



SPOKANE DIVISION

TIME TABLE No. 31.

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

SUNDAY, APRIL 26, 1931.

J. M. DOYLE, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD

FIRST SUBDIVISION—HILLYARD AND WENATCHEE.

EASTWARD

THIRD CLASS					SECOND CLASS		FIRST CLASS					Car Capacity		Time Table No. 31		SIGNALS		FIRST CLASS					SECOND CLASS				THIRD CLASS		
693	691	697	381		255	45	1	3	27	5	Motor	Passenger	Passenger	Fast Mail	Passenger	2	28	4	46	256	448	450	382	454	698	694	692		
Local Freight	Local Freight	Local Freight	Mixed		Motor	Passenger	Passenger	Passenger	Fast Mail	Passenger	Motor	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Passenger	Passenger	Motor	Freight	Freight	Mixed	Freight	Local Freight	Local Freight	Local Freight		
Mo, Wed and Sat.	Mo, Wed and Fri.	Daily Ex. Sun.	Mo, Wed and Fri.		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Mo, Wed and Fri.	Daily	Daily Ex. Sun.	Mo, Wed and Fri.	Tu, Thu and Sat.		
7:00	8:40	10:10	11:05		7:00	9:05	9:30	10:00	10:30	11:00	7:00	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15		
	5:40				4:25		9:15		9:05		6:47																		
	5:55				4:35		9:25		9:15		6:55																		
	6:00				4:40		9:30		9:20		7:00																		
	6:15				4:45		9:35		9:25		7:05																		
	6:30				4:50		9:40		9:30		7:10																		
	6:45				4:55		9:45		9:35		7:15																		
	7:00				5:00		9:50		9:40		7:20																		
	7:15				5:05		9:55		9:45		7:25																		
	7:30				5:10		10:00		9:50		7:30																		
	7:45				5:15		10:05		9:55		7:35																		
	8:00				5:20		10:10		10:00		7:40																		
	8:15				5:25		10:15		10:05		7:45																		
	8:30				5:30		10:20		10:10		7:50																		
	8:45				5:35		10:25		10:15		7:55																		
	9:00				5:40		10:30		10:20		8:00																		
	9:15				5:45		10:35		10:25		8:05																		
	9:30				5:50		10:40		10:30		8:10																		
	9:45				5:55		10:45		10:35		8:15																		
	10:00				6:00		10:50		10:40		8:20																		
	10:15				6:05		10:55		10:45		8:25																		
	10:30				6:10		11:00		10:50		8:30																		
	10:45				6:15		11:05		10:55		8:35																		
	11:00				6:20		11:10		11:00		8:40																		
	11:15				6:25		11:15		11:05		8:45																		
	11:30				6:30		11:20		11:10		8:50																		
	11:45				6:35		11:25		11:15		8:55																		
	12:00				6:40		11:30		11:20		9:00																		
	12:15				6:45		11:35		11:25		9:05																		
	12:30				6:50		11:40		11:30		9:10																		
	12:45				6:55		11:45		11:35		9:15																		
	1:00				7:00		11:50		11:40		9:20																		
	1:15				7:05		11:55		11:45		9:25																		
	1:30				7:10		12:00		11:50		9:30																		
	1:45				7:15		12:05		11:55		9:35																		
	2:00				7:20		12:10		12:00		9:40																		
	7:00	8:40	10:10	11:05							18:40											10:44	10:50	11:05	11:10	11:15	11:20		

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 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.

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 and 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 derailed 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 derailed 55 feet ahead of same.

Derailed on siding is 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 No. 19.

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 derrails.

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.

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		Car Capacity	Time Table No. 31		SIGN		SECOND CLASS		
381			Effective April 26, 1931.		382				
Mixed	Mon. and Thurs.	Sidings	Other Tracks	Stations	Distance from Columbia River	Stations	Distance from Mansfield	Mixed	
L. Pm 1:30	41	48	CR 60	0.0	MANSFIELD	60.20	RDPWCY	A. Pm 12:40	
f 1:40	30	41	CR 55	5.40	TOURLE	54.99	P	12:20	
* 2:10	50	CR 49	11.38	5.98	WITHROW	49.01	P	12:01	
f 2:30	30	CR 44	16.94	5.56	SUPPLEE	43.45	P	11:30	
* 3:00	62	CR 36	23.93	4.99	DOUGLAS	26.46	D P	11:05	
* 3:25	30	CR 21	29.20	5.27	ALSTOWN	31.19	PW	10:10	
f 4:05	24	CR 21	39.04	9.84	McCUE	21.35	P	9:30	
* 4:45	35	CR 16	44.62	5.28	PALISADES	15.77	PW	9:10	
f 5:00	30	CR 11	49.71	5.12	APPLEDALE	10.65	P	8:55	
f 5:15	24	CR 5	55.00	5.20	MOSES COULEE	5.39		8:40	
A Pm 5:30			1632	5.30	COLUMBIA RIVER	0.0	RDNPW	L. Am 8:25	
4.00								4.15	
15.09								14.21	
				Time Over Subdivision					
				Average Speed Per Hour					

Special Rules.

Northward trains are superior to southward trains of the same class.

SOUTHWARD. THIRD SUBDIVISION NORTHWARD. 3 WENATCHEE AND OROVILLE.

THIRD CLASS		FIRST CLASS		Car Capacity	Time Table No. 31		SIGN		THIRD CLASS		THIRD CLASS	
697		253			Effective April 26, 1931.		382		254		698	
(700)		(252)							(251)		(699)	
Local Freight		Motor		Sidings	Stations		Distance from Oroville		Mixed		Local Freight	
Daily Ex. Sun.		Daily Ex. Sun.		Other Tracks	Stations		Distance from Wenatchee		Daily Ex. Sun.		Daily Ex. Sat.	
L. Pm 6:30	L. Pm 7:10	L. Pm 7:10	L. Pm 7:10	Station Numbers	Distance from Oroville	Stations	Distance from Wenatchee	Station Numbers	Distance from Oroville	L. Pm 6:30	L. Pm 7:10	
TRAINS BETWEEN OROVILLE JCT. AND OROVILLE WILL BE GOVERNED BY SEVENTH SUB-DIVISION SCHEDULES.												
6:35	1:33	0			0.88	OROVILLE JCT.		136.26	P V X	12:20	6:25	
f 6:50	f 1:43	0	35	WO 132	4.87	CORDELL		131.49		12:08	f 6:05	
f 7:10	f 1:53	0	34	WO 128	11.03	ELLSFORD		126.21		11:57	f 5:45	
* 7:40	* 2:03	0	71	WO 120	16.96	TONASKET	ON	120.28	DPW	* 11:45	* 5:30	
f 8:00	f 2:17	0	34	WO 115	21.79	JANIS		115.45		11:31	f 5:05	
f 8:15	f 2:27	0	31	WO 110	27.22	BARKER		110.92		11:21	f 4:45	
* 8:40	* 2:38	0	38	WO 105	32.51	RIVERSIDE	RS	104.73	DPW	* 11:10	* 4:25	
f 9:00	f 2:47	0	35	WO 100	36.99	CHEROKEE		100.55		11:08	f 4:00	
* 10:00	* 3:01	06	214	WO 96	41.54	OMAK	M K	95.70	DP	* 10:48	* 3:45	
* 10:33	* 3:16	55	92	WO 92	45.74	OKANOGAN	K N	91.50	DPW	* 10:33	* 3:00	
11:05	f 3:26	0	31	WO 87	50.57	CHILLIWIST		86.57		11:07	f 2:25	
11:15	f 3:36	0	35	WO 83	54.80	MALOTT	M A	82.94		11:08	f 2:05	
11:35	f 3:50	0	35	WO 78	60.85	WAKEFIELD		76.39	W	f 9:55	f 1:30	
12:01	f 4:01	0	34	WO 72	65.68	MONSE		71.99		f 9:45	f 1:05	
* 12:45	* 4:17	50	61	WO 65	72.25	BREWSTER	BR	64.99	DP	* 9:30	* 12:45	
* 1:30	* 4:35	W65	207	WO 59	78.33	PATEROS	RO	58.91	DPWCX	* 9:15	* 12:05	
f 1:50	f 4:47	0	34	WO 53	83.80	STARR		53.44		f 8:59	11:20	
f 2:10	f 4:57	0	31	WO 50	87.48	WELLS		49.78		f 8:51	11:05	
f 2:35	f 5:09	0	35	WO 44	93.19	HUGO		44.05		f 8:40	11:05	
* 3:20	* 5:25	54	83	WO 39	98.30	CHELAN	H N	38.94	DPW	* 8:29	* 10:25	
* 3:30	* 5:28	38	40		99.46	CHILIAN PALLS		37.78		* 8:20	* 10:10	
f 4:00	f 5:40	0	40	WO 32	105.31	STAYMAN		31.93		f 8:09	f 9:25	
f 4:27	f 5:53	0	43	WO 26	111.23	WINESAP		26.01		f 7:57	f 8:55	
* 5:05	* 6:10	66	86	WO 19	118.34	ENTIAI	N I	18.90	DPW	* 7:43	* 8:30	
f 5:30	f 6:21	0	39	WO 14	123.64	WAGNERSBURG		13.60		f 7:29	f 7:55	
f 5:55	f 6:32	0	31	WO 8	129.27	ZENA		7.97		f 7:18	f 7:35	
f 6:20	f 6:47	0	66	WO 3	133.75	OLDS		3.49		f 7:08	f 7:15	
A Am 6:36	A Am 7:00				1048	WENATCHEE		0.0	RKINPW X	L. Am 7:00	L. Am 7:00	
12 05	5 30									5 30	11 30	
11 35	24 05									24 05	11 01	
				Time Over Subdivision								
				Average Speed Per Hour								

Special Rules.

Northward trains are superior to southward 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 House, 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 Numbers	Distance from Marcus	Time Table No. 31 Effective April 26, 1931.	Telegraph Code	Distance from Dean	SIGNS	FIRST CLASS 256	THIRD CLASS 702
		Sidings	Other Tracks								
Local Freight Daily Ex. Sunday	Motor Daily Ex. Sunday					STATIONS				Motor Daily Ex. Sunday	Local Freight Daily Ex. Sunday
L. 5:06pm	L. 1:00pm	40	148	SA 87	0.00	MARCUS	MB	87.12	RK DN WC YX	A 12:20pm	A 4:10pm
# 5:40	# 1:18	30	30	RA 82	5.30	MEYER'S FALLS	MF	81.82	D	*12:06pm	* 3:40
# 6:00	F 1:26	0	12	RA 77	10.80	PALMERS		78.23		†11:52	* 3:16
# 6:30	* 1:36	0	114	RA 72	13.85	COLVILLE	VD	72.27	D W	*11:44	* 2:55
# 6:50	F 1:43	0	21	RA 71	17.85	ORIN		69.47		†11:32	* 2:30
# 7:10	F 1:48	40	2	RA 67	20.38	ARDEN		66.77		†11:26	* 1:55
# 8:10	* 2:01	0	20	RA 59	27.74	ADDY	AD	59.38	D W	*11:12	* 1:16
# 9:30	* 2:19	26	54	RA 50	36.95	CHEWELAH	CH	50.17	D X	*10:53	*12:40pm
*10:39	* 2:33	40	49	RA 43	44.02	VALLEY	YY	42.00	D Y X	*10:39	*11:56
#11:30	F 2:43	0	30	SA 38	49.78	ORAYS		37.36		†10:26	*11:30
		0	18	SA 34	53.19	CLINE		33.93			
*12:10pm	* 2:53	29	17	SA 33	54.40	SPRINGDALE	BY	33.66	D W	*10:15	*10:46
* 1:10	* 3:12	40	21	SA 25	62.57	LOON LAKE		34.58		* 9:56	* 9:56
* 1:35	* 3:26	0	44	SA 18	69.37	CLAYTON	CN	17.78	D	* 9:39	* 8:50
* 1:40	3:29	0	24	RA 17	70.28	CHRISTIANSON		16.86		9:36	* 8:20
* 2:00	* 3:37	80	48	RA 13	74.64	DEER PARK	DE	12.48	D W	* 9:28	* 7:50
* 2:15	* 3:44	0	18	RA 9	78.23	DENISON		8.89		* 9:18	* 6:35
* 2:35	F 3:55	40	16	SA 4	83.35	WAYSIDE		3.77		F 9:07	* 6:00
A 2:55pm	A 4:06pm	40	40	1480	87.12	DEAN	DF	0.0	R DN X	L. 9:00pm	L. 5:40pm
3:20 3:58	3:06 28:10					Time Over Subdivision Average Speed Per Hour		3:20 26:13		10:30 8:29	

Special Rules.

Northward trains are superior to southward trains of the same class.

Trains 255 and 256 will stop on flag at Blue Creek, Buckeye, Holland Horr Spur, Kulsers and Mission. Mission is 1.6 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		Stations Numbers	Distance from Nelson	Time Table No. 31 Effective April 26, 1931.	Telegraph Code	Distance from Marcus	SIGNS	FIRST CLASS 260	THIRD CLASS 704
		Sidings	Other Tracks								
Local Freight Tue, Thur. and Sat.	Motor Daily Ex. Sunday					STATIONS				Motor Daily Ex. Sunday	Local Freight Mon., Wed. and Fri.
L. 6:00pm				SA 186	0.00	NELSON	BC	99.01	R DNWC O P		A 4:00pm
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES											
# 6:30		0	0	SA 181	5.45	TROUP JUNCTION		93.58	R YP		* 3:30
# 7:00	L 8:00pm	27		SA 176	10.28	SOUTH NELSON		88.75	W	A 4:45pm	* 3:05
# 7:45	F 8:20	0	18	SA 169	17.05	APEX		81.98		F 4:25	* 2:30
# 8:00	* 8:30	0	15	SA 165	20.38	HALL		78.63		* 4:15	* 2:05
# 8:25	* 8:50	0	16	SA 159	27.50	YMR		71.51	W	* 3:57	* 1:20
# 8:42	F 9:01	0	9		31.86	BOULDER MILL		67.18		F 3:45	*12:55
# 8:55	* 9:10	0	22	RA 152	35.15	SALMO	80	63.85	D	* 3:37	*12:40
# 9:17	* 9:17	0	18	SA 148	37.87	ERIE		61.14		* 3:27	*12:20
# 9:30	F 9:24	0	20	SA 144	40.74	MEADOWS		58.27		* 3:19	*12:08pm
# 9:55	* 9:41	0	16	SA 136	50.42	FRUITVALE		48.50		* 2:57	*11:35
*10:15	* 9:54	0	7	SA 130	55.74	COLUMBIA GARDENS		48.27		* 2:42	*10:55
*10:50	*10:06	0	14	SA 127	59.57	WANETA, B. C.	WN	39.44	D	* 2:31	*10:30
*11:00	*10:12	0	29	SA 125	61.68	BOUNDARY, U. S.		37.33		* 2:16	*10:12
*11:30	†10:34	0	11	SA 118	68.45	HANLEYS		30.55		F 1:58	* 9:30
*12:10pm	*10:50	80	89	SA 110	70.48	NORTHPORT	NP	28.53	RK D W YX	* 1:50	* 9:15
# 1:30	†11:08	0	7	SA 107	78.78	MARBLE		20.25		F 1:30	* 8:20
# 2:30	*11:33	0	16	RA 96	90.28	BOSSBURG		8.78		* 1:06	* 7:45
A 3:30pm	A 11:55pm	40	148	SA 87	99.01	MARCUS	MB	0.00	RK DNWC YX	L. 12:45pm	L. 7:00pm
9:30 10:42	3:55 22:55					Time Over Sub-Division Average Speed Per Hour		4:00 22:18		9:00 10:00	

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, Baskins 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. WESTWARD. SEVENTH SUBDIVISION—CURLW AND PRINCETON. EASTWARD. 5

THIRD CLASS 705		FIRST CLASS 257		Car Capacity		Time Table No. 31 Effective April 26, 1931.		SIGN S		FIRST CLASS 258		THIRD CLASS 706	
Local Freight	Motor	Sidings	Other Trains	Station Numbers	Distance from Newark	Telegraph Code	Distance from Republic	Motor	Local Freight	Daily Ex. Run	Tue. and Sat.	Local Freight	Tue. and Sat.
Mon. and Fri.	Daily Ex. Run												
L. Am 8:30	L. Pm 1:05	40	148	NA 87	0.00	MARCUS	MIN 73.38	RKDNWC Y	A. Pm 12:06	A. Pm 2:30			
* 8:55	f 1:17	31	HI 5	8.45	8.45	BOYDS	87.91		f 11:52	* 2:15			
* 9:15	f 1:27	31	HI 10	10.12	4.67	BARSTOW	63.24		f 11:40	* 1:55			
* 9:35	f 1:39	31	HI 15	15.35	5.23	DULWICH	58.01	W	f 11:29	* 1:39			
* 9:50	* 1:44	0	7	HD 17	16.90	ORIENT	56.46		* 11:24	* 1:15			
* 10:10	f 1:54	0	12	HD 22	21.23	HUGHES	62.13		f 11:12	* 12:50			
* 11:00	* 2:10	0	18	HI 27	27.32	L Laurier, Wash.	46.04		* 11:00	* 12:35			
* 11:30	* 2:36	0	4	ND 42	38.96	GRAND FORKS	34.70	GR	* 10:30	* 11:50			
11:35	2:40	0	0	ND 40	40.12	GRAND FORKS JCT.	33.24	Y	10:24	11:35			
* 11:50	* 2:50	0	40	ND 42A	41.74	DANVILLE, WASH.	31.62	W	* 10:20	* 11:30			
f 12:05	f 3:00	0	11	HD 46	45.87	HURLBURT	27.49		f 10:07	* 11:10			
* 12:25	* 3:15	48	SD 52	52.16	6.29	CURLW	21.20	R D W Y	* 9:55	* 10:50			
* 12:45	f 3:30	33	SD 58	58.24	6.08	MALO	15.12		f 9:38	* 10:15			
* 1:10	f 3:45	0	16	SD 65	64.78	POLLARD	8.88	W	f 9:20	* 9:40			
* 1:25	f 3:55	31	SD 68	68.46	3.58	TORBOY	4.90		f 9:09	* 9:20			
A. Pm 1:45	A. Pm 4:10	45	SD 73	73.36	4.90	REPUBLIC	0.00	RKD W Y	L. Am 8:55	L. Am 9:00			
8:15	3:05								2:10	5:30			
12:55	23:77								23:16	13:33			

THIRD CLASS 699		SECOND CLASS 397		FIRST CLASS 391		FIRST CLASS 251		Car Capacity		Time Table No. 31 Effective April 26, 1931.		SIGN S		FIRST CLASS 252		SECOND CLASS 392		THIRD CLASS 396		THIRD CLASS 700	
Local Freight	Mixed	Mixed	Mixed	Sidings	Other Trains	Station Numbers	Distance from Curlew	Telegraph Code	Distance from Princeton	Passenger	Mixed	Mixed	Local Freight	Daily Ex. Run	Tuesday	Mon., Wed. and Fri.	Tue. and Sat.	Local Freight	Tue. and Sat.		
Mon., Wed. and Fri.	Mon., Wed. and Fri.	Tuesday	Daily Ex. Run							Daily Ex. Run	Tuesday	Mon., Wed. and Fri.	Tue. and Sat.								
			L. Am 10:00	48	0	HI 52	0.00	CURLW	W 150.17	R D W Y	A. Am 9:35										
			f 10:15	29	HI 6	5.70	5.70	PAXSON	144.47		f 9:23										
				14	RI 10	9.92	4.22	TORODA	140.25		f 9:13										
				0	28	HI 14	14.30	4.47	FERRY, WASH.	135.78	W	* 8:54									
				11	SG 15	14.62	0.23	MIDWAY, B. C.	MD 125.55		* 8:49										
				16	SG 23	23.12	8.50	BERGEN	127.05	W	f 8:29										
				20	SG 24	28.77	5.55	MYNCASTER	121.40		* 8:11										
				7	SG 34	33.63	4.85	SYACKAN	110.54		f 7:53										
				28	SG 40	40.28	0.65	BRIDGEMAN, B. C.	B 109.89	D W	* 7:33										
				83	SG 45	45.31	5.03	MOLSON, WASH.	MN 104.88	D W	* 7:10										
				11	SG 52	52.23	6.92	NINE MILE	97.94	W	f 6:30										
				12	SG 56	66.46	4.23	CIRCLE	92.71		f 6:05										
				12	SG 53	63.22	6.76	MOUNT HULL	86.95	W	f 5:35										
L. Am 6:25	L. Pm 7:00	A. Pm 3:00	L. Pm 12:20	55	243	SG 71	70.52	6.42	OROVILLE JCT.	80.53	YX	A. Pm 1:33	5:05	A. Pm 6:36							
A. Am 6:30	L. Am 7:00	A. Pm 3:00	A. Pm 12:30	55	243	SG 71	70.52	0.88	ORVILLE	VR 79.55	RKD WC X	L. Am 1:30	L. Am 5:00	A. Pm 5:05							
	* 7:30			0	19	SG 83	81.80	11.24	NIGHTHAWK	NE 68.31	W			* 4:35							
	* 7:55			0	22	SG 93	91.76	0.90	CHOPAKA, WASH.	58.41	W			* 4:05							
	* 8:25			0	26	SG 103	101.33	0.57	SIMILKAMEEN, B. C.	48.54				* 3:40							
	f 8:40			0	10	104.58	2.35	CAWSTON	45.49				f 3:25							
	* 9:00			38	38	HI 110	108.58	2.90	KIRIMBEOS	K 41.59	D			* 3:05							
	f 9:20			0	15	SG 117	115.54	6.95	ASHNOLA	34.63				f 2:40							
	f 9:40			0	10	SG 123	121.84	6.30	BRADSHAW	28.33	W			f 2:15							
* 10:00				20	11	SG 128	126.26	4.42	HEDLEY	HD 23.91	D			* 1:55							
f 10:20				0	0	SG 132	130.83	4.57	CORY	19.34				f 1:35							
f 10:45				20	SG 140	138.22	7.39	BROMLEY	11.95		f 1:10			f 1:10							
f 11:00				0	14	SG 144	142.98	4.75	NORMAN	7.19				f 12:55							
f 11:15				10	SG 149	147.72	4.74	ALLISON	2.45		f 12:40			f 12:40							
							149.92	2.30	K. V. JCT.	0.25	X										

TRAINS BETWEEN K. V. JCT. AND PRINCETON BE GOVERNED BY K. V. RY. TIME TABLE AND RULES

	A. Am 11:25	5:00	-10	8:25	40	50	SG 152	150.17	0.25	PRINCETON	OD	0.00	R D W Y	0.08	4:35	4:35	0.08
	10:55	18:03	14:10	8:25										17:60	15:37	17:38	10:55

Special Rules.
 Eastward trains are superior to westward trains of the 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 398 and 397 will stop on flag at Ruby Mine Spur.
 Normal position of switch at K. V. Jct. is for K. V. Ry. main track.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
FIRST SUBDIVISION:			
Nemo Pt.	0.66 mile East of Nemo	East end	100 cars
Adrian Pt.	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	10 cars
Clapps 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
Ribbon Cliff Fruit Co.	5.1 miles North of Entiat	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
Onona 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 North of Valley	South end	3 cars
Northwest Magnesite	1.4 miles South of Chewelah	Both ends	66 cars
Elkhorn Spur	3.1 miles South of Addy	South end	3 cars
Ilus 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
Powells 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 Boscawen	South end	3 cars
Headrick Cut	3.8 miles North of Boscawen	North end	3 cars
Lane & Bronson	0.6 miles North of Boscawen	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	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
Nelsons 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	6.4 miles North of Fruitvale	South end	6 cars
Benton Isle & 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
Swansons 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:			
Hulston Spur	1.8 miles West of Marcus	East end	2 cars
Headlund Box & Lbr. Co.	1.1 miles West of Marcus	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	6.2 miles West of Midway	East end	1 car
Myncester Spur	0.4 mile East of Myncester	West end	55 cars
Dumonts Spur	3.9 miles East of Bridesville	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
Banders 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

A. KABE, Chief Dispatcher.

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								
		RATING											
Railing Grade	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
0.2%	15540	14470	13550	9090	8440	9740	11200	8000	7530	6600	7220	6710	1300
0.3%	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5660	5260	1000
0.4%	10000	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310	850
0.5%	8460	7870	7350	4930	4500	5300	6060	4310	4080	3030	3910	3640	750
0.6%	7310	6800	6340	4250	3930	4500	5230	3710	3510	2610	3370	3140	650
0.65%	6840	6360	5930	3970	3670	4260	4890	3470	3280	2440	3150	2940	600
0.7%	6420	5970	5570	3730	3450	4000	4590	3250	3080	2280	2960	2760	550
0.8%	5720	5310	4950	3310	3060	3550	4080	2880	2730	2030	2620	2450	500
1.0%	4650	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	1460	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	60 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 Vulecan 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 0499, 1849 Medical Arts Building 9th St. and Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne	Assistant Chief Surgeon	Spokane, Wash.
Dr. J. G. Cunningham	Assistant Chief Surgeon	Spokane, Wash.
Dr. H. E. Wheeler	Assistant Division Surgeon	Wenatchee, Wash.
Dr. A. E. Gerhart	Assistant Division Surgeon	Wenatchee, Wash.
Dr. L. M. Mars	Surgeon	Marcus, Wash.
Dr. H. F. Craig	Assistant Division Surgeon	Spokane, 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.

W. CARSWELL, Trainmaster.

B. LANTRY, Asst. Supt.