



SPOKANE DIVISION

TIME TABLE No. 27.

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

SUNDAY, JUNE 1, 1930.

J. M. DOYLE, Superintendent.

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

J. H. O'NEILL, General Manager.

2 WESTWARD.

FIRST SUBDIVISION—HILLYARD TO WENATCHEE.

THIRD CLASS			SECOND CLASS	Car Capacity	Stations from Hillyard	Time Table No. 27		FIRST CLASS							
693	691	697	381			Effective June 1, 1935.		37	27	3	1	45	47	255	49
Local Freight	Local Freight	Local Freight	Mixed	Slings	Other	STATIONS.		Passenger	Fast Mail	Passenger	Passenger	Passenger	Motor	Passenger	Passenger
Tues, Thurs and Sat.	Mon., Wed. and Fri.	Daily Ex. Sunday	Mon., Wed. and Fri.	Slings	Other			Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
L. 5-10km	5.55			Yard	2534	1469	0 0		L. 6-47pm	L. 8-36pm	L. 9-40pm		L. 10-35pm	L. 4-55pm	
									6-55	8-45	9-50		10-45	5-05	
* 6-00				Yard	647	1173	4.81	DS-U	L. 8-00pm	7-00	8-50	9-55	L. 10-16pm	A 10-50pm	A 5-10pm
* 6-15				69	26	1477	7.59	FW	f 8-05	7-26	9-35	10-35	A 10-20pm		A 9-20pm
* 6-40				69	6	1483	13.05		f 8-19	7-41	9-47	10-48			
* 7-07				69	15	1486	17.21	YA	f 8-26	7-47	9-53	10-55			
* 7-25				70	50	1493	22.60		f 8-33	7-55	10-01	11-02			
* 7-53				130	39	1496	26.71		f 8-39	8-02	10-06	11-08			
* 8-25				70	50	1502	33.17		f 8-48	8-11	10-14	11-17			
* 8-59				129	35	1508	38.90	WH	* 8-59	8-19	10-22	11-25			
* 9-20				70	50	1512	42.61		f 9-03	8-25	10-27	11-31			
* 9-40				70	46	1517	48.10	BM	f 9-13	8-33	10-36	11-39			
*10-40				1562	65	1524	55.51	HR	* 9-24	8-44	10-44	11-48			
*11-05				1568	46	1531	62.23		f 9-34	8-54	10-53	11-57			
*11-20				0	49	1535	65.94		f 9-39	9-00	10-58	12-02pm			
*11-45				69	35	1539	70.40	PA	f 9-46	9-07	11-04	12-08			
*12-05pm				94	16	1544	75.98		f 9-55	9-15	11-11	12-16			
*12-35				69	109	1550	80.83	OD	*10-04	9-22	11-17	12-22			
*12-50				70	15	1558	85.41		*10-11	9-29	11-23	12-28			
* 1-20				113	25	1558	89.74		*10-18	9-36	11-29	12-34			
* 1-60				69	33	1566	97.21	KR	*10-31	9-46	11-39	12-44			
L. 7-00pm	A 2-20pm			182	138	1573	103.83	Z	*10-43	9-56	11-48	12-53			
* 7-35				129	19	1580	111.05		*10-57	10-08	11-58	1-08			
* 8-10				137	132	1588	116.97	AD	*11-06	10-16	12-06pm	1-15			
* 8-35				20	1801	121.67		AF	*11-14	10-23	12-11	1-21			
* 9-10				129	58	1596	126.97	FR	*11-26	10-31	12-18	1-29			
* 9-40				70	7	1601	132.12		*11-33	10-39	12-26	1-36			
*10-15				69	15	1606	137.19		*11-41	10-47	12-32	1-44			
*10-40				95	104	1613	143.33	QN	*11-52	10-57	12-43	1-53			
*11-00				73		1617	148.46		*12-01pm	11-06	12-51	2-02			
*11-35				125	19	1623	154.06	DI	*12-12	11-16	1-01	2-12			
*12-21pm				69	5	1628	159.34		*12-21	11-25	1-10	2-22			
*12-50				70	52	1632	163.37	CM	*12-27	11-32	1-17	2-30			
* 1-20				70	13	1637	167.94		*12-37	11-40	1-26	2-38			
* 1-40				70	23	1641	172.34		*12-47	11-49	1-33	2-47			
A 2-00pm	L. 6-50pm	6-20		Yard	992	1648	177.08	WD	*12-55	11-57	1-41	2-55			
7 00	8-40	10	50	Yard	1041	1648	179.25	WC	A 1-00pm	A 12-01pm	A 1-45pm	A 3-00pm			
10 78	11 08	13 08	19 05						8 00	8 14	8 20	8 30	15	15	05
									34 35	34 25	34 39	33 41	33 00	19 39	33 00

Special Rules.

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

No. 27 is superior to all trains.

Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes.

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

Extra trains may use double track with the current of traffic without running orders, provided they secure proper clearance card Form A from Superintendent.

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

Only first class trains and trains originating at Spokane Passenger Station will register and receive clearance card Form A.

First class trains register by card at Appleyard.

Register at Columbia River for trains originating and terminating at this station.

Siding at Adrian is used jointly by N. P. and G. N. trains between N. P. connection and depot (See Rule 105). Normal position of N. P. connection switch is for siding.

Maximum speed permitted within city limits 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. 27 Effective June 1, 1938.	STATIONS	Distance from Wenatchee	SIGNALS	SECOND CLASS				THIRD CLASS				
48	256	46 Spokane No. 2	2	38	28	4					448	450	382	454	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 Ex. Sunday	Mon. & Wed. and Fri.	Tues. & Thurs. and Sat.			
A 4:15pm	A 8:40am		A 4:30am		A 9:15am	A 8:15am	DOUBLE TRACK				179.25	RKDNPW C O X	A 10:45am	A 6:15pm		A 1:45am		A 2:30pm	
4:05	8:30		4:20		9:05	8:05					175.58	DNP	10:20	5:50		1:20		* 2:05	
I 4:00pm	I 8:25am	A 3:50am	4:15	A 8:00pm	9:00	8:00					174.41	RKDNPW O X	10:15	5:40		1:15		* 1:55	
		I 3:45am	4:00		8:40	7:30					171.66	DNP Y	10:05	5:30		1:05		* 1:40	
											165.30	P	9:45	5:15		12:51		* 1:20	
											162.04	DNP	9:35	5:05		12:42		* 1:05	
											160.65	P	9:00	4:55		12:30		* 12:45	
											152.54	P	8:39	4:45		12:20am		* 12:30	
											146.08	P	8:25	4:30		11:55		* 12:05pm	
											140.35	DPW	8:10	4:15		11:25		* 11:40	
											136.60	P	8:00	4:00		11:10		* 11:05	
											131.15	DNP	7:50	3:45		10:55		* 10:45	
											123.74	XDNPW	7:20	3:15		10:20		* 10:10	
											117.02	P	6:56	2:50		9:55		* 8:35	
											113.31	P	6:35	2:35		9:45		* 8:20	
											108.85	DNPW	6:20	2:20		9:30		* 8:05	
											103.27	P	6:05	2:05		9:15		* 7:45	
											98.42	DNP	5:45	1:45		8:45		* 7:20	
											93.84	P	5:29	1:35		8:35		* 6:55	
											89.51	PW	5:10	1:20		8:25		* 6:35	
											82.04	D P	4:45	1:00		8:05		* 6:01	
											75.42	DNPW CY X	4:20	12:40		7:45	A 12:15pm	I 5:30am	
											67.60	P	3:45	12:10pm		7:15	* 11:45		
											62.28	D P	3:30	11:54		7:00	* 11:05		
											57.88	D P	3:15	11:40		6:50	* 10:35		
											52.25	DNPW	3:00	11:20		6:35	* 10:05		
											47.18	P	2:45	10:35		6:15	* 9:40		
											42.06	P	2:35	10:15		6:00	* 9:10		
											35.92	DNPW	2:18	9:55		5:45	* 8:45		
											30.79	P	2:02	9:35		5:25	* 8:20		
											25.10	DPW	1:25	9:18		5:05	* 7:50		
											19.91	P	1:10	9:01		4:50	* 7:30		
											15.88	DPW	12:45	8:50	A 8:15am	4:38	* 7:10		
											11.31	P	12:32	8:35	* 8:05	4:25	* 6:50		
											6.91	P	12:20	8:20	* 7:50	4:13	* 6:15		
											2.17	RKDNPW OC X	12:01	8:00am	7:35	L 4:00pm	A 6:50pm	L 5:45am	
											0.0	RKDN PWX			L 7:30am		L 6:35pm		
18	18	08	18	18	18	18					Time Over Subdivision Average Speed Per Hour							18	18
19:39	19:39	33:00	33:00	33:00	33:11	34:14			10.44	10.15	10.15	9.45	18.16	6.30	11.60	11.50			

Special Rules—Continued.

INTERLOCKING.

HILLYARD—

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

O.-W. R. & N. JCT.—

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—

Switches east end Fort Wright are operated from interlocking tower and signals are located as follows:

Home signal for westward trains is 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. is 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. is located 680 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.

Deraill on siding is 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 No. 10.

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	Station Numbers	Distance from Mansfield	Time Table No. 27 Effective June 1, 1938.	SIGNS	SECOND CLASS 382
Mixed						Mixed
Mon., Wed. and Fri.						Mon., Wed. and Fri.
STATIONS						
1. 1:30pm	41	48	CR60	0.0	MANSFIELD	60.30 R D PWC Y A 12:40pm
f 1:40	30	CR68	8.40	TOUHEY	84.99 P	f 12:20
* 2:10	50	CR49	11.38	WITHROW	49.01 P	* 12:01pm
f 2:30	30	CR44	18.94	SUPPLEE	48.48 P	f 11:30
* 3:00	42	CR36	23.93	DOUGLAS	36.45 D P	* 11:05
* 3:25	30	CR31	29.30	ALSTOWN	31.19 PW	* 10:10
f 4:05	24	CR31	29.04	McCUB	31.88 P	f 9:30
* 4:45	35	CR16	44.62	PALISADES	18.77 PW	* 9:10
f 5:00	30	CR11	49.74	APPLEDALE	10.65 P	f 8:55
f 5:15	24	CR68	58.00	MOSES COULEE	8.39	f 8:40
A 5:30pm			102200.80	COLUMBIA RIVER	0.0 R DNP	L 8:25Am
4.00 15.00				Time Over Subdivision Average Speed Per Hour		4.18 14.31

Special Rules Second Subdivision.

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

SOUTHWARD. THIRD SUBDIVISION—WENATCHEE AND OROVILLE. NORTHWARD.

THIRD CLASS 697 (700)	FIRST CLASS 253 (252)	Car Capacity	Station Numbers	Time Table No. 27 Effective June 1, 1938.	SIGNS	FIRST CLASS 254 (251)	THIRD CLASS 698 (699)
Local Freight	Motor					Motor	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday
STATIONS							
L 6:30pm	L 1:30pm			OROVILLE		X 12:30pm	A 6:30pm
TRAINS BETWEEN OROVILLE JCT. AND OROVILLE WILL BE GOVERNED BY SEVENTH SUBDIVISION SCHEDULES.							
6:35	1:33	0		OROVILLE JCT.		12:20	6:25
f 6:50	f 1:43	0	35	CORDILL		f 12:08pm	f 6:05
f 7:10	f 1:53	0	34	ELLISFORD		f 11:57	f 6:15
* 7:40	* 2:08	0	71	TONASKET	ON	f 11:45	* 6:30
f 8:00	f 2:17	0	34	JANIS		f 11:31	f 6:05
f 8:15	f 2:27	0	34	BARKER		f 11:21	f 4:45
* 8:40	* 2:38	0	36	RIVERSIDE	RS	* 11:10	* 4:25
f 9:00	f 2:47	0	35	CHEROKEE		f 10:58	f 4:00
* 10:00	* 3:01	66	107	OMAK	MK	* 10:48	* 3:45
* 10:33	* 3:16	55	92	OKANOGAN	KN	* 10:33	* 3:00
f 10:55	f 3:26	0	34	CHILLIWIST		f 10:17	f 2:25
f 11:15	f 3:36	0	35	MALOTT	MA	f 10:08	f 2:05
f 11:35	f 3:50	0	35	WAKFIELD		f 9:55	f 1:30
f 12:01pm	f 4:01	0	34	MONSE		f 9:45	f 1:05
* 12:45	* 4:17	50	61	BREWSTER	BR	* 9:30	* 12:45
* 1:30	* 4:35	50	267	PATBROS	RO	* 9:15	* 12:05pm
f 1:50	f 4:47	0	34	STARR		f 8:59	f 11:20
f 2:10	f 4:57	0	34	WELLS		f 8:51	f 11:05
f 2:35	f 5:09	0	35	HUGO		f 8:40	f 10:45
* 3:20	* 5:25	54	83	CHILAN	HN	* 8:29	* 10:25
* 3:30	* 5:28	0	73	CHILAN FALLS		* 8:20	* 10:10
f 4:00	f 5:40	0	40	STAYMAN		f 8:09	f 9:25
f 4:27	f 5:53	0	43	WINNAP		f 7:57	f 8:55
* 5:05	* 6:10	66	86	ENTYAT	NI	* 7:43	* 8:30
f 5:30	f 6:21	0	40	WAGNERSBURG		f 7:29	f 7:55
f 5:55	f 6:39	0	31	ZENA		f 7:18	f 7:35
f 6:20	f 6:47	0	66	COLD		f 7:08	f 7:15
A 6:35pm	A 7:00pm			WENATCHEE		L 7:00pm	L 7:00pm
12.05 11.38	5.30 24.95			Time Over Subdivision Average Speed Per Hour		5.30 24.95	11.30 11.94

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 Wya, Oroville Jct.
Normal position switch at Oroville Jct. 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. FOURTH SUBDIVISION—DEAN AND MARCUS. NORTHWARD.

THIRD CLASS	FIRST CLASS	Car Capacity	STATIONS	Time Table No. 27 Effective June 1, 1930.	Telegraph Code	Distance from Dean	SIGNS	FIRST CLASS	THIRD CLASS
701	255							256	702
Local Freight	Passenger							Local Freight	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday
L. 6:05am	L. 1:00pm	40	148	RA 87	0.00			A 12:20pm	A 4:10pm
* 5:40	* 1:20	30	29	RA 82	5.30			* 12:06pm	* 3:40
* 6:00	* 1:30	0	13	RA 77	10.80			* 11:52	* 3:16
* 6:30	* 1:41	0	114	RA 73	13.85			* 11:44	* 2:55
* 6:50	* 1:49	0	21	RA 71	17.65			* 11:32	* 2:30
* 7:10	* 1:55	40	3	RA 67	20.35			* 11:26	* 1:55
* 8:10	* 2:10	0	20	RA 69	27.74			* 11:12	* 1:15
* 9:30	* 2:30	20	54	RA 80	36.98			* 10:53	* 12:40pm
* 10:39	* 2:45	40	49	RA 83	44.52			* 10:39	* 11:56
* 11:30	* 3:09	0	30	RA 38	49.78			* 10:26	* 11:30
* 11:50	* 3:14	0	18	RA 34	53.19			* 10:17	* 11:08
* 12:10pm	* 3:36	40	21	RA 25	62.57			* 10:15	* 10:46
* 1:10	* 3:50	0	44	RA 18	69.37			* 9:56	* 9:56
* 1:35	* 3:53	0	24	RA 17	70.28			* 9:39	* 8:50
* 2:00	* 4:03	50	46	RA 13	74.64			* 9:28	* 7:50
* 2:15	* 4:11	0	15	RA 9	78.23			* 9:18	* 6:35
* 2:35	* 4:22	40	16	RA 4	83.35			* 9:07	* 6:00
A 2:55pm	A 4:36pm	40	40	1400	87.12			L 9:00am	L 5:40am
9.50	3.35							3.20	10.30
8.55	24.31							26.13	8.29
Time Over Sub-Division Average Speed Per Hour									

Special Rules.

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

Trains 255 and 256 will stop on flag at Blue Creek, Buckeyes, 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.

SOUTHWARD. FIFTH SUBDIVISION—MARCUS AND NELSON. NORTHWARD. 5

THIRD CLASS	FIRST CLASS	Car Capacity	STATIONS	Time Table No. 27 Effective June 1, 1930.	Telegraph Code	Distance from Nelson	SIGNS	FIRST CLASS	THIRD CLASS
703	259							260	704
Local Freight	Motor							Motor	Local Freight
Tue., Thur. and Sat.	Daily Ex. Sunday							Daily Ex. Sunday	Mon., Wed. and Fri.
L. 6:00am								A 4:00pm	
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES									
* 6:30		0	0	RA 181	5.45			* 3:30	
* 7:00	L 8:00am	27	RA 176	10.28				* 3:05	
* 7:45	* 8:20	0	15	RA 109	17.05			* 2:30	
* 8:00	* 8:30	0	15	RA 106	20.38			* 2:05	
* 8:25	* 8:50	0	16	RA 100	27.60			* 1:20	
* 8:49	* 9:01	0	9		31.88			* 12:55	
* 8:55	* 9:10	0	83	RA 162	35.15			* 12:40	
* 9:17	* 9:17	0	15	RA 148	37.87			* 12:20	
* 9:30	* 9:24	0	20	RA 145	40.74			* 12:08pm	
* 9:55	* 9:41	0	15	RA 136	50.43			* 11:35	
* 10:15	* 9:54	0	7	RA 130	55.74			* 10:55	
* 10:50	* 10:06	0	14	RA 127	59.57			* 10:30	
* 11:00	* 10:12	0	39	RA 128	61.68			* 10:12	
* 11:30	* 10:34	0	11	RA 118	68.45			* 9:40	
A 12:10pm	* 10:50	60	89	RA 116	70.45			* 9:30am	
* 11:08		0	7	RA 107	78.76			* 1:53	
* 11:33		0	16	RA 96	90.23			* 1:28	
A 11:55am		40	148	RA 87	99.01			L 1:00pm	
8.10	3.55							4.00	8.50
11.43	22.05							22.18	10.55
Time Over Sub-Division Average Speed Per Hour									

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 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 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		Car Capacity				Time Table No. 27						FIRST CLASS		THIRD CLASS	
705		257						Effective June 1, 1910.				SIGNS		258		706	
Local Freight Mon., Wed. and Fri.		Motor Daily Except Sunday		Siding Other Tracks		Station Numbers		Distance from Marcus		Telegraph Calls		Distance from Republic		Motor Daily Except Sunday		Local Freight Tue., Thurs. and Sat.	
L. 8.30Am		L. 1.15Pm		40		148		8A 87		0.00		M8		73.36		RKDN WC Y	
* 8.55		f 1.27				31		8D 8		5.44				67.92		f 11.52	
* 9.15		f 1.38				31		8D 10		10.12				63.24		f 11.40	
* 9.35		f 1.50				31		8D 15		18.38				58.01		W	
* 9.50		* 1.55				0		7		8D 17				56.48		f 11.24	
* 10.10		f 2.05				0		12		8D 23				52.13		f 11.12	
25N * 11.00		* 2.20				0		18		8D 27				46.05		f 11.00	
* 11.35		2.50				0		0		8D 40				33.25		Y	
* 11.50		* 3.00				0		23		8D 42		GF		34.77		D WC Y	
12.05Pm		3.05				0		0		8D 40				32.98			
* 12.20		* 3.15				0		40		8D 42A		CO		31.62		D W	
* 12.35		f 3.25				0		11		8D 46				27.50			
* 12.55		* 3.40				48		8D 52		52.16		W		21.20		R D W Y	
* 1.15		f 3.55				33		8D 58		58.23				18.13		f 9.28	
* 1.40		f 4.10				0		16		8D 65				8.58		W	
* 1.55		f 4.20				34		8D 68		68.46				4.90		f 8.59	
A 2.15Pm		A 4.35Pm		48		33		8D 73		73.36		Z		0.00		RK D WC Y	
5.45 12.76		1.20 22.00												3.20 22.00		6.00 12.22	
										Time Over Subdivision Average Speed Per Hour							

Special Rules.

Westward trains are superior to eastward trains of the same class, except No. 258 is superior to No. 257 Republic to Marcus.

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.

THEORETICAL FIRST CLASS LOCOMOTIVE TONNAGE RATINGS.
 BASED ON TRAINS AVERAGING 50 TONS PER CAR.

CLASS LOCOMOTIVE	R-2	R-1		Q-2		Q-1	N-2	O-7	O-6	O-5	O-4	O-3 and O-1	Add For Booster
		2034-2043	2030-2033	30x32	29x32								
Ruling Grade	RATING												
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
	15540	14470	13550	9090	8440	9740	11200	8000	7530	5600	7220	6710	1300
	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5660	5260	1000
	10000	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310	850
	8460	7870	7350	4930	4560	5300	6060	4310	4080	3030	3910	3640	750
	7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140	650
	6840	6360	5930	3970	3670	4260	4890	3470	3280	2440	3150	2940	600
	6420	5970	5570	3730	3450	4000	4590	3250	3080	2280	2960	2760	550
	5720	5310	4950	3310	3060	3550	4080	2880	2730	2030	2620	2450	500
	4660	4320	4020	2700	2490	2900	3320	2340	2220	1640	2130	2000	400
	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820	400
	2570	2370	2200	1460	1330	1580	1810	1250	1200	880	1150	1080	250
	2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	960	200
2060	1900	1740	1160	1050	1260	1440	1000	940	700	910	860	200	

Above are ratings for districts with long continuous grades. For districts with short pieces of maximum grade ratings should be increased 10%.

Make 10% reduction, when temperature 5° to 25° above.
 " 20% " " " 5° above to 10° below.
 " 30% " " " 10° below or colder.

MAXIMUM SPEED.

BETWEEN	Passenger	Freight
Lyons and Fort Wright.....	45 miles per hour.	25 miles per hour.
Crater and 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.
Wenatchee 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 Troup Jet.....	30 miles per hour.	20 miles per hour.
Over Pond O'Hallie 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.

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Main 7508, House Colfax 0409, 1849 Medical Arts Building 9th St. and Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	Minneapolis, Minn.
Dr. J. G. Cunningham.....	Assistant Chief Surgeon.....	Spokane, Wash.
Dr. H. E. Wheeler.....	Assistant Division Surgeon.....	Spokane, Wash.
Dr. A. E. Gerhart.....	Assistant Division Surgeon.....	Wenatchee, Wash.
Dr. L. M. Marcus.....	Surgeon.....	Wenatchee, Wash.
Dr. H. P. 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. E. E. Efner.....	Oroville.

A. KASE, Chief Dispatcher.

J. JAMES, Trainmaster.

W. CARSWELL, Trainmaster.

B. LANTRY, Asst. Supt.