

GREAT NORTHERN RAILWAY

SPOKANE DIVISION.

TIME TABLE No. 27.

**TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.
PACIFIC TIME.**

SUNDAY, MARCH 20, 1910

Superseding Time Table No. 26 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES 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.

Time Table No. 27.
In Effect March 20, 1910.

THIRD CLASS.			SECOND CLASS.					FIRST CLASS.					Capacity of Ship-Trucks		Distance from Troy	STATIONS.	Telegraph Code			
701 MARCUS DIV.	691	689	435	451	411	401	487	255 MARCUS DIV.	257 MARCUS DIV.	3	27	263	43	1				Passenger Trucks	Other Trucks	
Local Freight Leave Daily	Local Freight Leave Daily Ex. Sunday	Local Freight Leave Daily Ex. Monday	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	First Mail Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily						
			10.00pm	1.00pm	6.00am	5.10am				3.35pm	1.50pm		4.15am	1.50am	100	352	0 0	TROY	UX	
			10.20	1.20	6.25	5.35				3.47	1.59		4.27	2.03	61	0	6.7	YAKI		
			10.45	1.40	6.50	6.00				4.02	2.11		4.40	2.17	61	16	13.7	LEONIA	ON	
			11.10	2.23	7.15	6.25				4.17	2.23		4.53	2.32	58	0	20.8	KATKA		
			11.30	2.50	7.40	6.50				4.32	2.33		5.05	2.45	60	13	27.2	CROSSPORT		
		6.00am	11.50	3.05	8.00	7.10				4.40	2.40	6.15am	5.13	3.00	58	77	31.4	BONNER'S FERRY	BY	
																	31.9	K. V. RY. JCT.		
		6.25	12.10am	3.25	8.20	7.30				4.52	2.47	6.25	5.23	3.10	57	22	36.3	MORAVIA		
		6.50	12.50	4.05	9.00	8.10				5.10	2.58	6.40	5.35	3.25	50	22	42.7	NAPLES	NA	
		7.15	1.25	4.30	9.30	8.45				5.25	3.10	6.55	5.51	3.40	57	9	50.3	ELMIRA		
		7.40	1.55	4.50	9.55	9.10				5.40	3.21	7.10	6.05	3.52	57	8	57.3	COLUMBIA		
												7.15			0	17	59.5	BRONX		
		8.45	2.40	5.25	10.32	9.40				5.51	3.34	7.30	6.18	4.05	61	47	65.4	SAND POINT	S	
		9.15	3.15	6.05	11.10	10.14				6.05	3.47	7.47	6.35	4.20	59	31	74.0	WRENCOE		
		10.06	3.30	6.30	11.30	10.40				6.12	3.55	8.00	6.45	4.29	59	16	78.8	LACLEDE	C	
		10.45	4.00	7.00	12.05pm	11.25				6.27	4.08	8.17	7.00	4.43	67	30	87.1	PRIEST RIVER	NC	
		11.30	4.30	7.25	12.35	12.05pm				6.37	4.18	8.30	7.13	4.55	60	30	94.1	NEWPORT	NR	
		11.50	4.45	7.37	12.50	12.20				6.45	4.24	8.37	7.20	5.01	60	28	97.5	PENRITH		
		12.10 Pm	5.10	7.50	1.25	12.35				6.58	4.32	8.48	7.28	5.10	59	18	101.9	SCOTIA	SC	
		12.40	5.45	8.15	1.55	1.10				7.10	4.45	9.04	7.42	5.23	59	29	108.9	CAMDEN	MD	
		1.02	5.55	8.25	2.10	1.25				7.15	4.50	9.12	7.47	5.27	60	21	111.5	ELK	KE	
		1.45	6.15	8.40	2.30	1.45				7.21	4.57	9.20	7.55	5.34	58	35	115.9	MILAN	RA	
		2.30	6.45	9.15	3.00	2.15				7.33	5.07	9.32	8.07	5.44	59	13	122.5	CHATTAHOOCY		
1.00pm		3.00	7.10	9.40	3.45	2.30		2.58pm	9.50am	7.40	5.13	9.40	8.15	5.51	64	28	126.3	COLBERT	SF	
1.30		3.37	7.55	10.10	4.10	2.50		5.10	10.00	7.47	5.19	9.50	8.22	6.00	59	16	130.7	MORSE		
2.00pm	6.30am	4.00pm	8.05	10.40pm	4.40pm	3.10-2.58	4.50-2.58	5.20	10.10	7.55	5.27	10.00	8.35	6.10	Yard	Yard	135.5	HILLYARD	SO	
															0	0	139.0	O. R. & N. JCT.		
	6.50am		10.30am	12.50am		5.20pm	2.30pm	5.35pm	10.25am	8.15pm	5.40pm	10.15am	8.55am	6.30am	Yard	Yard	140.2	SPOKANE	DS-Q	
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily						
1.00	0.20	10.00	10.20	10.40	10.30	10.30	10.30	0.35	0.35	4.40	3.50	4.00	4.40	4.40						
9.20	14.10	110.40	13.58	13.29	12.70	13.35	9.40	23.83	23.83	30.00	36.52	27.20	30.00	30.00						

Time Over District
Average Speed Per Hour

FIRST DISTRICT - SPOKANE TO TROY.

EAST BOUND. 3

Time Table No. 27.
In Effect March 20, 1910.

FIRST CLASS.

STATIONS.	Miles from Spokane	SIGNS. See Rule 7, Page 15	FIRST CLASS.							
			2	44	28	4	256 MARGURITH	258 MARGURITH	264	
			Passenger	Passenger	Express	Passenger	Passenger	Passenger	Passenger	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
TROY	180.5	R* DN WCT	451 12:45pm	5:50pm	7:30pm	43 4:15am				
6 7 YAKT	133.5		12:34	5:35	7:17	4:00				
7 0 LEONIA	126.5	DN	12:17	5:20	7:03	3:45				
7 1 KATKA	119.4	W	12:01pm	5:05	6:48	3:29				
0 CROSSPORT	113.0		11:46	4:50	6:35	3:10				
0 5 BONNERS FERRY	108.8	R* DN W Y K	11:35	4:40	6:26	3:00		9:30pm		
0 5 K. V. RY. JCI	108.3									
1 3 MORAVIA	102.9		11:23	4:20	6:16	2:45		9:20		
6 3 NAPLES	97.5	DN W	11:14	4:05	6:06	2:28		9:07		
2 0 ELMIRA	80.9		11:00	3:30	5:53	2:10		8:53		
2 0 COLBURN	82.9		10:47	3:21	5:40	1:55		8:30		
2 2 BROSS	80.7			3:09				8:32		
5 0 SAND POINT	74.8	R DN WC Y K	411 10:32	2:53	5:28	1:35		8:32		
8 0 WRENCOE	66.2		401 10:14	2:30	5:15	1:15		8:05		
1 5 LACLEDGE	61.4	D W	899 10:06	2:18	5:08	1:05		7:55		
8 2 PRIEST RIVER	53.2	D		1:58	4:55	12:48		7:38		
2 0 NEWPORT	46.1	DN W K		1:42	4:40	12:35		7:25		
2 PENRITH	42.7			1:35	4:42	12:27		7:10		
4 5 SCOTIA	38.3	DN		1:25	4:32	12:14am		6:58		
6 0 CAMDEN	31.3	N W	293 9:04	1:10	4:16	11:55		6:45		
2 0 ELK	28.7	D	850 8:50	1:02	4:11	11:49		6:40		
4 5 MILAN	24.3	DN		12:51	4:04	11:39		6:32		
0 0 CHATTAROY	17.7			12:37	3:52	11:27		6:22		
3 8 COLBERT	13.9	R DN W	411 8:30	12:27	3:45	11:19	201 9:30am	255 6:00pm	6:15	
4 3 MOOSE	9.5		43 8:22	12:16	3:37	11:09	7 9:20	4 4:50	6:07	
4 8 HILLYARD	4.7	R* DN WCT Y O	815 8:10	12:06pm	3:30 401 3:25	11:00 10:55	435 9:10	401-411 4:40	6:00	
3 5 O. R. & N. JCI	1.2	I								
1 SPOKANE	0.0	R* DN W K	7:55am	11:45am	3:10pm	10:40pm	41 8:55am	4:25pm	255-27 5:45pm	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
			2	44	28	4	256	258	264	
			4:30 29:01	6:05 23:05	4:20 32:53	5:35 25:11	9:35 23:33	9:35 23:33	3:45 29:01	

Special Rules.
West bound trains are superior to east bound trains of the same class.

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown. No. 263 take siding when meeting No. 2.

Normal position of Junction switch, K. V. Ry. Jct., and connection with Marcus Division at Colbert is for Main Line, Spokane Division. Freight trains 689 and 691 and loads extra east will carry passengers when provided with proper transportation. Train 43 will stop at any station to let off passengers from east or south of Shilby, and will make 263's stops between Bonners Ferry and Spokane on Sundays. Train 1 will stop at any station between Troy and Spokane to let off passengers from east of Devils Lake. Passengers for local points west of Spokane leave train 1 and take train 43 at Spokane. Trains 263 and 264 will stop on flag for passengers at Iola and Albany Falls Spur.

Speed limits for passenger trains:
Between Troy and Yakt. 50 miles per hour.
Between Yakt and Crossport. 35 miles per hour.
Between Crossport and Scotia. 50 miles per hour.
Between Scotia and Camden. 35 miles per hour.
Between Camden and Spokane. 50 miles per hour.
Extras and delayed schedule trains (except first class trains) must move under control in Bonners Ferry Yard limits, looking for main line to be occupied.

Between Spokane and Hillyard all trains will be operated under a block system which will consist of a clearance from the operator at Spokane and Hillyard. No train will be run between these points unless Conductor and Engineer hold clearance card, form S-1, properly numbered, OK'd and completed. Form 219 not required in addition. Trains 1 and 27 will register at Sand Point by card. Trains 2 and 27 will register at Colbert by card.

Passing track Sand Point located one mile west of depot. Marcus Division train and engines will be governed by Time Table and Special Instructions of Spokane Division between Colbert and Spokane. Steam whistle signals for tracks with switches controlled from interlocking tower:

- O. R. & N. Ry. crossing Spokane—
Main line, one long.
- O. R. & N. Transfer No. 1, one long and one short.
- O. R. & N. Transfer No. 2, two long and one short.
- Yard limit boards placed each way from:
Troy,
Bonners Ferry,
Colbert,
Hillyard,
Spokane.

INITIAL STATIONS.
Troy for trains 1, 3, 27, 43, 401, 411, 435, 451.
Bonners Ferry " " 263, 689.
Colbert " " 255, 257, 701.
Hillyard " " 487, 691.
Spokane " " 2, 4, 28, 41, 256, 258, 264.

TERMINAL STATIONS.
Troy for trains 2, 4, 28, 41.
Colbert " " 256, 258.
Hillyard " " 411, 689, 701.
Spokane " " 1, 3, 27, 43, 255, 257, 263, 401, 435, 451, 487, 691.

Business Tracks not Shown as Stations on the Time Table.

Name	Miles from Troy	Switch at	Car Capacity
Bonners Ferry Lumber Co.	30.	East end	100
McArthurs Spur.	40.8	West end	8
Ewings Spur.	50.4	East end	10
Pack River Spur.	52.8	" "	11
Iola Spur.	54.3	" "	8
Carlson Spur.	54.8	West end	13
Noble Mill Spur.	56.5	East end	4
Humbird Lumber Co. Spur.	61.0	" "	3
McKinney's Spur.	77.8	" "	12
Albany Falls Spur.	91.1	" "	16
Goodhue Spur.	96.1	West end	6
Farnsworth Spur.	101.6	" "	8
Graham Lumber Co. Spur.	102.9	" "	3
Arctic Ice Co. Spur.	107.9	" "	7
Phoenix Spur.	110.9	" "	21
Washington Lumber Co. Spur.	114.9	East end	11
Spokane Lumber Co. Spur.	115.1	West end	14
Davies Spur.	129.3	East end	40

4 WEST BOUND.

SECOND DISTRICT - SPOKANE AND WILSON CREEK.

EAST BOUND.

THIRD CLASS 691	SECOND CLASS				FIRST CLASS					Capacity of Side Tracks		Time Table No. 27. In Effect March 20 1910.		Telegraph Calls	Distance from Wilson Creek	SIGNS. See Rule 1, Page 15	FIRST CLASS					
	401	487	435	451	3	25	27	43	1	Passenger	Freight	STATIONS.	26				2	44	28	4		
Leave Daily Fre. Summary	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	Yard	0.0	DS-0	98.7	R* DN W K	7.15am	691 7.40am	11.30am	457 2.57pm	10.25pm	
7.40am	6.00pm	3.00pm	11.00am	1.00am	8.40pm	7.30pm	5.50pm	9.10am	7.00am													
7.50	6.10	3.10	11.23	1.10	8.50	7.36	5.55	9.17	7.06	59	20	3.0	SPOKANE	DS-0	98.7	R* DN W K	7.15am	691 7.40am	11.30am	457 2.57pm	10.25pm	
8.25	6.55	4.00	12.15pm	1.55	9.08	7.49	6.07	9.32	7.20	61	6	9.0	FORT WRIGHT		95.7		7.06	7.33	11.23	2.47	10.18	
8.45	7.25	4.35	12.45	2.25	9.18	7.57	6.13	9.40	7.30	59	16	12.4	HIGHLAND		89.7		6.52	7.20	11.12	2.38	10.08	
9.15	8.09	5.00	1.10	2.55	9.29	8.09	6.21	9.50	7.40	64	57	17.7	LYONS	YA	89.2	DN W	6.44	7.08	11.06	2.25	10.00	
9.30	8.33	5.20	1.30	3.15	9.40	8.17	6.30	9.55	7.50	62	47	21.8	GALENA		81.0		6.34	6.58	10.57	2.15	9.50	
9.50	8.52	5.40	1.55	3.40	9.50	8.27	6.40	10.10	8.00	64	59	28.4	ESPANOLA		76.9	DN W	6.25	6.50	10.49	2.05	9.40	
10.10	9.15	6.05	2.20	4.05	10.00	8.37	6.48	10.20	8.12	60	35	34.0	WAIKON		70.3		6.11	6.38	10.32	1.55	9.27	
10.45	9.35	6.15	2.35	4.20	10.08	8.43	6.55	10.28	8.19	60	15	37.8	EDWALL	WH	64.7	DN W	5.50	6.28	10.20	1.45	9.15	
11.15	10.20	6.40	3.00	4.45	10.20	8.55	7.04	10.40	8.30	63	58	43.2	CANBY		60.9		6.40	6.22	10.10	1.30	9.05	
12.01pm	10.50	7.15	3.30	5.25	10.35	9.07	7.15	10.55	8.48	48	93	59.6	HUUSTEM		55.5		5.40	6.13	10.00	1.25	8.55	
12.20	11.10	7.45	3.50	5.43	10.43	9.15	7.23	11.04	8.57	60	25	55.3	HARRINGTON	HR	48.1	DN W	5.25	5.58	9.47	1.10	8.40	
12.25						9.18				0	17	56.8	MORRICO		43.4		5.12	5.43	9.35	12.57	8.30	
12.45	11.30	8.20	4.10	6.15	10.53	9.26	7.30	11.14	9.07	56	50	61.0	ROHLER		41.9		5.08					
1.10	11.50	8.40	4.35	6.45	11.01	9.36	7.40	11.20	9.15	60	39	65.6	DOWNS	DN	37.7	DN	5.00	5.33	9.34	691 12.45	487 8.20	
1.30	12.05am	8.55	4.50	7.05	11.09	9.44	7.48	11.27	9.24	60	15	71.2	LARONA		33.1	W	4.50	5.24	9.15	12.35	8.13	
2.10	12.25	9.15	5.15	7.30	11.20	9.56	7.55	11.38	9.36	45	117	75.8	NEMO		27.5		4.42	5.17	9.09	12.25	8.00	
2.30	12.40	9.30	5.30	7.50	11.28	10.03	8.02	11.45	9.43	60	15	80.4	ODESSA	OD	22.9	DN	4.31	5.06	8.52	12.15	7.55	
3.00	12.55	9.50	5.45	8.35	11.35	10.10	8.09	11.55	9.51	59	29	84.7	SEWARD		17.3		4.23	4.58	8.42	12.05pm	7.40	
3.30	1.20	10.23	6.10	9.15	11.47	10.23	8.21	12.08pm	10.04	60	35	92.1	IRRV	RY	14.0	DN W	4.15	4.51	8.35	11.55	7.32	
4.00pm	1.50pm	11.00pm	6.40pm	9.45am	11.59pm	10.36pm	8.36pm	12.20pm	10.15am	78	150	98.7	KRUPP	KR	6.6	DN	4.02	4.38	8.20	11.42	7.17	
Arrive Daily Fre. Summary	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				WILSON CREEK	Z	0.0	R* DN WC Y	3.40am	4.20am	8.05am	11.30am	435 7.05pm	
8.20 11.84	7.50 12.61	8.00 12.34	7.40 12.87	8.45 11.28	3.14 39.53	3.06 31.84	2.45 35.90	3.10 31.14	3.15 30.36								3.20 29.74	3.14 30.53	3.25 28.89	3.27 28.60	3.20 29.61	

Special Rules.

West bound trains are superior to east bound trains of the same class.

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes.

All west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.

Train 691 and Local extra east will carry passengers when provided with proper transportation. All east bound freight trains will use left hand or passing track from Monroe St., Spokane. Between Spokane and Hillyard all trains will be operated under a block system, which will consist of a clearance from operator at Hillyard and Spokane.

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

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

No. 41 will stop at any station to pick up passengers for points south of Shelby. Passenger trains will not exceed a speed of 50 miles per hour on this District.

No. 1 will stop at Odessa on flag to let off passengers from Spokane or points east or to pick up passengers for regular stops west of Odessa.

Yard Limit Boards placed each way from Spokane, Wilson Creek.

INITIAL STATIONS.

Spokane for trains 1, 3, 25, 27, 43, 401, 435, 451, 487, 691.
Wilson Creek " " 2, 4, 26, 28, 44.

TERMINAL STATIONS.

Spokane for trains 2, 4, 26, 28, 44.
Wilson Creek " " 1, 3, 25, 27, 43, 401, 435, 451, 487, 691.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Spokane	Switch at	Car Capacity
Fort Wright Spur	3.5	West end	46

West Bound. KOOTENAI VALLEY AND BEDLINGTON & NELSON RY'S. East Bound.

SECOND CLASS.				Time Table No. 27. In Effect March 20, 1910.				SECOND CLASS.					
379				STATIONS.				380					
Mixed	Capacity of Sub-Tracks	Leaving Tracks	Other Tracks	Distance from Bonner's Ferry	Telegraph Code	Distance from Kuskonook	SIGNS.	Mixed	Capacity of Sub-Tracks	Leaving Tracks	Other Tracks	Distance from Kuskonook	SIGNS.
Leave Tues. & Sat.							See Rule 7, Page 15	Arrive Tues. & Sat.					See Rule 7, Page 15
7:00am	50	77	0.0	BONNER'S FERRY	BY	50.0	R D N W YK	12:30pm					
	0	0	0.5	K. V. RY. JCT.		49.5							
	0	0	1.0	DRAW BRIDGE		49.0							
	0	0	3.8	WATER TANK		46.2	W						
7:30	0	17	7.7	RITZ		42.3		12:00					
	0	0	16.2	WATER TANK		33.8	W						
8:00	0	20	16.8	COPLAND		33.2		11:50					
8:30	0	10	20.1	PORT HILL		23.0		11:00					
8:35	0	0	20.7	RYNKERTS		23.3		10:55					
9:00am	0	20	32.1	CRESTON		16.0	R W	10:30am					
	0	0	38.4	WILKES		11.6							
	0	0	47.1	SIRDAR JCT.		2.9							
Arrive Tues. & Sat.	20	20	50.0	KUSKONOOK		0.0	W T	Leave Tues. & Sat.					
379								380					
2:00								2:00					
16:55								16:55					
				Time Over District									
				Average Speed Per Hour									

Special Rules.

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 (Wynndel Jct. 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 (Wynndel Jct. C. P. R.) and Sirdar Jct., arrangements must be made with C. P. R. at Creston, and orders received at that point.

INITIAL STATIONS.

Bonner's Ferry for train 379.
Creston " " 380.

TERMINAL STATIONS.

Bonner's Ferry for train 380.
Creston " " 379.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Bonner's Ferry	Switch at	Car Capacity
Rock Creek Spur	12	West end	10
Calahan & Hogle Spur	13	" "	4
Delibon Spur	17	East end	4
Gray's Spur	20	" "	4
Harpers Spur	22	" "	10

West Bound

WATERVILLE LINE.

East Bound 5

SECOND CLASS.				Time Table No. 27. In Effect March 20, 1910.				SECOND CLASS.					
381				STATIONS.				382					
Mixed	Capacity of Sub-Tracks	Leaving Daily Ex. Sunday	Other Tracks	Posting Tracks	Station Numbers	Distance from Mansfield	Distance from Columbia River	SIGNS.	Mixed	Capacity of Sub-Tracks	Leaving Daily Ex. Sunday	Other Tracks	Posting Tracks
Leave Tues. & Sat.								See Rule 7, Page 15	Arrive Tues. & Sat.				
1:45pm	52	58	0	MANSFIELD		00.40	R	WCY	12:40pm				
2:05	35		5.40	BYRON		55.00			12:20				
2:30	52		11.38	WITROW		49.62	W		12:01pm				
2:55	35		16.82	SUPPLEE		43.28			11:40				
3:30	40		23.62	DOUGLAS		36.48			11:10				
3:55	35		29.21	ALSTOWN		31.19	W		10:30				
4:40	33		30.15	McCUE		21.25			9:40				
5:00	40		44.72	PALISADES		15.78	W		9:05				
5:20	35		49.85	APPLEDALE		10.65			8:40				
5:40	28		55.04	MOSES COULGE		5.46			8:20				
6:00pm	72	50	60.40	COLUMBIA RIVER		0	R	DN	8:00am				
Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday				
381									382				
4:15									1:10				
11:20									12:36				
				Time Over District									
				Average Speed Per Hour									

Special Rules.

Westbound trains are superior to Eastbound trains of the same class.
Train No. 381 will not leave Mansfield until train No. 382 has arrived.

INITIAL STATIONS.

Mansfield for train 381.
Columbia River for train 382.

TERMINAL STATIONS.

Mansfield for train 382.
Columbia River for train 381.

WEST BOUND.

THIRD DISTRICT WILSON CREEK AND LEAVENWORTH.

Time Table No. 27.
In Effect March 20, 1910

THIRD CLASS.		SECOND CLASS.					FIRST CLASS.					Capacity of Side Track	Stations	Telegraph calls
693	381	435	451	401	487	25	27	3	43	1				
Local Freight Leave Daily Ex. Monday	Mixed Leave Daily Ex. Sunday	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Capacity of Side Track	Stations	Telegraph calls	
8:00am		7:05pm	10:20am	2:20am	11:30pm	10:41pm	8:35pm	12:04am	12:25pm	10:20am	78	WILSON CREEK	Z	
8:30		7:50	11:10	2:55	12:05am	10:50	8:49	12:20	12:40	10:35	48	STRATFORD		
9:00		8:15	11:35	3:22	12:30	11:06	8:59	12:30	12:50	10:43	78	ADIAN	AD	
9:25		8:35	11:55	3:45	12:55	11:15	9:08	12:40	12:58	10:51	57	SOAP LAKE		
10:00		8:55	12:20pm	4:15	1:15	11:26	9:17	12:55	1:10	11:01	62	UPRATA	FR	
10:30		9:25	12:45	4:35	1:40	11:35	9:26	1:05	1:20	11:09	62	NAVOR		
10:50		9:55	1:05	4:55	2:00	11:45	9:35	1:15	1:30	11:19	62	WINDHURST		
11:28		10:20	1:30	5:15	2:33	11:55	9:40	1:27	1:42	11:28	66	ORNSA	ON	
11:55		10:35	1:55	5:35	3:00	12:04am	9:55	1:37	1:55	11:37	48	CRATER		
12:30pm		11:00	2:25	6:08	3:25	12:15	10:07	1:50	2:07	11:48	49	TRINIDAD	DI	
12:50		11:20	2:40	6:25	3:45	12:23	10:10	2:00	2:17	11:57	61	VOLCAN		
1:10	6:10pm	11:35	3:55	6:40	4:00	12:30	10:24	2:10	2:26	12:05pm	50	COLOMBIA RIVER	CM	
1:30	6:25	11:55	3:20	6:55	4:20	12:38	10:32	2:18	2:34	12:14	50	ROCK ISLAND		
1:50	6:38	12:20am	3:40	7:20	4:40	12:46	10:40	2:30	2:43	12:23	62	MALAGA		
2:30	7:00pm	12:50 1:10	4:15	8:05	5:15	1:00	10:53	2:50	3:02	12:40	66	WENATCHEE	WC	
3:00		1:43	4:55	8:38	5:50	1:12	11:05	3:02	3:17	12:50	60	MONITOR		
3:29 3:50		2:15	5:25	9:05	6:15	1:20	11:12	3:15	3:29	1:04	59	CASHMERE	OM	
4:15		2:35	5:50	9:40	6:40	1:30	11:18	3:22	3:40	1:12	62	BROADEN		
4:40		3:00	6:15	10:15	7:05	1:42	11:25	3:30	3:51	1:21	48	PESHASTON		
5:10pm		3:30am	6:45pm	10:45am	7:30am	1:55am	11:35pm	3:40am	4:00pm	1:30pm	60	LEAVENWORTH	CH	
693	381	435	451	401	487	25	27	3	43	1				
8:10 10:22	6:4 10:50	8:25 11:22	8:25 11:23	8:25 11:23	8:25 11:23	1:14 30:53	3:00 32:00	3:30 27:47	3:25 27:51	3:09 1:12				

Special Rules.

West bound trains are superior to east bound trains of the same class.

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes. All west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.

No. 693 and Local Extra east will carry passengers when provided with proper transportation. No. 3 and 43 will stop at any station to let off passengers from east of Colbert. No. 11 will stop at any station to pick up passengers for points south of Shelby. Water tank shown at Trinidad is located 3 miles east of station. Passenger trains will not exceed a speed of 50 miles per hour on this District.

Yard Limit Boards placed each way from Wilson Creek, Wenatchee, Leavenworth.

INITIAL STATIONS.
Wilson Creek for trains 1, 3, 25, 27, 43, 401, 435, 451, 487, 693.
Leavenworth " " 2, 4, 26, 28, 44.
Columbia River for train 381. Wenatchee for train 382.

TERMINAL STATIONS.
Wilson Creek for trains 2, 4, 26, 28, 44.
Leavenworth " " 1, 3, 25, 27, 43, 401, 435, 451, 487, 693.
Columbia River for train 382. Wenatchee for train 381.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Wilson Creek	Switch at	Car Capacity
Sand Spur	52.6	West end	16
Gravel Spur	53.1	" "	25
Sherman Spur	92.6	" "	10

Time Over District
Average speed 54.00 mi.

SPECIAL RULES.

West bound trains are superior to east bound trains of the same class.

1. All light engines or engines with cabooses only will take siding at meeting points, except when running as sections of a passenger train.
2. Car capacity of sidings is based on forty-two (42) feet per car.
3. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
4. 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.
5. All trains must reduce speed to 8 miles per hour through City of Spokane.
6. **Derail Switches** - Derail switches are located at the following sidings: Crossport, 150 feet west of east end of industry track switch; Moravia, west end industry track; Naples, west end industry track; Colburn, 280 feet east of west head block; Sand Point, 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; Wrenee, 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; Canby, west end

passing track; Seward, west end passing track; Soap Lake, west end passing track; 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; Grater, 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, 140 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.

7. In addition to Signs provided for in Rule 7, the following Signs in column headed "Signs" indicate:
 - P Dispatcher's telephone, accessible at all times.
 - I Interlocked.
 - K Connection with foreign road.
 - Standard clock.

PERSONAL INJURIES.

1. Whenever passengers or employees are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case. No surgical operation must be performed until the arrival of the Company surgeon unless it may be required for the immediate safety of the patient.
2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers. When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
3. When tramps, boys and other persons climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take the body out of the county where the accident happened if it can be avoided, but if there is no station in that county, take it to the nearest station in the next county, notifying the county authorities in all cases.
5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information. In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured

and injured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent, in whose jurisdiction the accident occurs.

As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the division; a separate report being made for each person injured.

6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
7. In every case of personal injury in any department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards, at the first district terminal by the inspector, foreman or master mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

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.
 Sand Point O. F. Page.
 Newport J. T. Phillips.
 Hillyard J. Farrow.

Spokane R. L. Thompson, Oculist.
 Spokane J. G. Cunningham.
 Odessa Lee Ganson.
 Harrington L. F. Wagner.
 Wilson Creek J. H. Crampton.
 Wenatchee Frank E. Culp.
 Leavenworth G. W. Hossie.

TIME INSPECTORS.

Spokane } Geo. H. Doerr.
 Hillyard } Leavenworth F. E. Carlquist.

T. F. MILLIGAN, Dispatcher 1st District
J. G. LUNNSEN, " 1st "
J. B. SMITH, " 1st "
J. C. McFARLAND, " 2nd "
H. M. ISARD, " 2nd "

M. B. ROACH, Dispatcher 2nd District
R. L. TRIPLETT, " 3rd "
F. H. LIVINGSTON, " 3rd "
A. S. BIMROSE, " 3rd "

C. H. NICHOLS, Night Chief Dispatcher.
A. KASE, Chief Dispatcher.
C. H. GEPHARDT, Trainmaster.
W. CLARKE, Assistant Superintendent.