

GREAT NORTHERN RAILWAY

SPOKANE DIVISION



TIME TABLE No. 47

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

SUNDAY, NOVEMBER 18, 1917.

Superseding Time Table No. 46 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

J. L. CLOSE, Superintendent.

F. J. GAVIN, Asst. General Superintendent.

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

J. H. O'NEILL, General Superintendent.

C. O. JENKS, Assistant General Manager.

THIRD CLASS			SECOND CLASS			FIRST CLASS														
691			401			39			1			7			27			25		
Local Freight			Time Freight			Passenger			Passenger			Passenger			Passenger			Passenger		
Daily Ex. Number			Daily			Daily			Daily			Daily			Daily			Daily		
Lv 6:30Am			Lv 5:25Am			Lv 7:00Am			Lv 8:15Am			Lv 8:25Am			Lv 8:35Am			Lv 8:45Am		
6 8:40			5:45			87			8:20			Ar 8:31Am			8:45			8:55		
2:30 7:24			6:15			87			8:34						8:55			9:05		
7:45			6:45			87			8:43						9:05			9:15		
8:10			7:08			87			8:52						9:15			9:25		
8:30			7:48			87			8:58						9:25			9:35		
9:07			8:20			87			9:07						9:35			9:45		
9:50			8:50			87			9:14						9:45			9:55		
10:10			9:14 9:39			87			8:17			401 9:20			7:17			9:25		
10:35			10:00			87			8:28			28 9:28			7:35			9:34		
1092-402-10 10:55			10:25			87			8:43			892 9:43			7:35			9:44		
12:10Pm			10:58			87			8:55			9:51			7:50			9:59		
1:00			11:15			87			9:01			9:57			7:57			10:04		
1:25			12:01Pm			87			9:10			10:05			8:03			10:11		
1:40			12:15			106			9:21			409 10:13			8:10			10:20		
2:30			12:45			87			9:30			40 10:20			8:19			10:26		
2:40			12:50			87			9:39			10:27			8:25			10:31		
3:05			1:05			87			9:52			10:34			8:31			10:37		
3:45			1:30			87			10:03			10:44			8:41			10:53		
Ar 4:10Pm			Ar 3:00Pm			Ar 10:15Am			Ar 10:55Am			Ar 11:05Am			Ar 11:10Am			Ar 11:15Am		
Daily Ex. Sunday			Daily			Daily Ex. Sunday			Daily			Daily			Daily			Daily		
691			401			39			1			7			27			25		
8:40			8:35			8:13			8:40			8:00			8:00			8:00		
10:2			11:3			8:6			37.0			30.0			30.0			30.0		

Special Rules.

Westward trains are superior to eastward 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 westward trains must be clear at the time train 27 is due to leave the next station in the rear where time is shown.

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

Bulletin Board located at Spokane and Wilson Creek.

Maximum rate of speed for passenger trains between Spokane and Fort Wright and Lyons and Wilson Creek, fifty-five (55) miles per hour and between Fort Wright and Lyons, thirty-five (35) miles per hour.

All trains will not exceed speed of twenty-five (25) miles per hour on grades of eight (8) degrees and over.

On descending grades of 1.8% and greater, the maximum speed for freight trains must not exceed fifty (50) miles per hour; and on less than 1.8% descending grade to a 1% grade the speed must not exceed twenty-five (25) miles per hour, live stock and fruit trains excepted. On a 1% grade and less, thirty (30) miles per hour will be the limit.

It must be understood that the above is the maximum speed for freight trains, and that the maximum speed will not be made where track conditions will not warrant, which are regulated by flag order.

Class N-1 engines will not exceed a speed of fifty (50) miles per hour.

Class "J" engines will not exceed a speed of forty (40) miles per hour in passenger service.

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

Normal position of junction switch S. P. & S. Ry., at Fort Wright will be for G. N. Ry. main line.

Normal position for main passing track switch at Fort Wright will be for S. P. & S. Ry. main line.

Time Table No. 47.
In Effect November 18, 1917.

STATIONS.

SPOKANE

FORT WRIGHT

HIGHLAND

LYONS

OALERA

ESPANOLA

WAUKON

EDWALL

CANDY

BLUESTEM

HARRINGTON

MOHLER

DOWNS

LAMONA

NEMO

ODESSA

SEWARD

IRBY

KROUP

WILSON CREEK

Time Over District
Average Speed Per Hour

Special Rules.

All extra and extra except First Class trains will use the main line in the rear of the main line, unless otherwise instructed. Light and First Class trains will take the main line in the rear of the main line, 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 engine are both numbered (Form 80) properly numbered and equipped in accordance with 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 on S. P. & S. Ry. located 55 feet east end of main line track 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 on track for G. N. Ry. located 600 feet east end of main line track, on right hand side of passing track going east and is a blanket 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 main line track 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 the signal 55 feet from derailed.

Way out of yard, signal located 2,000 feet east of Home signal and has two arms. Top arm is for main line track, 45 degrees to 90 degrees from tower.

Constant Signal on G. N. Ry. is located 3700 feet west of Home signal.

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

All Home signal track as follows: If arm is at 90 degrees up and the signal is light, it denotes that the train is clear to pass the signal. If at 45 degrees up and the signal is light, it denotes that the train is clear to pass the signal.

EASTWARD.

SECOND DISTRICT WILSON CREEK TO SPOKANE.

FIRST CLASS				
26	40	28	2	6
Express	Express	Express	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily
Ar 5:40a	Ar 1:00pm	Ar 1:25Am	Ar 7:45Am	Ar 6:50Am
9:40	11:20	11:10	7:36	6:40Am
9:20	11:10	10:55	7:24	
9:10	11:00	10:45	7:17	
9:00	10:50	10:34	7:08	
8:50	10:40	10:21	7:02	
8:40	11:30	10:05	6:54	
8:30	11:20	9:50	6:46	
8:20	11:10	9:39	6:40	
8:10	11:00	9:28	6:32	
8:00	10:50	9:08	6:17	
7:50	10:40	8:55	6:04	
7:40	10:30	8:48	5:58	
7:30	10:20	8:39	5:50	
7:20	10:10	8:29	5:41	
7:10	10:00	8:20	5:32	
7:00	9:50	8:12	5:26	
6:50	9:40	8:03	5:18	
6:40	9:30	7:51	5:07	
Ar 6:30a	Ar 10:00a	Ar 7:40Am	Ar 4:57Am	
Daily	Daily	Daily	Daily	Daily
26	40	28	2	6
3:45		3:45	2:45	0:10
3:30		3:30	2:30	1:1

Time Table No. 47
In Effect November 18, 1917.

STATIONS	Distance from Wilson Creek	SIGNS
SPOKANE	98.8	Ra DNPW OK
FORT WRIGHT	95.5	DNPW P
HIGHLAND	89.8	P
LYONS	86.4	D NPW
GALENA	81.1	P
ESPANOLA	77.0	NPW
WADKON	70.5	P
EDWALL	64.2	DNPW
GAMBY	61.0	P
BUESTEM	56.6	P
HARROPOLTON	48.2	DNPW
MOHLER	41.5	P
DOWNS	37.5	P
LAMONA	33.2	D NPW
NEMO	27.6	P
ODESSA	23.9	DNPW
SEWARD	18.4	P
IRBY	14.1	NPW
KRUPP	6.6	D P
WILSON CREEK	0.0	Ra DNPW V

SECOND CLASS	
402	692
Time Freight	Local Freight
Daily	Daily Ex. Monday
Ar 4:30pm	Ar 3:10pm
4:20	* 2:55
3:50	* 2:15
3:30	* 1:50
3:10	* 1:30
2:50	* 1:15
2:40	* 12:45
1:55	* 12:30
1:15	* 12:10pm
12:40	* 11:54
12:10pm	* 11:24 1:40
	* 9:38 (at 40)
	* 9:15
	* 9:01
	* 8:39
	* 7:55
	* 7:40
	* 7:10
	* 6:55
	* 6:30
	Ar 6:00Am
	Daily Ex. Monday
	692
	9:15
	10:7

Time over District Average Speed Per Hour

Special Rules.

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. & N. 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.		TERMINAL STATIONS.	
Spokane	for trains 1, 7, 25, 27, 39, 401, 691.	Spokane	for trains 2, 6, 26, 28, 31, 402, 692
Wilson Creek	" " 2, 26, 28, 30, 402, 692.	Wilson Creek	" " 1, 25, 27, 30, 401, 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 WESTWARD.

THIRD DISTRICT WILSON CREEK TO LEAVENWORTH.

EASTWARD.

THIRD CLASS 693	SECOND CLASS		FIRST CLASS				Capacity of Trucks	Time Table No. 47 In Effect November 18, 1917.	STATIONS	Signals	FIRST CLASS				SECOND CLASS		THIRD CLASS 694			
	381	401	25	27	1	39					2	28	40	26	382	402				
Local Freight Daily Ex. Monday	Mixed Daily Ex. Sunday	Time Freight Daily	Passenger Daily	Fast Mail Daily	Passenger Daily	Passenger Daily	Yard	Yard	Yard	Yard	Passenger Daily	Express Daily	Passenger Daily	Passenger Daily	Mail Daily	Mail Daily	Local Freight Daily Ex. Sunday			
Le 7:35am		Le 3:05pm	Le 11:08pm	Le 11:08pm	Le 11:00am	Le 10:30am			WILSON CREEK	Z	98.4	R-D-N-P-W-C	Y	Ar 4:52am	Ar 7:35am	Ar 11:08am	Ar 11:08am	Ar 4:20pm		
* 8:10		3:30	11:31	9:09	11:12	10:34	87	10	7.9		90.5		P	4:40	7:23	11:11	10:50	* 3:30		
* 8:30		3:50	11:33	9:19	11:19	10:54	87	13	11.1		91.3	D-N-P	Y	4:31	7:15	11:01	10:42	* 3:10		
* 8:52		4:10	11:41	9:26	11:25	10:53	87	17	17.7		92.1	D-N-P		4:21	7:07	10:52	10:33	* 2:50		
* 9:45		4:30	11:53	9:36	11:34	11:05	87	25	21.0		92.9	D-N-P-W		4:13	6:58	10:43	10:24	* 2:30		
* 10:00		4:50	12:01am	9:44	11:41	11:15	87	33	28.4		93.7		P	4:05	6:51	10:34	10:15	* 2:10		
* 10:30		5:35	12:09	9:53	11:48	11:24	87	41	35.8		94.5		P	3:57	6:44	10:25	10:06	* 1:52		
* 11:10		5:55	12:19	10:01	11:57	11:35	86	49	43.2		95.3	D-N-P-W	Y	3:46	6:36	10:16	9:57	* 1:20		
* 11:44		6:10	12:38	10:08	12:04am	11:44	86	57	50.6		96.1		P	3:36	6:26	10:07	9:48	* 12:50		
1-694 * 12:04pm 12:16		6:30	12:49	10:16	12:15	11:56	86	65	58.0		96.9	D-N-P-W		3:20	6:11	9:58	9:39	* 12:15pm 11:50		
* 12:40		6:50	12:57	10:24	12:24	12:00am	87	73	65.4		97.7		P	3:10	5:58	9:49	9:30	* 11:15		
* 12:55	Le 11:55am	7:10	12:57	10:30	12:32	12:15	87	81	72.8		98.5	D-N-P		3:03	5:51	9:40	9:21	* 10:50		
* 1:10	* 12:09pm	7:35	1:02	10:37	12:41	12:25	83	89	80.2		99.3		P	2:54	5:43	9:31	9:12	* 10:30		
* 1:25	* 12:22	7:55	1:10	10:43	12:50	12:35	87	97	87.6		100.1		P	2:47	5:36	9:22	9:03	* 10:05		
* 1:55	Ar 12:36pm	9:00	* 1:30	* 10:57	* 1:10	* 12:55	87	105	95.0		100.9	D-N-P-W	Y	* 2:35	* 5:25	* 9:13	* 8:54	* 9:30		
* 2:51		9:25	1:43	11:10	1:23	* 1:10	87	113	102.4		101.7		P	2:18	5:05	9:04	8:45	* 8:55		
* 3:48		9:50	* 1:53	11:30	1:32	* 1:30	87	121	110.0		102.5	D-N-P-W		2:11	4:58	8:55	8:36	* 8:10		
* 4:25		10:30	2:00	11:29	1:42	* 1:35	88	129	117.6		103.3		P	2:00	4:50	8:46	8:27	* 7:10		
* 4:45		11:38	2:06	11:38	1:50	* 1:35	86	137	125.2		104.1	D-N-P		1:54	4:43	8:37	8:18	* 6:50		
Ar 5:00pm		Ar 12:01pm	Ar 2:15pm	Ar 1:40pm	Ar 2:00pm	Ar 1:45pm	Yard	Yard	137.1		104.9	R-D-N-P-W-C	Y	Le 1:45am	Le 4:35am	Le 11:08am	Le 11:08am	Le 6:30am		
Daily Ex. Monday 693	Daily Ex. Sunday 381	Daily 401	Daily 25	Daily 27	Daily 1	Daily 39								Daily 2	Daily 28	Daily 40	Daily 26	Daily 382	Daily 402	Daily Ex. Sunday 694
9:25 10:4	11 21.0	8:50 20.0	2:05 10.0	2:09 11.0	1:40 22.0	2:15 10.0								3:07 31.5	3:00 32.8	2:10 31.0	2:10 31.0	4:45 21.0	5:10 31.0	9:50 10.0

SPECIAL RULES.

Westward trains are superior to eastward 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 westward 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:
 Wilson Creek to Crater, fifty-five (55) miles per hour.
 Crater to Vulcan, thirty-five (35) miles per hour.
 Vulcan to one mile west Columbia River, forty-five (45) miles per hour.
 One mile west Columbia River to one mile east Rock Island, twenty-five (25) miles per hour.
 One mile east Rock Island to Wenatchee, fifty-five (55) miles per hour.
 Wenatchee to Leavenworth, thirty-five (35) miles per hour.
 All trains will not exceed speed of twenty-five (25) miles per hour on curves of eight (8) degrees and over.
 On descending grades of 1.8% and greater, the maximum speed for freight trains will not exceed fifteen (15) miles per hour and on less than 1.8% descending grade for P₁ grade the speed will not exceed twenty-five (25) miles per hour. For freight trains excepted. On a P₂ grade and less, thirty (30) miles per hour will be the limit.
 It must be understood that the above is the maximum speed for freight trains, and that this maximum speed will not be made when track conditions will not warrant, which are regulated by crew order.
 All trains in both directions will reduce speed to eight (8) miles per hour when passing high rock walls between west and tunnel No. 12, about one and three-quarter (1 3/4) miles west of Columbia River station, for a point about 1,500 feet west.
 All trains will not exceed a speed of twenty-five (25) miles per hour from one mile west Columbia River to one mile east Rock Island.
 All trains reduce speed to ten (10) miles per hour between close boards placed each side of mile three-quarter (3/4) of a mile west of Monitor.
 All trains reduce speed to fifteen (15) miles per hour between close boards located one and one-half (1 1/2) miles west of Cashmere.
 All trains will not exceed a speed of ten (10) miles per hour over bridge 359 crossing Columbia River between Rock Island and Malaga.
 Class N-4 engines will not exceed a speed of twenty-five miles per hour.

SPECIAL RULES.

Class N-4 engines will not exceed speed of forty (40) miles per hour on curves of eight (8) degrees and over.
 No. 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.
 Normal position of Waterville Line switch, on passing track, so Columbia River is for Waterville Line.
 Columbia River will be a registering point for Waterville Line trains only.
 Engines leaving the Trinidad, Cashmere and Wenatchee stations will not take side of the top of level outside switches, except at Wenatchee where trains will take siding at outside switch.
 Auxiliary Telephone Booth located at Trinidad Water Tank.
 Water tank shown at Trinidad is located 3 miles east of station.

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

INITIAL STATIONS.

Wilson Creek for trains 1, 25, 27, 39, 401, 693.
 Leavenworth " " 2, 26, 28, 40, 402, 694.
 Columbia River for train 381. Wenatchee for train 382.

TERMINAL STATIONS.

Wilson Creek for trains 2, 26, 28, 40, 402, 694.
 Leavenworth " " 1, 25, 27, 39, 401, 693.
 Columbia River for train 382. Wenatchee for train 381.

BUSINESS TRACKS NOT SHOWN AT STATIONS ON TIME TABLE.

Name	Miles from Wilson Creek	Switch at	Car Capacity
Grand Spur	52.9	West end	18
Gravel Spur	53.1	at "	25
Ohio Colony Spur	65.1	East end	3

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of Tunnel	Length in feet
11	1 1/4 mile east of M. P. 1622; 1.20 mile west of center of bridge over track, Crater	927
12	1 1/4 mile west of M. P. 1636; 1.85 mile west of center of bridge over track, Crater	221

8 WESTWARD.

WENATCHEE-OROVILLE LINE.

EASTWARD.

THIRD CLASS		FIRST CLASS	STATIONS		FIRST CLASS	THIRD CLASS
	697	253			254	698
	Local Freight	Passenger			Passenger	Local Freight
	Mon, Wed and Fri	Daily Ex Sunday			Daily Ex Sunday	Mon, Tue and Sat
	7:00Am	4:45Pm	WENATCHEE	One Long	127.3 R DNPW T	6:30Pm
	7:20	4:55	OLDS		123.8	6:10
	7:40	5:07	ZENA		129.3	5:50
	8:00	5:20	WAGNERSBURG		123.7	5:30
	8:35	5:34	ENTAT	One Short One Long	118.3 D W	5:10
	9:00	5:51	WINESAP		111.2	4:35
	9:25	6:03	STAYMAN		105.3	4:05
	9:50	6:16	CHELAN FALLS		99.4	3:40
	10:39	6:23	CHELAN	One Long One Short	98.3 D W	3:30
	11:00	6:35	HUOO		93.1	3:15
	11:25	6:48	WELLS		87.4	3:00
	11:45	6:58	STARR		83.8	2:45
	12:20Pm	7:12	PATEROS	Two Short	78.3 D W	2:15Pm
	1:00	7:27	BREWSTER	Two Short One Long	72.2 D	1:55
	1:25	7:41	MUNSE		65.5	1:30
	1:45	7:52	WAKEFIELD		60.0 W	1:15
	2:10	8:06	MALOTT		54.5	1:00
	2:30	8:17	CHILLOWIST		50.5	10:45
	3:05	8:29	OKANOHAN	One Long Two Short	45.7 D W	10:25
	3:40	8:40	OMAK	Two Short	41.5 D	10:10
	4:00	8:50	CHEROKEE		36.8	9:35
	4:35	9:09	RIVERSIDE	Three Short One Long	22.5 D W	9:10
	4:55	9:11	BARKER		22.2	8:45
	5:15	9:22	JANIS		21.8	8:30
	5:45	9:32	TONASKET	One Long Three Short	17.9 D W	8:10
	6:05	9:44	ELLISFORD		11.1	7:30
	6:30	9:55	CORDELL		5.7	7:00
	6:50	10:05	OROVILLE JCT	0.0 R	Y	6:30

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

THIRD CLASS		FIRST CLASS	STATIONS	FIRST CLASS	THIRD CLASS	
	697	253			698	
	Local Freight	Passenger			Local Freight	
	Mon, Wed and Fri	Daily Ex Sunday			Mon, Tue and Sat	
	7:00Am	6:45Pm	OROVILLE	Two Long	0.0 R & D WC	6:30Pm
	7:00	6:50				6:10
	7:00	6:50				5:50
	12:00	6:50				5:30
	11:4	6:50				5:10

SPECIAL RULES.

Westward trains are superior to eastward 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 passenger train thirty-five (35) miles per hour.
 Maximum rate of speed for freight train twenty-five (25) miles per hour.
 Freight trains 697 and 698 will carry passengers when provided with proper transportation.
 Trains 253 and 254 will stop at Gordon between Pateros and Brewster for mail.
 Trains 253 and 254 will stop at Beebe located between Hugo and Chelan for mail.

Normal position switch at Oroville Jct. is for Marcus Division, Oroville Line.
 Normal position junction switch at road crossover just west of Ice House, Wenatchee, is for main line.
 Before entering main line at Wenatchee flagman must be sent out to protect against main line trains.
 Drawbridge located across Okanogan River one-half mile west Wakefield between Alakfield and Malott.
Yard limit boards placed each way from Wenatchee and Oroville Jct.

INITIAL STATIONS.

Wenatchee for trains 253 and 697.
 Oroville Jct. for trains 254 and 698.

TERMINAL STATIONS.

Wenatchee for trains 253 and 697.
 Oroville Jct. for trains 254 and 698.

Location and Length of Tunnels.

Location	Length in feet
Between West Portal and P. S. - 42 miles west of center of industry track Zena	454'
Between M. P. 16 - two miles west of center of industry track	769'
Between M. P. 36 - 2.37 miles west of center of industry track	307'

SPECIAL RULES.

Westward trains are superior to eastward 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 stations 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.	Idaho,	West end Industry track.
Moravia,	East end Industry track.	Old Caroy,	East end Industry track.
McArthurs,	West End spur.	Moravia,	East end Industry track.
Naples,	East end Industry track.	Hillyard,	East end East Yard lead.
Sand Point,	West end Industry track.	Spokane,	West end Coal Chute track.
	East end empty Coal Dock track.	Rock Wright,	West end of Cedar St. Industry tracks.
Wrecoe,	West end Front Cupo Spur.	Galena,	West end Military spur.
Albany Falls,	East end Fidelity Lumber Co. connection.	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.
	East end Storage track.
Dryden,	East end Industry track.
Peshastin,	East end Industry track.
Leavenworth,	East end Ice House track.
	East end South lead.

Deraul 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 services 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, Pritchard Bldg., St. Paul.	
Boeckman & Boeckman, Ophthalmic Surgeons, 112 Lundy Bldg., St. Paul.	
(Employe 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	E. D. McCarty.
Newport	J. T. Phillips.
Hillyard	J. Farrow.
Spokane	S. B. Hopkins, Ophthalmic Surgeon.

Spokane	J. G. Cunningham.
Odesa	Lee Ganson.
Harrington	J. F. Patrick.
Wilson Creek	S. W. Roberts.
Ephrata	P. C. Mikelsm.
Wenatchee	A. E. Gerhardt.
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.
Troy	J. R. Hughes.

Wenatchee	Howard Thomas.
Leavenworth	F. E. Carlquist.

J. G. THORSEN, Dispatcher
E. LEAHY,
O. R. TYRELL.

F. F. MILLIGAN, Dispatcher
W. C. RUPLEY,
F. C. BARRETT.

J. B. SMITH, Chief Dispatcher
L. C. APPELMAN, Night Chief Dispatcher

W. CARSWELL, Trainmaster
C. A. MANTHE.