

GREAT NORTHERN RAILWAY



SPECIAL DIVISION



TIME TABLE No. 45

45

ONE (12:01) O'CLOCK A.M.
TIME

SUNDAY, NOVEMBER 28, 1915.

Supersedes No. 44 and a

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

F. D. KELSEY, Superintendent.

GEO. S. STEWART, Asst. General Superintendent.

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

J. H. O'NEILL, General Superintendent.

GEO. H. EMERSON, General Manager.

2 WEST BOUND.

FIRST DISTRICT—TROY TO SPOKANE.

THIRD CLASS			SECOND CLASS		Capacity of Side Tracks	Distance from Troy	Time Table No. 45 In Effect November 28, 1915	FIRST CLASS							
701 MARCUS DIV Local Freight Daily Ex. Tuesday	691 Local Freight Daily Ex. Sunday	689 Local Freight Daily Ex. Tuesday	401 Time Freight Daily	411 Time Freight Daily				1 Passenger Daily	43 Passenger Daily	257 MARCUS DIV Passenger Daily Ex. Sunday	263 Passenger Daily Ex. Sunday	255 MARCUS DIV Passenger Daily	27 Fast Mail Daily		
		Lr 4:38m	Lr 8:25m	Lr 12:05m	100	352	0.0TROY.....	UX	Lr 2:40m	Lr 4:25m				Lr 2:20m
		# 4:55	4:36 # 8:50	12:35	87	0	6.7YAKT.....		2:55	f 4:39				2:29
		# 5:15	9:10	1:10	87	16	18.7	.....LEONIA.....	ON	3:11	f 4:53			6:00 # 2:41
		# 5:35	9:35	1:42	61	3	20.8	.....KATKA.....		3:26	f 5:07			2:53
		# 5:55	10:00	2:15	87	18	27.2	.....CROSSPORT.....		3:42	f 5:20			3:03
		# 6:15	10:30	2:35	88	20	31.4	.....DONNIE PERRY.....	NY	# 3:05	# 5:30	Lr 7:00m		3:10
		# 7:05	10:50	2:55	87	23	36.3	.....MORAVIA.....		4:05	5:39	f 7:08		3:17
		# 7:55	11:25	3:30	87	23	42.8	.....NAPLES.....	NA	4:20	5:52	# 7:22		3:26
		# 8:20	11:55	4:05	87	9	50.3	.....ELMIRA.....		4:35	6:05	f 7:36		3:35
		# 8:45	12:35m	4:45	80	8	57.0	.....COLBURN.....		4:45	6:17	f 7:49		3:45
		# 9:15	1:25	5:20	0	17	59.4	.....BRONX.....				f 7:53		
		# 9:30	1:50	5:40	E 87 W 81	47	64.6	.....SAND POINT.....	S	5:00	# 6:31	# 8:07		3:59
		# 10:10	2:15	6:05	87	0	69.0	.....HORNBV.....		5:07	6:37	f 8:15		4:05
		# 10:40	2:35	6:25	87	31	73.6	.....WRENCOB.....		5:15	6:44	f 8:25		4:12
		# 11:00	3:12	7:01	87	16	78.7	.....LACLEDG.....	C	5:25	6:53	# 8:35		4:20
		# 11:30	3:35	7:20	87	12	82.5	.....THAMA.....		5:34	7:01	f 8:43		4:26
		# 12:05m	4:05	7:50	E 87 W 87	30	93.8	.....PRIEST RIVER.....	NC	5:41	7:07	# 8:52		4:31
		# 12:30	4:20	8:05	87	25	96.8	.....NEWPORT.....	NR	# 5:55	# 7:17	# 9:03		4:40
		# 1:01	4:40	8:30	87	18	101.3	.....PENRITH.....		6:05	7:26	f 9:12		4:44
		# 1:30	5:10	9:07	87	29	108.0	.....SCOTIA.....		6:13	7:33	# 9:22		4:50
		# 2:05	5:20	9:20	87	33	110.8	.....CAMDEN.....	KE	6:25	7:47	# 9:37		5:02
		# 2:35	5:35	9:51	87	25	115.3	.....ELK.....		6:31	7:52	# 9:42		5:06
		# 3:10	6:05	10:21	87	13	121.8	.....MILAN.....	RA	6:40	7:59	# 9:51		5:13
		# 3:40	6:30	10:40	87	08	125.7	.....CHATTAROV.....		6:52	8:09	f 10:06		5:23
	Lr 1:41m	# 4:10	7:11	11:05	87	16	130.3DEAN.....	SF	7:01	# 8:15	Lr 9:50m	# 10:14	Lr 4:55m	# 5:28
	Ar 2:20m	Ar 6:00m	Ar 4:35m	2:55-43 7:45 10:45 10-44	Yard	Yard	134.7MORSE.....	SQ	7:11	8:27	f 10:00	f 10:24	f 6:05	5:34
		6:15	11:00	2:25	0	0	138.4HILLYARD.....		7:25	8:42	401-436 # 10:10	401-436 # 10:35	# 6:15	402 # 5:47
	Daily Ex. Tuesday	Daily Ex. Sunday	Daily Ex. Tuesday	44 Ar 11:20m	Ar	Ar	139.6O.-W. R. & N. JCT.....		7:45	8:50	10:20	10:45	5:25	5:55
	701	691	689	401	411		SPOKANE.....	DS-Q	Ar 7:55m	Ar 8:55m	Ar 10:25m	Ar 10:50m	Ar 5:30m	Ar 6:00m
	0.39 12.9	0.20 14.7	12.00 11.2	14.55 9.4	14.25 9.7					5.15 29.5	4.30 31.0	0.35 23.9	3.50 28.2	0.35 23.9	3.40 28.0

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. 253 takes siding when meeting No. 2.
 No. 255 and No. 402, No. 27 and No. 264, when on time meet on double track between O.-W. R. & N. Junction and Hillyard.

INITIAL STATIONS.

Troy for trains 1, 27, 43, 401, 411, 689.
 Bonners Ferry " " 263.
 Sand Point " " 696.
 Dean " " 255, 257, 701.
 Hillyard " " 436, 690, 691.
 Spokane " " 2, 28, 44, 258, 258, 264, 402, 692.

TERMINAL STATIONS.

Troy for trains 2, 28, 44, 402, 436, 696.
 Bonners Ferry " " 264.
 Sand Point " " 690.
 Dean " " 256, 258.
 Hillyard " " 688, 692, 701.
 Spokane " " 1, 27, 43, 255, 257, 263, 401, 411, 691.

SECOND DISTRICT—SPOKANE TO WILSON CREEK.

WEST BOUND.

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks			Time Table No. 45. In Effect November 28, 1915.			FIRST CLASS				
691			411		401	Passing Trains	Other Trains	Distance from Spokane	STATIONS.	Telegraph Call	1	7	43	27	25	
Local Freight			Time Freight		Time Freight						Passenger	Passenger	Passenger	Fast Mail	Passenger	
Daily Ex. Sunday			Daily		Daily						Daily	Daily	Daily	Daily		
Lv 6.30am			Lv 2.45pm	Lv 4.44pm	Yard	Yard	0.0	SPOKANE	DS-Q	Lv 8.15am	Lv 8.25am	Lv 9.15am	Lv 6.10pm	Lv 8.15pm		
* 6.40			6.55	11.35	87		3.0	FORT WRIGHT	FW	8.20	Ar 8.31am	f 9.21	6.15	8.20		
* 7.25			3.50	12.25pm	87	10	9.0	HIGHLAND		8.34		f 9.36	6.29	8.35		
* 7.45			4.25	1.00	87	16	12.4	LYONS	YA	8.43		f 9.45	6.36	8.43		
* 8.05			5.00	1.30	87	57	17.7	GALENA		8.52		f 9.56	6.46	8.53		
* 8.30			5.25	2.00	87	47	21.8	ESPANOLA		8.58		10.08	6.53	9.00		
* 9.07			5.50	2.30	87	59	26.3	WAIKON		9.07		10.17	7.02	9.08		
* 9.50			6.15	3.05	87	35	34.0	EDWALL	WH	9.14		*10.31	7.11	9.18		
*10.05			6.35	3.25	87	8	37.8	CANBY		9.20		10.38	7.17	9.25		
*10.25			7.25	4.00	87	58	43.2	BLUESTEM		9.28		10.51	7.25	9.35		
28-43-692-402 10.51 *12.15pm			8.04	4.30	87	93	50.6	HARRINGTON	HR	* 9.43		28-691-692 *11.08	7.38	* 9.50		
*12.45			8.30	4.50	87	34	57.3	MOHLER		9.51		11.20	7.50	10.00		
* 1.05			8.45	5.05	87	50	61.0	DOWNS		9.57		11.29	7.57	10.05		
* 1.30			9.05	5.25	87	39	65.6	LAMONA		10.05		11.38	8.04	10.11		
* 1.50			9.20	5.40	115	15	71.2	NEMO		10.13		11.48	8.12	10.18		
* 2.20			9.35	6.10	87	117	75.8	ODESSA	OD	10.20		*11.59	8.19	*10.26		
* 2.45			9.55	6.25	87	15	80.4	SEWARD		10.27		12.07pm	8.25	10.32		
* 3.15			10.10	6.59	87	26	84.7	IRBY		10.34		*12.17	8.31	10.38		
*3.45			10.48	7.30	87	35	92.2	KRUPP	KR	10.44		*12.29	8.41	*10.48		
Ar* 4.10pm			Ar 11.30pm	Ar 8.00pm	Yard	Yard	98.8	WILSON CREEK	Z	Ar*10.55am		Ar*12.40pm	Ar* 8.50pm	Ar*11.00pm		
Daily Ex. Sunday			Daily	Daily						Daily	Daily	Daily	Daily	Daily		
691			411	401						1	7	43	27	25		
9.40 10.2			8.45 11.3	8.35 11.4						2.40 27.1	0.00 30.0	3.25 28.9	2.40 37.0	2.45 35.9		

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 train 27 five (5) minutes.

Other opposing trains will clear train 27 ten (10) minutes.

All west bound trains must be clear at the time train 27 is due to leave the next station in the rear where time is shown.

East bound extra trains will hold main track at Fort Wright against opposing extra trains unless otherwise instructed.

Bulletin Boards located at Spokane and Wilson Creek.

Maximum rate of speed for passenger trains between Spokane and Fort Wright and Lyons and Wilson Creek, fifty-five (55) miles per hour and between Fort Wright and Lyons, thirty-five (35) miles per hour.

Maximum rate of speed for freight trains between Spokane and Wilson Creek thirty (30) miles per hour.

Class N-1 engines will not exceed a speed of twenty-five miles per hour.

Trains 691 and 692 will carry passengers when provided with proper transportation.

Train 2 will stop at any station to pick up passengers destined to the Twin Cities or beyond.

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

Special Rules.

Between Spokane and Fort Wright all trains will be operated under a block system, which will consist of a clearance from the operator at Spokane or Fort Wright. No train will be run between these points unless the conductor and engineer hold clearance card (Form 80) properly numbered, OK'd and completed in addition to clearance Form 219.

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 until, 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. Ry. 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 denotes track to Home Signal. If at 90 degrees up and shows green light it denotes Home Signal clear.

EAST BOUND.

SECOND DISTRICT—WILSON CREEK TO SPOKANE.

5

FIRST CLASS					Time Table No. 45 In Effect November 28, 1915.	Distance from Wilson Creek	SIGNS See Rule 6, Page 12.	SECOND CLASS			THIRD CLASS		
26	28	44	2	6				402			692		
Passenger Daily	Express Daily	Passenger Daily	Passenger Daily	Passenger Daily				Time Freight Daily			Local Freight Daily Ex. Monday		
Ar 9:45 ⁴⁰¹ Am	Ar 12:45 ⁴⁰¹ Pm	Ar 11:15 ⁴⁰¹ Am	Ar 7:45 ⁴⁰¹ Am	Ar 6:50 ⁴⁰¹ Am	SPOKANE.....	98.8	R & DNPW OK	Ar 4:30 ⁴⁰¹ Pm			Ar 3:15 ⁴⁰¹ Pm		
9:36	12:36	11:05	7:36	6:40 ⁴⁰¹	FORT WRIGHT.....	95.8	DNP I	4:20			2:55		
9:23	12:25	11:52	7:25		HIGHLAND.....	80.8	P	3:50			2:15		
9:17	12:19	11:45	7:16		LYONS.....	80.4	D PW	3:30			1:50		
9:08	12:10	11:36	7:06		GALENA.....	81.1	P	3:10			1:30		
8:50	12:02 ⁴⁰¹ Pm	11:27	6:58		ESPANOLA.....	77.0	PW	2:50			1:15		
8:45	11:51	11:17	6:49		WAUKON.....	70.5	P	2:30			12:45		
8:35	11:42	11:05	6:40		EDWALL.....	64.8	DNPW	1:55			12:15 ⁴⁰¹ Pm		
8:27	11:34	10:39	6:34		CANBY.....	61.0	P	1:20			11:56		
8:19	11:24	10:28	6:26		BLUESTEM.....	55.0	P	12:55			11:40		
8:04	11:08	10:05	6:10		HARRINGTON.....	48.2	DNPW	12:15 ⁴⁰¹ Pm			11:08 1-43 9:38 29-691		
7:57	10:57	9:47	5:57		MOHLER.....	41.5	P	11:20			9:12		
7:43	10:48	9:37	5:51		DOWNS.....	37.8	P	10:48			8:55		
7:36	10:38	9:27	5:43		LAMONA.....	33.2	D PW	10:05			8:27		
7:27	10:30	9:15	5:34		NEMO.....	27.6	P	9:20			7:55		
7:17	10:20	9:05	5:25		ODESSA.....	23.0	DNP	8:50			7:40		
7:06	10:04	8:54	5:18		SEWARD.....	18.4	P	8:25			7:10		
6:59	9:56	8:45	5:11		IRBY.....	14.1	PW	8:10			6:55		
6:48	9:44	8:32	5:00		KRUPP.....	6.6	D P	7:50			6:30		
6:37 ⁴⁰¹ Am	9:33 ⁴⁰¹ Am	7:20 ⁴⁰¹ Am	4:50 ⁴⁰¹ Am		WILSON CREEK.....	0.0	R & DNPWC Y	7:30 ⁴⁰¹ Am			6:00 ⁴⁰¹ Am		
Daily	Daily	Daily	Daily	Daily				Daily			Daily Ex. Monday		
26	28	44	2	6				402			692		
3.08 31.5	3.12 30.9	3.55 25.1	2.55 33.8	0.10 18.1	Time Over District Average Speed Per Hour			9.9 10.9			9.15 10.7		

Special Rules.

Stations which align for tracks with switches controlled from Interlocking Tower:
 Main Line, G. N. Ry. One Short and 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, 7, 25, 27, 43, 401, 411, 691.
 Wilson Creek " " 2, 26, 28, 44, 402, 692.
 Fort Wright " " 6.

TERMINAL STATIONS.

Spokane for trains 2, 6, 26, 28, 44, 402, 692.
 Wilson Creek " " 1, 25, 27, 43, 401, 411, 691.
 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 Passing Tracks Other Tracks	Distance from Wilson Creek	Time Table No. 45 In Effect November 28, 1915.	STATIONS	Telegraph Calls	Distance from Leavenworth	SIGNS See Rule 6, Page 12.	FIRST CLASS				SECOND CLASS		THIRD CLASS	
	381	401	411	25	27	43	1								2	44	28	26	382	402	694	
Local Freight Daily Ex. Monday	Mixed Daily Ex. Sunday	Time Freight Daily	Time Freight Daily	Passenger Daily	Fast Mail Daily	Passenger Daily	Passenger Daily	Yard	Yard						Passenger Daily	Passenger Daily	Express Daily	Passenger Daily	Mixed Daily Ex. Sunday	Time Freight Daily	Local Freight Daily Ex. Sunday	
Lr 8.00am		Lr 9.05am	Lr 1.00am	Lr 11.05am	Lr 8.55am	Lr 12.45pm	Lr 11.00am	Yard	Yard	0.0	.....WILSON CREEK.....	Z	98.4	R&DNWPC Y	Ar 4.45am	Ar 7.15am	Ar 9.28am	Ar 6.32pm		Ar 6.30am	Ar 4.20pm
* 8.30		9.30	1.45	11.17	9.09	12.58	11.12	87	10	7.9	.....7.9.....STRAITFORD.....		90.5	P	4.33	f 7.01	9.15	6.20		6.05	* 3.45
* 9.07		9.50	2.15	11.27	* 9.19	* 1.10	11.19	87	173	13.1	.....5.2.....ADRIAN.....	AD	85.3	DNP Y K	4.25	* 6.50	6.03 9.07	* 6.12		5.50	* 3.20
* 9.30		10.10	2.40	11.35	9.26	* 1.22	11.25	87	17	17.0	.....4.8.....SOAP LAKE.....	AF	80.8	D P	4.17	* 6.37	8.57	* 6.02		5.35	* 3.00
* 9.55		10.30	3.10	11.45	9.36	* 1.35	11.34	87	55	23.0	.....5.4.....EPHRATA.....	FR	75.4	DNPW	4.10	* 6.25	8.47	* 5.52		5.20	* 2.40
* 10.20		10.50	4.02	11.54	9.44	f 1.43	11.41	87	8	28.1	.....5.1.....NAVY OH.....		70.3	P	4.02	f 6.14	8.37	6.42		4.55	* 2.10
* 10.40		11.10	4.40	12.01am	9.52	f 1.52	11.48	87	17	32.2	.....5.1.....WINCHESTER.....		65.2	P	3.55	f 6.04	8.27	5.35		4.40	* 1.52
* 11.10		11.30	5.05	12.09	10.01	* 2.05	11.57	96	104	39.3	.....6.1.....QUINCY.....	QN	59.1	DNPW Y	3.46	* 5.54	8.15	* 5.26		4.10	* 1.20
* 11.35		11.50	5.43	12.16	10.08	f 2.15	12.04pm	57	3	44.4	.....5.1.....CRATER.....		54.0	P	3.36	f 5.43	8.05	5.15		3.36	* 12.50
1-694 * 12.15pm		12.25am	6.03	12.28	10.16	* 2.25	12.15	87	12	50.4	.....6.0.....TRINIDAD.....	DI	48.0	DNPW	3.18	* 5.29	7.50	5.00		2.20	* 12.15pm
* 12.40		12.55	6.20	12.34	10.24	f 2.35	12.24	87	8	55.3	.....4.9.....VULCAN.....		43.1	P	3.05	f 5.17	7.37	4.48		1.45	* 11.15
* 12.55	Lr 1.10pm	1.25	6.35	12.40	10.30	* 2.44	12.32	87	88	59.4	.....4.1.....COLUMBIA RIVER.....	CM	39.0	R DNP	2.57	* 5.08	7.29	4.39	Ar 5.10pm	4.01 1.25	* 10.50
* 1.10	* 1.25	2.05	6.50	12.47	10.37	f 2.53	12.41	83	16	64.0	.....4.0.....ROCK ISLAND.....		34.4	PW	2.49	f 4.58	7.18	4.32	* 4.55	12.47	* 10.30
* 1.25	* 1.40	2.41	7.10	12.55	10.43	f 3.02	12.50	87	23	68.4	.....4.4.....MALAGA.....		30.0	P	2.41	f 4.48	7.10	4.24	* 4.45	12.10am	* 10.05
* 1.55	Ar 2.00pm	3.15	8.00	* 1.15	* 10.57	* 3.20	* 1.10	118	822	75.2	.....6.3.....WENATCHEE.....	WC	23.2	R&DNPW T	* 2.31	* 4.35	* 6.55	* 4.13	Lr 4.25pm	11.50	* 9.30
* 2.45		3.40	8.55	1.27	11.10	f 3.35	1.23	87	17	82.6	.....7.2.....MONITOR.....		15.8	P	2.16	f 4.15	6.38	3.57		11.10	4.11 8.55
* 3.43		4.47	9.40	* 1.35	11.20	26-693 * 3.48	1.32	87	62	86.2	.....3.6.....CASHMERE.....	OM	12.2	DNPW	2.09	* 4.07	6.31	6.03 4.3 * 3.48		10.45	* 8.10
* 4.25		4.40	10.00	1.45	11.29	f 4.06	1.42	87	17	90.9	.....4.7.....DRYDEN.....		7.5	P	2.02	f 3.57	6.25	3.38		10.30	* 7.10
* 4.45		5.20	10.25	1.54	11.38	* 4.19	1.50	76	20	94.4	.....3.5.....PESHASTIN.....		4.0	D P	1.54	* 3.51	6.14	3.32		10.15	* 6.50
Ar 5.00pm		Ar 6.00pm	Ar 11.00am	Ar 2.10am	Ar 1.50pm	Ar 4.30pm	Ar 2.00pm	Yard	Yard	98.4	.....4.0.....LEAVENWORTH.....	CH	0.0	R&DNPWCTYO N	Lr 1.45am	Lr 3.40am	4.01 6.04 6.05am	Lr 3.25pm		Lr 10.00pm	Lr 6.30am
Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	
693	381	401	411	25	27	43	1								2	44	28	26	382	402	694	
9.00 10.9	.60 18.9	8.55 11.0	10.00 9.8	3.05 31.9	2.55 33.5	3.45 29.2	3.00 32.8								3.00 32.8	3.35 27.4	3.23 29.1	3.07 31.5	.45 21.0	8.30 11.8	9.50 10.0	

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 train 27 five (5) minutes.

Other opposing trains will clear train 27 ten (10) minutes.

All west bound trains must be clear at the time train 27 is due to leave the next station in the rear where time is shown.

Bulletin boards located at Wilson Creek, Wenatchee and Leavenworth.

Maximum rate of speed for passenger trains:

Wilson Creek to Crater, fifty-five (55) miles per hour.

Crater to Vulcan, thirty-five (35) miles per hour.

Vulcan to one mile west Columbia River, forty-five (45) miles per hour.

One mile west Columbia River to one mile east Rock Island, twenty-five (25) miles per hour.

One mile east Rock Island to Wenatchee, fifty-five (55) miles per hour.

Wenatchee to Leavenworth, thirty-five (35) miles per hour.

Maximum rate of speed for freight trains between Wilson Creek and Leavenworth, thirty (30) miles per hour.

All trains will not exceed a speed of twenty-five (25) miles per hour from one mile west Columbia River to one mile east Rock Island.

All trains will not exceed a speed of twelve miles per hour over bridge 359 crossing Columbia River between Rock Island and Malaga.

Class N-1 engines will not exceed a speed of twenty-five miles per hour.

No. 693 and 694 will carry passengers when provided with proper transportation beyond.

No. 2 will stop at any station to pick up passengers destined to the Twin Cities beyond.

No. 2 will stop at Adrian to let off passengers from Everett or from points west of Everett.

Normal position of Waterville Line switch, on passing track, at Columbia River and Malaga, Waterville Line.

Columbia River will be a registering point for Waterville Line trains only.

Lap Sidings located at Trinidad and Cashmere. All trains will take siding at the end of siding outside switches.

Auxiliary Telephone Booth located at Trinidad Water Tank.

Water tank shown at Trinidad is located 3 miles east of station.

SPECIAL RULES.

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

INITIAL STATIONS.

Wilson Creek for trains 1, 25, 27, 43, 401, 411, 693.

Leavenworth " " 2, 26, 28, 44, 402, 694.

Columbia River for train 381. Wenatchee for train 382.

TERMINAL STATIONS.

Wilson Creek for trains 2, 26, 28, 44, 402, 694.

Leavenworth " " 1, 25, 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
Ohio Colony Spur.....	65.1	East End	3

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal	Length in feet
11.1	1468 feet east of M. P. 1622; 1.20 miles west of center of passing track, Crater.....	927
12	1131 feet west of M. P. 1636; 1.85 miles west of center depot, Columbia River.....	221

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

SECOND CLASS		Capacity of Side Tracks		Distance from Bonner's Ferry	Time Table No. 45 In Effect November 28, 1915	Telegraph Code	Distance from Wilkes	SIGNS See Rule 6, Page 12.	SECOND CLASS	
379	Mixed	Passing Tracks	Other Tracks						380	Mixed
Wed. and Sat.									Wed. and Sat.	
Le 11.30am	58	77	0.0	BONNERS FERRY	RY	38.1	R&DNPW Y K	Ar 3.16pm		
	0	0	0.3	0.3 K. V. RY. JCT.		37.8				
* 12.02pm	0	17	7.5	7.2 RITZ		30.0		* 2.43		
	0	0	0.5	2.0 WATER TANK		28.6	W			
* 12.18	0	0	12.3	3.8 KENNEY		25.8		* 2.25		
* 12.37	0	20	16.9	6.0 COPELAND		21.2		* 2.07		
Ar 1.15pm	0	10	20.0	9.1 PORT HILL		12.1	D	Le 1.30pm		
	0	0	20.6	9.6 RYKERIS		11.5				
	0	20	32.9	6.3 CRESTON		5.2	W			
	0	0	38.1	5.2 WILKES		0.0		K		
Wed. and Sat.									Wed. and Sat.	
379									380	
1.45 14.8									1.45 14.8	
									Time Over District Average Speed Per Hour	

Special Rules.

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

Maximum rate of speed for all trains twenty (20) miles per hour. Before entering main line at K. V. Ry. Jct., a flagman must be sent out to protect against main line trains.

INITIAL STATIONS.

Bonner's Ferry for train 379.
Port Hill " " 380.

TERMINAL STATIONS.

Bonner's Ferry for train 380.
Port Hill " " 379.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Bonner's Ferry	Switch at	Car Capacity
Dalhousie Spur	17	East end	4
Grays Spur	20	" "	4
Harpers Spur	22	" "	10

West Bound. WATERVILLE LINE. East Bound. 7

SECOND CLASS		Capacity of Side Tracks		Distance from Mansfield	Time Table No. 45 In Effect November 28, 1915	Distance from Columbia River	SIGNS See Rule 6, Page 12.	SECOND CLASS	
381	Mixed	Passing Tracks	Other Tracks					382	Mixed
Daily Ex. Sunday								Daily Ex. Sunday	
Le 9.00am	58	52	0.0	MANSFIELD		60.5	R PWC Y	Ar 9.40pm	
* 9.15		35	5.4	5.4 TOUHEY		55.1	P	* 9.20	
* 9.35		52	11.4	6.0 WITHROW		40.1	PW	* 9.00	
* 9.55		35	17.0	5.0 SUPPLEE		43.5	P	* 8.30	
* 10.30		40	24.0	7.0 DOUGLAS		36.5	P	* 8.05	
* 11.00		35	29.3	5.3 ALSTOWN		31.2	PW	* 7.10	
* 11.40		33	30.1	9.8 McCUE		21.4	P	* 6.30	
* 12.05pm		40	44.7	5.6 PALISADES		15.8	PW	* 6.10	
* 12.25		35	49.8	5.1 APPLEDALE		10.7	P	* 5.50	
* 12.45		28	55.1	5.3 MOSES COULEE		5.4		* 5.35	
Ar 1.05pm		57	88	0.5 COLUMBIA RIVER		0.0	R DNP	Le 5.20pm	
Daily Ex. Sunday								Daily Ex. Sunday	
381								382	
4.05 14.8								4.20 14.0	
								Time Over District Average Speed Per Hour	

Special Rules.

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

Maximum rate of speed for all trains twenty (20) miles per hour and speed will be reduced to fifteen (15) miles per hour on all curves between Columbia River and Douglas.

INITIAL STATIONS.

Mansfield for train 381.
Columbia River for train 382.

TERMINAL STATIONS.

Mansfield for train 382.
Columbia River for train 381.

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal	Length in Feet
	3313 feet east of M. P. 19; 4.10 miles east of center depot, Palisades	750

8 WEST BOUND.

WENATCHEE-OROVILLE LINE.

EAST BOUND.

THIRD CLASS			FIRST CLASS			Capacity of Side Tracks			Time Table No. 45 In Effect November 28, 1915			STATIONS			Telephone Calls			Distance from Oroville			SIGNS			FIRST CLASS			THIRD CLASS		
697			253			Passenger Trains	Other Trains	Distance from Wenatchee	STATIONS			Telephone Calls	Distance from Oroville	SIGNS			254			698									
Local Freight	Mon., Wed. and Fri.	7.00am	Passenger Daily Ex. Sunday	4.45pm	118				822	0.0	WENATCHEE			One Long	137.3	R	DNPW	T	Ar*	12.45pm	Local Freight	Tue., Thur. and Sat.	6.45pm						
	f	7.20		f	4.55	0	30	3.5	3.5 OLDS				133.8					f	12.27		Ar*	6.45pm							
	f	7.40		f	5.07	0	37	8.0	4.5 ZENA				129.3					f	12.16			f	6.25						
	f	8.00		f	5.20	0	47	13.6	5.6 WAGNERSBURG				123.7					f	12.03pm			f	5.45						
	*	8.35		*	5.34	46	30	18.9	5.3 ENTIA T			One Short	118.3		D	W		*	11.50			*	4.25						
	f	9.00		f	5.51	0	42	26.0	7 WINESAP			One Long	111.2					f	11.34			f	3.40						
	f	9.25		f	6.03	0	47	31.9	5.9 STAYMAN				108.3					f	11.00			f	3.20						
	*	9.50		*	6.16	0	8	37.0	5.9 CHELAN FALLS				98.4					*	11.08			*	2.55						
	*10.15			* 6.23	0	41	38.9	38.9	1 CHELAN			One Long	98.3		D	W		*11.06			* 2.35								
	f	10.49		f	6.35	0	42	44.1	5.2 HUGO			One Short	93.1					f	10.48			f	2.00						
	f	11.25		f	6.48	0	42	49.8	5.7 WELLS				87.4					f	10.37			f	1.35						
	f	11.45		f	6.58	0	41	53.4	3.8 STARR				83.8					f	10.27			f	1.20						
	*12.20pm			* 7.12	85	62	58.9	58.9	5.5 PATEROS			Two Short	78.3		D	W		*10.15			* 1.00								
	* 1.00			* 7.27	0	42	65.0	65.0	6.1 BREWSTER			Two Short	72.2		D			*10.00			*12.10pm								
	f	1.25		f	7.41	0	41	71.6	6.6 SWANSEA			One Long	65.6					f	9.45			f	11.45						
	f	1.45		f	7.52	0	42	76.4	4.8 WAKEFIELD				60.9		W			f	9.35			f	11.30						
	f	2.10		f	8.06	0	42	82.6	6.3 MALOTT				64.0					f	9.21			f	11.15						
	f	2.30		f	8.17	0	41	86.6	4.0 CHILLOWIST				50.6					f	9.12			f	11.00						
	* 3.05			* 8.29	0	41	91.5	91.5	4.0 OKANOGAN			One Long	45.7		D	W		* 9.01			*10.40								
	* 3.40			* 8.40	42	30	95.7	95.7	4.2 OMAK			Two Short	41.5		D			* 8.49			*10.05								
	f	4.00		f	8.50	0	42	100.5	4.7 CHEROKEE			Three Short	36.8					f	8.38			f	9.40						
	* 4.35			* 8.59	0	44	104.7	104.7	4.3 RIVERSIDE			Three Short	32.5		D	W		* 8.28			* 9.25								
	f	4.55		f	9.11	0	42	110.1	5.3 BARKER			One Long	27.2					f	8.16			f	9.00						
	f	5.15		f	9.22	0	42	115.4	5.4 JANIS				21.8					f	8.04			f	8.45						
	* 5.45			* 9.32	0	45	120.3	120.3	4.8 TONASKET			One Long	17.0		D	W		* 7.53			* 8.20								
	f	6.05		f	9.44	0	42	126.2	5.9 ELLISFORD			Three Short	11.1					f	7.40			f	7.40						
	f	6.30		f	9.55	0	42	131.6	5.4 CORDELL				5.7					f	7.28			f	7.15						
	6.50			10.05	0			136.4	4.8 OROVILLE JCT				0.0		R	Y		7.18			6.55								

TRAINS BETWEEN OROVILLE JCT. AND OROVILLE WILL BE GOVERNED BY MARCUS DIVISION TIME TABLE AND RULES.

THIRD CLASS			FIRST CLASS			Capacity of Side Tracks			Time Table No. 45 In Effect November 28, 1915			STATIONS			Telephone Calls			Distance from Oroville			SIGNS			FIRST CLASS			THIRD CLASS		
697			253			Passenger Trains	Other Trains	Distance from Wenatchee	STATIONS			Telephone Calls	Distance from Oroville	SIGNS			254			698									
Local Freight	Mon., Wed. and Fri.	7.00am	Passenger Daily Ex. Sunday	4.45pm	118				822	0.0	WENATCHEE			One Long	137.3	R	DNPW	T	Ar*	12.45pm	Local Freight	Tue., Thur. and Sat.	6.45pm						
		12.00						137.3	4.8 OROVILLE			Two Long	0.0		R	D	W	C			Ar*	7.15am							
		11.4							5.9 OROVILLE													Ar*	6.45am						

SPECIAL RULES.

West bound trains are superior to east bound trains of the same class.
 All trains will register at register booth located at junction with Marcus Division, Oroville Line and South Leg
 Wye at Oroville Jct.
 Maximum rate of speed for passenger trains thirty-five (35) miles per hour.
 Maximum rate of speed for freight trains twenty-five (25) miles per hour.
 Freight trains 697 and 698 will carry passengers when provided with proper transportation.
 Trains 253 and 254 will stop at Gonion between Pateros and Brewster for mail.
 Trains 253 and 254 will stop at Bebe located between Hugo and Chelan for mail.

Normal position switch at Oroville Jct. is for Marcus Division, Oroville Line.
 Normal position junction switch at first crossover just west of Ice Houses; Wenatchee is for main line.
 Before entering main line at Wenatchee a flagman must be sent out to protect against main line trains.
 Drawbridge located across Okanogan River a half mile west Wakefield between Wakefield and Malott.
Yard limit boards placed on each way at Wenatchee and Oroville Jct.

INITIAL STATION:
 Wenatchee for train
 Oroville Jct. for train

TERMINAL STATION:
 Wenatchee for trains 254 and 698.
 Oroville Jct. for trains 253 and 697.

Location and Length of Tunnels.

Tunnel No.	Location of West Portal	Length in feet
8.4	2112' west of M. P. 5—42 miles west of center of industry track Zena	434'
15.7	3099' west of M. P. 15—two miles west of center of industry track Wagnersburg	769'
35.3	1584' west of M. P. 35—3.37 miles west of center of industry track Rayman	397'

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.
McArthurs,	West End Spur.
Naples,	East end Industry track.
Sand Point,	West end Industry track.
	East end empty Coal Dock track.
Wrecoee,	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.
Galena,	West end Industry track.
Canby,	West end Industry track.

Bluestem,	East end Industry track.
Downs,	West end Industry track.
Nemo,	West end Industry track.
Ephrata,	West end Industry track.
Crater,	West end Industry track.
Trinidad,	West end Industry track.
Trinidad Sand Spur,	West end.
Trinidad Gravel pit,	West end.
Malaga,	East end Industry track.
Wenatchee,	West end Standard Oil Co. spur.

Cashmere,	East end Industry track.
Dryden,	East end Industry track.
Peshastin,	East end Industry 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.

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 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, Pittsburg Bldg., St. Paul.
Boeckman & Boeckman, Ophthalmic Surgeons, 642 Lowry Bldg., St. Paul.
(Employes consulting should be provided with an order from the Superintendent.)

Troy	W. H. English.
Bonner's Ferry	E. E. Fry.
Sand Point	O. F. Page.
Priest River	E. D. McCarty.
Newport	J. T. Phillips.
Hillyard	J. Farrow.
Spokane	S. B. Hopkins, Ophthalmic Surgeon.

Spokane	J. G. Cunningham.
Odessa	Lee Ganson.
Harrington	L. F. Wagner.
Wilson Creek	S. W. Roberts.
Ephrata	P. C. Mikelson.
Wenatchee	Frank E. Culp.
Cashmere	W. G. Parker.
Leavenworth	G. W. Hoxsey.
Brewster	C. R. McKinley.
Omak	J. G. Lovell.

TIME INSPECTORS.

Spokane	Geo. H. Doerr.
Hillyard	L. R. Squibb.

Wenatchee	Howard Thomas.
Leavenworth	F. E. Carlquist.

R. I. TRIPLETT, Dispatcher
J. G. LUHRSEN, "
J. F. DOWNEY, "

D. W. DUNN, Dispatcher.
T. F. MILLIGAN, "
W. C. RUPLEY, "

F. A. MAXWELL, Chief Dispatcher.
J. B. SMITH, Night Chief Dispatcher.
Wm. PANNON, Traveling Engineer and Trainmaster.

C. A. MANTHE, Trainmaster.
F. J. GAVIN, "