

GREAT NORTHERN RAILWAY

SPOKANE DIVISION.

TIME TABLE No. 32.

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

SUNDAY, JANUARY 14, 1912

Superseding Time Table No. 31 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

L. W. BOWEN, Superintendent.

E. L. BROWN, General Superintendent.

GEO. H. EMERSON, Asst. General Manager.

F. S. ELLIOTT, Asst. General Superintendent

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

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. 32. In Effect Jan'y 14, 1912.
701 MARCUS DIV.	691	689	411	401	255 MARCUS DIV.	257 MARCUS DIV.	27	3	263	43	1	Passenger	Passenger			Passenger
Local Freight Leave Daily	Local Freight Leave Daily Ex. Sunday	Local Freight Leave Daily Ex. Monday	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Fast Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily	Passenger	Passenger	Passenger	
			12 01Am	7 25Pm			4 20Pm	2 25Pm		3 40Am	1 50Am	100	352	0 0	TROY
			12 25	7 50			4 36	2 37		3 55	2 03	61	0	6 7	YAKT
			12 50	8 10			4 50	2 51		4 09	2 17	61	16	13 7	LEONIA
			1 20	8 40			5 03	3 06		4 24	2 32	58	0	20 8	KATKA
		6 00Am	1 45	9 00			5 13	3 19		4 38	2 45	60	13	27 2	CROSSPORT
			2 30	9 30			5 20	3 30	6 15Am	4 51	2 50	58	77	31 4	BONNER'S FERRY
														31 0	K. V. RY. JCT.
		6 25	3 08	9 55			5 28	3 40	6 25	5 00	3 06	57	22	36 3	MORAVIA
		7 00	4 05	11 10			5 40	3 53	6 40	5 14	3 21	59	22	42 7	NAPLES
		7 30	4 40	12 01Am			5 54	4 08	6 55	5 28	3 37	57	9	50 3	ELMIRA
		7 40	5 05	12 30			6 04	4 19	7 10	5 40	3 51	57	8	57 3	COLBURN
												0	17	59 5	BRONX
		8 20	5 54	1 21			6 18	4 35	7 30	6 04	4 05	61	47	65 4	SAND POINT
		8 50	6 30	2 15			6 30	4 50	7 47	6 09	4 20	50	31	74 0	WRENCOE
		9 15	6 50	2 35			6 37	4 59	8 00	6 18	4 29	59	16	78 8	LACLEDE
		9 49	7 20	3 15			6 49	5 15	8 17	6 32	4 48	67	60	87 1	PRIEST RIVER
		10 35	7 50	3 50			6 59	5 28	8 30	6 47	4 55	130	30	94 1	NEWPORT
		10 55	8 00	4 00			7 05	5 35	8 37	6 53	5 01	60	28	97 5	PENRITH
		11 20	8 20	4 20			7 12	5 44	8 47	7 00	5 10	59	18	101 9	SCOTIA
		12 06Pm	8 25	4 25			7 25	5 59	9 02	7 14	5 28	59	29	108 9	CAMDEN
		12 35	9 25	5 00			7 30	6 08	9 12	7 19	5 27	70	21	111 5	ELK
		12 55	9 45	5 34			7 37	6 17	9 20	7 27	5 34	58	35	115 9	MILAN
		1 30	10 15	6 15			7 47	6 30	9 32	7 38	5 44	59	13	122 5	CHATTAROY
1 25Pm			10 40	6 45	4 45Pm	9 50Am	7 53	6 40	9 40	7 46	5 51	64	28	126 3	DEAN
2 15		3 30	11 27	7 15	4 55	10 00	7 59	6 50	9 50	7 54	6 00	56	16	130 7	MORSE
2 45Pm	6 30Am	4 15Pm	11 59Am-44 2 05Pm	7 50-2 43-2 50 10 40-2 03-2 57	5 05	10 10	8 07	7 05 7 10	10 00	8 05 8 10 401	6 10 6 15	Yard	Yard	135 5	HILLYARD
	6 45		2 25	11 03	5 15	10 20	8 15	7 20	10 10	8 20	6 25	0	0	139 0	G-W R. & N JCT.
	6 50Am		2 30Pm	11 30Am	5 20Pm	10 25Am	8 20Pm	7 25Pm	10 15Am	8 25Am	6 30Am	Yard	Yard	140 2	SPOKANE
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				
701	691	689	411	401	255	257	27	3	263	43	1				
1 20 6 30	0 20 14 10	10 15 10 01	14 29 9 57	15 15 8 79	0 35 23 33	0 35 23 33	3 55 35 79	5 00 28 04	4 00 27 20	4 45 29 17	4 40 30 04				

Time Over District
Average Speed Per Hour

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND. 3

Time Table No. 32.
In Effect Jan'y. 14, 1912.

STATIONS.	Miles from Spokane	SIGNS.	FIRST CLASS.							
			2	28	44	264	4	256	258	
			Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday
TROY	140.3	R&P DN WCT	12.35Pm	8.30Pm	7.25Pm		4.15Am			
6.7 YAKT	133.5	P	12.38	8.10	7.05		4.3	3.55		
2.0 LEDNA	126.5	P DN	12.00Pm	2	6.50		3.38			
7.1 KATHA	119.4	P W	11.51	2.34	6.35		3.05			
6.4 CROSSPORT	113.0	P	11.37	2.20	6.20		2.45			
4.3 BONNER'S FERRY	109.8	R&P DN W Y K	11.27	2.12	6.10	401 9.30Pm	411 2.30			
0.5 K. V. RY. JCT	108.3									
4.4 MORAVIA	102.9	P	11.16	2.02	6.55	9.20	2.19			
6.3 NAPLES	97.5	P DN W	11.06	1.53	6.40	9.08	2.08			
7.5 ELMIRA	89.9	P	10.53	1.41	6.15	8.54	1.54			
7.0 COLLEMAN	82.9	P	10.40	1.30	6.55	8.41	1.39			
2.2 BRONX	80.7				6.50	8.36				
5.9 SAND POINT	74.8	R P DN WC Y K	10.25	1.17	6.35	8.24	1.21			
8.0 WRENCOE	66.2	P	10.11	1.05	6.15	8.10	1.06			
4.8 LACLEDE	61.4	P D W	10.03	12.57	6.05	8.01	12.58			
8.3 PRIEST RIVER	53.2	P D	9.49	12.43	5.47	7.47	12.43			
7.0 NEWPORT	46.1	P DN W K	9.36	12.32	5.33	7.33	12.30			
3.4 PENKITH	42.7	P	9.26	12.25	5.23	7.23	12.19			
4.5 SCOTIA	38.3	P D	9.17	12.18	5.15	7.12	12.10Am			
6.9 CAMDEN	31.3	P D W	263-411 9.07	12.06	5.01	6.56	11.55			
2.5 ELK	28.7	P D	8.57	12.01Pm	5.55	6.51	11.49			
4.5 MILAN	21.3	P D	8.40	11.53	5.45	6.42	11.39			
6.0 CHATTAROY	17.7	P	8.38	11.42	5.33	6.30	11.27			
3.8 DEAN	18.9	R P DN W	8.30	11.35	5.25	6.20	11.19	2.13 9.30Am	5.06Pm	
4.3 MORSE	9.5	P	8.22	11.27	5.17	6.10	11.09	2.55 9.20	4.55	
4.8 HILLYARD	4.7	R&P DN WCT Y O	8.15 8.10	11.20 11.15	5.11 5.00	6.00	11.00 10.55	4.01 9.10	4.50 4.42	
3.5 O-W. R. & N. JCT	1.2	P I	7.58	11.03	4.48	5.48	10.43	8.58	4.28	
1.2 SPOKANE	0.0	R&P DN WD K	7.55Am	11.00Am	1.40Pm	2.55 5.45Pm	10.40Pm	8.55Am	4.25Pm	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
			2	28	44	264	4	256	258	
			4.40	4.30	5.40	3.45	5.35	0.35	0.35	
			30.04	31.15	24.74	29.01	25.11	23.83	23.83	

Special Rules.

Normal position of Junction switch, K. V. Ry. Jct., and connection with Marcus Division at Dean 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 Shelby, 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. 35 miles per hour.
Between Scotia and Camden. 35 miles per hour.
Between Camden and Spokane. 50 miles per hour.
Extra and delayed regular 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, except when running in sections.
Trains 1, 28 and 27 will register at Dean by card, except when running in sections.
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 Spokane, block card form 80, properly numbered, OK'd and completed; West bound trains will receive at Hillyard, clearance form 219 to O-W. R. & N. junction and block card form 80, properly numbered, OK'd and completed, O-W. R. & N. junction to Spokane.
Double track extends from Hillyard to O-W. R. & N. junction.

Normal position of switch at end of double track Hillyard, is for the west bound track and at O-W. 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-W. R. & N. junction are located 580 feet and 2080 feet east of O-W. R. & N. crossing, also 510 feet and 1250 feet west of O-W. 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-W. R. & N. junction—
Main line, one long.
O-W. R. & N. Transfer No. 1, one long and one short.
O-W. 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:
At West Switch Troy,
Six telegraph poles west of mile post 1341,
At mile post 1343,
At mile post 1354,
One-half mile west of mile post 1359,
Scotia Canyon, east end bridge 258.

INITIAL STATIONS.		TERMINAL STATIONS.	
Troy	for trains 1, 3, 27, 43, 401, 411.	Troy	for trains 2, 4, 28, 44.
Bonners Ferry	" " 263, 689.	Bonners Ferry	" " 264.
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's Spur	46.8	West end	8
Erwins Spur	50.4	East end	10
Pack River Spur	52.8	" "	10
Iola Spur	54.3	" "	11
Caribou Spur	54.8	West end	13
Noble Mill Spur	56.5	East end	4
Humbird Lumber Co. Spur	61.0	" "	3
McKinney's Spur	77.8	" "	12
Albany Falls Spur	98.1	" "	18
Goodhue Spur	101.6	West end	6
Farasworth Spur	101.6	" "	8
Graham Lumber Co. Spur	102.9	" "	3
Aretic 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

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.

4 WEST BOUND.

SECOND DISTRICT—SPOKANE AND WILSON CREEK.

THIRD CLASS				SECOND CLASS		FIRST CLASS					Capacity of Side Tracks		Distance from Spokane	STATIONS.	Telegraph Code.
691				411	401	7 S. P. & N. No. 1	27	3	43	1	Passenger	Other			
Local Freight				Time Freight	Time Freight	Passenger	Fast Mail	Passenger	Passenger	Passenger	Yard	Yard	0.0	SPOKANE	DS-Q
Leave Daily Ex. Sunday				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	Yard			
7.40am				8.40pm	11.40am	8.00am	8.40pm	7.40pm	8.40am	7.00am	50	30	3.0	FORT WRIGHT	
8.50				8.55	12.01pm	8.08am	8.45	7.50	8.47	7.06	61	6	9.0	HIGHLAND	
8.25				8.50	107		8.55	8.05	9.08	7.20					
8.45				4.25	1.35		9.09	8.14	9.12	7.30	50	16	12.4	LYONS	YA
9.23				5.00	2.15		9.19	8.25	9.23	7.40	64	57	17.7	GALENA	
10.00				5.25	2.40		9.20	8.38	9.33	7.48	52	47	21.8	ESPANOLA	
10.25				5.55	3.20		9.32	8.44	9.48	8.00	64	59	28.4	WAIKON	
11.00				6.30	3.50		9.42	8.56	10.05	8.12	60	35	34.0	EDWALL	WH
11.15				6.50	4.05		9.49	9.03	10.18	8.10	60	15	37.3	CANBY	
11.47				7.20	4.30		10.00	9.15	10.25	8.30	63	58	43.2	BLUESTEM	
12.55pm				7.55	5.00		10.13	9.30	10.40	8.48	48	93	50.6	HARRINGTON	HR
1.15				8.22	5.30		10.21	9.38	10.49	8.58	60	25	55.3	MOROCCO	
1.20									10.52		0	25	66.8	MOHLER	
1.40				8.55	5.40		10.32	9.47	11.01	9.08	56	50	61.0	DOWNS	DN
2.00				9.15	6.00		10.41	9.55	11.18	9.16	60	39	65.6	LAMONA	
2.15				9.40	6.20		10.51	10.04	11.22	9.26	60	15	71.2	NENO	
2.40				10.15	6.40		11.01	10.15	11.33	9.38	45	117	75.8	ODESSA	OD
2.55				10.40	6.55		11.08	10.22	11.42	9.40	60	15	80.4	SEWARD	
3.15				10.55	7.21		11.17	10.30	11.50	9.55	50	26	84.7	IRBY	RY
3.45				11.31	7.45		11.31	10.43	12.05pm	10.07	60	35	92.1	KRUPP	KR
4.10pm				12.01am	8.10pm		11.48pm	10.54pm	12.20pm	10.18am	78	150	98.7	WILSON CREEK	Z
Arrive Daily Ex. Sunday				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
691				411	401	7	27	3	43	1					
8.30				9.15	8.30	0.08	3.03	3.09	3.40	3.18					
11.01				10.65	11.01	22.50	31.54	31.33	26.31	20.25					

Time Over District
Average Speed Per Hour

EAST BOUND.

SECOND DISTRICT—SPOKANE AND WILSON CREEK

Time Table No. 32
In Effect Jan'y. 14, 1912

FIRST CLASS

STATIONS	Miles from Wilson Creek	SIGNS. See Rule 7, Page 15	FIRST CLASS				
			2	28	44	4	6
			Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily
SPOKANE	08.7	R P DN W K	7:40am	10:45am	1:00pm	10:25pm	6:55am
3.0 FORT WRIGHT	05.7	P DN	7:33	10:38	1:28	10:19	6:49am
6.0 HIGHLAND	09.7	P	7:20	10:23	1:07	10:09	
3.4 LYONS	06.3	P DN W	7:09	10:17	12:58	10:08	
5.3 GALENA	01.0	P	6:59	10:09	12:48	9:54	
4.2 ESPANOLA	06.9	P W	6:52	10:00	12:35	9:45	
6.6 WAUKON	03.3	P	6:43	9:48	12:30	9:32	
5.9 EDWALL	04.7	P DN W	6:38	9:38	12:07pm	9:14	
5.8 CARBY	00.9	P	6:26	9:31	11:57	9:03	
5.4 BLUESTEM	05.5	P	6:18	9:28	11:47	8:51	
7.4 HARRINGTON	08.1	P DN W	6:02	9:09	11:30	8:35	
4.7 MOROCCO	03.4	P	5:53	8:58	11:17	8:22	
1.5 MOHLER	01.9	P			11:12		
4.2 DOWNS	03.7	P DN	5:42	8:46	11:01	8:12	
4.0 LAMONA	03.1	P W	5:34	8:38	10:45	8:02	
6.0 NEMO	07.5	P	5:25	8:29	10:32	7:51	
4.0 ODESSA	02.9	P DN	5:18	8:22	10:20	7:40	
4.0 SEWARD	01.3	P	5:08	8:14	10:07	7:29	
4.3 IRBY	01.0	P D W	4:59	8:07	9:55	7:21	
7.4 KRUPP	06.6	P D	4:47	7:55	9:40	7:05	
6.0 WILSON CREEK	00.0	R P DN WC Y	4:38am	7:45am	9:28am	6:52pm	Leave Daily
			2	28	44	4	6
Time Over District			3.04	3.00	3.58	3.33	0.06
Average Speed Per Hour			22.00	32.90	24.88	27.80	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.

No. 3 will stop at any station to let off passengers from east of Dean.

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 30) 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 500 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 derail 55 ft. ahead of same.

Home signal on S., P. & S. Ry. located 530 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 derail 55 feet ahead of same.

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

West bound Distant Signal located 2600 feet east of Home Signal and works from zero to 45 degrees from track circuit, 45 degrees to 90 degrees from lower.

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, 7, 27, 43, 401, 411, 601.
Wilson Creek " " 2, 4, 28, 44.
Fort Wright " " 6.

TERMINAL STATIONS.
Spokane . . . for trains 2, 4, 6, 28, 44.
Wilson Creek " " 1, 3, 27, 43, 401, 411, 601.
Fort Wright " " 7.

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.

EAST BOUND.

THIRD CLASS.				SECOND CLASS.				FIRST CLASS.				Capacity of Side Tracks			Time Table No. 32. In Effect Jan'y 14, 1912.			SIGNALS.			FIRST CLASS.				SECOND CLASS.	
693	381	401	411	27	3	43	1	Passing Tracks	Other Track	Distance from Wilson Creek	STATIONS.	Telegraph Calls	Distance from Leavenworth	See Rule 7, Page 15	2	28	44	4	382							
Local Freight	Mixed	Time Freight	Time Freight	Fast Mail	Passenger	Passenger	Passenger								Passenger	Express	Passenger	Passenger	Mixed							
Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday							
8:00am		8:55pm	1:00am	11:48pm	10:50pm	12:25pm	10:29am	78	150	0.0	WILSON CREEK	Z	98.7	R P DN WC	4:31am	7:40am	9:23am	6:47pm								
8:30		9:30	1:45	11:59	11:12	12:42	10:37	48	10	7.9	STRAITFORD		90.8	P	4:17	7:28	9:08	6:34								
8:57		9:50	2:15	12:10am	11:23	12:54	10:45	78	173	13.1	ADRIAN	AD	85.6	P DN YOK	4:09	7:20	8:57	6:26								
9:20		10:10	2:40	12:10	11:31	1:05	10:52	63	17	17.8	SOAP LAKE		80.9	P	4:01	7:12	8:45	6:16								
10:00		10:40	3:10	12:20	11:41	1:18	11:01	52	46	23.1	EPHATA	PR	75.6	P DN W	3:53	7:04	8:34	6:06								
10:30		11:05	3:45	12:37	11:49	1:30	11:00	62	8	28.3	NAVLOD		70.4	P	3:46	6:54	8:21	5:56								
10:50		11:40	4:15	12:46	11:57	1:40	11:18	62	17	33.3	WINCHESTER		65.4	P	3:37	6:46	8:11	5:48								
11:28		12:07am	4:40	12:56	12:07am	1:55	11:28	97	105	39.4	QUINCY	QN	60.3	P DN W Y	3:28	6:36	7:58	5:38								
11:55		12:35	5:05	1:05	12:16	2:06	11:37	48	3	44.4	CRATER		54.3	P	3:20	6:26	7:46	5:26								
12:30pm		12:55	5:35	1:17	12:27	2:19	11:48	59	12	50.6	TRINIDAD	DI	48.1	P DN W	3:04	6:10	7:30	5:08								
12:50		1:10	5:57	1:27	12:36	2:30	11:57	50	8	55.5	VULCAN		43.2	P	2:51	6:57	7:16	4:59								
1:10	6:10pm	1:35	6:25	1:35	12:43	2:39	12:06pm	60	88	59.6	COLUMBIA RIVER	CM	39.1	R P DN	2:44	5:47	7:07	4:42	7:45am							
1:30	6:35	2:05	6:57	1:45	12:51	2:50	12:14	50	16	64.1	ROCK ISLAND		34.8	P W	2:36	5:38	6:57	4:32	7:39							
1:50	6:55	2:25	7:20	1:55	12:58	3:00	12:23	62	12	68.6	MALAGA		30.1	P	2:28	5:30	6:47	4:23	7:20							
2:30	7:00pm	3:20	8:20	2:15	1:20	3:20	12:40	41	437	75.9	WENATCHEE	WC	23.8	R P DN W T	2:15	5:10	6:38	4:10	7:00am							
3:00		3:45	9:15	2:28	1:36	3:35	12:56	60	17	82.8	MONITOR		15.9	P	2:00	4:53	6:16	3:55								
3:48		4:10	9:40	2:36	1:42	3:48	1:04	73	62	86.5	CASHIERE	OM	12.2	P DN W	1:52	4:47	6:07	3:48								
4:15		4:40	10:00	2:43	2:01	3:58	1:12	62	17	90.1	DRYDEN		8.6	P	1:45	4:40	5:57	3:38								
4:40		5:05	10:25	2:50	2:12	4:08	1:21	48	14	94.0	PEWASTIN		4.1	P	1:37	4:33	5:49	3:30								
5:10pm		5:35am	11:00am	3:00am	2:25am	4:20pm	1:30pm	60	492	98.7	LEAVENWORTH	CH	0.0	R P DN WCT YOK	1:30am	4:25am	5:40am	3:20pm								
693	381	401	411	27	3	43	1								2	28	44	4	382							
9:10 10:77	0:50 10:56	8:40 11:39	10:00 9:67	3:12 20:84	3:20 28:75	3:55 25:20	3:07 31:15								3:01 32:72	3:15 30:37	3:43 29:53	3:27 28:00	0:45 21:73							

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 Arlino 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 Deen. 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. Columbia River will be a registering point for Waterville Line trains only. Auxiliary Telephone Booth located at Trinidad Water Tank.

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	10
Gravel Spur.....	53.1	" "	25
Sherman Spur.....	92.6	" "	10

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

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 3-720-789				Class G 1-800-815				Class F 1-500-555 D 5-460-476				Class D 4-400-420				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	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
Bonner's Ferry to Troy.....	0.5	3000	2700	2400	2250	2250	2025	1800	1690	1750	1675	1400	1315	1400	1260	1120	1050	1350	1215	1080	1015	1150	1035	1120	805	1050	945	840	790
Spokane to Wilson Creek.....	1.0	1450	1305	1160	1090	1200	1080	960	900	1000	900	800	750	890	800	710	670	800	720	640	600	740	665	590	555	610	550	490	460
Wilson Creek to Leavenworth.....	1.0	1450	1305	1160	1090	1200	1080	960	900	1000	900	800	750	890	800	710	670	800	720	640	600	740	665	590	555	610	550	490	460
Leavenworth to Wilson Creek.....	1.0	1450	1305	1160	1090	1200	1080	960	900	1000	900	800	750	890	800	710	670	800	720	640	600	740	665	590	555	610	550	490	460
Wilson Creek to Spokane.....	0.8	1600	1440	1280	1200	1330	1200	1065	1000	1200	1080	960	900	1050	945	840	790	960	865	770	720	890	800	710	670	840	755	670	630
Columbia River to Withrow.....	2.0	.....	.....	.....	.....	600	.....	.....	.....	480	.....	.....	.....	.....	.....	.....	.....	300	.....	.....	.....	340	.....	.....	.....	276	.....	.....	.....
Mansfield to Withrow.....	1.0	.....	.....	.....	.....	1200	.....	.....	.....	1000	.....	.....	.....	800	.....	.....	.....	775	.....	.....	.....	715	.....	.....	.....	575	.....	.....	.....

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, 39 to 40 foot.....	17 Tons
Furniture Cars, 40 to 50 foot.....	19 Tons
Caboose, 8-wheel.....	17 Tons
Caboose, 4-wheel.....	19 Tons
Flat Cars, 28 to 30 foot.....	9 Tons
Flat Cars, 33 and 34 foot.....	11 Tons
Flat Cars, 40 foot.....	12 Tons
Coal Cars.....	12 Tons
Gondola Cars.....	13 Tons
Ore Cars, Wood.....	12 Tons
Ore Cars, Steel.....	15 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	12 Tons
Steam Wreckers.....	75 Tons
Engine Tank (Empty).....	30 Tons
Mail.....	25 Tons
Baggage.....	30 Tons
Coach, 8-wheel.....	30 Tons
Coach, 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.....	85 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.....	140 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 1050 to 1059.....	144 Tons
Engines numbered 1070 to 1095.....	158 Tons
Engines numbered in 1100 and 1200 series.....	160 Tons
Engines numbered in 1300 series.....	160 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.....	180 Tons
Engines numbered in 1800 series.....	210 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.

1. Car capacity of sidings is based on forty-two (42) feet per car.
2. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
3. 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.
4. All trains must reduce speed to 8 miles per hour through City of Spokane.
5. DERAIL SWITCHES—

Goodhue Spur, West end. Grossport, East end Industry track. Moravia, " " " " Naples, " " " " Colburn, West " " " Sand Point, West end passing track. " " Industry track. " " East end empty Coal Dock track. Wrencoe, West end Frost-Cope spur. Albany Falls, East end Fidelity Lumber Co. connection.	Elk, West end Industry track. Chattaroy, East end " " Morse, East end " " Hillyard, East end East Yard lead. " West end Coal Chute track. Spokane, West end of Cedar St. Industry tracks. " West end N P. Transfer track. Fort Wright, West end Military spur. Highland, East end passing track. Galena, West end Industry track.
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- | | | |
|----------------------|-----------|-----------------|
| Canby, | West end | Industry track. |
| Bluestem, | East | " " " |
| Downs, | West | " " " |
| Nemo, | " | " " " |
| Seward, | " | Passing track. |
| Soap Lake, | " | Passing track. |
| Crater, | " | Industry track. |
| Trinidad, | " | Industry track. |
| Trinidad Sand Spur, | West end. | |
| Trinidad Gravel pit, | West end. | |
| Vulcan, | West end | Industry track. |
6. 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.
 7. Telephone booth located at all blind sidings.

- | | | |
|--------------|----------|-----------------------|
| Malaga, | East end | Industry track. |
| Wenatchee, | West end | Standard On Co. spur. |
| Cashmere, | East end | Industry track. |
| Dryden, | East end | Industry track. |
| Peshastin, | East end | Passing track. |
| Leavenworth, | East end | Ice House track. |
| | | East end South lead. |

Derail Switches must always be set for the ground except when in actual use, whether there are cars on these tracks or not.

PERSONAL INJURIES.

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

- and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent, in whose jurisdiction the accident occurs. As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the division; a separate report being made for each person injured.
6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
 7. In every case of personal injury in any department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
 8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards, at the first district terminal by the inspector, foreman or master mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
 9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul.
 Dr. J. W. Chamberlin, Ophthalmic Surgeon, Lowry Arcade, St. Paul.
 (Employes consulting Dr. Chamberlin should be provided with an order from the Superintendent.)
 Bonner's Ferry..... E. E. Fry.
 Sand Point..... O. F. Page.
 Newport..... J. T. Phillips.
 Hillyard..... J. Farrow.

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

TIME INSPECTORS.

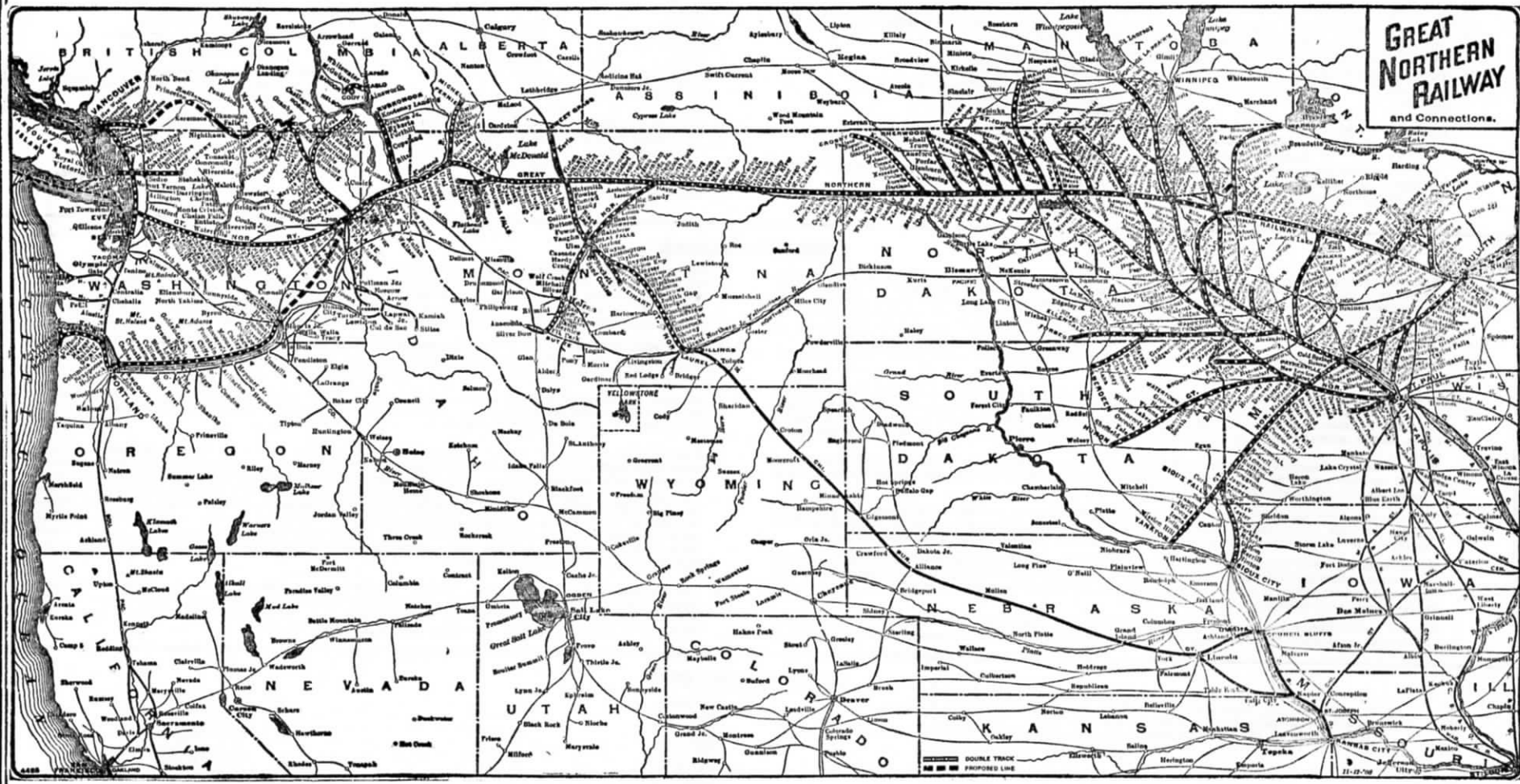
Spokane }
 Hillyard } Geo. H. Doerr.

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

J. G. LUHRSEN, Dispatcher 1st District
 J. B. SMITH, " 1st "
 T. F. MILLIGAN, " 1st "

R. I. TRIPLETT, Dispatcher 2nd and 3rd District
 C. H. NICHOLS, " 2nd and 3rd "
 F. H. LIVINGSTON, " 2nd and 3rd "

S. H. BROWN, Chief Dispatcher.
 G. E. VOTAW, Trainmaster.
 W. CLARKE, Assistant Superintendent.



GREAT NORTHERN RAILWAY

and Connections.

DOUBLE TRACK
PROPOSED LINE

1912