



SPOKANE DIVISION

TIME TABLE No. 33.

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

SUNDAY, SEPTEMBER 13, 1931.

J. M. DOYLE, 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 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 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.

Deraill on siding is located 400 feet from frog and is governed by dwarf signal 55 feet from deraill.

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 deraill located on Westward main line 900 feet East of the double track switch, are electrically operated from Fort Wright tower, and semaphore signals govern train movements over switches and deraills.

Eastward trains stopped by semaphore signals governing double track switch and deraill 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 deraill 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	Station Numbers	Distance from Mansfield	Time Table No. 33 Effective September 13, 1931.	Distance from Columbia River	SIGNS	382
Mixed	Mon. and Thurs.							
L. 1.30	41	48	CR 60	0.0	MANSFIELD	60.39	RDPWCY	A. 12.40
f 1.40	30	CR 55	5.40	TOURNEY	54.99	P		12.20
* 2.10	50	CR 49	11.38	WITHEROW	49.01	P		12.01
f 2.30	30	CR 44	16.94	SUPPLEE	43.45	P		11.30
* 3.00	62	CR 36	22.93	DOUGLAS	36.46	D P		11.05
* 3.25	30	CR 31	29.20	ALSTOWN	31.19	PW		10.10
f 4.05	24	CR 21	39.04	MCQUE	21.35	P		9.30
* 4.45	35	CR 19	44.62	PALISADES	15.77	PW		9.10
f 5.00	30	CR 11	49.74	APPLEDALE	10.65	P		8.55
f 5.15	24	CR 5	55.00	MOSES COULEE	5.39			8.40
A. 6.30		1632	60.39	COLUMBIA RIVER	0.0	RDPWCY		8.25
4.00								4.15
15.99								14.21

Special Rules.

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

SOUTHWARD. THIRD SUBDIVISION NORTHWARD. 3 WENATCHEE AND OROVILLE.

THIRD CLASS		Car Capacity	Station Numbers	Distance from Oroville	Time Table No. 33 Effective September 13, 1931.	Distance from Wenatchee	SIGNS	254	THIRD CLASS
Local Freight	Passenger								
L. 6.30	L. 1.30				OROVILLE	VR	137.24	PKDWCY	A. 6.30
f 6.50	f 1.43	0	35	WO 132	5.75		131.49		12.08
f 7.10	f 1.53	0	34	WO 126	11.03		120.21		11.57
* 7.40	* 2.08	0	71	WO 120	16.96	ON	120.28	DPW	11.45
f 8.00	f 2.17	0	34	WO 115	21.79		115.45		11.31
f 8.15	f 2.27	0	34	WO 110	27.22		110.02		11.21
* 8.40	* 2.38	0	38	WO 105	32.51	RS	104.73	DPW	11.10
f 9.00	f 2.47	0	35	WO 100	36.69		100.55		10.58
* 10.00	* 3.01	65	214	WO 96	41.54	OK	95.70	DP	10.48
* 10.33	* 3.16	55	92	WO 92	45.74	KN	91.50	DPW	10.33
10.65	3.26	0	34	WO 87	50.97		80.57		10.17
11.15	3.36	0	35	WO 83	54.60	MA	82.64		10.08
11.35	3.50	0	35	WO 78	60.85		76.30	W	9.55
12.01	4.01	0	34	WO 72	65.58		71.66		9.45
* 12.45	* 4.17	50	61	WO 65	72.25	BR	64.99	DP	9.30
* 1.30	* 4.35	49	257	WO 59	78.33	RO	58.91	DPWCY	9.15
f 1.50	f 4.47	0	34	WO 53	83.80		53.44		8.59
f 2.10	f 4.57	0	34	WO 50	87.46		49.78		8.51
f 2.30	f 5.09	0	35	WO 44	93.19		44.05		8.40
* 3.20	* 5.25	54	83	WO 39	98.30	HN	38.94	DPW	8.29
* 3.30	* 5.28	38	40	WO 35	99.40		37.78		8.20
f 4.00	f 5.40	0	40	WO 32	105.31		31.93		8.09
f 4.27	f 5.53	0	43	WO 26	111.23		26.01		7.57
* 5.05	* 6.10	66	86	WO 19	118.34	NI	18.90	DPW	7.43
f 5.30	f 6.21	0	39	WO 14	123.64		13.60		7.29
f 5.55	f 6.32	0	31	WO 8	129.27		7.97		7.18
f 6.20	f 6.47	0	66	WO 3	133.75		3.49		7.08
A. 6.30	A. 6.58		1648	137.24	WENATCHEE		0.0	PKDWCY	7.00
12.05	5.30								5.30
11.35	24.95								24.95

Special Rules.

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

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.

SOUTHWARD. FIFTH SUBDIVISION—MARCUS AND NELSON. NORTHWARD.

THIRD CLASS	FIRST CLASS	Car Capacity		Station Numbers	Distance from Nelson	Time Table No. 33 Effective September 13, 1931.	Telegraph Code	Distance from Maraca	SIGNS	FIRST CLASS	THIRD CLASS
703	259	Buildings	Other Privileges							Motor	Local Freight
Local Freight	Motor			Daily Ex. Sunday	Daily Ex. Sunday					Man., Wed and Fri	
Tue., Thur. and Sat.	Daily Ex. Sunday			RA 186	0.00	 NELSON	BC	99.01	R DNWC O P		A 4.00hr
L 6.00hr											
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES											
# 6.30		0	0	RA 181	5.45	 TROUP JUNCTION.....		93.55	R YP		# 3.30
# 7.00	L 8.00hr		27	RA 176	10.28	 SOUTH NELSON		88.75	W	A 4.45hr	# 3.05
# 7.45	f 8.30	0	18	RA 169	17.05	 APEX.....		81.98		f 4.25	# 2.30
# 8.00	# 8.30	0	18	RA 166	20.28	 HALL.....		78.63		# 4.15	# 2.05
# 8.25	# 8.50	0	16	RA 159	27.50	 VMIR.....		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	28	RA 153	35.15	 SALMO.....	BO	63.88	D	# 3.37	#12.40
259 # 9.17	703 # 9.17	0	18	RA 148	37.57	 ERIB.....		61.14		# 3.27	#12.20
# 9.30	f 9.24	0	30	RA 143	40.74	 MEADOWS.....		58.27		# 3.19	#12.05hr
# 9.55	# 9.41	0	18	RA 136	50.43	 FRUITVALE.....		48.59		# 2.57	#11.35
#10.15	# 9.54	0	7	RA 130	55.74	 COLUMBIA GARDENS.....		43.27		# 2.42	#10.55
#10.50	#10.06	0	14	RA 127	59.57	 WANETA, B. C.....	WN	39.44	D	# 2.31	#10.30
#11.00	704 #10.12	0	30	RA 125	61.58	 BOUNDARY, U. S.....		37.33		# 2.16	259 #10.12
#11.30	#10.34	0	11	RA 115	65.45	 HANLEY.....		30.56		f 1.58	# 9.30
#12.10hr	#10.50	60	89	RA 114	70.48	 NORTHPORT.....	NP	28.53	RK D W YX	# 1.50	# 9.15
260 # 1.30	#11.08	0	7	RA 107	78.75	 MARBLE.....		20.25		703 f 1.30	# 8.20
# 2.30	#11.33	0	16	RA 96	90.23	 BOSSBURG.....		8.78		# 1.06	# 7.45
A 3.30hr	A 11.55hr	40	148	RA 87	99.01	 MARCUS.....	MS	0.00	RK DNWC YX	L 12.45hr	L 7.00hr
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 255 and 256 will stop on flag at Blue Creek, Buckeye, 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 Kulsera spur. 1.7 miles south of Valley.

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.

SECOND CLASS		Car Capacity	Stations	Distance from Marcus	Time Table No. 33 Effective September 13, 1931.	Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS	
393	391								392	394
Mixed	Mixed								Mixed	Mixed
Mon. and Fri.	Wednesday	Sidings	Other Tracks	Stations					Thursday	Tue. and Sat.
7:45	12:45	40	148	8A 87	0.00				12:30	12:30
1:10	1:10	31	8D 5	8.45					12:10	12:10
1:25	1:25	31	8D 10	10.12					11:50	11:50
1:45	1:45	31	8D 15	15.35				W	11:30	11:30
2:00	2:00	0	7	8D 17	16.90				11:25	11:25
2:15	2:15	0	12	8D 22	21.23				11:10	11:10
2:55	2:55	0	18	8D 27	27.32				10:45	10:45
3:30	3:30	0	4	8D 42	38.96				10:00	10:00
3:55	3:55	0	0	8D 40	40.12				9:55	9:55
3:50	3:50	0	40	8D 42A	41.74			W	9:50	9:50
4:05	4:05	0	11	8D 46	45.87				9:40	9:40
4:30	4:30	48	8D 52	52.16				R D W Y	9:00	9:00
4:50		33	8D 58	58.24					8:35	
5:15		0	16	8D 65	64.78			W	8:10	
5:30		34	8D 68	68.46					7:50	
5:45		45	33	8D 73	73.35			Z	7:30	
5:00	3:45								3:30	8:00
11:07	13:02								14:00	14:07
Time Over Subdivision										
Average Speed Per Hour										

Special Rules—Sixth Subdivision.

Eastward trains are superior to westward trains of the same class.
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.

Special Rules—Seventh Subdivision.

Eastward trains are superior to westward trains of the same class.
Normal position of Junction switch at Curlew is for Sixth subdivision.
Service air test must be made before leaving Molson.
Trains will not leave Border Stations until conductor has reported to and received clearance from Customs officers.

Special Rules—Eighth Subdivision.

Eastward trains are superior to westward trains of the same class.
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 K. V. Jct. is for K. V. Ry. main track.

WESTWARD.

SEVENTH SUBDIVISION—CURLEW AND MOLSON.

EASTWARD. 5

SECOND CLASS		Car Capacity	Stations	Distance from Curlew	Time Table No. 33 Effective September 13, 1931.	Telegraph Calls	Distance from Molson	SIGNS	SECOND CLASS	
391	392								392	394
Mixed	Mixed								Mixed	Mixed
Mon. and Fri.	Wednesday	Sidings	Other Tracks	Stations					Thursday	Tue. and Sat.
4:30	4:30	48	0	8D 52	0.00				4:55	4:55
4:45	4:45	29	8G 6	5.70					4:35	4:35
4:58	4:58	14	8G 10	9.92					4:25	4:25
5:11	5:11	0	20	8G 14	14.30			W	4:10	4:10
5:30	5:30	11	8G 15	14.62					4:05	4:05
5:50	5:50	16	8G 23	23.12				W	4:00	4:00
6:20	6:20	20	8G 24	28.77					4:00	4:00
6:35	6:35	7	8G 34	32.63					4:00	4:00
7:05	7:05	26	8G 40	40.28				D W	4:00	4:00
7:35	7:35	88	8G 45	45.31				0 R D W Y	4:15	4:15
3:05	14:00								2:40	16:08
Time Over Subdivision										
Average Speed Per Hour										

WESTWARD.

EIGHTH SUBDIVISION—OROVILLE AND PRINCETON.

EASTWARD.

SECOND CLASS		Car Capacity	Stations	Distance from Oroville	Time Table No. 33 Effective September 13, 1931.	Telegraph Calls	Distance from Princeton	SIGNS	SECOND CLASS	
397	396								396	397
Mixed	Mixed								Mixed	Mixed
Mon. and Fri.	Wed. and Fri.	Sidings	Other Tracks	Stations					Mon. and Fri.	Wed. and Fri.
7:00	7:00	55	243	8G 71	0				6:05	6:05
7:30	7:30	0	19	8G 83	11.34			W	4:35	4:35
7:55	7:55	0	22	8G 93	21.24			W	4:05	4:05
8:25	8:25	0	26	8G 103	30.81				3:40	3:40
8:40	8:40	0	10		34.10				3:25	3:25
9:00	9:00	38	28	8G 110	38.06			D	3:05	3:05
9:20	9:20	0	15	8G 117	45.02				2:40	2:40
9:40	9:40	0	10	8G 123	51.32			W	2:15	2:15
10:00	10:00	20	11	8G 128	55.74				1:55	1:55
10:20	10:20	0	0	8G 132	60.31				1:35	1:35
10:45	10:45	20	8G 140	67.70					1:10	1:10
11:00	11:00	0	14	8G 144	72.40				12:55	12:55
11:15	11:15	10	8G 149	77.20					12:40	12:40
					79.40					
Time Over Subdivision										
Average Speed Per Hour										

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

SECOND CLASS		Car Capacity	Stations	Distance from Princeton	Time Table No. 33 Effective September 13, 1931.	Telegraph Calls	Distance from Princeton	SIGNS	SECOND CLASS	
397	396								396	397
Mixed	Mixed								Mixed	Mixed
Mon. and Fri.	Wed. and Fri.	Sidings	Other Tracks	Stations					Mon. and Fri.	Wed. and Fri.
11:25	11:25	40	60	8G 152	70.05				12:30	12:30
4:25	18:03								4:35	17:38
Time Over Subdivision										
Average Speed Per Hour										

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
FIRST SUBDIVISION:			
Nemo Pit	0.66 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
Gravel Spur	2.9 miles West of Trinidad	West end	16 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 Elliaford	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
Oleons 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 Magnomite	1.4 miles South of Chewelah	Both ends	66 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
Powellsiding	4.8 miles North of Marcus	Both ends	29 cars
Kvans Spur	5.4 miles North of Marcus	South end	24 cars
Spur	2.6 miles North of Bouseburg	South end	3 cars
Hendrie Cut	3.3 miles North of Bouseburg	North end	3 cars
Lane & Bronson's	6.0 miles North of Bouseburg	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 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 South 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	4.2 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 Bridgeville	East end	3 cars
EIGHTH SUBDIVISION:			
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
		2034-2043	2030-2033	30x32	29x32								
		RATING											
Rolling 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	5600	7220	6710	1300
0.3%	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5690	5240	1000
0.4%	10000	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	3930	3670	4560	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%	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	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.
" 30% " " " 5° above to 10° below.
" " " " " 10° below or colder.

MAXIMUM SPEED.

BETWEEN	Passenger		Freight	
	45 M. P. H.	35 M. P. H.	35 M. P. H.	35 M. P. H.
Fort Wright and Lyons	60	"	35	"
Lyons and Wenatchee	60	"	35	"
Columbia River and Mansfield	20	"	20	"
Wenatchee and Oroville	35	"	30	"
Dean and Valley	35	"	30	"
Valley and Meyers Falls	40	"	30	"
Meyers Falls and Marcus	25	"	20	"
Marcus and Troup Jet	10	"	10	"
Over Pend Oreille River Bridge at Waneta	10	"	10	"
Over Columbia River Bridge No. 1 Marcus	10	"	10	"
Marcus and Republic	30	"	20	"
Curlew and Molson	25	"	25	"
Oroville and Princeton	25	"	15	"
Passing high bluff one mile west of Bridgeville	15	"	15	"
From one mile east to two miles west of Bergen	15	"	15	"
Between Quincy and Grater	S-2 Engines	50 M. P. H.		
Between Vulcan and Columbia River	S-2 Engines	50	"	"
Over Bridge 270 and 273, Spokane	Q-1, R-1 and S-2 Engines	10	"	"
Over Bridge 274, Fort Wright	Q-1, R-1 and S-2 Engines	15	"	"
Between Dean and Meyers Falls	O-1 Engines	25	"	"

COMPANY SURGEONS.

Dr. Roscoe C. Webb	Chief Surgeon	Office phone Main 7508, House Colfax 0499, 1849 Medical Arts Building 9th St. and Nicolet Ave.
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. Maroe	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. E. E. Efer	Oroville.

A. KASE, Chief Dispatcher.

W. CARSWELL, Trainmaster.

B. LANTRY, Asst. Supt.