GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

SPOKANE DIVISION

TIME TABLE NO. 8.

EFFECTIVE 12:01 A. M.

SUNDAY, MAY 28, 1905.

General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employe in train service while on duty.

This Time Table is not intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employes only.

W. WILLERTON, Asst. Superintendent.

JAS. E. HOOD, Superintendent.

H. A. KENNEDY, Asst. Gen'l Superintendent.

GEO. T. SLADE, General Superintendent.

F. E. WARD, General Manager.

6043

BETWEEN TROY AND SPOKANE

PACIFIC STANDARD TIME

WEST-BOUND											EFFECTIVE AT 12:01 A. M. SUNDAY MAY 28 1905				EAST-BOUND						
Third Class	Third Class	Third Class	Second Class	First Class	First Class	First Class	Water, Coal, Scales, Tables and Wyes	Car Capacity of Sidings	Distance from St. Paul	Distance from Troy		Distance from Spokane	Telegraph Offices	Telegraph Calls	First Class	First Class	First Class	Second Class	Third Class	Third Class	Third Class
No. 701 S. F. & N. Fr't Daily	No. 691 Way Freight Daily Except Sunday	No. 689 Way Freight Daily Except Sunday	No. 401 Time Freight Daily	No. 255 S. F. & N. Passenger Daily	No. 3 Passenger Daily	No. 1 Passenger Daily									No. 2 Passenger Daily	No. 4 Passenger Daily	No. 256 S. F. & N. Passenger Daily	No. 402 Time Freight Daily	No. 690 Way Freight Daily Except Sunday	No. 692 Way Freight Daily Except Sunday	No. 702 S. F. & N. Fr't Daily
			1.30 AM De		2.20 PM De	2.35 AM De Mt 4	W. C. T.	340	1352.4	0.0	Troy 8.7	140.2	DN.	UX	2.45 PM Ar	2.35 A M Ar Mt 1		11.00 PM Ar			
			2.21 Mt 4		f 2.32 Mt 2	2.47		69	1359.1	6.7	Yakt 7.0	133.5			f 2.32 Mt 3	2.21 Mt 401		10.20			
			3.01 1 Ps		f 2.47	3.01 Ps 401		87	1366.1	13.7	Leonia 7.1	126.5	N.	ON	f 2.15	2.07		9.35			
			3.40		f 3.03	3.15	W.	65	1373.2	20.8	Katka 6.4	119.4			f 2.00	1.51		8.55			
			4.05		f 3.19	3.27		69	1379.6	27.2	Crossport 4.3	113.0			f 1.46	1.38		8.15			
		6.30 AM De	4.25		s 3.29	s 3.36	W. Y.	201	1383.9	31.4	**Bonners Ferry** 0.5	108.7	DN.	BY	s 1.36	s 1.28		7.45	7.00 PM Ar		
									1384.4	31.9	K. V. Ry. Jct. 4.4	108.3									
		6.55	4.45		f 3.40	3.45		70	1388.8	36.3	Moravia 6.3	103.9			f 1.26	1.18		7.00	6.20		
		7.30	5.10		f 3.53	3.58	W.	80	1395.1	42.7	Naples 7.6	97.5	D.	NA	f 1.14	1.05		6.30	5.45		
		8.10	5.40		f 4.11	4.13		80	1402.7	50.3	Elmira 7.0	89.9			f 12.58	12.50		5.55	4.55		
		8.55	6.05		f 4.26 Mt 690	4.26		77	1409.7	57.3	Colburn 2.2	82.9			f 12.46	12.37		5.20	4.26 Mt 3		
		9.10	6.15		f 4.32			20	1411.9	59.5	Bronx 5.9	80.7			f 12.41			5.10	3.45		
		9.50	6.35		s 4.45 Mt 402	4.42	W. C. Y.	93	1417.8	65.4	Sand Point 8.6	74.8	DN.	SA	s 12.28	s 12.20		4.45 Mt 3	3.10		
		10.30	7.10		f 5.01	4.58		85	1426.4	74.0	Wrencoe 4.8	66.2			f 12.13	12.05 AM		4.10	2.30		
		10.50	7.30		f 5.11	5.06		50	1431.2	78.8	Laclede 8.3	61.4			f 12.03 PM	11.55		3.50	2.05		
		11.45 Mt 2	8.00		s 5.30	f 5.23	W.	81	1439.5	87.1	Priest River 7.0	53.2	D.	NC	s 11.45 Mt 689	11.42		3.25	1.25		
		12.40 PM Mt 690	8.25		s 5.47	f 5.38		82	1446.5	94.1	Newport 3.4	46.1	DN.	NR	s 11.28	f 11.30		3.00	12.40 Mt 689		
		1.00			f 5.57	5.45		31	1449.9	97.5	Penrith 4.5	42.7			f 11.18	11.23			12.10 PM		
		2.30 Mt 402	8.50		f 6.07	5.52		81	1454.4	101.9	Scotia 6.9	38.3			f 11.09	11.15		2.30 Mt 689	11.35		
		3.15	9.20		f 6.23	6.02	W.	88	1461.3	108.9	Camden 2.6	31.3			f 10.53 Ps 690	11.00		2.05	10.53 7 Ps		
		3.35			s 6.30			12	1463.9	111.5	Elk 4.5	28.7	D.	KE	s 10.47				10.10		
		4.35	9.50 Mt 690		s 6.40	6.14		92	1468.4	115.9	Milan 6.6	24.3	DN.	RA	s 10.35	10.45		1.40	9.50 Mt 401		
		5.15	10.20 Mt 2		f 6.55	6.24		85	1475.0	122.5	Chattaroy 3.8	17.7			f 10.20 Mt 401	10.30		1.15	8.40		
4.25 PM De		5.50	10.55	s 5.45 PM De	s 7.05	s 6.30	W.	107	1478.8	126.3	**Colbert** 4.3	13.9	DN.	SF	s 10.10	s 10.20	s 10.20 AM Ar	1.00	8.20		5.40 AM
4.50		6.15	11.30	5.55	f 7.15	6.40		66	1483.1	130.7	Morse 4.8	9.5			f 10.00	10.10	10.10	12.45	7.55		5.23
5.25 PM Ar	6.00 AM De	7.00 PM Ar	12.30 2.30 PM Mt 402	s 6.05	s 7.30	s 6.55	W. C. O. T.	Yard	1487.9	135.5	**Hillyard** 3.5	4.7	DN.	SQ	s 9.50 9.45	s 10.00 9.55	s 10.00	12.30 11.15 PM Mt 401	7.25 AM De	5.30 PM Ar	5.00 AM
				s 6.15	s 7.40	s 7.05			1491.4	139.0	O. R. & N. Jct. 1.2	1.2			s 9.35	s 9.45	s 9.50				
	6.45 AM Ar		3.00 PM Ar	s 6.20 PM Ar	s 7.45 PM Ar	s 7.10 AM Ar	W. O.	Yard	1492.6	140.2	**Spokane**	0.0	DN.	F	s 9.30 AM De	s 9.40 PM De	s 9.45 AM De	10.30 AM De		4.15 PM De	
No. 701 Daily	No. 691 Daily Except Sunday	No. 689 Daily Except Sunday	No. 401 Daily	No. 255 Daily	No. 3 Daily	No. 1 Daily									No. 2 Daily	No. 4 Daily	No. 256 Daily	No. 402 Daily	No. 690 Daily Except Sunday	No. 692 Daily Except Sunday	No. 702 Daily

West-Bound Trains are Superior to East-Bound Trains of the same class. See Rule 43.

SPECIAL RULES--Note important changes have been made.

Between Spokane and Hillyard all trains will be operated under a Block System, which will consist of a Clearance from the operators at Spokane and Hillyard.

No train or engine will run between above points unless conductor and engineer hold Clearance Card, Form No. 80, properly numbered, O.K.'d and completed. Form No. 219 not required in addition.

No. 3 will take siding at Yakt for No. 2. When these trains meet at other than Time Card meeting point, west bound train will hold main line as per rule 43.

BETWEEN SPOKANE AND LEAVENWORTH.

WEST BOUND.

Third Class No. 693 Way Freight Daily Except Sunday		Third Class No. 691 Way Freight Daily Except Sunday		Second Class No. 401 Time Freight Daily		First Class No. 3 Passenger Daily		First Class No. 1 Passenger Daily		Water, Coal, Scales, Tables and Wyes	Car Capacity	Distance from St. Paul	Distance from Spokane	EFFECTIVE 12:01 A. M. SUNDAY MAY 28, 1905	Distance from Leavenworth	Telegraph Offices	Telegram Calls
		7.00	AM De	3.30	PM De	s 8.00	PM De	s 7.25	A M De	W. O.		1492.6	0.0	Spokane	197.4	DN	P
		7.33	1 Pa	3.45	Mt 402	8.08		7.33	Pa 691		55	1495.6	3.0	3.0 Fort Wright	194.5		
		8.15		4.25		8.23		f 7.52			67	1501.6	9.0	6.0 Highland	188.5		
		8.43	Mt 2	4.55		8.33		f 8.01		W.	73	1505.0	12.4	3.4 Lyons	185.1	DN	YA
		9.15	Mt 402	5.25		8.45	Mt 4	f 8.14			180	1510.3	17.7	5.3 Galena	179.8		
		9.40		5.45		8.55		f 8.25	Mt 2	W.	104	1514.5	21.8	4.2 Espanola	175.8		
		10.20		6.05		9.00		f 8.38	Mt 402		181	1521.1	28.4	6.6 Waukon	169.0		
		10.55		6.25		f 9.17		s 8.49		W.	106	1526.7	34.0	5.6 Edwall	163.4	D	WH
		11.50	Mt 692	7.00		9.35		f 9.05			160	1535.9	43.2	9.2 Moscow	154.2		
		12.25	PM	7.38	Mt 4	s 9.46		s 9.17		W.	180	1543.3	50.6	7.4 Harrington	146.8	DN	HR
		12.45		7.55		9.55		f 9.26			26	1548.0	55.3	4.7 Morocco	142.1		
		1.15		8.15		10.04		f 9.36	Mt 692		127	1553.7	61.0	5.7 Downs	136.4	D	DN
		1.55		8.35		10.12		f 9.45		W.	111	1558.3	65.6	4.6 Lamona	131.8		PA
		3.10		9.10		s 10.28		s 10.01			76	1568.8	75.8	10.2 Odessa	121.6	DN	OD
		4.05		9.45		10.43		f 10.18		W.	67	1577.4	84.7	8.9 Irby	112.7		
		4.45		10.10		10.55		f 10.30			67	1584.8	92.1	7.4 Krupp	105.3		
		5.45	P M Ar	10.35	PM 2 h	11.05	Pa 401 P M Ar	10.42	A M Ar	W. C. T.	228	1591.4	98.7	6.6 Wilson Creek	98.7	DN	Z
		7.00	AM De			11.20	PM De Pa 401	10.47	A M De	W. C. T.	228	1591.4	98.7	Wilson Creek	98.7	DN	Z
		7.40				12.01	AM	11.25		f 11.01			66	1599.3	106.5	7.9 Stratford	90.8		
		8.05				12.35	Mt 402	s 11.35		s 11.10		O	65	1604.5	111.8	5.2 Adrian	85.6	D	AD
		8.55				1.30		f 11.50	Mt 402	s 11.27		W.	105	1614.5	121.8	10.0 Ephrata	75.6	DN	FR
		9.45				2.30		12.06	AM	f 11.45			43	1621.7	129.0	10.2 Winchester	65.4		
		10.10				3.05		12.17		f 11.57			67	1630.8	138.1	8.1 Quincy	59.3		
		10.35				3.35		12.25		f 12.05		PM		1635.8	143.1	5.0 Crater	54.3		
		11.05				4.11	Mt 2	12.36		f 12.17	Mt 691	W. 3mi. E.	76	1642.0	149.3	6.2 Trinidad	48.1	DN	DI
		11.30	Mt 691			4.45		12.45		f 12.25			67	1646.9	154.2	4.9 Vulcan	43.2		
		11.55				5.15		12.55		f 12.35			66	1651.0	158.3	4.1 Columbia River	39.1		
		12.25'	P M			5.45		1.05		f 12.45		W.	55	1655.5	162.8	4.5 Rock Island	34.6		
		12.55	1 Pa			6.15		1.13		f 12.55	Pa 693		67	1660.0	167.3	4.5 Malaga	30.1		
		1.45				7.00		s 1.28		s 1.10		W.	117	1667.4	174.6	7.3 Wenatchee	22.8	DN	WC
		3.15	Mt 4			8.00	Mt 691	f 1.55		s 1.37		W.	65	1677.9	185.2	10.8 Cashmere	12.2	DN	OM
		4.30				8.55		2.18		f 2.02			55	1686.0	193.3	8.1 Peshastin	4.1		
		5.35	Mt 402													4.0		
		6.00	P M Ar			9.25	A M Ar	s 2.30	AM Ar Mt 2	s 2.15	PM Ar Mt 4	W. C. T.	231	1690.9	197.4	Leavenworth	0.0	DN	CH
No. 693 Daily Except Sunday		No. 691 Daily Except Sunday		No. 401 Daily		No. 3 Daily		No. 1 Daily									

EAST BOUND.

First Class No. 2 Passenger Daily		First Class No. 4 Passenger Daily		Second Class No. 402 Time Freight Daily		Third Class No. 692 Way Freight Daily Except Sunday		Third Class No. 694 Way Freight Daily Except Sunday	
9.15	A M Ar	s 9.25	PM Ar	10.10	A M Ar	4.15	PM Ar		
9.05		9.15		9.55		3.45	Mt 401		
8.52		f 9.03		9.40		3.15			
8.43	Mt 691	f 8.55		9.30		2.55			
8.32		f 8.45	Mt 2	9.15	Mt 691	2.15			
8.25	Mt 1	f 8.35		9.00		1.50			
8.12		f 8.23		8.38	Mt 1	1.15			
8.02	Pa 402	s 8.11		8.02	2 Pa	12.45	P M		
7.47		f 7.53		7.05		11.50	Mt 691		
7.30		s 7.38	Mt 401	6.00		11.00			
7.20		f 7.28		5.25		10.20			
7.09		f 7.16		4.50		9.36	Mt 1		
6.58		f 7.06		4.15		8.55			
6.40		s 6.45		3.30		7.55			
6.28		f 6.30		2.50		7.15			
6.08		f 6.15		2.25		6.45			
5.55	A M De	6.03	P M De	1.55	A M De	6.15	A M De		
5.50	A M Ar	5.58	P M Ar	1.25	A M Ar			5.30	P M Ar
5.35		f 5.43		12.55				4.50	
5.27		s 5.33		12.35	AM Mt 401			4.25	
5.10		s 5.16		11.50	Mt 2			3.30	
4.53		f 4.59		11.00				2.30	
4.40		f 4.48		10.30				1.55	
4.26		f 4.38		10.05				1.25	
4.11	Mt 401	f 4.13		8.55				12.17	P M Mt 1
4.00		f 4.00		8.15				11.30	Mt 693
3.50		f 3.50		7.50				10.50	
3.41		f 3.40		7.30				10.30	
3.31		f 3.30		7.10				10.00	
3.20		s 3.15	Mt 693	6.45				9.30	
2.57		s 3.53		6.10				8.40	
2.40		f 3.36		5.35	Mt 693			8.00	Mt 401
2.30	A M De Mt 3	2.25	PM De Mt 1	5.15	P M De			7.15	
								6.50	A M De
No. 2 Daily		No. 4 Daily		No. 402 Daily		No. 692 Daily Except Sunday		No. 694 Daily Except Sunday	

West Bound Trains are Superior to East Bound Trains of the Same Class. See Rule 43.

SPECIAL RULES--Note Important Changes Have Been Made.

Between Spokane and Hillyard all trains will be operated under a block system which will consist of a clearance from the operators at Hillyard and Spokane.

No train or engine will run between above points unless Conductor and Engineer have clearance card, Form 80, properly numbered, O.K.'d and completed---Form No. 219 not required in addition.

No. 1 will take siding at Espanola for No. 2.

No. 3 will take siding at Galena for No. 4 and at Leavenworth for No. 2.

If these trains meet at other than Time Card meeting points, west bound trains will hold main line as per rule 43.

Kootenai Valley and Bedlington & Nelson Railways

WEST-BOUND													EAST-BOUND			
Second Class No. 379 MIXED Tues., Thurs. and Sat.		First Class		Water, Coal, Scales, Turntables and Wyes	Car Capacity of Sidings	Distance from Bonners Ferry	EFFECTIVE AT 12:01 A. M. SUNDAY MAY 28, 1905	Distance from Kuskonook	Telegraph Offices	Telegraph Calls	First Class		Second Class No. 380 MIXED Tues., Thurs. and Sat.			
8.00	AM De			WCY		0.0	Bonners Ferry	50.0	DN	BY			2.30	PM Ar		
							0.5									
				Y		0.5	K. V. Ry. Jct.	49.5								
							0.5									
						1.0	Draw Bridge	49.0								
							2.8									
				W		3.8	Water Tank	46.2								
							3.9									
8.30					17	7.7	Ritz	42.3					2.10			
							8.5									
				W		16.2	Water Tank	33.8								
							0.6									
9.05					20	16.8	Copeland	33.2					1.45			
							9.3									
9.40					10	26.1	Port Hill	23.9					1.20			
							0.6									
9.45						26.7	Rykerts	23.3					1.15			
							6.4									
10.15	AM Ar			W	20	33.1	Creston	16.9					1.00	PM De		
							5.3									
						38.4	Wilkes	11.6								
							8.7									
						47.1	Sirdar Jct.	2.9								
							2.9									
				WT	90	50.0	Kuskonook	0.0								
No. 379 Tues., Thurs. & Sat.													No. 380 Tues., Thurs. & Sat.			

SPECIAL RULES.

West bound trains are superior to east bound trains of the same class—See rule 43.

Before entering main line at K. V. Ry. Jct., a flagman must be sent out to protect against main line trains.

All trains must come to a full stop not less than 200 or more than 800 feet from draw bridge, one mile west of Bonner's Ferry, and will not proceed until draw bridge is known to be closed.

Between Wilkes and Sirdar Jct., trains use C. P. R. tracks, and crews will be governed by C. P. R. rules and time table, and will observe all special rules and bulletins in effect.

On C. P. R., Mountain Standard Time (one hour faster than Pacific Standard Time) is used.

Frog at Wilkes is out. When necessary to use C. P. R. tracks between Wilkes and Sirdar Jct., arrangements must be made with C. P. R. at Creston, and orders received at that point.

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR OR SIDING	Location M. P.	EAST OF STATION	WEST OF STATION	Distance	Track Opens	Car Capacity
Bonners Ferry Lumber Co.	1366.9	Bonners Ferry		1.4	East	42
Ham & Burns Spur	1373.8		Moravia	1.8	East	5
McArthur's	1384.0	Elmira		2.6	West	5
Pack River Spur	1390.2		Elmira	3.2	East	11
Iola Spur	1391.0		Elmira	4.0	East	7
Caribou Spur	1392.0	Colburn		2.5	West	13
McInnis Spur	1406.0		Sand Point	4.1	East	6
McKinney's Spur	1414.9	Laclede		1.0	East	11
Laclede Lbr. Co. Spur	.....	at Laclede		...	West	8
Albany Falls Spur	1428.3	Newport		2.9	East	16
River Spur	.....	at Newport		..	West	18
Goodhue Spur	1433.0	Penrith		1.7	West	8
Farnsworth Spur	1437.2		Penrith	4.2	West	10
Arctic Ice Co. Spur	1444.9	Camden		1.1	West	8
Phoenix Spur	1447.0		Camden	1.5	West	26
Wash. Lbr. Co. Spur	1462.0	Milan		1.0	East	12
Spokane Lbr. Co. Spur	1451.7	Milan		0.8	West	15
Grass Spur	1456.0	Chattaroy		2.8	East	5
Russell's Spur	1463.6		Colbert	0.6	East	6
Davie Spur	1466.0	Morse		1.4	East	38
Fort Wright Spur	1480.7		Fort Wright	0.5	West	46
Portland Mill Co.	1552.3	Odessa		0.0	East	17
Sand Spur	1629.0		Trinidad	2.0	West	16
Gravel Spur	1629.5		Trinidad	2.5	West	25
Boat Track	1652.3	Wenatchee		0.0	West	87

Capacity of Different Classes of Engines in Tons, in Addition to Weight of Engine, Tender and Caboose.

STATIONS.	Ruling Grade	F4b/F8 20x32 210 lb	E2-E3 19x32 200 lb	E1 20x26 180 lb	F1&E5 19x26 180 lb	E4 19x24 180 lb	E1&2 19x24 150 lb	E10 18x24 145 lb	E8 17x24 145 lb
Troy to Bonner's Ferry	Down	2500	2100	2050	1475	1350	1125	875	775
Bonner's Ferry to Hillyard	0.6	1800	1500	1200	1100	1000	850	625	575
Hillyard to Bonner's Ferry	0.6	1800	1500	1200	1100	1000	850	625	575
Bonner's Ferry to Troy	0.5	2100	1750	1400	1350	1150	1050	750	675
Spokane to Wilson Creek	1.0	1200	1000	890	800	740	610	460	416
Wilson Creek to Leavenworth	1.0	1200	1000	890	800	740	610	460	416
Leavenworth to Wilson Creek	1.0	1200	1000	890	800	740	610	460	410
Wilson Creek to Spokane	0.8	1330	1200	1050	960	890	840	560	500

The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train, add 6 tons per car for wheel friction.

Special Rules.

Before starting out on runs conductors must inform their engineers the number of loaded and empty cars in trains and how many cars of air are working.

Car capacity of sidings includes passing, house and other industry tracks, and is based on 40 foot car.

Trains 689, 690, 691, 692, 693 and 694 will carry passengers when provided with ticket and freight train permit. Permits should not be issued for any of these trains for passengers to any points which will not be reached between daylight and dark. See Rules 180 and 181.

S. F. & N. train and engine men must provide themselves with book of Great Northern Standard Rules and Current Time Table, Spokane Division, G. N. Ry.

All empty flat cars, emigrant outfits and stock, wrecking outfits, boarding cars and other outfit cars must be hauled in rear of train. Oil tanks loaded and cars loaded with powder or other explosives must be at least 10 cars from engine.

West wye switch Bonner's Ferry will be known as K. V. Railway Jct., and will be kept set and locked for G. N. Railway main line when not in use.

All west-bound trains will come to a full stop not less than 200 and not more than 800 feet east of K. V. Jct. at Bonner's Ferry, and at Colbert, and must know way is clear before proceeding. All east-bound trains must approach these points under perfect control expecting to find main track occupied.

Train and engine men of the K. V. Ry. must know that their way is clear before entering G. N. Railway main line and must move only under protection of flag within the yard limits at Bonner's Ferry. All Great Northern trains must move with caution and with trains under full control within these limits, looking out for trains of the K. V. Railway.

Operators at all telegraph stations will block all trains 15 minutes apart, except between Spokane and Colbert, where a ten minute block may be used. Trains moving in the same direction must keep 15 minutes apart at all other points.

In doing switching on the boat track at Wenatchee the engine must, in every case, set cars in and not drop them in. Any switching necessary to place cars in right order to go to the boat track must be done on other tracks at Wenatchee.

STANDARD CLOCKS.

Trains on this Division will be governed by Pacific Standard Time.

Clocks regulated to standard time are located at Telegraph Offices at Troy, Bonner's Ferry, Hillyard, Spokane (Dispatchers' office), Wilson Creek and Leavenworth.

TIME INSPECTORS.

Spokane, Geo. H. Doerr. Leavenworth,

YARD LIMITS.

Yard limit boards are located at Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek and Leavenworth. See Rule 69.

REGISTERING STATIONS.

Conductors of all trains and Engineers running without Conductors must register their arrival and departure at:

Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek and Leavenworth, stating whether or not they are carrying signals. All second class and succeeding trains must procure clearance cards at night telegraph offices between the hours of 7 p. m. and 7 a. m.

TERMINAL STATIONS.

Trains date from time due to leave Initial Station. Troy, Spokane, and Leavenworth are Initial and Terminal Stations for trains 1, 2, 3 and 4.

Colbert and Spokane are Initial and Terminal Stations for S. F. & N. trains 255 and 256.

Colbert and Hillyard are Initial and Terminal Stations for S. F. & N. trains 701 and 702.

Bonner's Ferry and Hillyard are Initial and Terminal Stations for trains 689 and 690.

Hillyard and Wilson Creek are Initial and Terminal Stations for trains 691 and 692.

Wilson Creek and Leavenworth are Initial and Terminal Stations for trains 693 and 694.

Troy, Hillyard, Wilson Creek and Leavenworth are Initial and Terminal Stations for trains 401 and 402.

Troy and Hillyard are Initial and Terminal Stations for train 403.

SPEED RESTRICTIONS.

All trains must be handled under absolute control and without regard to making schedule time at all points where land or snow slides and falling rocks are liable to be encountered.

Trains must approach under full control and not exceed 8 miles per hour passing over Albany Falls Bridges, trains must reduce speed to 8 miles per hour through City of Spokane and over bridge 347, 1¼ miles west of Crater; where trains have double header the engines must uncouple and run separately over bridge 347.

DERAIL SWITCHES.

Derail switches are located at the following sidings:

Croasport, Colburn, West end Passing track and West end House track Sandpoint, La Clede, East end House track Chattaroy, Morse; West end both Monroe street sidings, Spokane; Ft. Wright Spur, 200 feet from main track; Galena, on industry track 209 feet east of west head block; Harrington, house track, 135 feet from west switch; Downs, 130 feet from west switch; Wilson Creek, coal chute track; Crater, 170 feet from west head block; Trinidad Sand spur, 145 feet from west head block; Trinidad Gravel Pit.

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

E. E. LILLIE,
Chief Train Dispatcher.