

GREAT NORTHERN RAILWAY

SPOKANE DIVISION



TIME TABLE No. 42

ONE (1) O'CLOCK A. M.
TIME.
SUNDAY PRIME 1915.

Supersedes No. 41 and

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

F. D. KELSEY, Superintendent.

GEO. S. STEWART, Asst. General Superintendent.

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

J. H. O'NEILL, General Superintendent.

GEO. H. EMERSON, General Manager.

2 WEST BOUND.

FIRST DISTRICT—TROY TO SPOKANE.

THIRD CLASS.				SECOND CLASS.				FIRST CLASS.							Capacity of Side Tracks		Distance from Troy	Time Table No. 42. In Effect April 25, 1925.		Telegraph Code
701 MARCUS DIV	691	689	695		411	401		255 MARCUS DIV	257 MARCUS DIV	3	27	263	43	1	Packing Tracks	Other Tracks		STATIONS.		
Local Freight Leave Daily	Local Freight Leave Daily Ex. Sunday	Local Freight Leave Daily Ex. Monday	Local Freight Leave Daily Ex. Monday		Time Freight Leave Daily	Time Freight Leave Daily		Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Fast Mail Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily						
			5.10am		12.05am	8.25pm				2.50pm	1.50pm		3.40am	2.40am	100	352	0.0	TROY	UX	
			5.35		12.35	8.50				3.02	1.59	f 3.55	2.55	87	0	6.7		6.7 YAKT		
			6.00		1.10	9.10				3.18	2.11	f 4.09	3.11	87	16	13.7		7.0 LEONIA	ON	
			6.20		1.42	9.35				3.30	2.28	f 4.24	3.28	81	3	20.8		7.1 KATKA		
		402 6.45			2.15	10.00				3.48	2.38	f 4.37	3.44	87	13	27.3		6.8 CHRON-FIRE		
		402 6.30am	7.10am		2.35	10.30				3.52	2.40	f 4.48	3.55	58	90	31.4		4.2 BONNER'S PERRY	BY	
		7.00-263- 7.45-436			2.55	10.50				4.00	2.48	f 4.57	4.05	87	22	38.3		3.4 K. V. RY. JCT		
			8.15		3.00	11.25				4.15	2.58	f 4.72	4.20	87	23	42.8		4.5 MORAVIA		
			8.45		4.05	11.55				4.27	3.08	f 4.88	4.35	87	9	50.3		6.8 NAPLES	NA	
			9.15		4.45	12.35am				4.38	3.20	f 4.99	4.45	80	8	57.0		3.5 ELMIRA		
												f 5.08						3.2 COLBURN		
			10.25		5.45	1.25				4.55	3.38	f 5.07	4.50	87	17	59.4		3.4 BRONX		
			10.40		6.10	1.50				5.04	3.42	f 5.18	5.05	87	0	66.0		5.2 SAND POINT	S	
			11.00		6.30	2.15				5.13	3.49	f 5.28	5.09	87	31	73.6		4.4 HORNBV		
			11.30		6.50	2.35				5.22	3.57	f 5.38	5.11	87	16	78.7		4.6 WRENCOB		
		690 12.10pm			7.05	3.12				5.30	4.08	f 5.48	5.19	87	12	83.5		5.1 LACLEDE	C	
			12.30		7.20	3.35				5.38	4.09	f 5.58	5.25	87	12	83.5		4.8 THAMA		
			1.00		7.50	4.05				5.48	4.19	f 6.08	5.35	87	88	80.9		3.4 PRIEST RIVER	NC	
			1.15		8.05	4.20				5.58	4.29	f 6.18	5.44	87	88	80.9		6.6 NEWPORT	NR	
			1.48		8.30	4.40				6.08	4.38	f 6.28	5.54	87	28	90.8		3.3 PENRITH		
			2.10		8.50	4.40				6.10	4.39	f 6.38	5.51	87	18	101.3		4.5 SCOTIA		
			2.25		9.07	5.10				6.28	4.41	f 6.48	5.54	87	29	108.0		6.7 CAMDEN		
			2.50		9.20	5.20				6.30	4.45	f 6.58	5.54	87	33	110.8		2.8 ELK	KE	
			3.25		9.51	5.35				6.40	4.58	f 7.08	5.54	87	35	115.3		4.5 MILAN	RA	
			3.45		10.30	6.05				6.58	5.08	f 7.18	5.54	87	13	121.8		6.5 CHATTAROY		
38 1.41pm					10.50	6.30		4.45pm	9.50am	7.09	5.08	f 7.28	5.54	87	68	125.7		3.9 DEAN	SP	
1.55			4.10		11.20	7.11		4.55	10.00	7.08	5.14	f 7.38	5.54	87	18	130.2		4.5 MORSE		
2.30pm	6.10am	258 4.35pm			11.50am-44 2.05pm-28	7.45-263-387		5.05	10.10	7.20-402 7.25	5.27	f 7.48	5.54	87	16	130.2		4.5 MORSE		
	6.25				2.25	11.00		5.15	10.20	7.35	5.38	f 7.58	5.54	0	0	138.4		4.5 HILLYARD	SQ	
	6.30am				2.30pm	11.20am		5.25	10.30am	7.45pm	5.48	f 8.08	5.54	0	0	138.4		3.7 O-W. R. & N. JCT		
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					1.5 SPOKANE	DS-Q
701	691	689	695		411	401		255	257	3	27	263	43	1						
0.39 12.9	6.30 14.7	10.05 9.5	12.00 15.7		14.25 9.7	14.55 9.4		0.35 22.9	0.35 22.9	4.55 28.4	3.50 35.0	3.50 28.2	4.35 30.4	5.15 26.5						

SEE PAGE 4 FOR SPECIAL RULES.

Time Over District
Average Speed Per Hour

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND. 3

Time Table No. 42
In Effect April 25, 1915.

FIRST CLASS.

SECOND CLASS

THIRD CLASS

STATIONS.	Distance from Spokane	SIGNS. <small>See Rule 6, Page 13</small>	FIRST CLASS.					SECOND CLASS		THIRD CLASS				
			2	44	28	264	4	256 <small>MARCUS DIV. MARCUS DIV.</small>		402	436	696	692	690
								Express	Passenger					
TROY	139.0	R & PDN WCT	12:35Pm	5:25Pm	5:30Pm		2:30Am	9:30Am	10:00Am	2:30Pm				
VAKT	132.9	P	12:20	5:10	5:22		2:15	8:50	9:25	1:59				
LEONIA	125.9	PDN	12:05Pm	4:55	5:08		1:57	8:35	9:05	1:15				
KATKA	118.8	P W	11:48	4:40	4:53		1:42	7:25	8:40	12:40				
CROSSPORT	112.4	P	11:30	4:25	4:42		1:29	6:45	8:15	12:05Pm				
BONNER'S FERRY	108.2	R & PDN W Y K	11:27	4:15	4:35		1:22	6:20	8:00	11:45Am			5:30Pm	
K. V. R. V. JCT.	107.8													
MORAVIA	103.3	P	11:18	4:00	4:25		1:09	5:45	7:45				5:15	
NAPLES	96.8	PD W	11:08	3:45	4:15		12:58	5:10	7:22				4:50	
ELMIRA	89.3	P	10:53	3:33	3:59		12:47	4:35 (11-1)	6:45	4:27 (28-3)			3:47	
COLBURN	82.6	P	10:40	3:20	3:47		12:35	3:15	6:20				3:20	
BRONX	80.2			3:10										
SAND POINT	75.0	PDN WC Y K	10:25	3:00	3:34		12:20	2:30	5:49 (11-1)	4:45 (43)			2:30	
HORNBY	70.6	P	10:17	2:53	3:28		12:13	4:01	4:15				1:35	
WRENCOE	66.0	P	10:11	2:45	3:17		12:06Am	1:25	3:55				1:15	
LACLEDE	60.9	PD W	10:04	2:36	3:08		11:58	12:50	3:30				12:35	
THAMA	55.1	P	9:50	2:26	2:58		11:51	12:30	3:12				12:10Pm	
PRIEST RIVER	52.7	PD	9:50	2:19	2:52		11:44	12:10Am	2:55				11:55	
NEWPORT	46.1	PDN W K	9:40	2:06	2:37		11:32	11:32	2:15				11:30	
PENKITH	42.8	P	9:31	1:55	2:30		11:24	10:55	1:45				10:35	
SCOTIA	38.3	P	9:22	1:46	2:22		11:18	10:35	1:30				10:10	
CAMDEN	31.6	P W	9:07	1:31	2:10		11:06	9:50	12:40				9:37 (25)	
ELK	28.8	PD	9:02	1:24	2:05		11:02	9:35	12:20				8:45 (41)	
MILAN	24.3	PD	8:54	1:14	1:57		10:54	9:15	12:05Am				7:18	
CHATTAROY	17.8	P	8:41	1:02	1:47		10:40	8:55	11:50				6:52	
DEAN	13.9	R & PDN W	8:34	12:53	1:41		10:38	8:40	11:35				6:30	
MORSE	9.4	P	8:27	12:44	1:33		10:28	8:25	11:20				6:15	
HILLYARD	4.9	R & PDN WCTYO	8:20	12:35 (11)	1:25 (11)		10:20	8:00 (20)	11:00Pm			4:00Pm	6:00Am	
O. W. R. & N. JCT.	1.2	PDN I K	8:08	12:18	1:08		10:03	5:00				3:40		
SPOKANE	0.0	R & PDN W OK	8:00Am	12:15Pm	1:05Pm		10:00Pm	4:40Pm				3:30Pm		
			Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			2	44	28	264	4	256	258	402	436	696	692	690
			4:35	5:10	4:25	3:45	4:30	0:35	0:38	16:50	11:00	2:45	:30	11:30
			20:5	27:0	31:7	28:8	31:0	23:9	22:1	8:3	12:2	11:4	9:8	8:9

SEE PAGE 4 FOR SPECIAL RULES.

FIRST DISTRICT—TROY TO SPOKANE.

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. 27 and No. 402, No. 255 and No. 402, No. 43 and No. 2 when on time meet on double track between O.-W. R. & N. Junction and Hillyard.

Bulletin boards located at Troy, Bonners Ferry, Dean, Hillyard and Spokane.

Maximum rate of speed for passenger trains between Troy and Yak1, Crossport and Scotia, Chhattaroy and Spokane sixty (60) miles per hour and between Yak1 and Crossport, Scotia and Chhattaroy thirty-five (35) 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.

Train 27 will reduce speed to fifteen miles per hour over road crossing just east of depot at Bonners Ferry.

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

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

Freight trains 680, 690, 695 and 696 will carry passengers when provided with proper transportation.

Train 43 will make train 263's stops on Sundays and will stop at any station to let off passengers from points east or south of Shelby.

Passengers for local points west of Spokane leave train 1 and take train 43 at Spokane.

Train 3 will stop at any station between Troy and Spokane to let off passengers from east of Devil's Lake.

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

Train 11 will stop on flag on Sundays at Thama, Hornby, Samuels, Albany Falls and McArthur's Spur.

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

Marcus Division train and engine men 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.

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

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

Between Spokane and Hillyard trains will be operated under a block system.

East bound trains will receive at Spokane, block end form 80, properly numbered, OK'd and completed; in addition to clearance form 219. West bound trains will receive at Hillyard clearance form 219 to O.-W. R. & N. junction and block end 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 derailed 55 feet in advance of signal. Distant west bound signal is automatic and works from zero to 45 degrees from a track circuit and from 45 degrees to 90 degrees from the tower. Trains approaching this signal and finding it at stop must come to a full stop, then proceed, looking out for train standing at home signal. When distant signal is at 45 degrees up, home signal is at stop and it denotes no trains between these signals. If distant signal is 90 degrees up, home signal is clear.

A home signal located 55 feet west of double track switch denotes position of switch. Top arm 90 degrees up is for east bound trains going on east bound track. Lower arm 90 degrees up is for east bound trains taking west bound track.

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.

SPECIAL RULES.

Auxiliary Telephones located in Kootenai Canyon as follows:

At West Switch Troy.

Six Telegraph Poles West of Mile Post 1311.

At Mile Post 1318.

At Mile Post 1354.

One-half Mile West of Mile Post 1359.

Scotia Canyon, East End Bridge 258.

Yard Limit Boards placed each way from:

Troy, Bonner's Ferry, Dean, Hillyard, Spokane.

INITIAL STATIONS.

Troy for trains 1, 3, 27, 43, 401, 411, 695.

Bonners Ferry " " 263, 689, 696.

Dean " " 255, 257, 701.

Hillyard " " 436, 691, 690.

Spokane " " 2, 4, 28, 41, 266, 268, 294, 403, 699.

TERMINAL STATIONS.

Troy for trains 1, 3, 27, 43, 401, 411, 695.

Bonners Ferry " " 264, 690, 695.

Dean " " 256, 258.

Hillyard " " 680, 701, 692.

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	39.1	West end	100
McArthur's Spur	46.8	" "	23
Pack River Spur	52.9	" "	11
Samuels Spur	53.9	" "	8
Carbon Spur	54.9	" "	13
Hornby Lumber Co. Spur	61.9	East end	3
Bonner's Spur	71.5	" "	15
Mekimney's Spur	77.6	" "	12
Albany Falls Spur	90.8	" "	16
Graham Lumber Co. Spur	102.8	West end	3
Arctic Ice Co. Spur	107.1	" "	7
Washington Lumber Co. Spur	114.1	East end	11
Spokane Lumber Co. Spur	115.0	West end	14
Thames Spur	128.4	East end	10

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal.	Length in feet
7	4644' W. of M. P. 1316; 3.21 mi. W. of ctr. pass. track, Yak1	281'
8	2175' W. of M. P. 1348; 4.88 mi. W. of ctr. pass. track, Yak1	174'
9	1973' W. of M. P. 1359; 2.22 mi. W. of ctr. pass. track, Katka	262'
10	3153' W. of M. P. 1390; 2.91 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	510'
11	1199' W. of M. P. 1143; 1.73 mi. W. of ctr. of depot, Scotia	210'

SECOND DISTRICT - SPOKANE TO WILSON CREEK.

WEST BOUND. 5

Time Table No. 42.
In Effect April 25, 1915.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.					Capacity of Side Tracks			Distance from Spokane	STATIONS.	Telegraph Code
691		411	401	7 S. P. & S. No. 1	3	27	43	1	Passenger Tracks	Other Tracks				
Local Freight Leave Daily Ex. Sunday		Time Freight Leave Daily	Time Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Post Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Yard	Yard	Yard			
6:40am		9:45am	11:30am	8:20am	8:15am	6:50am	8:35am	8:15am			3 0	SPOKANE	DS-Q	
* 6:46		⁶⁹² 2:55	^{11 45 25} 11:45am	8:31am	8:20	6:56	f 8:41	8:20	87		3 0	FORT WRIGHT	FW	
* 7:25		⁴⁰² 3:50	1:25		8:37	6:08	f 8:56	8:34	87	10	9 0	HIGHLAND		
* 7:45		⁶⁹² 4:25	1:50		8:48	6:14	f 9:05	8:43	87	16	12 4	LYONS	YA	
* 8:05		5:00	2:15		8:57	6:28	f 9:16	8:52	87	27	17 7	GALENA		
* 8:30		⁴⁰² 5:25	2:40		⁴ 9:06	6:29	f 9:25	8:58	87	47	21 8	ESPANOLA		
* 9:07		5:50	3:10		⁶⁹¹ 9:15	6:37	f 9:37	⁶⁹¹ 9:07	87	59	28 3	WAUKON		
* 9:50		6:15	3:30		* 9:25	6:45	* ⁶⁹¹ 9:50	9:14	87	35	34 0	EDWALL	WH	
* 10:21		²⁷ 6:50	3:45		9:32	⁴¹¹ 6:50	f 9:57	9:20	87	8	37 8	CANDY		
* 11:24		7:20	4:10		9:40	6:57	f ¹¹ 10:10	9:28	87	58	43 2	BLUESTEM		
* 12:10pm		⁴ 8:15	4:40		* 9:55	7:08	⁶⁹² 10:27	* ^{11 49 2} 9:43	87	93	50 6	HARRINGTON	HR	
* 1:00		8:40	5:00		10:05	7:17	f 10:39	9:51	87	34	57 3	MOHLER		
* 1:25		8:55	5:15		10:10	7:22	f ²⁵⁻⁴⁰² 10:48	9:57	87	50	61 0	DOWNS		
* 1:40		9:15	5:35		10:16	7:29	f 10:57	⁴⁰² 10:05	87	39	65 6	LAMONA		
* 2:00		9:35	5:50		10:23	⁴ 7:37	f 11:07	10:13	115	15	71 2	NEMO		
* 2:15		9:50	6:15		* 10:32	7:45	* 11:18	²⁵ 10:20	87	117	75 8	ODESSA	OD	
* 2:55		10:05	6:35		10:39	7:54	f 11:27	10:27	87	15	80 4	SEWARD		
* 3:15		10:20	⁴ 7:07		10:45	8:03	* 11:35	10:34	87	26	84 7	IRBY	RY	
* 3:45		³ 10:55	7:35		⁴¹¹ 10:55	8:15	* 11:48	10:44	87	35	92 2	KRUPP	KR	
* 4:10pm		11:30am	²⁷ 8:00pm		* 11:05pm	⁴⁰¹ 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	Arrive Daily						
691		411	401	7	3	27	43	1						
9:30 10:4		8:45 11:3	8:30 11:6	8:06 30 0	7:0 31 9	6:35 38 3	5:21 29 0	3:40 37 1						

Time Over District
Average Speed Per Hour

SEE PAGE 6 FOR SPECIAL RULES.

6 EAST BOUND.

SECOND DISTRICT—WILSON CREEK TO SPOKANE.

Time Table No. 42.
In Effect April 25, 1915.

STATIONS.	Distance from Wilson Creek.	SIGNS. See Rule 6, page 17.	FIRST CLASS.					SECOND CLASS.	THIRD CLASS.
			2	44	28	4	6	402	692
			Passenger	Passenger	Express	Passenger	Passenger	Time Freight	Local Freight
SPOKANE	98.8	R P P DN W OK	7:45Am	12:01Pm	12:45Pm	9:45Pm	7:20Am	4:30Pm	3:15Pm
FORT WRIGHT	95.8	P DN I	7:30	11:50	12:38	9:40	7:10Am	4:20	2:55
HIGHLAND	89.8	P	7:25	11:38	12:25	9:37		3:50	2:15
LYONS	86.4	P D W	7:10	11:30	12:10	9:30		3:25	1:50
GALENA	81.1	P	7:00	11:10	12:10	9:19		3:05	1:30
ESPAÑOLA	77.0	P W	6:58	11:05	12:02Pm	9:06		2:40	1:15
WAUKON	70.5	P	6:49	10:47	11:51	8:53		2:05	12:45
EDWALL	64.8	P DN W	6:40	10:32	11:42	8:45		1:40	12:15Pm
CANBY	61.0	P	6:34	10:21	11:34	8:37		1:15	11:55
BLUESTEM	55.0	P	6:20	10:10	11:24	8:29		12:55	11:24
HARRINGTON	48.2	P DN W	6:10	9:43	11:08	8:15		12:15Pm	10:27-11 9:38
MOHLER	41.5	P	6:57	9:28	10:57	8:03		11:30	9:12
DIMONS	37.8	P	6:51	9:20	10:48	7:55		10:48	8:55
LAMONA	33.2	P D W	6:48	9:10	10:38	7:47		10:05	8:30
NEMO	27.0	P	6:34	8:59	10:30	7:37		9:20	8:00
ODessa	23.0	P DN	6:25	8:50	10:20	7:25		8:50	7:40
SEWARD	18.4	P	6:18	8:30	10:04	7:14		8:19	7:10
IRBY	14.1	P D W	6:11	8:30	9:56	7:07		7:50	6:55
KRIPP	4.5	P D	6:00	8:17	9:44	6:56		7:25	6:30
WILSON CREEK	0.0	R P P DN WC Y	4:50Am	8:05Am	9:33Am	6:45Pm		7:00Am	6:00Am
			Leaves Daily	Leaves Daily	Leaves Daily	Leaves Daily	Leaves Daily	Leaves Daily	Leaves Daily Ex. Monday
			2	44	28	4	6	402	692
Time Over District			2:55	3:56	3:12	3:00	9:30		9:15
Average Speed Per Hour			32.8	25.2	30.9	32.9	18.1	10.4	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 train 27 five (5) minutes.
Other opposing trains will clear trains 4 and 27 ten (10) minutes.
All west bound trains must be clear at the time train 27 is due to leave the next station in the rear where time is shown.
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.
East bound extra trains will hold main track at Fort Wright against opposing extra trains unless otherwise instructed.

Billboard located at Spokane and Wilson Creek.
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.
Class N-1 engines will not exceed a speed of twenty-five miles per hour.
Trains 691 and 692 will carry passengers when provided with proper transportation.
No. 3 will stop at any station to let off passengers from East of Shelby.
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 clearances and Form 80 properly numbered, OK'd and completed in addition to clearance Form 219.
Fort Wright will not be a regular station, as the register at Spokane passenger station will cover the arrival and departure of trains at Fort Wright.
Switches at junction with S. P. & S. Ry. at Fort Wright are operated from interlocking tower and signals are located as follows:
Home signal for west bound trains located 55 feet east of main line switch leading to S. P. & S. Ry. and has three arms. Top arm at 90 degrees up is for main line, second arm at 90 degrees up is for S. P. & S. Ry. and third arm is for passing track.
Home signal east bound for G. N. Ry. located 600 feet west of east main line switch, on right hand side of passing track going east and is a bracket pole, top arm is for main line trains, lower arm is fixed and denotes home signal and derailed 55 feet ahead of same.

Home signal on S. P. & S. Ry. located 580 feet from east main line switch and has two arms. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derailed 55 feet ahead of same.
Derailed on passing track located 400 feet from frog and is governed by dwarf signal 55 feet from derailed.
West bound Distant Signal located 2600 feet east of Home Signal and works from zero to 45 degrees from track circuit, 45 degrees to 90 degrees from tower.
East bound Distant Signal on G. N. Ry. is located 3700 feet west of East bound Home Signal.
S. P. & S. Distant Signal is located at west end of tunnel.
All Distant Signals work as follows: If arm is at caution, which is 45 degrees up and shows yellow light, it denotes clear track to Home Signal. If at 90 degrees up and shows green light it denotes Home Signal clear.

Steam whistle signals for tracks with switches controlled from Interlocking Tower
Main Line, S. P. & S. Ry. One Short and One Long.
Main Line, S. P. & S. Ry. One Long and One Short.
Passing Track, G. N. Ry. Two Long and One Short.

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

INITIAL STATIONS.

Spokane for trains 1, 3, 7, 27, 43, 101, 411, 691.
Wilson Creek " " 2, 4, 28, 44, 102, 692.
Fort Wright " " 6.

TERMINAL STATIONS.

Spokane for trains 2, 4, 6, 28, 44, 102, 692.
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

WEST BOUND.

THIRD DISTRICT - WILSON CREEK AND LEAVENWORTH.

EAST BOUND. 7

THIRD CLASS.				FIRST CLASS.				Capacity of Side Tracks		Time Table No. 42. In Effect April 25, 1915.				FIRST CLASS.				SECOND CLASS.		THIRD CLASS.		
693	381	401	411	3	27	43	1	Passing Tracks	Other Tracks	Distance from Wilson Creek	STATIONS.	Telegraphic Calls	Distance from Leavenworth	SIGNS.	2	44	28	4	382	402	694	
Local Freight	Mixed	Time Freight	Time Freight	Passenger	Fast Mail	Passenger	Passenger							See Rule 6, Page 11	Passenger	Passenger	Express	Passenger	Mixed	Time Freight	Local Freight	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Yard	Yard	0.0	WILSON CREEK	Z	98.4	R P D N W C Y	4:45Am	8:00Am	9:26Am	8:40Pm	6:50Am		4:20Pm	
8:00Am		8:55Pm	1:00Am	11:10Pm	8:40Am	12:01Pm	11:00Am				STRAITFORD		90.5	P	4:38	7:46	9:15	8:20		6:05	8:45	
8:30		9:30	1:45	11:21	8:45	12:14	11:12	87	10	7.9	ADRIAN	AD	85.3	P D N Y K	4:25	7:35	9:07	8:21		6:00	8:20	
9:07		9:50	2:15	11:33	8:55	12:25	11:19	87	173	13.1	SOAP LAKE	AP	80.3	PD	4:17	7:22	8:57	8:10		5:55	8:00	
9:30		10:10	2:40	11:41	9:02	12:37	11:25	87	17	17.6	EPHRATA	FR	75.4	P D N W	4:10	7:10	8:47	8:00		5:20	8:40	
9:55		10:30	3:10	11:52	9:13	12:50	11:34	87	55	23.0	NAVY		70.3	P	4:02	6:59	8:37	8:48		4:55	8:10	
10:20		10:50	4:02	12:01Am	9:22	12:58	11:41	87	8	28.1	WINCHESTER		65.2	P	3:55	6:40	8:27	5:41		4:40	8:15	
10:40		11:10	4:40	12:08	9:31	1:07	11:48	87	17	32.2	QUINCY	QN	59.1	P D N W Y	3:46	6:39	8:15	5:31		4:10	8:20	
11:10		11:30	5:05	12:20	9:42	1:20	11:57	96	104	39.3	CRATER		54.0	P	3:36	6:25	8:05	5:18		3:36	8:50	
11:35		11:50	5:20	12:28	9:50	1:30	12:04Pm	57	3	44.4	TRINIDAD	DI	48.0	P D N W	3:18	6:14	7:50	5:02		3:20	9:15	
12:15Pm		12:39Am	5:40	12:39	9:59	1:40	12:15	87	12	50.4	VULCAN		43.1	P	3:05	6:02	7:37	4:50		3:15	9:30	
12:40		1:00	6:02	12:47	10:08	1:50	12:24	87	8	55.3	COLUMBIA RIVER	CM	39.0	R P D N	2:57	5:53	7:29	4:41		3:55Pm	10:00	
12:55	1:10Pm	1:25	6:20	12:53	10:14	1:59	12:32	87	88	59.4	ROCK ISLAND		34.1	P W	2:49	5:43	7:18	4:33		3:40	10:30	
1:10	1:25	2:05	6:35	1:01	10:21	2:08	12:41	53	16	64.0	MALAGA		30.0	P	2:41	5:33	7:10	4:24		3:25	12:10Am	
1:25	1:40	2:41	7:10	1:09	10:27	2:17	12:50	87	23	68.4	WENATCHEE	WC	23.2	R P D N W T	2:31	5:20	6:55	4:18		3:10Pm	11:50	
1:55	2:00Pm	3:15	8:00	1:30	10:42	2:35	1:10	118	822	75.2	MONITOR		15.8	P	2:16	5:00	6:38	3:58		11:20	8:55	
2:43		3:50	8:55	1:42	10:55	2:51	1:23	87	17	82.6	CASHMERE	OM	12.2	P D N W	2:09	4:52	6:31	3:51		11:05	8:10	
3:51		4:15	9:40	1:50	11:05	3:07	1:32	87	62	86.2	DRYDEN		7.5	P	2:02	4:42	6:25	3:41		10:30	7:10	
4:15		4:42	10:00	2:02	11:14	3:21	1:42	87	17	90.9	PESHASTIN		4.0	PD	1:54	4:30	6:14	3:34		10:15	6:50	
4:35		5:20	10:25	2:12	11:23	3:34	1:50	76	20	94.4	LEAVENWORTH	CH	0.0	R P D N W C T Y O R	1:45Am	4:25Am	6:06Am	3:25Pm		10:00Pm	6:30Am	
5:00Pm		6:00Am	11:00Am	2:25Am	11:30Pm	3:45Pm	2:00Pm	Yard	Yard	98.4												
9:00	50	9:05	10:00	3:15	3:05	3:44	3:00								3:00	3:35	3:23	3:15	45	8:30	9:50	
10:0	18:9	10:8	9:8	30:2	31:9	26:2	32:8								32:8	27:4	29:1	30:2	21:0	11:0	10:0	

SPECIAL RULES.

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

No. 27 is superior to all other trains. Opposing first class trains will clear train 27 five (5) minutes. Other opposing trains will clear trains 4 and 27 ten (10) minutes. All west bound trains must be clear at the time train 27 is due to leave the next station in the rear where time is shown. 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.

Bulletin boards located at Wilson Creek, Wenatchee and Leavenworth. Maximum rate of speed for passenger trains between Wilson Creek and Crater, Rock Island and Wenatchee, sixty (60) miles per hour 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 350 crossing Columbia River between Rock Island and Malaga.

Class N-1 engines will not exceed a speed of twenty-five miles per hour. Nos. 693 and 694 will carry passengers when provided with proper transportation. No. 3 will stop at any station to let off passengers from east of Shuly. No. 2 will stop at Adrian to let off passengers from Everett or from points west of there. 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. Lap Sidings located at Trinidad and Cashmere. All trains will take siding at the lap and not at outside switches. Auxiliary Telephone Booth located at Trinidad Water Tank. Water tank shown at Trinidad is located 3 miles east of station.

SPECIAL RULES.

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

INITIAL STATIONS. Wilson Creek for trains 1, 3, 27, 43, 401, 411, 693. Leavenworth " " 2, 4, 28, 44, 402, 694. Columbia River for train 381. Wenatchee for train 382.

TERMINAL STATIONS. Wilson Creek for trains 2, 4, 28, 44, 402, 694. Leavenworth " " 1, 3, 27, 43, 401, 411, 693. Columbia River for train 382. Wenatchee for train 381.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Wilson Creek	Switch at	Car Capacity
Sand Spur	52.6	West end	16
Gravel Spur	53.1	" "	25
Ohio Colony Spur	65.1	East End	3
Sherman Spur	92.6	West End	10

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal	Length in feet
11-1	108 feet east of M. P. 1622; 1.20 miles west of center of passing track, Crater	925
12	131 feet west of M. P. 1636; 1.85 miles west of center depot, Columbia River	221

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

SECOND CLASS.				Time Table No. 42. In Effect April 25, 1915.				SECOND CLASS.			
379	Capacity of Side Tracks		Distance from Bonner's Ferry	STATIONS.	Telegraph Calls	Distance from Wilkes	SIGNS. See Rule 6, Page 13	380	Mixed	Arrive Tues & Sat.	
	Passing Tracks	Other Tracks									Mixed
8 00Am	58	77	0.0	BONNER'S FERRY	BY	38.1	R P DN W Y	11.30Am			
	0	0	0.3	K. V. RY. JCT.		37.8					
8 30	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		10.30			
9 30Am	0	10	26.0	PORT HILL		12.1		10.00Am			
	0	0	26.6	RYNKERTS		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				Time Over District				1.30 17.3			
				Average Speed Per Hour							

Special Rules.

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

Maximum rate of speed for all trains twenty (20) miles per hour. Trains 379 and 380 will stop on flag at Kinney and Camp Ten. Before entering main line at K. V. Ry. Jet., a flagman must be sent out to protect against main line trains.

INITIAL STATIONS.

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

TERMINAL STATIONS.

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

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

West Bound. WATERVILLE LINE. East Bound.

SECOND CLASS.				Time Table No. 42. In Effect April 25, 1915.				SECOND CLASS.			
381	Capacity of Side Tracks		Distance from Mansfield	STATIONS.	Distance from Columbia River.	SIGNS. See Rule 6, Page 13	382	Mixed	Arrive Daily Ex. Sunday		
	Passing Tracks	Other Tracks								Mixed	
9 00Am	58	52	0	MANSFIELD	60.5	R WC Y	8.35Pm				
9 15		35	5.4	TOUHEY	55.1		8.05				
9 35		52	11.4	WITTHROW	49.1	W	7.45				
9 55		35	17.0	SUPPLEE	43.5		7.15				
10 30		40	24.0	DOUGLAS	38.5		6.50				
11 00		28	30.5	ALSTOWN	31.5	W	6.25				
11 30		35	39.1	McCUE	21.4		5.15				
12 05Pm		40	44.7	PALISADES	15.8	W	4.55				
12 25		35	49.8	APPLEDALE	10.7		4.35				
12 45		28	55.1	MOSES COULEE	5.4		4.20				
1 00Pm	57	55	60.5	COLUMBIA RIVER	0	R DN	4.05Pm				
Arrive Daily Ex. Sunday							Leave Daily Ex. Sunday				
381							382				
4.05 14.8				Time Over District			4.20 14.0				
				Average Speed Per Hour							

Special Rules.

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

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

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

INITIAL STATIONS.

Mansfield for train 381.
Columbia River for train 382.

TERMINAL STATIONS.

Mansfield for train 382.
Columbia River for train 381.

LOCATION AND LENGTH OF TUNNELS.

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

WEST BOUND.

WENATCHEE-OROVILLE LINE.

EAST BOUND. 9

SECOND CLASS.		FIRST CLASS.		Capacity of Side Tracks		Distance from Wenatchee		STATIONS.		Telephone Calls	Distance from Oroville	SIGNS		FIRST CLASS.		SECOND CLASS.		
377				Paving Trucks	Other Trucks							See Rule 9, page 13.		378				
Leave Daily	Ex. Sunday	Leave Daily	Ex. Sunday									R	P	D	W	T	Arrive Daily	Ex. Sunday
8:00a				118	822	00		WENATCHEE	Long	137.3							9:00a	
8:15				0	36	3.5		OLDS		133.8							1:40	
8:34				0	37	8.0		ZENA		129.3							1:25	
8:58				0	47	13.0		WAGNERSBURG		123.7							1:08	
9:21				46	39	18.9		ENTHAI	One Short One Long	118.3		D	W				12:45	
9:51				0	42	26.0		WINESAP		111.2							12:10a	
10:17				0	47	31.9		STAYMAN		105.3							11:55	
10:30				0	5	37.0		CHELAN FALLS		99.4							11:35	
10:49				0	41	38.9		CHELAN	One Long One Short	98.3		D	W				11:30	
11:09				0	42	44.1		HUGO		93.1							377 11:09	
11:34				0	42	49.8		WELLS		87.4							10:44	
11:49				0	41	53.4		STARR		83.8							10:32	
12:45a				85	62	58.9		PATEROS	Two Short	78.3		D	W				10:15	
1:11				0	42	65.0		BREWSTER	Two Short One Long	72.2		D					9:35	
1:40				0	41	71.6		SWANSEA		65.6							9:12	
2:00				0	42	76.4		WAKEFIELD		60.9		W					8:52	
2:27				0	42	82.6		MALOTT		54.6							8:39	
2:44				0	41	86.6		CHILLOWIST		50.6							8:20	
3:04				0	41	91.5		OKANOGAN	One Long Two Short	45.7		D	W				8:05	
3:21				42	36	95.7		OMAK	Three Short	41.5		D					7:52	
3:41				0	42	100.5		CHEROKEE		36.8							7:38	
3:59				0	44	104.7		RIVERSIDE	Three Short One Long	32.5		D	W				7:25	
4:21				0	42	119.1		BARKER		27.2							7:09	
4:43				0	42	115.4		JANIS		21.8							6:53	
5:00				0	45	129.3		TONASKET	One Long Three Short	17.0		D	W				6:38	
5:20				0	14	136.2		ELLISHED		11.1							6:20	
5:40				0	42	131.6		CORDELL		5.7							6:04	
5:55				0		136.4		OROVILLE JCT									5:50	

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

377		378	
Leave Daily	Ex. Sunday	Leave Daily	Ex. Sunday
6:00a		5:45a	
10:00		8:15	
13:2		15:6	

SPECIAL RULES.

West bound trains are superior to east bound trains of the same class.
 All trains will register at register booth located at junction with Marcus Division, Oroville Line and South Leg Wye at Oroville Jct.
 Maximum rate of speed for all trains twenty-five (25) miles per hour.
 Trains 377 and 378 will stop at Gordon between Pateros and Brewster for mail.
 Trains 377 and 378 will stop at Behee located between Hugo and Cheilan for mail.
 Normal position switch at Oroville Jct. is for Marcus Division, Oroville Line.

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

INITIAL STATIONS.
 Wenatchee for train 377.
 Oroville Jct. for train 378.

TERMINAL STATIONS.
 Wenatchee for train 378.
 Oroville Jct. for train 377.

Location and Length of Tunnels.

Tunnel No.	Location of West Portal	Length in feet
8.4	2112' west of M. P. 35 - 42 miles west of center of industry track Zena	434'
15.7	3696' west of M. P. 15 - two miles west of center of industry track Wagnerburg	769'
35.3	1284' west of M. P. 35 - 3.57 miles west of center of industry track Strymon	527'

Time Over District
 Average Speed Per Hour

SPECIAL RULES.

13

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

1. Car capacity of sidings is based on forty-two (42) feet per car.
2. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
3. All trains must be handled under absolute control and without regard to making schedule time at all points where danger of snow slides or falling rocks are liable to be encountered.
4. All trains must reduce speed to 8 miles per hour through City of Spokane.
5. DERAIL SWITCHES—

Crossport,	East end Industry track.
Moravia,	East end Industry track.
McArthur,	West End Spur.
Naples,	East end Industry track.
Sand Point,	West end Industry track.
	East end empty Coal Dock track.
Wrencoe,	West end Frost-Cope Spur.
Albany Falls,	East end Fidelity Lumber Co. connection.

Elk,	West end Industry track.
Chattaroy,	East end Industry track.
Morse,	East end Industry track.
Hillyard,	East end East Yard lead.
	West end Coal Chute track.
Spokane,	West end of Cedar St. Industry tracks.
Fort Wright,	West end Military spur.
Galena,	West end Industry track.
Canby,	West end Industry track.

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

Cashmere,	East end Industry track.
Dryden,	East end Industry track.
Peshastin,	East end Industry track.
Leavenworth,	East end Ice House track.
	East end South lead.

Derail Switches must always be set for the ground except when in actual use, whether there are cars on these tracks or not.

6. In addition to Signs provided for in Rule 7, the following Signs in column headed "Signs" indicate:

P	Dispatcher's telephone, accessible at all times.
I	Interlocked.
K	Connection with foreign road.
*	Standard block.

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

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

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

TIME INSPECTORS.

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

Wenatchee	Howard Thomas.
Leavenworth	F. E. Carlquist.

J. G. LUHRSEN, Dispatcher
J. F. DOWNEY, "
J. E. SMITH, "

T. F. MILLIGAN, Dispatcher.
S. H. BROWN, "

R. I. TRIPLETT, Chief Dispatcher.
D. W. DUNN, Night Chief Dispatcher.
Wm. PANNON, Traveling Engineer and Trainmaster.

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