

# GREAT NORTHERN RAILWAY

SPOKANE DIVISION.



## TIME TABLE No. 43

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

### SUNDAY, MAY 9, 1915.

Superseding Time Table No. 42 and all Supplements thereto.

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		Time Table No. 43. In Effect May 9, 1915.		Tolereph Calls	
701 MARCUS DIV	691	689	411	401	255 MARCUS DIV	257 MARCUS DIV	3	27	263	43	1	Passing Tracks	Other Tracks	Distance from Troy		STATIONS.
Local Freight Leaves Daily	Local Freight Leaves Daily Ex. Sunday	Local Freight Leaves Daily Ex. Tuesday	Time Freight Leaves Daily	Time Freight Leaves Daily	Passenger Leaves Daily	Passenger Leaves Daily Ex. Sunday	Passenger Leaves Daily	Fast Mail Leaves Daily	Passenger Leaves Daily Ex. Sunday	Passenger Leaves Daily	Passenger Leaves Daily					
		4 30am	12 05am	8 25pm			2 50pm	1 50pm		3 40am	2 40am	100	352	0 0	TROY	UX
		4 50	12 25	8 50			3 02	1 59		3 55	2 55	87	0	6 7	YAKT	
		5 10	1 10	9 10			3 16	2 11		4 09	3 11	87	16	13 7	LEONIA	ON
		5 30	1 42	9 35			3 30	2 28		4 24	3 26	61	3	20 8	KATKA	
		5 50	2 15	10 00			3 48	2 38		4 37	3 42	87	13	27 2	CROSSPORT	
		6 20	2 35	10 30			3 59	2 40	7 00am	4 48	3 55	28	91	31 4	BONNERS FERRY	BY
		7 00 <sup>263</sup> 7 45 <sup>415</sup>	3 55	10 50			4 4	3 48	7 08	4 57	4 05	87	22	38 3	MORAVIA	
		8 15	4 30	11 25			4 15	3 58	7 22	5 10	4 20	87	22	42 8	NAPLES	NA
		8 45	4 05	11 55			4 27	3 08	7 36	5 23	4 35	87	9	50 3	ELMIRA	
		9 15	4 45	12 35am			4 38	3 20	7 49	5 35	4 45	80	8	57 0	COLBURN	
		10 25	5 49	1 25			4 55	3 34	8 07	6 02	5 15	87	17	59 4	BRONX	
		10 40	6 10	1 50			5 04	3 42	8 15	6 55	5 07	47	64	64 6	SAND POINT	S
		11 00	6 30	2 15			5 18	3 49	8 25	6 02	5 15	87	31	72 6	HORNBY	
		11 30	6 50	2 35			5 29	3 57	8 35	6 11	5 25	87	16	78 7	WRENCOE	
		12 10pm	7 05	3 12			5 30	4 08	8 48	6 19	5 34	87	12	83 5	LACLEDE	C
		12 30	7 20	3 35			5 38	4 09	8 52	6 25	5 41	87	88	85 9	THAMA	
		1 00	7 50	4 05			5 50	4 19	9 08	6 35	5 55	87	88	85 9	PRIEST RIVER	NC
		1 15	8 05	4 20			6 02	4 28	9 12	6 44	6 05	87	28	96 8	NEWPORT	NR
		1 45	8 30	4 40			6 10	4 29	9 22	6 51	6 13	87	18	101 3	PENRITH	
		2 10	8 50	5 10			6 28	4 41	9 37	7 05	6 25	87	29	108 0	SCOTIA	
		2 25	9 20	5 20			6 30	4 45	9 42	7 10	6 31	87	33	110 8	CAMDEN	
		2 50	9 51	5 35			6 40	4 58	9 51	7 18	6 40	87	35	115 3	ELK	KE
		3 25	10 20	6 05			6 53	5 08	10 06	7 29	6 52	87	13	121 8	MILAN	RA
		3 45	10 50	6 30			7 00	5 08	10 14	7 37	7 01	87	68	125 7	CHATTAROY	
		4 10	11 20	7 11			7 08	5 14	10 24	7 45	7 11	87	16	130 2	DEAN	SP
		4 35pm	11 59am <sup>414</sup> 2 05pm <sup>28</sup>	7 45 <sup>2</sup> 10 45 <sup>253</sup>			7 20 <sup>401</sup> 10 10	5 27	10 35	7 55 <sup>401</sup> 8 00 <sup>401</sup>	7 35	Yard	Yard	134 7	MORSE	
		6 25	9 25	11 00			7 55	5 55	10 45	8 12	7 45	0	0	138 4	HILLYARD	SQ
		6 50am	9 50pm	11 20am			8 20pm <sup>354</sup> 10 25am	7 45pm <sup>354</sup> 10 40am	10 50am	8 15am <sup>354</sup> 7 55am	7 55am	Yard	Yard	139 6	O-W-R & N. JCT	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Tuesday	Arrive Daily Ex. Daily			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				SPOKANE	DS-Q
701	691	689	411	401	255	257	3	27	263	43	1					
0 39 13 9	0 30 14 7	12 05 11 1	14 25 9 7	14 55 9 4	0 35 13 9	0 35 13 9	4 55 25 4	3 50 35 0	3 50 25 2	4 25 30 4	5 15 25 5					

**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.

**INITIAL STATIONS.**

Troy for trains 1, 3, 27, 43, 401, 411, 680.  
 Bonners Ferry " " 263.  
 Sand Point " " 690.  
 Dean " " 255, 257, 701.  
 Hillyard " " 430, 601, 600.  
 Spokane " " 2, 4, 28, 44, 256, 258, 264, 402, 692

**TERMINAL STATIONS.**

Troy for trains 2, 4, 28, 44, 402, 436, 696.  
 Bonners Ferry " " 264.  
 Sand Point " " 690.  
 Dean " " 256, 258.  
 Hillyard " " 689, 701, 692.  
 Spokane " " 1, 3, 27, 43, 255, 257, 263, 401, 411, 691.

Time Over District  
Average Speed Per Hour

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND. 3

Time Table No. 43 In Effect May 3, 1915.	Distance from Spokane	SIGN.	FIRST CLASS.							SECOND CLASS		THIRD CLASS		
			2	44	28	264	4	256	258	402	436	690	696	
			Passenger	Passenger	Express	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Local Freight	Local Freight	
TROY	139.6	R# PDN WCT	12 86Pm	5 25Pm	6 30Pm		2 30Am		9 80Am	10 00Am		4 00Pm		
6.7 YAKT	132.9	P	12 20	5 10	5 28		2 15		8 50	9 25		3 02		
7.0 LEONIA	125.9	PDN	12 00Pm	4 55	5 08		1 57		8 05	9 05		2 17		
7.1 KATKA	118.8	P W	11 48	4 40	4 53		1 42	411	7 25	8 40		1 00		
6.5 CROSSPORT	112.4	P	11 36	4 25	4 42		1 29		6 45	8 15		12 01Pm		
4.2 BONNER'S FERRY	108.2	R# PDN W Y K	11 27	4 15	4 35		1 22	689	6 20	8 00		11 30 <sup>2</sup> 9 30		
0.3 K. V. RY. JCT.	107.8													
4.5 MORAVIA	103.3	P	11 16	4 00	4 25		1 09		5 45	7 45		9 00		
6.5 NAPLES	96.8	PD W	11 06	3 45	4 15		9 08	12 58	5 10	7 22		8 15		
7.5 ELMIRA	89.3	P	10 58	3 38	3 59		8 54	12 47	4 35 411-1 4 05	6 45		7 36		
6.7 COLBURN	82.6	P	10 40	3 20	3 47		8 41	12 35	3 15	6 20		6 45		
3.4 BRONX	80.2			3 10			8 36							
5.2 SAND POINT	75.0	# PDN WC Y K	10 25	3 00	3 34		8 24	12 20	2 30	5 49-111 4 45 13		4 00Pm 6 00Am		
4.4 HORNBV	70.6	P	10 17	2 53	3 23		8 12	12 13	401 1 50	4 15		3 42-7 3 17-28		
4.6 WRENGOE	66.0	P	10 11	2 45	3 17		8 08	12 06Am	1 25	3 55		2 45 696		
4.8 LACLEDE	60.9	PD W	10 04	2 36	3 08		7 58	11 58	12 50	8 30		1 45 10 00 6 4		
4.8 THAMA	56.1	P	9 58	2 26	2 58		7 46	11 51	12 30	401 3 12		1 00		
3.4 PRIEST RIVER	52.7	PD	9 50	2 19	2 52		7 40	11 44	12 10Am	2 55		12 30Pm		
6.0 NEWPORT	48.1	PDN W K	9 40	2 06	2 37		7 27	11 32	4 11 32	2 15		11 30		
3.3 PENRITH	42.8	P	9 31	1 55	2 30		7 18	11 24	10 55	1 45		11 00		
4.5 SCOTIA	38.3	P	9 22	1 46	2 22		7 08	11 18	10 35	1 30		10 30		
6.7 CAMDEN	31.6	P W	9 07	1 31	2 10		6 55	11 06	9 50	12 40		9 37-28 8 45 111		
2.8 ELK	28.8	PD	9 02	1 24	2 05		6 49	11 02	9 35	12 20		8 20		
4.5 MILAN	24.3	PD	8 54	1 14	1 57		6 40	10 54	9 15	12 05Am		7 18		
6.5 CHATTAHOY	17.8	P	8 41	1 02	1 47		6 28	10 43	8 55	11 50		6 52		
0 DEAN	15.8	R# PDN W	8 34	1 00	1 41		6 20	10 36	8 40	11 35		6 30		
4.5 MORSE	9.4	P	8 27	12 44	1 33		6 10	10 28	8 25	11 20		6 15		
4.5 HILLYARD	4.9	R# PDN WCTYO	8 20 8 15 401	12 35 12 30 411	1 25 411 1 20		6 00	10 20 10 15	401 8 42	5 30 2 5 30 3		11 00Pm 6 00Am	4 00Pm	
3.7 O.-W. R. & N. JCT.	1.2	PDN I K	8 08	12 18	1 08		5 48	10 08	8 55	4 28		5 00	8 40	
1.2 SPOKANE	0.0	R# PDN W OK	8 00Am	12 15Pm	1 05Pm		5 45	10 00Pm	8 55Am	4 25Pm		4 40Pm	3 80Pm	
Time Over District Average Speed Per Hour			4 35 30.5	5 10 27.0	4 25 31.7		3 45 28.8	4 30 31.0	0 35 23.9	0 28 22.1		16 50 8.3	11 00 12.2	10 00 7.00

**SPECIAL RULES.**

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, Chattanooga and Spokane sixty (60) miles per hour and between Yak1 and Crossport, Scotia and Chattanooga 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 Camlen and Scotia.

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

Freight trains 689, 690 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 of 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 14 will stop on flag on Sundays at Thama, Hornby, Samuels, Albany Falls and McArthur's Spur.

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

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

Lead 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 card 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 card form 80, properly numbered, OK'd and completed, O.-W. R. & N. junction to Spokane.

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

Normal position of switch at end of double track Hillyard, is for the west bound track and at O.-W. R. & N. junction for east bound track.

Semaphores at Hillyard are located 55 feet east and 250 feet west of Junction Switch and are operated by operator in Telegraph office at Hillyard. Trains approaching these signals will come to a full stop 200 feet away when signals are against them and call for same in the usual manner.

Semaphores at O.-W. R. & N. junction are located 580 feet and 2080 feet east of O.-W. R. & N. crossing, also 510 feet and 1250 feet west of O.-W. R. & N. crossing. Both east and west bound home signals have two arms. Top arm must be 90 degrees up before train can proceed. Lower arm is a fixed signal and denotes home signal and derail 55 feet in advance of signal. Distant west bound signal is automatic and works from zero to 45 degrees from a track circuit and from 45 degrees to 90 degrees from the tower. Trains approaching this signal and finding it at stop must come to a full stop, then proceed, looking out for train standing at home signal. When distant signal is at 45 degrees, up, home signal is at stop and it denotes no trains between these signals. If distant signal is 90 degrees up, home signal is clear.

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

Auxiliary Telephones located in Kootenai Canyon as follows:

At West Switch Troy.  
Six Telegraph Poles West of Mile Post 1341.  
At Mile Post 1348.  
At Mile Post 1351.  
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.**

BUSINESS TRACKS NOT SHOWN AS STATIONS ON THE TIME TABLE.

Name	Miles from Troy	Switch at	Car Capacity	Name	Miles from Troy	Switch at	Car Capacity
Bonners Ferry Lumber	30.1	West end	100	Humboldt Lumber Co. Spur	61.9	East end	3
McArthur Spur	46.8	" "	21	Person's Spur	71.5	" "	15
Pack River Spur	52.9	" "	11	McKinney's Spur	77.0	" "	12
Bonners Spur	53.9	" "	8	Albany Falls Spur	107.8	" "	16
Carlson Spur	51.9	" "	11	Graham Lumber Co. Spur	102.8	West end	3

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal	Length in feet	Tunnel No.	Location of West Portal	Length in feet
7	1044' W. of 31 P. 1318; 3 21 mi. W. of cr. pass track, Yak1	251	10	101' W. of 31 P. 1374; 0 30 mi. W. of cr. pass track, Albany	400
8	2175' W. of 31 P. 1318; 1 58 mi. W. of cr. pass track, Yak1	174	11	957' W. of 31 P. 1376; 2 80 mi. W. of cr. pass track, Monahan	510
9	3072' W. of 31 P. 1359; 2 22 mi. W. of cr. pass track, Katka	262	12	1459' W. of 31 P. 1142; 1 74 mi. W. of cr. depot, Scotia	210
10	6127' W. of 31 P. 1349; 2 04 mi. W. of cr. pass track, Katka	219			

SECOND DISTRICT - SPOKANE TO WILSON CREEK.

WEST BOUND.

THIRD CLASS.				SECOND CLASS.			FIRST CLASS.					Capacity of Side Tracks		Distance from Spokane	Time Table No. 43. In Effect May 5, 1915.	Stations.	Telegraph Code
691				411	401	7 S. P. & N. No. 1	3	27	43	1	Passing Tracks	Other Tracks					
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	0.0	SPokane		DS-Q	
6:40am				2:40pm	11:30am	8:20am	8:10pm	5:50pm	8:30am	8:15am	87		3.0	3.0 FORT WRIGHT		FW	
* 6:46				2:55	11:45 <sup>28</sup> 12:36 <sup>11</sup>	8:31am	8:22	5:55	f 8:41	8:20	87	10	9.0	6.0 HIGHLAND			
* 7:25				3:50	1:28		8:40	6:08	f 8:56	8:34	87	16	12.4	3.4 LYONS		YA	
* 7:45				4:25	1:50		8:50	6:14	f 9:05	8:43	87	18	17.7	4.3 GALINA			
* 8:05				5:00	2:15		9:02	6:20	f 9:10	8:53	87	27	21.8	4.1 ESPANOLA			
* 8:30				5:25	2:40		9:09	6:29	f 9:25	9:00	87	37	28.3	5.5 WAUKON			
* 9:07				6:00	3:10		9:17	6:37	f 9:37	9:07	87	35	34.0	5.7 EDWALL		WH	
* 9:50				6:15	3:20		9:28	6:45	* 9:50	9:14	87	8	37.8	3.8 CANBY			
* 10:21				6:50	3:45		9:35	6:50	f 9:57	9:20	87	58	43.2	5.4 BLUESTEM			
* 11:24				7:20	4:10		9:45	6:57	f 10:10	9:28	87	83	50.6	7.4 HARRINGTON		HR	
* 12:10 <sup>10</sup> * 1:00				8:10	4:40		10:00	7:08	* 10:27	9:43	87	34	57.3	6.7 MOHLER			
* 1:25				8:40	5:00		10:10	7:17	f 10:39	9:51	87	50	61.0	3.7 DOWNS			
* 1:40				8:55	5:15		10:15	7:22	f 10:48	9:57	87	39	65.6	4.8 LAMONA			
* 2:00				9:15	5:35		10:21	7:29	f 10:57	10:05	115	15	71.2	5.6 NEMO			
* 2:15				9:35	5:50		10:28	7:37	f 11:07	10:13	87	117	75.8	4.8 ODESSA		OD	
* 2:40				9:50	6:15		10:36	7:45	* 11:18	f 10:20	87	15	80.4	4.3 SEWARD			
* 2:55				10:05	6:35		10:42	7:54	f 11:27	10:27	87	26	84.7	4.3 IRBY		RY	
* 3:15				10:20	7:07		10:48	8:03	* 11:35	10:34	87	35	92.2	7.5 KRUPP		KR	
* 3:45				10:58	7:35		11:08	8:15	* 11:46	10:44	87	98.8		6.6 WILSON CREEK		Z	
* 4:10pm Arrive Daily Ex. Sunday				11:30pm	8:00pm		11:10pm	8:25pm	* 11:50am	10:55am	Yard	Yard	98.8				
691				411	401		7	3	27	43							
9:30 10:4				8:45 11:3	8:30 11:0		9:06 10:0	7:55 11:8	7:35 10:3	7:21 10:6				Time Over District Average Speed Per Hour			



**EAST BOUND.**

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

Time Table No. 43. In Effect May 9, 1918.	Distance from Wilson Creek.	SIGNS. See Rule 6, page 12.	FIRST CLASS.					SECOND CLASS.	THIRD CLASS.
			2	44	28	4	6	402	692
			Passenger	Passenger	Express	Passenger	Passenger	Time Freight	Local Freight
STATIONS.			Arrive Daily	Arrive Daily	Express Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	
SPOKANE	95.5	R P DN W OK	7:45am	12:01pm	12:40pm	9:40pm	7:20am	4:30pm	3:10pm
3 0 FORT WRIGHT	95.5	P DN I	7:38	11:50	12:36	9:37	7:10am	4:20	4:11
6 0 HIGHLAND	89.8	P	7:25	11:38	12:25	9:20		3:50	2:15
3 4 LYONS	86.4	P D W	7:16	11:30	12:19	9:12		3:25	1:50
5 3 GALENA	81.1	P	7:08	11:16	12:10	9:02		3:05	1:30
4 1 ESPANOLA	77.0	P W	6:58	11:06	12:02pm	8:54		401 2:40	1:15
6 8 WAUKON	70.5	P	6:49	10:47	11:51	8:46		2:05	12:45
5 7 EDWALL	64.8	P DN W	6:40	10:32	11:42	8:38		1:40	12:15pm
3 8 CANBY	61.0	P	6:34	10:21	11:34	8:32		1:15	11:56
8 4 BLUESTEM	55.6	P	6:26	10:11	11:24	8:24		12:55	28-691 11:24
7 4 HARRINGTON	48.2	P DN W	6:10	9:43	11:08	8:10		691 12:15pm	10:27-12 9:38-44
6 7 MOHLER	41.5	P	6:57	9:28	10:57	7:58		11:30	9:12
3 7 DOWNS	37.8	P	6:51	9:20	10:48	7:53		41-28 10:48	8:55
4 6 LAMONA	33.2	P D W	6:48	9:10	10:38	7:46		10:05	8:30
5 6 NEMO	27.6	P	6:34	8:59	10:30	7:37		9:20	8:00
4 6 ODESSA	23.0	P DN	6:25	8:50	10:20	7:25		402 8:50	7:40
4 6 SEWARD	18.4	P	6:18	8:39	10:04	7:14		8:19	7:10
4 3 IRBY	14.1	P D W	6:11	8:30	9:58	7:07		401 7:50	6:55
7 8 KRUPP	6.6	P D	6:00	8:17	9:44	6:56		7:25	6:30
6 6 WILSON CREEK	0.0	R P DN WC Y	4:50am	8:05am	9:33am	6:45pm		7:00am	6:00am
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	
			<b>2</b>	<b>44</b>	<b>28</b>	<b>4</b>	<b>6</b>	<b>402</b>	<b>692</b>
Time Over District			2:55	3:56	3:12	3:00	0:10	9:30	9:15
Average Speed Per Hour			33.8	25.2	30.9	32.9	15.1	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 train 27 ten (10) minutes.  
 All west bound trains must be clear at the time train 27 is due to leave the next station in the rear where time is shown.  
 East bound extra trains will hold main track at Fort Wright against opposing extra trains unless otherwise instructed.

Bulletin Boards located at Spokane and Wilson Creek.  
 Maximum rate of speed for passenger trains between Spokane and Fort Wright and Lyons and Wilson Creek, 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 clearance card (Form 80) properly numbered, OK'd and completed in addition to clearance Form 219.  
 Fort Wright will not be a register station, as the register at Spokane passenger station will cover the arrival and departure of trains at Fort Wright.

Switches at junction with S. P. & S. Ry. at Fort Wright are operated from interlocking tower and signals are located as follows:  
 Home signal for west bound trains located 55 feet east of main line switch leading to S. P. & S. Ry. and has three arms. Top arm at 90 degrees up is for main line, second arm at 90 degrees up is for S. P. & S. Ry. and third arm is for passing track.

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

Home signal on S. P. & S. Ry. located 580 feet from east main line switch and has two arms. Top arm governs all trains entering G. N. track, lower arm is fixed and denotes home signal and derail 55 feet ahead of same.  
 Deraill on passing track located 400 feet from frog and is governed by dwarf signal 55 feet from deraill.  
 West bound Distant Signal located 2600 feet east of Home Signal and works from zero to 45 degrees from track circuit, 45 degrees to 90 degrees from tower.

East bound Distant Signal on G. N. Ry. is located 3700 feet west of East bound Home Signal.  
 S. P. & S. Distant Signal is located at west end of tunnel.

All Distant Signals work as follows: If arm is at caution, which is 45 degrees up and shows yellow light, it 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, G. N. Ry. . . . . One Short and One Long.
- Main Line, S. P. & S. Ry. . . . . One Long and One Short.
- Passing Track, G. N. Ry. . . . . Two Long and One Short.

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

**INITIAL STATIONS.**

Spokane for trains 1, 3, 7, 27, 43, 401, 411, 691.  
 Wilson Creek " " 2, 4, 28, 44, 402, 692.  
 Fort Wright " " 6.

**TERMINAL STATIONS.**

Spokane for trains 2, 4, 6, 28, 41, 402, 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

**6 WEST BOUND.**

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

**EAST BOUND.**

THIRD CLASS.				FIRST CLASS.				Capacity of Side Tracks		Time Table No. 43. In Effect May 9, 1915.		FIRST CLASS.				SECOND CLASS.		THIRD CLASS.			
693	381	401	411	3	27	43	1	Passing Trains	Other Trains	Distance from Wilson Creek	STATIONS.	Telegraph Calls	Distance from Leavenworth	SIGNS. See Rule 6, Page 12	2	44	28	4	382	402	694
Local Freight	Mixed	Time Freight	Time Freight	Passenger	Fast Mail	Passenger	Passenger								Passenger	Passenger	Express	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							See Rule 6, Page 12	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday
8 00am		8 55pm	1 00am	11 10pm	8 30pm	12 01pm	11 00am	Yard	Yard	0.0	WILSON CREEK	Z	98.1	R P D N W C Y	4 45am	8 00am	9 25am	6 40pm		6 00am	4 20pm
8 30		9 30	1 45	11 27	8 45	12 14	11 19	87	10	7.9	STRATFORD		90.5	P	4 33	7 40	9 15	6 29		6 05	3 45
9 07		9 50	2 15	11 37	8 55	12 25	11 19	87	173	12.1	ADRIAN	AD	85.3	P D N Y K	4 25	7 35	9 07	6 21		5 50	3 20
9 30		10 10	2 40	11 45	9 02	12 37	11 25	87	17	17.0	SOAP LAKE	AF	80.8	P D	4 17	7 29	8 57	6 10		5 38	3 00
9 55		10 30	3 10	11 55	9 18	12 50	11 34	87	38	23.9	EPHRAATA	FW	75.4	P D N W	4 10	7 10	8 47	6 00		5 20	2 45
10 20		10 50	3 40	12 04am	9 30	1 05	11 41	87	8	28.1	NAVLOR		70.3	P	4 02	6 59	8 37	5 48		4 55	2 10
10 40		11 10	4 10	12 12	9 31	1 07	11 48	87	17	32.2	WINCHESTER		65.2	P	3 55	6 49	8 27	5 41		4 40	1 55
11 10		11 30	5 05	12 23	9 42	1 20	11 57	98	104	39.2	QUINCY	QN	59.1	P D N W Y	3 46	6 39	8 16	5 31		4 10	1 20
11 35		11 50	5 20	12 30	9 50	1 30	12 04pm	57	3	44.4	CRATER		54.0	P	3 36	6 28	8 05	5 18		3 36	12 50
12 15pm		12 40am	5 40	12 40	9 59	1 40	12 15	127	12	50.4	TRINIDAD	DI	48.0	P D N W	3 18	6 14	7 50	5 02		2 20	12 15pm
12 40		1 00	6 02	12 48	10 08	1 50	12 24	87	8	55.3	VULCAN		43.1	P	3 05	6 02	7 37	4 50		1 45	11 15
12 55	1 10pm	1 25	6 30	12 54	10 14	1 59	12 32	87	88	59.4	COLUMBIA RIVER	CM	39.0	R P D N	2 57	5 53	7 29	4 41	5 10pm	1 25	10 50
1 10	1 25	2 05	6 35	1 01	10 21	2 08	12 41	53	15	64.0	ROCK ISLAND		34.4	P W	2 49	5 43	7 18	4 33		4 55	1 01
1 25	1 40	2 41	7 10	1 09	10 27	2 17	12 50	87	23	68.4	MALAGA		30.0	P	2 41	5 33	7 10	4 24		4 45	12 10am
1 55	2 00pm	3 15	8 00	1 30	10 42	2 35	1 10	118	822	75.2	WENATCHEE	WC	23.2	R P D N W T	2 31	5 20	6 55	4 13	4 25pm	11 50	9 30
2 51		3 50	8 55	1 42	10 55	2 51	1 23	87	17	82.0	MONITOR		15.8	P	2 16	5 00	6 38	3 58		11 20	8 55
3 51		4 15	9 40	1 50	11 05	3 07	1 32	82	86.2	86.2	CASHMERE	OM	12.2	P D N W	2 09	4 52	6 31	3 51		11 05	8 10
4 15		4 42	10 00	2 02	11 14	3 21	1 42	87	17	90.9	DRYDEN		7.5	P	2 02	4 42	6 25	4 41		10 30	7 10
4 35		5 20	10 25	2 12	11 33	3 34	1 50	78	20	94.4	PESHASTIN		4.0	P D	1 54	4 36	6 14	3 34		10 15	6 50
5 00pm		6 00am	11 00am	2 25am	11 35pm	3 45pm	2 00pm	Yard	Yard	98.4	LEAVENWORTH	CH	0.0	R P D N W C T Y O K	1 45am	4 25am	6 05am	3 25pm		10 00pm	6 30am
Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday
693	381	401	411	3	27	43	1								2	44	28	4	382	402	694
9 00	50	9 05	10 00	3 10	3 05	3 41	3 00								3 00	3 35	3 23	3 15	4 5	8 30	9 50
10 0	18 9	10 8	9 8	31.1	31 9	26 2	32.8								32 8	27 4	29 1	30 2	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 train 27 five (5) minutes.  
 Other opposing trains will clear train 27 ten (10) minutes.  
 All west bound trains must be clear at the time train 27 is due to leave the next station in the rear where time is shown.  
 Bulletin boards located at Wilson Creek, Wenatchee and Leavenworth.  
 Maximum rate of speed for passenger trains 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 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 Shelby.  
 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, 11, 402, 694.  
 Columbia River 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 381. 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	55.1	East End	3
Sherman Spur	92.6	West End	10

**LOCATION AND LENGTH OF TUNNELS.**

Tunnel No	Location of West Portal	Length in feet
11-1	1468 feet east of M. P. 1622; 1.20 miles west of center of passing track, Crater	927
12	1131 feet west of M. P. 1630; 1.85 miles west of center depot, Columbia River	221

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

SECOND CLASS.		Capacity of Side Tracks			Time Table No. 43. In Effect May 5, 1915.		Telegraph Code		Distance from Wilkes		SIGNS. See Rule 6, Page 12		SECOND CLASS.	
379													380	
Mixed	Leave Sunday Only	Passing Tracks	Other Tracks	Distance from Bonners Ferry	STATIONS.								Mixed	Arrive Sunday Only
8 00am		58	77	0 0	BONNER'S FERRY		BY	38 1	R	P	DN	W	YK	11 30am
				0 3	K. V. RY. JCT.									
8 30		0	17	7 5	RITZ									11 01
		0	0	9 5	WATER TANK							W		
8 45		0	0	12 3	KENNY									10 45
9 00		0	20	16 9	COPELAND									10 30
9 30am		0	10	26 0	PORT HILL									10 00am
		0	0	26 6	RYKETS									
		0	20	32 9	CRESTON							W		
		0	0	38 1	WILKES							K		
Arrive Sunday Only													Leave Sunday Only	
379													380	
1 30					Time Over District								1 30	
17 3					Average Speed Per Hour								17 3	

**Special Rules.**

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

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

**INITIAL STATIONS.**

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

**TERMINAL STATIONS.**

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

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

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

**West Bound.**

**WATERVILLE LINE.**

**East Bound. 7**

SECOND CLASS.		Capacity of Side Tracks			Time Table No. 43. In Effect May 5, 1915.		Distance from Mansfield		SIGNS. See Rule 6, Page 12		SECOND CLASS.	
381											382	
Mixed	Leave Daily Ex. Sunday	Passing Tracks	Other Tracks	Distance from Mansfield	STATIONS.		Distance from Columbia River				Mixed	Arrive Daily Ex. Sunday
9 00am		58	52	0	MANSFIELD		60 5	R	P	WC	Y	9 40am
9 15				35	TOUHEY		55 1			P		9 20
9 35				52	WITHROW		49 1		P	W		9 00
9 55				35	SUPPLEE		43 5		P			8 30
10 30				40	DOUGLAS		36 5		P			8 05
11 00				35	ALSTOWN		31 2		P	W		7 10
11 40				33	MCCUE		21 4		P			6 30
12 05pm				40	PALISADES		15 8		P	W		6 10
12 25				35	APPLEDALE		10 7		P			5 50
12 45				28	MOSES COULEE		5 4					5 25
1 05pm		57	58	60 5	COLUMBIA RIVER		0	R	P	DN		5 00pm
Arrive Daily Ex. Sunday											Leave Daily Ex. Sunday	
381											382	
4 05					Time Over District						4 20	
14 8					Average Speed Per Hour						14 0	

**Special Rules.**

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

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

**INITIAL STATIONS.**

Mansfield for train 381.  
Columbia River for train 382.

**TERMINAL STATIONS.**

Mansfield for train 382.  
Columbia River for train 381.

**LOCATION AND LENGTH OF TUNNELS.**

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

**8 WEST BOUND.**

**WENATCHEE-OROVILLE LINE.**

**EAST BOUND.**

SECOND CLASS.				FIRST CLASS.		Capacity of Side Tracks		Time Table No. 43. In Effect May 3, 1915.				SIGNALS		FIRST CLASS.		SECOND CLASS.		
			<b>377</b>			Trailing	Other	Distance from Wenatchee.	STATIONS.	Telephone Calls	Distance from Oroville	See Rule 6, page 12.				<b>378</b>		
		Mixed	Leave Daily Ex. Sunday										Arrive Daily Ex. Sunday					
		8.00am		118	822			.00	WENATCHEE	One Long	137.3	R P D N W T					2.00pm	
		8.15	f	0	38	3.5			OLDS		133.8							1.40
		8.34	f	0	37	8.0			ZENA		129.3							1.25
		8.58	f	0	47	13.6			WAGNERSBURG		123.7							1.08
		9.21	*	46	39	18.9			ENTIAT	One Short One Long	116.3	D W						12.48
		9.51	f	0	42	26.0			WINESAP		111.9							10.10pm
		10.17	f	0	47	31.9			STAYMAN		105.3							11.05
		10.30	*	0	5	37.9			CHELAN FALLS		99.4							11.35
		10.49	*	0	41	38.9			CHELLAN	One Long One Short	98.3	D W						11.30
		11.09	f	0	42	44.1			HUGO		93.1							11.09
		11.34	f	0	42	49.8			WELLS		87.4							10.44
		11.49	f	0	41	53.4			STARR		83.8							10.32
		12.45pm	*	83	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	f	0	41	71.6			SWANSEA		65.6							9.12
		2.00	f	0	42	76.4			WAKEFIELD		60.9	W						8.52
		2.27	f	0	42	82.6			MALOTT		54.6							8.32
		2.44	f	0	41	86.6			CHILLOWIST		50.6							8.20
		3.04	*	0	41	91.5			OKANOAGAN	One Long Two Short	45.7	D W						8.05
		3.21	*	42	38	95.7			OMAK	Three Short	41.5	D						7.52
		3.41	f	0	42	109.5			CHEKOKIE		36.8							7.38
		3.59	*	0	44	104.7			RIVERSIDE	Three Short One Long	32.5	D W						7.25
		4.21	f	0	42	110.1			BARKER		27.2							7.09
		4.48	f	0	42	115.4			JANIS		21.8							6.53
		5.00	*	0	45	120.3			TONASKET	One Long Three Short	17.0	D W						6.38
		5.20	f	0	42	126.2			ELLISFORD		11.1							6.20
		5.40	f	0	42	131.6			CORDELL		5.7							6.04
		5.55		0		136.4			OROVILLE JCT		0	R Y						5.50

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

SECOND CLASS.				FIRST CLASS.		Capacity of Side Tracks		Time Table No. 43. In Effect May 3, 1915.				SIGNALS		FIRST CLASS.		SECOND CLASS.		
			<b>377</b>			Trailing	Other	Distance from Wenatchee.	STATIONS.	Telephone Calls	Distance from Oroville	See Rule 6, page 12.				<b>378</b>		
		Mixed	Arrive Daily Ex. Sunday										Arrive Daily Ex. Sunday					
		6.00pm	*					137.3	OROVILLE	Two Long	.00	R D W C						5.45pm
		10.00																8.15
		13.7																16.0

**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 Jet.  
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 Hebee located between Hugo and Chelan for mail.  
Normal position switch at Oroville Jet. is for Marcus Division, Oroville Line.

Normal position junction switch at first crossover just west of Lee 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 and Malott. Yard limit boards placed each way from Wenatchee and Oroville Jct.

**INITIAL STATIONS.**  
Wenatchee for train 377.  
Oroville Jet. for train 378.

**TERMINAL STATIONS.**  
Wenatchee for train 378.  
Oroville Jet. for train 377.

**Location and Length of Tunnels.**

Tunnel No.	Location of West Portal	Length in feet
8.4	2112' west of M. P. 8—42 miles west of center of industry track Zena	434'
15.7	2600' west of M. P. 15—two miles west of center of industry track Wagnersburg	709'
35.3	1584' west of M. P. 35—3.37 miles west of center of industry track Stayman	352'



## SPECIAL RULES.

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

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

Crossport, East end Industry track.  
 Moravia, East end Industry track.  
 McArthurs, West End Spur.  
 Naples, East end Industry track.  
 Sand Point, West end Industry track.  
 East end empty Coal Dock track.  
 Wrencoo, 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.  
 Galens, West end Industry track.  
 Canby, West end Industry track.

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

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

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

6. In addition to Signs provided for in Rule 7, the following Signs in column headed "Signs" indicate:
  - P Dispatcher's telephone, accessible at all times.
  - I Interlocked.
  - K Connection with foreign road.
  - Standard clock.
7. Telephone booth located at all blind sidings.

## PERSONAL INJURIES.

1. Whenever passengers or 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 traps, 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.  
 Honner'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.  
 Odessa, Lee Ganson.  
 Harrington, L. F. Wagner.  
 Wilson Creek, S. W. Roberts.  
 Ephrata, P. C. Mikelson.  
 Wenatchee, Frank E. Culp.  
 Cashmere, W. G. Parker.  
 Leavenworth, G. W. Hoxsey.  
 Brewster, C. R. McKinley.  
 Omak, J. G. Lovell.

## TIME INSPECTORS.

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

Wenatchee, Howard Thomas.  
 Leavenworth, F. E. Carlquist.

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

T. F. MILLIGAN, Dispatcher.  
 F. H. LIVINGSTON, "

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

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