

GREAT NORTHERN RAILWAY

SPOKANE DIVISION.

TIME TABLE No. 29.

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

SUNDAY, JULY 3, 1910

Superseding Time Table No. 28 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

L. W. BOWEN, Superintendent.

F. S. ELLIOTT, Asst. General 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 Rifle Tracks		Distance from Troy	Time Table No. 29. In Effect July 3, 1910.		Telegraph Calls	
701 MARCUS DIV.	689	691	695	435	451	411	401	487	255 MARCUS DIV.	257 MARCUS DIV.	3	27	263	43	1		Passing Trucks	Other Trucks		STATIONS.
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	8.10am				2.15pm	1.50pm		4	1.50am	100	352	0.0	TROY.....	UX
				10.20	1.20	6.25	8.35				2.28	1.59		f 4.27	2.03	61	0	6.7	..... TROY	
				10.45	1.40	6.50	8.00				2.44	2.11		f 4.40	2.17	61	16	13.7	..... YAKT	
				11.10	2.00	7.15	8.25				2.59	2.28		f 4.53	2.32	58	0	20.8	..... LEONIA	ON
				11.30	2.33	7.40	8.50				3.13	2.33		f 5.05	2.45	60	13	27.2	..... KATKA	
			6.00am	11.50	2.55	8.00	7.10				3.25	2.40	6.15am	f 5.13	3.00	58	77	31.4	..... CROSSPORT	
				12.10am	3.15	8.20	7.30				3.35	2.47	6.05	f 5.25	3.10	57	22	36.3	..... BONNER'S FERRY	BY
			6.25	12.50	3.50	9.00	8.10				4.4-451	3.50	6.40	5.35	3.25	59	22	42.7	..... K. V. RY. JCT.	
			7.15	1.25	4.35	9.35	8.45				4.04	3.10	f 6.55	5.51	3.40	57	9	50.3	..... MORAVIA	NA
			7.40	1.55	4.55	9.55	9.10				4.16	3.21	f 7.10	6.05	3.52	57	8	57.3	..... NAPLES	
	6.45am		8.10am	2.40	5.23	10.32	9.40				4.31	3.34	f 7.15			0	17	59.5	..... ELMIRA	
	7.10			3.15	6.00	11.10	10.14				4.47	3.47	f 7.47	6.35	4.20	59	31	74.0	..... COLBURN	
	7.35			3.30	6.15	11.25	10.40				5.00	3.55	f 8.00	6.45	4.29	59	16	78.8	..... BRONX	
	8.17			4.00	6.45	11.59	11.20				5.14	4.08	f 8.17	7.00	4.48	67	30	87.1	..... SAND POINT	S
	9.10			4.30	7.25	12.30pm	11.50				5.26	4.18	f 8.30	7.13	4.55	60	30	94.1	..... WRENCOE	
	9.50			4.45	7.37	12.45	12.05pm				5.31	4.24	f 8.37	7.20	5.01	60	28	97.5	..... LACLEDE	C
	10.25			5.45	8.20	1.55	1.05				5.39	4.32	f 8.45	7.28	5.10	59	18	101.9	..... PRIEST RIVER	NC
	10.45			5.55	8.30	2.10	1.25				5.51	4.45	f 9.04	7.42	5.23	59	29	108.9	..... NEWPORT	NR
	11.15			6.15	8.45	2.25	1.40				6.03	4.57	f 9.20	7.55	5.34	60	21	111.5	..... PENRITH	
	11.45			6.45	9.15	3.05	2.10				6.14	5.07	f 9.32	8.07	5.44	59	13	122.5	..... SCOTIA	SC
1.00pm	12.26pm			7.10	9.40	3.25	2.25		254 8.00pm	9.50am	6.20	5.13	f 9.40	8.15	5.51	64	28	126.3	..... CAMDEN	MD
1.30	12.50			7.35	10.15	4.10	3.45		5.10	10.00	6.28	5.19	9.50	8.22	6.00	56	16	130.7	..... ELK	KE
2.00pm	1.15pm	6.30am		8.05-257 2-10.15-43 253	10.40pm 12.20am	4.15 4.40pm	3.05-258 4.50-28	2.00pm	5.26	10.10	6.40	5.27	10.00	8.35 8.40 435	6.10 6.15	Yard	Yard	135.5	..... MILAN	RA
		6.50am		10.30am	12.50am		5.20pm	2.30pm	5.35pm	10.25am	7.00pm	5.40pm	10.15am	8.55am	6.30am	0	0	139.0	..... CHATTAROY	
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	Yard	Yard	140.2	..... COLBERT	SP
701	689	691	695	435	451	411	401	487	255	257	3	27	263	43	1				..... MORSE	SO
1.00 9.20	6.30 10.79	0.20 14.10	2.10 15.99	10.20 13.68	10.10 13.79	10.40 12.70	10.25 13.46	0.20 9.40	0.35 23.83	0.35 23.83	4.45 29.52	3.57 30.57	4.00 27.20	4.40 30.04	4.40 30.04				..... HILLYARD	DS-Q
																			O. K. & N. JCT.	
																			..... SPOKANE	

Time Over District
Average Speed Per Hour

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND. 3

Time Table No. 29.
In Effect July 3, 1910.

STATIONS.	Distance from Spokane	SIGNS. See Rule 7, Page 15	FIRST CLASS.						
			2	44	28	264	4	256 MARCUS DIV.	258 MARCUS DIV.
			Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday
TROY	140.3	R DN WCT	451 12:45pm	5:50pm	7:30pm		43 4:15pm		
67 YAKT	133.5		12:34	5:30	7:15		4:00		
70 LEONIA	126.5	DN	12:17	5:11	6:50		3:45		
71 KATKA	119.4	W	12:01pm	4:50	6:44		3:29		
64 CROSSPORT	113.0		11:46	4:32	6:29		3:12		
43 BONNERS FERRY	108.8	R DN W Y K	11:35	4:20	6:20	9:30pm	3:00		
06 K. V. RY. JCT	108.3								
44 MORAVIA	103.9		11:23	4:05	6:12	9:20	2:45		
63 NAPLES	97.5	DN W	11:14	3:50	6:00	9:07	2:28		
76 ELMIRA	89.9		11:00	3:35	5:47	8:53	2:10		
70 COLBURN	82.9		10:47	3:21	5:36	8:39	1:55		
23 BROWN	80.7			3:09		8:39			
59 SAND POINT	74.8	R DN WC Y K	411 10:32	2:55	5:23	8:29	1:35		
80 WRENCOE	66.2		401 10:14	2:30	5:10	8:05	1:15		
48 LACLEDE	61.4	D W	10:08	2:17	5:00	7:55	1:05		
83 PRIEST RIVER	53.2	D	9:51	1:57	4:45	7:38	12:48		
70 NEWPORT	46.1	DN W K	9:39	1:40	4:29	7:25	12:35		
34 PENKITH	42.7		891 9:29	1:30	4:24	7:15	12:27		
45 SCOTIA	38.3	DN	9:19	1:20	4:10	7:05	12:14pm		
69 CAMDEN	31.3	N W	9:04	1:05	3:58	6:50	11:55		
26 ELK	28.7	D	8:59	12:59	3:50	6:45	11:49		
13 MILAN	24.3	DN	8:51	12:48	3:42	6:37	11:39		
68 CHATTAROY	17.7		8:39	12:34	3:31	6:27	11:27		
38 COLBIERT	13.9	R DN W	8:30	12:26	3:25	6:20	11:19	263 9:30am	
43 MORSE	9.5		43 8:22	12:18	3:17	6:10	11:09	255-27 5:00pm	
48 HILLYARD	4.7	R DN WCT Y O	8:15 8:10	12:05pm 11:59	3:10 3:05	6:00	11:00 10:55	435 451 9:10	401-411 4:40
06 K. V. RY. JCT	1.2	I							
12 SPOKANE	0.0	R DN WO K		7:55am	11:45am	2:50pm	5:45pm	10:40pm	43 8:55am
			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	
			2	44	28	264	4	256	258
			4:50	6:05	4:40	3:45	5:35	0:35	0:35
Time Over District			29:01	23:05	30:04	29:01	25:11	23:33	23:33

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 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 Shelly, and will make 263's stops between Bonners Ferry and Spokane on Sundays.

Trains 1 and 3 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 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 " " 263, 695.
Sandpoint " " 89.
Colbert " " 255, 267, 701.
Hillyard " " 487, 691.
Spokane " " 2, 4, 28, 44, 256, 258, 264.

TERMINAL STATIONS.
Troy for trains 2, 4, 28, 44.
Bonners Ferry " " 264.
Sandpoint " " 695.
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	60.4	East end	10
Pack River Spur	62.8	" "	11
Iola Spur	64.3	" "	8
Caribou Spur	64.8	West end	13
Noble Mill Spur	65.5	East end	4
Humbert 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
Arcite 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.

THIRD CLASS					SECOND CLASS					FIRST CLASS							Capacity of Side Tracks			Time Table No. 29. In Effect July 3 1910.		Telegraph Calls
691					401	487	435	451	5 S.P. & S. RY.	1 S.P. & S. RY.	25	27	267	43	1	Passing Tracks	Other Tracks	Distance from Spokane	STATIONS.			
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	Passenger Leave Daily	Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Yard	Yard				0.0			
	7:40am	8:00pm	3:00pm	11:00am	1:00am	7:30pm	8:00am	7:45pm	5:50pm	4:30pm	9:10am	7:00am				0.0	SPOKANE		DS-0			
	7:50	8:10	3:10	11:23	1:10	7:38pm	8:08am	7:50	5:55	4:35	9:17	7:08		50	30	3.0	FORT WRIGHT					
	8:25	8:55	4:00	12:15pm	1:55			8:05	6:07	4:49	9:32	7:20		61	6	9.0	HIGHLAND					
	8:45	9:25	4:30	12:42	2:25			8:15	6:13	4:56	9:40	7:30		50	16	12.4	LYONS		YA			
	9:15	9:55	4:55	1:10	2:55			8:25	6:21	5:08	9:50	7:40		64	57	17.7	DALINA					
	9:30	10:32	5:15	1:50	3:15			8:32	6:29	5:15	9:58	7:48		52	47	21.8	ESPANOLA					
	9:50	10:52	5:40	2:15	3:40			8:42	6:40	5:25	10:10	8:00		64	59	28.4	WAIKON					
	10:20	11:33	6:00	2:35	4:05			8:55	6:48	5:37	10:20	8:12		60	35	34.0	EDWALL		WH			
	11:00	12:05	6:15	2:50	4:20			9:09	6:56	5:45	10:28	8:19		60	15	37.8	CANBY					
	11:35	12:40	6:40	3:15	4:45			9:15	7:04	5:55	10:40	8:30		63	58	43.2	BLUESTEM					
	12:55pm	10:40	7:15	3:45	5:15			9:30	7:15	6:10	10:55	8:48		48	93	50.6	HARRINGTON		HR			
	1:15	11:00	7:45	4:00	5:43			9:37	7:28	6:20	11:04	8:57		60	25	55.3	MOROCCO					
	1:30									6:38				0	17	56.8	MOHLER					
	1:40	11:25	8:30	4:20	6:05			9:44	7:30	6:32	11:14	9:07		50	50	61.0	DOWNS		DN			
	2:00	11:50	8:40	4:35	6:25			9:51	7:40	6:45	11:20	9:15		60	39	65.6	LAWONA					
	2:15	12:05pm	8:55	4:50	6:45			9:58	7:48	6:55	11:27	9:24		60	15	71.2	NEMO					
	2:40	12:25	9:15	5:10	7:05			10:05	7:55	7:10	11:38	9:36		45	117	75.8	ODESSA		OD			
	2:55	12:40	9:30	5:25	7:20			10:12	8:02	7:19	11:45	9:43		60	15	80.4	SEWARD					
	3:15	12:55	9:50	5:45	7:45			10:20	8:09	7:30	11:55	9:51		50	26	81.7	IRBY		RY			
	3:45	1:20	10:30	6:10	8:20			10:30	8:21	7:48	12:08pm	10:05		60	35	92.1	KRUPP		KR			
	4:10pm	1:50am	11:00pm	6:30pm	8:50am			10:40pm	8:35pm	7:58pm	12:20pm	10:15am		78	150	98.7	WILSON CREEK		Z			
	691	401	487	435	451	5	1	25	27	267	43	1										
	8:30 11:01	7:50 12:00	8:00 12:34	7:30 13:16	7:50 12:00	0:08 22:50	0:08 22:50	2:55 33:34	2:45 35:00	3:25 28:39	3:10 31:16	3:15 30:37					Time Over District Average Speed Per Hour					

EAST BOUND.

SECOND DISTRICT—SPOKANE AND WILSON CREEK

Time Table No. 29
In Effect July 3, 1910

STATIONS	Miles from Wilson Creek	SIGNS. See Rule 7, Page 15	FIRST CLASS						
			2	44	268	28	26	4 S.P. & S. RY.	6 S.P. & S. RY.
			Passenger	Passenger	Passenger	Express	Passenger	Passenger	Passenger
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SPOKANE	98.7	R ⁹¹ DN W N	7:40 ^{am}	11:30 ^{am}	1:15 ^{pm}	2:35 ^{pm}	10:35 ^{pm}	6:55 ^{am}	10:35 ^{pm}
3.0 FORT WRIGHT	95.7	DN	7:53	11:43	1:08	2:27	10:18	6:49 ^{am}	10:17 ^{pm}
6.0 HIGHLAND	89.7		7:20	11:12	12:50	2:14	10:09		
3.4 LYONS	86.3	DN W	7:08	11:06	12:42	2:07	10:04		
5.3 GALENA	81.0		6:58	10:57	12:31	1:58	9:57		
4.2 ESPANOLA	76.9	DN W	6:50	10:49	12:22	1:50	9:51		
6.0 WAUKON	70.3		6:38	10:32	12:08 ^{pm}	1:38	9:42		
5.0 EDWALL	64.7	DN W	6:28	10:20	11:55	1:28	9:33		
3.8 CANBY	60.9		6:22	10:10	11:45	1:20	9:25		
5.4 BLUESTEM	55.5		6:13	10:00	11:35	1:10	9:15		
7.4 HARRINGTON	48.1	DN W	5:58	9:47	11:17	12:55	8:55		
4.7 MOROCCO	43.4		5:43	9:35	11:04	12:43	8:42		
1.5 MOHLER	41.9				11:00				
4.2 DOWNS	37.7	DN	5:33	9:24	10:50	12:32	8:30		
4.0 LAMBDA	33.1	W	5:24	9:15	10:40	12:25	8:18		
5.0 NEMO	27.5		5:17	9:02	10:27	12:18	8:10		
4.0 ODESSA	22.9	DN	5:06	8:52	10:15	12:10	7:58		
4.6 SEWARD	17.3		4:58	8:42	10:08	12:08 ^{pm}	7:40		
4.3 IRBY	14.0	DN W	4:51	8:35	9:51	11:55	7:30		
7.4 KRUPP	6.6	DN	4:38	8:20	9:32	11:42	7:17		
0.0 WILSON CREEK	0.0	R ⁹¹ DN WC Y	4:20 ^{am}	8:05 ^{am}	9:20 ^{am}	11:30 ^{am}	7:05 ^{pm}		
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			2	44	268	28	26	4	6
			3:14	3:25	3:55	3:05	3:20	9:08	9:08
			30:53	28:59	25:20	32:01	29:51	30:00	27:50

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

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.

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

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.

INITIAL STATIONS.

Spokane for trains 1, 25, 27, 43, 267, 401, 435, 451, 457, 691, S. P. & S. Nos. 1 and 5.
Wilson Creek " " " 2, 26, 28, 44, 268.
Fort Wright " " " S. P. & S. Nos. 4 and 6.

TERMINAL STATIONS.

Spokane for trains 2, 26, 28, 44, 268, S. P. & S. Nos. 4 and 6.
Wilson Creek " " " 1, 25, 27, 43, 267, 401, 435, 451, 457, 691.
Fort Wright " " " S. P. & S. Nos. 1 and 5.

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

6 WEST BOUND.

THIRD DISTRICT—WILSON CREEK AND LEAVENWORTH.

Time Table No. 29.
In Effect, July 3, 1910.

THIRD CLASS.		SECOND CLASS.					FIRST CLASS.					Capacity of Side Tracks		Stations	Telegraph Calls
693		381	435	451	401	487	25	27	267	43	1	Passenger	Other			Divergence from Wilson Creek.
Local Freight		Mixed	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Fast Mail	Passenger	Passenger	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	Leave Daily	Leave Daily		
8:00am			7:05pm	10:30am	9:20am	11:30pm	10:40pm	8:35pm	8:15pm	12:20pm	10:20am	451	78	160	0.0
8:25			7:45	11:10	2:55	12:05am	11:00	8:49	8:32	12:40	10:35	48	10	7.9	
8:45			8:10	11:35	3:17	12:30	11:10	8:59	8:45	12:50	10:43	78	173	13.1	
9:20			8:50	11:55	3:48	12:55	11:18	9:08	8:52	12:58	10:51	52	46	17.8	
10:00			9:27	12:20pm	4:15	1:15	11:30	9:17	9:04	1:10	11:01	62	8	23.1	
10:30			9:50	12:45	4:35	1:40	11:38	9:26	9:16	1:20	11:09	62	8	28.3	
10:50			10:10	1:05	4:55	2:00	11:45	9:35	9:25	1:30	11:18	62	17	33.3	
11:28			10:30	1:25	5:15	2:30	11:55	9:46	9:46	1:42	11:28	56	40	39.4	
11:55			10:45	1:55	5:35	3:05	12:04am	9:54	10:05	1:55	11:37	48	3	44.4	
12:30pm			11:05	2:25	6:08	3:30	12:15	10:05	10:21	2:07	11:48	59	12	50.0	
12:50			11:20	2:45	6:25	3:50	12:23	10:18	10:31	2:17	11:57	61	10	55.5	
1:10		6:10pm	11:35	3:00	6:37	4:05	12:30	10:20	10:42	2:26	12:06pm	60	88	59.6	
1:30		6:25	11:55	3:20	6:51	4:20	12:38	10:28	10:55	2:34	12:14	50	16	64.1	
1:50		6:38	12:20am	3:40	7:20	4:40	12:46	10:35	11:05	2:43	12:23	62	12	68.6	
2:30		7:00pm	1:05	4:15	8:00	5:15	1:05	10:47	11:30	3:02	12:40	41	137	75.9	
3:00			1:50	4:55	8:38	5:40	1:20	10:57	11:45	3:17	12:56	60	17	82.8	
3:29			2:15	5:20	9:05	5:55	1:28	11:05	11:55	3:29	1:04	59	39	86.5	
4:15			2:35	5:45	9:40	6:25	1:38	11:12	12:07am	3:40	1:12	62	17	90.1	
4:40			3:00	6:15	10:15	7:00	1:46	11:23	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	60	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		9:50 19:36	8:25 11:73	8:15 11:90	8:25 11:73	8:00 12:34	3:10 31:17	3:00 32:00	4:15 23:53	3:25 27:54	3:10 31:17				

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. 2 will stop at Adrian to let off passengers from Everett or from points west of there.
No. 25 and 43 will stop at any station to let off passengers from east of Colbert.
No. 44 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, 25, 27, 43, 267, 401, 435, 451, 487, 693.
Leavenworth " " 2, 26, 28, 44, 268.
Columbia River for train 381. Wenatchee for train 382.

TERMINAL STATIONS.

Wilson Creek for trains 2, 26, 28, 44, 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

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

SECOND CLASS.		Capacity of Side Tracks		Distance from Bonner's Ferry	Time Table No. 29. In Effect July 3, 1910.	Telegraph Calls	Distance from Kuskonook	SIGNS. See Rule 7, Page 15	SECOND CLASS.	
379	Mixed	Passing Tracks	Other Tracks						380	Mixed
Leave Tues. & Sat.					STATIONS.				Arrive Tues. & Sat.	
7:00am	50	77	0.0		BONNER'S FERRY	BY	50.0	R D N W YK	12:30pm	
	0	0	0.5		0.5 K. V. RY. JCT.		49.5			
	0	0	1.0		0.5 DRAW BRIDGE		49.0			
	0	0	3.8		2.8 WATER TANK		46.2	W		
7:30	0	17	7.7		3.9 RITZ		42.3		12:00	
	0	0	16.2		8.5 WATER TANK		33.8	W		
8:00	0	20	16.8		0.6 COPELAND		33.2		11:30	
8:30	0	10	26.1		9.3 PORT HILL		28.9		11:00	
8:35	0	0	26.7		0.6 RYKERETS		23.3		10:55	
9:00am	0	20	33.1		6.4 CRESTON		16.9	R W	10:30am	
	0	0	38.4		5.3 WILKES		11.0			
	0	0	47.1		7 SIRIAR JCT.		2.9			
	20	70	50.0		2.0 KUSKONOOK		0.0	W T		
Arrive Tues. & Sat.									Leave Tues. & Sat.	
379									380	
2:00 10:55					Time Over District Average Speed Per Hour				2:00 10:55	

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 Jet. C. P. R.) and Siriar Jet., 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 Jet. C. P. R.) and Siriar Jet., 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 & Bogie Spur	13	" "	4
Dehnbom Spur	17	East end	4
Grays Spur	20	" "	10
Harpers Spur	22	" "	10

West Bound

WATERVILLE LINE.

East Bound

SECOND CLASS.		Capacity of Side Tracks		Distance from Mansfield	Time Table No. 29. In Effect July 3, 1910.	Distance from Columbia River	SIGNS. See Rule 7, Page 15	SECOND CLASS.	
381	Mixed	Other Tracks	Passing Tracks					382	Mixed
Leave Daily Ex. Sunday					STATIONS			Arrive Daily Ex. Sunday	
1:45pm	52	58	0		MANSFIELD	00.40	R	WCY	12:40pm
2:05	35		5.40		5.40 BYRON	55.00			12:20
2:30	52		11.38		5.08 WITHROW	49.02	W		12:01pm
2:55	35		16.82		5.44 SUPPLEE	43.58			11:40
3:30	40		23.02		7.10 DOUGLAS	36.48			11:10
3:55	35		29.21		5.29 ALSTOWN	31.19	W		10:30
4:40	33		39.15		9.94 McCUE	21.25			9:40
5:00	40		44.72		5.47 PALISADES	15.78	W		9:05
5:20	35		49.85		5.13 APPLEDALE	10.65			8:40
5:40	28		55.04		5.19 MOSES COULIER	5.46			8:20
6:00pm	72	50	60.40		5.40 COLUMBIA RIVER	0	R	DN	8:00am
Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday
381									382
4:15 14:20					Time Over District Average Speed Per Hour				4:40 12:06

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 382.

CAPACITY OF ENGINES, IN ADDITION TO WEIGHT OF ENGINES, TENDER AND CABOUSES.

STATIONS	Ruling Grade	Class L 2-1800-1844				Class F 5-1095-1109 F 6-1110-1129 F 7-1130-1139 F 8-1140-1214 F 9-1300-1324				Class G 2-700-719 G 3-720-769				Class G 1-600-615				Class F 1-500-565 D 5-450-476				Class D 4-400-426				Class D 1-300 D 2-300-359			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
		Troy to Bonner's Ferry	Down	3500	3150	2800	2625	2500	2250	2000	1875	2100	1890	1680	1575	2050	1845	1640	1540	1475	1330	1180	1105	1350	1215	1080	1015	1125	1015	900	845
Bonner's Ferry to Hillyard	0.6	2100	1890	1680	1575	1800	1620	1440	1350	1500	1350	1200	1125	1200	1080	960	900	1100	990	880	825	1000	900	800	750	850	765	680	640
Hillyard to Bonner's Ferry	0.6	2100	1800	1680	1575	1800	1620	1440	1350	1500	1350	1200	1125	1200	1080	960	900	1100	990	880	825	1000	900	800	750	850	765	680	640
Bonner's Ferry to Troy	0.5	3000	2700	2400	2250	2250	2025	1800	1690	1750	1575	1400	1315	1400	1260	1120	1050	1350	1215	1080	1015	1150	1035	915	865	1050	945	840	790
Spokane to Wilson Creek	1.0	1450	1305	1160	1090	1200	1080	960	900	1000	900	800	750	800	750	800	710	670	800	720	640	600	740	665	590	555	610	550	490
Wilson Creek to Leavenworth	1.0	1450	1305	1160	1090	1200	1080	960	900	1000	900	800	750	800	750	800	710	670	800	720	640	600	740	665	590	555	610	550	490
Leavenworth to Wilson Creek	1.0	1450	1305	1160	1090	1200	1080	960	900	1000	900	800	750	800	750	800	710	670	800	720	640	600	740	665	590	555	610	550	490
Wilson Creek to Spokane	0.8	1800	1440	1280	1200	1330	1200	1065	1000	1200	1080	960	900	1050	945	840	790	900	865	770	720	800	800	710	670	840	755	670	630
Columbia River to Withrow	2.0	.....	.....	.....	.....	800	.....	.....	.....	480	.....	.....	.....	.....	.....	.....	.....	360	.....	.....	.....	340	.....	.....	.....	276	.....	.....	.....
Manfield to Withrow	1.0	.....	.....	.....	.....	1200	.....	.....	.....	1000	.....	.....	.....	800	.....	.....	.....	775	.....	.....	.....	715	.....	.....	.....	675	.....	.....	.....

WEATHER RATING

- 1 - When temperature is 25 degrees above zero or over.
- 2 - Very frosty or wet. 5 to 25 above zero.
- 3 - Five degrees above to 10 below zero.
- 4 - 10 below zero and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

Weights of Empty Cars and Dead Engines and Tenders 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	15 Tons
Box Cars, 40 foot	17 Tons
Refrigerator Cars	20 Tons
Furniture Cars, 30 to 40 foot	17 Tons
Furniture Cars, 40 to 50 foot	19 Tons
Caboose, 8-wheel	10 Tons
Caboose, 4-wheel	9 Tons
Flat Cars, 28 to 30 foot	11 Tons
Flat Cars, 33 and 34 foot	12 Tons
Flat Cars, 40 foot	12 Tons
Coal Cars	13 Tons
Gondola Cars	12 Tons
Ore Cars, Wood	15 Tons
Ore Cars, Steel	15 Tons
Oil Tanks	12 Tons
Ballast Cars	75 Tons
Steam Wreckers	30 Tons
Engine Tank (Empty)	25 Tons
Mail	30 Tons
Baggage	30 Tons
Coaches, 8-wheel	30 Tons
Coaches, 12-wheel	35 Tons
Dining Cars and Tourist Cars	40 Tons
Sleeping Cars, Parlor Cars and Observation Cars	40 Tons

Weight of Dead Engines.

Engines numbered below 200 series	80 Tons
Engines numbered in 200 series	90 Tons
Engines numbered in 300 series	86 Tons
Engines numbered in 400 series	110 Tons
Engines numbered in 500 series	115 Tons
Engines numbered in 600 series	120 Tons
Engines numbered in 700 series	129 Tons
Engines numbered in 800 series	155 Tons
Engines numbered in 900 series (except 992 to 997)	115 Tons
Engines numbered 992 to 997	95 Tons
Engines numbered 1000 to 1007	131 Tons
Engines numbered 1079 to 1095	144 Tons
Engines numbered 1090 to 1099	158 Tons
Engines numbered in 1100 and 1200 series	169 Tons
Engines numbered in 1300 series	169 Tons
Engines numbered 1400 to 1405	173 Tons
Engines numbered 1406 to 1425	188 Tons
Engines numbered in 1500 and 1600 series	179 Tons
Engines numbered in 1700 series	189 Tons
Engines numbered in 1800 series	219 Tons
Engines numbered in 1900 series	252 Tons

Speed Table.

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

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.

SPECIAL RULES.

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

- All light engines or engines with caboose only will take siding at meeting points, except when running as sections of a passenger train.
- Car capacity of sidings is based on forty-two (42) feet per car.
- Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
- 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.
- All trains must reduce speed to 8 miles per hour through City of Spokane.
- 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; Wrancoo, 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; Carby, 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; Center, 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.

- 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.

- 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.
- 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.
- 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.
- 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.
- 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.

- 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.
- 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.
- 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.
- 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. E. 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 } Geo. H. Doerr.

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

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

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

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