

WEST BOUND 24⁰⁰

GREAT NORTHERN RAILWAY

SPOKANE DIVISION.

TIME TABLE No. 36

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

SUNDAY, NOVEMBER 2, 1913.

Superseding Time Table No. 35 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

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L. W. BOWEN, Superintendent.

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

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

W. D. SCOTT, General Superintendent.

GEO. H. EMERSON, 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. 36. In Effect November 2, 1913.		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.	
Local Freight	Local Freight	Local Freight		Time Freight	Time Freight	Passenger	Passenger	Passenger	Fast Mail	Passenger	Passenger	Passenger					
Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				
				12.01Am	8.25Pm			2.50Pm	1.50Pm		3.40Am	2.45Am	100	352	0.0	TROY	UX
				12.25	8.50			3.02	1.59		f 3.55	3.00	64	0	6.7	6.7 YAKT	
				12.50	9.10			3.16	2.11		f 4.09	3.15	62	16	13.7	7.0 LEONIA	ON
				1.15	9.35			3.30	2.28		f 4.24	3.30	61	0	20.8	7.1 KATKA	
				1.44	10.00			3.43	2.33		f 4.37	3.44	65	13	27.2	6.4 CROSSPORT	
		6.00Am		2.30	10.30			3.50	2.40	6.15Am	4.48	3.54	45	90	31.4	4.3 BONNER'S FERRY	BY
															31.9	0.5 K. V. RY. JCT.	
		263 6.25		3.00	10.50			4.02	2.48	f 6.25	4.57	4.04	61	22	36.3	4.4 MORAVIA	
		436 6.50		402 3.35	11.30			4.17	3.00	436 6.40	5.10	4.18	63	22	42.7	6.3 NAPLES	NA
		7.20		1 4.31	12.01Am			4.30	3.14	f 6.55	5.23	4.31	64	9	50.3	7.5 ELMIRA	
		7.40		436 5.05	12.53			4.43	3.24	f 7.10	5.35	4.42	80	8	57.3	7.0 COLBURN	
											f 7.15		0	17	59.5	2.2 BRONX	
		8.20		43 5.49	1.35			5.00	3.36	411 7.30	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	4.4 HORNBV	
		8.55		6.30	2.15			5.18	3.50	f 7.47	6.02	5.07	64	31	74.0	4.2 WRENCOE	
		9.15		6.50	2.35			5.27	3.57	4.58 7.58	6.11	5.13	64	16	78.8	4.8 LACLEDE	C
		9.28		7.05	2.55			5.35	4.03	f 8.04	6.19	5.19	90	12	85.7	4.9 THAMA	
		9.49		7.20	3.15			5.43	4.09	4.15 8.15	6.25	5.25	74	68	87.1	3.4 PRIEST RIVER	NC
		10.35		7.50	3.45			6.00	4.19	4.80 8.80	6.38	5.37	E75 W64	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	4.47 8.47	6.51	5.52	64	18	101.9	4.5 SCOTIA	SC
		11.50		2-263 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	4.12 9.12	7.10	6.10	58	21	111.5	2.6 ELK	KE
		12.35		9.45	5.20			264 6.45	4.57	4.20 9.20	7.18	6.17	64	35	115.9	4.5 MILAN	RA
		1.12 1.47		10.15	5.35			6.58	5.07	f 9.32	7.29	6.27	64	13	122.5	6.6 CHATTAROY	
		1.41Pm		10.40	5.55			4.45Pm 9.50Am	5.13	258 9.40	7.37	6.38	69	28	126.3	3.8 DEAN	SF
		1.55		11.15	6.40			258 4.55	5.19	401 9.50	7.45	6.40	65	16	130.7	4.3 MORSE	
		2.20Pm	6.30Am	11.59Am 2.05Pm	7.45-43 10.40	256 257		5.05	5.27	401 10.00	7.55	6.50	Yard	Yard	135.5	4.8 HILLYARD	SQ
		6.45		2.25	11.00			402 5.15	5.35	10.10	8.10	7.05	0	0	139.0	3.5 O.-W. R. & N. JCT.	
		6.50Am		2.30Pm	11.20Am			264 5.20Pm	5.55	264 10.25Am	8.15Am	7.15Am	Yard	Yard	140.2	1.2 SPOKANE	DS-Q
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					
701	691	689		411	401		255	257	3	27	263	43					
9.29 8.59	9.29 14.19	10.15 10.15		14.29 9.07	14.55 9.00		9.35 23.33	9.35 23.33	5.05 27.00	3.50 36.87	4.00 27.20	4.35 30.59					
Time Over District Average Speed Per Hour																	

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND. 3

Time Table No. 36 In Effect November 2, 1913.	Distance from Spokane	SIGNS. See Rule 7, Page 11	FIRST CLASS.						SECOND CLASS		
			2	28	44	264	4	256 MARCUS DIV	258 MARCUS DIV	402	436
			Passenger	Express	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight
TROY	140.2	R@PDN WCT	12.35pm	5.45pm	6.00pm		2.45am		9.30am	10.00am	
6.7 YAKT	133.5	P	12.22	5.32	5.42 ²⁸ 5.22		2.25		8.00	9.25	
7.0 LEONIA	126.5	PDN	12.06pm	5.16	5.05		2.10		7.00	9.05	
7.1 KATKA	119.4	P W	11.51	5.01	4.45		1.56		6.15	8.40	
6.4 CROSSPORT	113.0	P	11.37	4.49	4.30		1.44 ⁴¹¹		5.30	8.00	
4.3 BONNER'S FERRY	108.8	R@PDN W Y K	11.27	4.42	4.20	9.30pm	1.37		4.48 ⁴³	7.45	
0.5 K. V. RY. JCT.	108.3										
4.4 MORAVIA	103.9	P	11.16	4.30	4.02	9.20	1.27		4.04 ¹	7.10	
6.3 NAPLES	97.5	PDN W	11.06	4.17	3.50	9.08	1.15		3.35 ⁴¹¹	6.50 ²⁶³ 6.35 ⁶⁸⁹	
7.6 ELMIRA	89.9	P	10.53	4.01	3.38	8.54	1.04		3.10	6.10	
7.0 COLBURN	82.9	P	10.40	3.50	3.24	8.41	12.53 ⁴⁰¹		2.50	5.35 ⁴¹¹ 4.37 ⁴³	
2.2 BRONX	80.7				3.16	8.36					
5.9 SAND POINT	74.8	R@PDN WC Y K	10.25	3.36	3.06	8.24	12.35		2.80	4.05	
4.4 HORNBY	70.4	P	10.17	3.13	2.55	8.16	12.28		401 1.55	3.40	
4.2 WRENCOE	66.2	PD	10.11	3.07	2.48	8.10	12.21		1.25	3.30	
4.8 LACLEDE	61.4	PD W	10.03	3.00	2.40	8.01	12.13		1.10	3.15	
4.9 THAMA	56.6	P	9.55	2.53	2.32	7.51	12.06am		12.50	401 2.55	
3.4 PRIEST RIVER	53.2	PD	9.49 ⁶⁸⁹	2.47	2.27	7.45	11.59		12.30am	2.35	
7.0 NEWPORT	46.1	PDN W K	9.36	2.37	2.15	7.32	11.47 ⁴⁰²		11.47	2.15	
3.4 PENRITH	42.7	P	9.26	2.30	2.05	7.21	11.39		11.10	1.45	
4.5 SCOTIA	38.3	PD	9.17	2.22	1.57	7.13	11.33		10.50	1.30	
6.9 CAMDEN	31.3	PD W	9.02 ²⁶³⁻⁴¹¹	2.10	1.44	7.01	11.21		9.55	12.40	
2.6 ELK	28.7	PD	8.57	2.05	1.38	6.55	11.17		9.35	12.20	
4.5 MILAN	24.3	PD	8.49	1.57	1.28	6.45	11.09		9.15	12.05am	
6.6 CHATTAROY	17.7	P	8.38	1.47 ⁶⁸⁹	1.17 ⁶⁸⁹	6.30	10.58		8.55	11.50	
3.8 DEAN	13.9	R@PDN W	8.30	1.41 ⁷⁰¹	1.08	6.20	10.51	9.30am ²⁶³	5.05pm ²⁷	8.40	
4.4 MORSE	9.5	P	8.22	1.33	12.59	6.10	10.43	9.20	4.55 ²⁵⁵	8.25	
4.8 HILLYARD	4.7	R@PDN WCTYO	8.15	1.25 ⁴¹¹	12.50 ⁴¹¹	6.00	10.35	401	689	8.00 ²⁶⁴ 5.30 ³	
3.5 O.-W. R. & N. JCT.	1.2	PDN I K	7.58	1.08	12.33	5.48	10.18	8.58	4.28	5.00 ²⁵⁵	
1.2 SPOKANE	0.0	R@PDN W OK	7.55am	1.05pm	12.30pm	5.45pm ²⁷⁻²⁵⁵	10.15pm	8.55am	4.25pm	4.40pm	
			2	28	44	264	4	256	258	402	436
Time Over District			4.40	4.40	5.30	3.45	4.30	0.35	0.40	16.50	11.00
Average Speed Per Hour			30.04	30.04	24.50	29.01	30.80	23.83	20.85	8.33	12.57

Special Rules.
Normal position of Junction switch, K. V. Ry. Jet., 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 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 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 1348,
At mile post 1354,
One-half mile west of mile post 1359.
Scotia Canyon, east end bridge 258.
Dispatchers telephone booth at west end passing track Sand Point.

Tunnel No.	Location of West Portal.	Length in feet
7	4644' W. of M.P. 1346; 3.21 mi. W. of ctr. pass. track, Yakt.....	381'
8	2475' W. of M.P. 1348; 4.85 mi. W. of ctr. pass. track, Yakt.....	174'
9	4073' W. of M.P. 1359; 2.22 mi. W. of ctr. pass. track, Katka.....	360.6'
10	3153' W. of M.P. 1360; 2.94 mi. W. of ctr. pass. track, Katka.....	216.5'
10.1	609' W. of M.P. 1374; 0.70 mi. W. of ctr. pass. track, Moravia.....	609'
10.2	957' W. of M.P. 1376; 2.80 mi. W. of ctr. pass. track, Moravia.....	480'
11	4499' W. of M.P. 1443; 4.73 mi. W. of ctr. of depot, Scotia.....	241'

INITIAL STATIONS.			TERMINAL STATIONS.		
Troy	for trains 1, 3, 27, 43, 401, 411.		Troy	for trains 2, 4, 28, 44, 402, 436.	
Bonners Ferry	" " 263, 689.		Bonners Ferry	" " 264.	
Dean	" " 255, 257, 701.		Dean	" " 256, 258.	
Hillyard	" " 436, 691.		Hillyard	" " 689, 701.	
Spokane	" " 2, 4, 28, 44, 256, 258, 264, 402.		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
Pierson's 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 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.
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 Hillyard.

THIRD CLASS.				SECOND CLASS.			FIRST CLASS.					Capacity of S ^d e Tracks		Distance from Spokane	Time Table No. 36. In Effect November 2, 1913.		Telegraph Calls
691				411	401	7 S. P. & S. No. 1	3	27	43	1	Passing Tracks	Other Tracks	STATIONS.				
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-O	
			7.28 ²⁻¹ 7.45		2.55	12.01 ⁴⁴ 12.40 ²⁸	8.31Am	8.20	5.55	8.41	7.45	64		3.0	FORT WRIGHT	FW	
			8.20		3.50 ⁴⁰²	1.05		8.34	6.08	8.54	7.58	51	10	9.0	HIGHLAND		
			8.40		4.25	1.35		8.48	6.14	9.02	8.06	51	16	12.4	LYONS	YA	
			9.11 ⁴³		5.00	2.15		8.52	6.22	9.11 ⁶⁹¹	8.14	64	57	17.7	GALENA		
			9.50		5.25	2.40 ⁴⁰²		9.01 ⁴	6.30	9.20	8.21	52	47	21.8	ESPANOLA		
			10.20		5.50	3.20		9.10	6.40	9.31	8.30	64	59	28.4	WAUKON		
			10.55 ⁴⁴		6.15	3.50		9.20	6.49	9.45	8.40	54	35	34.0	EDWALL	WH	
			11.22 ²⁸		6.55 ²⁷	4.05		9.27	6.55 ⁴¹¹	9.52	8.46	53	8	37.8	CANBY		
			11.50		7.30	4.30		9.35	7.03	10.05	8.53	65	58	43.2	BLUESTEM		
			12.10 ⁴⁰² 1.00		8.10 ⁴	5.00		9.50	7.15	10.16 ⁴⁴	9.05	52	93	50.6	HARRINGTON	HR	
			1.20		8.35	5.20		9.57	7.26	10.27	9.14	85	34	56.8	MOHLER		
			1.40		8.55	5.35		10.06	7.32	10.35 ²⁸	9.21	64	50	61.0	DOWNS	DN	
			2.00		9.15	5.50		10.13	7.39 ⁴	10.44 ⁴⁰²	9.28 ⁴⁴	64	39	65.6	LAMONA		
			2.15		9.40	6.10		10.21	7.48	10.54	9.36 ⁴⁰²	64	15	71.2	NEMO		
			2.40		10.00	6.30		10.29	7.57	11.05	9.45	51	117	75.8	ODESSA	OD	
			2.55		10.15	7.00 ⁴		10.35	8.03	11.14	9.53 ²⁸	64	15	80.4	SEWARD		
			3.15		10.42 ³	7.20		10.42 ⁴¹¹	8.13	11.25	10.00	65	26	84.7	IRBY	RY	
			3.45		11.30	7.45		10.51	8.24	11.40	10.10	65	35	92.1	KRUPP	KR	
			4.10Pm		12.01Am	8.10 ²⁷		11.00Pm	8.37 ⁴⁰¹	11.56Am	10.25Am	78	150	98.7	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 11.61		9.16 10.65	8.30 11.61		0.08 22.50	2.45 35.90	2.47 35.46	3.21 29.46						
													Time Over District Average Speed Per Hour				

EAST BOUND.

SECOND DISTRICT—WILSON CREEK TO SPOKANE.

Time Table No. 36.

In Effect November 2, 1913.

STATIONS.	Distance from Wilson Creek.	SIGNS. See Rule 7, page 11.	FIRST CLASS.					SECOND CLASS.
			2	44	28	4	6	402
			Passenger	Passenger	Express	Passenger	Passenger	Time Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SPOKANE	98.7	R@ P DN W OK	7.40Am	12.15Pm	12.50Pm	10.00Pm	6.55Am	4.30Pm
3.0 FORT WRIGHT	95.7	P DN	691 7.33	401 12.06Pm	401 12.40	9.50	6.49Am	4.20
6.0 HIGHLAND	89.7	P	7.20	f 11.49	12.20	9.35	411 3.50	
3.4 LYONS	86.3	P DN W	7.09	f 11.40	12.10	9.28		3.25
5.3 GALENA	81.0	P	6.59	f 11.30	12.02Pm	9.18		3.05
4.2 ESPANOLA	76.9	P W	6.52	f 11.19	11.52	9.01	401 2.40	
6.6 WAUKON	70.3	P	6.42	f 11.07	11.40	8.49		2.05
5.6 EDWALL	64.7	P DN W	6.33	691 10.55	11.30	8.40		1.40
3.8 CANBY	60.9	P	6.26	f 10.42	691 11.22	8.33		1.15
5.4 BLUESTEM	55.5	P	6.18	f 10.32	11.14	8.25		12.55
7.4 HARRINGTON	48.1	P DN W	6.02	43 10.16	11.00	8.10	691 12.15Pm	
6.2 MOHLER	41.9	P	5.49	f 9.50	10.46	7.55		11.40
4.2 DOWNS	37.7	P DN	5.42	f 9.40	43 10.35	7.49		11.20
4.6 LAMONA	33.1	P W	5.34	f 9.28	402 10.21	7.39	27 10.44 28 10.12 40	
5.6 NEMO	27.5	P	5.25	f 9.14	402 10.12	7.24	44 9.36 1 9.03	
4.6 ODESSA	22.9	P DN	5.16	s 9.03	10.03	7.13		8.30
4.6 SEWARD	17.3	P	5.08	f 8.53	1 9.53	7.00	401	8.10
4.3 IRBY	14.0	P D W	4.59	f 8.44	9.39	6.50		7.50
7.4 KRUPP	6.6	P D	4.47	s 8.32	9.27	6.37		7.25
6.6 WILSON CREEK	0.0	R@ P DN WC Y	4.36Am	8.20Am	9.15Am	6.25Pm		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	3.35	0.06	9.30
Average Speed Per Hour			32.00	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 691 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 She'by.
 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, 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 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 derail 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 derail 55 feet ahead of same.

Deraill on passing track located 400 feet from frog and is governed by dwarf signal 55 feet from deraill.

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,
 Wilson Creek.

INITIAL STATIONS.

Spokane for trains 1, 3, 7, 27, 43, 401, 411, 691.
 Wilson Creek " " 2, 4, 28, 44, 402.
 Fort Wright " " 6.

TERMINAL STATIONS.

Spokane for trains 2, 4, 6, 28, 44, 402.
 Wilson Creek " " 1, 3, 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.					SECOND CLASS.				FIRST CLASS.				Capacity of Side Tracks		Time Table No. 36. In Effect Nov. 2, 1913.				FIRST CLASS.				SECOND CLASS.	
693	383	381	401	411	3	27	43	1	Passing Tracks	Other Tracks	Distance from Wilson Creek	STATIONS.	Telegraph Calls	Distance from Leavenworth	SIGNS. See Rule 7, Page 11	2	44	28	4	382	402			
Local Freight	Mixed	Mixed	Time Freight	Time Freight	Passenger	Fast Mail	Passenger	Passenger								Passenger	Passenger	Express	Passenger	Mixed	Time Freight			
Leave Daily Ex. Monday	Leave Daily Ex. Sunday	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			
8:15 ⁴⁴ am			8:55 ²⁷ pm	1:00 ⁴⁰¹ am	11:05 ⁴⁰¹ pm	8:42 ⁴⁰¹ pm	12:01 ⁴⁰¹ pm	10:30 ⁴⁰¹ am	78	150	0.0	WILSON CREEK	Z	98.7	R&P DN WC Y	4:31 ⁶⁹³ am	8:15 ⁶⁹³ am	9:10 ⁶⁹³ am	6:20 ⁶⁹³ pm		6:30 ⁶⁹³ pm			
8:56 ²⁸			9:30	1:45	11:18	8:53	12:14	10:42	54	10	7.9	STRATFORD		90.8	P	4:17	7:56	8:56	6:08		6:05			
9:20			9:50	2:15	11:30	9:02	12:25	10:52	67	173	13.1	ADRIAN	AD	85.6	PDN YOK	4:09	7:45	8:48	5:59		5:50			
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	7:32	8:40	5:48		5:35			
10:05			10:40	3:10	11:50	9:20	12:45	11:07	51	46	23.1	EPHRATA	FR	75.6	PDN W	3:53	7:20	8:32	5:40		5:20			
10:25			11:05	3:45	11:58	9:28	12:55	11:14	64	8	28.3	NAYLOR		70.4	P	3:45	7:06	8:25	5:30		4:55			
10:45			11:40	4:40	12:05 ⁴⁰² am	9:36	1:04	11:21	65	17	33.3	WINCHESTER		65.4	P	3:37	6:55	8:18	5:20		4:40			
11:30			12:15 ³ am	5:05	12:15 ⁴⁰¹ pm	9:45	1:15	11:30 ⁶⁹³	96	104	39.4	QUINCY	QN	59.3	PDN W Y	3:28	6:42	8:08	5:10		4:10			
11:55			12:35	5:20	12:23	9:54	1:23	11:37	57	3	44.4	CRATER		54.3	P	3:20	6:30	7:55	5:01		3:20			
12:25 ⁴ pm			12:55	5:40	12:34	10:05	1:35	11:48	63	12	50.6	TRINIDAD	DI	48.1	PDN W	3:04	6:15	7:40	4:50		2:30			
12:45			1:10	6:02	12:48	10:18	1:43	11:57	51	8	55.5	VULCAN		43.2	P	2:51	6:02	7:29	4:40		1:45			
1:05		6:20 ⁴⁰² pm	1:30	6:20	12:50	10:20	1:53	12:05 ⁴⁰² pm	64	88	59.6	COLUMBIA RIVER	CM	39.1	R PDN	2:44	5:58	7:20	4:31	10:15 ⁴⁰¹ am	1:30			
1:25		6:35	2:05	6:35	12:58	10:28	2:01	12:14	53	16	64.1	ROCK ISLAND		34.6	P W	2:36	5:48	7:11	4:23	10:01	12:55			
1:40		6:50	2:28	7:02	1:05	10:35	2:10	12:23	64	23	68.6	MALAGA		30.1	P	2:28	5:33	7:02	4:15	9:50	12:30 ⁴⁰¹ am			
2:05	6:50 ²⁸ am	7:15 ⁴ pm	8:15	8:00	1:20	10:47	2:28	12:40	118	590	75.9	WENATCHEE	WC	22.8	R PDN W T	2:15	5:20	6:50	4:08	9:30	11:55			
2:40	7:09		8:50	8:55	1:36	10:57	2:40	12:56	64	17	82.8	MONITOR		15.9	P	2:00	5:00	6:35	3:44	8:55	11:20			
3:37	7:18		4:15	9:40	1:52	11:05	2:59	1:06	73	62	86.5	CASHMERE	OM	12.2	PDN W	1:52	4:52	6:29	3:37	8:45	11:05			
4:15	7:28		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	8:35	10:30			
4:40	7:39		5:20	10:25	2:12	11:23	3:20	1:28	52	30	94.6	PESHASTIN		4.1	P	1:37	4:34	6:14	3:20	8:24	10:15			
5:10 ⁴ pm	7:50 ³⁸³ am		6:00 ²⁸ am	11:00 ⁴⁰¹ am	2:25 ⁴⁰¹ am	11:35 ⁴⁰¹ pm	3:35 ⁴⁰¹ pm	1:45 ⁴⁰¹ pm	60	492	98.7	LEAVENWORTH	CH	0.0	R&P DN WCTYOK	1:30 ⁴⁰¹ am	4:25 ⁴⁰¹ am	6:05 ⁴⁰¹ am	3:10 ⁴⁰¹ pm	8:15 ⁴⁰¹ am	10:00 ⁴⁰¹ pm			
Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	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	383	381	401	411	3	27	43	1								2	44	28	4	382	402			
8:45	1:00	6:55	9:55	10:00	2:30	2:53	3:34	3:15								3:01	3:30	3:05	3:10	2:00	3:30			
11:07	22:8	19:2	11:19	9:37	29:70	34:23	27:77	30:45								32:72	25:72	32:08	31:17	19:55	21:52			

Time Over District Average Speed Per Hour

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, 382, 402. Columbia River for train 381. Wenatchee for train 383.

TERMINAL STATIONS.

Wilson Creek for trains 2, 4, 28, 44, 402. Leavenworth " " 1, 3, 27, 43, 383, 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
Sherman Spur	92.6	West End	10

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 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.

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

SECOND CLASS.		Capacity of Side Tracks		Distance from Bonners Ferry	Time Table No. 36. In Effect November 2, 1913.	Telegraph Calls	Distance from Wilkes	SIGNS. See Rule 7, Page 11	SECOND CLASS.	
379	Mixed	Passing Tracks	Other Tracks						380	Mixed
Leave Tues. & Sat.				STATIONS.				Arrive Tues. & Sat.		
7.00Am	50	77	0.0	BONNER'S FERRY	BY	38.4	R@ P DN W YK	12.30Pm		
	0	0	0.5	K. V. RY. JCT.		37.9				
* 7.30	0	17	7.7	RITZ		30.7		12.00		
	0	0	16.2	WATER TANK		22.2	W			
* 8.00	0	20	16.8	COPELAND		21.6		11.30		
* 8.30	0	10	26.1	PORT HILL		12.3		11.00		
* 8.35	0	0	26.7	RYKERTS		11.07		10.55		
* 9.00Am	0	20	33.1	CRESTON		5.3	W	10.30Am		
	0	0	38.4	WILKES		0	K			
Arrive Tues. and Sat.								Leave Tues. and Sat.		
379								380		
2.00 16.55				Time Over District Average Speed Per Hour				2.00 16.55		

Special Rules.

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

Before entering main line at K. V. Ry. Jct., a flagman must be sent out to protect against main line trains.

INITIAL STATIONS.

Bonners' Ferry for train 379.
Creston " " 380.

TERMINAL STATIONS.

Bonners' Ferry for train 380.
Creston " " 379.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Bonner's Ferry	Switch at	Car Capacity
Rock Creek Spur	12	West end	..
Dehiborn 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. 36. In Effect November 2, 1913.	Distance from Columbia River	SIGNS. See Rule 7, Page 11	SECOND CLASS.	
381	Mixed	Other Tracks	Passing Tracks					382	Mixed
Leave Daily Ex. Sunday				STATIONS.				Arrive Daily Ex. Sunday	
1.00Pm	52	58	0	MANSFIELD	60.40	R	WC Y	3.00Pm	
* 1.25	35		5.40	TOUHEY	55.00			2.30	
* 2.10	52		11.38	WITHROW	49.02		W	2.10	
* 2.40	35		16.82	SUPPLEE	43.58			1.50	
* 3.20	40		23.92	DOUGLAS	36.48			1.20	
* 3.50	35		29.21	ALSTOWN	31.19		W	12.20Pm	
* 4.30	33		39.15	McCUE	21.25			11.50	
* 4.50	40		44.72	PALISADES	15.78		W	11.20	
* 5.25	35		49.85	APPLEDALE	10.63			11.00	
* 5.45	28		55.04	MOSES COULEE	5.46			10.40	
* 6.10Pm	72	60	60.40	COLUMBIA RIVER	0	R	DN	10.25Am	
Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday	
381								382	
5.10 11.65				Time Over District Average Speed Per Hour				4.35 13.19	

Special Rules.

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

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

INITIAL STATIONS.

Mansfield for train 381.
Columbia River for train 382.

TERMINAL STATIONS.

Mansfield for train 382.
Columbia River for train 381.

Telephones at all stations except Moses Coulee. Communication with dispatcher will be made through Columbia River.

AUTOMATIC BLOCK SIGNALS.

501. In all cases except as noted by special rules, the BLOCK Signals are located upon the right of and adjoining the track upon which trains are governed by them. The Semaphore arms that govern are displayed to the right of the Signal mast as seen from an approaching train. The movement of trains will be regulated by the block Signal indications as follows:

- A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to "STOP".
- B. An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates "PROCEED" with caution prepared to stop at the next signal.
- C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is "CLEAR" and is a Signal to "PROCEED".
- D. At night the position of the Signals will, in addition, be shown by the standard colored lights.
RED indicates "STOP".
YELLOW indicates "CAUTION;" proceed with caution prepared to STOP at next Signal.
GREEN indicates "PROCEED".

502. Block Signals control the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other Signals whenever and wherever they may be required.

503. Block Signals for a track apply only to trains running with the current of traffic on that track.

- A. Automatic Signals are designated by the number plate located on the mast below the arm. Intermediate automatic block signals located between passing tracks are equipped with one arm and one light. Home automatic block signals located at each passing track are in addition equipped with a Disc enclosing a red light six feet below the Semaphore arm. The Disc and red light are provided as a distinguishing marker for the home signals only. Trains passing Home Signals, automatically set to the "Stop Position," all Signals governing train movements in the opposite direction from the next passing track. See figures 4, 5 and 6.

B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.

504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed—(See A, B and C):

- A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.
- B. On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
Or—
- C. On double track, at once, under control, expecting to find track impassable.
- D. A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.

505. Omitted.

506. When a train is stopped by a block signal from any cause other than a train in the block, Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.

507. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.

The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.

If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after movement has been made and the switches locked.

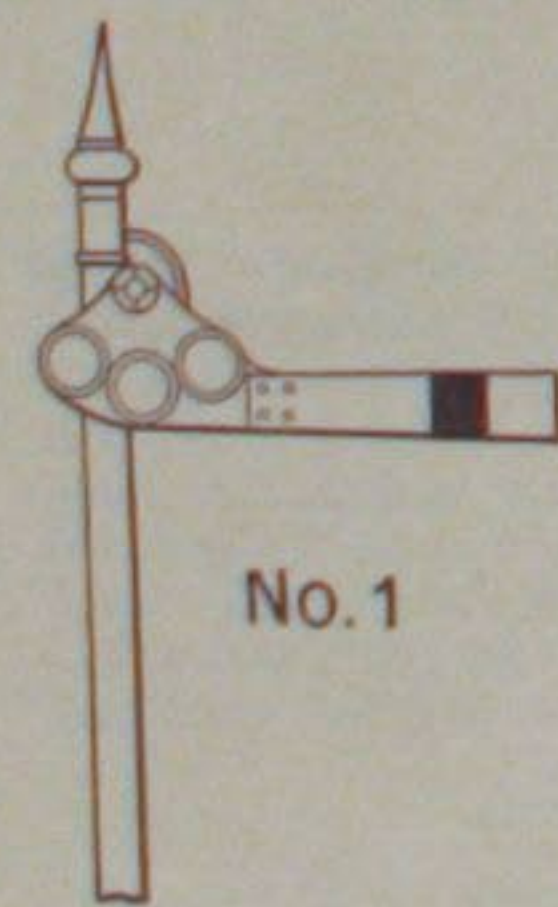
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.

510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.

511. Lights will not be provided on any main line switch located within 300 feet of an automatic signal governing the block in which the switch is located. Lights will not be provided on trailing point switches on double track.

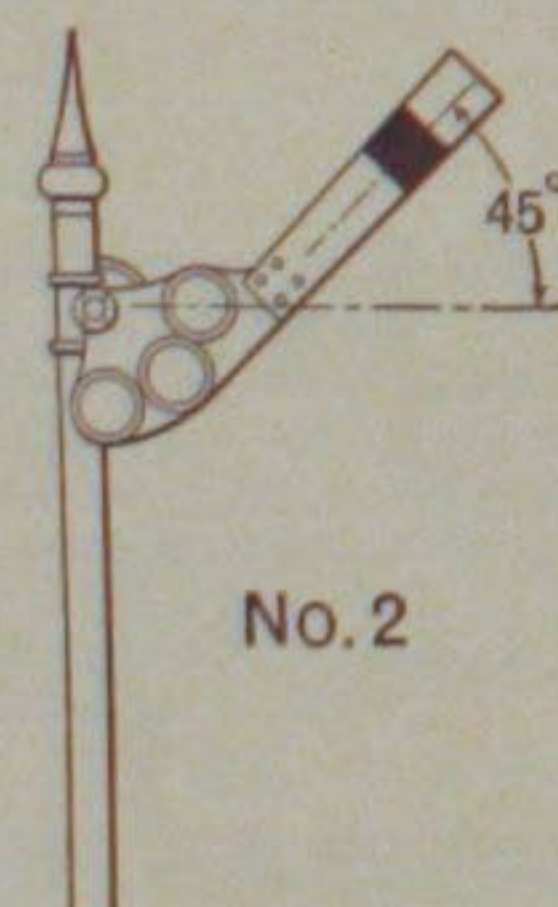
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.

513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules", a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights, see general instructions governing operation and maintenance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



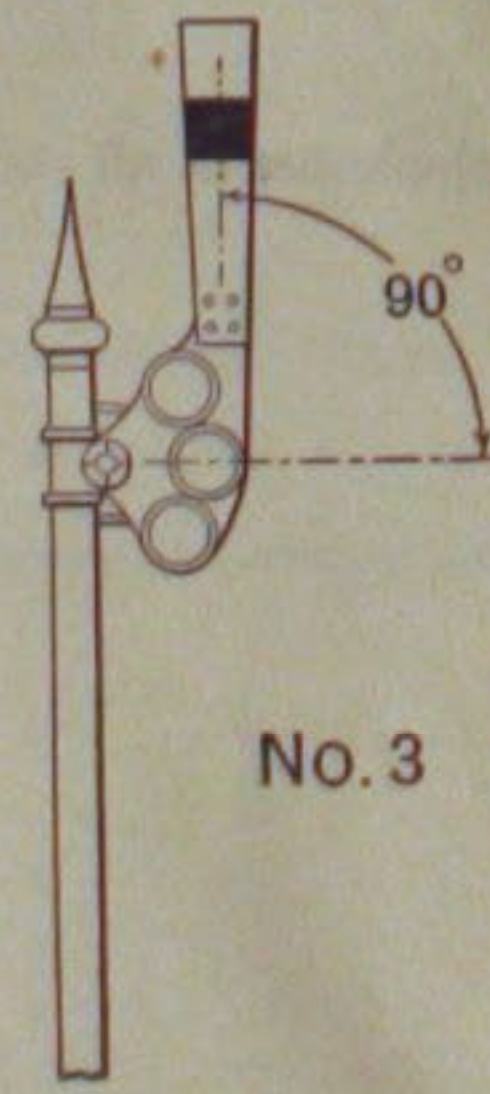
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



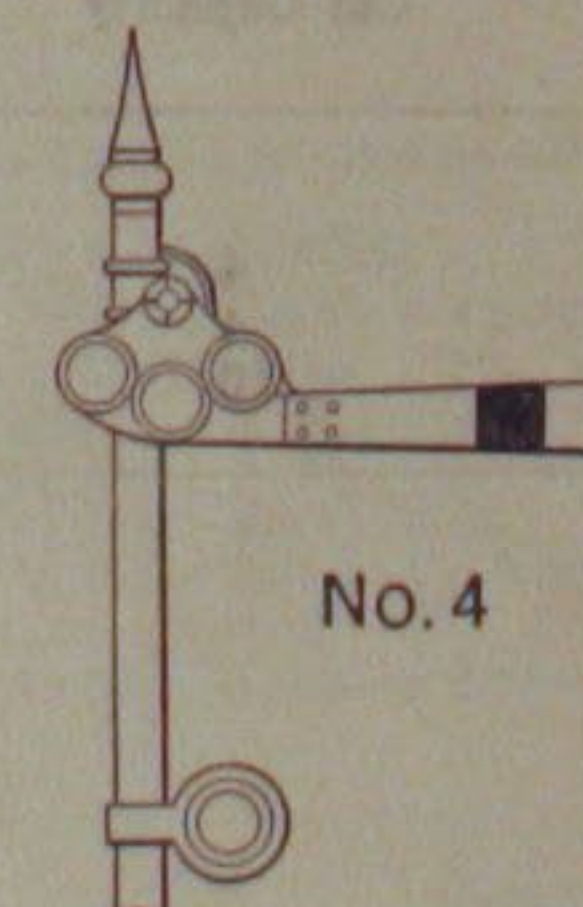
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. YELLOW light at night.
Indication. PROCEED with CAUTION.
Name. CAUTION Signal.



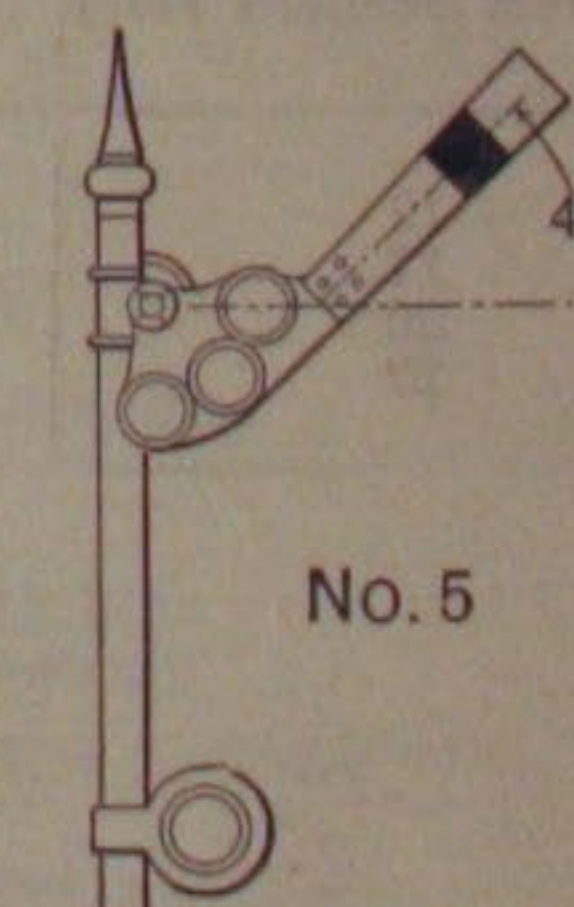
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



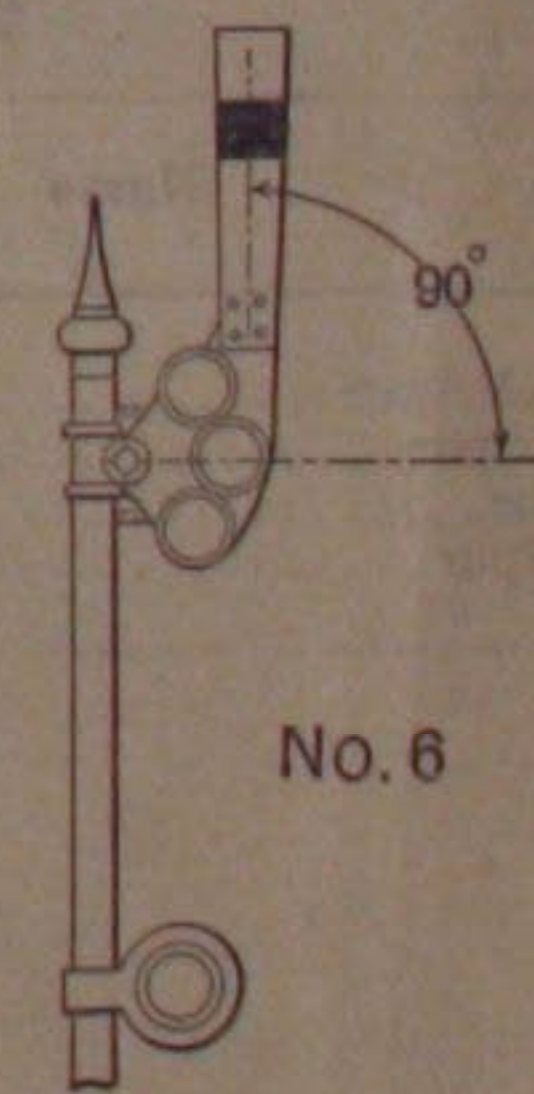
HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, RED light at night.
Disc, RED light at night.
Indication. STOP.
Name. STOP Signal.



HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, YELLOW light at night.
Disc, RED light at night.
Indication. PROCEED with CAUTION,
Name. CAUTION Signal.



HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, GREEN light at night.
Disc, RED light at night.
Indication. PROCEED.
Name. CLEAR Signal.

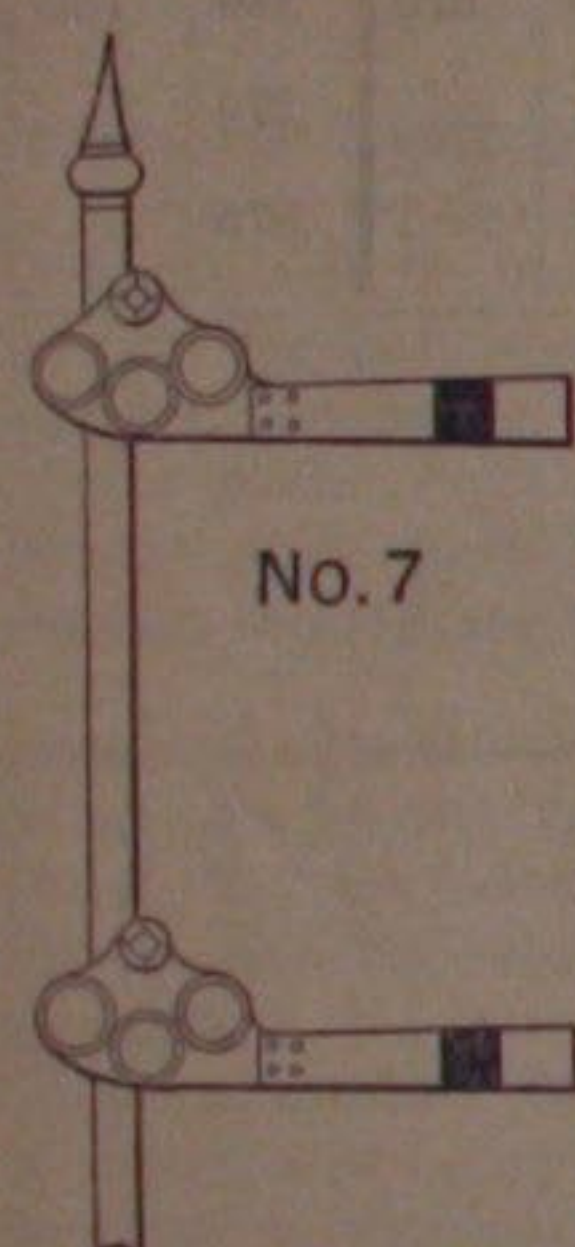
INTERLOCKING SIGNALS.

ENGINEMEN AND TRAINMEN.

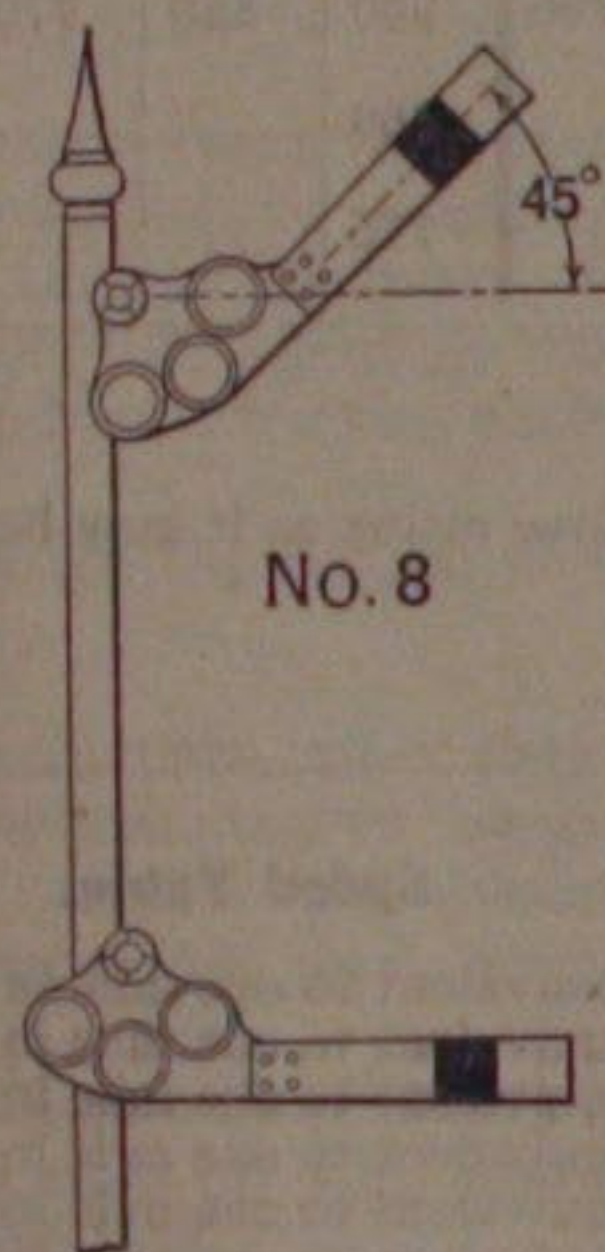
- 661. Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.
- 662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
- 663. Engineman and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.
- 664. The Engineman of a train which has parted must sound the whistle signal for "train parted" on approaching an interlocking plant.
- 665. An Engineman receiving a "train-parted" signal from a Signalman must answer by the whistle signal for "train parted."

- 666. When a parted train has been re-coupled the Signalman must be notified.
- 667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.
- 668. Conductors must report to Superintendent any unusual detention at interlocking plants.
- 669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.
- 620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

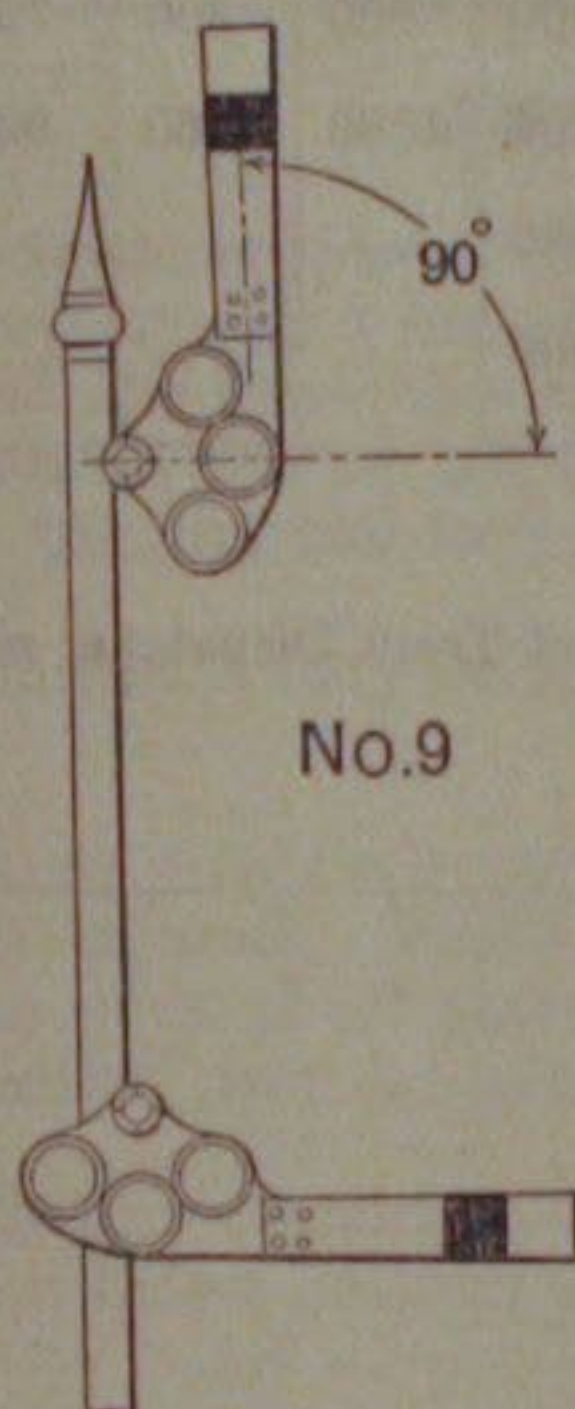
- 620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.
 - 623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and are known to be in safe condition.
- Note.** A flag signal given by Signalman at an interlocking home signal in automatic signal districts is only authority to pass such signal and does not modify its indication as an automatic signal. See Rules 504 and 513.



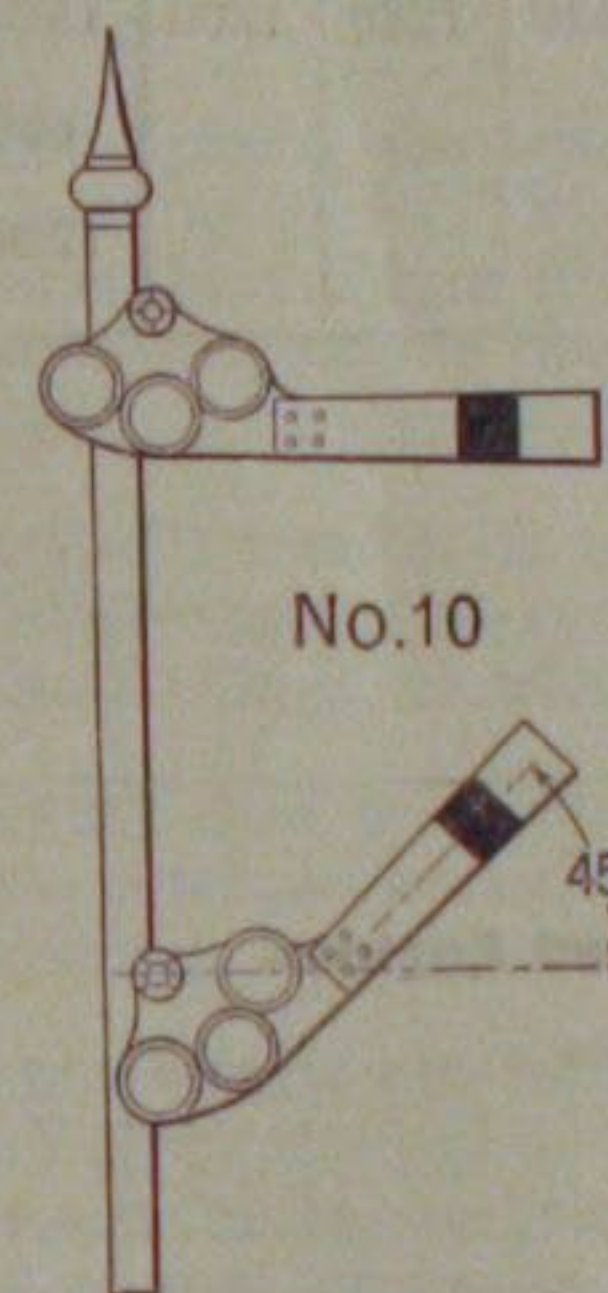
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Lower Arm, RED light at night.
 Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
 Name. STOP Signal.



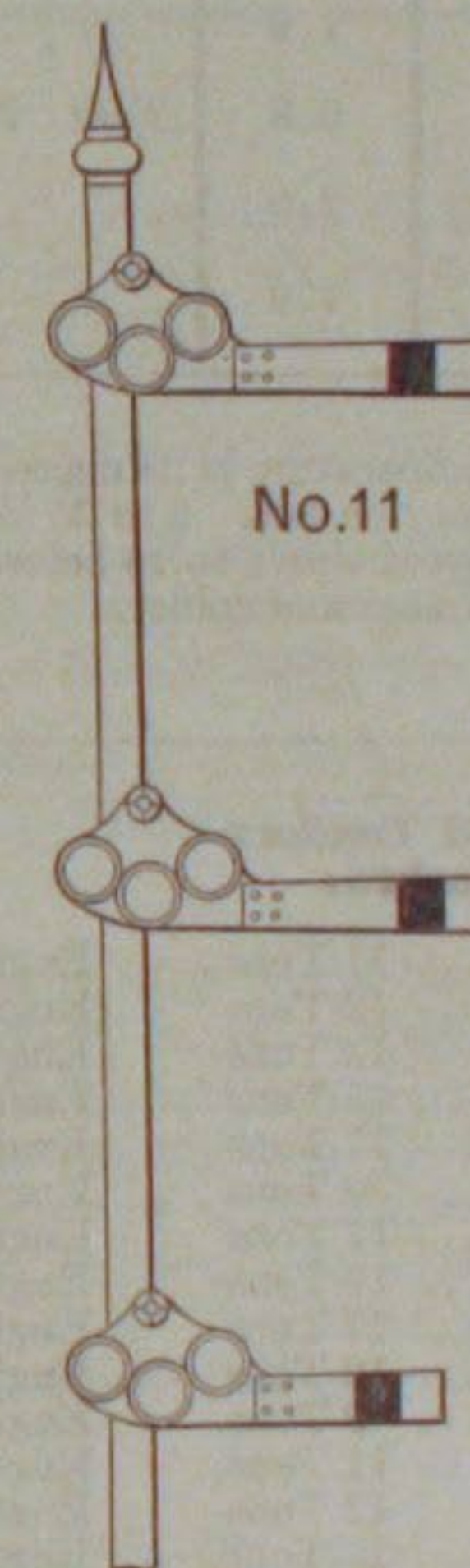
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, YELLOW light at night.
 Lower Arm, RED light at night.
 Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
 Name. CAUTION Signal.



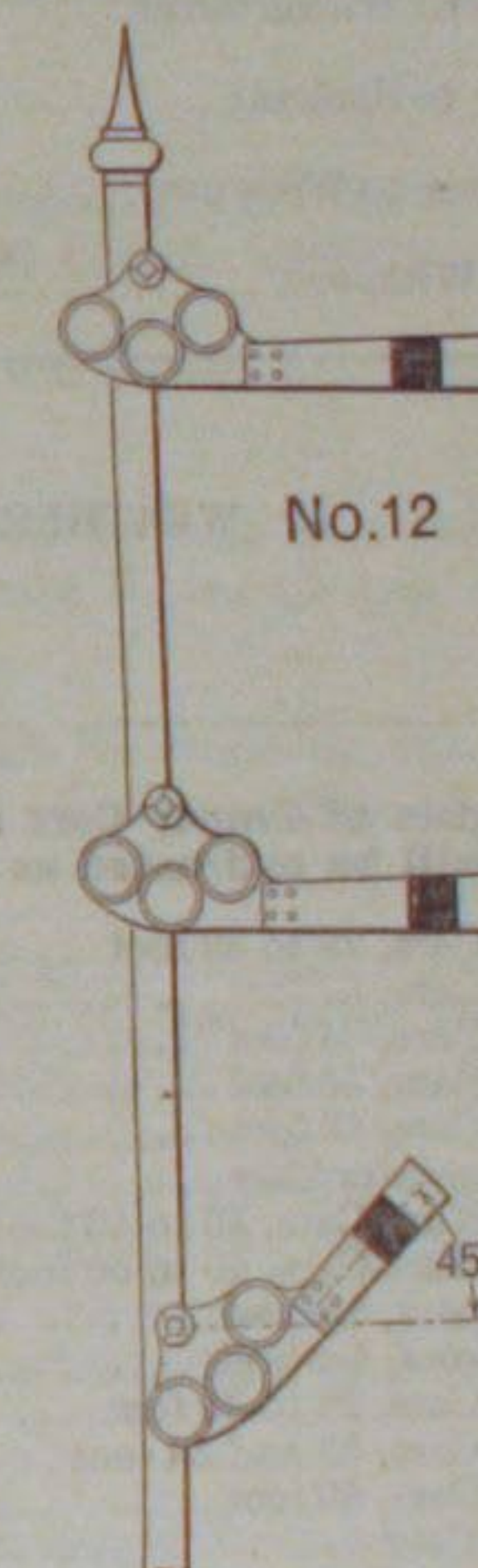
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, GREEN light at night.
 Lower Arm, RED light at night.
 Indication. Main line route clear, PROCEED.
 Name. CLEAR Signal.



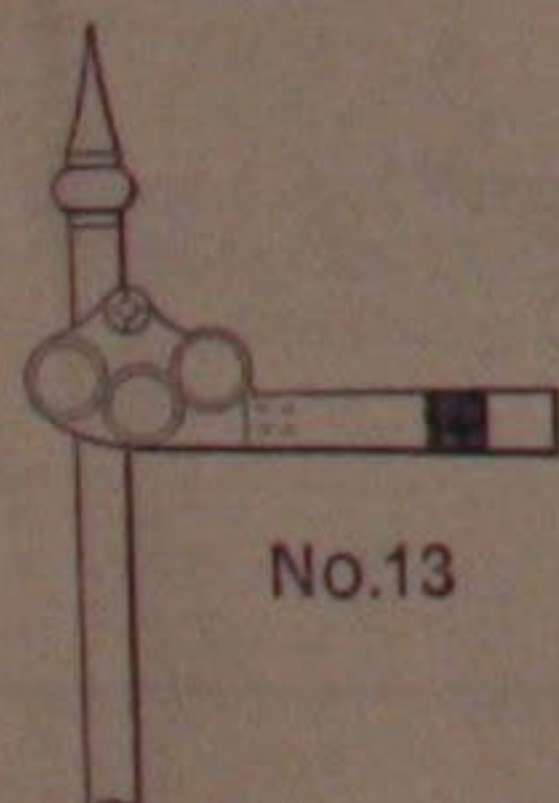
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Lower Arm, YELLOW light at night.
 Indication. Diverging route clear, proceed with CAUTION.
 Name. CAUTION Signal.



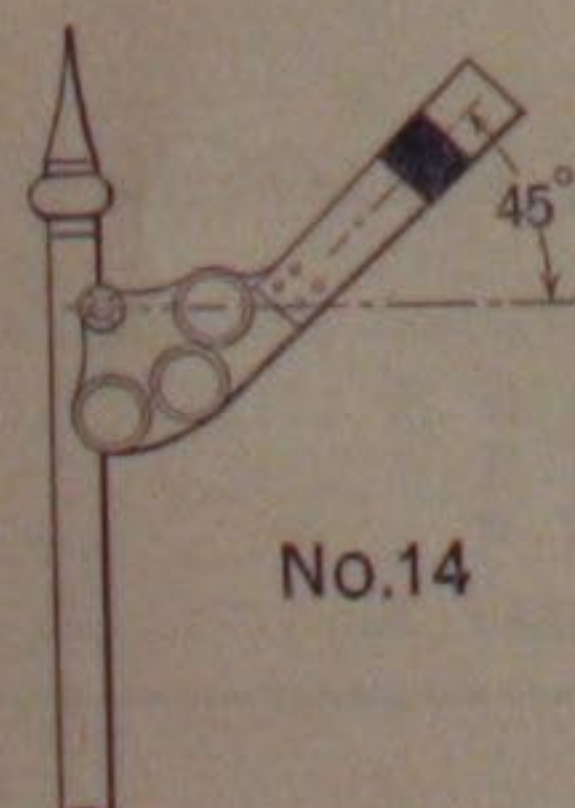
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Middle Arm, RED light at night.
 Lower Arm, RED light at night.
 Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from signalman.
 Name. STOP Signal.



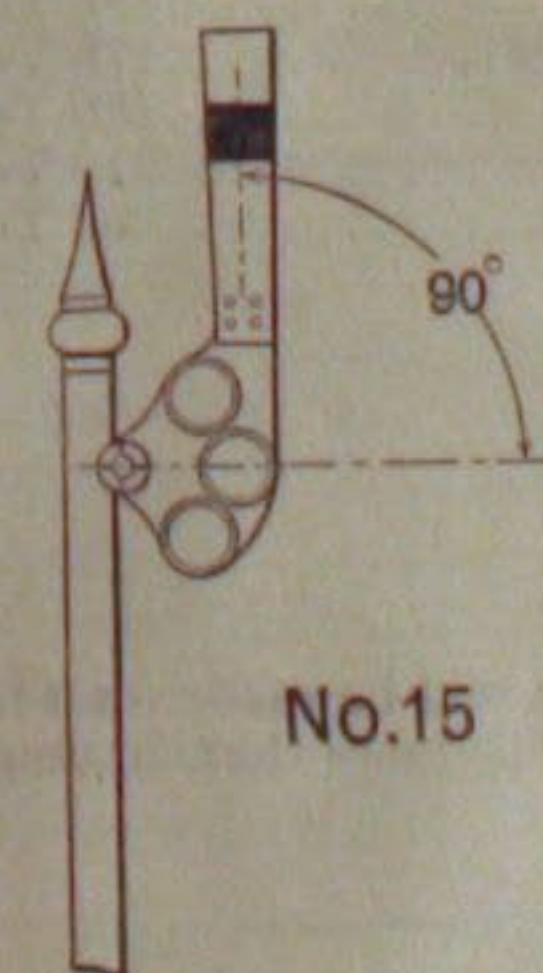
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night.
 Middle Arm, RED light at night.
 Lower Arm, YELLOW light at night.
 Indication. Slow speed, Route clear, Proceed.
 Name. CAUTION Signal.



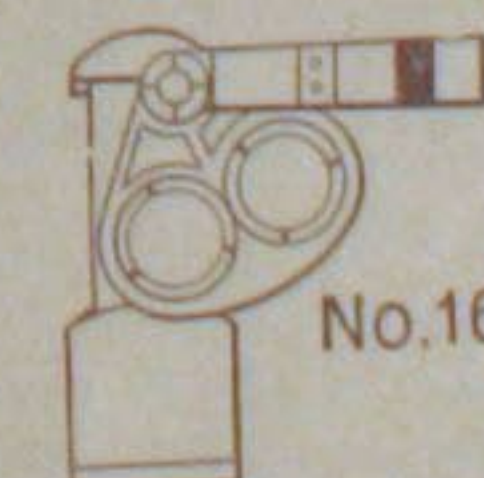
INTERLOCKING DISTANT SIGNAL.
 Color. RED light at night.
 Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.
 Name. STOP Signal.



INTERLOCKING DISTANT SIGNAL.
 Color. YELLOW light at night.
 Indication. PROCEED with CAUTION, prepared to stop at Home Signal.
 Name. CAUTION Signal.



INTERLOCKING DISTANT SIGNAL.
 Color. GREEN light at night.
 Indication. PROCEED.
 Name. CLEAR Signal.



DWARF SIGNAL.
 Color. RED light at night.
 Indication. STOP.
 Name. STOP Signal.



DWARF SIGNAL.
 Color. YELLOW light at night.
 Indication. PROCEED with CAUTION.
 Name. CAUTION Signal.

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

STATIONS.	Ruling Grade	Rating shown below is for Class O I Eng. between Hillyard and Troy, and for Class N I Eng. between Spokane and Wilson Creek.				Class L 2-1800-1844				Class F 5-1095-1109 " F 6-1110-1129 " F 7-1130-1139 " F 8-1140-1214 " F 9-1300-1324				Class G 2-700-719 " G 3-720-769				Class G 1-600-615				Class F 1-500-565 " D 5-450-476				Class D 4-400-426				Class D 1-360 " 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	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
Bonner's Ferry to Hillyard	0.6	2500	2250	2000	1875	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	2500	2250	2000	1875	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	1575	1400	1315	1400	1260	1120	1050	1350	1215	1080	1015	1150	1035	1120	865	1050	945	840	790
Spokane to Wilson Creek	1.0	2300	2075	1850	1725	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	2500	2250	2000	1875	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								360				340				276			
Mansfield to Withrow	1.0									1200				1000				890				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, 30 to 40 foot	17 Tons
Furniture Cars, 40 to 50 foot	19 Tons
Caboose, 8-wheel	17 Tons
Caboose, 4-wheel	10 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
Coaches, 8-wheel	30 Tons
Coaches, 12-wheel	35 Tons
Dining Cars and Tourist Cars	40 Tons
Sleeping Cars, Parlor Cars and Observation Cars	40 Tons

Weight of Dead Engines.

Engines numbered below 200 series	80 Tons
Engines numbered in 200 series	90 Tons
Engines numbered in 300 series	86 Tons
Engines numbered in 400 series	110 Tons
Engines numbered in 500 series	115 Tons
Engines numbered in 600 series	120 Tons
Engines numbered in 700 series	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 1069	144 Tons
Engines numbered 1079 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	219 Tons
Engines numbered in 1900 series	252 Tons

Speed Table.

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

The following will govern when handling empty cars: With 10 or less empty cars in a train, no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

SPECIAL RULES.

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

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—**

<table style="width: 100%; border: none;"> <tr><td>Crossport,</td><td>East end Industry track.</td></tr> <tr><td>Moravia,</td><td>East end Industry track.</td></tr> <tr><td>Naples,</td><td>East end Industry track.</td></tr> <tr><td>Colburn,</td><td>West end Industry track.</td></tr> <tr><td>Sand Point,</td><td>West end passing track.</td></tr> <tr><td></td><td>West end Industry track.</td></tr> <tr><td></td><td>East end empty Coal Dock track.</td></tr> <tr><td>Wrencoe,</td><td>West end Frost-Cope Spur.</td></tr> <tr><td>Albany Falls,</td><td>East end Fidelity Lumber Co. connection.</td></tr> </table>	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.	<table style="width: 100%; border: none;"> <tr><td>Elk,</td><td>West end Industry track.</td></tr> <tr><td>Chattaroy,</td><td>East end Industry track.</td></tr> <tr><td>Morse,</td><td>East end Industry track.</td></tr> <tr><td>Hillyard,</td><td>East end East Yard lead.</td></tr> <tr><td></td><td>West end Coal Chute track.</td></tr> <tr><td>Spokane,</td><td>West end of Cedar St. Industry tracks.</td></tr> <tr><td>Fort Wright,</td><td>West end Military spur.</td></tr> <tr><td>Highland,</td><td>East end Industry track.</td></tr> <tr><td>Galena,</td><td>West end Industry track.</td></tr> <tr><td>Canby,</td><td>West end Industry track.</td></tr> </table>	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. |
| Downs, | West end Industry track. |
| Nemo, | West end Industry track. |
| Crater, | West end Industry track. |
| Trinidad, | West end Industry track. |
| Trinidad Sand Spur, | West end. |
| Trinidad Gravel pit, | West end. |
| Vulcan, | West end Industry track. |
| 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 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.
Ovessa.....	Lee Gamson.
Harrington.....	L. F. Wagner.
Wilson Creek.....	S. W. Roberts.
Wenatchee.....	Frank E. Culp.
Leavenworth.....	G. W. Hoxsey.

TIME INSPECTORS.

Spokane }.....	Geo. H. Doerr.	Wenatchee.....	Howard Thomas.
Hillyard }.....		Leavenworth.....	F. E. Carlquist.

J. G. LUHRSEN, Dispatcher
 J. E. 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.



GREAT NORTHERN RAILWAY and Connections.

DOUBLE TRACK
PROPOSED LINE

1-23-19

SAN FRANCISCO

4425