

*Mansfield B. appears.*

# **GREAT NORTHERN RAILWAY**

## **SPOKANE DIVISION.**

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# **TIME TABLE No. 26.**

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

# **SUNDAY, OCTOBER 31, 1909.**

**Superseding Time Table No. 25 and all Supplements thereto.**

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

**L. W. BOWEN, Superintendent.**  
**E. L. BROWN, General Superintendent.**

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

**H. A. KENNEDY, Asst. General Manager.**  
**J. M. GRUBER, General Manager.**

2 WEST BOUND.

FIRST DISTRICT—TROY TO SPOKANE.

THIRD CLASS.			SECOND CLASS.					FIRST CLASS.						Capacity of Side Trucks		Distance from Troy		Time Table No. 26. In Effect October 31, 1909.		Stations.	Time Table
701 MAIL/DAILY	691	689	435	451	411	401	487	255 MAIL/DAILY	257 MAIL/DAILY	3	27	263	43	1	Passing Trains	Other Trains					
Local Freight Leave Daily	Local Freight Leave Daily Ex. Sunday	Local Freight Leave Daily Ex. Monday	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily							
			10:00pm	10:00pm	10:00am	8:10am				3:35pm	1:50pm		4:15am	1:50am	100	332	0.0			TROY	UN
			10:20	1:20	6:25	5:35				3:47	1:50		4:27	2:03	61	0	6.7			YAKI	
			10:45	1:40	6:50	6:00				4:02	2:11		4:40	2:17	61	16	13.7			LEONIA	ON
			11:10	2:23	7:15	6:25				4:17	2:23		4:53	2:32	58	0	20.8			KATRA	
			11:30	2:50	7:40	6:50				4:32	2:33		5:05	2:45	60	13	27.2			CROSSPORT	
		6:00am	11:50	3:05	8:00	7:10				4:40	2:40	6:15am	5:13	3:00	58	77	31.4			BONNER'S FERRY	BY
																	31.9			K. V. RY. JCT.	
		6:25	12:10am	3:25	8:20	7:30				4:52	2:47	6:25	5:23	3:10	57	22	36.3			MORAVIA	
		6:50	11:50	4:05	9:00	8:10				5:10	2:58	6:40	5:35	3:25	59	22	42.7			NAPLES	NA
		7:15	1:25	4:30	9:30	8:45				5:25	3:10	6:55	5:51	3:40	57	9	50.3			ELMIRA	
		7:40	1:55	4:50	9:55	9:10				5:40	3:21	7:10	6:05	3:52	57	8	57.3			COLBURN	
															0	17	59.5			BROOK	
		8:45	2:40	5:25	10:32	9:40				5:51	3:34	7:30	6:18	4:05	61	47	65.4			SAND POINT	S
		9:15	3:15	6:05	11:10	10:14				6:05	3:47	7:47	6:35	4:20	59	31	74.0			WRENSHOG	
		10:06	3:30	6:30	11:30	10:40				6:12	3:55	8:00	6:45	4:30	59	16	78.8			LACLEDE	C
		10:45	4:00	7:00	12:05pm	11:25				6:27	4:08	8:17	7:00	4:43	67	30	87.1			PRIEST RIVER	NC
		11:30	4:30	7:25	12:35	12:05pm				6:37	4:18	8:30	7:13	4:55	69	30	94.1			NEWPORT	ND
		11:50	4:45	7:37	12:50	12:20				6:45	4:24	8:37	7:20	5:01	60	28	97.5			PENKITH	
		12:10 pm	5:10	7:50	1:25	12:35				6:58	4:32	8:48	7:28	5:10	50	18	101.9			SCOTIA	SD
		12:40	5:45	8:15	1:55	1:10				7:10	4:45	9:04	7:43	5:23	50	29	108.9			CAMDEN	
		1:02	6:05	8:25	2:10	1:25				7:15	4:50	9:13	7:47	5:27	60	21	111.5			ELK	KA
		1:45	6:15	8:40	2:30	1:45				7:21	4:57	9:20	7:55	5:34	58	35	115.9			MILAN	MA
		2:30	6:45	9:15	3:00	2:15				7:33	5:07	9:32	8:07	5:44	59	13	122.5			CHATTAHOY	
	1:00pm	3:00	7:10	9:40	3:45	2:30			2:55 6:00pm	9:50am	7:40	5:13	9:40	6:15	64	28	126.3			COLBERT	SP
	1:30	3:37	7:35	10:10	4:10	2:50			5:10	10:00	7:47	5:10	9:50	6:00	56	16	130.7			MOOSE	
	2:00pm	6:30am	4:00pm	8:05-2:07 10:15-4:13	10:40pm 12:20am	4:40pm	3:10-2:58 4:50-2:58	2:00pm	5:20	10:10	7:55 9:00	5:27	10:00	6:10 6:15	Yard	Yard	135.5			HILLYARD	
															0	0	139.0			O. R. & N. JCT.	
		6:50am	10:30am	12:50am		5:20pm	2:30pm	6:35pm	10:25am	8:15pm	5:40pm	10:15am	8:55am	6:50am	Yard	Yard	140.2			SPOKANE	OS
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily							
701	691	689	435	451	411	401	487	255	257	3	27	263	43	1							
1.00 9.20	0.25 23.50	10.00 10.28	10.35 13.55	10.10 13.88	10.30 13.12	10.30 13.61	9.30 9.40	0.35 23.83	0.35 23.83	4.40 30.00	3.50 36.54	4.00 27.18	4.40 30.00	4.40 30.00							

Time Over District  
Average Speed Per Hour

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND. 3

Time Table No. 26.  
In Effect October 31, 1909.

FIRST CLASS.

STATIONS.	Distance from Spokane	SIGNS. See Rule 1, Page 10	2		44		28		4		256 MARIUS DIV.		258 MARIUS DIV.		264	
			Passenger Arrive Daily 12:45Pm	Passenger Arrive Daily 5:50Pm	Express Arrive Daily 7:30Pm	Passenger Arrive Daily 4:15Am	Passenger Arrive Daily 4:15Am	Passenger Arrive Daily 4:15Am	Passenger Arrive Daily 4:15Am	Passenger Arrive Daily 4:15Am	Passenger Arrive Daily 4:15Am	Passenger Arrive Daily 4:15Am	Passenger Arrive Daily 4:15Am	Passenger Arrive Daily 4:15Am	Passenger Arrive Daily 4:15Am	Passenger Arrive Daily 4:15Am
TROY	140.2	R* DN WCT	12:45Pm	5:50Pm	7:30Pm	4:15Am										
YAKI	133.5		12:34	5:35	7:17	4:00										
LIDZIA	126.5	DN	12:17	5:20	7:03	3:45										
KATKA	119.4	W	12:01Pm	5:05	6:48	3:30										
CROSSPORT	113.0		11:40	4:50	6:35	3:10										
BONNERS FERRY	104.8	R* DN W Y K	11:35	4:40	6:20	3:00									9:30Pm	
K. V. RY. JCT.	108.3															
MORAVIA	103.9		11:23	4:20	6:10	2:45									9:20	
NAPLES	97.5	DN W	11:14	4:05	6:00	2:28									9:07	
ELMIRA	89.9		11:00	3:39	5:53	2:10									8:53	
COLBURN	82.9		10:47	3:21	5:40	1:55									8:39	
BRONA	80.7			3:09											8:32	
SAND POINT	74.8	R DN WC Y K	10:32	2:53	5:51	1:35									8:22	
WAINSCOE	66.2		10:14	2:30	5:15	1:15									8:05	
LACLEDE	61.4	D W	10:06	2:18	5:08	1:05									7:55	
PRIEST RIVER	53.2	D	9:51	1:58	4:55	12:48									7:38	
NEWPORT	46.1	DN W K	9:36	1:42	4:40	12:35									7:25	
PENRITH	42.7		9:20	1:35	4:32	12:27									7:10	
SCOTIA	38.3	DN	9:10	1:25	4:32	12:14Am									6:58	
CAMDEN	31.3	W	9:04	1:10	4:16	11:55									6:45	
ELK	28.7	D	8:59	1:02	4:11	11:49									6:40	
MILAN	24.3	DN	8:51	12:51	4:04	11:39									6:32	
CHATTAROV	17.7		8:30	12:37	3:52	11:27									6:22	
COLBERT	13.9	R DN W	8:30	12:27	3:45	11:19	9:30Am	5:00Pm							6:15	
MORSE	9.5		8:22	12:16	3:37	11:09	9:20	4:50	6:07						6:07	
HILLYARD	4.7	R* DN WCTV O	8:15	12:05Pm	3:30	11:00	4:35	4:40-4:11	6:00						6:00	
O. R. & N. JCT.	1.2	I	8:10	11:59	3:25	10:55	4:35	4:40								
SPOKANE	0.0	R* DN WO K	7:55Am	11:45Am	3:10Pm	10:40Pm	8:55Am	4:25Pm	2:55-27	5:45Pm						
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			2	44	28	4	256	258	264							
Time Over District			4:55	9:05	41:20	5:35	9:35	9:35	3:30							
Average Speed Per Hour			28.03	23.38	33.80	26.46	23.81	23.83	30.60							

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.

Normal position of Junction switch, K. V. Ry. Jct. and connection with Marius Division at Colbert is for Main Line, Spokane Division. Freight trains 689 and 691 and loads extra east will carry passengers when provided with proper transportation. 50 miles per hour. Train 43 will stop at any station to let off passengers from east or south of Shelby.

Train 1 will stop at any station between Troy and Spokane to let off passengers from east of Devils Lake. Passengers for local points west of Spokane leave train 1 and take train 43 at Spokane.

Trains 263 and 264 will stop on flag for passengers at Iola and Albany Falls Spur.

Speed limits for passenger trains:  
Between Troy and Yakti ..... 50 miles per hour.  
Between Yakti and Crossport ..... 35 miles per hour.  
Between Crossport and Scotia ..... 50 miles per hour.  
Between Scotia and Camden ..... 35 miles per hour.  
Between Camden and Spokane ..... 50 miles per hour.  
Extras and delayed schedule trains (except first class trains) must move under control in Bonners Ferry Yard Limits, looking for main line to be occupied.

Between Spokane and Hillyard all trains will be operated under a block system which will consist of a clearance from the operator at Spokane and Hillyard. No train will be run between these points unless Conductor and Engineer hold clearance card, form S-1, properly numbered, OK'd and completed. Form 219 not required in addition. Trains 1 and 27 will register at Sand Point by card. Train 27 will register at Colbert by card.

Passing track Sand Point located one mile west of depot. Marius Division train and equipment will be governed by Time Table and Special Instructions of Spokane Division between Colbert and Spokane.

Steam whistle signals for tracks with switches controlled from interlocking tower.

O. R. & N. Ry. crossing, Spokane—  
Main line, one long.  
O. R. & N. Transfer No. 1, one long and one short.  
O. R. & N. Transfer No. 2, two long and one short.  
Yard limit boards placed each way from:

Troy,  
Bonners Ferry,  
Colbert,  
Hillyard,  
Spokane.

INITIAL STATIONS.  
Troy for trains 1, 3, 27, 43, 401, 411, 435, 451.  
Bonners Ferry " " 263, 689.  
Colbert " " 255, 257, 701.  
Hillyard " " 487, 691.  
Spokane " " 2, 4, 41, 256, 258, 264.

TERMINAL STATIONS.  
Troy for trains 2, 4, 28, 41.  
Colbert " " 256, 258.  
Hillyard " " 111, 689, 701.  
Spokane " " 1, 3, 43, 255, 257, 263, 401, 435, 451, 487, 263, 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
Paek River Spur	52.8	East end	11
Iola Spur	54.5	" "	8
Carlson Spur	54.8	West end	13
Noble Mill Spur	56.5	East end	4
Humbird Lumber Co. Spur	61.0	" "	3
McKinney's Spur	77.8	" "	12
Albany Falls Spur	91.1	" "	16
Goodhue Spur	96.1	West end	6
Farnsworth Spur	101.4	" "	8
Graham Lumber Co. Spur	102.9	" "	3
Aretic Ice Co. Spur	107.9	" "	7
Phoenix Spur	110.9	" "	21
Washington Lumber Co. Spur	111.9	East end	11
Spokane Lumber Co. Spur	115.1	West end	14
Davies Spur	129.3	East end	10

4 WEST BOUND.

SECOND DISTRICT SPOKANE AND WILSON CREEK.

EAST BOUND.

THIRD CLASS 691	SECOND CLASS				FIRST CLASS					Capacity of Sole Tracks	Capacity of Other Tracks	Distance from Spokane	Time Table No. 26. In Effect Oct. 31, 1909.					Telegraphic Code.	Distance from Wilson Creek	SIGNS. <small>See Rule 4, Page 10</small>	FIRST CLASS				
	401	487	435	451	3	25	27	43	1				26	2	44	28	4								
Local Freight Leave Daily Ex. Sunday	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Yard	Yard	0 0	STATIONS.					Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily			
7:40am	8:00pm	3:00pm	11:00am	1:00pm	8:46pm	7:30pm	6:50pm	9:10am	7:00am				SPOKANE	DS-O	DS-O	R* DN W	7:15am	7:40am	11:30am	2:57pm	10:25pm				
7:50	6:10	3:10	11:23	1:10	8:53	7:38	6:55	9:17	7:06	50	30	3 0	FORT WRIGHT				7:06	7:33	11:23	2:47	10:18				
8:25	6:55	4:00	12:16pm	1:55	9:09	7:49	6:07	9:32	7:20	61	6	9 0	HILLIARD				6:53	7:20	11:32	2:33	10:08				
8:45	7:25	4:35	12:45	2:25	9:18	7:57	6:13	9:40	7:39	50	16	12 4	LYONS	YA	86 3	DN W	6:44	7:09	11:08	2:25	10:00				
9:15	8:09	5:00	1:10	2:55	9:29	8:09	6:21	9:50	7:40	64	57	17 7	GALENA				6:34	6:58	10:57	2:15	9:50				
9:30	8:32	5:20	1:30	3:15	9:40	8:17	6:30	9:58	7:50	52	47	21 8	ESPANOLA			W	6:25	6:50	10:49	2:05	9:40				
9:50	8:52	5:40	1:55	3:40	9:50	8:27	6:40	10:10	8:00	61	59	25 4	WALKER				6:11	6:38	10:39	1:55	9:27				
10:20	9:15	6:05	2:20	4:05	10:00	8:37	6:48	10:20	8:12	69	35	41 0	EDWALL	WH	64 7	DN W	5:59	6:28	10:20	1:45	9:15				
10:45	9:35	6:15	2:35	4:20	10:08	8:43	6:55	10:28	8:19	60	15	37 8	CANBY				5:40	6:22	10:10	1:30	9:05				
11:15	10:20	6:40	3:00	4:45	10:20	8:55	7:04	10:40	8:30	63	58	43 2	HAUSTEUM				5:40	6:13	10:00	1:25	8:55				
12:01pm	10:50	7:15	3:30	5:25	10:35	9:07	7:15	10:55	8:43	18	93	50 6	HARRINGTON	HR	48 1	DN W	5:25	5:58	9:47	1:10	8:40				
12:20	11:10	7:45	3:50	5:43	10:43	9:15	7:23	11:04	8:57	69	25	55 3	MOROCCO				5:12	5:43	9:35	12:57	8:30				
12:25						9:18				0	17	56 8	MOHLER				5:08								
12:45	11:30	8:20	4:10	6:15	10:53	9:26	7:30	11:14	9:07	56	50	61 0	DOWNS	DN	37 7	DN	5:00	5:33	9:24	12:45	8:20				
1:10	11:50	8:40	4:35	6:45	11:04	9:36	7:40	11:20	9:15	69	39	65 6	LAMONA			W	4:50	5:24	9:15	12:35	8:13				
1:30	12:05pm	8:55	4:50	7:05	11:09	9:44	7:48	11:27	9:24	60	15	71 2	NEBO				4:42	5:17	9:02	12:25	8:06				
2:10	12:25	9:15	5:15	7:30	11:20	9:50	7:55	11:39	9:36	45	117	75 8	ODESSA	OD	22 9	DN	4:31	5:06	8:52	12:15	7:55				
2:30	12:40	9:30	5:30	8:00	11:28	10:03	8:02	11:45	9:43	60	15	80 4	SEWARD				4:23	4:58	8:42	12:05pm	7:40				
3:00	1:15	9:50	5:45	8:35	11:35	10:10	8:09	11:55	9:51	59	39	81 1	LIBBY	RY	44 0	DN W	4:15	4:51	8:36	11:55	7:32				
3:30	1:30	10:23	6:10	9:15	11:47	10:23	8:24	12:05pm	10:04	60	35	92 4	KRUPP	KR	6 0	DN	4:02	4:38	8:20	11:43	7:17				
4:00pm	1:50pm	11:00pm	6:40pm	9:45pm	11:50pm	10:36pm	8:35pm	12:20pm	10:15pm	78	150	98 7	WILSON CREEK	Z	0 0	R* DN WC Y	3:49pm	4:20pm	8:05pm	11:30pm	7:05pm				
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
691	401	487	435	451	3	25	27	43	1								26	2	44	28	4				
8 30 11 40	7 50 13 16	8 00 12 34	7 30 13 33	8 45 11 53	3 14 20 48	3 08 22 25	2 45 35 10	3 20 20 58	3 15 20 36								3 20 28 24	3 14 30 18	3 25 28 30	3 27 28 00	3 20 29 58				

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. All east bound freight trains will use left hand or passing track from Monroe St., Spokane. Between Spokane and Hilliard all trains will be operated under a block system, which will consist of a clearance from operator at Hilliard and Spokane.

No train or engine will be run between above points unless Conductor and Engineer have clearance card, Form 80, properly numbered, OK'd and completed. Form No. 219 not required in addition.

No. 25 will take siding for No. 4 where they meet.

No. 42 will stop at any station to let off passengers from east of Colbers.

Passengers on No. 2 for points between Spokane and Libby leave No. 2 and take No. 41 at Spokane.

No. 3 will stop at all points west of Spokane to let off passengers from points east of Colbert.

No. 41 will stop at any station to pick up passengers for points south of Shelby.

Passenger trains will not exceed a speed of 50 miles per hour on this District.

No. 1 will stop at Odesa on flag to let off passengers from Spokane or points east or to pick up passengers for regular stops west of Odesa.

Yard Limit Boards placed each way from Spokane.

Wilson Creek

INITIAL STATIONS.

Spokane for trains 1, 3, 25, 27, 43, 401, 435, 451, 487, 691  
Wilson Creek " " 2, 4, 26, 28, 44.

TERMINAL STATIONS.

Spokane for trains 2, 4, 26, 28, 44.  
Wilson Creek " " 1, 3, 25, 27, 43, 401, 435, 451, 487, 691.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Spokane	Switch at	Car Capacity
Fort Wright Spur	3.5	West end	16

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

SECOND CLASS.		Capacity of Side Tracks		Time Table No. 26. In Effect October 31, 1909.		SECOND CLASS.	
379	Mixed	Passing Tracks	Other Tracks	STATIONS.	Telegraph Code	Distance from Kootenook	SIGNS. See Rule 4, Page 10
Leave Tues. & Sat.	Leave Tues. & Sat.						380
7:00am	50	77	0 0	BONNER'S FERRY	BY	50.0	R D N W YK 12:30pm
	0	0	0 5	0.5 K. V. RY. JCT		49.5	
	0	0	1 0	0.5 DRAW BRIDGE		49.0	
	0	0	3 8	2.8 WATER TANK		46.2	W
* 7:30	0	17	7 7	3.9 RILEY		42.3	* 12:00
	0	0	16 2	8.5 WATER TANK		33.8	W
* 8:00	0	20	16 8	0.6 COPELAND		33.2	* 11:30
* 8:30	0	10	24 1	9.3 PORT HILL		23.9	* 11:00
* 8:55	0	0	28 7	0.6 RYKERTS		23.3	* 10:55
* 9:00am	0	20	33 1	0.4 CRESTON		16.9	R W 10:30am
	0	0	38 4	5.3 WILKES		11.6	
	0	0	47 1	8.7 SIRDAR JCT		2.9	
Arrive Tues. & Sat.	20	20	50.0	2.9 KUSKONOOK		0.0	W T
379							Leave Tues. & Sat. 380
2:00 16:55							2:40 16:55

**Special Rules.**

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

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

All trains must come to a full stop not less than 200 or more than 800 feet from draw bridge, one mile west of Bonner's Ferry and will not proceed until draw bridge is known to be closed.

Between Wilkes (Wynndel Jct. C. P. R.) and Sirdar Jct., trains use C. P. R. tracks, and crews will be governed by C. P. R. rules and time table, and will observe all special rules and bulletins in effect.

On C. P. R. Mountain Standard Time (one hour faster than Pacific Standard Time) is used.

When necessary to use C. P. R. tracks between Wilkes (Wynndel Jct. C. P. R.) and Sirdar Jct., arrangements must be made with C. P. R. at Creston, and orders received at that point.

**INITIAL STATIONS.**

Bonner's Ferry for train 379.  
Creston " " 380.

**TERMINAL STATIONS.**

Bonner's Ferry for train 380.  
Creston " " 379.

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.**

Name	Miles from Bonner's Ferry	Switch at	Car Capacity
Gibson Spur	2	East end	6
Calhoun & Bogle Spur	13	West end	10
Grays Spur	20	East end	4
Harpers Spur	22	"	10

**WATERVILLE LINE.**

SECOND CLASS.		Capacity of Sidings		Time Table No. 26. In Effect Oct. 31, 1909.		SECOND CLASS.	
382	Mixed	Other Tracks	Passing Tracks	STATIONS.	Distance from Mansfield	SIGNS. See Rule 4, Page 10	381
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday						Mixed Arrive Daily Ex. Sunday
5:20pm	0			COLUMBIA RIVER	0.40		10:50am
* 5:35	28			5.40 MOSES COULEE	55.04		10:40
* 5:55	35			5.19 APPLDIALE	49.85		10:30
* 6:20	40			PAISADES	44.72	W	10:00
* 6:50	33			5.47 McCUE	39.15		9:40
* 7:30	35			9.04 ALSTOWN	29.21	W	9:20
* 7:50	40			5.29 DOUGLAS	23.92		9:00
* 8:20	35			7.10 SUPPLIE	16.82		8:35
* 8:40	52			5.44 WITHROW	11.28	W	8:15
* 9:00	35			5.28 BYRON	5.40		7:50
* 9:30pm	52	58		5.40 MANSFIELD	0	R WCV	7:30am
Arrive Daily Ex. Sunday	4:10 10:40						Leave Daily Ex. Sunday 381 3:25 12:40
382							

**Special Rules.**

**INITIAL STATIONS.**  
Mansfield for train 382.  
Columbia River for train 381.

**TERMINAL STATIONS.**  
Mansfield for train 381.  
Columbia River for train 382.

6 WEST BOUND.

THIRD DISTRICT WILSON CREEK AND LEAVENWORTH.

THIRD CLASS.		SECOND CLASS.					FIRST CLASS.					Capacity of Nine Trucks			Time Table No. 26. In Effect October 31, 1909.			
693		381	435	451	401	487	25	27	3	43	1	Passenger	Freight	Passenger	Passenger	Passenger	Stations.	Teleph. Calls
Local Freight	Mixed	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Freight	Passenger	Passenger	Passenger	Passenger	Freight	Passenger	Passenger	Passenger		
Leave Daily Ex. Monday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
8:00am		7:05pm	10:20am	2:40am	11:30pm		10:11pm	8:37pm	12:04am	12:35pm	10:20am	25	140	0 0	0 0	0 0	WILSON CREEK	7
8:30		7:50	11:10	2:55	12:05am		10:50	8:40	12:20	12:40	10:35	48	10	7 9			STAFFORD	
9:00		8:15	11:35	3:22	12:30		11:06	8:59	12:30	12:40	10:43	78	173	13 1			ADRIAN	AD
9:25		8:35	11:55	3:45	12:55		11:15	9:08	12:40	12:58	10:51			17 8			SOAP LAKE	
10:00		8:55	12:20pm	4:15	1:15		11:26	9:17	12:55	1:10	11:01	52	46	23 1			EPHRATA	FR
10:30		9:25	12:45	4:35	1:40		11:35	9:26	1:05	1:20	11:09	62	8	28 3			SAVIER	
10:50		9:55	1:05	4:55	2:00		11:45	9:35	1:15	1:30	11:18	62	17	33 3			WINCHESTER	
11:28		10:20	1:30	5:15	2:33		11:55	9:45	1:27	1:42	11:28	56	40	39 1			QUINCY	ON
11:55		10:35	1:55	5:35	3:00		12:04am	9:55	1:37	1:55	11:37	48	3	44 1			CRATER	
12:30		11:00	2:25	6:08	3:25		12:15	10:07	1:50	2:07	11:48	50	12	50 6			TRINHAD	DI
12:50		11:20	2:40	6:25	3:45		12:23	10:16	2:00	2:17	11:57	61	10	55 5			VULCAN	
1:10		11:00am	11:35	6:45	4:00		12:30	10:24	2:10	2:26	12:06pm	50	88	56 6			COLUMBIA RIVER	CB
1:30		11:15	11:55	7:05	4:20		12:38	10:32	2:18	2:34	12:14	50	16	61 1			ROCK ISLAND	
1:50		11:28	12:20am	7:30	4:40		12:46	10:40	2:30	2:43	12:23	62	12	68 6			MALABA	
2:30		11:45	12:50 <sup>25</sup> 1:10 <sup>25</sup>	8:05	5:15		1:00 <sup>25-35</sup>	10:53	2:50	3:02	12:40	66	371	75 9			WENATCHEE	WC
3:00			1:43	8:25	5:50		1:12	11:05	3:02	3:17	12:50	66	17	82 8			MONITOR	
3:29 <sup>45</sup> 3:50 <sup>45</sup>			2:15	8:55	6:15		1:20	11:12	3:15	3:29	1:04	59	39	86 5			CASHMERE	CM
4:15			2:35	9:15	6:40		1:30	11:18	3:22	3:40	1:12	67	1	90 1			BOB'S	
4:40			3:00	9:45	7:05		1:42	11:25	3:30	3:51	1:21	68	8	94 6			PESHASTIN	
5:10pm			3:30am	10:45am	7:30am		1:55am	11:35pm	3:40am	4:00pm	1:30pm	69	492	98 7			LEAVENWORTH	CH
5:10			45	8:25	8:55		3:24	3:40	3:36	3:55	3:10							
10:30			21:30	11:20	11:36		29:55	32:7	29:45	29:50	31:34							

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. 3 will take siding for No. 11 where they meet.
- No. 25 will take siding for No. 2 where they meet.
- No. 43 will stop at any station to let off passengers from east of Colbert.
- No. 3 will stop at any station to let off passengers from east of Colbert.
- No. 11 will stop at any station to pick up passengers for points south of Shelby.
- Water tank shown at Trinitad is located 3 miles east of station.
- Passenger trains will not exceed a speed of 50 miles per hour on this District.

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

INITIAL STATIONS.

Wilson Creek for trains 1, 3, 25, 43, 101, 435, 451, 487, 683,  
Leavenworth " 2, 1, 26, 41.

TERMINAL STATIONS.

Wilson Creek for trains 2, 4, 26, 44,  
Leavenworth " 1, 3, 25, 43, 401, 435, 451, 487, 683.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Wilson Creek	Switch at	Car Capacity
Sand Spur	52.6	West end	16
Gravel Spur	53.1	" "	25
Sherman Spur	92.6	" "	10

THIRD DISTRICT - WILSON CREEK AND LEAVENWORTH.

EAST BOUND. 7

Time Table No. 26.  
In Effect October 31, 1909.

STATIONS.	Distance from Leavenworth	SIGNS. See Rule 4, Page 10	FIRST CLASS.					SECOND CLASS.						
			26	2	44	28	4	382						
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily	Mixed Arrive Daily Ex. Sunday						
WILSON CREEK	98.7	R <sup>2</sup> DN WC Y	* 3:44 <sup>Am</sup>	* 4:21 <sup>Am</sup>	* 8:00 <sup>Am</sup>	11:25 <sup>Am</sup>	* 4:5							
7.9 STRATFORD	99.8		3:30	4:08	7:41	11:15	f 6:40							
5.2 ADRIAN	85.6	DN Y K	* 3:22 <sup>01</sup>	3:10	* 7:30	11:00	* 6:30							
4.7 SOAP LAKE	80.9		3:12	3:45 <sup>01</sup>	7:20	10:51	f 6:20							
5.3 EPHATA	75.6	DN W	* 3:02	3:38	* 7:10	10:40	* 6:07							
5.7 NAYTOR	70.1		f 2:51	3:27	6:56	10:30 <sup>01</sup>	5:55							
5.9 WINCHESTER	65.1		2:43	3:20	f 6:46	10:20	f 5:45							
6.1 QUINCY	59.3	DN	* 2:33 <sup>47</sup>	3:10	* 6:38	10:08	* 5:35							
5.0 CRATER	54.3		2:23	3:00 <sup>47</sup>	f 6:22	9:58	5:25							
6.2 TRINIDAD	48.1	DN W	f 2:10	2:44	6:08 <sup>01</sup>	9:44	* 5:11							
4.9 VULCAN	43.2		f 2:00	2:32	5:56	9:35	5:00							
4.1 COLUMBIA RIVER	39.1	DN	f 1:50	2:25	f 5:48	9:26	f 4:49	5:15 <sup>pm</sup>						
4.5 ROCK ISLAND	31.6	W	f 1:40	2:18 <sup>3</sup>	5:40	9:18	f 4:40	5:00						
4.5 MALAGA	30.1		f 1:30	2:10	5:30	9:10	f 4:31	4:48						
2.3 WENATAHER	22.8	DN W T	* 1:10 <sup>25</sup> 1:00 <sup>15</sup>	1:57	* 5:15 <sup>47</sup>	8:55	* 4:15 <sup>45</sup>	4:30 <sup>pm</sup>						
6.9 MONITOR	15.9		f 12:50	1:43 <sup>45</sup>	5:00	8:38 <sup>01</sup>	f 3:58							
3.7 CAMMURE	12.2	DN W	* 12:40	1:36	* 4:52	8:30	* 3:50 <sup>01</sup>							
1.6 DRYDEN	8.6		12:31	1:30 <sup>25</sup>	f 4:41	8:20	3:40 <sup>43</sup>							
1.5 PESHASTIN	4.1		12:23	1:22	f 4:34	8:13	f 3:30							
4.1 LEAVENWORTH	0.0	R <sup>2</sup> DN WCTY K	12:15 <sup>Am</sup>	1:15 <sup>Am</sup>	4:25 <sup>Am</sup>	8:05 <sup>Am</sup>	3:20 <sup>pm</sup>	Leave Daily Ex. Sunday						
			26	2	44	28	4	382						
			3:29 29:2	3:00 31:20	3:35 27:00	3:20 29:00	3:00 20:00	45 21:00						

Time Table District  
Average Speed Per Hour

## SPECIAL RULES.

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

1. All light engines or engines with caboose only will take siding at meeting points, except when running as sections of a passenger train.
2. Car capacity of sidings is based on forty-two (42) feet per car.
3. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
4. All trains must be handled under absolute control and without regard to making schedule time at all points where danger of snow slides or falling rocks are liable to be encountered.
5. All trains must reduce speed to 8 miles per hour through City of Spokane.
6. **Derail Switches** - Derail switches are located at the following sidings: Crossport, 150 feet west of east end of industry track switch; Moravia, west end industry track; Naples, west end industry track; Colburn, 280 feet east of west head block; Sand Point, 150 feet east of west head block on passing track; 150 feet east of west switch on industry track and 250 feet west of east switch on empty coal track; Wrenco, 230 feet east of head block on Frost-Cope Co.'s Spur; Chattaroy, industry track, 265 feet west of east head block; Morse, industry track, 120 feet west of east head block; Hillyard, 250 feet west of east head block; Spokane, west end of both Monroe street crossings; Fort Wright Spur, 200 feet west of head block; Highland, 225 feet west of east head block; Galena, industry track, 295 feet east of west head block; Canby, west end passing track; Seward, west end passing track; Soap Lake, west end passing track; Bluestem, 185 feet west of east head block; Harrington, on house track 145 feet west of east head block; Downs, on industry track, 430 feet east of west head block; Naylor, 200 feet west of east head block; Dryden, 200 feet west of east head block; Crater, 216 feet east of west head block; Trinidad, 226 feet east of west head block; Trinidad Sand Spur, 145 feet from head block; Trinidad Gravel Spur, 410 feet from head block; Vulean, 216 feet east of west head block; Malaga, industry track, 208 feet west of east head block; Cashmere, 200 feet west of east head block; Peshastin, 190 feet west of east head block; Leavenworth, 170 feet west of east head block. Derail switches must always be set for the ground except when in actual use, whether there are cars on these tracks or not.
7. In addition to Signs provided for in Rule 7, the following Signs in column headed "Signs" indicate:
  - P Dispatcher's telephone, accessible at all times.
  - I Interlocked.
  - K Connection with foreign road.
  - Standard clock.

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

## COMPANY SURGEONS.

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

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

## TIME INSPECTORS.

Spokane | ..... Geo. H. Doerr. | Leavenworth..... | ..... F. E. Carlquist.  
 Hillyard |

**J. C. McFARLAN, Dispatcher.**  
**R. I. TRIPLETT, "**  
**J. W. DONOVAN, "**

**J. G. LUHRSEN, Dispatcher.**  
**J. A. CALDWELL, "**  
**C. H. NICHOLS, "**

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