



SPOKANE DIVISION

TIME TABLE No. 30.

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

SUNDAY, MARCH 29, 1931.

J. M. DOYLE, Superintendent.

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

J. H. O'NEILL, General Manager.

EASTWARD

See Special Rules on Page 3.

Special Rules First Subdivision.

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 Appleynrd.

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.

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 400 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 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.

Deraul 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. 19.

Double track switch located 20 feet East of Bridge 274 and derail located on Westward main line 400 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.

SOUTHWARD. SECOND SUBDIVISION NORTHWARD. COLUMBIA RIVER AND MANSFIELD.

SECOND CLASS				Time Table No. 30				SECOND CLASS			
381	Car Capacity	Station Numbers	Distance from Mansfield	Effective March 29, 1931.				382	Car Capacity	Station Numbers	Distance from Mansfield
Mixed	Other Trains			STATIONS				Mixed	Other Trains		
L. Pm 1:30	41	48	CH 09	0.0	.....	MANSFIELD.....	60.39	RDPWCY	A. Pm 12:40		
				5.40	.....	TOUTHEY.....	54.99	P			
f 1:40	30	CH 55	5.40	.....	.....	.....					
* 2:10	50	CH 49	11.38	.....	.....	WITHROW.....	49.01	P	* 12:01		
				5.50	.....	SUPPLER.....	43.45	P			
f 2:30	30	CH 44	16.94	.....	.....	.....			f 11:30		
				6.00	.....	DOUGLAS.....	36.46	D P			
* 3:00	62	CH 38	23.03	.....	.....	.....			* 11:05		
				5.27	.....	ALSTOWN.....	31.19	PW	* 10:10		
f 4:05	24	CH 21	39.01	.....	.....	.....			f 9:30		
				5.84	.....	MECUE.....	21.35	P			
* 4:45	35	CH 16	41.62	.....	.....	PALISADES.....	15.77	PW	* 9:10		
f 5:00	30	CH 11	49.74	.....	.....	APPLEDALE.....	10.65	P	f 8:55		
				5.12	.....	.....					
f 5:15	24	CH 5	55.00	.....	.....	MOSES COULEE.....	5.39		f 8:40		
A. Pm 5:30				5.20	.....	.....					
4.00				5.30	.....	COLUMBIA RIVER.....	0.0	RDPNW	L. Am 8:25		
15.00				1632	69.39	.....					
						Time Over Subdivision					
						Average Speed Per Hour					

Special Rules.

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

SOUTHWARD. THIRD SUBDIVISION NORTHWARD. 3 WENATCHEE AND OROVILLE.

THIRD CLASS				FIRST CLASS				Time Table No. 30				THIRD CLASS			
697	Car Capacity	Station Numbers	Distance from Wenatchee	253	Car Capacity	Station Numbers	Distance from Wenatchee	Effective March 29, 1931.				254	Car Capacity	Station Numbers	Distance from Wenatchee
Local Freight	Motor			Local Freight	Motor			STATIONS				Local Freight	Motor		
Daily Ex. Sun	Daily Ex. Sun			Daily Ex. Sun	Daily Ex. Sun			Effective March 29, 1931.				Daily Ex. Sun	Daily Ex. Sun		
L. Pm 6:30	L. Pm 1:30			L. Pm 6:30	L. Pm 1:30			OROVILLE				L. Pm 12:30	L. Pm 6:30		
								TRAINS BETWEEN OROVILLE JCT. AND OROVILLE WILL BE GOVERNED BY SEVENTH SUB-DIVISION SCHEDULES.							
6:35	1:33	0		0.88	.....	OROVILLE JCT.....	136.36	P Y X	12:20			6:25			
				4.87	.....	CORDILL.....	131.49					12:08			6:05
f 6:50	1:43	0	35	6.75	.....	ELLISFORD.....	120.21					11:57			5:45
f 7:10	1:53	0	34	11.03	.....	TONASKET.....	120.28	ON	DPW	* 11:46		5:30			
* 7:40	2:02	0	71	16.96	.....	JANIS.....	115.45			* 11:31		5:05			
f 8:00	2:17	0	34	21.79	.....	BARKER.....	110.02					4:45			
f 8:15	2:27	0	34	27.22	.....	RIVERSIDE.....	104.73	R S	DPW	* 11:10		4:25			
* 8:40	2:38	0	36	32.51	.....	CHEROKEE.....	100.55			* 10:58		4:00			
f 9:00	2:47	0	35	36.89	.....	OMAK.....	95.70	M K	DP	* 10:48		3:45			
* 10:00	3:01	66	214	41.54	.....	OKANOGAN.....	91.50	K N	DPW	* 10:33		3:00			
* 10:33	3:16	55	92	45.74	.....	CHILLIWIST.....	86.57			* 10:17		2:25			
f 10:55	3:26	0	34	50.67	.....	MALOTT.....	82.64	M A		* 10:08		2:05			
f 11:16	3:36	0	35	54.60	.....	WAKEFIELD.....	76.30	W		* 9:56		1:30			
f 11:36	3:50	0	35	60.85	.....	MONSE.....	71.66			* 9:46		1:05			
f 11:51	4:01	0	34	65.83	.....	BREWSTER.....	64.99	B R	DP	* 9:30		12:45			
* 12:45	4:17	50	61	72.25	.....	PATEROS.....	59.91	R O	DPWCX	* 9:16		12:05			
* 1:30	4:36	24	207	78.33	.....	STARR.....	53.44			* 8:59		11:20			
f 1:50	4:47	0	34	83.80	.....	WELLS.....	49.78			* 8:51		11:05			
f 2:10	4:57	0	34	87.46	.....	HUGO.....	44.05			* 8:40		10:45			
f 2:36	5:09	0	35	93.19	.....	CHELAN.....	38.94	H N	DPW	* 8:29		10:25			
* 3:20	5:25	54	83	98.30	.....	CHELAN FALLS.....	37.78			* 8:20		10:10			
* 3:30	5:28	38	40	99.46	.....	STAYMAN.....	31.93			* 8:09		9:25			
f 4:00	5:40	0	40	105.21	.....	WENATCHEE.....	26.01			* 7:57		8:55			
f 4:27	5:53	0	48	111.23	.....	ENTHAT.....	18.90	N I	DPW	* 7:43		8:30			
* 5:05	6:10	66	86	118.34	.....	WAGNERSBURG.....	12.90			* 7:29		7:55			
f 5:30	6:21	0	39	123.64	.....	ZENA.....	7.97			* 7:18		7:35			
f 5:55	6:32	0	31	129.27	.....	OLDS.....	3.49			* 7:08		7:15			
f 6:20	6:47	0	66	133.75	.....	WENATCHEE.....	0.0			* 6:50		7:00			
A. Am 6:35	A. Pm 7:00			1648	137.24	.....						7:00			
12 05	5 30					Time Over Subdivision						7:00			
11 35	24 55					Average Speed Per Hour						24 55			

Special Rules.

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

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.

4 SOUTHWARD. FOURTH SUBDIVISION—DEAN AND MARCUS. NORTHWARD.

THIRD CLASS 701	FIRST CLASS 255	Car Capacity	Stations	Time Table No. 30 Effective March 29, 1931.	Signs	FIRST CLASS 256	THIRD CLASS 702
Local Freight	Motor					Motor	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday
L. 5:05pm	L. 1:00pm	40	148	BA 87	9.00	MARCUS	M 5 87.12 RK DN WC YX A 12:20pm A 4:10pm
* 5:40	* 1:18	30	30	BA 82	5.30	MEYER'S FALLS	M 7 81.83 D *12:06pm * 3:40
* 6:00	* 1:26	0	13	BA 77	10.80	PALMERS	VD 73.27 D W *11:52 * 3:16
* 6:30	* 1:36	0	114	BA 78	13.85	COLVILLE	VD 73.27 D W *11:44 * 2:55
* 6:50	* 1:43	0	31	BA 71	17.05	ORIN	VD 69.47 *11:32 * 2:30
* 7:10	* 1:48	40	3	BA 67	20.35	ARDEN	VD 68.77 *11:26 * 1:55
* 8:10	* 2:01	0	30	BA 59	27.74	ADDY	AD 59.28 D W *11:12 * 1:15
* 9:30	* 2:19	26	54	BA 50	36.95	CHEWELAN	CH 50.17 D X *10:53 *12:40pm
*10:39	* 2:33	40	49	BA 43	44.63	VALLEY	VY 42.80 D Y X *10:39 *11:56
*11:30	* 2:43	0	30	BA 38	49.76	GRAYS	VY 37.36 *10:26 *11:30
		0	18	BA 34	53.19	CLINE	VY 33.93
*12:10pm	* 2:53	30	17	BA 33	54.46	SPRINGDALE	SY 33.68 D W *10:15 *10:46
* 1:10	* 3:12	40	31	BA 25	62.57	LOON LAKE	SY 34.48 * 9:56 * 9:56
* 1:35	* 3:26	0	44	BA 18	69.37	CLAYTON	CN 17.75 D * 9:39 * 8:50
* 1:40	3:29	0	34	BA 17	70.26	CHRISTIANSON	CN 16.86 * 9:36 * 8:20
* 2:00	* 3:37	80	46	BA 13	74.94	DEER PARK	DE 13.48 D W * 9:28 * 7:50
* 2:15	* 3:44	0	15	BA 9	78.23	DENISON	DE 8.89 * 9:18 * 6:35
* 2:35	* 3:55	40	16	BA 4	83.35	WAYSIDE	DE 3.77 * 9:07 * 6:00
A 2:55pm	A 4:06pm	40	40	1460	87.12	DEAN	BF 0.0 R DN X L 9:00pm L 5:40pm
9.80	3.06					Time Over Subdivision	3.20 10.30
8.58	28.10					Average Speed Per Hour	26.15 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, Buckeys, Holland Horr Spur, Kulsers and Mission. Mission is 1.0 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 Kulsers spur, 1.7 miles south of Valley.

SOUTHWARD. FIFTH SUBDIVISION—MARCUS AND NELSON. NORTHWARD.

THIRD CLASS 703	FIRST CLASS 259	Car Capacity		Station Numbers	Distance from Nelson	Time Table No. 30 Effective March 29, 1931.	Telegraph Code	Distance from Marion	SIGNS	FIRST CLASS 260	THIRD CLASS 704
Local Freight	Motor	Bidings	Other Trains							Motor	Local Freight
Tue., Thur. and Sat.	Daily Ex. Sunday									Daily Ex. Sunday	Mon., Wed. and Fri.
L. 6:00 ^{am}				BA 186	0.00	NELSON.....	RC	99.01	R DNWC O P		A 4:00 ^{pm}
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES											
* 6:30		0	0	BA 181	5.48	TROUP JUNCTION.....		93.56	R	YP	* 3:30
* 7:00	L. 8:00 ^{am}		27	BA 176	10.36	SOUTH NELSON.....		88.75	W	A 4:45 ^{pm}	* 3:05
* 7:45	* 8:20	0	18	BA 169	17.08	APEX.....		81.96		* 4:25	* 2:30
* 8:00	* 8:30	0	18	BA 166	20.88	HALL.....		78.63		* 4:15	* 2:05
* 8:25	* 8:50	0	16	BA 159	27.50	YMIR.....		71.51	W	* 3:57	* 1:20
* 8:42	* 9:01	0	9		31.86	BOULDER MILL.....		67.15		* 3:45	*12:55
* 8:55	* 9:10	0	28	BA 152	35.15	SALMO.....	80	63.66	D	* 3:37	*12:40
²⁵⁹ * 9:17	* 9:17	0	18	BA 148	37.87	ERIE.....		61.14		* 3:27	*12:20
* 9:30	* 9:24	0	30	BA 145	40.74	MEADOWS.....		58.27		* 3:19	*12:08 ^{pm}
* 9:55	* 9:41	0	15	BA 136	50.43	FRUITVALE.....		48.59		* 2:57	*11:35
*10:15	* 9:54	0	7	BA 130	55.74	COLUMBIA GARDENS.....		48.27		* 2:42	*10:55
*10:50	*10:06	0	14	BA 127	59.87	WANETA, B. C.....	WN	39.44	D	* 2:31	*10:30
*11:00	⁷⁰³ *10:12	0	39	BA 128	61.68	BOUNDARY, U. S.....		37.33		* 2:16	²⁵⁹ *10:12
*11:30	*10:34	0	11	BA 118	68.45	HANLEYS.....		30.56		* 1:58	* 9:30
*12:10 ^{pm}	*10:50	60	89	BA 116	70.48	NORTHPORT.....	NP	28.53	RK D W	YX	* 1:50 * 9:15
²⁶⁰ * 1:30	*11:08	0	7	BA 107	78.76	MARBLE.....		20.25		⁷⁰³ * 1:30	* 8:20 ^h
* 2:30	*11:33	0	16	BA 96	90.28	BOSSBURG.....		8.78		* 1:06	* 7:45
A 3:30 ^{pm}	A 11:55 ^{pm}	40	148	BA 87	99.01	MARCUS.....	MB	0.00	RK DNWC	YX	L 12:45 ^{pm} L 7:00 ^{am}
9.30 10.42	3.55 22.65					Time Over Sub-Division Average Speed Per Hour				4.00 22.18	9.00 10.99

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, Stroh Spur, Parks, Benton, Backins and Geverts Spur, Porto Rico, Wileys Spur and Marble Timber Co's. Plant.

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.

WESTWARD.										SIXTH SUBDIVISION— MARCUS AND REPUBLIC.										EASTWARD.									
THIRD CLASS		FIRST CLASS		Car Capacity		STATIONS		Time Table No. 30 Effective March 29, 1911.		Telegraph Calls		Distance from Republic		SIGNS		FIRST CLASS		THIRD CLASS											
705		257														258		706											
Local Freight		Motor		Siding		Other Tracks		Station Numbers		Distance from Newark						Motor		Local Freight											
Mon. and Fri.		Daily Ex. Sun.														Daily Ex. Sun.		Tue., Wed. and Sat.											
A M 8:30	P M 1:05	40	148	NA 87	0.00	MARCS.....	MS	73.38	RKDNC Y	A Pm 12:05	A Pm 2:30																		
* 8:55	f 1:17		31	SD 5	5.45	BOYDS.....		67.91		f 11:52	* 2:15																		
* 9:15	f 1:27		31	SD 10	10.12	HARSTOW.....		63.24		f 11:40	* 1:55																		
* 9:35	f 1:39		31	SD 15	15.35	DULWICH.....		58.01	W	f 11:29	* 1:39																		
* 9:50	* 1:44	0	7	SD 17	16.00	ORIENT.....		56.45		* 11:24	* 1:15																		
* 10:10	f 1:54	0	12	SD 22	21.23	HUGHES.....		52.13		f 11:12	* 12:50																		
* 11:00	* 2:10	0	18	SD 27	27.32	LAURIER, WASH.....		46.04		* 11:00	* 12:35																		
* 11:30	* 2:35	0	4	SD 42	38.66	GRAND FORKS.....	GR	34.70		* 10:30	* 11:50																		
11:35	2:40	0	0	SD 40	40.12	GRAND FORKS JCT.....		33.24	Y	10:24	11:35																		
* 11:50	* 2:50	0	40	SD 42A	41.74	DANVILLE, WASH.....	NA	31.62	W	* 10:20	* 11:30																		
f 12:05	f 3:00	0	11	SD 46	45.87	HURLBURY.....		27.49		f 10:07	* 11:10																		
* 12:25	* 3:15		48	SD 52	52.16	CURLEW.....	W	21.20	R D W Y	* 9:55	* 10:50																		
* 12:45	f 3:30		33	SD 58	58.24	MALO.....		15.12		f 9:38	* 10:15																		
* 1:10	f 3:45	0	16	SD 65	64.78	POLLARD.....		8.58	W	f 9:20	* 9:40																		
* 1:25	f 3:55		31	SD 68	68.45	TORBOY.....		4.90		f 9:09	* 9:20																		
A Pm 1:45	A Pm 4:10	45	33	SD 73	73.38	REPUBLIC.....	Z	0.00	RKD W Y	L A 8:55	L A 9:00																		
8:15	3:05									3:10	5:30																		
13:05	23:77									23:16	13:33																		
										Special Rules.																			
										Westward trains are superior to eastward trains of the same class, except No. 258 is superior to No. 257 Republic to Marcus.																			
										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. 5									
THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity		STATIONS		Time Table No. 30 Effective March 29, 1911.		Telegraph Calls		Distance from Princeton		SIGNS		FIRST CLASS		SECOND CLASS		THIRD CLASS							
699		397		391		251												252		392		396		700					
Local Freight		Mixed		Mixed		Passenger		Siding		Other Tracks		Station Numbers		Distance from Curlew				Passenger		Mixed		Mixed		Local Freight					
Mon., Wed. and Fri.		Mon., Wed. and Fri.		Tuesday and Sat.		Daily Ex. Sun.												Daily Ex. Sun.		Tuesday and Sat.		Mon., Wed. and Fri.		Tue., Thur. and Sat.					
A M 6:25	L A 7:00	A Pm 3:00	A Pm 12:30																										
A M 6:30	L A 7:00	A Pm 3:00	A Pm 12:30																										
* 7:30																													
* 7:55																													
* 8:20																													
f 8:30																													
* 8:45																													
f 9:00																													
f 9:15																													
* 9:30																													
f 9:45																													
f 10:05																													
f 10:15																													
f 10:25																													

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
FIRST SUBDIVISION:			
Nemo Pit	0.60 mile East of Nemo	East end	100 cars
Adrian Pit	0.8 mile East of Adrian	East end	75 cars
Stratford Spur	1.3 miles West of Stratford	East end	14 cars
Sand Spur	1.6 miles West of Trinidad	West end	16 cars
Clayton Spur	1.9 miles West of Trinidad	West end	4 cars
Gravel Spur	2.9 miles West of Trinidad	West end	63 cars
Rock Island Dam	1.1 miles East of Rock Island	Both ends	182 cars
Ohio Colony	1.2 miles West of Rock Island	East end	8 cars
Landreth Spur	4.4 miles East of Wenatchee	West end	10 cars
THIRD SUBDIVISION:			
Peterson Spur	2.0 miles South of Ellisford	North end	1 car
Elkhorn Cliff Fruit Co.	5.1 miles North of Enlat	North end	6 cars
Olds Washing Plant	2.02 miles North of Olds	Both ends	60 cars
FOURTH SUBDIVISION:			
Deer Park Lbr. Co. Spur	0.7 mile North of Deer Park	South end	3 cars
Olson Spur	2.6 miles North of Deer Park	South end	6 cars
Holland-Horr Spur	4.7 miles North of Loon Lake	South end	3 cars
Kulzers Spur	1.7 miles South of Valley	North end	8 cars
Gess Spur	2.8 miles South of Valley	South end	3 cars
Northwest Magnesia	1.4 miles South of Chewelah	Both ends	60 cars
Elkhorn Spur	3.1 miles South of Addy	South end	3 cars
Blue Creek Spur	3.1 miles South of Addy	South end	12 cars
Industrial Spur M. P. 93 (Lasswell)	3.2 miles North of Palmers	South end	3 cars
FIFTH SUBDIVISION:			
Sand Spur	2.1 miles North of Marcus	South end	2 cars
Jewells Siding	4.8 miles North of Marcus	Both ends	29 cars
Evans Spur	5.4 miles North of Marcus	South end	24 cars
Allen Spur	2.6 miles North of Bousburg	South end	3 cars
Hendrix Cut	3.8 miles North of Bousburg	North end	3 cars
Lane & Bronson Co.	6.6 miles North of Bousburg	South end	3 cars
Marble Timber Co. Spur	2.8 miles South of Marble	South end	2 cars
Kane	4.1 miles South of Northport	South end	5 cars
Cameron Spur	4.4 miles South of Northport	North end	13 cars
Hudson's Spur	3.3 miles South of Northport	South end	12 cars
Good-Hopkins Lbr. Co. Spur	2.06 miles North of Hanley's	South end	3 cars
Industrial Spur No. 134	2.3 miles North of Hanley's	South end	20 cars
Stroh Spur	3.3 miles North of Hanley's	South end	3 cars
West Kootenay P. & L. Co.	0.5 mile South of Waneta	Siding	6 cars
Nelson Spur	2.4 miles North of Fruitvale	North end	2 cars
Salmo Cedar Co.	4.8 miles North of Fruitvale	Both ends	7 cars
Munroe Bros. Spur	0.4 miles North of Fruitvale	South end	6 cars
Benton Pole & Lbr. Co. Spur	2.0 miles South of Meadows	South end	6 cars
Archibald	1.0 mile South of Erie	Both ends	11 cars
Rotter's Spur	3.6 miles North of Salmo	South end	9 cars
Baskins & Gevurtz Spur	1.9 miles South of Ymir	North end	11 cars
Swanons Spur	1.3 miles South of Ymir	North end	4 cars
Porto Rico Spur	3.6 miles North of Ymir	South end	2 cars
SIXTH SUBDIVISION:			
Hudson Spur	1.8 miles West of Marcus	East end	2 cars
Hedlund Box & Lbr. Co.	2.1 miles West of Marcus	East end	Private
Rock Cut	0.7 mile East of Hughes	West end	5 cars
Helphrey's Spur No. 1	1.9 miles West of Curlew	East end	3 cars
California Spur	2.2 miles East of Republic	West end	7 cars
SEVENTH SUBDIVISION:			
Helphrey's Spur No. 2	2.8 miles West of Curlew	East end	2 cars
Robert's Spur	0.2 miles West of Midway	East end	1 car
Myneater Spur	0.4 mile East of Myneater	West end	55 cars
Dumonts Spur	3.0 miles East of Bideville	East end	3 cars
Stewart-Calvert Spur No. 1	1.4 miles West of Oroville	East end	5 cars
Stewart-Calvert Spur No. 2	1.4 miles West of Oroville	East end	3 cars
Benders Spur	0.5 mile West of Nighthawk	East end	6 cars
Ruby Mine Spur	4.9 miles East of Chopaka	West end	4 cars
Princeton M. & Dev. Co.	2.1 miles West of Norman	East end	9 cars

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
		2034-2033	2030-2033	30x32	29x32								
Rating Grade	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
0.2%	15540	14470	13550	9990	8440	9740	11200	8000	7530	5600	7220	6710	1300
0.3%	12200	11350	10620	7120	6000	7640	8700	6250	5900	4380	5640	5240	1000
0.4%	10900	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310	850
0.5%	8460	7870	7350	4930	4560	5300	6060	4310	4080	3030	3910	3640	750
0.6%	7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140	650
0.65%	6840	6360	5930	3970	3670	4290	4890	3470	3280	2440	3150	2940	600
0.7%	6420	5970	5570	3730	3450	4000	4590	3250	3080	2280	2900	2700	550
0.8%	5720	5310	4950	3310	3060	3550	4080	2880	2730	2030	2620	2450	500
1.0%	4660	4320	4020	2700	2490	2900	3320	2340	2220	1640	2130	2000	400
1.1%	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820	400
1.8%	2570	2370	2200	1450	1330	1580	1810	1250	1200	880	1150	1080	250
2.0%	2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	960	200
2.2%	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
Fort Wright and Lyons	45 miles per hour.	35 miles per hour.
Lyons and Wenatchee	50 miles per hour.	35 miles per hour.
Columbia River and Mansfield	20 miles per hour.	20 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 Pend O'Reille 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 Grater	S-2 Engines	50 miles per hour.
Between Vulcan and Columbia River	S-2 Engines	50 miles per hour.
Over Bridge 270 and 273, Spokane	Q-1, R-1 and S-2 Engines	10 miles per hour.
Over Bridge 274, Fort Wright	Q-1, R-1 and S-2 Engines	15 miles per hour.
Between Dean and Meyers Falls	O-1 Engines	25 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 Nicolet 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. Garhart	Assistant Division Surgeon	Wenatchee, Wash.
Dr. L. M. Mares	Surgeon	Wenatchee, Wash.
Dr. H. F. Craig	Assistant Division Surgeon	Spokane, Wash.
Dr. A. N. Cudd	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	Harrison
Dr. J. Farrow	Hillyard
Dr. W. O. Rose	Nelson
Dr. E. E. Efner	Oroville

A. KASE, Chief Dispatcher.

A. C. SMITH, Trainmaster.

W. CARSWELL, Trainmaster.

B. LANTRY, Asst. Supt.