

# GREAT NORTHERN RAILWAY



SPOKANE DIVISION



TIME TABLE No. 44

SUNDAY OCTOBER 1915.

Supersedes No. 43 and all Supplements

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		Capacity at Side Tracks	Distance from Troy	Time Table No. 44 In Effect October 3, 1915		Telephone Call	FIRST CLASS						
701 MARCURDIV	691	689	401	411			1	43		257 MARCURDIV	263	255 MARCURDIV	27	3		
Local Freight	Local Freight	Local Freight	Time Freight	Time Freight	Passing Trains	Other Tracks	Passenger	Passenger	Passenger	Passenger	Pass Mail	Passenger				
Daily	Daily Ex. Sunday	Daily Ex. Tuesday	Daily	Daily			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily				
		Lv 4.30Am	Lv 8.25Am	Lv 12.05Am	100	35.2	0.0	UX	Lv 2.40Am	Lv 3.40Am			Lv 1.50Pm	Lv 2.50Pm		
		* 4.50	8.50	12.35	87	0	6.7		2.55	f 3.55			1.59	3.02		
		* 5.10	9.10	1.10	87	16	13.7	ON	3.11	f 4.09			2.11	3.16		
		* 5.30	9.35	1.42	61	3	20.8		3.26	f 4.24			2.23	3.30		
		* 5.50	10.00	2.15	87	13	27.2		3.42	f 4.37			2.33	3.43		
		* 6.20	10.30	2.35	58	90	31.4	BY	* 3.55	* 4.48	Lv 7.00Am		2.40	* 3.52		
		* 7.00	10.50	3.05	87	23	38.3		4.05	4.57	f 7.08		2.48	4.00		
		* 8.15	11.25	3.30	87	22	42.8	NA	4.20	5.10	* 7.22		2.58	4.15		
		* 8.45	11.55	4.05	87	9	50.3		4.35	5.23	f 7.36		3.08	4.27		
		* 9.15	12.35Am	4.45	80	8	57.0		4.45	5.35	f 7.49		3.20	4.38		
		* 10.25	1.25	5.15	436-43-098	47	64.6	R	5.00	5.48	* 8.07		3.34	* 4.55		
		* 10.40	1.50	6.10	402	0	66.0		5.07	5.55	f 8.15		3.42	5.04		
		* 11.00	2.15	6.30	402	31	73.6		5.15	6.02	f 8.25		3.49	5.13		
		* 11.30	2.35	6.50	436	16	78.7	C	5.25	6.11	* 8.35		3.57	* 5.22		
		* 12.10Pm	3.12	7.05	436	12	83.5		5.34	6.19	f 8.43		4.03	5.30		
		* 12.30	3.35	7.20	690	88	86.9	NC	5.41	6.26	* 8.52		4.09	* 5.38		
		* 1.00	4.05	7.50	690	30	93.5	NR	* 5.55	* 6.35	* 9.03		4.19	* 5.50		
		* 1.15	4.20	8.05	690	28	96.8		6.05	6.44	f 9.12		4.23	6.02		
		* 1.45	4.40	8.30	44	18	101.2		6.13	6.51	* 9.22		4.29	6.10		
		* 2.10	5.10	9.07	3-090	29	108.0		6.25	7.05	* 9.37		4.41	6.23		
		* 2.25	5.20	9.20	402	33	110.8	KE	6.31	7.10	* 9.42		4.45	* 6.30		
		* 2.50	5.35	9.51	263	35	115.3	RA	6.40	7.18	* 9.51		4.53	* 6.40		
		* 3.25	6.05	10.30	690	13	121.8		6.52	7.29	f 10.06		5.03	6.53		
	Lv 1.41Pm	* 3.45	6.30	10.50	690	68	125.7	SF	7.01	* 7.37	Lv 9.50Am	* 10.14	5.08	* 7.00		
	1.55	* 4.10	7.11	11.20	401	16	130.2		7.11	7.45	f 10.00	f 10.24	f 4.55	5.14		
	Ar 2.20Pm	Ar 6.00Am	Ar 4.35Pm	11.59Am	401	134.7	134.7	SQ	7.25	* 8.00	Ar 10.10	Ar 10.35	* 5.05	5.27		
	6.15	Ar 6.20	11.00	2.25	0	0	138.4		7.35	* 8.10	Ar 10.25Am	Ar 10.50Am	Ar 5.20Pm	Ar 6.40Pm		
	Daily	Daily Ex. Sunday	Daily Ex. Tuesday	Daily	Yard	Yard	139.6	De	7.45	Ar 10.15Am	Ar 10.25Am	Ar 10.50Am	Ar 5.20Pm	Ar 6.40Pm		
	701	691	689	401	411				7.55	Ar 10.15Am	Ar 10.25Am	Ar 10.50Am	Ar 5.20Pm	Ar 6.40Pm		
	0.39 12.9	0.20 14.7	12.05 11.1	14.55 9.4	14.25 9.7				7.55	Ar 10.15Am	Ar 10.25Am	Ar 10.50Am	Ar 5.20Pm	Ar 6.40Pm		

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. 253 takes 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 U)
- Bonnors Ferry "
- Sand Point "
- Dean "
- Hillyard "
- Spokane "

TERMINAL STATIONS.

- Troy for trains 2, 4, 28, 44, 402, 436, 696.
- Bonnors Ferry " " 204.
- Sand Point " " 690.
- Dean " " 255, 258.
- Hillyard " " 689, 692, 701.
- Spokane " " 1, 3, 27, 43, 255, 257, 263, 401, 411, 601.

Time Over District Average Speed Per Hour.

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND. 3

FIRST CLASS							Time Table No. 44 In Effect October 3, 1915		SIGN		SECOND CLASS		THIRD CLASS		SPECIAL RULES.	
4	264	258	28	44	256	2	STATIONS	Distance from Spokane	SIGN	402	436	690	696	SPECIAL RULES.		
Passenger	Passenger	Passenger	Express	Passenger	Passenger	Passenger				Time Freight	Time Freight	Local Freight	Local Freight	SPECIAL RULES.		
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	TROY	129.6	R & DNPWCT	Ar 9.30Am	Ar 10.00Am		Ar 4.00Pm	Bulletin boards located at Troy, Bonner's Ferry, Dean, Hillyard and Spokane. Maximum rate of speed for passenger trains between Troy and Yakt, Crossport and Scotia, Chattaroy and Spokane fifty-five (55) miles per hour and between Yakt and Crossport, Scotia and Chattaroy thirty-five (35) miles per hour; maximum rate of speed for freight trains between Troy and Spokane thirty (30) miles per hour.		
Ar 2.30Pm			Ar 5.30Pm	Ar 5.25Pm		Ar 12.35Pm	YAKT	132.9	P	8.50	9.25		Ar 3.02	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 Katla.		
2.15			5.22	5.10		12.20	LEONIA	125.9	DNP	8.05	9.05		2.11	Train 27 will reduce speed to fifteen miles per hour over road crossing just east of depot at Bonner's Ferry.		
1.57			5.06	4.55		12.05Pm	KATRA	118.8	PW	7.25	8.40		1.00	All trains will not exceed a speed of twelve miles per hour crossing bridge 258 between Camden and Scotia.		
1.42			4.53	4.40		11.48	CROSSPORT	112.4	P	6.45	8.15		12.01Pm	Class N-1 engines will not exceed a speed of twenty-five miles per hour.		
1.29			4.42	4.25		11.36	BONNER'S FERRY	108.2	R & DNPW Y N	6.20	8.00		11.30 2	Freight trains 689, 690 and 696 will carry passengers when provided with proper transportation.		
1.09	Ar 9.30Pm		4.35	4.15		11.27	K. V. RY. JCT	107.8					9.00	Train 43 will make train 263's stop on Sundays and will stop at any station to let off passengers from points east or south of Shelby.		
1.09	f 9.20		4.25	4.00		11.16	MORAVIA	103.3	P	5.45	7.45		8.15	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.		
12.58	* 9.08		4.15	3.45		11.06	NAPLES	96.8	D PW	5.10	7.22		7.36	Trains 263 and 264 will stop on flag for passengers at Samuels. All any Falls Spur and McArthur's Spur.		
12.47	f 8.54		3.59	3.33		10.53	ELMIRA	89.3	P	4.36 411-1	6.45		6.45	Train 44 will stop on flag on Sundays at Thama, Hornby, Samuels, Albany Falls and McArthur's Spur.		
12.35	f 8.41		3.47	3.20		10.40	COLUMBIA	82.6	P	3.15	6.20		6.45	Normal position of junction switch, K. V. Ry. Jct., and connection with Marcus Division at Denn is for Main Line, Spokane Division.		
	f 8.36			3.10			BRONX	80.2						Marcus Division train and enginemen will be governed by Time Table and Special Instructions of Spokane Division between Dean and Spokane.		
12.20	* 8.24		3.34	3.00		10.25	SAND POINT	75.0	* DNPWC Y N	2.30	5.49 411-1 4.45 43	Ar 4.00Pm	6.00Am	Lap Sidings located at Sand Point and Newport, all trains will take siding at the lap and not at outside switches.		
12.13	f 8.12		3.23	2.53		10.17	HORNBY	70.6	P	1.50	4.15		3.17 28	Train 27 will register at Bonner's Ferry by card, except when running in sections.		
12.06Am	f 8.06		3.17	2.45		10.11	WRENCOE	66.0	P	1.25	3.55		2.45	Trains 1, 2, 27 and 28 will register at Dean by card, except when running in sections.		
11.58	* 7.56		3.08	2.36		10.04	LACLEDE	69.9	D PW	12.50	3.30	* 1.45	6.96	Between Spokane and Hillyard trains will be operated under a block system.		
11.51	f 7.46		2.58	2.26		9.56	THAMA	56.1	P	12.30	3.12	* 1.00		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.		
11.44	* 7.40		2.52	2.19		9.50	PRIEST RIVER	52.7	D P	12.10Am	2.35	* 12.30Pm		Double track extends from Hillyard to O-W. R. & N. Junction.		
11.32	* 7.27		2.37	2.06		9.40	NEWPORT	46.1	DNPW Y N	11.32	2.15	* 11.30		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.		
11.24	f 7.16		2.30	1.55		9.31	PENNINGTON	42.8	P	10.55	1.45	* 11.00		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 game in the usual manner.		
11.18	* 7.08		2.22	1.46		9.22	SCOTIA	38.3	P	10.35	1.30	* 10.30		Semaphores at O-W. R. & N. junction are located 580 feet and 280 feet east of O-W. R. & N. crossing, also 740 feet and 1250 feet west of O-W. R. & N. crossing. Both east and west bound home signals have two arms. Trains must be at 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 if denotes no trains between these signals. If distant signal is 90 degrees up, home signal is clear.		
11.06	* 6.55		2.10	1.31		9.07	CAMDEN	31.6	PW	9.50	12.40		9.37 253 8.45 11	A home signal located 55 feet west of double track switch denotes position of switch. Two arm 90 degrees up is for east bound trains going on east bound track. Lower arm is 90 degrees up for east bound trains taking west bound track. Lower arm is 90 degrees up for east bound trains taking west bound track.		
11.02	* 6.49		2.05	1.24		9.02	ELK	28.8	D P	9.35	12.20		8.20	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.		
10.54	* 6.40		1.57	1.14		8.54	MILAN	24.3	D P	9.15	12.05Am		7.18	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.		
10.43	f 6.28		1.47	1.02		8.41	CHATTAROY	17.8	P	8.55	11.50		6.52	Yard Limit Boards placed each way from: Troy, Bonner's Ferry, Dean, Hillyard, Spokane.		
10.36	* 6.20	Ar 5.03Pm	1.41	12.53	Ar 9.30Am	8.34	DEAN	13.9	R & DNPW	8.40	11.35		6.30			
10.28	f 6.10	2.55	1.33	12.44	f 9.30	8.27	MORSE	9.1	P	8.25	11.20		6.16			
10.18	Ar 6.00	4.42	1.28	12.38	Ar 9.10	8.18	HILLYARD	4.9	R & DNPWCTYO	8.20	11.00Pm	Ar 6.00Am	4.00Pm			
10.03	5.48	4.28	1.08	12.18	8.58	8.03	O-W. R. & N. JCT	1.2	DNP	5.00			3.40			
Ar 10.00Pm	Ar 5.48Pm	Ar 4.28Pm	Ar 1.05Pm	Ar 12.15Pm	Ar 8.55Am	Ar 8.00Am	SPOKANE	0.0	R & DNPW O K	4.40Pm			3.30Pm			
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily				Daily	Daily	Daily Ex. Sunday	Daily Ex. Monday			
4	264	258	28	44	256	2				402	436	690	692			
4.30	3.45	0.38	4.25	5.10	0.45	4.25				16.50	11.00	10.00	9.30			
31.0	28.8	22.1	31.7	27.0	23.9	20.5				8.5	12.2	7.00	0.8			

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
Bonner's Ferry Lumber	20.8	West end	100	Humboldt Lumber Co. Spur	61.0	East end	12
McArthur's Spur	40.8	East "	25	McKinney's Spur	77.6	"	16
Pack River Spur	22.0	East "	11	Albany Falls Spur	90.8	West end	3
Bainbridge Spur	53.0	"	8	Graham Lumber Co. Spur	102.8	West end	3
Caribou Spur	51.0	West "	13				

LOCATION AND LENGTH OF TUNNELS.

Tunnel No.	Location of West Portal	Length in feet	Tunnel No.	Location of West Portal	Length in feet
7	4644' W. of M. P. 1346; 3.21 mi. W. of ctr. pass track, Yakt.	751	10	4153' W. of M. P. 1359; 2.22 mi. W. of ctr. pass track, Katla.	216.5
8	2473' W. of M. P. 1348; 4.28 mi. W. of ctr. pass track, Yakt.	174			
9	1017' W. of M. P. 1359; 2.22 mi. W. of ctr. pass track, Scotia.	262			

## SECOND DISTRICT—SPOKANE TO WILSON CREEK.

WEST BOUND.

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks			Time Table No. 44. In Effect October 3, 1915.			FIRST CLASS				
691			411		401	Passing Tracks	Other Tracks	Distance from Spokane	STATIONS.	Telegraph Call	1	7	43	27	3	
Local Freight	Time Freight		Time Freight	Time Freight	Passenger						S.P.&S. No. 1	Passenger	Fast Mail	Passenger		
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Lv 6.30am			Lv 2.45pm	Lv 11.30am	Yard	Yard	0.0	.....SPOKANE.....	DN-Q	2 Lv 8.15am	2 Lv 8.25am	2 Lv 8.35am	2 Lv 5.50pm	2 Lv 8.15pm		
* 6.40			092 2.55	28-11.45 44 12.38pm	87		3.0	.....3.0 FORT WRIGHT.....	FW	8.20	Ar 8.31am	f 8.41	5.55	8.22		
* 7.25			402 3.50	1.25	87	10	9.0	.....8.0 HIGHLAND.....		8.34		f 8.56	6.08	8.40		
* 7.45			092 4.25	1.60	87	16	12.4	.....3.4 LYONS.....	YA	8.43		f 9.05	6.14	8.60		
* 8.05			402 5.00	2.15	87	87	17.7	.....4.3 GALENA.....		8.58		f 9.16	6.27	8.77		
* 8.30			402 5.25	2.40	87	47	21.5	.....4.1 BRANDON.....		9.07		f 9.25	6.29	9.09		
* 9.07				5.50	87	59	28.3	.....8.5 WAUKON.....		9.07		f 9.37	6.37	9.17		
* 9.50				6.15	87	35	34.0	.....5.7 EDWALL.....	WH	9.14	* 9.50	6.45	* 9.28			
* 10.21			27 6.50	3.45	87	8	37.8	.....3.8 CANBY.....		9.20		f 9.57	6.50	9.36		
* 11.24			28-092 7.20	4.10	87	88	43.2	.....5.4 BLUESTEM.....		9.28		f 10.10	6.57	9.46		
* 1.00			4 8.10	4.40	87	93	50.6	.....7.4 HARRINGTON.....	HR	* 9.43		* 10.27	7.08	* 10.00		
* 1.25				8.40	87	34	57.3	.....6.7 MOHLER.....		9.51		f 10.39	7.17	10.10		
* 1.40				8.55	87	50	61.0	.....3.7 DOWNS.....		9.57		f 10.48	7.22	10.15		
* 2.00				9.15	87	39	66.8	.....4.6 LARONA.....		10.05		f 10.57	7.29	10.21		
* 2.15				9.35	115	15	71.2	.....3.5 NEMO.....		10.13		f 11.07	7.37	10.28		
* 2.40				9.50	87	117	75.8	.....4.6 ODESSA.....	OD	* 10.20		* 11.18	7.45	* 10.36		
* 2.55				10.05	87	15	80.4	.....4.8 SEWARD.....		10.27		f 11.27	7.54	10.42		
* 3.15				10.20	87	26	84.7	.....4.3 IRBY.....		10.34		* 11.36	8.03	10.48		
* 3.45			3 10.58	7.35	87	35	92.2	.....7.5 KRUPP.....	KR	10.44		* 11.46	8.15	* 10.58		
Ar* 4.10pm			Ar 11.30pm	Ar 8.00pm	Yard	Yard	98.8	.....6.6 WILSON CREEK.....	Z	Ar* 10.55am		Ar* 11.56am	Ar* 8.25pm	Ar* 11.10pm		
Daily Ex. Sunday	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily		
691			411	401						1	7	43	27	3		
9.40 10.2			8.45 11.3	8.30 11.0						2.40 37.1	30.0	3.21 29.6	2.35 38.3	2.65 33.8		
Time Over District Average Speed Per Hour																

## 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, fifty-five (55) 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.

## Special Rules.

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.

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

West bound Distant Signal located 2800 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.

**EAST BOUND.**

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

FIRST CLASS					Time Table No. 44 In Effect October 3, 1915.	Distance from Wilson Creek	SIGNS See Rule 6, Page 12.	SECOND CLASS		THIRD CLASS	
4	28	44	2	6				402	692		
Passenger	Express	Passenger	Passenger	S.P.&S. No. 4 Passenger				Time Freight	Local Freight		
Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday					
STATIONS											
Ar 9:45 <sup>pm</sup>	Ar 12:45 <sup>pm</sup>	Ar 12:01 <sup>pm</sup>	Ar 7:45 <sup>am</sup>	Ar 6:50 <sup>am</sup>	SPOKANE.....	98.8	R&DNPW OK	Ar 4:30 <sup>pm</sup>		Ar 3:15 <sup>pm</sup>	
401 9:37	401 12:38	401 11:50	7:36	001 6:40 <sup>am</sup>	3.0 FORT WRIGHT.....	95.8	DNP I	4:20		411 * 2:55	
9:20	12:25	11:38	7:25		6.0 HIGHLAND.....	89.8	P	3:50		* 2:15	
9:12	12:19	11:30	7:16		3.4 LYONS.....	86.4	D PW	3:25		401 * 1:50	
3 9:02	12:10	11:16	7:06		5.3 GALENA.....	81.1	P	3:05		* 1:30	
8:54	12:02 <sup>pm</sup>	11:06	6:58		4.1 ESPANOLA.....	77.0	PW	401 2:40		* 1:15	
8:46	11:51	11:04	6:49		6.5 WAIKON.....	70.5	P	2:05		* 12:45	
8:38	11:42	10:32	6:40		5.7 EDWALL.....	64.8	DNPW	1:40		* 12:15 <sup>pm</sup>	
8:32	11:34	10:21	6:34		3.8 CANBY.....	61.0	P	1:15		* 11:55	
8:24	11:24	10:10	6:26		5.4 BLUESTEM.....	55.0	P	12:55		28-001 * 11:24	
* 8:10	11:08	1-002 * 9:43	* 6:10		7.4 HARRINGTON.....	48.2	DNPW	001 12:18 <sup>pm</sup>		10-271-43 * 9:38 44	
7:58	10:57	f 9:28	5:57		6.7 MOHLER.....	41.5	P	11:30		* 9:12	
7:53	10:48	f 9:20	5:51		3.7 DOWNS.....	37.8	P	43-28 10:48		* 8:55	
7:46	10:38	f 9:10	5:43		4.0 LAMONA.....	33.2	D PW	10:05		* 8:30	
27 7:37	10:30	f 8:59	5:34		5.6 NEWO.....	37.0	P	9:20		* 8:00	
* 7:25	10:20	* 8:50	5:25		4.3 ODESSA.....	23.0	DNP	44 8:50		* 7:40	
7:14	10:04	f 8:39	5:18		4.5 SEWARD.....	18.4	P	8:19		* 7:10	
401 7:07	9:56	f 8:30	5:11		4.3 IRBY.....	14.1	PW	7:50		* 6:55	
* 6:56	9:44	* 8:17	5:00		7.5 KRUPP.....	6.6	D P	7:25		* 6:30	
Lv 6:45 <sup>pm</sup>	Lv 9:33 <sup>am</sup>	Lv 8:05 <sup>am</sup>	Lv 4:50 <sup>am</sup>		6.6 WILSON CREEK.....	0.0	R&DNPWC Y	Lv 7:00 <sup>am</sup>		Lv 6:00 <sup>am</sup>	
Daily	Daily	Daily	Daily	Daily				Daily		Daily Ex. Monday	
<b>4</b>	<b>28</b>	<b>44</b>	<b>2</b>	<b>6</b>				<b>402</b>		<b>692</b>	
3.01 32.9	3.12 30.9	3.56 25.2	2.55 33.8	0.10 18.1	Time Over District Average Speed Per Hour			9.30 10.4		9.15 10.7	

**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. & 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, 44, 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 693	SECOND CLASS			FIRST CLASS				Capacity of Side Tracks		Distance from Wilson Creek	Time Table No. 44 In Effect October 3, 1915	Telegraph Code	Distance from Leavenworth	SIGNS See Rule 6, Page 12.	FIRST CLASS				SECOND CLASS		THIRD CLASS
	381	401	411	3	27	43	1	Passing Trains	Other Trains						2	44	28	4	382	402	694
Local Freight Daily Ex. Monday	Mixed Daily Ex. Sunday	Time Freight Daily	Time Freight Daily	Passenger Daily	Fast Mail Daily	Passenger Daily	Passenger Daily				STATIONS				Passenger Daily	Passenger Daily	Express Daily	Passenger Daily	Mixed Daily Ex. Sunday	Time Freight Daily	Local Freight Daily Ex. Sunday
Lv 8:00am		Lv 8:55am	Lv 1:00am	Lv 11:15am	Lv 8:30am	Lv 12:01pm	Lv 11:00am	Yard	Yard	0.0	..... WILSON CREEK .....	Z	98.4	R&DNPWC Y	Ar 4:45am	Ar 8:00am	Ar 9:28am	Ar 6:40pm		Ar 6:30am	Ar 4:20pm
* 8:30		9:30	1:45	11:27	8:45	12:14	11:12	87	10	7.9	..... 7.9 STRATFORD .....		90.5	P	4:33	f 7:46	9:15	6:29		6:05	* 3:45
* 9:07		9:50	2:15	* 11:37	* 8:55	* 12:25	11:19	87	173	13.1	..... 8.2 ADRIAN .....	AD	85.3	DNP Y K	4:25	* 7:35	8:07	* 6:21		5:50	* 3:20
* 9:30		10:10	2:40	* 11:45	9:02	* 12:37	11:25	87	17	17.0	..... 4.5 SOAP LAKE .....	AP	80.8	D P	4:17	* 7:22	8:57	* 6:10		5:35	* 3:00
* 9:55		10:30	3:10	* 11:55	9:13	* 12:50	11:34	87	55	23.0	..... 7.4 EPHRATA .....	PH	75.4	DNPW	4:10	* 7:10	8:47	* 6:00		5:20	* 2:40
* 10:20		10:50	3:40	* 12:04am	9:22	12:58	11:41	87	8	28.1	..... 5.1 NAVLOR .....		70.3	P	4:02	f 6:59	8:37	5:48		4:55	* 2:10
* 10:40		11:10	4:02	12:12	9:31	f 1:07	11:48	87	17	32.2	..... 5.1 WINCHESTER .....		65.2	P	3:55	f 6:49	8:27	5:41		4:40	* 1:55
* 11:10		11:30	5:05	* 12:23	9:42	* 1:20	11:57	96	104	39.3	..... 8.1 QUINCY .....	QN	50.1	DNPW Y	3:46	* 6:39	8:15	* 5:31		4:10	* 1:20
* 11:35		11:50	5:20	12:30	9:50	f 1:30	12:04pm	57	3	44.4	..... 5.1 CRATER .....		51.0	P	3:38	f 6:28	8:05	5:18		3:38	* 12:50
1-094 * 12:15pm		12:40am	5:40	12:40	9:59	* 1:40	12:15	87	12	50.4	..... 8.7 TRINIDAD .....	DI	48.0	DNPW	3:18	* 6:14	7:50	5:02		2:20	1-093 * 12:15pm
* 12:40		1:00	6:02	12:48	10:08	f 1:50	12:24	87	8	55.3	..... 4.9 VULCAN .....		43.1	P	3:05	f 6:02	7:37	4:50		1:45	* 11:15
* 12:55	Lv 1:10pm	1:25	6:20	12:54	10:14	* 1:59	12:32	87	88	59.4	..... 4.1 COLUMBIA RIVER .....	CM	39.0	R DNP	2:57	* 5:53	7:29	4:41	Ar 5:10pm	4:01 1:25	* 10:50
* 1:10	* 1:25	2:05	6:35	1:01	10:21	f 2:08	12:41	53	16	64.0	..... 4.6 ROCK ISLAND .....		34.4	PW	2:49	f 5:43	7:18	4:33	* 4:55	3 1:01	* 10:30
* 1:25	* 1:40	2:41	7:10	1:09	10:27	f 2:17	12:50	87	23	68.4	..... 4.4 MALAGA .....		30.0	P	2:41	f 5:33	7:10	4:24	* 4:45	12:10am	* 10:05
* 1:55	Ar 2:00pm	3:15	8:00	* 1:30	* 10:42	* 2:35	* 1:10	118	822	75.2	..... 6.5 WENATCHEE .....	WC	23.2	R DNPW T	* 2:31	* 5:20	* 6:55	* 4:13	Lv 4:25pm	11:50	* 9:30
* 2:51		3:50	8:55	1:42	10:55	f 2:51	1:23	87	17	82.6	..... 7.4 MONITOR .....		15.8	P	2:16	f 5:00	6:38	3:58		11:20	411 * 8:55
* 3:51		4:15	9:40	* 1:50	11:05	* 3:02	1:32	87	37	82.2	..... 3.8 CASHMERE .....	OM	12.2	DNPW	2:09	* 4:52	6:31	* 3:51		11:05	* 8:10
* 4:15		4:42	10:00	2:02	11:14	f 3:21	1:42	87	17	90.9	..... 4.7 DRYDEN .....		7.5	P	2:02	f 4:42	6:25	3:41		10:30	* 7:10
* 4:35		5:20	10:25	2:12	11:23	* 3:34	1:50	76	20	94.4	..... 3.5 PESHASTIN .....		4.0	D P	1:54	* 4:36	6:14	3:34		10:15	* 6:50
Ar 5:00pm		Ar 5:00pm	Ar 11:00am	Ar 2:25am	Ar 11:35am	Ar 3:45pm	Ar 2:00pm	Yard	Yard	98.4	..... 4.0 LEAVENWORTH .....	CH	0.0	R&DNPWCTYO K	Lv 1:45am	Lv 4:25am	Lv 9:05am	Lv 3:25pm		Lv 10:00pm	Lv 28-401 6:30am
Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
693	381	401	411	3	27	43	1								2	44	28	4	382	402	694
9:00 10:9	.50 18.9	9:05 10.8	10:00 9.8	3:10 31.1	3:05 31.0	3:44 26.2	3:00 32.8				Time Over District Average Speed Per Hour				3:00 32.8	3:35 27.4	3:23 29.1	3:15 30.2	.45 21.0	8:30 11.6	9:50 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, fifty-five (55) 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.

No. 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, 44, 402, 694.

Columbia River for train 381. Wenatchee for train 382.

**TERMINAL STATIONS.**

Wilson Creek for trains 2, 4, 28, 44, 402, 694.

Leavenworth " " 1, 3, 27, 43, 401, 411, 693.

Columbia River for train 382. Wenatchee for train 381.

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

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

**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	221

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

SECOND CLASS		Capacity of Side Tracks		Distance from Bonner's Ferry	Time Table No. 44 In Effect October 3, 1915	Telegraph Calls	Distance from Wilton	SIGNS See Rule 6, Page 12.	SECOND CLASS	
379	Mixed	Paving Tracks	Other Tracks						380	Mixed
Wed. and Sat.					<b>STATIONS</b>				Wed. and Sat.	
Lv 11.30am	58	77	0.0		BONNERS FERRY	BY	38.1	R0NDNPW Y K	Ar 3.15pm	
					0.3 K. V. RY. JCT		37.8			
	0	0	0.3		7.2 RITZ		30.6		* 2.43	
*12.02pm	0	17	7.5		2.0 WATER TANK		28.6	W		
	0	0	9.5		2.8 KENNEV		25.8		* 2.25	
*12.18	0	0	12.3		4.6 COPELAND		21.2		* 2.07	
*12.37	0	20	16.9		9.1 PORT HILL		12.1		Ar 1.30pm	
Ar 1.15pm	0	10	20.0		0.0 RYKERTS		11.5			
	0	0	26.6		8.3 CRESTON		5.2	W		
	0	20	32.9		5.2 WILKES		0.0		K	
	0	0	38.1							
Wed. and Sat.									Wed. and Sat.	
<b>379</b>									<b>380</b>	
1.45 14.8					Time Over District Average Speed Per Hour				1.45 14.8	

**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
Dalhousie Spur	17	East end	4
Grays Spur	22	" "	4
Harpers Spur			10

**West Bound.**

**WATERVILLE LINE.**

**East Bound. 7**

SECOND CLASS		Capacity of Side Tracks		Distance from Mansfield	Time Table No. 44 In Effect October 3, 1915	Distance from Columbia River	SIGNS See Rule 6, Page 12.	SECOND CLASS	
381	Mixed	Paving Tracks	Other Tracks					382	Mixed
	Daily Ex. Sunday				<b>STATIONS</b>			Daily Ex. Sunday	
Lv 9.00am	58	52	0.0		MANSFIELD	60.5	R PWC Y	Ar 9.40pm	
* 9.15		35	5.4		5.4 TOUHEY	55.1	P	* 9.20	
* 9.35		52	11.4		6.0 WITHROW	49.1	PW	* 9.00	
* 9.55		35	17.0		5.0 SUPPLEE	43.5	P	* 8.30	
*10.30		40	24.0		7.0 DOUGLAS	36.5	P	* 8.05	
*11.00		35	29.3		5.3 ALSTOWN	31.2	PW	* 7.10	
*11.40		33	30.1		9.8 McCUE	21.4	P	* 6.30	
*12.05pm		40	44.7		5.6 PALISADES	15.8	PW	* 6.10	
*12.25		35	49.8		5 APPLEDALE	10.7	P	* 5.60	
*12.45		28	55.1		5.3 MOSES COULEE	5.4		* 5.35	
Ar 1.05pm	87	88	60.5		5.4 COLUMBIA RIVER	0.0	R DNP	Ar 5.20pm	
Daily Ex. Sunday								Daily Ex. Sunday	
<b>381</b>								<b>382</b>	
4.05 14.8					Time Over District Average Speed Per Hour			4.20 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.**

THIRD CLASS		FIRST CLASS		Capacity of Side Tracks			Time Table No. 44 In Effect October 3, 1915			Telephone Calls		Distance from Oroville		SIGNS See Rule 6, Page 12.		FIRST CLASS		THIRD CLASS	
697		253		Passing Trains	Other Tracks	Distance from Wenatchee	STATIONS			Telephone Calls	Distance from Oroville	254		698					
Local Freight Mon., Wed. and Fri.		Passenger Daily Ex. Sunday					Time	Time	Time			Passenger Daily Ex. Sunday	Time	Time					
Lv 7:00am		Lv 4:45pm	118 822	0.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 7:20		f 4:54	0 36	3.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 7:40		f 5:05	0 37	8.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 8:00		f 5:17	0 47	13.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* 8:35		* 5:30	46 39	18.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 9:00		f 5:46	0 43	28.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 9:25		f 5:57	0 47	31.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* 9:50		* 6:09	0 5	37.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*10:30		* 6:15	0 41	38.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f11:04		f 6:26	0 42	44.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f11:25		f 6:38	0 42	49.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f11:45		f 6:46	0 41	53.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*12:20pm		* 6:58	85 02	58.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* 1:00		* 7:11	0 42	65.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 1:25		f 7:24	0 41	71.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 1:45		f 7:34	0 42	70.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 2:10		f 7:47	0 42	82.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 2:30		f 7:56	0 41	86.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* 3:05		* 8:07	0 41	91.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* 3:40		* 8:16	42 36	95.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 4:00		f 8:26	0 42	100.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* 4:35		* 8:35	0 44	104.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 4:55		f 8:46	0 42	110.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 5:15		f 8:57	0 42	115.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* 5:45		* 9:07	0 45	120.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 6:05		f 9:19	0 42	126.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
f 6:30		f 9:30	0 42	131.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6:50		9:40	0	136.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

THIRD CLASS		FIRST CLASS		Capacity of Side Tracks			Time Table No. 44 In Effect October 3, 1915			Telephone Calls		Distance from Oroville		SIGNS See Rule 6, Page 12.		FIRST CLASS		THIRD CLASS	
697		253		Passing Trains	Other Tracks	Distance from Oroville	STATIONS			Telephone Calls	Distance from Oroville	254		698					
Local Freight Mon., Wed. and Fri.		Passenger Daily Ex. Sunday					Time	Time	Time			Passenger Daily Ex. Sunday	Time	Time					
Lv 7:00pm		Lv 9:45pm		137.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mon., Wed. and Fri. MARCUS DIV. 7:00		Daily Ex. Sunday MARCUS DIV. 9:50			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
697		253			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12:00 11:4		5:00 27:4			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

**SPECIAL RULES.**

West bound trains are superior to east bound trains of the same class. All trains will register at register booth located at junction with Marcus Division, Oroville Line and South Leg Wye at Oroville Jct. Maximum rate of speed for passenger trains thirty-five (35) miles per hour. Maximum rate of speed for freight trains 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 Beboe 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. Drawbridge on Okanogan River one-half mile west Wakefield between Wakefield and Malott. Yard limit board at Oroville Jct. **INITIAL STATIONS.** Wenatchee for trains 697, 698. Oroville Jct. for trains 253 and 254.

**Location and Length of Tunnels.**

Tunnel No.	Location of West Portal	Length in feet
8.4	3112' west of M. P. 3—43 miles west of center of industry track Zena	634'
15.7	3000' west of M. P. 16—two miles west of center of industry track Wagnerburg	769'
35.3	1884' west of M. P. 22—2.37 miles west of center of industry track Stayman	907'

**TERMINAL STATIONS.**

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



**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. McArthur's, West End Spur. Naples, East end Industry track. Sand Point, West end Industry track. Sand Point, East end empty Coal Dook track. Wrencoe, West end Frost-Cope Spur. Albany Falls, East end Fidelity Lumber Co. connection.	Elk, West end Industry track. Chattaroy, East end Industry track. Morse, East end Industry track. Hillyard, East end East Yard lead. West end Coal Chute track. Spokane, West end of Cedar St. Industry tracks. Fort Wright, West end Military spur. Galena, West end Industry track. Canby, West end Industry track.	
---	---	--

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

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

Derail Switches must always be set for the grade 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 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 names 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 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 division terminal by the inspector, foreman or master mechanic at such point, the Superintendent to notify any 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.  
 (Employee 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.

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. Hoxney.  
 Brewster ..... C. R. McKinley.  
 Omak ..... J. G. Lovell.

**TIME INSPECTORS.**

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

Wenatchee ..... Howard Thomas.  
 Leavenworth ..... F. E. Cariquin.

R. I. TRIPLETT, Dispatcher  
 J. G. LUHRSEN, "  
 J. F. DOWNEY, "  
 D. W. DUNN, Dispatcher.  
 T. F. MILLIGAN, "  
 W. C. RUPLEY, "

F. A. MAXWELL, Chief Dispatcher.  
 J. B. SMITH, Night Chief Dispatcher.  
 Wm. PANNON, Traveling Engineer and Trainmaster.

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