

U.S. Line Appears

# GREAT NORTHERN RAILWAY



## SPOKANE DIVISION



# TIME TABLE No. 41

# 41

T (12:01) M.

## SUNDAY, JANUARY, 1915.

Superseding Time and all Suppleme

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

GEO. S. STEWART, Superintendent.

C. E. LEVERICH, 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.			FIRST CLASS.						Capacity of Side Tracks		Distance from Troy	Time Table No. 41. In Effect January 15, 1915.		Telegraph Code
701 MARCUS DIV	691	689	411	401	255 MARCUS DIV	257 MARCUS DIV	27	263	1	3	Passenger	Other	STATIONS.				
Local Freight Leaves Daily	Local Freight Leaves Daily Ex. Sunday	Local Freight Leaves Daily Ex. Monday	Time Freight Leaves Daily	Time Freight Leaves Daily	Passenger Leaves Daily	Passenger Leaves Daily Ex. Sunday	Pass. Mail Leaves Daily	Passenger Leaves Daily Ex. Sunday	Passenger Leaves Daily	Passenger Leaves Daily	Passenger	Passenger		Distance from Troy		STATIONS.	Telegraph Code
			12.05am	8.25pm				1.50pm		8.15am	411 11.50pm	100	352	0.0	TROY	UX	
			12.10am	8.30pm				1.55pm		8.20am	411 12.05pm	87	0	6.7	YAKT		
			1.00am	9.10pm				2.11pm		8.42am	411 12.20pm	87	16	13.7	LEONIA	ON	
			1.25am	9.35pm				2.38pm		8.57am	411 12.35pm	61	0	20.8	KATKA		
			1.50am	10.00pm				3.03pm		9.11am	411 12.50pm	87	18	27.3	CROSSPORT		
		402 8.30am	2.21am	10.20pm				3.30pm	4.21pm	1.08pm	411 1.08pm	88	80	31.4	BONNER'S FERRY	BY	
														31.8	K. V. RY. JCT.		
		263-438 7.08	2.55am	10.50pm				3.48pm	4.39pm	1.20pm	411 1.20pm	87	22	36.3	MORAVIA		
			3.00am	11.25pm				4.00pm	4.51pm	1.35pm	411 1.35pm	87	22	43.8	NAPLES	NA	
		402 8.00	3.05am	11.30pm				4.05pm	4.56pm	1.50pm	411 1.50pm	87	9	50.3	ELMIRA		
			3.11am	12.00am				4.11am	5.02pm	2.05pm	411-438 2.05pm	80	8	57.0	COLUMBIA		
												0	17	59.4	BRONX		
		2 10.25	3.55am	1.00pm				4.25pm	5.07pm	2.20pm	411 2.20pm	47	0	64.8	SAND POINT	S	
			4.10am	1.15pm				4.35pm	5.17pm	2.30pm	411 2.30pm	87	0	69.0	HORNBY		
			4.30am	1.35pm				4.55pm	5.37pm	2.45pm	411 2.45pm	87	31	73.6	WRENCOE		
			4.50am	1.55pm				5.15pm	5.57pm	3.00pm	411 3.00pm	87	18	78.7	LACLEDE	C	
		600 12.05pm	5.05am	2.12pm				5.35pm	6.17pm	3.15pm	401-438 3.12pm	87	12	83.5	THAMA		
			5.20am	2.30pm				5.55pm	6.37pm	3.30pm	411 3.30pm	87	28	86.9	PRIEST RIVER	NC	
			5.40am	2.50pm				6.15pm	6.57pm	3.45pm	411 3.45pm	80	20	93.5	NEWPORT	NR	
			6.00am	3.10pm				6.35pm	7.17pm	4.00pm	411 4.00pm	87	28	96.8	PENRITH		
			6.20am	3.30pm				6.55pm	7.37pm	4.15pm	411 4.15pm	87	18	101.3	SCOTIA	SC	
		28 2.10	6.45am	3.50pm				7.15pm	7.57pm	4.30pm	411 4.30pm	87	20	108.0	CAMDEN		
			7.05am	4.10pm				7.35pm	8.17pm	4.45pm	411 4.45pm	87	23	110.8	BLK.	KB	
			7.25am	4.30pm				7.55pm	8.37pm	5.00pm	411 5.00pm	87	25	115.3	MILAN	RA	
			7.50am	4.50pm				8.15pm	8.57pm	5.15pm	411 5.15pm	87	12	121.8	CHATTAROY		
			8.10am	5.10pm				8.35pm	9.17pm	5.30pm	411 5.30pm	87	66	126.7	DEAN	BP	
			8.30am	5.30pm				8.55pm	9.37pm	5.45pm	411 5.45pm	87	16	130.2	MORSE		
			8.50am	5.50pm				9.15pm	9.57pm	6.00pm	411 6.00pm	87	16	130.2	MORSE		
			9.10am	6.10pm				9.35pm	10.17pm	6.15pm	411 6.15pm	87	16	130.2	MORSE		
			9.30am	6.30pm				9.55pm	10.37pm	6.30pm	411 6.30pm	87	16	130.2	MORSE		
			9.50am	6.50pm				10.15pm	10.57pm	6.45pm	411 6.45pm	87	16	130.2	MORSE		
			10.10am	7.10pm				10.35pm	11.17pm	7.00pm	411 7.00pm	87	16	130.2	MORSE		
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			2.30am	11.30pm				2.55am	3.37am	10.15pm	411 10.15pm	87	16	130.2	MORSE		
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			1.30am	10.30am				1.55am	2.57am	6.30am	411 6.30am	87	16	130.2	MORSE		
			1.50am	10.50am				2.15am	3.17am	6.45am	411 6.45am	87	16	130.2	MORSE		

FIRST DISTRICT-SPOKANE TO TROY

Time Table No. 41 In Effect January 10, 1915.	Distance from Spokane	SIGNS. See Rule 7, Page 12	FIRST CLASS.						SECOND CLASS		THIRD CLASS	
			2	28	264	4	256	258	402	436	690	
			Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	Time Freight Arrive Daily	Time Freight Arrive Daily	Local Freight Arrive Daily Monday	Local Freight Arrive Daily Ex. Sunday
TROY	139.6	R@P DN WCT	12.85pm	5.80pm		8.45am			9.80am	10.00am		
YAKT	132.9	P	12.90	5.15		8.28			8.50	9.20		
LEONIA	125.0	PDN	12.05pm	5.08		8.11			8.05	9.00		
KATKA	118.8	P W	11.48	4.50		8.56			7.90	8		
CROSSPORT	112.4	P	11.86	4.88		8.41			8.40	8		
BONNER'S FERRY	108.2	R@P DN W Y K	11.27	4.80	9.80pm	8.21			8.10	7.36		
K. V. RY. JCT.	107.8										5.80pm	
MORAVIA	103.3	P	11.16	4.90	9.90	8.21			8.80	7.00		5.00
NAPLES	98.8	PD W	11.06	4.11	9.08	8.09			4.47	6.30		4.85
ELMIRA	89.3	P	10.58	4.01	8.54	7.58			4.11	28		4.01
COLBURN	82.6	P	10.40	3.50	8.41	7.45			3.15	5.11		3.24
BRONX	80.2	#			8.38							
SAND POINT	75.0	R@P DN WC Y K	10.25	3.38	8.24	7.30			2.30	4.80		2.40
HORNBY	70.6	P	10.17	3.25	8.19	7.18			1.60	4.00		1.85
WRENCOE	66.0	P	10.11	3.19	8.08	7.09			1.80	3.45		1.16
LACLEDE	60.9	PD W	10.04	3.08	7.56	6.58			1.15	3.27		1.25
THAMA	56.1	P	9.56	2.58	7.46	6.50			1.25	3.12		1.20pm
PRIEST RIVER	52.7	PDN	9.50	2.52	7.40	6.42			1.20am	3.05		1.18.00
NEWPORT	48.1	PDN W K	9.40	2.37	7.27	6.30			1.10	3.15		1.10.50
PENRITH	43.8	P	9.31	2.30	7.18	6.18			1.10	1.45		1.08.35
SCOTIA	38.3	PD	9.22	2.22	7.08	6.08am			1.05	1.80		1.01.15
CAMDEN	31.6	P W	9.07	2.10	6.55	5.55			9.55	1.40		9.37-2.05 8.45-4.11
ELK	28.8	PDN	9.02	2.05	6.49	5.45			9.35	1.20		8.20
MILAN	24.3	PD	8.54	1.57	6.40	5.35			9.15	1.05am		7.40
CHATTAROV	17.8	P	8.41	1.47	6.28	5.20			8.55	1.00		7.08
DEAN	13.9	R@P DN W	8.34	1.41	6.20	5.10	9.80am	8.03pm	8.40	1.15		6.30
MORSE	9.4	P	8.27	1.38	6.10	5.00	9.20	4.55	8.25	1.10		6.15
HILLYARD	4.0	R@P DN WCTYO	8.20	1.30	6.00	4.50	9.10	4.42	8.00	11.00pm	4.00pm	6.00am
O.-W. R. & N. JCT.	1.2	PDN I K	8.08	1.08	5.48	4.38	8.58	4.28	8.00		8.40	
SPOKANE	0.0	R@P DN W OK	8.00am	1.05pm	5.45pm	4.30pm	4.25pm		4.40pm		8.30pm	
Time Over District			4.25	4.26	3.4	3.15	3.2	3.23	12.30	11.00	30	11.30
Average Speed Per Train			30.2	31.7	28.8	28.6	29.0	22.1	8.3	12.9	9.8	8.9

EAST BOUND. 3

Special Rules.

Normal position of Junction switch, K. V. Ry. Jct., and connection with Marcus Division at Dean for Main Line, Spokane Division.

Freight trains 689 and 690 will carry passengers when provided with proper transportation. Passengers for local points west of Spokane leave train 1 and take train 3 at Spokane.

Trains 263 and 264 will stop on flag for passengers at Samuels, Albany Falls Spur and McArthur Spur.

Trains 3 and 4 will stop on flag on Sundays at Thama, Hornby, Samuels, Albany Falls and McArthur Spur.

Train 27 will register at Bonner's Ferry by card, except when running in sections.

Trains 1, 27 and 28 will register at Sand Point by card, except when running in sections.

Trains 1, 2, 27 and 28 will register at Dean by card, except when running in sections.

Marcus Division trains and engines will be governed by Time Table and Special Instructions of Spokane Division between Dean and Spokane.

Lap sidings located at Sand Point and Newport, all trains will take siding at the lap and not at outside switches.

Maximum rate of speed for passenger trains between Troy and Yakt, Crossport, Botta and Chattaroy thirty-five (35) miles per hour and between Yakt and Crossport, Botta and Chattaroy thirty (30) miles per hour; maximum rate of speed for freight trains between Troy and Spokane thirty (30) miles per hour.

All trains will not exceed a speed of fifteen miles per hour from one and one-half to two and one-half miles east of Katka.

All trains will not exceed a speed of twelve miles per hour crossing bridge 258 between Camden and Botta.

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; in addition to clearance form 210. West bound trains will receive at Hillyard, clearance O.-W. R. & N. junction to Spokane.

Double track extends from Hillyard to O.-W. R. & N. junction.

Yard limit boards placed each way from Troy, Bonner's Ferry, Dean, Hillyard, Spokane.

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 35 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 610 feet and 1250 feet west of O.-W. R. & N. crossing. Both east and west bound home signal and denotes home signal and distant 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 full stop, then signal is at stop and it denotes no trains between these signals. If distant signal is at 45 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.

Room whistle signals for tracks with switches controlled from interlocking tower:

LOCATION AND LENGTH OF TUNNELS.			
O.-W. R. & N. Junction—Main line, one Tunnel long.	No.	Location of West Portal.	Length in feet
O.-W. R. & N. Transfer No. 1, one long and one short.	7	4664' W. of M.P. 1346; 3.21 mi. W. of str. pass. track, Yakt	381
O.-W. R. & N. transfer No. 2, two long and one short.	8	2473' W. of M.P. 1348; 4.88 mi. W. of str. pass. track, Yakt	174'
Auxiliary telephones located in Kootenai Canyon as follows:	9	4073' W. of M.P. 1359; 2.22 mi. W. of str. pass. track, Katka	302'
At West Switch Troy.	10	3153' W. of M.P. 1360; 2.94 mi. W. of str. pass. track, Katka	216.5'
Six telegraph poles west of mile post 1341.	10.1	609' W. of M.P. 1374; 0.70 mi. W. of str. pass. track, Moravia	609'
At mile post 1345.	10.2	937' W. of M.P. 1376; 2.80 mi. W. of str. pass. track, Moravia	510'
At mile post 1354.	10.3	4492' W. of M.P. 1443; 4.72 mi. W. of str. of depot, Botta	240'

INITIAL STATIONS.		TERMINAL STATIONS.	
Troy	for trains 1, 2, 27, 401, 411.	Troy	for trains 2, 4, 28, 402, 436.
Bonner's Ferry	" 263, 689.	Bonner's Ferry	" " 264, 690.
Dean	" " 255, 257, 701.	Dean	" " 256, 258.
Hillyard	" " 436, 691, 690.	Hillyard	" " 689, 701, 692.
Spokane	" " 2, 4, 28, 256, 258, 264, 402, 692.	Spokane	" " 1, 3, 27, 255, 257, 263, 401, 411, 691.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TIME TABLE.

NAME	Miles from Troy	Switch at	Car Capacity
Bonner's Ferry Lumber Co.	30.1	West end	100
McArthur Spur	45.0	" "	23
264 Lumber Co.	42.9	" "	11
Carlson Spur	34.9	West end	8
Humbird Lumber Co. Spur	31.0	East end	3
Blumen's Spur	27.5	" "	15
McKinney's Spur	27.6	" "	16
Albany Falls Spur	30.8	" "	16
Graham Lumber Co. Spur	102.8	West end	3
Artie Lee Co. Spur	107.1	" "	11
Washington Lumber Co. Spur	114.1	East end	14
Spokane Lumber Co. Spur	115.0	West end	11
Davis Spur	128.4	East end	60

**Special Rules.**

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. 27 and No. 402 and No. 255 and No. 402 when on time meet on double track between O.-W. R. & N. Junction and Hillyard.

4 WEST BOUND.

SECOND DISTRICT—SPOKANE TO WILSON CREEK.

THIRD CLASS.				SECOND CLASS.			FIRST CLASS.					Capacity of Side Tracks		Distance from Spokane	Time Table No. 41. In Effect January 10, 1915.		Telegraph Code
691				411	401	7 S. P. & S. No. 1	25	27	3	1	Passing Tracks	Other Tracks	STATIONS.				
Local Freight Leave Daily Ex. Sunday				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		
0.40am				2.40pm	11.50am	8.20am	8.30pm	5.50pm	8.30am	8.15am				3.0	SPOKANE	DS-Q	
* 6.48				2.55	12.36pm	8.31am	8.35	5.55	f 8.41	8.20	87		3.0	FORT WRIGHT	FW		
* 7.25				3.50	1.05		8.50	6.08	f 8.56	8.34	87	10	9.0	HIGHLAND			
* 7.45				4.25	1.50		9.00	6.14	f 9.05	8.48	87	16	12.4	LYONS	YA		
* 8.05				5.00	2.15		9.08	6.28	f 9.16	8.59	87	27	17.7	GALENA			
* 8.30				5.35	2.40		9.18	6.39	f 9.26	9.09	87	47	21.8	ESPANOLA			
* 9.07				6.10	3.10		9.24	6.57	f 9.37	9.07	87	59	25.3	WAWKON			
* 9.30				6.35	3.30		9.38	6.45	* 9.50	9.14	87	35	34.0	EDWALL	WH		
* 10.25				7.30	4.05		9.38	6.50	f 9.57	9.20	87	8	37.8	CANBY			
* 11.24				7.49	4.30		9.46	6.57	f 10.10	9.28	87	58	43.2	BLUESTEM			
* 12.10pm <sup>107</sup>				8.30	5.00		* 9.57	7.08	* 10.27	* 9.43	87	93	50.6	HARRINGTON	HR		
* 1.00							10.08	7.17	f 10.39	9.51	87	84	57.3	MOHLER			
* 1.40				9.05	5.35		10.11	7.29	f 10.48	9.57	87	80	61.0	DOWNES			
* 2.00				9.20	5.55		10.18	7.39	f 10.57	10.05	87	39	65.6	LAMONA			
* 2.15				9.35	6.10		10.26	7.57	f 11.07	10.18	115	15	71.2	NEMO			
* 2.40				9.50	6.35		10.38	7.45	* 11.18	f 10.20	87	117	75.8	ODESSA	OD		
* 2.55				10.05	6.55		10.39	7.54	f 11.27	10.27	87	15	80.4	SEWARD			
* 3.15				10.20	7.31		10.45	8.08	* 11.35	10.34	87	26	84.7	IRBY	RY		
* 3.45				10.55	7.50		10.55	8.15	* 11.46	10.44	87	35	92.2	KRUPP	KR		
* 4.10pm				11.30pm	8.10pm		* 11.05pm	8.25pm	* 11.50am	* 10.55am	Yard	Yard	98.8	WILSON CREEK	Z		
Arrive Daily Ex. Sunday				Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
691				411	401		7	25	27	3							
9.30				8.45	8.20		0.06	3.35	3.35	3.21							
10.4				11.3	11.9		30.0	38.3	38.3	29.9							
													Time Over District Average Speed Per Hour				



**EAST BOUND.**

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

Time Table No. 41. In Effect January 10, 1915.		SIGNALS. See Rule 7, page 12.	FIRST CLASS.					SECOND CLASS.	THIRD CLASS.
STATIONS.	Distance from Wilson Creek.		2	28	26	4	6	402	692
			Passenger	Express	Passenger	Passenger	Passenger	Time Freight	Local Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	
SPOKANE	98.5	R P DN W OK	7:45am	12:46pm	9:55pm	10:00pm	7:20am	4:30pm	8:15pm
FORT WRIGHT	95.5	P DN I	7:36	12:36	9:55	9:50	691 7:10am	4:20	411 2:55
HIGHLAND	89.5	P	7:25	12:25	9:10	9:37	411 3:50		2:15
LYONS	86.4	P DN W	7:18	12:19	9:00	9:30	8:25		401 1:50
GALENA	81.1	P	7:08	12:10	8:47	9:21	8:05		1:30
ESPANOLA	77.0	P W	6:58	12:02pm	8:36	9:15	401 2:40		1:15
WALUKON	70.5	P	6:49	11:51	8:24	9:05	3:05		12:45
EDWALL	64.8	P DN W	6:40	11:42	8:10	8:57	1:40		12:15pm
CANBY	61.0	P	6:34	11:34	7:59	8:51	1:15		11:50
BLUESTEM	55.6	P	6:26	11:24	7:49	8:48	12:55		28-991 11:24
HARRINGTON	48.2	P DN W	6:10	11:08	7:32	8:30	691 12:15pm		10:27 1-3 9:38
MOHLER	41.5	P	5:57	10:57	7:17	8:18	11:30		9:12
DOUWAS	37.8	P	5:51	10:48	7:08	8:11	3-28 10:48		8:55
LAMONA	32.2	P D W	5:48	10:38	6:57	8:04	10:05		8:30
NEMO	27.6	P	5:34	10:30	6:45	7:54	9:08		8:00
ODESSA	23.0	P DN	5:26	10:20	6:35	7:45	8:25		7:40
SEWARD	18.4	P	5:18	10:04	6:24	7:37	8:05		7:10
IRBY	14.1	P D W	5:11	9:56	6:16	7:31	7:50		6:55
KRUPP	8.6	P D	5:00	9:44	6:03	7:21	7:22		6:30
WILSON CREEK	0.0	R P DN WC Y	4:50am	9:33am	5:50pm	7:12pm	7:00am		6:00am
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	
			2	28	26	4	6	402	692
Time Over District Average Speed Per Hour			2:55 33.8	3:12 30.9	3:45 26.3	3:48 35.3	0:10 18.1	0:30 10.4	0:15 10.7

**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 trains 25 and 27 five (5) minutes.

Other opposing trains will clear trains 4, 25 and 27 ten (10) minutes.

All west bound trains must be clear at the time trains 25 and 27 are due to leave the next station in the rear where time is shown.

All east bound trains must be clear at the time No. 4 is due to leave the next station in the rear where time is shown.

Yard Limit Boards placed each way from Spokane, Wilson Creek.

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

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

Maximum rate of speed for passenger trains between Spokane and Fort Wright and Lyons and Wilson Creek, sixty (60) 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.

Normal position for 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 30) properly numbered, OK'd and completed in addition to clearance Form 210.

Fort Wright will not be a register station, as the register at Spokane passenger station will cover the arrival and departure of trains at Fort Wright.

Switches at junction with S. P. & S. Ry. at Fort Wright are operated from interlocking tower and signals are located as follows:

Home signal for west bound trains located 55 feet east of main line switch leading to S. P. & S. Ry. and has three arms. Top arm at 90 degrees up is for main line, second arm at 90 degrees up is for S. P. & S. Ry. and third arm is for passing track.

Home signal east bound for G. N. Ry. located 600 feet west of east main line switch, on right hand side of passing track going east and is a bracket pole, top arm is for main line trains, lower arm is fixed and denotes home signal and derailed 55 feet ahead of same.

Home signal on S. P. & S. Ry. located 580 feet from east main line switch and has two arms. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derailed 55 feet ahead of same.

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

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

East bound Distant Signal on G. N. Ry. is located 3700 feet west of East bound Home Signal.

S. P. & S. Distant Signal is located at west end of tunnel.

All Distant Signals work as follows: If at 90 degrees up green light is shown, it denotes Home Signal clear. 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 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.

<b>INITIAL STATIONS.</b>	<b>TERMINAL STATIONS.</b>
Spokane for trains 1, 3, 7, 25, 27, 401, 411, 691.	Spokane for trains 2, 4, 6, 26, 28, 402, 692.
Wilson Creek " " 2, 4, 26, 28, 402, 692.	Wilson Creek " " 1, 3, 25, 27, 401, 411, 691.
Fort Wright " " 6.	Fort Wright " " 7.

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

Name	Miles from Spokane	Switch at	Car Capacity
Fort Wright Spur	3.5	West end	46

**6 WEST BOUND.**

**THIRD DISTRICT—WILSON CREEK AND LEAVENWORTH.**

**EAST BOUND.**

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				Capacity of Ride Tracks		Time Table No. 41. In Effect January 10, 1915.		STATIONS.	Telegraph Code	Distance from Leavenworth	SIGNS. See Rule 7, Page 12	FIRST CLASS.				SECOND CLASS.		THIRD CLASS.
693	381	401	411	25	27	3	1	Passing Trains	Clearing Trains	Distance from Wilson Creek	2					28	26	4	382	402	694	
Local Freight	Mixed	Time Freight	Time Freight	Passenger	Fast Mail	Passenger	Passenger				Arrive Daily	Express	Passenger	Passenger	Mixed	Time Freight	Local Freight					
Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday					
8.00am		27 8.55pm	1.00am	11.10pm	401 8.30pm	12.01pm	11.00am	Yard	Yard	0.0	..... WILSON CREEK .....	Z	98.4	R*P*DN WC Y	4.45am	9.28am	5.45pm	7.07pm			6.30am	4.20pm
8.30	9.80	1.45	11.31	8.45	12.14	11.12	87	10	7.9	7.9	..... STRATFORD .....		90.5	P	4.88	9.15	5.80	6.56			6.05	3.45
9.07	9.50	2.15	11.29	8.55	12.25	11.19	87	173	13.1	13.1	..... ADRIAN .....	AD	85.3	PDN Y K	4.25	9.07	5.20	6.49			5.50	3.20
9.30	10.10	2.40	11.28	9.02	12.37	11.25	87	17	17.6	17.6	..... SOAP LAKE .....	AP	80.8	PD	4.17	8.57	5.11	6.42			5.35	3.00
9.55	10.30	3.10	11.47	9.13	12.50	11.04	87	55	23.0	23.0	..... EPHRATA .....	FR	74.4	PDN W	4.10	8.47	5.00	6.36			5.80	2.40
10.20	10.50	3.40	11.50	9.23	12.58	11.41	87	8	28.1	28.1	..... NAVY .....		70.3	P	4.02	8.37	4.49	6.25			5.55	2.10
10.40	11.10	4.02	12.03am	9.31	1.07	11.48	87	17	32.2	32.2	..... WINCHESTER .....		65.2	P	3.55	8.27	4.41	6.21			4.40	1.55
11.10	11.30	5.05	12.15	9.42	1.20	11.57	96	104	39.3	39.3	..... QUINCY .....	QN	59.1	PDN W Y	3.48	8.15	4.30	6.13			4.10	1.20
11.35	12.24am	5.20	12.24	9.50	1.30	12.04pm	57	3	44.4	44.4	..... CRATER .....		54.0	P	3.36	8.05	4.10	6.05			3.36	12.50
1-694 12.15pm		5.40	12.35	9.50	1.40	12.15	157 W87	12	50.4	50.4	..... TRINIDAD .....	DI	48.0	PDN W	3.20	7.50	4.04	5.54			3.20	1-693 12.15pm
12.40	1.10	6.02	12.42	10.08	1.50	12.24	87	8	55.3	55.3	..... VULCAN .....		43.1	P	3.08	7.37	3.51	5.45			3.08	11.15
12.55	1.15pm	6.20	12.49	10.14	1.59	12.32	87	88	59.4	59.4	..... COLUMBIA RIVER .....	CM	39.0	R PDN	3.01	7.29	3.41	5.38			4.05pm	10.50
1.10	1.80	6.35	12.57	10.21	2.08	12.41	53	16	64.0	64.0	..... ROCK ISLAND .....		34.4	P W	2.53	7.18	3.32	5.32			3.50	12.57
1.25	1.60	7.10	1.05	10.27	2.17	12.50	87	23	68.4	68.4	..... MALAGA .....		30.0	P	2.45	7.10	3.22	5.24			3.35	12.10am
1.55	2.10pm	8.15	1.22	10.42	2.35	1.10	118	822	75.2	75.2	..... WENATCHEE .....	WC	23.2	R PDN W T	2.35	6.55	3.10	5.15			3.20pm	11.50
2-26 2.50		8.50	1.34	10.55	2.50	1.23	87	17	82.6	82.6	..... MONITOR .....		15.8	P	2.20	6.38	2.50	4.59				11.20
3.20		9.40	1.42	11.05	3.05	1.32	157 W87	62	86.2	86.2	..... CASHMERE .....	OM	12.2	PDN W	2.18	6.31	2.38	4.52				11.05
4.00		10.00	1.50	11.14	3.18	1.42	87	17	90.9	90.9	..... DRYDEN .....		7.5	P	2.08	6.25	2.24	4.45				10.30
4.38		10.25	2.00	11.28	3.30	1.50	76	20	94.4	94.4	..... PESHASTIN .....		4.0	PI	2.00	6.14	2.13	4.38				10.15
5.10pm		11.00am	2.15am	11.36pm	3.45pm	2.00pm	Yard	Yard	98.4	98.4	..... LEAVENWORTH .....	CH	0.0	R*P*DN WCTYOK	1.45am	6.05am	2.00pm	4.30pm			10.00pm	6.30am
693	381	401	411	25	27	3	1								2	28	26	4	382	402	694	
9.10	10.7	10.8	9.8	3.05	3.05	3.44	3.99								3.00	3.23	3.45	3.27	4.5	4.29	9.50	
				31.9	31.9	26.2	32.8								32.4	29.1	26.2	27.7	21.0	11.6	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 trains 25 and 27 five (5) minutes. Other opposing trains will clear trains 4, 25 and 27 ten (10) minutes. All west bound trains must be clear at the time trains 25 and 27 are due to leave the next station in the rear where time is shown. All east bound trains must be clear at the time No. 4 is due to leave the next station in the rear where time is shown. Nos. 693 and 694 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. Water tank shown at Trinidad is located 3 miles east of station. Lap Sidings located at Trinidad and Cashmere. All trains will take siding at the lap and not at outside switches. Normal position of Waterville Line switch, on passing track, at Columbia River is for Waterville Line. 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, 25, 27, 401, 411, 693.  
Leavenworth " " 2, 4, 26, 28, 402, 694.  
Columbia River for train 381. Wenatchee for train 382.

**TERMINAL STATIONS.**  
Wilson Creek for trains 2, 4, 26, 28, 402, 694.  
Leavenworth " " 1, 3, 25, 27, 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	52.8	West end	16
Gravel Spur	53.1	" "	25
Ohio Colony Spur	65.1	East End	3
Sherman Spur	92.6	West End	10

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

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

Maximum rate of speed for passenger trains between Wilson Creek and Crater, Rock Island and Wenatchee, sixty (60) miles per hour and between Crater and Rock Island, Wenatchee and 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 twelve miles per hour over bridge 359 crossing of Columbia River between Rock Island and Malaga.

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

SECOND CLASS.				Time Table No. 41. In Effect January 10, 1915.				SECOND CLASS.			
379	Capacity of Side Tracks		Distance from Bonner's Ferry	STATIONS.	Telegraph Calls	Distance from Wilkes	SIGNS. See Rule 7, Page 12	380	Mixed	Arrive Tues. & Sat.	
	Passing Tracks	Other Tracks									
8.00am	58	77	0.0	BONNER'S FERRY	BY	38.1	R P DN W YK	11.80am			
	0	0	0.3	K. V. RY. JCT.		37.8					
8.80	0	17	7.5	RITZ		30.6		11.01			
	0	0	9.5	WATER TANK		28.6	W				
9.00	0	20	16.9	COPELAND		21.2		10.80			
9.80am	0	10	26.0	PORT HILL		12.1		10.00am			
	0	0	26.6	RYKERTS		11.5					
	0	20	32.9	CRESTON		5.2	W				
	0	0	38.1	WILKES		0	K				
Arrive Tues. and Sat.								Leave Tues. and Sat.			
379								380			
1.30 17.3								1.30 17.3			
										Time Over District Average Speed Per Hour	

**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. Maximum rate of speed for all trains twenty (20) miles per hour.

**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
Delilbon Spur	17	East end	4
Gray's Spur	20	" "	4
Harpers Spur	22	" "	10

**West Bound. WATERVILLE LINE. East Bound. 7**

SECOND CLASS.				Time Table No. 41. In Effect January 10, 1915.				SECOND CLASS.			
381	Capacity of Side Tracks		Distance from Mansfield	STATIONS.	Distance from Columbia River	SIGNS. See Rule 7, Page 12	382	Mixed	Arrive Daily Ex. Sunday		
	Passing Tracks	Other Tracks									
9.00am	58	52	0	MANSFIELD	60.5	R W C Y	8.35pm				
9.15		35	5.4	TOUHEY	55.1		8.15				
9.35		52	11.4	WITTHROW	49.1	W	7.55				
9.55		35	17.0	SUPPLEE	43.5		7.35				
10.30		40	24.0	DOUGLAS	38.5		7.10				
11.00		35	29.3	ALSTOWN	31.2	W	6.15				
11.40		33	39.1	McCUE	21.4		5.45				
12.05pm		40	44.7	PALISADES	15.8	W	5.15				
12.25		35	49.8	APPLEDALE	10.7		4.55				
12.45		28	55.1	MOSES COULEE	5.4		4.40				
1.05pm	87	88	60.5	COLUMBIA RIVER	0	R DN	4.15pm				
Arrive Daily Ex. Sunday							Leave 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.

**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.

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.

**8 WEST BOUND.**

**WENATCHEE-OROVILLE LINE.**

**EAST BOUND.**

SECOND CLASS.			FIRST CLASS.			Capacity of Ride Tracks			Time Table No. 41. In Effect January 10, 1915.				FIRST CLASS.			SECOND CLASS.					
		<b>377</b>				Passing Trains	Other Trains	Distance from Wenatchee	<b>STATIONS.</b>				Coltchoupe Cuts	Distance from Oroville	<b>SIGNS</b> See Rule 7, page 12.					<b>378</b>	
		Mixed Leave Daily Ex. Sunday							<b>Time Table No. 41. In Effect January 10, 1915.</b>						<b>SIGNS</b> See Rule 7, page 12.					Mixed Arrive Daily Ex. Sunday	
									<b>STATIONS.</b>						<b>SIGNS</b> See Rule 7, page 12.						
		8:00am				118	822	.00	WENATCHEE				One Long	137.3	R P D N W T						2:00pm
		f 8:15				0	36	3.5	3.5 OLDS					133.8							f 1:40
		f 8:34				0	37	8.0	4.5 ZENA					129.3							f 1:25
		f 8:58				0	47	13.6	5.5 WAGNERSBURG					123.7							f 1:08
		* 9:21				46	39	18.9	3.3 ENTIAT				One Short One Long	118.3	D W						* 12:45
		f 9:51				"	42	26.0	2.1 WINGSAP					111.2							f 10:10pm
		f 10:17				"	47	31.9	8.8 STAYMAN					105.3							f 11:00
		* 10:30				0	5	37.9	5.9 CHELAN FALLS					99.4							* 11:35
		* 10:49				0	41	38.9	1.1 CHELAN				One Long One Short	98.3	D W						* 11:30
		f 11:09				0	42	44.1	5.2 HUGO					93.1							f 11:09
		f 11:34				0	42	49.8	5.7 WELLS					87.4							* 10:44
		f 11:49				0	41	53.4	3.6 STARR					83.8							f 10:32
		* 12:45pm				85	62	58.9	5.5 PATEROS				Two Short	78.3	D W						* 10:15
		* 1:11				0	42	65.0	0.1 BREWSTER				Two Short One Long	72.2	D						* 9:35
		f 1:40				0	41	71.6	0.6 SWANSEA					65.6							f 9:12
		f 2:00				0	42	76.4	4.8 WAKEFIELD					60.9	W						f 8:52
		f 2:27				0	42	82.0	6.3 MALOTT					54.6							f 8:32
		f 2:44				0	41	86.6	4.00 CHILLOWIST					50.6							f 8:20
		* 3:04				0	41	91.5	4.5 OKANOOGAN				One Long Two Short	45.7	D W					* 8:05	
		* 3:21				42	36	95.7	4.2 OMAK				Three Short	41.5	D						* 7:52
		f 3:41				0	42	100.5	4.7 CHEROKEE					36.8							f 7:38
		* 3:59				0	44	104.7	4.3 RIVERSIDE				Three Short One Long	32.5	D W					* 7:25	
		f 4:21				0	42	110.1	5.3 BARKER					27.2							f 7:09
		f 4:43				0	42	115.4	5.4 JANIS					21.8							f 6:53
		* 5:00				0	45	120.3	4.8 TONASKET				One Long Three Short	17.0	D W					* 6:38	
		f 5:20				0	42	126.2	5.9 ELLISFORD					11.1							f 6:20
		f 5:40				0	42	131.6	5.4 CORDELL					5.7							f 6:04
		* 5:55				0		136.4	4.8 OROVILLE JCT						D R Y						* 5:50

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

		* 6:00pm						137.3	0.0 OROVILLE				Two Long	.00	R P D W C						5:45am
		Arrive Daily Ex. Sunday MARCUS DIV 384																			Leave Daily Ex. Sunday MARCUS DIV 383
		<b>377</b>																			<b>378</b>
		10:00 13:7																			8:15 16:6

Time Over District  
Average Speed Per Hour

**Special Rules.**

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

Yard limit boards placed each way from Wenatchee and Oroville Jct.

Drawbridge located across Okanogan River one-half mile west Wakefield and Malott.  
All trains will register at register booth located at junction with Marcus Division, Oroville Line and South Leg Wye at Oroville Jct.  
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.

**INITIAL STATIONS.**

Wenatchee for train 377.  
Oroville Jct. " " 378.

**TERMINAL STATIONS.**

Wenatchee for train 378.  
Oroville Jct. " " 377.

**Location and Length of Tunnels.**

Tunnel No.	Location of West Portal	Length in feet
8.4	2112' west of M. T. R.—42 miles west of center of industry track	434'
15.7	3698' west of M. T. P. 15. Two miles west of center of industry track	769'
35.3	1584' west of M. T. P. 25—3.37 miles west of center of industry track	367'



## SPECIAL RULES.

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

- Bulletin Boards located at Troy, Bonner's Ferry, Hillyard, Spokane, Wilson Creek, Wenatchee and Leavenworth.
- Car capacity of sidings is based on forty-two (42) feet per car.
- Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
- 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.
- All trains must reduce speed to 8 miles per hour through City of Spokane.
- DERAIL SWITCHES—
 

Crossport, East end Industry track. Moravia, East end Industry track. Naples, East end Industry track. Sand Point, West end Industry track. West end empty Coal Dock track. Wrencoe, West end Frost-Cope Spur. Albany Falls, East end Fidelity Lumber Co. connection.	Elk, West end Industry track. Chattaroy, East end Industry track. Morse, East end Industry track. Hillyard, East end East Yard lead. West end Coal Chute track. Spokane, West end of Cedar St. Industry tracks. Fort Wright, West end Military spur. 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.
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.

- 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.
- Telephone booth located at all blind sidings.

## PERSONAL INJURIES.

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
  - 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.
  - 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.
  - 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.  
 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.
Prout River	F. W. Didier.
Newport	J. T. Phillips.
Hillyard	J. Farrow.
Spokane	S. B. Hopkins, Oculist.

Spokane	J. G. Cunningham.
Oak	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.
Omak	J. G. Lovell.

## TIME INSPECTORS.

Spokane	Geo. H. Duerr.	Wenatchee	Howard Thomas.
Hillyard	L. R. Squibb.	Leavenworth	F. E. Carlquist.

J. G. LUHRSEN, Dispatcher  
 J. B. SMITH, "  
 F. H. LIVINGSTON, "

R. I. TRIPLETT, Dispatcher  
 T. F. MILLIGAN, "  
 W. C. RUPLEY, "

S. H. BROWN, Chief Dispatcher.  
 Wm. PANNON, Traveling Engineer and Trainmaster.  
 F. J. GAVIN, Trainmaster.