

GREAT NORTHERN RAILWAY

SPOKANE DIVISION.

TIME TABLE No. 28.

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

SUNDAY, JUNE 12, 1910

Superseding Time Table No. 27 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.

G. H. EMERSON, Asst. General Manager.

J. M. GRUBER, General Manager.

2 WEST BOUND.

FIRST DISTRICT - TROY TO SPOKANE.

THIRD CLASS.				SECOND CLASS.					FIRST CLASS.					Capacity of Side Tracks		Distance from Troy	Time Table No. 28. In Effect June 12, 1910.	STATIONS.	
701 MARCUS DIV.	689	691	695	435	451	411	401	487	255 MARCUS DIV.	257 MARCUS DIV.	3	27	263	43	1				Passenger Trucks
Local Freight Leave Daily	Local Freight Leave Daily Ex. Monday	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	Fast Mail Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily				
				10.00pm	1.00pm	6.00am	5.10am				9.35pm	1.00pm		4.15am	1.50am	100	352	0.0	TROY
				10.20	1.20	6.25	5.35				9.48	1.50		4.27	2.03	61	0	6.7	YAKT
				10.45	1.40	6.50	6.00				10.04	2.11		4.40	2.17	61	16	13.7	LEONIA
				11.10	2.23	7.15	6.25				10.20	2.23		4.53	2.32	58	0	20.8	KATKA
				11.30	2.45	7.40	6.50				10.33	2.33		5.05	2.45	60	13	27.2	CROSSPORT
			8.00am	11.50	3.00	8.00	7.10				10.45	2.40	6.15am	5.13	3.00	58	77	31.4	HONNER'S FERRY
																		31.9	N. V. RY. JCT.
			243 6.25	12.10am	3.20	8.20	7.30				10.54	2.47	6.25	5.23	3.10	57	22	34.3	MORAVIA
			8.50	12.50	4.05	9.00	8.10				11.04	4.05	2.58	6.40	3.25	59	22	42.7	SAPLES
			7.15	1.25	4.40	9.35	8.45				11.16	3.10	6.55	5.51	3.40	57	9	53.8	ELMIRA
			7.40	1.55	5.00	9.55	9.10				11.28	3.21	7.10	6.05	3.52	57	8	57.3	COLBURN
																9	17	59.5	BRONX
	6.40am		8.10am	2.40	5.25	10.32	9.40				11.41	3.34	7.20	6.18	4.05	61	47	65.4	SAND POINT
	7.10			3.15	6.00	11.10	10.14				11.56	3.47	7.47	6.35	4.20	59	31	74.0	WRENGOE
	7.35			3.30	6.15	11.25	10.40				12.05	3.55	8.00	6.45	4.29	59	16	78.8	LACLEDE
	8.17			4.00	6.45	11.59	11.20				12.17	4.08	8.17	7.00	4.43	67	39	82.1	PRIEST RIVER
	9.10			4.30	7.25	12.30pm	11.50				12.27	4.18	8.30	7.13	4.55	60	30	94.1	NEWPORT
	9.29			4.45	7.37	12.45	12.05pm				12.32	4.24	8.37	7.20	5.01	60	28	97.5	PENRITH
	9.50			5.10	7.50	1.25	12.25				12.44	4.32	8.48	7.28	5.10	59	18	101.9	SCOTIA
	10.25			5.45	8.20	1.55	1.10				12.51	4.45	9.04	7.42	5.23	59	29	108.9	CAMDEN
	10.45			5.55	8.30	2.10	1.25				1.03	4.57	9.20	7.55	5.34	58	35	115.9	MILAN
	11.15			6.15	8.45	2.25	1.45				1.14	5.07	9.32	8.07	5.44	59	13	122.5	CHATTARDY
	11.45			6.45	9.15	3.10	2.15				1.26	5.19	9.40	8.16	5.51	64	28	126.3	COLBERT
1.00pm	12.26pm			7.10	9.40	3.45	2.30		2.56 5.00pm	9.50am	1.36 3.20	5.13	9.40	8.16	6.00	56	16	139.7	MORSE
1.30	12.50			7.35	10.15	4.10	3.00		5.10	10.00	1.48	5.19	9.50	8.22	6.00	56	16	139.7	HILLYARD
2.00pm	1.15pm	6.30am		7.55	10.40	4.40	3.10-2.58	3.00pm	5.20	10.10	1.58	5.27	10.00	8.35	6.15	Yard	Yard	135.5	O. R. & N. JCT.
		6.50am		10.30am	12.50am		5.20pm	2.30pm	5.35pm	10.25am	2.00pm	5.40pm	10.15am	8.55am	6.30am	Yard	Yard	140.2	SPOKANE
Arrive Daily	Arrive Daily Ex. Monday	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				
701	689	691	695	435	451	411	401	487	255	257	3	27	263	43	1				
1.00 9.20	6.30 10.70	9.20 14.10	2.10 15.00	10.20 13.54	10.10 13.70	10.40 12.70	10.30 13.35	9.40	0.35 23.83	0.35 23.83	4.25 31.74	3.50 36.52	4.00 27.20	4.40 30.00	4.40 20.00				

Time Over District
Average Speed Per Hour

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND. 3

Time Table No. 28.
In Effect June 12, 1910.

Telegraph Calls

STATIONS.	Distances from Spokane	SIGNS. (See Rule 7, Page 15)	FIRST CLASS.						
			2	44	28	264	4	256	258
			Passenger	Passenger	Express	Passenger	Passenger	Passenger	Passenger
UX TROY	140.3	R & DN WCT	12:45 ⁴⁵¹ pm	5:50 ⁴³ pm	7:80 ⁴³ pm		4:00 ⁴³ am		
ON VAKT	133.5		12:34	5:35	7:17		4:00		
ON LEONIA	120.5	DN	12:17	5:16	7:03		3:45		
KATKA	119.4	W	12:01 ^{pm}	4:58	6:46		3:29		
CROSSPORT	113.0		11:46	4:42	6:35		3:12		
BY BONNER'S FERRY	108.8	R & DN W Y K	11:36	4:32	6:26	9:30 ^{pm}	3:00		
K. V. RY. JCT	108.3								
MURAVIA	103.9		11:23	4:20	6:16	9:20	2:45		
NA NAPLES	97.5	DN W	11:14	4:05 ⁴⁵¹⁻³	6:06	9:07	2:28		
ELMIRA	89.9		11:00	3:50	5:53	8:53	2:10		
COLBERT	82.9		10:47	3:21 ²⁷	5:40	8:39	1:55 ⁴³⁵		
BRONX	80.7			3:00		8:32			
S SAND POINT	74.8	R DN WC Y K	10:32 ⁴¹¹	2:53	5:28 ⁴⁵¹	8:22	1:35		
WARNOCK	66.2		10:14 ⁴⁰¹	2:30	5:15	8:05	1:15		
C EACLEDE	61.4	D W	10:06	2:18	5:05 ³	7:55	1:05		
NC PRIEST RIVER	54.2	D	9:51	1:58	4:52	7:38	12:48		
NR SUWPOINT	46.1	DN W K	9:36	1:42	4:48	7:25 ⁴⁵¹	12:36		
SC PENRITH	42.7		9:29 ⁴⁰⁰	1:35	4:39	7:15	12:27		
SC SCOTIA	38.3	DN	9:19	1:25 ⁴¹¹	4:32 ²⁷	7:05	12:14 ⁴⁰¹		
MD CAMDEN	31.3	N W	9:04 ²⁵³	1:10 ⁴⁰¹	4:16	6:50	11:55		
KE ELK	28.7	D	8:59	1:02	4:11	6:45	11:49		
RA MILAN	24.3	DN	8:51	12:51	4:04	6:37	11:39		
CHATTAROY	17.7		8:39	12:34	3:52	6:27	11:27		
SP COLBERT	13.9	R DN W	8:30	12:26 ⁸⁸⁹	3:45 ⁴¹¹	6:20	11:19	9:30 ²⁶³ am	5:00 ²⁵⁵⁻²⁷ pm
MORSE	9.5		8:22 ⁴³	12:10	3:37	6:10	11:00	9:20	4:50
SO HILLYARD	4.7	R & DN WCT Y O	8:15	12:05 ^{pm}	3:30 ⁴⁰¹	6:00	11:00 ⁴³⁵	9:10 ⁴⁰¹⁻⁴¹¹	4:40
O. R. & N. JCT	1.2	I							
DS-Q SPOKANE	0.0	R & DN WO K	7:55 ^{am}	11:45 ^{am}	3:10 ^{pm}	5:55 ^{pm}	10:40 ^{pm}	4:30 ^{pm}	4:30 ^{pm}
			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
			2	44	28	264	4	256	258
			4:50	6:05	4:29	3:45	5:35	0:35	0:35
			26:01	23:05	32:53	29:01	25:11	33:58	28:43

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 680 and 695 and locals 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 Shelby, 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.
Extra 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 80, 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 enginemen 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 " " 253, 695.
Sandpoint " " 680.
Colbert " " 255, 257, 701.
Hillyard " " 487, 601.
Spokane " " 2, 4, 28, 44, 256, 258, 264.

TERMINAL STATIONS.

Troy for trains 2, 4, 28, 44.
Bonners Ferry " " 695.
Sandpoint " " 254.
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
McArthur Spur.	46.8	West end	8
Ewings Spur.	50.4	East end	10
Pack River Spur.	52.8	" "	11
Iola Spur.	54.3	" "	8
Caribou 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

Time Over District
Average Speed Per Hour

4 WEST BOUND.

SECOND DISTRICT—SPOKANE AND WILSON CREEK.

EAST BOUND.

THIRD CLASS 691	SECOND CLASS				FIRST CLASS					Capacity of Side Tracks		Distance from Spokane	Time Table No. 28. In Effect June 12 1910.		Telegraph Calls.	Distance from Wilson Creek	SIGNS. See Rule 7, Page 15	FIRST CLASS				
	401	487	435	451	25	27	267	43	1	Passenger	Other		STATIONS.	2				44	268	28	26	
Local Freight 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	Yard	Yard		Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily					
	7:40am	8:00pm	3:00pm	11:00am	1:00am	7:40pm	5:50pm	4:30pm	9:10am	7:00am		0.0	SPOKANE	DS-Q	95.7	R ² DN W	7:40am	11:30am	1:10pm	2:57pm	10:30pm	
	7:50	8:10	3:10	11:23	1:10	7:50	5:55	4:35	9:17	7:06	30	3.0	FORT WRIGHT		95.7	1N	7:53	11:23	1:06	2:47	10:18	
	8:25	8:55	4:00	12:15pm	1:55	8:08	6:07	4:49	9:29	7:20	61	6	HIGHLAND		89.7		7:20	11:12	12:50	2:33	10:07	
	8:45	7:25	4:80	12:42	2:25	8:10	6:18	4:56	9:40	7:30	50	16	LYONS	YA	86.3	DN W	7:08	11:08	12:42	2:25	10:01	
	9:15	7:55	4:55	1:10	2:55	8:18	6:21	5:08	9:50	7:40	64	57	GALENA		81.0		6:58	10:57	12:31	2:15	9:51	
	9:30	8:25	5:15	1:30	3:15	8:25	6:50	5:15	9:58	7:48	52	47	ESPANOLA		76.9	DN W	6:50	10:49	12:22	2:05	9:44	
	9:50	8:59	5:40	1:55	3:40	8:35	6:40	5:35	10:10	8:00	64	59	WAIKON		70.3		6:38	10:32	12:08pm	1:55	9:31	
	10:20	9:20	6:00	2:20	4:05	8:45	6:48	5:37	10:20	8:19	60	35	EDWALL	WH	64.7	DN W	6:28	10:20	11:55	1:45	9:20	
	11:00	9:40	6:15	2:55	4:30	8:59	6:55	5:45	10:28	8:19	60	15	CANBY		60.9		6:22	10:10	11:45	1:36	9:10	
	11:35	10:05	6:40	3:00	4:45	9:00	7:04	5:55	10:40	8:30	63	68	BLUESTEM		55.8		6:18	10:00	11:35	1:25	9:00	
	12:05pm	10:40	7:15	3:20	5:05	9:15	7:15	6:10	10:55	8:48	48	93	HARRINGTON	HR	48.1	DN W	5:58	9:47	11:17	1:10	8:40	
	12:57	11:00	7:45	3:40	5:25	9:28	7:28	6:20	11:04	8:57	60	25	MOROCO		43.4		5:51	9:35	11:04	12:57	8:30	
	1:05										0	17	MOHLER		41.9							
	1:30	11:25	8:20	4:10	6:05	9:30	7:30	6:22	11:14	9:07	56	50	DOWNS	DN	37.7	DN	5:38	9:24	10:50	12:45	8:20	
	1:45	11:50	8:40	4:30	6:25	9:37	7:40	6:45	11:20	9:15	60	39	LAMONA		33.1	W	5:24	9:15	10:40	12:35	8:18	
	2:00	12:05pm	8:55	4:50	6:45	9:45	7:48	6:55	11:27	9:24	60	15	NEMO		27.5		5:17	9:02	10:27	12:25	8:08	
	2:40	12:25	9:15	5:10	7:05	9:55	7:55	7:10	11:38	9:36	45	117	ODESSA	OD	22.9	DN	5:06	8:52	10:15	12:15	7:55	
	2:55	12:40	9:30	5:25	7:20	10:08	8:02	7:19	11:45	9:43	60	15	SEWARD		17.3		4:58	8:42	10:08	12:08pm	7:40	
	3:15	12:55	9:50	5:45	7:45	10:10	8:09	7:30	11:55	9:51	59	26	IRBY	RY	14.0	DN W	4:51	8:35	9:51	11:55	7:30	
	3:45	1:20	10:23	6:10	8:05	10:23	8:21	7:48	12:08pm	10:05	60	35	KRUPP	KR	6.6	DN	4:38	8:20	9:32	11:42	7:17	
	4:10pm	1:50pm	11:00pm	6:30pm	8:30pm	10:30pm	8:50pm	7:55pm	12:20pm	10:15pm	78	150	WILSON CREEK	Z	0.0	R ² DN WC Y	4:26pm	8:05pm	9:20pm	11:30pm	7:05pm	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							2	44	268	28	26	
8:30 11:41	7:50 12:00	8:00 12:34	7:30 13:16	7:20 13:38	5:06 81:84	2:45 35:90	3:25 28:89	3:10 81:14	3:15 30:30								3:14 30:03	3:25 28:49	3:05 25:10	3:27 28:00	3:20 20:61	

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.

Normal position of junction switch S, P. & S. Ry. at Fort Wright will be for G. N. Ry. Normal position for cast passing track switch at Fort Wright will be for S, P. & S. Ry. main line.

Train 691 and Local extra east will carry passengers when provided with proper transportation.

All east bound trains will use left hand or passing track from Monroe St., Spokane, unless otherwise instructed.

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.

Telephone Booth located at all blind sidings. All trains will call up Dispatcher immediately on arrival.

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. 25 will stop at all points west of Spokane to let off passengers arriving on train No. 3 from points east of Colbert.

No. 44 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.

Between Spokane and Fort Wright all trains will be operated under a block system, which will consist of a clearance from the operator at Spokane or Fort Wright. No train will be run between these points unless the conductor and engineer hold clearance card (Form 80) properly numbered, OK'd and completed. West bound trains will require clearance Form 219 also, leaving Spokane. Fort Wright will not be a register station, as the register at Spokane passenger station will cover the arrival and departure of trains at Fort Wright.

INITIAL STATIONS. Spokane . . . for trains 1, 25, 27, 43, 267, 401, 435, 451, 487, 691. Wilson Creek " " 2, 26, 28, 44, 268.

TERMINAL STATIONS. Spokane . . . for trains 2, 26, 28, 44, 268. Wilson Creek " " 1, 25, 27, 43, 267, 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	40

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

SECOND CLASS.		Capacity of Side Tracks		Time Table No. 28. In Effect June 12, 1910.				SECOND CLASS.	
379		Passing Tracks	Other Tracks	Distance from Bonner's Ferry	Telegraph Calls	Distance from Kuskonook	SIGNS. See Rule 7, Page 15	380	
Mixed	Leave Tues. & Sat.							Mixed	Arrive Tues. & Sat.
STATIONS.									
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	COPELAND		33 2		* 11:30	
* 8:30	0	10	26 1	PORT HILL		23 9		* 11:00	
* 8:35	0	0	26 7	RYKERTS		23 3		* 10:55	
* 9:00Am	0	20	33 1	CRESTON		16 9	R W	10:30Am	
	0	0	38 4	WILKES		11 6			
	0	0	47 1	SIRDAR JCT.		2 9			
	20	70	50 0	KUSKONOOK		0 0	W T		
Arrive Tues. & Sat.								Leave Tues. & Sat.	
379								380	
2 00 19 55								2 00 19 55	
				Time Over District				2 00	
				Average Speed Per Hour				19 55	

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	...
Calahan & Bogle Spur	13	" "	10
Dehnbom Spur	17	East end	4
Grays Spur	20	" "	4
Harpers Spur	22	" "	10

West Bound WATERVILLE LINE. East Bound 5

SECOND CLASS.		Capacity of Side Tracks		Time Table No. 28. In Effect June 12, 1910.				SECOND CLASS.	
381		Other Tracks	Passing Tracks	Distance from Mansfield	Distance from Columbia River	SIGNS. See Rule 7, Page 15	382		
Mixed	Leave Daily Ex. Sunday						Mixed	Arrive Daily Ex. Sunday	
STATIONS.									
1:40Pm	52	58	0	MANSFIELD	60.40	R	WCY	12:40Pm	
* 2:05	35		5 40	BYRON	55.00			* 12:20	
* 2:30	52		11.38	WITHROW	49.02	W		* 12:01Pm	
* 2:55	35		16.82	SUPPLEE	43.58			* 11:40	
* 3:30	40		23.92	DOUGLAS	36.48			* 11:10	
* 3:55	35		29.21	ALSTOWN	31.19	W		* 10:30	
* 4:40	33		39.15	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 COULEE	5.48			* 8:20	
* 6:00Pm	72	50	0 40	COLUMBIA RIVER	0	R	DN	8:00Am	
Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday	
381								382	
4 15 14 20								4 40 12 04	
				Time Over District				4 40	
				Average Speed Per Hour				12 04	

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 381.
Columbia River for train 381.

THIRD DISTRICT—WILSON CREEK AND LEAVENWORTH.

Time Table No. 28.
In Effect June 12, 1910

THIRD CLASS.

SECOND CLASS.

FIRST CLASS.

693	381	435	451	401	487	25	27	267	43	1	Capacity of Side Tracks		
											Passing Tracks	Other Tracks	Distance from Wilson Creek
Local Freight	Mixed	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Fast Mail	Passenger	Passenger	Passenger			
Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
8:00am		7:05pm	1:28 10:30am	9:30am	11:30pm	10:41pm	8:35pm	8:10pm	12:20pm	10:20am	78	160	0.0
* 8:25		7:45	11:10	2:55	12:05am	10:56	8:49	8:32	12:40	10:35	48	10	7.9
* 8:45		8:10	11:35	3:17	12:30	11:08	8:59	* 8:45	* 12:50	10:43	78	173	13.1
* 9:20		8:50	11:55	3:48	12:55	11:15	9:08	f 8:52	12:55	10:51			17.8
* 10:00		8:52 26 9:27	12:30pm	4:15	1:15	11:26	9:17	* 9:04	* 1:10	11:01	32	46	22.1
* 10:30		9:50	12:45	4:35	1:40	11:35	9:28	f 9:16	1:20	11:09	62	8	28.3
* 10:50		10:10	1:05	4:55	2:00	11:45	9:35	f 9:25	1:30	11:18	62	17	33.3
* 11:28		10:30	1:25	5:15	2:30	11:55	9:48	* 9:40	* 1:42	11:28	66	40	39.4
* 11:55		10:45	1:55	5:35	3:05	12:04am	9:55	f 10:05	1:55	11:37	48	3	44.4
* 12:30pm		11:05	2:25	6:08	3:30	12:15	10:07	* 10:21	f 2:07	11:48	29	12	50.6
* 12:50		11:20	2:45	6:25	3:50	12:23	10:16	f 10:31	2:17	11:57	61	10	55.5
* 1:10	6:10pm	11:35	3:00	6:37	4:05	12:30	10:24	* 10:42	f 2:26	12:05pm	50	88	59.6
* 1:30	* 6:25	11:55	3:20	6:51	4:30	12:38	10:32	f 10:55	2:34	12:14	30	16	64.1
* 1:50	* 6:38	12:20am	3:40	7:20	4:40	12:46	10:40	f 11:05	2:43	12:23	62	12	68.6
* 2:30	7:00pm	1:05	4:15	8:00	5:15	1:05	10:53	* 11:30	* 3:02	12:40	66	371	75.9
* 3:00		1:50	4:55	8:38	5:40	1:20	11:05	f 11:45	3:17	12:50	60	17	87.8
* 3:29 43 3:50 28		2:15	5:20	9:05	5:58	1:28	11:12	* 11:55	* 3:29	1:04	59	39	88.5
* 4:15		2:35	5:45	9:40	6:25	1:38	11:18	f 12:07am	3:40	1:12	62	17	90.1
* 4:40		3:00	6:15	10:15	7:00	1:46	11:25	12:18	3:51	1:21	48	8	94.6
* 5:10pm		3:30am	6:45pm	10:45am	7:30am	* 1:55am	11:35pm	12:30am	* 4:00pm	* 1:30pm	69	492	98.7
Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
693	381	435	451	401	487	25	27	267	43	1			
9 10 10 77	0 50 10 36	8 25 11 73	8 25 11 73	8 25 11 73	8 00 12 34	3 14 30 53	3 00 32 30	4 15 23 15	3 35 27 54	3 10 31 17			

STATIONS.	Telegraph Calls
WILSON CREEK	Z
STRAITFORD	
ADRIAN	AD
SOAP LAKE	
EPHRATA	FR
NAVYLO	
WINCHESTER	
QUINCY	Q9
CRATER	
TRINIDAD	DI
VULCAN	
COLUMBIA RIVER	CR
ROCK ISLAND	
MALAGA	
WENATCHEE	WC
MONITOR	
CASHMERE	OR
DRYDEN	
PESHASTIN	
LEAVENWORTH	CH

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.

INITIAL STATIONS.
Wilson Creek for trains 1, 25, 27, 43, 267, 401, 435, 451, 487, 693.
Leavenworth " " 2, 26, 28, 41, 268.
Columbia River for train 381. Wenatchee for train 382.

TERMINAL STATIONS.
Wilson Creek for trains 2, 26, 28, 41, 268.
Leavenworth " " 1, 25, 27, 43, 267, 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

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

THIRD DISTRICT—WILSON CREEK AND LEAVENWORTH.

EAST BOUND. 7

Time Table No. 28.
In Effect June 12, 1910.

Distance from
Leavenworth

SIGNS.
See Rule 7, Page 15

FIRST CLASS.

SECOND CLASS.

STATIONS.	Distance from Leavenworth	SIGNS. See Rule 7, Page 15	FIRST CLASS.					SECOND CLASS.												
			2	44	268	28	26	382												
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily	Mixed Arrive Daily Ex. Sunday												
WILSON CREEK	05.7	R* DN WC V	4.21 ^{am}	6.00 ^{am}	9.10 ^{am}	11.25 ^{am}	7.00 ^{pm}													
7.9 STRATFORD	09.8		4.00	7.41	8.57	11.10	6.40													
5.7 ADRIAN	83.6	DN V K	3.56	7.30	8.45	11.00	6.30													
4.7 SOAP LAKE	89.9		3.48	7.20	8.32	10.51	6.20													
3.7 EPHATA	75.0	DN W	3.41	7.10	8.22	10.40	6.07													
2.7 NAVLOR	70.4		3.32	6.56	8.08	10.30	5.55													
1.9 WINCHESTER	65.4		3.25	6.46	7.57	10.20	5.46													
1.1 QUINCY	60.3	DN	3.15	6.33	7.45	10.08	5.35													
0.9 CRATER	51.3		3.05	6.22	7.34	9.58	5.25													
0.2 TRINIDAD	48.1	DN W	2.51	6.09	7.20	9.44	5.11													
0.9 VULCAN	41.2		2.40	5.56	7.09	9.35	5.00													
4.1 COLUMBIA RIVER	39.1	R DN	2.33	5.48	7.00	9.26	4.49					7.45 ^{am}								
4.5 ROCK ISLAND	31.6	W	2.26	5.40	6.51	9.18	4.40					7.32								
4.5 MALAGA	30.1		2.18	5.30	6.40	9.10	4.31					7.20								
7.3 WENATCHEE	22.8	R DN W F	2.05	5.15	6.26	8.55	4.15					7.00 ^{am}								
0.9 MONITOR	13.9		1.50	5.00	6.09	8.38	3.58													
3.7 CASHMERE	12.2	DN W	1.44	4.52	5.58	8.30	3.50													
3.0 DRYDEN	8.0		1.38	4.41	5.40	8.20	3.40													
4.5 PESHASTIN	4.1		1.31	4.34	5.38	8.13	3.30													
4.1 LEAVENWORTH	0.0	R* DN WCTV K	1.25 ^{am}	4.25 ^{am}	5.30 ^{am}	8.05 ^{am}	3.20 ^{pm}													
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily Ex. Sunday								
			2	44	268	28	26					382								
			2.56	3.25	3.45	3.20	3.40					0.45								
			33.65	27.55	29.32	29.61	26.92					21.73								

Time Over District
Average Speed Per Hour

Telegraph Calls

Z

AD

FR

QN

DI

CM

WC

DM

CH

SPECIAL RULES.

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

1. All light engines or engines with caboose 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, west end industry track; 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; Wrencoee, 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; Spok-

ane, 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 industry track; Seward, west end passing track; Soap Lake, west end passing track; Bluestem, east end industry track; Downs, West end, industry track; Dryden, 200 feet west of east head block; Crater, west end industry track; Trinidad, west end industry track; 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, east end industry track; Peshastin, 190 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 employes 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 uninjured, 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.
 (Employes 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 }
 Hillyard } Gen. H. Doerr.

Wenatchee..... Howard Thomas.
 Leavenworth..... F. E. Carlquist.

J. G. LUHRSEN, Dispatcher 1st District
 J. B. SMITH, " 1st "
 I. H. BROWN, " 1st "

J. A. CALDWELL, Dispatcher 2nd and 3rd District
 T. F. MILLIGAN, " 2nd and 3rd "
 A. I. BIMROSE, " 2nd and 3rd "

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