

# **GREAT NORTHERN RAILWAY**

**SPOKANE DIVISION.**

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## **TIME TABLE No. 37**

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

**SUNDAY, FEBRUARY 1, 1914.**

**Superseding Time Table No. 36 and all Supplements thereto.**

**THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.**

**L. W. BOWEN, Superintendent.**

**J. H. O'NEILL, Asst. General Superintendent.**

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

**J. RUSSELL, General Superintendent.**

**GEO. H. EMERSON, General Manager.**

2 WEST BOUND.

FIRST DISTRICT—TROY TO SPOKANE.

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.						Capacity of Ride Tracks		Distance from Troy	Time Table No. 37. In Effect February 1, 1914.		Telegraph Calls	
701 MARCUS DIV	691	689		411	401	255 MARCUS DIV	257 MARCUS DIV	3	27	263	43	1	Passing Tracks		Other Tracks	STATIONS.		UX
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	Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily						
				19.01am	8.25pm			2.50pm	1.50pm		8.40am	2.45am	100	352	0.0	TROY	UX	
				19.20	8.50			3.09	1.59		f 8.55	8.00	64	0	6.7	0.7 YAKT		
				19.40	9.10			8.16	2.11		f 4.09	8.15	62	16	13.7	7.0 LEONIA	ON	
				1.00	9.35			8.30	2.28		f 4.24	8.30	61	0	20.8	7.1 KATKA		
				1.38	10.00			8.48	2.38		f 4.37	8.44	65	13	27.2	8.3 CROSSPORT		
		6.00am		2.20	10.30			8.50	2.40	6.15am	4.48	8.54	45	90	31.4	4.3 BONNER'S FERRY	BY	
															31.9	0.5 K. V. RY. JCT.		
		253 6.25		8.00	10.50			4.4	4.02	2.48	f 8.25	4.57	402 4.04	01	22	36.3	4.4 MORAVIA	
		438 6.50		4.02	11.30			28	4.17	3.00	8.40	5.10	411 4.18	03	22	42.7	6.3 NAPLES	NA
		7.20		4.31	12.01am			4.80	3.14	f 6.55	5.28	4.31	64	9	50.3	7.5 ELMIRA		
		7.40		4.38	12.50			4.48	3.24	f 7.10	5.35	4.42	80	8	57.3	7.0 COLBURN		
															59.5	2.3 BRONX		
		8.20		4.3	1.35			5.00	3.36	f 7.00	5.49	4.55	63	47	65.4	5.9 SAND POINT	S	
		8.35		6.05	1.55			5.09	3.43	f 7.38	5.55	5.01	90	0	69.8	6.1 HORNBY		
		8.55		6.30	2.15			5.18	3.50	f 7.47	6.02	5.07	94	31	74.0	4.2 WRENCOE		
		9.15		6.50	2.35			5.27	3.57	7.58	6.11	5.18	94	16	78.8	4.8 LACLEDE	C	
		9.28		7.05	2.55			5.35	4.08	f 8.04	6.19	5.19	90	12	83.7	4.9 THAMA		
		9.49		7.20	3.15			5.48	4.09	8.15	6.25	5.25	74	38	87.1	3.4 PRIEST RIVER	NC	
		10.35		7.30	3.45			6.00	4.19	8.30	6.35	5.37	275 W61	30	94.1	7.0 NEWPORT	NR	
		10.55		8.00	4.00			6.07	4.25	f 8.37	6.44	5.43	63	28	97.5	3.4 PENRITH		
		11.20		8.20	4.20			6.15	4.32	8.47	6.51	5.52	64	18	101.9	4.5 SCOTIA	SC	
		11.50		2-203 9.02	4.50			6.28	4.45	2-411 9.02	7.05	6.05	64	29	108.9	6.9 CAMDEN	MD	
		12.05pm		9.25	5.00			6.35	4.50	9.12	7.10	6.10	58	21	111.5	2.5 ELK	KE	
		12.25		9.45	5.20			254 6.45	4.57	9.20	7.18	6.17	64	35	115.9	4.5 MILAN	RA	
		1.12 44 1.47 28		10.15	5.35			6.58	5.07	f 9.22	7.29	6.27	64	13	122.5	5.5 CHATTAROY		
		28 1.41pm		10.40	5.55			258 4.45pm	9.50am	7.05	5.13	7.37	69	28	126.3	3.8 DEAN	SP	
		1.55		11.15	6.40			401 7.25	5.19	9.50	7.45	6.40	65	16	130.7	4.3 MORSE		
		2.20pm		11.50am 44 2.05pm 28	7.45 45-45 10.40 253-257			5.05	10.10	7.35	5.27	10.00	401 8.50 401	8.55	135.5	6.5 HILLARY	SQ	
		6.45		9.25	11.00			402 5.15	10.20	7.45	5.35	8.10	7.05	0	0	139.0	3.5 O.-W. R. & N. JCT.	
		6.50am		8.30pm	11.20am			264 5.20pm	10.25am	7.55pm	5.40pm	8.15am	7.15am	Yard	Yard	140.2	1.2 SPOKANE	DS-Q
		Arrive Daily Ex. Sunday		Arrive Daily Ex. Monday	Arrive Daily			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily						
701	691	689		411	401	255	257	3	27	263	43	1						
0.39 8.55	0.20 14.10	10.15 10.15		14.29 9.07	14.25 9.00	0.35 23.55	0.35 23.55	5.05 37.00	3.50 26.57	4.00 37.20	4.25 20.59	4.30 21.20						
Time Over District Average Speed Per Hour																		

**FIRST DISTRICT—SPOKANE TO TROY.**

**EAST BOUND. 3**

Time Table No. 37 In Effect February 1, 1914.	Distance from Spokane	SIGNS. See Rule 7, Page 11	FIRST CLASS.								SECOND CLASS			
			2		28		44		264		4		256	258
			Passenger	Express	Passenger	Express	Passenger	Express	Passenger	Express	Passenger	Express	MARCUS DIV	MARCUS DIV
TROY	140.2	R P D N W C T	12.85pm	5.45pm	5.00pm					2.45am			9.80am	10.00am
YAKT	138.5	P	12.28	5.42	5.42 <sup>28</sup>					2.25			8.00	9.28
LEONIA	126.5	PDN	12.06pm	5.18	5.05					2.05			7.00	9.05
KATKA	119.4	P W	11.51	5.01	4.45					1.50			6.15	8.40
CROSSPORT	113.0	P	11.37	4.49	4.30					1.35			5.30	8.00
BONNER'S FERRY	108.8	R P D N W Y K	11.27	4.49	4.30	9.30am			1.30				4.48	7.45
K. V. RY. JCT.	108.3													
MORAVIA	103.9	P	11.10	4.30	4.02	9.20			1.20				4.04	7.10
NAPLES	97.5	PDN W	11.06	4.17	3.50	9.08			1.10				3.35	6.50 <sup>203</sup> 8.35 <sup>089</sup>
ELMIRA	89.9	P	10.58	4.01	3.58	8.54			1.00				3.10	6.10
COLBURN	82.9	P	10.40	3.50	3.24	8.41			12.50				2.50	5.35 <sup>411</sup> 4.37 <sup>43</sup>
BROXN	80.7				3.18	8.36								
SAND POINT	74.8	R P D N W C Y K	10.25	3.37	3.08	8.24	12.35		12.35				2.30	4.05
HORNBY	70.4	P	10.17	3.18	2.55	8.18	12.28		12.28				1.55	3.40
WRENCOB	66.2	PD	10.11	3.07	2.48	8.10	12.21		12.21				1.25	3.30
LACLEDE	61.4	PD W	10.03	3.00	2.40	8.01	12.18		12.18				1.10	3.15
THAMA	56.6	P	9.55	2.58	2.28	7.51	12.08am		12.08am				12.50	2.55
PRIEST RIVER	53.2	PD	9.49	2.47	2.27	7.45	11.59		11.59				12.30am	2.35
NEWPORT	46.1	PDN W K	9.38	2.37	2.15	7.28	11.47		11.47				11.47	2.15
PENRITH	42.7	P	9.26	2.30	2.05	7.21	11.39		11.39				11.10	1.45
SCOTIA	38.3	PD	9.17	2.22	1.87	7.13	11.33		11.33				10.50	1.30
CAMDEN	31.3	PD W	9.02	2.10	1.44	7.01	11.21		11.21				9.55	12.40
ELK	28.7	PD	8.57	2.05	1.38	6.55	11.17		11.17				9.35	12.30
MILAN	24.3	PD	8.49	1.57	1.28	6.45	11.09		11.09				9.15	12.05am
CHATTAROY	17.7	P	8.38	1.47	1.17	6.30	10.58		10.58				8.55	11.50
DEAN	13.9	R P D N W	8.30	1.41	1.08	6.20	10.51	253 9.30am	5.05pm	27			8.40	11.35
MORSE	9.5	P	8.22	1.38	1.09	6.10	10.48	255 9.20	4.55	255			8.25	11.20
HILLYARD	4.7	R P D N W C T Y O	8.15 8.10 <sup>401</sup>	1.25 1.20 <sup>411</sup>	12.50 12.48 <sup>411</sup>	6.00	10.35 10.30	401 9.10	4.42	8.00 8.30 <sup>204</sup>	203		8.00 8.30	11.00pm
O.-W. R. & N. JCT.	1.3	PDN I K	7.58	1.08	12.38	5.48	10.18	8.58	4.28	255 8.00			4.40pm	
SPOKANE	0.0	R P D N W OK	7.55am	1.05pm	12.30pm	5.45pm	10.15pm	8.55am	4.25pm					
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			2	28	44	264	4	256	258	402	436			
			4.40	4.40	5.30	3.45	4.30	6.35	6.40	16.30	11.00			
			30.04	30.04	24.50	28.01	30.80	23.32	30.35	5.31	12.37			

**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 train 689 and locals extra east will carry passengers when provided with proper transportation.  
Train 43 will stop at any station to let off passengers from east or south of Shelby, and will make 263's stops between Bonners Ferry and Spokane on Sundays.  
Train 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, Albany Falls Spur and McArthur's Spur.  
Speed limits for passenger trains:  
Between Troy and Yakt ..... 50 miles per hour.  
Between Yakt and Crossport ..... 35 miles per hour.  
Between Crossport and Scotia ..... 50 miles per hour.  
Between Scotia and Chattaroy ..... 35 miles per hour.  
Between Chattaroy and Spokane ..... 50 miles per hour.  
Train 27 will register at Bonner's Ferry by card, except when running in sections.  
Trains 1 and 27 will register at Sand Point by card, except when running in sections.  
Trains 1, 2, 27 and 28 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 enginemen will be governed by Time Table and Special Instructions of Spokane Division between Dean and Spokane.  
Between Spokane and Hilliard 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 Hilliard, 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 Hilliard to O-W. R. & N. Junction.**  
Normal position of switch at end of double track Hilliard, is for the west bound track and at O-W. R. & N. junction for east bound track.  
Semaphores at Hilliard are located 55 feet east and 250 feet west of Junction Switch and are operated by operator in Telegraph office at Hilliard. 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 680 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 derailed 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.

**LOCATION AND LENGTH OF TUNNELS.**

Tunnel No.	Location of West Portal.	Length in feet
7	4044' W. of M.P. 1348; 3.21 mi. W. of str. pass track, Yakt.	381'
8	3475' W. of M.P. 1348; 4.66 mi. W. of str. pass track, Yakt.	174'
9	4073' W. of M.P. 1350; 2.22 mi. W. of str. pass track, Katka.	360.5'
10	3153' W. of M.P. 1360; 2.94 mi. W. of str. pass track, Katka.	216.5'
10.1	609' W. of M.P. 1374; 0.70 mi. W. of str. pass track, Moravia.	609'
10.2	957' W. of M.P. 1370; 2.30 mi. W. of str. pass track, Moravia.	480'
11	4499' W. of M.P. 1443; 4.73 mi. W. of str. pass track, Scotia.	241'

**INITIAL STATIONS.**  
Troy for trains 1, 3, 27, 43, 401, 411.  
Bonners Ferry " " 263, 689.  
Dean " " 253, 257, 701.  
Hilliard " " 436, 691.  
Spokane " " 2, 4, 28, 44, 256, 258, 264, 402.

**TERMINAL STATIONS.**  
Troy for trains 2, 4, 28, 44, 402, 436.  
Bonners Ferry " " 264.  
Dean " " 253, 258.  
Hilliard " " 689, 701.  
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
Pack River Spur	52.8	" "	11
Iola Spur	54.3	" "	8
Caribou Spur	54.8	West end	13
Humbird Lumber Co. Spur	61.0	East end	3
Phoenix Spur	72.0	" "	15
McKinney's Spur	77.8	" "	12
Albany Falls Spur	91.1	" "	16
Farnsworth Spur	101.6	West end	8
Graham Lumber Co. Spur	102.9	" "	3
Arctic Log 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	120.3	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.  
No. 2 and No. 43 and No. 27 and No. 402 when on time meet on double track between O.-W. R. & N. Junction and Hilliard.

4 WEST BOUND.

SECOND DISTRICT—SPOKANE TO WILSON CREEK.

THIRD CLASS.				SECOND CLASS.			FIRST CLASS.					Capacity of Side Tracks		Distance from Spokane	Time Table No. 37. In Effect February 1, 1914.	Telegraph Code
691				411	401	7 S. P. & S. No. 1	3	27	43	1	Paving Tracks	Other Tracks				
Local Freight				Time Freight	Time Freight	Passenger	Passenger	Fast Mail	Passenger	Passenger						
Leave Daily Ex. Sunday				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
7.00am				2.45pm	11.40am	8.25am	8.15pm	5.50pm	8.35am	7.40am	Yar	Yard	3.0	SPOKANE	DS-Q	
* 7.28 <sup>2-1</sup>				2.55	12.01 <sup>24</sup>	8.31am	8.20	5.55	f 8.41	7.45	64		3.0	3.0 FORT WRIGHT	PW	
* 7.48				402 3.50	1.05		8.34	6.08	f 8.54	7.58	51	10	9.0	6.0 HIGHLAND		
* 8.20																
* 8.40				4.25	1.35		8.48	6.14	f 9.02	8.06	51	10	12.4	3.4 LYONS	YA	
* 8.11 <sup>43</sup>				5.00	2.15		8.59	6.22	f 9.11	8.14	64	57	17.7	5.3 GALENA		
* 9.50				5.25	402 2.40		9.01	6.30	f 9.20	8.21	52	47	21.8	4.2 ESPANOLA		
* 10.20				5.50	3.20		9.10	6.40	f 9.31	8.30	54	59	25.4	6.5 WAUKON		
* 10.55 <sup>44</sup>				6.15	3.50		9.20	6.49	* 9.45	8.40	54	35	34.0	5.9 EDWALL	WH	
* 11.22 <sup>28</sup>				6.37	4.05		9.27	6.55 <sup>411</sup>	f 9.52	8.45	53	8	37.8	3.8 CANBY		
* 11.50				7.20	4.30		9.35	7.08	f 10.05	8.58	55	58	43.2	5.4 BLUESTEM		
* 12.10 <sup>40</sup> 1.00				7.40	5.00		9.40	7.15	* 10.18 <sup>44</sup>	9.05	52	92	50.6	7.4 HARRINGTON	HR	
* 1.20				8.05	5.20		9.57	7.26	f 10.27	9.14	55	34	56.8	2.2 MOHLER		
* 1.40				8.35	5.55		10.06	7.38	f 10.35	9.21	64	50	61.0	4.3 DOWNS	DN	
* 2.00				9.15	5.50		10.18	7.39 <sup>403</sup>	f 10.44	9.28	64	39	65.6	4.5 LAMONA		
* 2.15				9.40	6.10		10.21	7.48	f 10.54	9.38	64	15	71.2	402 5.5 NEMO		
* 2.40				10.00	6.30		10.29	7.57	* 11.05	f 9.45	51	117	75.8	4.6 ODESSA	OD	
* 2.55				10.15	6.40		10.35	8.08	f 11.14	9.53	64	15	80.4	28 4.6 SEWARD		
* 3.15				10.42 <sup>3</sup>	7.20		10.42 <sup>411</sup>	8.18	* 11.25	10.00	65	26	84.7	4.3 IRBY	RY	
* 3.45				11.20	7.45		10.51	8.24	* 11.40	10.10	65	35	92.1	7.4 KRUPP	KR	
* 4.10pm				12.01 <sup>37</sup>	8.10pm		11.00pm	8.37 <sup>401</sup>	* 11.50pm	10.25am	78	150	98.7	5.9 WILSON CREEK	Z	
Arrive Daily Ex. Sunday				Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
691				411	401		7	3	27	43						
8.30				9.15	8.30		9.08	2.45	2.47	3.21						
11.41				10.55	11.51		22.50	35.50	35.45	29.45						
															Time Over District Average Speed Per Hour	



**EAST BOUND.**

**SECOND DISTRICT—WILSON CREEK TO SPOKANE.**

**Time Table No. 37.**

In Effect February 1, 1914.

STATIONS.	Distance from Wilson Creek.	SIGNS. See Rule 7, page 11.	FIRST CLASS.					SECOND CLASS.	
			2	44	28	4	6	402	
			Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Time Freight Arrive Daily	
SPOKANE	98.7	R P DN W OK	7:40am	12:10pm	12:50pm	10:00pm	6:55am	4:30pm	
3 0 FORT WRIGHT	95.7	P DN	6:01 7:33	4:01 12:06pm	4:01 12:40	9:50	6:48am	4:20	
0 0 HIGHLAND	89.7	P	7:20	11:49	12:20	9:55		4:11 3:50	
3 4 LYONS	86.3	P DN W	7:09	11:40	12:10	9:28		3:25	
5 3 GALENA	81.0	P	6:59	11:30	12:02pm	9:18		3:05	
4 3 ESPANOLA	76.9	P W	6:52	11:19	11:59	9:01		4:01 2:40	
8 5 WAUKON	70.3	P	6:42	11:07	11:40	8:49		2:05	
5 8 EDWALL	64.7	P DN W	6:38	10:55	11:30	8:40		1:40	
3 8 CANDY	60.0	P	6:26	10:42	11:22	8:38		1:15	
5 4 BLUESTEM	55.5	P	6:18	10:32	11:14	8:25		12:55	
7 4 HARRINGTON	48.1	P DN W	6:02	10:16	11:00	8:10		12:15pm	
6 2 MOHLER	41.9	P	5:49	9:50	10:46	7:55		11:40	
4 2 DOWNS	37.7	P DN	5:42	9:40	10:36	7:49		11:20	
4 5 LAMONA	33.1	P W	5:34	9:28	10:21	7:39		10:44 25 10:12 42	
5 8 NEMO	27.5	P	5:25	9:14	10:12	7:24		9:33 44 9:03 1	
4 8 ODESSA	22.9	P DN	5:16	9:03	10:03	7:15		8:50	
4 8 SEWARD	17.3	P	5:08	8:53	9:53	7:04		8:10	
4 3 IRBY	14.0	P D W	4:59	8:44	9:39	6:58		7:50	
7 4 KRUPP	6.6	P D	4:47	8:32	9:27	6:47		7:25	
0 0 WILSON CREEK	0.0	R P DN WC V	4:30am	8:20am	9:15am	6:35pm		7:00am	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			2	44	28	4	6	402	
Time Over District			3.04	3.55	3.35	3.25	0.08	9.30	
Average Speed Per Hour			23.00	25.20	27.64	27.48	30.00	10.40	

**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.

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.

Speed Limits for Passenger Trains:  
Between Spokane and Fort Wright, 50 miles per hour.  
Fort Wright and Lyons, 35 miles per hour.  
Lyons and Wilson Creek, 50 miles per hour.

No. 3 will stop at any station to let off passengers from east of Sheby. 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 Cedar 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 80) properly numbered, ON'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 feet 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 feet 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 feet ahead of same.

Home signal on S. P. & S. Ry. located 580 feet 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 feet from frog and is governed by dwarf signal 55 feet from derailed.

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 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 and Wilson Creek.

INITIAL STATIONS. TERMINAL STATIONS.  
Spokane for trains 1, 3, 7, 27, 43, 401, 411, 601. Spokane for trains 2, 4, 6, 28, 44, 402.  
Wilson Creek " " 2, 4, 28, 44, 402. Wilson Creek " " 1, 3, 27, 43, 401, 411, 601.  
Fort Wright " " 6. 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. 693	SECOND CLASS.				FIRST CLASS.				Capacity of Side Tracks	Time Table No. 37. In Effect February 1, 1914.	Stations.	Telegraph Code	Distance from Leavenworth	SIGNS. See Rule 7, Page 11	FIRST CLASS.				SECOND CLASS.				
	381	401	411	3	27	43	1	2							44	28	4	382	402	FIRST CLASS.		SECOND CLASS.	
																				Passenger	Express	Passenger	Time Freight
Local Freight	Mixed	Time Freight	Time Freight	Passenger	Fast Mail	Passenger	Passenger	Passing Tracks	Other Tracks	Distance from Wilson Creek					Passenger	Passenger	Express	Passenger	Mixed	Time Freight			
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	Arrive Daily				
8:15am		8:55pm	1:00am	11:05pm	8:42pm	12:01pm	10:80am	78	150	0.0	..... WILSON CREEK .....	Z	98.7	R P D N W C Y	4:81am	8:15am	9:10am	6:30pm		6:30am			
8:58		9:30	1:45	11:18	8:58	12:14	10:49	54	10	7.9	..... STRATFORD .....		90.8	P	4:17	7:56	8:56	6:10		6:05			
9:30		9:50	2:15	11:30	9:02	12:25	10:52	67	173	13.1	..... ADRIAN .....	AD	88.8	P D N YOK	4:09	7:45	8:48	6:08		6:00			
9:45		10:10	2:40	11:38	9:11	12:35	11:00	64	17	17.8	..... SOAP LAKE .....		80.9	P	4:01	7:39	8:40	5:55		6:35			
10:05		10:40	3:10	11:50	9:20	12:45	11:07	51	46	23.1	..... EPHRATA .....	FR	78.6	P D N W	3:53	7:20	8:32	5:45		6:20			
10:25		11:05	3:45	11:58	9:28	12:55	11:14	64	8	28.3	..... NAVLOR .....		70.4	P	4:11	7:08	8:25	5:30		4:55			
10:45		11:40	4:40	12:05am	9:38	1:04	11:21	65	17	33.3	..... WINCHESTER .....		65.4	P	3:57	6:56	8:18	5:28		4:40			
11:30		12:15am	5:05	12:15	9:45	1:15	11:30	98	104	39.4	..... QUINCY .....	QN	59.3	P D N W Y	3:28	6:42	8:08	5:18		4:10			
11:55		12:35	5:20	12:28	9:54	1:28	11:37	57	3	44.4	..... CRATER .....		54.3	P	4:02	6:50	7:55	5:09		3:20			
12:20pm		12:55	5:40	12:34	10:05	1:55	11:48	63	12	50.6	..... TRINIDAD .....	DI	48.1	P D N W	3:04	6:15	7:40	4:53		2:30			
12:45		1:10	6:02	12:48	10:18	1:48	11:67	51	8	55.5	..... VULCAN .....		43.2	P	3:51	6:02	7:39	4:42		1:45			
1:05		1:30	6:20	12:50	10:20	1:53	12:05pm	64	58	59.6	..... COLUMBIA RIVER .....	CM	39.1	R P D N	2:44	5:53	7:20	4:33	5:05pm	1:30			
1:25	9:20	9:05	6:55	12:58	10:28	2:01	12:14	53	16	64.1	..... ROCK ISLAND .....		34.6	P W	2:26	5:43	7:11	4:24	4:50	12:58			
1:40	9:35	2:28	7:02	1:05	10:35	2:10	12:28	64	23	68.0	..... MALAGA .....		30.1	P	4:01	5:35	7:02	4:15	4:35	12:20am			
2:05	2:55pm	5:15	8:00	1:20	10:47	2:28	12:40	118	590	75.9	..... WENATCHEE .....	WC	22.8	R P D N W T	2:15	5:20	6:50	4:03	4:15pm	11:55			
2:40		8:50	8:55	1:38	10:57	2:40	12:56	64	17	82.8	..... MONITOR .....		15.9	P	2:00	5:00	6:35	3:44		11:20			
3:37		4:15	9:40	1:52	11:05	2:59	1:08	73	62	86.5	..... CASHMERE .....	OM	12.2	P D N W	1:52	4:52	6:29	3:37		11:05			
4:15		4:42	10:00	2:01	11:18	3:08	1:17	64	17	90.1	..... DRYDEN .....		8.6	P	1:45	4:42	6:22	3:27		10:30			
4:40		5:20	10:25	2:12	11:28	3:20	1:28	52	20	94.6	..... PESHASTIN .....		4.1	P	1:37	4:34	6:14	3:20		10:15			
5:10pm		6:00am	11:00am	2:25am	11:38pm	3:35pm	1:45pm	60	492	98.7	..... LEAVENWORTH .....	CH	0.0	R P D N W C T YOK	1:30am	4:25am	6:05am	3:10pm		10:00pm			
Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily				
693	381	401	411	3	27	43	1							2	44	28	4	382	402				
8:55	9:50	9:05	10:00	3:20	2:53	3:34	3:15							3:01	3:50	3:05	3:20	5:00	8:30				
11:07	19:00	11:19	9:57	29:70	34:23	37:77	80:45							32:72	25:78	32:08	31:17	19:50	11:62				

**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 Shelby. Water tank shown at Trinidad is located 3 miles east of station. Columbia River will be a registering point for Waterville Line trains only. Auxiliary Telephone Booth located at Trinidad Water Tank.

**INITIAL STATIONS.**

Wilson Creek for trains 1, 3, 27, 43, 401, 411, 693.  
Leavenworth " " 2, 4, 28, 44, 402.  
Columbia River for train 381. Wenatchee for train 382.

**TERMINAL STATIONS.**

Wilson Creek for trains 2, 4, 28, 44, 402.  
Leavenworth " " 1, 3, 27, 43, 401, 411, 693.  
Columbia River for train 382. Wenatchee for train 381.

**LOCATION AND LENGTH OF TUNNELS**

Tunnel No.	Location of West Portal	Length in feet
11	1487 feet west of M. P. 1624; 1.30 miles west of center of passenger tracks, Crater	927
12	1131 feet west of M. P. 1636; 1.85 miles west of center depot, Columbia River	221

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

Speed Limit, for Passenger Trains:  
Between Wilson Creek and Crater, 50 miles per hour.  
Crater and Rock Island, 35 miles per hour.  
Rock Island and Wenatchee, 50 miles per hour.  
Wenatchee and Leavenworth, 35 miles per hour.

**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
Ohio Colony Spur	65.1	East End	3
Sherman Spur	92.6	West End	10





## 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**—
 

Crossport, East end Industry track. Moravia, East end Industry track. Naples, East end Industry track. Colburn, West end Industry track. Sand Point, West end passing track. West end 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 Industry track. Morse, East end Industry track. Hillyard, East end East Yard lead. West end Coal Chute track. Spokane, West end of Cedar St. Industry tracks. Fort Wright, West end Military spur. Highland, East end Industry track. Galena, West end Industry track. Canby, West end Industry track.
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- |  |   |
|--|---|
| Bluestem, East end Industry track.<br>Downs, West end Industry track.<br>Nemo, West end Industry track.<br>Crater, West end Industry track.<br>Trinidad, West end Industry track.<br>Trinidad Sand Spur, West end.<br>Trinidad Gravel pit, West end.<br>Vulcan, West end Industry track.<br>Malaga, East end Industry track.<br>Wenatchee, West end Standard Oil Co. spur. | Cashmere, East end Industry track.<br>Dryden, East end Industry track.<br>Peshastin, East end Industry track.<br>Leavenworth, East end Ice House track.<br>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.

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.

## PERSONAL INJURIES.

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

- and 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 employees 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. Quain, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul.  
 Dr. J. W. Chamberlin, Ophthalmic Surgeon, Lowry Arcade, St. Paul.  
 (Employees consulting Dr. Chamberlin should be provided with an order from the Superintendent.)
- |                     |                 |
|---------------------|-----------------|
| Troy.....           | W. H. English.  |
| 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.        |
| Odeana.....       | Lee Ganson.              |
| Harrington.....   | L. F. Wagner.            |
| Wilson Creek..... | S. W. Roberts.           |
| Ephrata.....      | P. C. Mikelson.          |
| Wenatchee.....    | Frank E. Culp.           |
| Leavenworth.....  | G. W. Hoxsey.            |

## TIME INSPECTORS.

- |                         |                |  |
|-------------------------|----------------|--|
| Spokane }<br>Hillyard } | Geo. H. Doerr. | Wenatchee..... Howard Thomas.<br>Leavenworth..... F. E. Carlquist. |
|-------------------------|----------------|--|

**J. G. LUHRSEN, Dispatcher**  
**J. B. SMITH, "**  
**H. M. TURNER, "**

**R. I. TRIPLETT, Dispatcher**  
**W. C. RUPLEY, "**  
**A. KASE, "**

**S. H. BROWN, Chief Dispatcher.**  
**F. H. LIVINGSTON, Trainmaster.**  
**F. J. GAVIN, Trainmaster.**