

GREAT NORTHERN RAILWAY
SPOKANE DIVISION
TIME TABLE No. 24

TO TAKE EFFECT AT TWELVE-ONE (12.01) O'CLOCK A. M.
(PACIFIC TIME.)

SUNDAY, MAY 23rd, 1909

SUPERSEDING TIME TABLE No. 23 AND ALL SUPPLEMENTS THERETO.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

L. W. BOWEN, Superintendent.

E. L. BROWN, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

WEST BOUND.

FIRST DISTRICT—TROY TO SPOKANE.

| THIRD CLASS. | | | SECOND CLASS. | | | | | FIRST CLASS. | | | | | Car Capacity of Bldg. | | Station Nos. | Distance from Troy. | TIME TABLE No. 24. IN EFFECT MAY 23, 1909. | | |
|--|------------------------------|--|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--------------------------|--|--------------------------|--------------------------|--------------------------|-----------------------|-----------------|--------------|------------------------|---|-------------------------|----|
| 689 | 701 MARCUS DIV. | 691 | 435 | 451 | 411 | 401 | 487 | 255 MARCUS DIV. | 257 MARCUS DIV. | 3 | 43 | 1 | Other Tracks | Passing Track | | | DN-R. | STATIONS. | UI |
| Misc. Freight Leave Daily Ex. Monday | Misc. Freight Leave Daily | Misc. Freight Leave Daily Ex. Sunday | Fast Freight Leave Daily | Fast Freight Leave Daily | Fast Freight Leave Daily | Fast Freight Leave Daily | Fast Freight Leave Daily | Passenger Leave Daily | Passenger Leave Daily Ex. Sunday | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | | | | | | | |
| | | | 10.00pm | 1.00pm | 6.00am | 8.10am | | | | 5.15pm | 4.30am | 2.15am | 352 | 100 | 1332 | 0.0 | DN-R.....TROY..... | UI | |
| | | | 10.25 | 1.25 | 6.25 | 8.35 | | | | 5.28 | 4.42 | 2.27 | 0 | 61 | 1340 | 6.7 |YAKT..... | | |
| | | | 10.50 | 1.55 | 6.50 | 9.00 | | | | 5.45 | 4.55 | 2.41 | 16 | 61 | 1347 | 13.7 | DN.....LEONIA..... | OR | |
| | | | 11.15 | 2.25 | 7.15 | 9.25 | | | | 6.02 | 5.09 | 2.56 | 0 | 58 | 1353 | 20.8 |KATKA..... | | |
| | | | 11.35 | 2.55 | 7.40 | 9.50 | | | | 6.17 | 5.21 | 3.10 | 13 | 60 | 1360 | 27.2 |CROSSPORT..... | | |
| 6.00am | | | 11.50 | 3.25 | 8.00 | 7.10 | | | | 6.34 | 5.32 | 3.21 | 77 | 58 | 1364 | 31.4 | DN-R.....BONNIE'S FERRY..... | BY | |
| | | | | | | | | | | | | | | | | | 0.5 |K. V. RY. JCT..... | |
| 6.30 | | | 12.10am | 4.04 | 8.20 | 7.30 | | | | 6.45 | 5.42 | 3.31 | 22 | 57 | 1369 | 36.3 |MORAVIA..... | | |
| | | | 12.55 | 4.45 | 9.00 | 8.10 | | | | 7.05 | 5.59 | 3.48 | 22 | 59 | 1376 | 42.7 | D.....NAPLES..... | NA | |
| 7.00 | | | 1.30 | 5.20 | 9.30 | 8.45 | | | | 7.23 | 6.16 | 4.04 | 9 | 59 | 1383 | 50.3 |ELMIRA..... | | |
| 7.50 | | | 2.03 | 5.45 | 9.55 | 9.10 | | | | 7.40 | 6.30 | 4.17 | 8 | 57 | 1390 | 57.3 |COLBURN..... | | |
| 8.30 | | | | | | | | | | 7.45 | | | 17 | 9 | 1392 | 59.5 |BRONX..... | | |
| | | | 2.40 | 6.15 | 10.32 | 9.40 | | | | 8.02 | 6.44 | 4.31 | 47 | 61 | 1398 | 65.4 | DN-R.....SAND POINT..... | S | |
| 9.30 | | | 3.15 | 6.45 | 11.10 | 10.14 | | | | 8.20 | 6.59 | 4.46 | 31 | 59 | 1407 | 74.0 | DN-R.....WRENCOE..... | | |
| 10.14 | | | 3.35 | 7.05 | 11.30 | 10.50 | | | | 8.32 | 7.07 | 4.53 | 111 | 59 | 1410 | 78.8 | D.....LACLEDE..... | C | |
| 11.05 | | | 4.05 | 7.35 | 12.00pm | 11.25 | | | | 8.52 | 7.21 | 5.07 | 71 | 67 | 1420 | 87.1 | D.....PRIEST RIVER..... | NC | |
| 11.45 | | | 4.40 | 8.00 | 12.35 | 12.05pm | | | | 9.19 | 7.37 | 5.23 | 30 | 60 | 1427 | 94.1 | DN.....NEWPORT..... | BR | |
| 12.25pm | | | 4.55 | 8.10 | 12.50 | 12.20 | | | | 9.26 | 7.43 | 5.28 | 28 | 0 | 1432 | 97.5 |PERRITH..... | | |
| 12.40 | | | 5.15 | 8.25 | 1.25 | 12.35 | | | | 9.36 | 7.50 | 5.39 | 18 | 59 | 1436 | 101.9 | D.....SCOTIA..... | SC | |
| 1.25 | | | 5.46 | 8.50 | 1.55 | 1.10 | | | | 9.50 | 8.00 | 5.46 | 29 | 59 | 1442 | 108.9 |CAMDEN..... | | |
| 2.05 | | | 6.00 | 9.00 | 2.10 | 1.25 | | | | 9.55 | 8.03 | 5.50 | 21 | 0 | 1445 | 111.5 | D.....ELK..... | KE | |
| 2.20 | | | 6.25 | 9.15 | 2.30 | 1.45 | | | | 10.05 | 8.10 | 5.59 | 35 | 58 | 1449 | 115.9 | DN.....MILAN..... | RA | |
| 2.50 | | | 6.55 | 9.40 | 3.00 | 2.15 | | | | 10.20 | 8.22 | 6.07 | 13 | 59 | 1456 | 122.5 |CHATTAROY..... | | |
| 3.20 | | | 7.15 | 10.00 | 3.30 | 2.30 | | | | 10.30 | 8.30 | 6.10 | 28 | 64 | 1460 | 126.3 | DN-R.....COLBERT..... | BF | |
| 3.45 | 1.00pm | | 7.40 | 10.20 | 3.55 | 2.50 | | | | 5.10 | 9.30 | 8.40 | 6.20 | 16 | 56 | 1464 | 130.7 |MORSE..... | |
| 4.10 | 1.30 | | 8.05 | 10.40 | 4.30pm | 3.10 | 2.00pm | | | 5.20 | 9.40 | 8.55 | 11.00 | 1469 | 135.5 | DN-R.....HILLYARD..... | BO | | |
| 4.35pm | 2.00pm | 5.00am | 8.05 | 10.40 | 4.30pm | 3.10 | 2.00pm | | | 5.20 | 9.40 | 8.55 | 11.00 | 1469 | 135.5 | DN-R.....HILLYARD..... | BO | | |
| | | | 5.20am | 10.30am | 12.50am | 5.30pm | 2.30pm | | | 5.30pm | 9.55am | 11.15pm | 9.15am | 7.00am | 1473 | 140.2 | DN-R.....SPOKANE..... | DS-0 | |
| Arrive Daily Ex. Monday | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| 689 | 701 | 691 | 435 | 451 | 411 | 401 | 487 | 255 | 257 | 3 | 43 | 1 | | | | | | | |
| 10.35 10.05 | 1.00 9.20 | 0.20 23.50 | 10.35 13.55 | 10.10 13.38 | 10.30 13.12 | 10.30 13.61 | 10.30 9.40 | 0.35 23.83 | 0.35 23.83 | 6.00 25.26 | 4.45 31.80 | 4.45 31.80 | | | | | | | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Between Spokane and Hillyard all trains will be operated under a block system, which will consist of a clearance from the Operators at Spokane and Hillyard.
No train or engine will run between above points unless Conductor and Engineer hold clearance card, Form No. 80, properly numbered, O. K.'d and completed. Form No. 219 not required in addition.
No. 1 will register at Sand Point by card.

Troy is the initial point for Nos. 1, 3, 43, 401, 411, 435 and 451.
Bonners Ferry is the initial point for No. 689.
Colbert is the initial point for Nos. 255, 257 and 701.
Hillyard is the initial point for No. 691 and 187.
Passing track Sand Point located one mile west of depot.
Marcus Division train and engine-men will be governed by Time Table and Special Instructions of Spokane Division between Colbert and Spokane.

No Industry Track at Yakt or Katka.
No. 43 will stop at any station to let off passengers from east or south of Shelby.
No. 1 will stop at any station to let off passengers from east of Devil's Lake.
Passengers for west of Spokane leave No. 1 and take No. 43 at Spokane.

Time Over District
Average Speed Per Hour.

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND.

TIME TABLE No. 24.
IN EFFECT MAY 23, 1909.

| STATIONS. | | Time from Spokane | Water, Coal, Wye, Turn, Lake, Siding and Crossings. | FIRST CLASS. | | | | | |
|-----------|-----------------|-------------------|---|---------------------------|---------------------------|---------------------------|---------------------------|---|-----------------------------|
| | | | | 2 | 44 | 4 | 256 MARCUS DIV. | 258 MARCUS DIV. | |
| | | | | Passenger Arrive Daily | Passenger Arrive Daily | Passenger Arrive Daily | Passenger Arrive Daily | Passenger Arrive Daily Ex. Sunday | |
| DR-R | TROY | UX | 140.2 | WCT | 12:50 ¹ pm | 6:50 ³ pm | 4:15 ³ am | | |
| 5.7 | YAKT | | 133.5 | | 12:34 | 6:28 | 4:00 | | |
| 7.0 | LEONIA | ON | 126.5 | | 12:18 | 6:12 | 3:45 | | |
| 7.1 | KATKA | | 119.4 | W | 12:01 ¹ pm | 4:46 | 3:29 | | |
| 8.4 | CROSSPORT | | 113.0 | | 11:46 | 4:31 | 3:10 | | |
| DR-R | BONNER'S FERRY | BY | 108.7 | WY | 11:35 | 4:20 | 2:59 | | |
| 0.5 | K. V. RY. JCT. | | 108.3 | | | | | | |
| 4.4 | MORAVIA | | 103.9 | | 11:23 | 4:04 ⁴⁵¹ | 2:47 | | |
| D | MAPLES | NA | 97.5 | W | 11:14 | 3:49 | 2:32 | | |
| 7.6 | ELMIRA | | 89.9 | | 11:00 | 3:31 | 2:17 | | |
| 7.9 | COLBURN | | 82.9 | | 10:47 | 3:14 ⁴³⁵ | 2:03 | | |
| 2.2 | BROOK | | 80.7 | | | 3:00 | | | |
| DR-R | SAND POINT | S | 74.8 | WGY | 10:32 ⁴¹¹ | 2:53 | 1:47 | | |
| 8.6 | WRENCOE | | 66.2 | | 10:14 ³⁸⁹⁻³⁹¹ | 2:30 | 1:27 | | |
| D | LACIEDE | C | 61.4 | W | 10:00 | 2:18 | 1:16 | | |
| D | PRIEST RIVER | NC | 53.2 | | 9:51 | 1:58 | 12:55 | | |
| DR | NEWPORT | NR | 46.1 | W | 9:30 | 1:42 | 12:35 | | |
| 3.4 | PENRITH | | 42.7 | | 9:20 | 1:30 ¹ | 12:27 | | |
| D | SCOTIA | SC | 38.3 | | 9:10 | 1:25 ³⁸⁹⁻⁴¹¹ | 12:14 ^{am} | | |
| 8.9 | CAMDEN | | 31.3 | W | 9:04 | 1:10 ⁴⁰¹ | 11:55 | | |
| D | ELK | KE | 28.7 | | 8:50 | 1:02 | 11:40 | | |
| DR | MILAN | RA | 24.3 | | 8:51 | 12:51 | 11:30 | | |
| 5.8 | CHATTAROY | | 17.7 | | 8:39 | 12:37 | 11:27 | | |
| DR-R | COLBERT | SP | 13.0 | W | 8:30 ⁴¹¹ | 12:27 | 11:19 | 9:20 ²⁵⁷ am | 5:00 ²⁵⁵ pm |
| 4.3 | MORSE | | 9.5 | | 8:20 | 12:16 | 11:09 | 9:10 | 4:50 |
| DR-R | HILLYARD | SO | 4.7 | WCOT | 8:10 ⁴¹¹ | 12:05 ⁴¹¹ | 11:00 ⁴¹¹ | 9:00 ⁴³⁵⁻⁴³⁷ | 4:40 ⁴⁰¹⁻³⁹⁹⁻⁴¹¹ |
| 3.5 | O. R. & N. JCT. | | 1.2 | | | | | | |
| DR-R | SPOKANE | DS-O | 0.6 | WO | 7:50 ^{am} | 11:45 ^{am} | 10:40 ^{pm} | 8:45 ^{am} | 4:20 ^{pm} |
| | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | | | | | 2 | 44 | 4 | 256 | 258 |
| | | | | | 5:10 20:51 | 6:05 21:36 | 5:35 20:45 | 6:38 21:53 | 6:35 21:53 |

Time Over District
Average Speed Per Hour.

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Spokane is the initial point for Nos. 2, 4, 11, 256 and 258.
Marcus Division Train and Enginemen will be governed by Time Table and Special Instructions of Spokane Division between Colbert and Spokane.
No Industry Track at Yakt or Katka

WEST BOUND.

SECOND DISTRICT—SPOKANE AND WILSON CREEK.

EAST BOUND.

| 3RD CLASS 691 | SECOND CLASS. | | | | FIRST CLASS. | | | | Car Capacity of Sidings | | Station Nos. | Distance from Spokane. | TIME TABLE No. 24. IN EFFECT MAY 23, 1909. | | Distance from Wilson Creek. | Water, Coal, Wood, Lumber, Stakes and Crossings. | FIRST CLASS. | | | |
|------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------|---------------|--------------|------------------------|---|---------------------------|-----------------------------|--|---------------------------|---------------------------|---------------|--|
| | 435 | 451 | 401 | 487 | 25 | 3 | 43 | 1 | Other Tracks | Passing Track | | | 26 | 2 | | | 44 | 4 | | |
| | Fast Freight Leave Daily | Fast Freight Leave Daily | Fast Freight Leave Daily | Fast Freight Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Yard | Yard | | | Passenger Arrive Daily | Passenger Arrive Daily | | | Passenger Arrive Daily | Passenger Arrive Daily | | |
| 5:45am | 11:00am | 1:00am | 6:00pm | 3:00pm | 7:30pm | 11:30pm | 9:30am | 7:15am | 1473 | 0.0 | DN-R..... | SPOKANE..... | DS-0 | 98.7 | WO | 7:10am | 7:56am | 11:30am | 10:25pm | |
| 6:05 | 11:23 | 1:10 | 6:10 | 3:10 | 7:36 | 11:38 | 9:37 | 7:22 | 30 | 50 | 1477 | 3.0 | | 95.7 | | 7:08 | 7:22 | 11:23 | 10:20 | |
| 6:47 7:09 | 12:15pm | 1:55 | 6:55 | 4:00 | 7:40 | 11:53 | 9:52 | 7:37 | 6 | 61 | 1481 | 9.0 | | 89.7 | | 6:52 | 7:09 | 11:12 | 10:10 | |
| 7:47 | 12:45 | 2:25 | 7:25 | 4:35 | 7:57 | 12:03am | 10:02 | 7:47 | 16 | 50 | 1486 | 12.4 | DN..... | 86.3 | W | 6:44 | 7:03 | 11:00 | 10:05 | |
| 8:30 | 1:10 | 2:55 | 8:09 | 5:05 | 8:01 | 12:10 | 10:15 | 8:00 | 57 | 61 | 1493 | 17.7 | | 81.0 | | 6:34 | 6:53 | 10:57 | 9:54 | |
| 8:55 | 1:30 | 3:15 | 8:37 | 5:25 | 8:17 | 12:23 | 10:22 | 8:07 | 47 | 52 | 1498 | 21.8 | | 76.9 | W | 6:25 | 6:40 | 10:49 | 9:53 | |
| 9:35 | 1:55 | 3:40 | 9:00 | 5:50 | 8:27 | 12:33 | 10:32 | 8:17 | 59 | 64 | 1502 | 26.4 | | 70.3 | | 6:11 | 6:31 | 10:32 | 9:43 | |
| 10:15 10:44 | 2:20 | 4:05 | 9:34 | 6:15 | 8:37 | 12:44 | 10:44 | 8:26 | 35 | 60 | 1508 | 34.0 | DN..... | 64.7 | W | 5:59 | 6:24 | 10:20 | 9:34 | |
| 11:25 | 3:00 | 4:45 | 10:15 | 6:55 | 8:52 | 1:02 | 11:00 | 8:40 | 58 | 63 | 1517 | 43.2 | | 55.5 | | 5:40 | 6:08 | 10:00 | 9:17 | |
| 12:30pm | 3:30 | 5:20 5:55 | 10:50 | 7:25 | 9:05 | 1:15 | 11:13 | 8:55 | 93 | 48 | 1524 | 50.6 | DN..... | 48.1 | W | 5:25 | 5:56 | 9:47 | 9:05 | |
| 12:50 | 3:50 | 6:25 | 11:10 | 7:45 | 9:15 | 1:24 | 11:19 | 9:02 | 25 | 60 | 1529 | 55.3 | | 43.4 | | 5:12 | 5:43 | 9:37 | 8:50 | |
| | | | | | 9:18 | | | | 17 | 0 | 1531 | 58.8 | | 41.9 | | 5:08 | | | | |
| 1:15 | 4:10 | 6:45 | 11:30 | 8:05 | 9:26 | 1:35 | 11:27 | 9:10 | 56 | 56 | 1535 | 61.0 | DN..... | 37.7 | | 5:00 | 5:33 | 9:28 | 8:38 | |
| 1:40 | 4:35 | 7:10 | 11:50 | 8:29 | 9:36 | 1:43 | 11:33 | 9:18 | 39 | 60 | 1539 | 65.6 | | 33.1 | W | 4:50 | 5:24 | 9:18 | 8:29 | |
| 2:40 | 5:15 | 7:55 | 12:25am | 9:15 | 9:56 | 2:01 | 11:51 | 9:36 | 117 | 45 | 1550 | 75.8 | DN..... | 22.9 | | 4:31 | 5:06 | 8:56 | 8:07 | |
| 3:15 | 5:45 | 8:39 | 12:55 | 9:50 | 10:10 | 2:17 | 12:04pm | 9:51 | 26 | 59 | 1558 | 84.7 | D..... | 14.0 | W | 4:15 | 4:51 | 8:39 | 7:47 | |
| 3:45 | 6:10 | 9:15 | 1:20 | 10:23 | 10:23 | 2:30 | 12:16 | 10:04 | 35 | 60 | 1566 | 92.1 | D..... | 6.6 | | 4:02 | 4:38 | 8:22 | 7:32 | |
| 4:15pm | 6:40pm | 9:45am | 1:50am | 11:00pm | 10:30pm | 2:43am | 12:30pm | 10:15am | 150 | 78 | 1573 | 98.7 | DN-R..... | 0.0 | WCTV | 3:49am | 4:20am | 8:05am | 7:17pm | |
| 691 | 435 | 451 | 401 | 487 | 25 | 3 | 43 | 1 | | | | | | | | 26 | 2 | 44 | 4 | |
| 10:30 9:25 | 7:30 11:11 | 8:45 11:05 | 7:50 11:16 | 8:00 12:31 | 3:00 12:25 | 3:15 11:51 | 3:00 12:30 | 3:00 11:00 | | | | | | | | 3:21 30:25 | 3:09 31:04 | 3:25 30:37 | 3:05 32:04 | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Spokane is the initial point for Nos. 1, 3, 25, 43, 401, 435, 451, 487 and 691.

Wilson Creek is the initial point for Nos. 2, 4, 26 and 11.

All east bound trains, except No. 2 and No. 4, will use left hand or passing track from Monroe Street, Spokane.

Between Spokane and Hillyard all trains will be operated under a block system, which will consist of a clearance from the operators at Hillyard and Spokane.

No train or engine will run between above points unless Conductor and Engineer have clearance card, Form 80, properly numbered, O. K.'d and completed. Form No. 219 not required in addition.

No. 25 will take siding for No. 4 where they meet.

No. 43 will stop at any station to let off passengers from east of Spokane.

Passengers on No. 2 for points between Spokane and Libby leave No. 2 and take No. 44 at Spokane.

No. 3 will stop at all points west of Spokane to let off passengers from east of Spokane.

No. 11 will stop at any station to pick up passengers for points south of Shelby.

WEST BOUND.

THIRD DISTRICT—WILSON CREEK AND LEAVENWORTH.

EAST BOUND.

| THIRD CLASS. | | | | | SECOND CLASS. | | | | | FIRST CLASS. | | | | Car Capacity of Sidings | | Station Nos. | Distance from Wilson Creek. | TIME TABLE No. 24. IN EFFECT MAY 23, 1909. | | | | Distance from Leavenworth. | Wear, Coal, Water, and Crossings. | FIRST CLASS. | | | |
|---|--|---------------|---|---------------|---------------|---------------|---------------|---------------|--------------|---------------|--------------|--------------|--------------------------------|-------------------------|------------|--|-----------------------------|---|---------------|----|---|----------------------------|-----------------------------------|--------------|--|--|--|
| 693 | 435 | 451 | 401 | 487 | 25 | 3 | 43 | 1 | Other Tracks | Passing Track | 26 | 2 | 44 | 4 | STATIONS. | | | 26 | 2 | 44 | 4 | | | | | | |
| Midn. Freight | Fast Freight | Fast Freight | Fast Freight | Fast Freight | Passenger | Passenger | Passenger | Passenger | | | Passenger | Passenger | Passenger | Passenger | | Passenger | Passenger | Passenger | Passenger | | | | | | | | |
| Leave Daily Except Mondays | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | |
| 9:15Am | 7:12Pm | 10:20Am | 2:20Am | 11:30Pm | 10:41Pm | 2:45Am | 12:35Pm | 10:20Am | 150 | 78 | 1573 | 0.0 | DN-R..... WILSON CREEK..... Z | 98.7 | WCT | 3:44Am | 4:21Am | 8:00Am | 7:12Pm | | | | | | | | |
| 9:50 | 7:50 | 11:05 | 3:05 ²⁰ 4:05 ² | 12:05Am | 10:56 | 3:05 | 12:50 | 10:35 | 10 | 48 | 1580 | 7.9 | STRATFORD..... | 90.8 | | 3:29 | 4:05 | 7:41 | 6:55 | | | | | | | | |
| 10:10 | 8:15 | 11:35 | 4:40 | 12:30 | 11:06 | 3:17 | 1:01 | 10:43 | 173 | 78 | 1888 | 13.1 | DN..... ADRIAN..... AD | 85.6 | YO | 3:17 | 3:58 | 7:30 | 6:44 | | | | | | | | |
| 11:01 | 9:00 | 12:20Pm | 5:25 | 1:15 | 11:24 | 3:36 | 1:21 | 11:01 | 46 | 52 | 1598 | 23.1 | DN..... EPHRATA..... FR | 75.6 | W | 3:00 | 3:36 | 7:10 | 6:24 | | | | | | | | |
| 11:30 | 9:20 | 12:45 | 5:45 | 1:40 | 11:34 | 3:45 | 1:30 | 11:09 | 8 | 62 | | 28.3 | NAYLOR..... | 70.4 | | 2:51 | 3:27 | 6:56 | 6:13 | | | | | | | | |
| 11:55 | 9:40 | 1:05 | 6:00 | 2:00 | 11:43 | 3:53 | 1:38 | 11:18 | 17 | 62 | 1606 | 33.3 | WINCHESTER..... | 65.4 | | 2:43 | 3:20 | 6:46 | 6:03 | | | | | | | | |
| 12:40Pm | 10:05 | 1:30 | 6:33 | 2:33 | 11:55 | 4:03 | 1:49 | 11:28 | 41 | 59 | 1612 | 39.4 | DN..... QUINCY..... QR | 59.3 | | 2:33 | 3:10 | 6:33 | 5:52 | | | | | | | | |
| 1:05 | 10:25 | 1:57 | 7:00 | 3:00 | 12:04Am | 4:12 | 1:57 | 11:37 | 3 | 48 | 1617 | 44.4 | CRATER..... | 54.3 | | 2:23 | 3:00 | 6:21 | 5:39 | | | | | | | | |
| 1:35 | 10:55 | 2:35 | 7:30 | 3:40 | 12:15 | 4:22 | 2:09 | 11:48 | 12 | 59 | 1623 | 50.5 | DN..... TRINIDAD..... DI | 48.1 | W 3mi.E | 2:10 | 2:44 | 6:04 | 5:22 | | | | | | | | |
| 1:55 | 11:10 | 3:05 | 7:45 | 4:00 | 12:23 | 4:30 | 2:17 | 11:57 | 10 | 61 | 1628 | 55.5 | VULCAN..... | 43.2 | | 2:00 | 2:32 | 5:51 | 5:10 | | | | | | | | |
| 2:25 | 11:30 | 3:10 | 8:00 | 4:20 | 12:32 | 4:37 | 2:25 | 12:05Pm | 88 | 50 | 1632 | 59.6 | DN..... COLUMBIA RIVER..... CM | 39.1 | | 1:52 | 2:24 | 5:41 | 5:00 | | | | | | | | |
| 2:55 | 11:55 | 3:30 | 8:20 | 4:45 | 12:40 | 4:45 | 2:34 | 12:14 | 16 | 50 | 1637 | 64.1 | ROCK ISLAND..... | 34.6 | W | 1:43 | 2:17 | 5:32 | 4:51 | | | | | | | | |
| 3:15 | 12:20Am | 3:50 | 8:40 | 5:23 | 12:48 | 4:53 | 2:43 | 12:23 | 12 | 62 | 1641 | 68.6 | MALAGA..... | 30.1 | | 1:34 | 2:10 | 5:23 | 4:42 | | | | | | | | |
| 4:15 | 12:55 ²⁰ 1:57 ² | 4:05 | 9:15 | 6:10 | 1:05 | 5:07 | 3:02 | 12:40 | 371 | 60 | 1648 | 75.9 | DN..... WENATCHEE..... WC | 22.8 | W | 1:20 ²⁵ 1:05 ¹⁵ | 1:57 | 5:07 | 4:25 | | | | | | | | |
| 5:15 | 2:30 | 5:05 | 9:40 | 6:45 | 1:23 | 5:28 | 3:17 | 12:56 | 17 | 60 | 1655 | 82.8 | MONITOR..... | 15.9 | | 12:50 | 1:43 | 4:45 | 4:04 | | | | | | | | |
| 6:00 | 2:50 | 5:25 | 10:00 | 7:10 | 1:36 | 5:34 | 3:29 | 1:04 | 39 | 59 | 1659 | 86.5 | DN..... CASHMERE..... OM | 12.2 | W | 12:43 | 1:36 | 4:38 | 3:56 | | | | | | | | |
| 6:15 | 3:10 | 5:45 | 10:20 | 7:35 | 1:52 | 5:42 | 3:40 | 1:12 | 17 | 62 | 1664 | 90.1 | DRYDEN..... | 8.6 | | 12:31 | 1:30 | 4:28 | 3:40 | | | | | | | | |
| 6:40 | 3:40 | 6:15 | 10:50 | 8:05 | 2:02 | 5:51 | 3:51 | 1:21 | 8 | 48 | 1667 | 94.6 | PESHASTIN..... | 4.1 | | 12:23 | 1:22 | 4:19 | 3:30 | | | | | | | | |
| 7:10Pm | 4:05Am | 6:45Pm | 11:15Am | 8:30Am | 2:15Am | 6:00Am | 4:00Pm | 1:30Pm | 492 | 60 | 1671 | 98.7 | DN-R..... LEAVENWORTH..... CH | 0.0 | WCT | 12:15Am | 1:15Am | 4:10Am | 3:20Pm | | | | | | | | |
| Arrive Daily Ex. Monday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | | | |
| 693 | 435 | 451 | 401 | 487 | 25 | 3 | 43 | 1 | | | | | | | | 26 | 2 | 44 | 4 | | | | | | | | |
| 9:55 10:33 | 8:53 11:57 | 8:25 11:36 | 8:55 11:34 | 9:00 10:36 | 3:34 29:53 | 3:12 31:63 | 3:25 30:37 | 3:10 31:54 | | | | | | | | 3:29 30:00 | 3:06 32:24 | 3:59 28:30 | 3:55 29:03 | | | | | | | | |
| Time Over District. Average Speed Per Hour | | | | | | | | | | | | | | | | | | | | | | | | | | | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS

Wilson Creek is the initial point for Nos. 1, 3, 25, 43, 401, 435, 451, 487 and 693.
 Leavenworth is the initial point for Nos. 2, 4, 26 and 41.
 No. 3 will take siding for No. 44 where they meet.
 No. 25 will take siding for No. 2 where they meet.
 No. 43 will stop at any station to let off passengers from east of Spokane.
 No. 3 will stop at any station to let off passengers from east of Spokane.
 No. 41 will stop at any station to pick up passengers for points south of Shelby.

| THIRD CLASS. | SECOND CLASS. | FIRST CLASS. | Car Capacity of Seatings | | Station Nos. | Distance from Bonner's Ferry. | TIME TABLE No. 24. IN EFFECT MAY 23, 1909. | | Distance from Kuskonook. | Water, Coal, Creaming, and Scale. | FIRST CLASS. | SECOND CLASS. | THIRD CLASS. |
|--------------|---|--------------|--------------------------|---------------|--------------|-------------------------------|---|------------------------|--------------------------|-----------------------------------|--------------|--|-------------------------------------|
| | 379 Mixed Leave Tues. & Sat. | | Other Tracks | Passing Track | | | | STATIONS. | | | | | 380 Mixed Arrive Tues. & Sat. |
| | 7.00 ^{am} | | | | 1364 | 0.0 | DN-R..... | BONNER'S FERRY.....BY. | 50.0 | WY | | 12.30 ^{pm} | |
| | | | | | | 0.5 | R..... | K. V. RY. JCT..... | 49.5 | | | | |
| | | | | | | 1.0 | | DRAW BRIDGE..... | 49.0 | | | | |
| | | | | | | 3.8 | | WATER TANK..... | 46.2 | W | | | |
| | 7.30 | | 0 | 17 | KV 8 | 7.7 | | RIZ..... | 42.3 | | | 10.00 | |
| | | | | | | 16.2 | | WATER TANK..... | 33.8 | W | | | |
| | 8.00 | | 0 | 20 | KV 17 | 16.8 | | COPELAND..... | 33.2 | | | 11.30 | |
| | 8.30 | | 0 | 10 | KV 26 | 26.1 | | PORT HILL..... | 23.9 | | | 11.00 | |
| | 8.35 | | | | KV 27 | 26.7 | | RYKERTS..... | 23.3 | | | 10.55 | |
| | 9.00 ^{am} | | 0 | 20 | KV 33 | 33.1 | R..... | CRESTON..... | 16.9 | W | | 10.30 ^{am} | |
| | | | | | | 38.4 | | WILKEE..... | 11.6 | | | | |
| | | | | | | 47.1 | | SIRDAR JCT..... | 2.9 | | | | |
| | | | 70 | 20 | KV 50 | 50.9 | | KUSKONOOK..... | 0.0 | WT | | | |
| | Arrive Tues. & Sat. 379 2.00 16.55 | | | | | | | | | | | Leave Tues. & Sat. 380 2.00 16.55 | |
| | | | | | | | | | | | | | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Before entering main line at K. V. Ry. Jct., a flagman must be sent out to protect against main line trains.
All trains must come to a full stop not less than 200 or more than 800 feet from draw bridge, one mile west of Bonner's Ferry and will not proceed until draw bridge is known to be closed.
Between Wilkes (Wyndol Jet, C. P. R.) and Sirdar Jct., trains use C. P. R. tracks, and crews will be governed by C. P. R. rules and time table, and will observe all special rules and bulletins in effect.

On C. P. R. Mountain Standard Time (one hour faster than Pacific Standard Time) is used.
When necessary to use C. P. R. Tracks between Wilkes (Wyndol Jet, C. P. R.) and Sirdar Jct., arrangements must be made with C. P. R. at Creston, and orders received at that point.

Bonner's Ferry is the initial point for No. 379.
Creston is the initial point for No. 380.

CAPACITY OF DIFFERENT CLASSES OF ENGINES IN TONS, IN ADDITION TO WEIGHT OF ENGINE, TENDER AND CABOOSE.

| STATIONS. | Ruling Grade | L 2 Engines 200 lb 20 x 30 L.P. 31 x 30 L.P. 1800-1804 1805-1829 1830-1844 | | 20 x 32, 210 lb F 5-1095-1109 F 6-1110-1129 F 7-1130-1139 F 8-1140-1214 F 9-1200-1324 | | 19 x 32, 200 lb. G 2-700-719 G 3-720-769 | | 20 x 26, 180 lb. G 1-600-615 | | 19 x 26, 180 lb. F 1-500-565 D 5-450-479 | | 19 x 24, 180 lb. D 4-400-426 | | 19 x 24, 150 lb. D 1-360 D 2-300-359 | |
|-----------------------------------|--------------|---|------|--|------|--|------|---------------------------------|------|--|--|---------------------------------|--|--|--|
| | | Down | 3500 | 2500 | 2100 | 2050 | 1475 | 1350 | 1125 | | | | | | |
| Troy to Bonner's Ferry | Down | 3500 | 2500 | 2100 | 2050 | 1475 | 1350 | 1125 | | | | | | | |
| Bonner's Ferry to Hillyard | 0.6 | 2100 | 1800 | 1500 | 1200 | 1100 | 1000 | 850 | | | | | | | |
| Hillyard to Bonner's Ferry | 0.6 | 2100 | 1800 | 1500 | 1200 | 1100 | 1000 | 850 | | | | | | | |
| Bonner's Ferry to Troy | 0.5 | 3000 | 2250 | 1750 | 1400 | 1350 | 1150 | 1050 | | | | | | | |
| Spokane to Wilson Creek | 1.0 | 1450 | 1200 | 1000 | 890 | 800 | 740 | 610 | | | | | | | |
| Wilson Creek to Leavenworth | 1.0 | 1450 | 1200 | 1000 | 890 | 800 | 740 | 610 | | | | | | | |
| Leavenworth to Wilson Creek | 1.0 | 1450 | 1200 | 1000 | 890 | 800 | 740 | 610 | | | | | | | |
| Wilson Creek to Spokane | 0.8 | 1600 | 1330 | 1200 | 1050 | 960 | 890 | 840 | | | | | | | |

Chief Train Dispatcher may increase or decrease above rating as may be found necessary.
The following will govern when handling empty cars: With 10 or less empty cars in a train, no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

Average weights of empty cars will be estimated as follows when not marked:

| | |
|--------------------------------|---------|
| Box Cars, 28 to 30 foot..... | 11 Tons |
| Box Cars, 33 foot..... | 12 Tons |
| Box Cars, 34 foot..... | 13 Tons |
| Box Cars, 36 foot..... | 16 Tons |
| Box Cars, 40 foot..... | 17 Tons |
| Refrigerators..... | 20 Tons |
| Furniture, 30 to 40 foot..... | 17 Tons |
| Furniture, 40 to 50 foot..... | 19 Tons |
| Caboose, 8-wheel..... | 17 Tons |
| Caboose, 4-wheel..... | 10 Tons |
| Flat Cars, 28 to 30 foot..... | 9 Tons |
| Flat Cars, 33 and 34 foot..... | 11 Tons |
| Flat Cars, 40 foot..... | 12 Tons |

| | |
|---|----------|
| Coal Cars..... | 12 Tons |
| Gondola Cars..... | 13 Tons |
| Oil Tanks..... | 15 Tons |
| Ballast Cars..... | 12 Tons |
| Steam Wreckers..... | 75 Tons |
| Engine Tank (Empty)..... | 10 Tons |
| Standard Engine and Tank..... | 81 Tons |
| Small Mogul Engine and Tank..... | 102 Tons |
| Large Mogul Engine and Tank..... | 108 Tons |
| Consolidation Engine and Tank..... | 110 Tons |
| Mallet Engine and Tank, Class 1..... | 252 Tons |
| Mallet Engine and Tank, Class 1, 2..... | 226 Tons |
| Mail..... | 25 Tons |
| Baggage..... | 30 Tons |
| Coaches, 8-wheel..... | 30 Tons |
| Coaches, 12-wheel..... | 35 Tons |
| Dining Cars..... | 40 Tons |
| Sleeping Cars..... | 41 Tons |
| Ore Cars, Wood, 12; Steel..... | 15 Tons |

Yardmasters will at all times make up trains in accordance with above instructions.

SPEED RESTRICTIONS.

- A. All trains must be handled under absolute control and without regard to making schedule time at all points where danger of snow slides or falling rocks are liable to be encountered. Mallet engines will not exceed a speed limit of 20 miles per hour. Extra and delayed schedule trains (except first class trains), must move under control in Bonner's Ferry yard limits looking for main line to be occupied. Trains coming in on main line from K. V. Line will do so under flag protection from K. V. Jet. to Telegraph Office at Bonner's Ferry. All trains must approach under full control and not exceed 8 miles per hour over Albany Falls Bridge. All trains must reduce speed to 8 miles per hour through City of Spokane.
- B. Speed limits for Passenger trains.
- First District:
- Between Troy and Yakt, 50 miles per hour.
 - Between Yakt and Crossport, 35 miles per hour.
 - Between Crossport and Scadin, 45 miles per hour.
 - Between Scadin and Camden, 35 miles per hour.
 - Between Camden and Spokane, 45 miles per hour.
- On second and third districts, 50 miles per hour.

REFERENCE MARKS:—

- S Regular Stop.
- F Stop on Signal.
- D Day Telegraph Office.
- N Night Telegraph Office.
- W Water.
- C Coal.
- O Scales.
- T Turntable.
- Y Wye.
- X Railroad Crossing.
- R Registering Station.

SPECIAL RULES.

West Bound Trains are Superior to East Bound Trains of the Same Class.

1. Light engines or engines with caboose only will take siding at meeting points except when running as sections of passenger trains, unless otherwise instructed.
2. Before starting out on runs, Conductors must inform their engineers the number of loaded and empty cars in train, and how many cars of air are working.
3. Car capacity of sidings is based on 40 foot cars.
4. Trains 689, 691, and 693; also non-scheduled east bound locals will carry passengers when provided with tickets and freight train permits. Permits will not be issued for any of these trains for passengers to any point which will not be reached between day-light and dark.
5. All empty flat cars, emigrant outfits and stock, wrecking, boarding cars and other outfit cars must be hauled on rear of trains. Oil tanks loaded and cars loaded with powder or other explosives must be at least 10 cars from engine.
6. **Standard Clocks**—Trains on this Division will be governed by Pacific Standard Time. Clocks regulated to standard time will be located in Telegraph offices at Troy, Bonner's Ferry, Hillyard, Spokane Dispatcher's Office, Wilson Creek and Leavenworth.
7. **Yard Limits**—Yard Limit Boards are located at Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek, Wenatchee and Leavenworth. See Rule 93.
8. **Derail Switches**—Derail switches are located at the following sidings: Crossport, 150 feet west of east end of industry track switch; Colburn, 280 feet east of west head block; Sandpoint, 150 feet east of west head block on passing track, 150 feet east of west switch on industry track and 250 feet west of east switch on empty coal track; Wren-coe, 230 feet east of head block on Frost-Cope Co.'s Spur; Chattaroy, industry track, 265 feet west of east head block; Morse, industry track, 120 feet west of east head block; Hillyard, 250 feet west of east head block; Spokane, west end of both Monroe street crossings; Fort Wright Spur, 200 feet west of head block; Highland, 225 feet west of east head block; Galena, industry track, 295 feet east of west head block; Bluestem, 185 feet west of east head block; Harrington, on house track 145 feet west of east head block; Downs, on industry track, 430 feet east of west head block; Naylor, 200 feet west of east head block; Dryden, 200 feet west of east head block; Crater, 216 feet east of west head block; Trinidad, 226 feet east of west head block; Trinidad Sand Spur, 145 feet from head block; Trinidad Gravel Spur, 440 feet from head block; Vulcan, 216 feet east of west head block; Malaga, industry track, 208 feet west of east head block; Cashmere, 200 feet west of east head block; Peshastin, 190 feet west of east head block; Leavenworth, 170 feet west of east head block. Derail switches must always be set for the ground except when in actual use, whether there are cars on these tracks or not.
9. Empty flat and coal cars must be handled behind all loaded cars, empty box, stock and refrigerator cars.

TIME INSPECTORS.

Spokane / GEO. H. DOERR.
Hillyard)

Leavenworth, F. E. CARLQUIST.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul.
Dr. J. W. Chamberlin, Ophthalmic Surgeon, Lowry Arcade, St. Paul.
(Employees consulting Dr. Chamberlin should be provided with an order from the superintendent.)

| | | | |
|----------------|-------------------------|-------------|------------------|
| Bonner's Ferry | E. E. FRY | Spokane | J. G. CUNNINGHAM |
| Sand Point | O. F. PAGE | Odessa | LEE GANSON |
| Newport | J. T. PHILLIPS | Harrington | L. F. WAGNER |
| Hillyard | J. FARROW | Wenatchee | FRANK E. CULP |
| Spokane | R. L. THOMPSON, Oculist | Leavenworth | G. W. HOXSIE |

W. CLARKE, Asst. Superintendent.

NAME AND LOCATION OF SPUR TRACKS.

| NAME | LOCATION | Billing Station | | Switch Opens | LENGTH | CAR CAPACITY |
|---------------------------|----------------------------------|-----------------|----------------|-----------------|--------|-----------------|
| | | East | West | | | |
| Star Creek Spur | 1.3 miles west of Yakt. | Troy | Bonner's Ferry | East | 300 | 4 |
| Bonner's Ferry Lumber Co. | 1.4 miles east of Bonner's Ferry | Bonner's Ferry | Bonner's Ferry | East | 4,304 | 100 |
| Ham & Burns Spur | 2.0 miles west of Moravia | Bonner's Ferry | Naples | East | 558 | 10 |
| McArthur's | 3.5 miles east of Elmira | Naples | Sand Point | West | 470 | 8 |
| Pack River Spur | 2.5 miles west of Elmira | Naples | Sand Point | East | 619 | 11 |
| Iola Spur | 4.0 miles west of Elmira | Naples | Sand Point | East | 494 | 8 |
| Caribou Spur | 2.5 miles east of Colburn | Naples | Sand Point | West | 685 | 13 |
| Noble Mill Spur | 0.8 miles east of Colburn | Sand Point | Sand Point | East | 300 | 4 |
| Humbird Lbr. Co. Spur | 1.5 miles west of Bronx | Sand Point | Sand Point | East | 300 | 3 |
| N. P. Transfer Trks. | At Sand Point | Sand Point | Sand Point | Wye | 3200 | 58 |
| Humbird Spur, Sand Pt. | At Sand Point | Sand Point | Sand Point | Wye | 1320 | 30 |
| Melinas Spur | 4.1 miles west of Sand Point | Sand Point | Larlesle | East | 500 | 8 |
| McKinney's Spur | 1.0 miles east of Larlesle | Sand Point | Larlesle | East | 642 | 12 |
| Frost-Cope Lumber Spur | At Larlesle | Larlesle | Larlesle | West | 4,706 | 113 |
| Albany Falls Spur | 3.0 miles east of Newport | Sand Point | Larlesle | West | 925 | 19 |
| River Spur | At Newport | Frost River | Newport | East | 783 | 16 |
| Goodhue Spur | 2.0 miles west of Newport | Newport | Newport | West | 3,470 | 83 |
| Farnsworth Spur | 0.3 miles East of Scotia | Newport | Scotia | West | 414 | 6 |
| Graham Lumber Co. Spur | 1.0 miles west of Scotia | Newport | Scotia | West | 500 | 8 |
| Arctic Ice Co. Spur | 1.0 miles east of Camden | Scotia | Elk | West | 238 | 3 |
| Phoenix Spur | 2.0 miles West of Camden | Scotia | Elk | West | 454 | 7 |
| Wash. Lbr. Co. Spur | 1.0 miles east of Milan | Milan | Milan | East | 615 | 11 |
| Spokane Lbr. Co. Spur | 0.8 miles east of Milan | Milan | Milan | West | 749 | 14 |
| Davies Spur | 1.4 miles east of Morse | Colbert | Hillyard | East | 1,750 | 40 |
| Fort Wright Spur | 0.5 miles west of Fort Wright | Spokane | Edwall | West | 2,929 | 46 |
| Portland Mill Co. | At Odessa | Odessa | Odessa | West | 968 | 17 |
| Sand Spur | 2.0 miles west of Trinidad | Trinidad | Columbia Riv. | West | 804 | 16 |
| Gravel Spur | 2.5 miles west of Trinidad | Trinidad | Columbia Riv. | West | 1,519 | 25 |
| Boat Track | 1.0 miles east of Wenatchee | Wenatchee | Wenatchee | West | 4,297 | 87 |
| Lamb-Davis Spur | 1.5 miles west of Wenatchee | Wenatchee | Cashmere | West | 597 | 9 |
| Sherman Spur | 2.0 miles east of Peshastin | Cashmere | Leavenworth | West | 550 | 10 |

TRAIN DISPATCHERS:

J. H. TODD,
R. I. TRIPLETT,
J. W. DONOVAN,
J. G. LUHRSEN,
J. A. CALDWELL,
C. H. NICHOLS.

A. KASE, Chief Train Dispatcher.