



SPOKANE DIVISION

TIME TABLE No. 23.

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

TUESDAY, JUNE 11, 1929.

Superseding Time Table No. 22.

FOR EMPLOYEES ONLY.

J. M. DOYLE, Superintendent.

**W. R. SMITH, Assistant General Manager.
J. B. SMITH, Superintendent Transportation.**

J. H. O'NEILL, General Manager.

2 WESTWARD.

FIRST SUBDIVISION - HILLYARD TO WENATCHEE.

THIRD CLASS			SECOND CLASS	Car Capacity	Time Table No. 23			FIRST CLASS							
693	691	697	381		Effective June 11, 1923.			39	27	3	1	45	47	255	49
Local Freight	Local Freight	Local Freight	Mixed		STATIONS.			Passenger	Fast Mail	Passenger	Passenger	Passenger	Motor	Passenger	Passenger
Time, Thurs and Sat	Mon, Wed and Fri	Mon, Wed and Fri	Mon, Wed and Fri					Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
L. 5:40am				Yard	2319	1469	0.0		L. 6:37pm	L. 8:46pm	L. 10:30pm		L. 10:36pm	L. 4:56pm	
5:55						1472	3.67		6:45	8:55	10:40		10:45	5:05	
* 6:00				Yard	600	1473	4.84	DS-Q	L. 8:00am	7:10	9:30	11:00	L. 11:15pm	A. 10:50am	A. 6:10pm
* 6:15				76	29	1477	7.59	PW	f 8:05	7:16	9:36	11:06	A. 11:20pm		A. 9:20pm
* 6:40				76	7	1481	13.05		f 8:18	7:29	9:48	11:19			
* 7:05				76	16	1486	17.21	YA	f 8:25	7:36	9:54	11:25			
* 7:20				77	54	1493	22.59		f 8:35	7:46	10:02	11:33			
* 7:35				76	43	1496	26.71		f 8:43	7:53	10:08	11:40			
* 7:58 ²⁴				77	55	1502	33.17		f 8:54	8:03	10:17	11:50			
* 8:23 ⁴¹				77	39	1508	38.90	WH	* 8:04	8:12	10:25	11:59			
9:04				77	8	1512	42.61		f 9:10	8:18	10:30	12:05 ⁴⁴			
* 9:18				77	50	1517	48.10	BM	f 9:19	8:26	10:38	12:13			
* 9:40				76	103	1524	55.51	HR	* 9:32	8:37	10:48	12:24			
*10:40				76	51	1531	62.23		f 9:43	8:47	10:57	12:34			
*11:05				0	53	1535	65.94		f 9:49	8:53	11:02	12:39			
*11:20				75	38	1539	70.40	PA	f 9:57	9:00	11:08	12:46			
*11:45				103	18	1544	75.98		f 10:05	9:08	11:16	12:54			
*12:05pm				76	118	1550	80.83	OD	*10:14	9:15	11:22	1:00			
*12:35				77	10	1555	85.41		f 10:22	9:22	11:28	1:08			
* 1:05				77	27	1558	89.73		*10:29	9:28	11:35	1:14			
* 1:20				76	36	1560	97.21	KR	*10:41	9:39	11:45	1:24			
* 1:50				201	148	1573	103.83	Z	*10:52	9:49	11:54	1:34			
L. 7:00am	A. 2:20pm			76	21	1580	111.68		f 11:05	10:01	12:05am	1:46			
* 7:35				75	143	1586	117.00	AD	*11:14	10:09	12:12	1:54			
* 8:10				76	14	1591	121.60	AP	*11:22	10:16	12:18	2:01			
* 8:35				76	63	1596	127.00	PR	*11:32	10:24	12:25	2:09			
* 9:10				77	8	1601	132.15		f 11:41	10:31	12:32	2:18			
* 9:40				76	16	1606	137.22		f 11:50	10:40	12:39	2:27			
*10:10				105	123	1612	143.36	QN	*11:59	10:49	12:47	2:38			
*10:40				77	19	1623	154.09	DI	*12:17pm	11:08	1:04	2:57			
*12:01pm				76	6	1628	159.37		f 12:25	11:17	1:13	3:06			
*12:25				77	57	1632	163.41	CM	*12:32	11:27	1:19	3:14			
*12:50				77	14	1637	167.98		f 12:40	11:35	1:26	3:22			
* 1:20				77	25	1641	172.38		f 12:48	11:43	1:33	3:32			
* 1:40				Yard	1164	1645	177.11	WD	f 12:56	11:51	1:41	3:41			
A. 2:00pm	L. 6:30am	6:20	Yard	1164	1645	177.11		WC	A. 1:00pm	A. 11:55pm	A. 1:45am	A. 3:45am			
	A. 6:40am	A. 6:30pm	Yard	1164	1645	177.11									
7.00	8.40	10.10	11.05						5.00	5.18	5.00	5.15	5.05	15.30	15.30
10.78	11.98	13.02	19.05						34.89	33.87	35.85	34.14	33.09	19.39	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.

Extra trains may use double track with the current of traffic between Hillyard and Bridge 274 (Fort Wright) and between Bluestem and Lamona upon receipt of proper clearance card Form A from Superintendent.

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

Trains 1, 2, 3, 4 and 27 register by card at Hillyard.

First class trains will register by card at Appleyard.

Register at Spokane Passenger Station is for First Class trains only.

Columbia River is registering point for Second Subdivision trains only.

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

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.

FIRST SUBDIVISION—WENATCHEE TO HILLYARD.

EASTWARD. 3

FIRST CLASS							Time Table No. 23 Effective June 11, 1929.	STATIONS	Distance from Wenatchee	SIGNS	SECOND CLASS				THIRD CLASS			
48	256	46	2	40	28	4					448	450	382	402	698	694	692	
Motor	Passenger	Passenger	Passenger	Passenger	Fast Mail	Passenger					Freight	Freight	Mixed	Freight	Local Freight	Local Freight	Local Freight	
Daily	Daily Ex Sunday	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Mon., Wed and Fri	Daily	Tues., Thurs and Sat	Mon., Wed and Fri	Tues., Thurs and Sat		
A 4:15pm	A 8:25am		A 4:30am		A 9:25am	A 8:15am					A 10:30am	A 6:15pm		A 1:45am		A 2:30pm		
4:05	8:15		4:20		9:15	8:05					10:05	5:50		1:20		2:05		
I 4:00pm	I 8:10am	A 3:50am	4:00	A 9:10am	9:10	8:00					10:00	5:40		1:15		1:55		
		I 3:45am	3:53	f 9:01	8:44	7:24					9:50	5:30		1:05		1:40		
			3:40	f 8:45	8:31	7:11					9:35	5:10		12:51		1:20		
			3:34	f 8:37	8:25	7:05					9:25	4:59		12:42		1:05		
			3:25	f 8:25	8:17	6:57					9:10	4:45		12:30		12:45		
			3:19	f 8:16	8:09	6:51					8:43	4:30		12:20am		12:30		
			3:08	f 8:03	7:58	6:42					8:23	4:10		11:50		12:05pm		
			2:59	* 7:49	7:48	6:34					8:10	3:50		11:20		11:40		
			2:53	f 7:42	7:41	6:29					8:02	3:35		11:10		11:05		
			2:44	f 7:33	7:32	6:21					7:50	3:20		10:55		10:45		
			2:32	* 7:20	7:19	6:10					7:19	2:50		10:20		10:10		
			2:21	f 7:08	7:08	6:00					6:50	2:25		9:55		9:35		
			2:15	f 7:00	7:02	5:54					6:35	2:10		9:45		8:20		
			2:08	f 6:52	6:54	5:47					6:20	1:55		9:30		8:05		
			1:58	f 6:42	6:45	5:39					6:05	1:35		9:08		7:45		
			1:50	f 6:33	6:38	5:33					5:45	1:15		8:45		7:20		
			1:42	* 6:24	6:30	5:27					5:27	1:05		8:35		6:55		
			1:35	f 6:17	6:23	5:21					5:00	1:25		8:25		6:35		
			1:24	* 6:04	6:11	5:10					4:35	1:22		8:05		6:11		
			1:13	* 5:51	6:00	5:00					4:15	1:21 pm		7:45	A 12:15pm	I 5:30am		
			1:02	f 5:37	5:46	4:49					3:45	1:10		7:15		11:45		
			12:55	* 5:28	5:37	4:40					3:30	1:14		7:00		11:14		
			12:48	* 5:19	5:29	4:33					3:15	1:00		6:50		10:40		
			12:40	* 5:10	5:20	4:25					3:00	10:40		6:35		10:20		
			12:32	f 4:59	5:12	4:18					2:45	10:25		6:15		9:40		
			12:23	f 4:50	5:04	4:11					2:27	10:10		6:00		9:10		
			12:14am	* 4:39	4:54	4:02					1:55	9:55		5:45		8:40		
			11:57	* 4:17	4:35	3:44					1:25	9:18		5:05		7:50		
			11:48	f 4:07	4:26	3:35					1:13	9:01		4:50		7:30		
			11:42	* 3:59	4:19	3:29					12:48	8:50	A 8:15am	4:38		7:10		
			11:35	f 3:51	4:11	3:22					12:32	8:35	* 8:05	4:25		6:50		
			11:25	f 3:44	4:04	3:09					12:20	8:20	* 7:50	4:13		6:15		
			11:19	f 3:35	3:54	3:00					12:07am	8:00am	7:35	L 4:00pm	A 6:50pm	L 5:45am		
			L 11:15pm	L 3:30pm	L 3:50am	L 2:55am							L 7:30am		L 6:35pm			
15 19.39	15 19.39	05 33.00	5.15 34.15	5.40 30.78	5.35 31.03	5.20 33.81	Time Over Subdivision Average Speed Per Hour							10.29 19.55	10.15 17.28	9.45 15.15	8.30 11.00	6.00 11.53

Special Rules—Continued.

HILLYARD INTERLOCKING SYSTEM.

Whistle signals for movements through plant:
Movement Eastward Trains:
To Main Yard—1 long, 1 short.
To West Yard—1 long, 1 short, 1 long.
Movements both Westward and Eastward trains.
To cross over to opposing track: 2 long, 1 short.

O.-W. R. & N. JUNCTION INTERLOCKING SYSTEM:

Whistle signals for tracks with switches controlled from interlocking tower:

O.-W. R. & N. Junction—Main Line—1 long.

O.-W. R. & N. Transfer No. 1—1 long, 1 short.

O.-W. R. & N. Transfer No. 2—2 long, 1 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 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 siding 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.

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.

See Rule 605.

Whistle signals for tracks with switches controlled from Interlocking Tower:

Main Line, G. N. Ry.—1 short, 1 long

Main Line, S. P. & S. Ry.—1 long, 1 short.

Siding, G. N. Ry.—2 long, 1 short.

West yard limit Spokane is one mile west of Fort Wright.

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

SECOND CLASS 381	Car Capacity	Stations	Distance from Mansfield	Time Table No. 23 Effective June 11, 1929.	SIGNS	SECOND CLASS 382
Mixed						Mixed
Mon. Wed. and Fri.						Mon. Wed. and Fri.
L. 1:30pm	46	CR60	0.0	MANSFIELD	80.39	R D PWC Y A 12:40 pm
f 1:40	33	CR65	8.40	8.40 TOUHEY	84.99	P f12:20
* 2:10	65	CR49	11.38	5.98 WITHROW	49.01	P *12:01pm
f 2:30	33	CR44	16.94	5.56 SUPPLEE	43.45	P f11:30
* 3:00	67	CR38	23.93	5.99 DOUGLAS	36.46	D P *11:05
* 3:25	33	CR31	29.30	5.37 ALSTOWN	31.19	PW *10:10
f 4:05	26	CR21	39.04	5.84 McCUB	21.35	P f 9:30
* 4:45	38	CR16	44.62	5.58 PALMADEN	15.77	PW * 9:10
f 5:00	33	CR11	49.74	5.13 APPLEDALE	10.65	P f 8:55
f 5:15	26	CR65	55.00	5.36 MOSES COULBE	5.39	P f 8:40
A 5:30pm		163200.39		COLUMBIA RIVER	0.0	R DNP L 8:25am
4.00 15.09				Time Over Subdivision Average Speed Per Hour		4.15 14.31

Special Rules Second Subdivision.

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

Special Rules Third Subdivision.

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

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

SOUTHWARD. THIRD SUBDIVISION—WENATCHEE AND OROVILLE. NORTHWARD.

THIRD CLASS 697 (700)	FIRST CLASS 253 (262)	Car Capacity	Stations	Distance from Oroville	Time Table No. 23 Effective June 11, 1929.	SIGNS	FIRST CLASS 254 (261)	THIRD CLASS 698 (699)
Local Freight	Passenger						Passenger	Local Freight
Tue. Thur. and Sat.	Daily Ex. Sunday						Daily Ex. Sunday	Mon. Wed. and Fri.
L. 6:30pm	L. 1:30pm	WG 71	0.0	OROVILLE	VR	137.28	PKD WC	N A 12:30pm
								A 6:50pm
TRAINS BETWEEN OROVILLE JCT. AND OROVILLE WILL BE GOVERNED BY SCHEDULES AND SPECIAL RULES OF SEVENTH SUBDIVISION.								
6:35	1:33	0		0.88	OROVILLE JCT.		130.37	R P V X 12:20
f 6:50	f 1:43	0 38	WO 133	8.75	CORDILL		131.80	f 12:08pm
f 7:10	f 1:53	0 37	WO 138	11.03	ELLISFORDE		126.72	f 11:57
* 7:40	* 2:08	0 77	WO 120	16.97	TONARKET	ON	120.28	D PW f 11:45
f 8:00	f 2:17	0 37	WO 118	21.80	JANIS		118.44	f 11:31
f 8:15	f 2:27	0 37	WO 110	27.23	BARKER		110.02	f 11:21
* 8:40	* 2:38	0 39	WO 105	32.51	RIVERSIDE	RS	104.74	D PW *11:10
f 9:00	f 2:47	0 38	WO 100	36.69	CHEROKEE		100.56	f 10:58
*10:00	* 3:01	72 118	WO 96	41.54	OMAK	M	95.71	D P *10:48
*10:33	* 3:16	61 95	WO 92	45.74	OKANOGAN	KN	91.51	D PW *10:33
f 10:55	f 3:26	0 37	WO 87	50.58	CHILLOWIST		86.87	f 10:17
f 11:15	f 3:36	0 35	WO 83	54.81	MALOTT	MA	82.64	f 10:08
f 11:35	f 3:50	0 35	WO 76	60.56	WAKEFIELD		76.39	W f 9:55
f 12:01pm	f 4:01	0 37	WO 72	65.59	MONSE		71.06	f 9:45
*12:45	* 4:17	56 66	WO 66	72.36	BREWSTER	BR	64.99	D P * 9:30
* 1:30	* 4:35	54 73	WO 59	78.34	PATEROS	RO	58.91	D PWC X * 9:15
f 1:50	f 4:47	0 37	WO 53	83.81	STAR		53.44	f 8:59
f 2:10	f 4:57	0 37	WO 50	87.47	WELLS		49.78	f 8:51
f 2:35	f 5:09	0 38	WO 44	93.20	HUOQ		44.05	f 8:40
* 3:20	* 5:25	60 90	WO 39	98.31	CHELAN	HN	38.94	D PW * 8:29
* 3:30	* 5:28	0 70		99.47	CHELAN FALLS		37.78	* 8:20
f 4:00	f 5:40	0 43	WO 33	105.33	STAYMAN		31.93	f 8:09
f 4:27	f 5:53	0 47	WO 26	111.34	WINESAP		26.01	f 7:57
* 5:05	* 6:10	73 94	WO 19	118.35	ENTIAT	NI	18.90	D PW * 7:43
f 5:30	f 6:21	0 43	WO 14	123.05	WAGNERSBURG		13.00	f 7:29
f 5:55	f 6:32	0 34	WO8	129.28	ZENA		7.97	f 7:18
f 6:20	f 6:47	0 72	WO3	133.76	OLDS		3.45	f 7:08
A 6:35pm	A 7:00pm		1648	137.35	WENATCHEE		0.0	RKDN PWC X
12.05 11.35	5.30 24.95				Time Over Subdivision Average Speed Per Hour			5.30 24.95

SOUTHWARD. FOURTH SUBDIVISION—DEAN AND MARCUS. NORTHWARD.									
THIRD CLASS 701	FIRST CLASS 255	Car Capacity		Time Table No. 23 Effective June 11, 1929.		SIGNALS		FIRST CLASS 256	THIRD CLASS 702
Local Freight Daily Ex. Sunday	Passenger Daily Ex. Sunday	Side Siding	Other Trucks	Stations Numbers	Distance from Mileage	Telegraph Code	Distance from Mileage	Passenger Daily Ex. Sunday	Local Freight Daily Ex. Sunday
L. 5:05am	L. 1:00pm	45	161	SA 87	0.00	MARCUS	MS	87.12	RK DN WC YX
* 5:40	* 1:20	34	25	SA 82	5.30	MEYER'S FALLS	MF	81.82	D
* 6:00	* 1:30	0	14	SA 77	10.80	PALMERS		76.32	
* 6:30	* 1:41	0	121	SA 73	13.85	COLVILLE	VD	73.27	D W
* 6:50	* 1:49	0	23	SA 71	17.85	ORIN		69.47	
* 7:10	* 1:55	45	4	SA 67	20.35	ARDEN		66.77	
* 8:10	* 2:10	0	22	SA 59	27.74	ADDY	AD	59.38	D W
* 9:30	* 2:30	30	59	SA 50	36.95	CHEWELAH	CH	50.17	D X
* 10:32	* 2:45	15	53	SA 43	44.82	VALLEY	VY	42.60	D CV X
* 11:30	* 2:58	0	33	SA 38	49.76	GRAYS		37.36	
* 11:50	3:09	0	20	SA 34	53.19	CLINE		33.93	10:08
* 12:10pm	* 3:14	44	24	SA 33	54.45	SPRINGDALE	SY	32.66	D W
* 1:10	* 3:36	45	23	SA 28	62.57	LOON LAKE	AK	24.55	D
* 1:35	* 3:50	0	48	SA 18	69.37	CLAYTON	CN	17.75	D
* 1:40	3:53	0	20	SA 17	70.38	CHRISTIANSON		16.86	9:24
2:00	* 4:03	55	48	SA 13	74.64	DEER PARK	DE	12.48	D W
* 2:15	* 4:11	0	16	SA 9	78.23	DENISON		8.89	* 9:05
* 2:35	* 4:22	45	18	SA 4	83.35	WAYSIDE		3.77	* 8:53
A 2:55pm	A 4:36pm	45	44	1400	87.12	DEAN	HF	0.0	R DN W X
9.50 8.85	3.35 24.31					Time Over Sub-Division Average Speed Per Hour		3.35 24.37	10.30 8.29

Special Rules.

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

Trains 255 and 256 will stop on flag at Blue Creek, Buckeye, Holland Hor 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.

SOUTHWARD. FIFTH SUBDIVISION—MARCUS AND NELSON. NORTHWARD. 5									
THIRD CLASS 703	FIRST CLASS 259	Car Capacity		Time Table No. 23 Effective June 11, 1929.		SIGNALS		FIRST CLASS 260	THIRD CLASS 704
Local Freight Tue., Thur. and Sat.	Motor Daily Ex. Sunday	Side Siding	Other Trucks	Stations Numbers	Distance from Mileage	Telegraph Code	Distance from Mileage	Motor Daily Ex. Sunday	Local Freight Mon., Wed. and Fri.
L. 6:00am				RA 186	0.00	NELSON	BC	99.01	R DNWC D P
TRAINS WILL BE GOVERNED BY CAN. PAC. TIME TABLE AND RULES BETWEEN TROUP JCT. AND NELSON									
* 6:30		0	0	RA 181	5.45	TROUP JUNCTION		93.56	R YP
* 7:00	L. 8:10am		29	RA 176	10.26	SOUTH NELSON		88.75	W
* 7:45	* 8:41	0	17	RA 169	17.05	APRX		81.96	
* 8:00	* 8:51	0	17	RA 160	20.38	HALL		78.63	
* 8:25	* 9:11	0	18	RA 159	27.50	YMR	MY	71.51	D W
* 8:42	* 9:22	0	10		31.86	BOULDER MILL		67.15	
* 8:55	* 9:31	0	58	RA 152	35.15	SALMO	80	63.86	D
* 9:10	* 9:38	0	16	RA 148	37.57	ERIE		61.14	
* 9:22	* 9:45	0	22	RA 145	40.74	MEADOWS		58.27	
* 9:47	* 10:02	0	17	RA 136	50.42	FRUITVALE		48.59	
* 10:15	* 10:15	0	8	RA 130	55.74	COLUMBIA GARDENS		43.27	
* 10:50	* 10:27	0	15	RA 127	59.57	WANETA, B. C.	BE	39.44	D
* 11:00	* 10:33	0	43	RA 128	61.68	BOUNDARY, U. S.		37.33	
* 11:30	* 10:55	0	10	RA 118	68.45	HANLEYS		30.86	
A 12:10pm	* 11:15	66	117	RA 116	70.48	NORTHPORT	NP	28.53	RK D WC YX
	* 11:34	0	8	RA 107	78.76	MARBLE		20.25	
	* 11:59	0	18	RA 99	90.23	BOSSBURG		8.78	
A 12:25pm		45	161	RA 87	99.01	MARCUS	MB	0.00	RK DNWC YX
6.10 11.43	4.15 20.58					Time Over Sub-Division Average Speed Per Hour		4.25 20.08	6.30 10.85

Special Rules.

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

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

All trains stop on flag at Batha 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 stop before reaching Troup Junction switch and must know 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 and three miles south of Fruitvale.

6 WESTWARD.

SIXTH SUBDIVISION—MARCUS AND REPUBLIC.

EASTWARD.

THIRD CLASS		FIRST CLASS		Our Capacity		Station Numbers	Distance from Marcus	Time Table No. 23		Telegraph Code	Distance from Republic	SIGNS	FIRST CLASS	THIRD CLASS
705	Local Freight Mon, Wed and Fri	257	Motor Daily Except Sunday	Slings	Other Sticks			Effective June 11, 1929.	STATIONS				258	706
L 8:00am		L 1:30pm		45	101	HA 87	0.00		MARCUS	MR	73.36	RKDN WC Y	A 12:45pm	A 3:00pm
* 8:26		* 1:42		35	0	SD 8	8.44		5.44 BOYDS		67.92		* 12:32	* 2:45
* 8:45		* 1:53		35	0	SD 10	10.12		4.68 BARSTOW		63.24		* 12:20	* 2:25
* 9:05		* 2:05		35	0	SD 15	15.38		5.23 DULWICH		58.01	W	* 12:09	* 2:05
* 9:20		* 2:10		0	8	SD 17	16.90		1.55 ORIENT	RN	56.46	D	* 12:04pm	* 1:50
* 9:40		* 2:20		0	10	SD 22	21.23		4.33 HUGHES		52.13		* 11:52	* 1:30
* 10:15		* 2:35		0	20	SD 27	27.31		6.08 LAURIER, WASH	BD	46.05	D	* 11:40	* 1:15
* 10:50		3:05		0	0	SD 40	40.11		12.80 GRAND FORKS JCT		33.26	Y	11:12	12:25
257 * 11:07		* 3:15		0	25	SD 43	41.90		1.79 GRAND FORKS	GF	34.77	D WC Y	* 11:07	* 12:15pm
11:30		3:20		0	0	SD 40	40.38		1.79 GRAND FORKS JCT		32.98		10:54	11:35
* 11:45		* 3:30		0	43	SD 43A	41.74		1.36 DANVILLE, WASH	CO	31.62	D W	* 10:50	* 11:30
* 12:01pm		* 3:40		0	12	SD 46	44.86		4.12 HURLBURY		27.50		* 10:37	* 11:10
* 12:25		* 3:55		53	0	SD 53	52.16		6.30 CURLEW	W	21.20	R D W Y	10:25 * 10:15	* 10:50
* 12:45		* 4:10		36	0	SD 58	58.23		6.07 MALO		18.18		* 10:02	* 10:15
* 1:10		* 4:25		0	18	SD 65	64.78		6.52 POLLARD		8.58	W	* 9:42	* 9:20
* 1:25		* 4:35		34	0	SD 68	68.40		3.68 TORBOY		4.90		* 9:30	* 9:00am
A 1:45pm		A 4:50pm		50	36	SD 73	73.36		4.90 REPUBLIC	R	0.00	RK D WC Y	L 9:15am	L 9:00am
5.45 12.76		3.20 22.00							Time Over Subdivision Average Speed Per Hour				3.30 20.95	5.00 12.22

Special Rules.

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

Trains will come to stop before crossing S. & B. C. Ry. at Grand Forks Jct. and send Flagman ahead before crossing.

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

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.

All trains stop on flag at Karamin and Rock Cut.

WESTWARD.

SEVENTH SUBDIVISION—CURLEW AND PRINCETON.

EASTWARD.

WESTWARD.

SEVENTH EDITION

THIRD CLASS	SECOND CLASS		FIRST CLASS	Car Capacity		Stations	Distance from Curlew	Time Table No. 23		Telegraph Code	Distance from Pinnacles	SIGNS	FIRST CLASS	SECOND CLASS		THIRD CLASS
699	397	391	251	Slings	Other Trucks			Effective June 11, 1929	252				392	396	700	
Local Freight	Mixed	Mixed	Passenger					STATIONS					Passenger	Mixed	Mixed	Local Freight
Mon., Wed. and Fri	Mon., Wed. and Friday	Tues., Thur. and Sat.	Daily Ex. Sunday										Daily Ex. Sunday	Tue., Thur. and Sat.	Mon., Wed. and Friday	Tue., Thur. and Sat.
		L. 10-45am		53	0	8D 52	0 00	CURLEW.....	W	150 17	R D W Y			A 10-20am		
		†11-00		33	0	8Q 5	5 70	8 70 PAXSON.....		144 47				†10-05		
		†11-12			15	8Q 10	9 92	8 23 TORODA.....		140 25				† 9-55		
		*11-25		0	28	8Q 14	14 39	4 47 FERRY, WASH.....		135 78	W			* 9-35		
		*11-35			12	8Q 15	14 62	0 33 MIDWAY, B. C.....	MD	135 55	D			* 9-30		
		†12-05pm			18	8Q 22	22 12	5 50 BERGEN.....		127 05	W			† 9-10		
		*12-35			22	8Q 24	22 77	8 45 MYNCASTER.....	MD	131 49	D			* 8-50		
		†12-50			8	8Q 24	33 63	4 56 SVACKAN.....		116 54				† 8-35		
		* 1-20			28	8Q 40	40 28	8 55 BRIDESVILLE, B. C.....	B	109 89	D W			* 8-15		
		* 1-50			90	8Q 45	45 31	9 02 MOLSON, WASH.....	MO	104 86	R D W			* 7-50		
		† 2-10			12	8Q 52	52 23	9 02 NINE MILE.....		97 94	W			† 7-10		
		† 2-40			13	8Q 58	56 46	4 23 CIRCLE.....		98 71				† 6-40		
		† 3-10			13	8Q 58	63 22	5 78 MOUNT HULL.....		86 95	W			† 6-05		
							69 04	6 42 OROVILLE JCT.....		80 53	R Y X A		1-33pm	5-35		A 6-35am
L. 6-40pm		3-40	L. 12-20pm					0 55 OROVILLE.....	YK	79 65	RK D WC X L	L. 1-30pm	L. 5-30am	A 6-20pm	L. 6-30am	
A 6-50pm	L. 7-00am	A 3-45pm	A 12-30pm	61	294	8Q 71	70 52	11 24 NIGHTHAWK.....	NK	68 31	D W			* 5-42		
	* 7-35			0	21	8Q 83	81 86	9 06 CHOPAKA, WASH.....		58 41	W			* 5-06		
	* 8-25			0	24	8Q 93	91 76	9 57 SIMILKAMEN, B. C.....		48 54				* 4-21		
	* 8-50			0	29	8Q 103	101 33	3 35 CAWSTON.....		45 49				† 4-05		
	† 9-00			0	11		104 68	3 50 KEREMOS.....	K	41 59	D			* 3-51		
	* 9-20			42	41	8Q 110	108 58	4 06 ASHNOLA.....		34 63				† 3-21		
	† 9-45			0	16	8Q 117	115 54	4 30 BRADSHAW.....		28 33	W			† 3-01		
	†10-05			0	11	8Q 123	121 84	4 42 HEDLEY.....	MD	23 91	D			* 2-46		
	*10-20			22	12	8Q 128	126 26	4 57 CORY.....		19 34				† 2-21		
	†10-35			0	0	8Q 133	130 83	7 39 BROMLEY.....		11 95	W			† 2-06		
	†10-55			23	0	8Q 140	138 22	4 76 NORMAN.....		7 19				† 1-52		
	†11-10			0	15	8Q 144	142 98	4 74 ALLISON.....		2 45				† 1-37		
	†11-20			12	0	8Q 149	147 72	2 29 K. V. JCT.....		0 25	X					

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

TRAINS WILL BE GOVERNED BY RETAIL TICKET TIME TABLE															
A 11:35Am				45	55	8Q 152	150 17	8:25 PRINCETON	OD	0.00	R D W Y		L 1:30Pm		
0 10 8 28	4 35 17 38	5 00 14 10	0 10 8 28					Time Over Subdivision Average Speed Per Hour				8 03 17 00	4 50 14 58	4 50 16 58	0 05 10 50

SPECIAL RULES.

Westward trains are superior to eastward trains of same class.
Trains descending Molson Hill will be governed by speed restrictions regardless of schedule time.

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.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
FIRST SUB-DIVISION:			
Adrian Pl.	0.8 miles East of Adrian	East end	82 cars.
Stratford Spur	1.3 miles West of Stratford	East end	15 cars.
Sand Spur	1.6 miles West of Trinidad	West end	19 cars.
Clapps Spur	1.9 miles West of Trinidad	West end	5 cars.
Gravel Spur	2.6 miles West of Trinidad	West end	69 cars.
Ohio Colony	1.2 miles West of Rock Island	East end	9 cars.
Lamdreth Spur	4.4 miles East Wenatchee	West end	11 cars.
THIRD SUB-DIVISION:			
Peterson Spur	2.0 miles South of Elliaforde	North end	1 car.
FOURTH SUB-DIVISION:			
Deer Park Lbr. Co. Spur	0.7 mile North of Deer Park	South end	3 cars.
Olsons Spur	2.6 miles North of Deer Park	South end	7 cars.
Pine Spur	2.2 miles North of Clayton	South end	10 cars.
Holland-Horr Spur	4.7 miles North of Loon Lake	South end	4 cars.
Kulzers Spur	1.7 miles South of Valley	South end	9 cars.
Gess Spur	2.8 miles North of Valley	South end	3 cars.
Northwest Magnesite Siding	1.5 miles South of Chewelah	Siding	42 cars.
Elkhorn Spur	3.1 miles South of Addy	South end	4 cars.
Blue Creek Spur	3.1 miles South of Addy	South end	13 cars.
Industrial Spur M. P. 93 (Lasswell)	3.2 miles North of Palmers	South end	3 cars.
FIFTH SUB-DIVISION:			
Sand Spur	2.1 miles North of Marcus	South end	2 cars.
Possells Spur	4.9 miles North of Marcus	South end	32 cars.
Kraus Spur	5.4 miles North of Marcus	South end	26 cars.
Allen Spur	2.6 miles North of Bessburg	South end	4 cars.
Hendrix Cut	3.8 miles North of Bessburg	North end	3 cars.
Lam & Bronson's	6.0 miles North of Bessburg	South end	3 cars.
Marble Timber Co. Spur	2.8 miles South of Marble	South end	2 cars.
Kanes	4.1 miles South of Northport	South end	6 cars.
Cameron Spur	4.4 miles South of Northport	North end	14 cars.
Hudson's Spur	3.3 miles South of Northport	South end	13 cars.
Good-Hopkins Lbr. Co. Spur	4.9 miles North of Northport	South end	3 cars.
Stroh Spur	3.3 miles North of Hanley's	South end	4 cars.

NAME	LOCATION	OPENS	CAPACITY
FIFTH SUB-DIVISION—Continued:			
Bath's Spur	2.2 miles North of Columbia Gardens	South end	4 cars.
Salmo Cedar Co. Siding	4.8 miles North of Fruitvale	Siding	8 cars.
Munroe Bros. Spur	6.4 miles North of Fruitvale	South end	7 cars.
Benton Pole and Lbr. Co. Spur	2.0 miles South of Meadows	South end	7 cars.
Erter's Spur	0.4 mile North of Erie	South end	3 cars.
Archibald Siding	3.6 miles North of Salmo	South end	10 cars.
Consolidated Mining & Smelting Co. Spur	1.0 miles South of Erie	Siding	12 cars.
Haskins & Gevurtz Spur	1.9 miles South of Ymir	South end	13 cars.
Swansons Spur	1.3 miles South of Ymir	North end	5 cars.
Porto Rico	3.6 miles North of Ymir	Siding	18 cars.
Hall Cedar Co.	0.5 mile South of Hall	North end	6 cars.
SIXTH SUB-DIVISION:			
Holston Spur	1.8 miles West of Marcus	East end	2 cars.
Hedlund Box & Lbr. Co. Connection	2.1 miles West of Marcus	East end	Private.
Hedlund Lbr. & Mfg. Co. Spur	2.7 miles West of Marcus	West end	20 cars.
Log Spur	2.2 miles West of Harstow	East end	5 cars.
Boulder Lbr. Co.	1.0 mile East of Dulwich	East end	2 cars.
Rock Cut	0.7 mile East of Hughes	East end	0 cars.
Helphrey's Spur No. 1	1.9 miles West of Curlew	East end	3 cars.
Karamia	3.3 miles West of Malo	East end	14 cars.
California Spur	2.2 miles East of Republic	West end	8 cars.
SEVENTH SUB-DIVISION:			
Helphreys Spur No. 2	2.8 miles West of Curlew	East end	2 cars.
Robert's Spur	6.2 miles West of Midway	East end	1 car.
Myneaster Spur	0.4 mile East of Myneaster	West end	60 cars.
Dumonts Spur	3.9 miles East of Bridesville	East end	3 cars.
Stewart-Calvert Spur	1.4 miles West of Oroville	East end	6 cars.
Stewart-Calvert Spur	1.4 miles West of Oroville	East end	3 cars.
Benders Spur	1.5 mile West of Nighthawk	East end	7 cars.
Ruby Mine Spur	4.9 miles East of Chopaka	West end	5 cars.
Princeton M. & Dev. Co.	2.1 miles West of Norman	East end	10 cars.

BETWEEN	Passenger	Freight
Lyons and Fort Wright	45 miles per hour.	25 miles per hour.
From 5 miles west of Quincy to Vulcan	35 miles per hour.	25 miles per hour.
Columbia River and Mansfield	20 miles per hour.	20 miles per hour.
Columbia River and Douglas on curves	15 miles per hour.	15 miles per hour.
Wentelnee and Oroville	35 miles per hour.	30 miles per hour.
Dean and Valley	35 miles per hour.	30 miles per hour.
Valley and Meyers Falls	40 miles per hour.	30 miles per hour.
Meyers Falls and Marcus	25 miles per hour.	20 miles per hour.
Marcus and Trout Jet	30 miles per hour.	20 miles per hour.
Over Paul O'Neill River Bridge at Waneta	10 miles per hour.	10 miles per hour.
Over Columbia River Bridge No. 1 Marcus	10 miles per hour.	10 miles per hour.
Marcus and Republic	30 miles per hour.	20 miles per hour.
Curlew and Princeton	25 miles per hour.	25 miles per hour.
Passing high bluff one mile west of Bridesville	15 miles per hour.	15 miles per hour.
From one mile east to two miles west of Bergen	15 miles per hour.	15 miles per hour.

Between Quincy and 5 miles west	P-2 Engines	50 miles per hour.
Between Vulcan and Columbia River	P-2 Engines	50 miles per hour.
Over Bridge 270 and 273, Spokane	Q-1 Engines	8 miles per hour.
Over Bridge 270 and 273, Spokane	IL-1 Engines	5 miles per hour.
Between Dean and Meyers Falls	O-1 Engines	25 miles per hour.
Between Hillyard and Appleyard	Q-1 Engines	30 miles per hour.

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 Division Surgeon	Spokane, Wash.
Dr. H. E. Wheeler	Assistant Division Surgeon	Spokane, Wash.
Dr. A. E. Garhart	Assistant Division Surgeon	Wenatchee, Wash.
Dr. L. M. Maren	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. C. R. McKinley	Brewster.
Dr. R. S. Wells	Colville.
Dr. C. M. Kingston	Grand Forks.
Dr. L. F. Wagner	Harrington.
Dr. J. Farrow	Hillyard.
Dr. W. O. Rose	Nelson.
Dr. I. A. Nelson	Northport.
Dr. E. E. Efner	Oroville.

A. KASE, Chief Dispatcher.

J. JAMES, Trainmaster.

W. CARSWELL, Trainmaster.

B. LANTRY, Asst. Supt.