	MONSE.....	68.59		f 8:01	f 12:01 ^{pm}
f 1:45	f 7:55	0	38	WO 76	76.39	.....	WAKEFIELD.....	60.86	W	f 7:50	f 11:35
f 2-20	f 8:08	0	38	WO 82	82.54	.....	MALOTT.....	54.61	M A	f 7:36	f 11-15
f 2-40	f 8:17	0	37	WO 87	86.57	.....	CHILLOWIST.....	50.68		f 7:26	f 10-55
* 3-15	* 8:33	61	95	WO 92	91.51	.....	OKANOOGAN.....	45.74	D P W	* 7:16	* 10:30
* 4:00	* 8:48	72	131	WO 98	95.71	.....	OMAK.....	41.54	D P	* 7:01	* 10:00
f 4:15	f 8:58	0	38	WO 100	100.56	.....	CHEROKEE.....	36.69		f 6:47	f 9:00
* 4:40	* 9:10	0	39	WO 105	104.74	.....	RIVERSIDE.....	32.51	D P W	* 6:38	* 8-40
f 5:00	f 9:21	0	37	WO 110	110.02	.....	BARKER.....	27.23		f 6:27	f 8:15
f 5:20	f 9:31	0	37	WO 115	115.45	.....	JANIS.....	21.80		f 6:17	f 8:00
* 5:45	* 9:45	0	69	WO 120	120.28	.....	TONASKET.....	16.97	D P W	* 6:08	* 7:40
f 6:00	f 9:57	0	37	WO 126	126.22	.....	ELLISFORD.....	11.03		f 5:53	f 7:10
f 6:20	f 10:08	0	38	WO 132	131.60	.....	CORDELL.....	8.75		f 5:43	f 6:50
6-40	10-20	0			136.37	.....	OROVILLE JCT.....	0.88	R P Y	6-33	6-35

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

A 6-50 ^{am}	A 10-30 ^{am}	7th SUB. DIV. 599	7th SUB. DIV. 251	U 98	71	137.25	.....	OROVILLE.....	YR	0.0	Red WC	L. 6:30 ^{am}	L. 6:30 ^{am}
		11.50	5.30									7th SUB. DIV. 252	7th SUB. DIV. 700
		11.60	24.95									5.25	12.05
												25.35	11.35

NORTHWARD. FOURTH SUBDIVISION—DEAN TO MARCUS. SOUTHWARD.											
THIRD CLASS	FIRST CLASS	Car Capacity		Station Numbers	Distance from Dean	Time Table No. 20 Effective June 17, 1928.	Telegraph Calls	Distance from Marcus	SIGNS	FIRST CLASS	THIRD CLASS
702	256	Local Freight	Passenger							255	701
Daily Ex. Sunday	Daily Ex. Sunday	Sidings	Other Tracks	STATIONS		Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday
L. 5:40am	L. 9:20am	45	44	1460	0.0	DEAN	BP	87.12	R DN W	A 5:15pm	A 2:55pm
* 6:00	f 9:33	45	18	SA 4	3.77	WAYSIDE		83.35		f 5:02	* 2:36
* 6:35	* 9:45	0	33	SA 9	8.89	DENISON		78.23		* 4:51	* 2:15
* 7:50	* 9:56	55	48	SA 13	12.48	DEER PARK	DE	74.04	D W	* 4:43	* 2:00
* 8:20	10:04	0	26	SA 17	16.86	CHRISTIANSON		70.26		4:33	* 1:40
* 8:50	* 10:08	0	43	SA 18	17.75	CLAYTON	CN	69.37	D	* 4:30	* 1:35
* 9:50	* 10:26	45	23	SA 25	21.55	LOON LAKE	AK	62.57	D W	* 4:16	* 1:10
* 10:46	* 10:46	44	21	SA 33	32.96	SPRINGDALE	SY	54.48	D W	* 3:53	* 12:10pm
* 11:08	10:48	0	20	SA 34	33.93	CLINE		63.19		3:48	* 11:50
* 11:30	f 10:58	0	33	SA 38	37.36	GRAYS		49.76		f 3:37	* 11:30
* 11:56	* 11:12	44	53	SA 43	42.60	VALLEY	VY	44.62	D CV	* 3:24	* 11:12
* 12:46pm	* 11:27	31	46	SA 50	50.17	CHEWELAH	CH	36.98	D	* 3:09	* 9:30
* 1:20	* 11:52	0	22	SA 59	59.38	ADDY	AD	27.74	D W	* 2:49	* 8:10
* 1:45	f 12:06pm	45	5	SA 67	66.77	ARDEN		20.35		f 2:34	* 7:10
* 2:28	f 12:11	0	23	SA 71	69.47	ORIN		17.65		f 2:28	* 6:50
* 2:55	* 12:23	0	128	SA 73	73.27	COLVILLE	VD	13.85	D W	* 2:20	* 6:30
* 3:15	f 12:31	0	14	SA 77	76.32	PALMERS		10.80		f 2:07	* 6:00
* 3:40	* 12:45	31	25	SA 82	81.82	MEYER'S FALLS	MF	5.30	D	* 1:57	* 5:40
A 4:10pm	A 1:00pm	15	195	SA 87	87.12	MARCUS	MS	0.00	R DN WC Y T	L 1:35pm	L 5:05pm
10:30 8:29	3:40 23:70			Time Over Subdivision Average Speed Per Hour				3:40 23.76			9:50 8:58

Special Rules.

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

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

NOTE—See additional speed restrictions Page 8.
Trains 255 and 256 will stop on flag at Blue Creek, Buckeye, Holland Horr Spur, Kulzers and Mission. Mission is 1.4 miles south of Meyers Falls.

The normal position of Junction switch at Marcus is for Fifth Subdivision.
Northward trains will stop and make service test of air brakes at Meyers Falls before descending Marcus Hill.
Water at Kulzers spur, 1.8 miles south of Valley.

YARD LIMIT BOARDS.

Dean. Valley. Chewelah. Marcus.

NORTHWARD. FIFTH SUBDIVISION—MARCUS TO NELSON. SOUTHWARD. 5												
THIRD CLASS	FIRST CLASS	Car Capacity		Station Numbers	Distance from Marcus	Time Table No. 20 Effective June 17, 1928.	Telegraph Calls	Distance from Nelson	SIGNS	FIRST CLASS	THIRD CLASS	
704	260	Local Freight	Motor							259	703	
Mon., Wed. and Fri.	Daily Ex. Sunday	Sidings	Other Tracks	STATIONS		Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday	Tue., Thur. and Sat.	
L. 9:30am	* 2:45	66	117	SA 116	28.53	NORTHPORT	NP	70.48	R DN WC O Y	* 11:16	A 12:10pm	
* 9:40	f 2:53	0	19	SA 118	30.50	HANLEYS		68.45		f 10:55	* 11:30	
* 10:05	* 3:10	0	27	SA 128	37.33	BOUNDARY, U. S.		61.68		* 10:33	* 11:00	
* 10:27	* 3:30	0	15	SA 127	39.44	WANETA, B. C.	BR	59.57	D	* 10:27	* 10:50	
* 10:50	* 3:40	0	8	SA 130	42.27	COLUMBIA GARDENS		55.74		* 10:18	* 10:15	
* 11:35	* 3:55	0	17	SA 130	48.59	FRUITVALE		50.42	W	* 10:02	* 9:47	
* 12:08pm	* 4:23	0	22	SA 145	58.27	MEADOWS		49.74		f 9:45	* 9:22	
* 12:20	* 4:30	0	16	SA 148	61.14	ERIE		37.87		* 9:38	* 9:10	
* 12:40	* 4:40	0	58	SA 152	63.96	SALMO		80	35.15	D	* 9:31	* 8:55
* 12:55	f 4:48	0	30		67.15	BOULDER MILL		31.86		f 9:22	* 8:42	
* 1:20	* 5:00	0	18	SA 159	71.51	VMIR	MY	27.50	D W	* 9:11	* 8:26	
* 2:05	* 5:20	0	30	SA 166	78.63	HALL		20.38		* 8:51	* 8:00	
* 2:30	f 5:30	0	17	SA 169	81.98	APEX		17.05		f 8:41	* 7:45	
* 3:05	A 5:50pm	29	SA 176	88.75	88.75	SOUTH NELSON		10.26	W	L 8:10am	* 7:00	
* 3:30		0	0	HA 181	93.56	TROUP JUNCTION		5.45	R	YK	* 6:30	
A 4:00pm				SA 180	99.01	NELSON	NC	0.00	R DNWCTO K	L 6:00am		
6:20 10:85	4:25 20:08			Time Over Sub-Division Average Speed Per Hour				4:15 20.88			6:10 11:43	

Special Rules.

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

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

Maximum speed fifteen (15) miles per hour through Seven Devils, Hendrix Cut, at Bluffs along Columbia River, three miles south of Northport, through Dead Man's Eddy, Boundary Bluffs, one mile south of Waneta, at Bluffs, along Columbia River just north of Waneta through Beaver Canyon, and ten (10) miles per hour over Pend d'Oreille River Bridge at Waneta (using at least 40 seconds) and between industry track switches at Salmo.

NOTE—See additional speed restrictions Page 8.
Trains 259 and 260 will stop on flag at Evans, Lane and Bronsons Spur, Kane, Wood Spur, Parks, Henton, Baskins and Gevertz Spur, Porto Rico, Mankins Spur, Wileys Spur and Marble Timber Co's. Plant.

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 Border Stations until conductor has reported to and received clearance from Customs Officer.
Water four miles south of Marble.

YARD LIMIT BOARDS.

Marcus. Northport.

6 WESTWARD.

SIXTH SUBDIVISION—MARCUS TO REPUBLIC.

EASTWARD.

THIRD CLASS		FIRST CLASS		Car Capacity		Stations	Distance from Marcus	Time Table No. 20 Effective June 17, 1928.	Telegraph Code	Distance from Republic	SIGNS	FIRST CLASS		THIRD CLASS	
705	Local Freight Mon., Wed. and Fri.	257	Motor Daily Except Sunday	Sitzing	Other Trucks							258	Motor Daily Except Sunday	706	Local Freight Tue., Thurs. and Sat.
L. 8:00Am		L. 1:45Pm		45	132	SA 87	0.00	MARCUS	MB	73.36	R • D N W C Y	A 1:00Pm		A 2:45Pm	
* 8:25		f 1:57		35	0	SD 8	8.44	BOYDS		67.92		f 12:47		* 2:30	
* 8:45		f 2:08		35	0	SD 10	10.12	BARSTOW		63.24		f 12:35		* 2:08	
* 9:05		f 2:20		35	0	SD 15	15.25	DULWICH		58.01	W	f 12:24		* 1:40	
* 9:20		* 2:25		0	8	SD 17	16.90	ORIENT	BN	56.46	D	* 12:19		* 1:30	
* 9:40		f 2:35		0	10	SD 22	21.23	HUGHES		52.13		f 12:07Pm		* 1:15	
* 10:15		* 2:50		0	20	SD 27	27.31	LAURIER, WASH.	BD	46.05	D	* 11:55		* 1:00	
10:55		3:20		0	0	SD 40	40.11	GRAND FORKS JCT.		33.25	R Y	11:27		12:15	
* 11:22		* 3:30		0	25	SD 42	41.90	GRAND FORKS	GF	34.77	D W C Y	* 11:22		* 12:05Pm	
11:30		3:36		0	0	SD 40	40.38	GRAND FORKS JCT.		32.98	R K	11:09		11:35	
* 11:45		* 3:45		0	43	SD 42A	41.74	DANVILLE, WASH.	CO	31.62	D W	* 11:05		* 11:30	
* 12:01Pm		f 3:55		0	12	SD 46	48.86	HURLBURT		27.50		f 10:52		* 11:10	
* 12:25		* 4:10		53	0	SD 62	52.16	CURLEW	W	21.20	R D W Y	* 10:40		* 10:50	
* 12:45		f 4:25		36	0	SD 68	58.23	MALO		15.13		f 10:17		* 10:17	
* 1:10		f 4:40		0	18	SD 65	64.78	POLLARD		8.58	W	f 9:57		* 9:40	
* 1:25		f 4:50		34	0	SD 68	68.46	TORBOY		4.90		f 9:45		* 9:20	
A 1:45Pm		A 5:05Pm		50	40	SD 73	73.36	REPUBLIC	R	0.00	R • D W C Y	L 9:30Am		L 9:00Am	
5:45 12:70		3:20 23:00						Time Over Subdivision Average Speed Per Hour		3:30 20:95		5:45 12:70		5:45 12:70	

Special Rules.

Westward trains are superior to eastward trains of the same class.
Trains will come to a full stop before crossing S. & B. C. Ry. at Grand Forks Jct. and send Flagman ahead before crossing.

Maximum speed ten (10) miles per hour over Columbia River Bridge No. 1 (Using not less than two (2) minutes and twenty-five (25) seconds).

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

Maximum speed permitted only when track conditions warrant.

NOTE.—See additional speed restrictions Page 8.

Normal position of Junction switch at Marcus is for Fifth subdivision.

Normal position of switches East leg of wye at Grand Forks Jct. and Grand Forks are for Marcus-Grand Forks Main Track.

Normal position of West wye switch at Grand Forks Jct. is for Grand Forks-Republic Main track.

Normal position of Junction switch at Curlew is for Sixth subdivision.

Trains will not leave Border Stations until Conductor has reported to and received clearance from Customs officers.

Water 1/4 mile North of Laurier.

All trains stop on flag at Karamin and Rock Cut.

Location and Length of Tunnels.

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

WESTWARD.

SEVENTH SUBDIVISION—CURLEW TO PRINCETON.

EASTWARD.

THIRD CLASS			SECOND CLASS		FIRST CLASS		Car Capacity	Stations	Distance from Curlew	Time Table No. 20 Effective June 17, 1922				Telegraph Code	Distance from Princeton	SIGNS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
699		397	391	251		STATIONS				252	392	396	700									
Local Freight		Mixed	Mixed	Passenger		Suburbs	Other	Station Numbers	Distance from Curlew					Passenger	Mixed	Mixed	Local Freight					
Mon., Wed. and Fri.		Mon., Wed. and Friday	Tue., Thur. and Sat.	Daily Ex. Sunday										Daily Ex. Sunday	Tue., Thur. and Sat.	Mon., Wed. and Friday	Tue., Thur. and Sat.					
			L. 11:00am			53	0	8D 52	0.00	..... CURLEW				W	150.17	R D W Y		A 10:35am			
			f 11:15			33	0	8G 6	5.70	..... PAXSON					144.47			f 10:20			
			f 11:27			15	0	8G 10	9.92	..... TORODA					140.25			f 10:10			
			* 11:40			0	25	8G 14	14.30	..... FERRY, WASH.					135.78	W		* 9:50			
			* 11:50			12	0	8G 18	14.62	..... MIDWAY, B. C.				MD	135.55	D		* 9:45			
			f 12:20pm			18	0	8G 22	23.12	..... BERGEN					127.05	W		f 9:25			
			* 12:50			22	0	8G 24	28.77	..... MYNCASTER				MC	121.40	D		* 9:05			
			f 1:05			8	0	8G 24	33.63	..... SYACKAN					116.54			f 8:50			
			* 1:35			28	0	8G 40	40.28	..... BRIDESVILLE, B. C.				B	109.80	D W		* 8:30			
			* 2:05			00	0	8G 45	45.31	..... MOLSON, WASH.				MO	104.86	R D W Y		* 8:05			
			f 2:25			12	0	8G 52	52.23	..... NINE MILE					97.94	W		f 7:25			
			f 2:55			13	0	8G 56	56.46	..... CIRCLE					93.71			f 7:00			
			f 3:25			13	0	8G 58	63.22	..... MOUNT HULL					86.95	W		f 6:30			
L. 6:40pm									69.64	..... OROVILLE JCT.					80.53	R Y		A 5:33am	6:05		A 6:35am
A 6:50pm	L. 7:00am	A 4:00pm	A 9:00pm			61	253	8G 71	70.52	..... OROVILLE				VK	79.65	R D W C	L. 5:30am	L. 6:00am	A 6:20pm	L. 6:30am	
	* 7:35					0	21	8G 53	81.86	..... NIGHTHAWK				NK	68.31	D W		* 5:42			
	* 8:25					0	24	8G 92	91.76	..... CHOPAKA, WASH.					58.41	W		* 5:06			
	* 8:50					0	20	8G 108	101.33	..... SIMILKAMEN, B. C.					48.84			* 4:21			
	f 9:00					0	11		104.68	..... CAWSTON					45.49			f 4:05			
	* 9:20					45	41	8G 110	108.58	..... KEREMBO				K	41.69	D		* 3:51			
	f 9:45					0	16	8G 117	115.54	..... ASHNOLA					34.63			f 3:21			
	f 10:05					0	11	8G 123	121.84	..... BRADSHAW					28.33	W		f 3:01			
	* 10:20					23	12	8G 128	126.26	..... HEDLEY				MD	23.91	D		* 2:46			
	f 10:35					0	0	8G 132	130.83	..... CORY					19.34			f 2:21			
	f 10:55					23	0	8G 140	138.22	..... BROMLEY					11.95	W		f 2:06			
	f 11:10					0	15	8G 144	142.98	..... NORMAN					7.19			f 1:52			
	f 11:20					12	0	8G 149	147.72	..... ALLISON					2.45			f 1:37			
									149.92	..... K. V. JCT.					0.25						

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

	A 11:35am			45	31	8G 152	150.17	..... PRINCETON				OD	0.00	R D W Y K			L. 1:30pm		
0.10 8.28	4.35 17.38	5.00 14.10	0.10 8.28					Time Over Subdivision								0.03 17.00	4.35 15.38	4.50 16.58	0.08 10.58

SPECIAL RULES.

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

NOTE.—See additional speed restrictions Page 8.

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

YARD LIMIT BOARDS:

Oroville Oroville Junction Kettle Valley Junction

Location and Length of Tunnels.

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	NAME	LOCATION	OPENS	CAPACITY
FIRST SUB-DIVISION:				FIFTH SUB-DIVISION—Continued:			
Stratford Spur.....	1.3 miles West of Stratford.....	East end	15 cars.	Munroe Bros. Spur.....	6.4 miles North of Fruitvale.....	South end	7 cars.
Sand Spur.....	1.6 miles West of Trinidad.....	West end	19 cars.	Bath's Spur.....	2.2 miles North of Columbia Gardens.....	South end	3 cars.
Clapp Spur.....	1.9 miles West of Trinidad.....	West end	4 cars.	Benton Pole and Lbr. Co. Spur.....	2.0 miles South of Meadows.....	South end	7 cars.
Gravel Siding.....	2.6 miles West of Trinidad.....	West end	71 cars.	Erie Lbr. Co.....	0.4 mile North of Erie.....	South end	3 cars.
Ohio Colony.....	1.2 miles West of Rock Island.....	East end	9 cars.	Rotter's Spur.....	3.6 miles North of Salmo.....	South end	2 cars.
Landreth Spur.....	4.4 miles East Wenatchee.....	West end	11 cars.	Archibald Siding.....	1.0 miles South of Erie.....	Siding	12 cars.
THIRD SUB-DIVISION:				SIXTH SUB-DIVISION:			
Peterson Spur.....	2.0 miles South of Ellisford.....	North end	1 car.	Swanons Spur.....	1.9 miles South of Ymir.....	South end	13 cars.
FOURTH SUB-DIVISION:				SEVENTH SUB-DIVISION:			
Deer Park Lbr. Co. Spur.....	0.7 mile North of Deer Park.....	South end	4 cars.	Helston Spur.....	1.8 miles West of Marcus.....	East end	2 cars.
Oloons Spur.....	2.6 miles North of Deer Park.....	South end	7 cars.	Hedlund Box & Lbr. Co. Connection.....	2.1 miles West of Marcus.....	East end	Private.
Pine Spur.....	2.2 miles North of Clayton.....	South end	10 cars.	Hedlung Lbr. & Mfg. Co. Spur.....	2.7 miles West of Marcus.....	West end	19 cars.
Holland-Horr Spur.....	4.7 miles North of Loon Lake.....	South end	7 cars.	Log Spur.....	2.2 miles West of Barstow.....	East end	4 cars.
Kulzers Spur.....	1.7 miles South of Valley.....	North end	9 cars.	Boulder Lbr. Co.....	1.0 mile East of Dulwich.....	East end	2 cars.
Gess Spur.....	2.8 miles North of Valley.....	South end	3 cars.	Rock Cut.....	0.7 mile East of Hughes.....	West end	6 cars.
Northwest Magnesite Siding.....	1.5 miles South of Chewelah.....	Siding	42 cars.	Helphrey's Spur No. 1.....	1.9 miles West of Curlew.....	East end	4 cars.
Elkhorn Spur.....	3.1 miles South of Addy.....	South end	4 cars.	Karamin.....	3.3 miles West of Malo.....	East end	14 cars.
Blue Creek Spur.....	3.1 miles South of Addy.....	South end	13 cars.	California Spur.....	2.2 miles East of Republic.....	West end	8 cars.
Industrial Spur M. P. 93 (Lasswell).....	3.2 miles North of Palmers.....	South end	3 cars.				
FIFTH SUB-DIVISION:				SEVENTH SUB-DIVISION:			
Sand Spur.....	2.1 miles North of Marcus.....	South end	2 cars.	Helphrey's Spur No. 2.....	2.8 miles West of Curlew.....	East end	2 cars.
Powells Spur.....	4.7 miles North of Marcus.....	South end	13 cars.	Robert's Spur.....	6.2 miles West of Midway.....	East end	1 car.
Evans Spur.....	5.4 miles North of Marcus.....	South end	4 cars.	Myncester Spur.....	0.4 mile East of Myncester.....	West end	56 cars.
Hendrix Cut.....	2.6 miles North of Bousburg.....	South end	4 cars.	Dumonts Spur.....	3.9 miles East of Bradleville.....	East end	3 cars.
Lane & Ironson's.....	3.8 miles North of Bousburg.....	North end	3 cars.	Porters.....	5.0 miles West of Molsen.....	West end	72 cars.
Marble Timber Co. Spur.....	6.6 miles North of Bousburg.....	South end	3 cars.	Stewart-Calvert Spur.....	1.4 miles West of Oroville.....	East end	6 cars.
Kanes.....	2.8 miles South of Marble.....	South end	2 cars.	Henders Spur.....	1.4 miles West of Oroville.....	East end	3 cars.
Allen Spur.....	4.1 miles South of Northport.....	South end	6 cars.	Ruby Mine Spur.....	0.5 mile West of Nighthawk.....	East end	7 cars.
Cameron Spur.....	4.4 miles South of Northport.....	North end	14 cars.	Princeton M. & Dev. Co.....	4.9 miles East of Chopnka.....	West end	5 cars.
Hudon's Spur.....	3.3 miles South of Northport.....	South end	13 cars.				
Good-Hopkins Lbr. Co. Spur.....	4.9 miles North of Northport.....	South end	3 cars.				
Stroh Spur.....	3.3 miles North of Hanley's.....	South end	4 cars.				
Salmo Cedar Co. Siding.....	4.8 miles North of Fruitvale.....	Siding	8 cars.				

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Main 7508, House Colfax 0499, 420 LaSalle Bldg., Minneapolis, Minn.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	Minneapolis, Minn.
Dr. J. G. Cunningham.....	Assistant Chief Surgeon.....	Spokane, Wash.
Dr. H. F. Wheeler.....	Assistant Division Surgeon.....	Spokane, Wash.
Dr. A. E. Craigh.....	Assistant Division Surgeon.....	Wenatchee, Wash.
Dr. H. F. Craig.....	Assistant Division Surgeon.....	Marcus, Wash.
Dr. A. N. Codd.....	Ophthalmic Surgeon.....	Spokane, Wash.
Dr. Carroll Smith.....	Ophthalmic Surgeon.....	Spokane, Wash.

LOCAL SURGEONS.

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

SPEED RESTRICTION FOR TRAINS ON ENTIRE DIVISION.

Maximum speed on curves for all trains:
 4 degrees—40 miles per hour.
 5 degrees—35 miles per hour.
 6 and 7 degrees—30 miles per hour.
 8 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.

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

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

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