

GREAT NORTHERN RAILWAY



SPOKANE DIVISION.



TIME TABLE No. 2.

TO TAKE EFFECT AT TWELVE (12:01) O'CLOCK A. M.
SUNDAY, JANUARY 1, 1920.

SUNDAY, JANUARY 1, 1920.

Superseding all previous time tables and amendments thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

B. LANTRY, Superintendent.

J. M. DOYLE, Asst. General Superintendent.

A. L. BERGFELD, General Supt. of Transportation.

F. S. ELLIOTT, General Superintendent.

J. H. O'NEILL, General Manager.

2 WESTWARD.

FIRST DISTRICT—TROY TO SPOKANE.

THIRD CLASS			SECOND CLASS		Capacity of Side Tracks		Station Numbers		Distance from Troy		Time Table No. 2 In Effect July 11, 1920		FIRST CLASS						
689	691	695	429	401	Passing Tracks	Other Tracks	Station Numbers	Distance from Troy	STATIONS		Telegraph Code	1	43	3	263	257 MARCUB DIV	255 MARCUB DIV	27	
Local Freight Daily Ex. Monday	Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Sunday	Time Freight Daily	Time Freight Daily								Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily	Fast Mail Daily	
		L. 6:00am	L. 8:56am	L. 4:00pm	Yard	Yard	1332	0.0	TROY	UX	L. 2:45am	L. 12:16pm	L. 2:50pm					L. 4:35pm	
		* 6:20	9:20	4:45	87	10	1340	8.60	YAKT	ON	3:00	f 12:30	3:05					4:45	
		* 6:40	9:45	5:28	87	16	1347	13.73	LEONIA		3:16	f 12:45	3:20					4:58	
		* 7:25	10:10	6:00	87	8	1353	20.66	KATKA		3:29	f 1:00	3:35					5:11	
		* 8:00	10:35	6:25	87	13	1360	27.06	CROSSPORT		3:42	f 1:15	3:48					5:22	
		* 10:00	11:00	6:55	87	18	1367	33.49	BONNER'S FERRY	BY	* 3:53	* 1:28	* 4:00	L. 7:00am				5:30	
								31.70	K. V. RY. JCT.										
		* 11:04	11:16	7:30	87	23	1369	36.35	MORAVIA		4:05	f 1:39	4:10	f 7:08				5:48	
		* 12:08pm	11:40	8:10	87	23	1376	42.76	NAPLES	NA	4:20	* 1:56	4:24	* 7:22				5:48	
		* 12:50	12:18am	8:50	87	9	1383	50.16	ELMIRA		4:33	f 2:12	4:38	f 7:38				6:00	
		* 1:30	12:50	9:30	80	8	1390	56.97	COLBURN		4:43	f 2:28	4:48	f 7:49				6:09	
								59.41	BROOK					f 7:53					
L. 6:00am	A 2:15pm	1:35	10:00	10:25	87	47	1398	64.02	SAND POINT	B	4:55	* 2:46	* 5:00	* 8:07				6:21	
* 6:15			1:50	10:25	87	0	1402	68.98	MORBY		5:02	f 2:55	5:09	8:15				6:28	
* 6:40			2:10	10:50	87	31	1407	73.64	WRENCOE		5:10	f 3:05	5:17	f 8:23				6:34	
* 7:40			2:35	11:30	87	16	1410	78.05	LACLEDE	C	5:18	* 3:18	5:25	* 8:33				6:42	
* 8:00			2:55	12:01pm	87	13	1416	83.87	THAMA		5:25	3:26	5:32	f 8:40				6:49	
2- * 8:20 44 2011 10:40			3:15	12:25	87	58	1420	86.91	PRIEST RIVER	NC	5:33	* 3:36	* 5:42	* 8:48				6:54	
* 12:15pm			3:45	1:10	87	30	1427	93.45	NEWPORT	NR	* 5:47	* 3:52	* 5:56	* 9:00				7:04	
* 12:40			4:00	1:30	87	28	1432	96.66	PENRITH		5:55	f 4:01	6:04	f 9:11				7:09	
* 1:00			4:20	1:55	87	18	1436	101.20	SCOTIA		6:02	* 4:13	6:12	* 9:22				7:16	
* 1:35			4:50	2:20	87	20	1442	107.98	CAMDEN	MD	6:15	f 4:28	6:26	* 9:40				7:30	
* 2:11			5:05	2:35	87	33	1445	110.06	ELK	KE	6:20	* 4:35	6:34	* 9:45				7:35	
* 2:40			5:30	2:55	87	35	1449	115.28	MILAN	RA	6:28	* 4:45	6:43	* 9:53				7:43	
* 3:00			6:05	3:25	87	13	1456	121.84	CHATTAROY		6:37	f 4:56	6:54	f 10:06				7:52	
* 3:20			6:45	3:45	87	68	1460	125.06	DEAN	BF	6:45	* 5:05	7:02	* 10:14	L. 11:00am	L. 4:55pm		7:57	
* 3:40			7:11	4:15	87	16	1464	130.25	MEAD		6:55	f 5:15	7:10	f 10:24	f 11:10	f 5:05		8:04	
A 258 4:00pm	L. 5:40am	A 3 8:00am	5:00	5:00	Yard	Yard	1469	134.71	HILLYARD	8Q	* 7:05	* 5:30	* 7:35	* 10:35	* 11:20	* 5:15		8:17	
	5:55		9:20	9:20	0	0	1472	138.37	O.-W. R. & N. JCT.		7:19	5:40	7:40	10:45	11:30	5:25		8:25	
	A 6:00am	A 9:30am	9:30	9:30	Yard	Yard	1473	139.55	SPOKANE	DS-Q	A 7:25am	A 5:45pm	* 7:50pm	A 10:50am	A 11:35am	A 5:30pm	A 8:30pm		
Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily							Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		
689	691	695	429	401							1	43	3	263	257	255	27		
10.00 7.0	0.20 14.7	8.15 7.83	11.05 12.18	13.30 10.4							4.40 29.89	5.30 25.38	5.00 27.90	3.50 28.22	0.35 23.9	0.35 23.9	3.55 35.61		

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 No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.

Extra trains may pass and run ahead of third class trains. Eastward first class trains will take siding at Troy for opposing trains of same class at crossover switch to No. 1 track, located 400 feet west of depot. Trains 43 and 264 meet on double track between O.-W. R. & N. Jct. and Hillyard.

INITIAL STATIONS.

Troy for trains 1, 3, 27, 43, 401, 429, 695.
Bonner's Ferry " " 263.
Sand Point " " 695, 689.
Dean " " 255, 257.
Hillyard " " 690, 691.
Spokane " " 2, 4, 28, 44, 256, 258, 692.

TERMINAL STATIONS.

Troy for trains 2, 4, 28, 44, 690.
Bonner's Ferry " " 264.
Sand Point " " 690, 695.
Dean " " 256, 258.
Hillyard " " 429, 689, 692.
Spokane " " 1, 3, 27, 43, 255, 257, 401, 691.

FIRST DISTRICT—SPOKANE TO TROY.

EASTWARD. 3

FIRST CLASS							Time Table No. 2 In Effect July 11, 1920.	STATIONS	Distance from Spokane	SIGNS	SECOND CLASS		THIRD CLASS		SPECIAL RULES.		
4	264	258	28	44	256	2					690	696	Local Freight	Local Freight			
Passenger	Passenger	Passenger	Express	Passenger	Passenger	Passenger					Daily Ex. Sunday	Daily Ex. Monday					
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily											
2:00am			A 6:06pm	A 1:56pm		A 12:16pm	TROY	139.55	R&DNWCT					Bulletin boards located at Troy, Bonners Ferry, Dean, Hillyard and Spokane. Maximum rate of speed for passenger trains between Troy and Yakt, Crossport and Scotia, Camden and Spokane fifty-five (55) miles per hour and between Yakt and Crossport, Scotia and Camden 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 must not exceed fifteen (15) miles per hour; and on less than 1.8% descending grade to 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 this maximum speed will not be made where track conditions will not warrant, which are regulated by slow orders. 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 reduce speed to ten (10) miles per hour between slow boards located 1,320 feet east and 630 feet west of Tunnel 11, two (2) miles east of Camden. All trains will not exceed a speed of twelve miles per hour crossing bridge 258 between Camden and Scotia. All trains must reduce speed to eight (8) miles per hour through city limits of Spokane. Class "J" engines will not exceed a speed of twenty-five miles per hour. Class "I" engines will not exceed speed of forty (40) miles per hour. Class "O" and "P" engines will not exceed speed of thirty (30) miles per hour on passenger or silk trains. Class "C-1" engines must not go on industrial spur bridge leading to North Side at Spokane. Freight trains 689, 690, 695 and 696 will carry passengers when provided with proper transportation. Trains 43 and 44 will stop on flag Sundays only for passengers at Samuela, Albany Falls Spur, McArthurs Spur. Trains 263 and 264 stop on flag at Samuela, Albany Falls Spur, McArthurs Spur and Dover Lumber Co. Spur. Normal position of junction switch, K. V. Ry. Jct., on Eastward passing track at Bonner's Ferry, is for the Eastward passing track and connection with Marcus Division at Dean is for Main Line, Spokane Division. Lap Sidings at Newport, Sand Point and Bonners Ferry. Trains take siding at Lap, at Newport and at outside switches at Sand Point and Bonners Ferry. Westward first class trains register by card at Sand Point except when Displaying Signals. Register at Bonner's Ferry will be for K. V. Line trains and Nos. 263 and 264 only and Register at Dean will be for Marcus Division trains only. Between Spokane and Hillyard trains will be operated under a block system. Eastward trains will receive at Spokane, block card form 80, properly numbered, OK'd and completed; in addition to clearance form 219, Westward 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. Switch at end of double track Hillyard is operated by operator in Telegraph office at Hillyard. Position of switch indicated by top arm of home semaphore. 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. Eastward Home signal at end of double track, Hillyard, equipped with three arms. Top arm is automatically controlled by track circuit. Middle arm is level signal and bottom arm is "Calling on signal" and when at Caution position permits movement of train yard through crossing against automatic signal. Semaphores at O. W. R. & N. junction are located 500 feet and 2000 feet east of O. W. R. & N. crossing also 510 feet and 1250 feet west of O. W. R. & N. crossing. Both east and westward 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 about 55 feet in advance of signal. Downward 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 trains standing at home signal. When distant signal is at 45 degrees, up, home signal is at stop and it denotes no train between these signals. If distant signal is 90 degrees, up, home signal is clear. A home signal located 25 feet west of double track switch denotes position of switch. Top arm 90 degrees up is for eastward trains going on eastward track. Lower arm 90 degrees up is for eastward trains taking westward 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 1354; One-half Mile West of Mile Post 1359. Scotia Canyon, East End Bridge 258. Yard Limit Boards: Troy—One-half mile west of west switch; Bonners Ferry—One-half mile east of west switch; Sand Point—One-half mile east of west switch; Sand Point—One-half mile west of west switch; Dean—One-half mile east of east switch; Dean—One-half mile west of west switch; Hillyard—One-half mile east of east switch; Hillyard—One-half mile west of east and double track; Spokane—One-half mile east of east switch.			
1:45			5:47	1:33		11:59	YAKT	132.86	P								
1:30			5:28	1:17		11:47	LEONIA	125.82	DNP								
1:15			5:11	1:00		11:34	KATKA	118.89	PW								
1:00			4:55	12:45		11:22	CROSSPORT	112.47	P								
12:50	A 9:30pm		4:47	12:35		11:16	BONNER'S FERRY	108.17	R&DNW Y K								
							K. V. RY. JCT.	107.76									
12:39	1 9:18		4:35	12:20		11:04	MORAVIA	103.20	P								
12:28	9:05		4:24	12:06pm		10:55	NAPLES	99.78	DNPW								
12:18	8:50		4:10	11:51		10:46	ELMIRA	89.89	P								
12:08am	8:35		3:58	11:38		10:36	COLBURN	83.58	P								
	8:29			11:32			BRONX	80.14									
11:56	8:19		3:45	11:22		10:24	SAND POINT	74.93	R&DNW Y K								
11:45	8:07		3:33	11:12		10:13	HORNBY	70.57	P								
11:38	8:00		3:25	11:03		10:07	WRENCOE	65.91	P								
11:30	7:50		3:18	10:53		10:00	LACLEDGE	60.90	D PW								
11:21	7:49		3:05	10:41		9:55	THAMA	56.18	P								
11:17	7:41		2:58	10:34		9:50	PRIEST RIVER	52.64	D P								
11:05	7:19		2:46	10:19		9:40	NEWPORT	46.09	DNPW K								
10:54	7:09		2:37	10:09		9:29	PENRITH	42.89	P								
10:47	6:55		2:30	9:59		9:22	SCOTIA	38.28	P								
10:34	6:40		2:16	9:40		9:07	CAMDEN	31.57	DNPW								
10:29	6:34		2:11	9:35		9:02	ELK	28.59	D P								
10:21	6:25		2:03	9:26		8:54	MILAN	24.27	D P								
10:10	6:12		1:52	9:13		8:41	CHATTAROY	17.71	P								
10:03	6:05	A 4:33pm	1:45	9:05	A 8:55am	8:34	DEAN	13.89	R&DNW								
9:58	5:55	1 4:20	1:36	8:55	1 8:45	8:27	MEAD	9.20	P								
9:50	5:45	8:59	1:28	8:45	8:35	8:18	HILLYARD	4.84	R&DNWCTYO								
9:35	5:35	3:58	1:25	8:33	8:23	8:03	(O. W. R. & N. JCT.)	1.18	DNP IK								
9:30pm	5:30pm	3:55pm	1:25:55pm	8:30am	8:20am	8:00am	SPOKANE	0.0	R&DNW O K								
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily											
4	264	258	28	44	256	2											
4:00	4:00	4:43	5:10	5:35	6:25	4:18											
31:00	26:01	19:4	27:0	25:1	23:9	32:84											

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	30.20	West end	100	Samuela Spur	53.90	East end	8
White's Spur	33.28	"	10	Spokane Lumber Co. Spur	95.78	West	12
McArthurs Spur	46.85	"	10	Gratham Lumber Co. Spur	102.77	West	8
A. C. White Lumber Co. Spur	48.11	West	6	Acetic Ice Co. Spur	107.11	East	13
Peck River Spur	52.93	East	11	Washington Lumber Co. Spur	114.12	East	11
				Davies Spur	128.80	"	40

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal	Length in feet	Turner No.	Location of West Portal	Length in feet
7	4044' W. of M. P. 1346; 3.21 mi. W. of str. pass track, Yakt.	281	10 1	509' W. of M. P. 1374; 0.30 mi. W. of str. pass track, Moravia	809
8	2470' W. of M. P. 1348; 4.88 mi. W. of str. pass track, Yakt.	174	10 2	1575' W. of M. P. 1376; 2.80 mi. W. of str. pass track, Moravia	818
9	4073' W. of M. P. 1359; 2.22 mi. W. of str. pass track, Katka.	262	11	1499' W. of M. P. 1413; 4.73 mi. W. of str. pass track, Scotia	240
10	3153' W. of M. P. 1360; 2.94 mi. W. of str. pass track, Katka.	216 5			

4 WESTWARD.

SECOND DISTRICT—SPOKANE TO WILSON CREEK.

EASTWARD.

THIRD CLASS		SECOND CLASS	FIRST CLASS				Capacity of Side Tracks		Time Table No. 2.		SIGNALS	FIRST CLASS		THIRD CLASS					
691	401	27	3	45 (S. P. & S. Ry.)	1	39	Passing Trains	Other Trains	STATIONS.	See Rule 5, Page 11.		46 (S. P. & S. Ry.)	2	28	40	4	692		
Local Freight	Time Freight	Fast Mail	Passenger	Passenger	Passenger	Passenger	Station Numbers	Distance from Spokane	In Effect July 11, 1920.	Telegraph Call	Distance from Wilson Creek	Passenger	Passenger	Express	Passenger	Passenger	Local Freight		
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday						Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday		
6:10am	9:40am	9:00pm	8:15pm	8:10am	7:45am	6:30am	1473	0.0	SPOKANE	DR-Q	98.78	R&DNPW	OK	6:50am	7:45am	12:25pm	1:30pm	9:00pm	3:10pm
6:20	10:05	9:06	8:21	8:18am	7:50	6:35	1477	2.73	FORT WRIGHT	F W	96.03	DNP	I	6:40am	7:35	12:15	1:20	8:49	2:55
6:47	10:55	9:19	8:37		8:04	6:47	1481	9.11	HIGHLAND		89.65	P		7:22	12:05pm	1:05	8:37	2:30	
7:15	11:20	9:25	8:44		8:13	6:52	1486	12.37	LYONS	YA	86.38	D PW		7:15	11:59	12:56	8:29	2:15	
7:40	11:50	9:34	8:52		8:22	7:06	1492	17.74	LYONS		81.00	P		7:06	11:50	12:45	8:21	1:55	
8:05	12:36pm	9:40	9:00		8:28	7:15	1496	21.06	ESPANOLA		76.80	PW		6:58	11:43	12:36	8:14	1:35	
8:37	1:15	9:48	9:09		8:37	7:24	1502	26.32	WAUKON		70.44	P		6:48	11:33	12:23	8:04	1:15	
9:30	2:00	9:57	9:22		8:44	7:36	1508	34.03	EDWALL	WB	64.73	DNPW		6:39	11:25	12:12	7:56	12:45	
9:50	2:30	10:03	9:28		8:50	7:43	1512	37.73	CANBY		61.03	P		6:32	11:20	12:04pm	7:48	12:25pm	
10:20	3:15	10:11	9:37		8:58	7:51	1517	43.21	BLUESTEM		55.55	P		6:23	11:10	11:55	7:40	11:55	
10:50-10:55 12:10pm	3:50	10:23	9:50		9:13	8:06	1521	50.42	HARRINGTON	HR	48.14	DNPW		6:07	10:52	11:41	7:28	11:25-11:30 9:45am	
12:40	4:20	10:36	10:00		9:23	8:17	1524	57.30	MOHLER		41.48	P		5:52	10:42	11:26	7:15	9:23	
1:00	4:40	10:42	10:06		9:30	8:23	1525	61.01	DOWNS		37.75	P		5:45	10:35	11:19	7:08	8:55	
1:25	5:00	10:49	10:13		9:38	8:30	1529	65.82	LANONA	PA	33.14	D PW		5:36	10:26	11:09	7:01	8:30	
1:40	5:25	10:57	10:21		9:46	8:39	1531	71.03	NEMO		27.73	P		5:25	10:16	10:58	6:53	7:55	
2:20	5:45	11:04	10:29		9:53	8:48	1535	75.84	ODESSA	OD	22.92	DNP		5:15	10:08	10:49	6:44	7:30	
2:40	6:05	11:10	10:36		10:00	8:57	1535	80.30	SEWARD		18.37	P		5:08	10:00	10:40	6:32	7:10	
3:05	6:26	11:16	10:43		10:07	9:05	1538	84.60	IRBY		14.07	PW		5:01	9:50	10:30	6:26	6:55	
3:45	6:45	11:26	10:53		10:17	9:15	1566	92.16	MARLIN	KR	6.80	D P		4:50	9:30	10:17	6:15	6:30	
4:10pm	7:16pm	11:36pm	11:05pm		10:30am	9:27am	1572	98.76	WILSON CREEK	Z	0.0	R&DNPWC	Y	4:40am	9:27am	9:58am	6:02pm	6:00am	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday								Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	
691	401	27	3	45	1	39						46	2	28	40	4	692		
10:00 10:00	9:30 10:3	2:35 38:22	2:50 34:36	2:50 12:20	2:45 35:03	2:57 33:15			Time Over District Average Speed Per Hour			10 16:33	3:06 32:03	3:08 1:2	3:30 27:08	3:58 1:30	3:58 10:7	9:18 10:7	

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

Other opposing trains will clear train 27 ten (10) minutes.

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, 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 curves of eight (8) degrees and over.

On descending grades of 1.8% and greater, the maximum speed for freight trains must not exceed fifteen (15) 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 this maximum speed will not be made where track conditions will not warrant, which are regulated by slow orders.

All trains must reduce speed to eight (8) miles per hour through city limits of Spokane.

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

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

Class "G" and "H" engines will not exceed speed of thirty (30) miles per hour on passenger or silk trains.

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

All eastward trains except First Class trains will use left hand or passing track from Cedar St., Spokane, unless otherwise instructed. Eastward 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 block 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 westward 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 eastward 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 train, 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.

G-1, L-2 and heavier engines must not go on Standard Oil Spur, Edwall.

Westward Distant Signal located 2,600 feet east of Home Signal and works from zero to 45 degrees from track circuit, 45 degrees to 90 degrees from tower.

Eastward Distant Signal on G. N. Ry. located 3700 feet west of Eastward 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: Spokane—One-half mile east of east switch.

Spokane—One-half mile west of west switch Fort Wright.

Harrington—One-half mile east of east switch, one-half mile west of west switch.

Wilson Creek—One-half mile east of east switch.

INITIAL STATIONS.

Spokane for trains 1, 3, 27, 39, 45, 401, 691

Wilson Creek " " 2, 4, 28, 40, 692

Fort Wright " " 46

TERMINAL STATIONS.

Spokane for trains 2, 4, 28, 40, 16, 692

Wilson Creek " " 1, 3, 27, 39, 401, 691.

Fort Wright " " 45

WESTWARD. THIRD DISTRICT - WILSON CREEK TO LEAVENWORTH. EASTWARD. 5

THIRD CLASS 693	SECOND CLASS		FIRST CLASS				Capacity of Side Tracks	Station Numbers	Distance from Wilson Creek	Time Table No. 2 In Effect July 11, 1920.		Telegraph Code	Distance from Leavenworth	SIGNS See Rule 5, Page 11.	FIRST CLASS				SECOND CLASS		THIRD CLASS	
	Mixed Daily Ex. Sunday	Time Freight Daily	Fast Mail Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday				Passenger Daily	Express Daily				Passenger Daily Ex. Sunday	Passenger Daily	Mixed Daily Ex. Sunday	Local Freight Daily Ex. Sunday				
7:35am		8:05pm	11:40am	11:10am	10:35am	9:32am	1573	0.0	WILSON CREEK	Z	98.47	R D N P W C Y	4:36am	9:22am	9:55am	5:67pm			4:20pm			
8:10		8:45	11:54	11:24	10:47	9:45	87	10	1580	7.82		P	4:23	9:09	9:45	5:45			3:30			
8:30		9:10	12:04am	11:36	10:56	9:56	87	178	1588	13.11		AD	4:14	9:01	9:32	5:37			3:10			
8:53 9:20		9:30	12:11	11:45	11:03	10:08	87	17	1591	17.60		AF	4:03	8:53	9:20	5:27			2:50			
9:45		10:10	12:20	11:55	11:12	10:23	87	55	1596	23.07		FR	3:56	8:45	9:08	5:17			2:30			
10:00		10:40	12:28	12:03am	11:20	10:33	87	8	1601	28.19			3:48	8:38	8:58	5:07			2:10			
10:42		11:10	12:36	12:10	11:28	10:42	87	17	1606	32.23			3:41	8:31	8:49	5:00			1:60			
11:15		11:40	12:45	12:20	11:39	10:57	96	104	1612	39.37		QN	3:33	8:23	8:38	4:51			1:20			
11:30		12:38am	12:52	12:28	11:48	11:05	80	3	1617	44.49			3:21	8:10	8:30	4:40			12:50			
11:45 12:20pm		1:02	1:02	12:38	11:58	11:17	87	20	1623	50.40		DI	3:07	7:53	8:17	4:25			12:10pm 11:50			
12:50		1:40	1:10	12:46	12:08pm	11:28	87	8	1628	55.39			2:52	7:39	8:07	4:13			11:28			
1:05		1:55am	2:05	1:17	12:52	12:17	87	88	1632	59.42		CM	2:46	7:31	7:58	4:04	A	4:35pm	10:50			
1:20		1:08	2:38	1:23	12:59	12:25	87	16	1637	64.00			2:38	7:23	7:48	3:57			10:30			
1:35		1:20	3:05	1:29	1:06	12:34	87	23	1641	68.40			2:32	7:16	7:38	3:49			10:05			
2:05		1:45am	3:15	1:43	1:29	12:55	87	822	1648	75.28		WC	2:20	7:05 6:47	7:25	3:38	I	3:50pm	9:30			
2:35		4:20	1:56	1:56	1:10	12:48	87	38	1655	82.66			1:51	6:35	7:05	3:22			8:55			
3:13		4:40	2:05	2:12	1:18	12:57	87	62	1659	86.27		OM	1:46	6:28	6:57	3:13			8:10			
4:00		5:00	2:14	2:21	1:30	1:08	80	17	1664	90.52			1:38	6:20	6:46	3:03			7:20			
4:30		5:25	2:19	2:27	1:40	1:17	76	20	1667	94.43			1:33	6:13	6:40	2:57			7:00			
5:00pm		6:00am	2:25am	2:40am	1:55pm	1:30pm	Yard	Yard	1671	98.47		CH	0.0	1:20am	6:05am	6:30am	2:50pm			6:40am		
Daily Ex. Sunday 693	Daily Ex. Sunday 381	Daily 401	Daily 27	Daily 3	Daily 1	Daily Ex. Sunday 39							Daily 2	Daily 28	Daily Ex. Sunday 40	Daily 4	Daily Ex. Sunday 382			Daily Ex. Sunday 694		
9:25 10:4	23:29	9:53 9:9	2:45 40:28	3:30 28:11	3:20 29:5	3:58 24:8							3:10 31:07	3:17 29:05	3:10 30:12	3:07 31:5	45 21:0			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, but not less than five (5) minutes.

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 Yulean, thirty-five (35) miles per hour. Yulean 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 must not exceed fifteen (15) 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 this maximum speed will not be made where track conditions will not warrant, which are regulated by slow orders. All trains will reduce speed to eight (8) miles per hour when passing high rock bluffs between west end tunnel No. 12, about one and three-quarter (1 3/4) miles west of Columbia River station, to 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 fifteen (15) miles per hour between slow boards located east and west of Rock Bluffs, one and one-half (1 1/2) miles west of Cashmere and not exceed speed of twenty-five (25) miles per hour over main street crossing Cashmere. Over bridge 359, crossing Columbia River near Rock Island, N-1, O-3 and heavy "O" (No. 3070 and upward) are prohibited; O-1 engines (3000 to 3060), P-1 and M-1 engines, single, E-14 and H-4 or lighter engines double headed, must not exceed five miles per hour. All other engines and trains must not exceed ten miles per hour and helper engines must be separated from train engine by 400 feet, except double heading of E-14 and H-4 or lighter passenger engines if occasion requires. Class N-1 engines will not exceed a speed of twenty-five miles per hour. Class "J" engines will not exceed speed of forty (40) miles per hour. Class "O" and "P" engines will not exceed speed of thirty (30) miles per hour on passenger or silk trains.

SPECIAL RULES.

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, at Columbia River is for Waterville Line. Columbia River will be a registering point for Waterville Line trains only. Lap Sidings located at Trinidad, Cashmere and Wenatchee. All trains will take siding at the lap and not at outside switches, except at Wenatchee, where trains will take siding at outside switches. Auxiliary Telephone Booth located at Trinidad Water Tank. Water tank shown at Trinidad is located 3 miles east of station. Indications Westward Home Signal located 2000 feet east of east lead switch, Leavenworth, as follows: Top arm at CAUTION position (45 degrees) proceed on Main Track to Depot. Lower arm at CAUTION position (45 degrees) take siding at east lead switch. Both arms remaining at STOP position proceed under Rule 504-A. Yard Limit Boards: Wilson Creek—One-half mile west of west switch. Wenatchee—One-half mile east of east switch. Wenatchee—One-half mile west of west switch. Leavenworth—One-half mile east of east switch.

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

TERMINAL STATIONS. Wilson Creek for trains 2, 28, 40, 694. Leavenworth " " 1, 25, 27, 39, 401, 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	51.61	West end	16
Gravel Spur	53.00	" "	25
Ohio Colony Spur	65.17	East end	3

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. 1636; 1.85 miles west of center depot, Columbia River	721

WESTWARD.

WENATCHEE-OROVILLE LINE.

EASTWARD. 7

THIRD CLASS		FIRST CLASS		Capacity of Side Tracks		Stations		Time Table No. 2 In Effect July 11, 1928.		SIGNS		FIRST CLASS		THIRD CLASS	
697		253		Passenger		Stations		In Effect July 11, 1928.		See Rule 5, Page 11.		254		698	
Local Freight Mon., Wed. and Fri.		Passenger Daily Ex. Sunday		Passenger Daily Ex. Sunday		STATIONS		Distance from Oroville		D N P W T		Passenger Daily Ex. Sunday		Local Freight Tue., Thur. and Sat.	
l. 7:00Am		l. 4:10Am	827	822	164N	0	WENATCHEE	137.25	R D N P W T	A 12:15Pm		A 6:30Pm			
f 7:20		f 4:18	0	36	W03	3.49	OLDS	133.76		f 11:59		f 6:10			
f 7:40		f 4:28	0	37	W08	7.97	ZBNA	129.28		f 11:50		f 5:16			
f 8:00		f 4:40	0	47	W14	13.00	WAGNERSBURG	123.05		f 11:37		f 4:40			
* 8:36		* 4:54	48	39	W01P	18.00	ENTIAT	118.35	D P W	* 11:24		* 4:10			
f 9:00		f 5:11	0	43	W02P	26.01	WINESAP	111.24		f 11:08		f 3:25			
f 9:25		f 5:23	0	47	W032	31.92	STAYMAN	105.32		f 10:56		f 3:05			
* 9:50		* 5:36	0	41		37.86	CHELAN FALLS	99.39		* 10:42		2:40			
* 10:39		* 5:43	0	41	W03P	38.94	CHELAN	98.31	D P W	* 10:39		* 2:20			
f 11:00		f 5:53	0	42	W01	44.05	HUGO	92.20		f 10:23		f 1:45			
f 11:25		f 6:05	0	42	W0150	49.78	WELLS	87.47		f 10:11		f 1:20			
f 11:45		f 6:13	0	41	W0153	53.44	STARR	82.81		f 10:01		f 1:05			
* 12:20Pm		* 6:27	85	62	W0159	58.91	PATEROS	78.34	D P W	* 9:49		* 12:45Pm			
* 1:00		* 6:42	0	42	W0165	64.99	BREWSTER	72.30	D P	* 9:34		* 11:55			
f 1:25		f 6:57	0	41	W0172	71.56	MONSE	65.50		f 9:19		f 11:30			
f 1:45		f 7:08	0	42	W0176	76.39	WAKEFIELD	60.86	W	f 9:09		f 11:15			
f 2:10		f 7:23	0	42	W0183	82.54	MALOTT	54.61		f 8:55		f 11:00			
f 2:30		f 7:34	0	41	W0187	86.87	CHILLWIST	50.68		f 8:46		f 10:45			
* 3:05		* 7:48	0	41	W0192	91.31	OKANOGAN	45.74	D P W	* 8:35		* 10:25			
* 3:40		* 8:00	42	36	W0196	95.71	OMAK	41.84	D P	* 8:23		* 10:10			
f 4:00		f 8:10	0	42	W0199	100.56	CHEROKEE	36.09		f 8:12		f 9:25			
* 4:35		* 8:20	0	44	W0105	104.74	RIVERSIDE	32.81	D P W	* 8:02		* 9:10			
f 4:55		f 8:31	0	42	W0110	110.02	BARKER	27.23		f 7:50		f 8:45			
f 5:15		f 8:42	0	42	W0115	115.45	JANIS	21.80		f 7:34		f 8:30			
* 5:45		* 8:54	0	45	W0120	120.28	TONASKET	16.97	D P W	* 7:23		* 8:10			
f 6:05		f 9:06	0	42	W0126	126.22	ELLISFORD	11.03		f 7:10		f 7:30			
f 6:30		f 9:18	0	42	W0132	131.50	CORDELL	5.75		f 7:00		f 7:00			
6:50		9:30	0			136.37	OROVILLE JCT	0.88	R P Y	6:48		6:40			

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

A 7:00Pm Mon., Wed. and Fri. MARCUS DIV. 700		A 9:40Pm Daily Ex. Sunday MARCUS DIV. 252		0 05 137.25		0 0 OROVILLE		L 6:45Pm Daily Ex. Sunday MARCUS DIV. 251		L 6:35Pm Tue., Thur. and Sat. MARCUS DIV. 699	
697		253						254		698	
12.00		5.30						5.30		11.55	
11.4		23.1						23.1		11.02	

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 trains thirty-five (35) miles per hour.
 Maximum rate of speed for freight trains twenty-five (25) miles per hour.
 Classes "E" and "F" Engines are heaviest permitted on this district.
 Freight trains 697 and 698 will carry passengers when provided with proper transportation.
 Trains 253 and 254 will stop at Chelon between Pateros and Brewster for mail.
 Trains 253 and 254 will stop at Bebee located between Hugo and Chelan 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 House; Wenatchee is for main line.
 Before entering main line at Wenatchee a flagman must be sent out to protect against main line trains.
 All trains reduce speed to ten (10) miles per hour crossing draw bridge over Okanogan River between Wakefield and Malott.
Yard Limit Boards: Wenatchee—One-half mile from west switch.
 Oroville Jct.—One-half mile from east switch.
INITIAL STATIONS.
 Wenatchee for trains 253 and 697.
 Oroville Jct. for trains 254 and 698.

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

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 Zana	434'
15.7	3690' west of M. P. 15—two miles west of center of industry track Wagnersburg	769'
35.3	1584' west of M. P. 35—2.37 miles west of center of industry track Stayman	397'

INTERLOCKING SIGNALS.

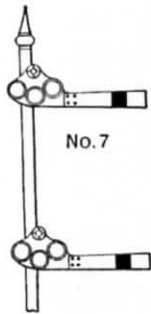
661. Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.
662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
663. Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.
664. The Engineman of a train which has parted must sound the whistle signal for "train parted" on approaching an interlocking plant.
665. An Engineman receiving a "train parted" signal from a Signalman must answer by the whistle signal for "train parted."
666. When a parted train has been re-coupled the Signalman must be notified.
- (a) The speed of trains through the home signal zone of interlocking plants in use at railway crossings, railway junctions or draw bridges is restricted as follows:
- (b) Passenger trains holding main line route shall not exceed twenty-five miles per hour.

- (c) Passenger trains taking diverging route shall not exceed fifteen miles per hour.
- (d) Freight trains holding main line route shall not exceed eighteen miles per hour.
- (e) Freight trains taking diverging route shall not exceed ten miles per hour.
- (f) All trains moving against the current of traffic on double track or wherever governed by dwarf signals shall not exceed eight miles per hour.
- (g) Conditions may require a further speed restriction for all trains at draw bridges or other points as per special rules.
667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.
668. Conductors must report to Superintendent any unusual detention at interlocking plants.
669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.
620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal

indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

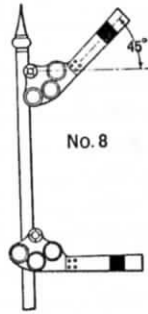
- 620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.
623. If there is a derailment, or if a switch or run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and are known to be in safe condition.

Note. A flag signal given by Signalman at an interlocking home signal in automatic signal districts is only authority to pass such signal and does not modify its indication as an automatic signal. See Rules 504 and 513.



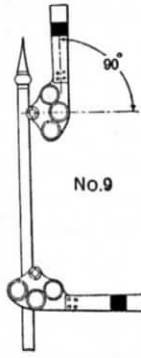
No. 7

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
 Lower Arm, RED light at night.
Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
Name. STOP Signal.



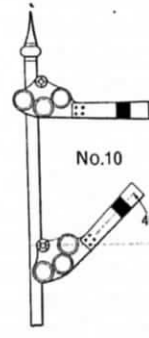
No. 8

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, YELLOW light at night.
 Lower Arm, RED light at night.
Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



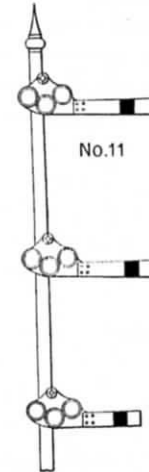
No. 9

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, GREEN light at night.
 Lower Arm, RED light at night.
Indication. Main line route clear, PROCEED.
Name. CLEAR Signal.



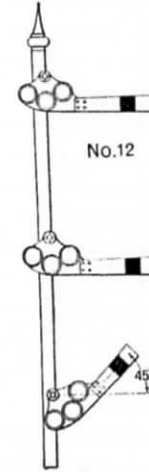
No. 10

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
 Lower Arm, YELLOW light at night.
Indication. Diverging route clear, proceed with CAUTION.
Name. CAUTION Signal.



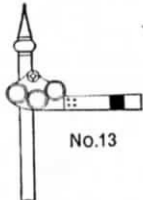
No. 11

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
 Middle Arm, RED light at night.
 Lower Arm, RED light at night.
Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
Name. STOP Signal.



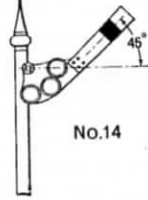
No. 12

INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
 Middle Arm, RED light at night.
 Lower Arm, YELLOW light at night.
Indication. Slow speed route clear, Proceed with caution.
Name. CAUTION Signal.



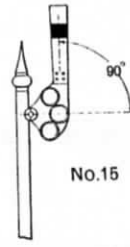
No. 13

INTERLOCKING DISTANT SIGNAL.
Color. RED light at night.
Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.
Name. STOP Signal.



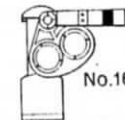
No. 14

INTERLOCKING DISTANT SIGNAL.
Color. YELLOW light at night.
Indication. PROCEED with CAUTION, prepared to stop at Home Signal.
Name. CAUTION Signal.



No. 15

INTERLOCKING DISTANT SIGNAL.
Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



No. 16

DWARF SIGNAL.
Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



No. 17

DWARF SIGNAL.
Color. YELLOW light at night.
Indication. PROCEED with CAUTION.
Name. CAUTION Signal.

AUTOMATIC BLOCK SIGNALS.

501. In all cases except as noted by special rules, the BLOCK Signals are located upon the right of and adjoining the track upon which trains are governed by them. The Semaphore arms that govern are displayed to the right of the Signal mast as seen from an approaching train. The movement of trains will be regulated by the block Signal indications as follows:

- A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to "STOP."
- B. An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates "PROCEED" with caution prepared to stop at the next signal.
- C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is "CLEAR" and is a Signal to "PROCEED."
- D. At night the position of the Signals will, in addition, be shown by the standard colored lights.
RED indicates "STOP."
YELLOW indicates "CAUTION;" proceed with caution prepared to STOP at next Signal.
GREEN indicates "PROCEED."

502. Block Signals control the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other Signals whenever and wherever they may be required.

503. Block Signals for a track apply only to trains running with the current of traffic on that track.

- A. Automatic Signals are designated by the number plate located on the mast below the arm. Intermediate automatic block signals located between passing tracks are equipped with one arm and one light. Home automatic block signals located at each passing track are in addition equipped with a Disc enclosing a red light six feet below the Semaphore arm. The Disc and red light are provided as a distinguishing marker for the home signals only. Trains passing Home Signals, automatically set to the "Stop Position" all Signals governing train movements in the opposite direction from the next passing track. See figures 4, 5 and 6.

B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.

504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed—(See A, B and C):

- A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.
- B. On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
- C. On double track, at once, under control, expecting to find track impassable.
- D. A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.

505. Omitted.

506. When a train is stopped by a block signal from any cause, Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.

507. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.

The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.

If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after movement has been made and the switches locked.

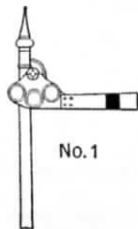
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.

510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.

511. Omitted.

512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.

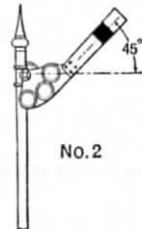
513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules," a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights, see general instructions governing operation and maintenance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



No. 1

INTERMEDIATE AUTOMATIC BLOCK SIGNAL.

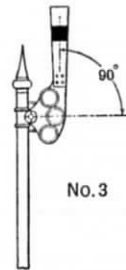
Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



No. 2

INTERMEDIATE AUTOMATIC BLOCK SIGNAL.

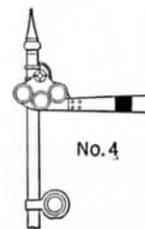
Color. YELLOW light at night.
Indication. PROCEED with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



No. 3

INTERMEDIATE AUTOMATIC BLOCK SIGNAL.

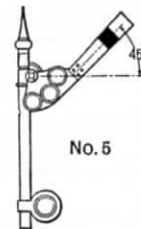
Color. GREEN light at night.
Indication. PROCEED
Name. CLEAR Signal.



No. 4

HOME AUTOMATIC BLOCK SIGNAL.

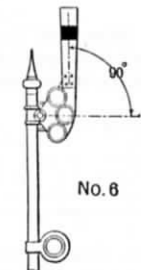
Color. Arm, RED light at night. Disc, RED light at night.
Indication. STOP.
Name. STOP Signal.



No. 5

HOME AUTOMATIC BLOCK SIGNAL.

Color. Arm, YELLOW light at night. Disc, RED light at night.
Indication. PROCEED with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



No. 6

HOME AUTOMATIC BLOCK SIGNAL.

Color. Arm, GREEN light at night. Disc, RED light at night.
Indication. PROCEED.
Name. CLEAR Signal.

SPECIAL RULES.

11

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. 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.
Albany Falls,	East end Fidelity Lumber Co. connection.

Elk,	West end Industry track.
Chattaroy,	East end Industry track.
Mead,	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.
	East end Storage track.
Dryden,	East end Industry track.
Peehastin,	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.

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

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

PERSONAL INJURIES.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.
No surgical operation must be performed until the arrival of the Company surgeon unless it may be required for the immediate safety of the patient.
2. In cases of serious accidents to trains, conductors, after making everything safe must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.
When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
3. When tramps, boys and other persons climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take the body out of the county where the accident happened if it can be avoided, but if there is no station in that county, take it to the nearest station in the next county, notifying the county authorities in all cases.
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.
Newport.....	J. T. Phillips.
Hillyard.....	J. Farrow.
Spokane.....	S. B. Hopkins, Ophthalmic Surgeon.

Spokane.....	J. G. Cunningham.
Odesa.....	Lee Ganson.
Harrington.....	S. G. Waggener.
Wilson Creek.....	S. W. Roberts.
Ephrata.....	P. C. Mikelson.
Wenatchee.....	A. E. Gearhardt.
Cashmere.....	Parker & Hayden.
Leavenworth.....	G. W. Hoxsey.
Brewster.....	C. R. McKinley.
Omak.....	J. G. Lovell.

TIME INSPECTORS.

Spokane (217 North Washington St.).....	Geo. F. Cohrs.
Hillyard.....	L. R. Squibb.
Bonnors Ferry.....	O. F. Howe.

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

T. F. MILLIGAN, Dispatcher
W. C. RUPLEY, "
E. C. BARRETT, "
E. A. LEAHY, "

L. C. APPLEMAN, Dispatcher
O. R. TYRRELL, "
W. A. RYAN, "

J. E. WOOD, Dispatcher
J. W. CARMAN, Asst. Chief Dispatcher
J. H. HICKEN, Chief Dispatcher

I. E. CLARY, Trainmaster
W. CARSWELL, "