

# GREAT NORTHERN RAILWAY

SPOKANE DIVISION.

## TIME TABLE No. 30.

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

SUNDAY, NOVEMBER 20, 1910

Superseding Time Table No. 29 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 Side Tracks |                  | Distance from Troy | Time Table No. 30.<br>In Effect Nov 20, 1910. | STATIONS.              |
|------------------------------|--|--|--|-----------------------------|-----------------------------|--------------------------|--|--------------------------|--------------------------|--|--------------------------|--------------------------|-------------------------|------------------|--------------------|---|------------------------|
| 701<br>MARCUS DIV.           | 689  | 691  | 695  | 411                         | 401                         | 255<br>MARCUS DIV.       | 257<br>MARCUS DIV.                     | 3                        | 27                       | 263                                    | 43                       | 1                        | Passing Tracks          | Over Tracks      |                    |   |                        |
| Local Freight<br>Leave Daily | Local Freight<br>Leave Daily<br>Ex. Monday | Local Freight<br>Leave Daily<br>Ex. Sunday | Local Freight<br>Leave Daily<br>Ex. Monday | Time Freight<br>Leave Daily | Time Freight<br>Leave Daily | Passenger<br>Leave Daily | Passenger<br>Leave Daily<br>Ex. Sunday | Passenger<br>Leave Daily | Fast Mail<br>Leave Daily | Passenger<br>Leave Daily<br>Ex. Sunday | Passenger<br>Leave Daily | Passenger<br>Leave Daily |                         |                  |                    |   |                        |
|                              |  |  |  | 12.01Am                     | 11:44Am                     |                          |  | 2:25Pm                   | 1:50Pm                   |  | 3:48Am                   | 1:50Am                   | 100                     | 252              | 0.0                | TROY  |                        |
|                              |  |  |  | 12.25                       | 6:55                        |                          |  | 2:27                     | 1:59                     |  | 4:00                     | 2:08                     | 61                      | 0                | 6.7                | 5.7<br>YAKT                                   |                        |
|                              |  |  |  | 12.50                       | 7:25                        |                          |  | 2:51                     | 2:11                     |  | 4:18                     | 2:17                     | 61                      | 16               | 13.7               | 7.0<br>LEONIA                                 |                        |
|                              |  |  |  | 1.00                        | 7:55                        |                          |  | 3:06                     | 2:28                     |  | 4:27                     | 2:22                     | 58                      | 0                | 20.8               | 7.1<br>KATKA                                  |                        |
|                              |  |  |  | 1.45                        | 8:25                        |                          |  | 3:19                     | 2:38                     |  | 4:40                     | 2:45                     | 60                      | 13               | 27.2               | 6.4<br>CROSSPORT                              |                        |
|                              |  |  | 0.00Am                                     | 2.10                        | 8:50                        |                          |  | 3:30                     | 2:40                     | 5:18Am                                 | 4:51                     | 3:00                     | 58                      | 77               | 31.4               | 4.3<br>BONNER'S FERRY                         |                        |
|                              |  |  |  |                             |                             |                          |  |                          |                          |  |                          |                          |                         |                  | 31.0               | 0.5<br>K. V. RY. JCT.                         |                        |
|                              |  |  | 2:13<br>6:25                               | 2:45                        | 9:20                        |                          |  | 3:40                     | 2:48                     | 6:05                                   | 5:00                     | 3:10                     | 57                      | 22               | 36.3               | 4.4<br>MORAVIA                                |                        |
|                              |  |  | 6:50                                       | 3:25                        | 10:05                       |                          |  | 3:55                     | 3:00                     | 6:40                                   | 5:14                     | 3:25                     | 59                      | 28               | 42.7               | 5.3<br>NAPLES                                 |                        |
|                              |  |  | 7:15                                       | 4:25                        | 10:45                       |                          |  | 4:10                     | 3:14                     | 6:55                                   | 5:28                     | 3:40                     | 57                      | 9                | 50.2               | 7.5<br>ELMIRA                                 |                        |
|                              |  |  | 7:40                                       | 4:55                        | 11:15                       |                          |  | 4:22                     | 3:24                     | 7:10                                   | 5:40                     | 3:52                     | 57                      | 8                | 57.2               | 7.1<br>COLBURN                                |                        |
|                              |  |  |  |                             |                             |                          |  |                          |                          |  |                          |                          |                         |                  |                    | 2.2<br>BRONX                                  |                        |
|                              |  |  | 8:10Am                                     | 5:54                        | 12:01Am                     |                          |  | 4:37                     | 3:38                     | 7:50                                   | 6:54                     | 4:05                     | 61                      | 47               | 65.4               | 5.9<br>SAND POINT                             |                        |
|                              | 6:45Am                                     |  |  | 6:30                        | 12:40                       |                          |  | 4:53                     | 3:50                     | 7:47                                   | 6:09                     | 4:20                     | 59                      | 31               | 74.0               | 8.5<br>WRENCOE                                |                        |
|                              | 7:10                                       |  |  | 6:50                        | 1:05                        |                          |  | 5:02                     | 3:57                     | 8:00                                   | 6:18                     | 4:29                     | 59                      | 16               | 78.8               | 4.8<br>LACLEDE                                |                        |
|                              | 7:35                                       |  |  | 7:20                        | 1:40                        |                          |  | 5:16                     | 4:09                     | 8:17                                   | 6:32                     | 4:48                     | 57                      | 30               | 87.1               | 8.3<br>PRIEST RIVER                           |                        |
|                              | 253<br>8:17                                |  |  | 7:50                        | 2:10                        |                          |  | 5:30                     | 4:19                     | 8:30                                   | 6:47                     | 4:55                     | 130                     | 30               | 94.1               | 7.0<br>NEWPORT                                |                        |
|                              | 9:10                                       |  |  | 8:00                        | 2:20                        |                          |  | 5:35                     | 4:25                     | 8:37                                   | 6:53                     | 5:01                     | 60                      | 28               | 97.5               | 3.4<br>PENRITH                                |                        |
|                              | 2<br>9:25                                  |  |  | 8:20                        | 2:40                        |                          |  | 5:43                     | 4:32                     | 8:48                                   | 7:00                     | 5:10                     | 59                      | 18               | 101.9              | 4.5<br>SCOTIA                                 |                        |
|                              | 9:50                                       |  |  | 2:253<br>9:04               | 3:20                        |                          |  | 5:59                     | 4:45                     | 3:411<br>9:04                          | 7:14                     | 5:23                     | 59                      | 29               | 108.9              | 5.9<br>CANDEN                                 |                        |
|                              | 10:25                                      |  |  | 9:20                        | 3:30                        |                          |  | 6:04                     | 4:50                     | 9:12                                   | 7:19                     | 5:27                     | 70                      | 21               | 111.5              | 5.5<br>ELK                                    |                        |
|                              | 10:45                                      |  |  | 9:40                        | 3:50                        |                          |  | 6:12                     | 4:57                     | 9:20                                   | 7:27                     | 5:34                     | 58                      | 35               | 115.9              | 4.3<br>MILAN                                  |                        |
|                              | 11:15                                      |  |  | 10:10                       | 4:30                        |                          |  | 6:24                     | 5:07                     | 9:32                                   | 7:38                     | 5:44                     | 59                      | 13               | 122.5              | 0.8<br>CHATTAROY                              |                        |
|                              | 11:45                                      |  |  | 10:45                       | 4:50                        |                          |  | 4:45Pm                   | 9:50Am                   | 304<br>6:30                            | 5:58                     | 5:51                     | 64                      | 28               | 126.3              | 3.8<br>DEAN                                   |                        |
| 28-44<br>1:25Pm              | 12:20Pm                                    |  |  | 11:10                       | 5:15                        |                          |  | 4:55                     | 10:00                    | 6:38                                   | 5:19                     | 6:00                     | 56                      | 16               | 130.7              | 4.2<br>MORSE                                  |                        |
| 1:50                         | 44-1:01<br>28-1:17                         |  |  | 11:40Am-44<br>2:05Pm-28     | 5:45-1-2<br>8:30-43         |                          |  | 5:05                     | 10:10                    | 6:50                                   | 5:27                     | 10:00                    | 5                       | 8:10<br>6:15 401 | 135.5              | 4.8<br>HILLVARD                               |                        |
| 2:20Pm                       | 1:45Pm                                     | 6:50Am                                     |  | 2:25                        | 5:55                        |                          |  | 5:15                     | 10:20                    | 7:05                                   | 5:35                     | 10:10                    | 8:20Am                  | 6:25             | 0                  | 139.0   | 3.5<br>O. R. & N. JCT. |
|                              |  | 6:45                                       |  | 2:30Pm                      | 9:05Am                      |                          |  | 5:20Pm                   | 10:25Am                  | 7:10Pm                                 | 5:40Pm                   | 10:15Am                  | 8:25Am                  | 6:30Am           | Yard               | 140.2   | 1.2<br>SPOKANE         |
|                              |  | 6:50Am                                     |  | 2:30Pm                      | 9:05Am                      |                          |  | 5:20Pm                   | 10:25Am                  | 7:10Pm                                 | 5:40Pm                   | 10:15Am                  | 8:25Am                  | 6:30Am           | Yard               | 140.2   |                        |
| Arrive Daily                 | Arrive Daily<br>Ex. Monday                 | Arrive Daily<br>Ex. Sunday                 | Arrive Daily<br>Ex. Monday                 | Arrive Daily                | Arrive Daily                | Arrive Daily             | Arrive Daily<br>Ex. Sunday             | Arrive Daily             | Arrive Daily             | Arrive Daily<br>Ex. Sunday             | Arrive Daily             | Arrive Daily             |                         |                  |                    |   |                        |
| 701                          | 689  | 691  | 695  | 411                         | 401                         | 255                      | 257                                    | 3                        | 27                       | 263                                    | 43                       | 1                        |                         |                  |                    |   |                        |
| 0.55<br>10.04                | 7.00<br>10.00                              | 0.20<br>14.10                              | 2.10<br>15.09                              | 12.09<br>11.54              | 11.55<br>11.78              | 0.35<br>23.83            | 0.35<br>23.83                          | 4.45<br>20.52            | 3.57<br>20.57            | 4.00<br>27.20                          | 4.40<br>20.04            | 4.40<br>30.04            |                         |                  |                    |   |                        |

Time Over District  
Average Speed Per Hour

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND. 3

Time Table No. 30.  
In Effect Nov. 26, 1910.

FIRST CLASS.

| STATIONS.             | Miles from Spokane | SIGNS.<br>See Rule 7, Page 15 | FIRST CLASS.        |                           |                     |                        |                    |                           |                          |  |
|-----------------------|--------------------|-------------------------------|---------------------|---------------------------|---------------------|------------------------|--------------------|---------------------------|--------------------------|--|
|                       |                    |                               | 2                   | 44                        | 28                  | 264                    | 4                  | 256                       | 258                      |  |
|                       |                    |                               | Passenger           | Passenger                 | Express             | Passenger              | Passenger          | Passenger                 | Passenger                |  |
| TROY                  | 140.3              | R P D N W C T                 | 12.45 <sup>pm</sup> | 401<br>8.20 <sup>am</sup> | 5.80 <sup>pm</sup>  |                        | 4.15 <sup>am</sup> |                           |                          |  |
| 6.7<br>YAKT           | 133.5              | P                             | 12.84               | f 6.05                    | 5.15                |                        | 4.00               |                           |                          |  |
| 7.0<br>LEONIA         | 136.5              | P D N                         | 12.17               | f 5.50                    | 5.00                |                        | 3.45               |                           |                          |  |
| 7.1<br>KATKA          | 119.4              | P W                           | 12.01 <sup>pm</sup> | f 5.50                    | 4.45                |                        | 3.39               |                           |                          |  |
| 8.4<br>CROSSPORT      | 118.0              | P                             | 11.46               | f 5.19                    | 4.50                |                        | 3.19               |                           |                          |  |
| 4.3<br>BONNER'S FERRY | 108.8              | R P D N W Y K                 | 11.35               | * 5.00                    | 4.30                | * 9.30 <sup>am</sup>   | 3.00               |                           |                          |  |
| 0.5<br>K. V. RY. JCT. | 106.3              |                               |                     |                           |                     |                        |                    |                           |                          |  |
| 4.4<br>MORAVIA        | 108.9              | P                             | 11.33               | f 4.49                    | 4.08                | f 9.20                 | 2.45               |                           |                          |  |
| 8.3<br>NAPLES         | 97.5               | P D N W                       | 11.14               | * 4.38                    | 3.58                | * 9.05                 | 2.28               |                           |                          |  |
| 7.0<br>ELMIRA         | 89.9               | P                             | 11.00               | f 4.10                    | 3.58                | f 8.54                 | 2.10               |                           |                          |  |
| 7.0<br>COLBURN        | 82.9               | P                             | 10.47               | f 3.55                    | 3.24                | f 8.41                 | 1.55               |                           |                          |  |
| 2.2<br>BRONX          | 80.7               |                               |                     | f 3.38                    |                     | f 8.36                 |                    |                           |                          |  |
| 8.9<br>SAND POINT     | 74.8               | R P D N W C Y K               | 10.32               | * 3.38                    | 3.09                | * 8.36                 | 1.55               |                           |                          |  |
| 8.6<br>WRENGOE        | 66.3               | P                             | 10.14               | * 3.20                    | 2.59                | f 8.10                 | 1.15               |                           |                          |  |
| 4.8<br>LACLEDE        | 61.4               | P D W                         | 10.06               | * 3.10                    | 2.57                | * 8.01                 | 1.05               |                           |                          |  |
| 3.3<br>PRIEST RIVER   | 58.2               | P D                           | 9.51                | * 2.54                    | 2.39                | * 7.46                 | 1.24 <sup>8</sup>  |                           |                          |  |
| 7.0<br>NEWPORT        | 46.1               | P D N W K                     | 9.36                | * 2.39                    | 2.25                | * 7.32                 | 1.23 <sup>5</sup>  |                           |                          |  |
| 3.4<br>PENRITH        | 42.7               | P                             | 9.29                | f 2.25                    | 2.17                | f 7.26                 | 1.27               |                           |                          |  |
| 4.5<br>SCOTIA         | 35.3               | P D                           | 9.19                | * 2.15                    | 2.10                | * 7.17                 | 1.24 <sup>am</sup> |                           |                          |  |
| 6.9<br>CAMDEN         | 31.3               | P N W                         | 263-411<br>9.04     | f 2.00                    | 1.55                | * 7.09                 | 1.15 <sup>5</sup>  |                           |                          |  |
| 2.9<br>BLK            | 28.7               | P D                           | 8.59                | * 1.50                    | 1.50                | * 6.57                 | 1.14 <sup>9</sup>  |                           |                          |  |
| 4.5<br>MILAN          | 24.3               | P D                           | 8.51                | * 1.34                    | 1.42                | * 6.49                 | 1.13 <sup>9</sup>  |                           |                          |  |
| 6.6<br>CHATTAROY      | 17.7               | P                             | 8.39                | f 1.20                    | 1.31                | f 6.38                 | 1.17               |                           |                          |  |
| 3.8<br>DEAN           | 13.9               | R P D N W                     | 8.30                | * 1.11                    | 1.25                | * 6.30                 | 1.11 <sup>9</sup>  | 263<br>9.30 <sup>am</sup> | 27<br>6.05 <sup>pm</sup> |  |
| 4.3<br>MORSE          | 9.5                | P                             | 8.22                | f 1.01                    | 0.89                | f 6.17                 | 1.09               | f 9.20                    | f 255<br>4.55            |  |
| 4.5<br>HILLYARD       | 4.7                | R P D N W C T Y O             | 8.18<br>8.10        | 43<br>401                 | 1.29<br>1.08        | 411<br>411             | 1.10<br>10.55      | * 9.10                    | * 4.42                   |  |
| 1.3<br>SPOKANE        | 0.0                | R P D N W O K                 | 7.55 <sup>am</sup>  | 12.30 <sup>pm</sup>       | 12.50 <sup>pm</sup> | 10.40 <sup>pm</sup>    | 8.55 <sup>am</sup> | 4.25 <sup>pm</sup>        |                          |  |
|                       |                    |                               | Leave Daily         | Leave Daily               | Leave Daily         | Leave Daily Ex. Sunday | Leave Daily        | Leave Daily               | Leave Daily Ex. Sunday   |  |
|                       |                    |                               | 2                   | 44                        | 28                  | 264                    | 4                  | 256                       | 258                      |  |
|                       |                    |                               | 4.50                | 5.50                      | 4.40                | 3.45                   | 5.35               | 0.35                      | 0.35                     |  |
|                       |                    |                               | 20.01               | 24.03                     | 30.04               | 29.01                  | 25.11              | 23.33                     | 23.33                    |  |

Special Rules.

Normal position of Junction switch, E. V. Ry. Jct., and connection with Marcus Division at Dean 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 203 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..... 55 miles per hour.  
Between Crossport and Scotia..... 53 miles per hour.  
Between Scotia and Camden..... 45 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.  
Trains 1 and 27 will register at Sand Point by card.  
Trains 2 and 27 will register at Dean by card.  
Passing track Sand Point located one mile west of depot.  
Marcus Division train and engineers will be governed by Time Table and Special Instructions of Spokane Division between Dean and Spokane.  
Between Spokane and Hillyard trains will be operated under a block system.  
East bound trains will receive at Hillyard, clearance card form 219 to O. R. & N. junction and block card form 80, West bound trains will receive at Hillyard, clearance form 219 to O. R. & N. junction and block card form 80, properly numbered, OK'd and completed, O. R. & N. junction to Spokane.  
Double track extends from Hillyard to O. R. & N. junction.  
Normal position of switch at end of double track Hillyard, is for the west bound track and at O. R. & N. junction for east bound track.  
Semaphores at Hillyard are located 55 feet east and 250 feet west of Junction Switch and are operated by operator in Telegraph office at Hillyard. Trains approaching these signals will come to a full stop 200 feet away when signals are against them and call for same in the usual manner.  
Semaphores at O. R. & N. junction are located 580 feet and 2080 feet east of O. R. & N. crossing, also 510 feet and 1350 feet west of O. R. & N. crossing. Both east and west bound home signals have two arms. Top arm must be at 90 degrees up before train can proceed. Lower arm is a fixed signal and denotes home signal and derail 55 feet in advance of signal. Distant west bound signal is automatic and works from zero to 45 degrees from a track circuit and from 45 degrees to 90 degrees from the tower. Trains approaching this signal and finding it at stop must come to a full stop, then proceed looking out for train standing at home signal. When distant signal is at 45 degrees up, home signal is at stop and it denotes no-trains between these signals. If distant signal is 90 degrees up, home signal is clear.  
A home signal located 55 feet west of double track switch denotes position of switch. Top arm 90 degrees up is for east bound trains going on east bound track. Lower arm 90 degrees up is for east bound trains taking west bound track.  
Steam whistle signals for tracks with switches controlled from interlocking tower:  
O. R. & N. junction—  
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, Dean, Hillyard, Spokane.  
Auxiliary telephones located in Kootenai Canyon as follows:  
Six telegraph poles west of mile post 1341,  
At mile post 1345,  
At mile post 1354.  
One-half mile west of mile post 1359.

| INITIAL STATIONS. |                                    | TERMINAL STATIONS. |   |
|-------------------|------------------------------------|--------------------|---|
| Troy              | for trains 1, 3, 27, 43, 401, 411. | Troy               | for trains 2, 4, 28, 44.                        |
| Bonners Ferry     | " " 263, 695.                      | Bonners Ferry      | " " 264.  |
| Sandpoint         | " " 689.                           | Sandpoint          | " " 695.  |
| Dean              | " " 255, 257, 701.                 | Dean               | " " 256, 258.                                   |
| Hillyard          | " " 691.                           | Hillyard           | " " 689, 701.                                   |
| Spokane           | " " 2, 4, 28, 44, 256, 258, 264.   | Spokane            | " " 1, 3, 27, 43, 255, 257, 263, 401, 411, 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              | 48.3            | West end  | 8            |
| Ewings Spur                | 50.4            | East end  | 10           |
| Pack River Spur            | 52.8            | " "       | 11           |
| Iola Spur                  | 54.3            | " "       | 8            |
| Carbon Spur                | 54.3            | 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            | 101.8           | " "       | 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           |
| Davis Spur                 | 129.3           | East end  | 40           |

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.

WEST BOUND.

SECOND DISTRICT - SPOKANE AND WILSON CREEK.

Time Table No. 30.  
In Effect Nov. 20, 1910.

| THIRD CLASS |  |  |                            | SECOND CLASS                |                             |               | FIRST CLASS              |                          |                          |                          |                          | Capacity of Side Tracks |       | Distance from Spokane | STATIONS.    |  |
|-------------|--|--|----------------------------|-----------------------------|-----------------------------|---------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------|-------|-----------------------|--------------|--|
|             |  |  | 691                        |                             | 411                         | 401           | 1<br>S.P. & N.W.         | 3                        | 27                       | 43                       | 1                        | Passenger               | Other |                       |              |  |
|             |  |  | Leave Daily<br>Ex. Sunday  | Time Freight<br>Leave Daily | Time Freight<br>Leave Daily |               | Passenger<br>Leave Daily | Passenger<br>Leave Daily | Pool Mail<br>Leave Daily | Passenger<br>Leave Daily | Passenger<br>Leave Daily |                         |       |                       |              |  |
|             |  |  | 7:40am                     |                             | 9:40am                      | 9:30am        | 9:00am                   | 7:30am                   | 8:30am                   | 9:40am                   | 8:40am                   | 7:00am                  | 80    | 80                    | 0.0          | SPOKANE                                      |
|             |  |  | 7:50                       |                             | 9:55                        | 9:40          | 9:05am                   | 7:55                     | 8:55                     | 9:47                     | 7:08                     | 80                      | 80    | 3.0                   | PORT WRIGHT  |  |
|             |  |  | 8:00                       |                             | 10:00                       | 9:50          |                          | 7:50                     | 8:58                     | 9:08                     | 7:30                     | 81                      | 8     | 9.0                   | HIGHLAND     |  |
|             |  |  | 8:45                       |                             | 10:50                       | 10:40         |                          | 7:55                     | 8:14                     | 9:19                     | 7:50                     | 150                     | 16    | 13.4                  | LYONS        |  |
|             |  |  | 9:25                       |                             | 11:31                       | 11:20         |                          | 8:09                     | 8:29                     | 9:23                     | 7:40                     | 64                      | 57    | 17.7                  | GALENA       |  |
|             |  |  | 9:40                       |                             | 12:00                       | 11:50         |                          | 8:10                     | 8:30                     | 9:25                     | 7:48                     | 33                      | 47    | 21.8                  | ESPANOLA     |  |
|             |  |  | 10:05                      |                             | 1:00                        | 1:00          |                          | 8:21                     | 8:41                     | 9:47                     | 8:00                     | 64                      | 59    | 28.4                  | WALKON       |  |
|             |  |  | 10:50                      |                             | 1:55                        | 1:55          |                          | 8:40                     | 8:55                     | 10:05                    | 8:12                     | 60                      | 25    | 34.0                  | EDWALL       |  |
|             |  |  | 11:25                      |                             | 2:10                        | 2:10          |                          | 8:47                     | 8:58                     | 10:18                    | 8:19                     | 60                      | 15    | 37.5                  | CANBY        |  |
|             |  |  | 11:45                      |                             | 2:30                        | 2:30          |                          | 8:57                     | 7:08                     | 10:28                    | 8:30                     | 63                      | 58    | 43.2                  | BLUESTEM     |  |
|             |  |  | 12:55pm                    |                             | 3:00                        | 3:00          |                          | 9:19                     | 7:18                     | 10:40                    | 8:48                     | 48                      | 93    | 50.6                  | HARRINGTON   |  |
|             |  |  | 1:15                       |                             | 3:15                        | 3:15          |                          | 9:31                     | 7:36                     | 10:49                    | 8:57                     | 60                      | 25    | 55.3                  | MOROCCO      |  |
|             |  |  | 1:30                       |                             |                             |               |                          |                          |                          | 10:59                    |                          | 0                       | 17    | 56.3                  | MOHLER       |  |
|             |  |  | 1:40                       |                             | 3:30                        | 3:30          |                          | 9:31                     | 7:36                     | 11:01                    | 9:07                     | 56                      | 30    | 61.0                  | DOWNS        |  |
|             |  |  | 2:00                       |                             | 3:45                        | 3:45          |                          | 9:38                     | 7:47                     | 11:18                    | 9:15                     | 60                      | 39    | 68.6                  | LARONA       |  |
|             |  |  | 2:15                       |                             | 4:00                        | 4:00          |                          | 9:45                     | 7:56                     | 11:28                    | 9:28                     | 60                      | 18    | 71.3                  | NERO         |  |
|             |  |  | 2:40                       |                             | 4:35                        | 4:35          |                          | 9:58                     | 8:08                     | 11:38                    | 9:38                     | 48                      | 117   | 75.8                  | ODESSA       |  |
|             |  |  | 2:55                       |                             | 4:45                        | 4:45          |                          | 10:08                    | 8:15                     | 11:48                    | 9:48                     | 60                      | 15    | 80.4                  | SEWARD       |  |
|             |  |  | 3:15                       |                             | 5:00                        | 5:00          |                          | 10:19                    | 8:28                     | 11:50                    | 9:58                     | 60                      | 30    | 84.7                  | IRBY         |  |
|             |  |  | 3:45                       |                             | 5:30                        | 5:30          |                          | 10:28                    | 8:31                     | 12:06pm                  | 10:07                    | 60                      | 58    | 92.1                  | KRUPP        |  |
|             |  |  | 4:10pm                     |                             | 6:00pm                      | 6:00pm        |                          | 10:37pm                  | 8:40pm                   | 12:20pm                  | 10:18am                  | 78                      | 150   | 98.7                  | WILSON CREEK |  |
|             |  |  | Arrive Daily<br>Ex. Sunday |                             | Arrive Daily                | Arrive Daily  | Arrive Daily             | Arrive Daily             | Arrive Daily             | Arrive Daily             | Arrive Daily             |                         |       |                       |              |  |
|             |  |  | 691                        |                             | 411                         | 401           | 1                        | 3                        | 27                       | 43                       | 1                        |                         |       |                       |              |  |
|             |  |  | 8:30<br>11:51              |                             | 9:15<br>10:45               | 5:30<br>11:01 | 9:05<br>12:50            | 8:07<br>11:57            | 7:52<br>10:00            | 8:40<br>10:51            | 8:15<br>10:35            |                         |       |                       |              | Time Over District<br>Average Speed Per Hour |

**EAST BOUND.**

**SECOND DISTRICT - SPOKANE AND WILSON CREEK**

**Time Table No. 30**  
in Effect Nov. 20, 1910

| STATIONS               | Miles from Wilson Creek | SIGNS.<br>See Rule 7, Page 10 | FIRST CLASS               |                           |                         |                           |                           |
|------------------------|-------------------------|-------------------------------|---------------------------|---------------------------|-------------------------|---------------------------|---------------------------|
|                        |                         |                               | 2                         | 44                        | 28                      | 4                         | 6<br>S. P. & S. Ry.       |
|                        |                         |                               | Passenger<br>Arrive Daily | Passenger<br>Arrive Daily | Express<br>Arrive Daily | Passenger<br>Arrive Daily | Passenger<br>Arrive Daily |
| SPokane                | 98.7                    | R P DN W K                    | 7:40 <sup>AM</sup>        | 12:10 <sup>PM</sup>       | 12:30 <sup>PM</sup>     | 10:30 <sup>PM</sup>       | 6:55 <sup>AM</sup>        |
| 3.0 FORT WRIGHT        | 95.7                    | P DN                          | 7:58                      | 12:08 <sup>PM</sup>       | 12:50                   | 10:15                     | 6:49 <sup>AM</sup>        |
| 5.0 HIGHLAND           | 89.7                    | P                             | 7:20                      | 11:59                     | 12:15                   | 10:04                     |                           |
| 4.4 LYONS              | 86.3                    | P DN W                        | 7:09                      | 11:48                     | 12:09                   | 9:57                      |                           |
| 3.3 GALINA             | 81.0                    | P                             | 6:59                      | 11:31                     | 12:01 <sup>PM</sup>     | 9:47                      |                           |
| 4.3 ESPANOLA           | 76.9                    | P W                           | 6:58                      | 11:30                     | 11:59                   | 9:39                      |                           |
| 4.0 WAUKON             | 70.3                    | P                             | 6:49                      | 11:08                     | 11:40                   | 9:30                      |                           |
| 5.0 EDWALL             | 64.7                    | P DN W                        | 6:38                      | 10:50                     | 11:30                   | 9:17                      |                           |
| 3.5 CANBY              | 60.9                    | P                             | 6:26                      | 10:38                     | 11:25                   | 9:07                      |                           |
| 5.4 BLUESTEM           | 55.5                    | P                             | 6:18                      | 10:25                     | 11:15                   | 8:57                      |                           |
| 7.4 HARRINGTON         | 48.1                    | P DN W                        | 6:09                      | 10:08                     | 11:00                   | 8:40                      |                           |
| 4.7 MOROCCO            | 43.4                    | P                             | 5:59                      | 9:58                      | 10:48                   | 8:28                      |                           |
| 1.5 MOHLER             | 41.9                    | P                             |                           | 9:59                      |                         |                           |                           |
| 4.3 DOWNS              | 37.7                    | P DN                          | 5:49                      | 9:44                      | 10:37                   | 8:17                      |                           |
| 5.0 LAMONA             | 33.1                    | P W                           | 5:34                      | 9:38                      | 10:30                   | 8:07                      |                           |
| 3.5 NUNO               | 27.5                    | P                             | 5:25                      | 9:29                      | 10:20                   | 7:59                      |                           |
| 4.5 ODESSA             | 23.9                    | P DN                          | 5:16                      | 9:19                      | 10:12                   | 7:40                      |                           |
| 4.8 SEWARD             | 17.3                    | P                             | 5:08                      | 9:08                      | 10:03                   | 7:29                      |                           |
| 4.3 IRBY               | 14.0                    | P D W                         | 4:59                      | 8:58                      | 9:55                    | 7:21                      |                           |
| 7.4 KRUPP              | 6.6                     | P D                           | 4:47                      | 8:55                      | 9:42                    | 7:09                      |                           |
| 0.0 WILSON CREEK       | 0.0                     | R P DN WC Y                   | 4:36 <sup>AM</sup>        | 8:50 <sup>AM</sup>        | 9:50 <sup>AM</sup>      | 6:50 <sup>PM</sup>        | 6:00 <sup>AM</sup>        |
|                        |                         |                               | Leave Daily               | Leave Daily               | Leave Daily             | Leave Daily               | Leave Daily               |
|                        |                         |                               | <b>2</b>                  | <b>44</b>                 | <b>28</b>               | <b>4</b>                  | <b>6</b>                  |
| Time Over District     |                         |                               | 3:04                      | 3:55                      | 3:05                    | 3:23                      | 6:06                      |
| Average Speed Per Hour |                         |                               | 33.70                     | 25.20                     | 33.01                   | 27.00                     | 30.00                     |

**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 601 and Local extra east will carry passengers when provided with proper transportation.

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

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.

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

Normal position for east passing track switch at Fort Wright will be for S. P. & S. Ry. main line.

All east bound trains except First Class trains will use left hand or passing track from Monroe St., Spokane, unless otherwise instructed. East bound First Class trains will take siding at crossover just west of Howard Street, Spokane, unless otherwise instructed.

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 50) 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.

Switches at junction with S. P. & S. Ry. at Fort Wright are operated from interlocking tower and signals are located as follows:

Home signal for west bound trains located 55 ft. east of main line switch leading to S. P. & S. Ry. and has three arms. Top arm at 90 degrees up is for main line, second arm at 90 degrees up is for S. P. & S. Ry. and third arm is for passing track.

Home signal east bound for G. N. Ry. located 600 ft. west of east main line switch on right hand side of passing track going east and is a bracket pole. Top arm is for main line trains, lower arm is fixed and denotes home signal and derailed 55 ft. ahead of same.

Home signal on S. P. & S. Ry. located 580 ft. from east main line switch and has two arms. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derailed 55 feet ahead of same.

Derailed on passing track located 400 ft. from frog and is governed by dwarf signal 55 feet from derailed.

West bound Distant Signal located 2800 feet east of Home Signal and works from zero to 45 degrees from track circuit, 45 degrees to 90 degrees from tower.

East bound Distant Signal on G. N. Ry. is located 3700 feet west of East bound Home Signal.

S. P. & S. Distant Signal is located at west end of tunnel.

All Distant Signals work as follows: If arm is at caution, which is 45 degrees up and shows yellow light, it means clear track to Home Signal. If at 90 degrees up green light is shown, it denotes Home Signal clear.

Steam whistle signals for tracks with switches controlled from Interlocking Tower: Main Line, G. N. Ry. One Long. Main Line, S. P. & S. Ry. One Long and One Short. Passing Track, G. N. Ry. Two Long and One Short.

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

**INITIAL STATIONS.**  
Spokane for trains 1, 3, 27, 43, 401, 411, 601, S. P. & S. No. 1.  
Wilson Creek " " 2, 4, 28, 44.  
Fort Wright " " S. P. & S. No. 6.

**TERMINAL STATIONS.**  
Spokane for trains 2, 4, 28, 44, S. P. & S. No. 6.  
Wilson Creek " " 1, 3, 27, 43, 401, 411, 601.  
Fort Wright " " S. P. & S. No. 1.

**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           |

6 WEST BOUND.

THIRD DISTRICT—WILSON CREEK AND LEAVENWORTH.

EAST BOUND.

| THIRD CLASS.            |                         |               |                |               |               |               |               | SECOND CLASS. |             |             |             | FIRST CLASS. |             |             |             | Capacity of Side Tracks |             | Time Table No. 30.<br>In Effect Nov. 20, 1940. |             | STATIONS.   |                        | FIRST CLASS. |  |  |  | SECOND CLASS. |
|-------------------------|-------------------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------------------|-------------|--|-------------|-------------|------------------------|--------------|--|--|--|---------------|
| 693                     | 381                     | 401           | 411            | 3             | 27            | 43            | 1             | Passenger     | Fast Mail   | Passenger   | Passenger   | Passenger    | Passenger   | Passenger   | Passenger   | Passenger               | Passenger   | Passenger                                      | Express     | Passenger   | Mixed                  |              |  |  |  |               |
| Local Freight           | Mixed                   | Time Freight  | Time Freight   | Passenger     | Fast Mail     | Passenger     | Passenger     | Passenger     | Passenger   | Passenger   | Passenger   | Passenger    | Passenger   | Passenger   | Passenger   | Passenger               | Passenger   | Express  | Passenger   | Mixed       |                        |              |  |  |  |               |
| 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  | Leave Daily | Leave Daily | Leave Daily | Leave Daily             | Leave Daily | Leave Daily                                    | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |              |  |  |  |               |
| 8:15am                  |                         | 7:00pm        | 1:00pm         | 10:40pm       | 8:40pm        | 10:20pm       | 10:28am       | 78            | 180         | 0.0         | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 8:40                    |                         | 7:40          | 1:45           | 10:57         | 9:58          | 10:42         | 10:57         | 48            | 10          | 7.9         | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 9:00                    |                         | 8:00          | 2:15           | 11:09         | 9:01          | 10:54         | 10:45         | 78            | 178         | 18.1        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 9:20                    |                         | 8:15          | 2:40           | 11:14         | 9:10          | 1:05          | 10:58         |               |             | 17.8        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 10:00                   |                         | 8:45          | 3:10           | 11:24         | 9:19          | 1:18          | 11:01         | 82            | 46          | 28.1        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 10:30                   |                         | 9:27          | 3:45           | 11:33         | 9:27          | 1:30          | 11:09         | 82            | 8           | 28.3        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 10:50                   |                         | 9:55          | 4:15           | 11:40         | 9:35          | 1:40          | 11:18         | 82            | 17          | 33.3        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 11:28                   |                         | 10:25         | 4:40           | 11:50         | 9:46          | 1:55          | 11:28         | 86            | 40          | 39.4        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 11:55                   |                         | 10:50         | 5:05           | 11:59         | 9:54          | 2:05          | 11:37         | 48            | 8           | 44.4        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 12:30pm                 |                         | 11:30         | 5:35           | 12:11pm       | 10:05         | 2:19          | 11:48         | 89            | 12          | 50.5        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 12:50                   |                         | 11:45         | 6:02           | 12:21         | 10:18         | 2:30          | 11:57         | 81            | 10          | 55.5        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 1:10                    | 6:10pm                  | 12:01pm       | 6:35           | 12:30         | 10:20         | 2:39          | 12:05pm       | 80            | 88          | 59.0        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 1:30                    | 6:35                    | 12:20         | 6:45           | 12:37         | 10:28         | 2:50          | 12:14         | 80            | 16          | 64.1        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 1:50                    | 6:55                    | 12:40         | 7:10           | 12:44         | 10:35         | 3:00          | 12:28         | 82            | 12          | 68.6        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 2:30                    | 7:00pm                  | 1:10          | 8:30           | 1:00          | 10:47         | 3:20          | 12:40         | 41            | 437         | 75.9        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 3:00                    |                         | 2:45          | 9:15           | 1:18          | 10:57         | 3:35          | 12:56         | 80            | 17          | 82.8        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 3:40                    |                         | 3:00          | 9:40           | 1:35          | 11:05         | 3:48          | 1:04          | 80            | 39          | 86.5        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 4:15                    |                         | 3:25          | 10:00          | 1:52          | 11:15         | 4:00          | 1:12          | 82            | 17          | 90.1        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 4:40                    |                         | 3:45          | 10:25          | 2:10          | 11:25         | 4:15          | 1:21          | 48            | 8           | 94.0        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| 5:10pm                  |                         | 4:15pm        | 11:00am        | 2:25          | 11:35pm       | 4:30pm        | 1:30pm        | 80            | 492         | 95.7        | .....       | .....        | .....       | .....       | .....       | .....                   | .....       | .....  | .....       | .....       | .....                  |              |  |  |  |               |
| Arrive Daily Ex. Monday | Arrive Daily Ex. Sunday | Arrive Daily  | Arrive Daily   | Arrive Daily  | Arrive Daily  | Arrive Daily  | Arrive Daily  |               |             |             |             |              |             |             |             |                         |             |  |             |             |                        |              |  |  |  |               |
| 693                     | 381                     | 401           | 411            | 3             | 27            | 43            | 1             |               |             |             |             |              |             |             |             |                         |             |  |             |             |                        |              |  |  |  |               |
| 8:55<br>11:50           | 0:50<br>19:35           | 9:15<br>19:75 | 10:00<br>19:57 | 8:13<br>31:15 | 2:53<br>35:00 | 3:55<br>25:20 | 3:07<br>31:15 |               |             |             |             |              |             |             |             |                         |             |  |             |             |                        |              |  |  |  |               |

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. 3 will stop at any station to let off passengers from east of Dean. Water tank always at Trinidad is located 2 miles east of station. Passenger trains will not exceed a speed of 50 miles per hour on this District. Columbia River will be a registering point for Waterville Line trains only.

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

INITIAL STATIONS.

Wilson Creek for trains 1, 3, 27, 43, 401, 411, 693.  
Leavenworth " " 2, 4, 28, 44.  
Columbia River for train 381. Wenatchee for train 382.

TERMINAL STATIONS.

Wilson Creek for trains 2, 4, 28, 44.  
Leavenworth " " 1, 3, 27, 43, 401, 411, 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           |

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

**West Bound**

**WATERVILLE LINE.**

**East Bound**

| SECOND CLASS.       |       | Capacity of Side Tracks |              | Time Table No. 30.<br>In Effect November 20, 1910. | Telegraph Calls | Distance from Kuskonook | SIGNS.<br>See Rule 7, Page 15 | SECOND CLASS.       |       |
|---------------------|-------|-------------------------|--------------|--|-----------------|-------------------------|-------------------------------|---------------------|-------|
| 379                 | Mixed | Passing Tracks          | Other Tracks |  |                 |                         |                               | 380                 | Mixed |
| Leave Tues. & Sat.  |       |                         |              | STATIONS.  |                 |                         |                               | Arrive Tues. & Sat. |       |
| 7.00am              | 80    | 77                      | 0.0          | BONNER'S FERRY                                     | BY              | 60.0                    | R <sup>o</sup> DN 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                       | 10.2         | WATER TANK   |                 | 33.8                    | W                             |                     |       |
| 8.00                | 0     | 20                      | 10.8         | COPELAND   |                 | 33.2                    |                               | 11.30               |       |
| 8.30                | 0     | 10                      | 26.1         | PORT HILL  |                 | 23.9                    |                               | 11.00               |       |
| 8.55                | 0     | 0                       | 26.7         | RYKERETS   |                 | 23.3                    |                               | 10.55               |       |
| 9.00am              | 0     | 20                      | 33.1         | CRESTON  |                 | 16.9                    | 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                |       |                         |              | Time Over District                                 |                 |                         |                               | 2.00                |       |
| 10.55               |       |                         |              | Average Speed Per Hour                             |                 |                         |                               | 10.55               |       |

| SECOND CLASS.           |       | Capacity of Side Tracks |                | Time Table No. 30.<br>In Effect November 20, 1910. | Distance from Mansfield | SIGNS.<br>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  | 60.40                   | R                             | WCY                     | 12.40pm                |
| 2.05                    | 35    |                         | 5.40           | BYRON  | 56.00                   |                               |                         | 12.20                  |
| 2.30                    | 52    |                         | 11.38          | WITROW   | 49.02                   | W                             |                         | 12.01pm                |
| 2.55                    | 35    |                         | 16.82          | SUPPLEE  | 43.86                   |                               |                         | 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                    | 38    |                         | 39.15          | McCUE  | 21.25                   |                               |                         | 9.40                   |
| 5.00                    | 40    |                         | 44.72          | PALISADES  | 15.78                   | W                             |                         | 9.05                   |
| 5.20                    | 35    |                         | 49.85          | APPLEDALE  | 10.66                   |                               |                         | 8.40                   |
| 5.40                    | 28    |                         | 55.04          | MOSES COULEE                                       | 5.46                    |                               |                         | 8.20                   |
| 6.00pm                  | 72    | 80                      | 60.40          | COLUMBIA RIVER                                     | 0                       | R                             | DN                      | 8.00am                 |
| Arrive Daily Ex. Sunday |       |                         |                |  |                         |                               |                         | Leave Daily Ex. Sunday |
| 381                     |       |                         |                |  |                         |                               |                         | 382                    |
| 4.15                    |       |                         |                | Time Over District                                 |                         |                               |                         | 4.40                   |
| 14.20                   |       |                         |                | Average Speed Per Hour                             |                         |                               |                         | 12.00                  |

**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  | 4            |
| Dahlboen Spur   | 17                        | East end  | 4            |
| Gray Spur       | 20                        | " "       | 4            |
| Harpers Spur    | 22                        | " "       | 10           |
|                 |                           |           | 0            |

**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.

## 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. **Deraill Switches**—Deraill 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; Wrenco, 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; Soward, 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; Deraill 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:
    - F. Dispatcher's telephone, accessible at all times.
    - I. Interlocked.
    - K. Connection with foreign road.
    - Standard clock.
  8. Telephone booth located at all blind sidings. All trains will call up dispatcher immediately on arrival.

## 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. 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.  
 Spokane..... Lee Ganson.  
 Odessa..... L. F. Wagner.  
 Harrington..... J. H. Crampton.  
 Wilson Creek..... Frank E. Culp.  
 Wenatchee..... G. W. Hoxsie.  
 Leavenworth.....

## TIME INSPECTORS.

Spokane } ..... Geo. H. Doerr.  
 Hillyard }

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

J. G. LUNNSEN, Dispatcher 1st District  
 J. B. SMITH, " 1st "  
 J. A. CALDWELL, " 1st "

R. I. TRIPLETT, Dispatcher 2nd and 3rd District  
 T. F. MILLIGAN, " 2nd and 3rd "  
 S. H. BROWN, " 2nd and 3rd "

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