

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

SPOKANE DIVISION

TIME TABLE No. 13.

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

SUNDAY, JUNE 3, 1906

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

JAS. E. HOOD, Superintendent.

H. A. KENNEDY, Asst. General Superintendent.

R. W. BRYAN, General Supt. Transportation.

GEORGE T. SLADE, General Superintendent.

F. E. WARD, General Manager.

WEST BOUND.

FIRST DISTRICT—TROY AND SPOKANE.

EAST BOUND.

THIRD CLASS.			SECOND CLASS.	FIRST CLASS.				Car Capacity of Bldg.	Distance from Troy.	TIME TABLE No. 13. IN EFFECT JUNE 3, 1906.			Distance from Spokane.	Water, Coal, Wood, Turn Tables, Scales and Crossings.	FIRST CLASS.				SECOND CLASS.	THIRD CLASS.										
701 S. F. & N.	691	689	401	255 S. F. & N.	257 S. F. & N.	3	1			STATIONS.					4	2	256 S. F. & N.	258 S. F. & N.	402	690	692	702 S. F. & N.								
Way Freight	Way Freight	Way Freight	Fast Freight	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Fast Freight	Way Freight	Way Freight	Way Freight												
Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily											
			6.16Am			12.20Pm	2.15Am	39	0.0	DN-R	TROY	UX	140.2	WOT	9.40Pm	9.40Am			11.00Pm											
			6.50			12.27	2.27	69	6.7		0.7 YAKT		133.5		9.28	2.27			10.20											
			7.30			12.48	2.48	87	13.7	DN	7.0 LEONIA	ON	126.5		9.12	2.10			9.35											
			8.05			1.08	2.55	65	20.8		7.1 KATKA		119.4	W	1.55	1.54			8.55											
			8.40			1.17	3.07	66	27.2		6.4 CROSSPORT		113.0		1.40	1.40			8.15											
		6.30Am	9.05			1.30	3.15	201	31.4	DN-R	4.3 BONNER'S FERRY	BY	108.7	WY	1.30	1.30			7.45	7.00Pm										
									31.9		0.5 K. V. RY. JCT.		108.3																	
		6.55	9.30			1.42	3.24	70	36.3		4.4 MORAVIA		103.9		1.20	1.20			7.00	6.25										
		7.35	10.00			1.55	3.35	80	42.7	DN	5.3 NAPLES	NA	97.5	W	1.08	1.07			6.30	5.55										
		8.30	10.55			2.13	3.49	80	50.3		7.6 ELMIRA		89.9		12.56	12.53			5.55	5.10										
		9.20	11.05			2.28	4.02	77	57.3		7.0 COLBURN		82.9		12.44	12.40			5.30	4.30										
		9.55	11.15			2.34		20	59.5		2.2 BRONX		80.7		12.39				5.20	4.15										
		10.20	11.35			2.47	4.15	93	65.4	DN	5.9 SAND POINT	SA	74.8	WGY	12.28	12.25			4.55	3.50										
		11.20	12.13Pm			3.03	4.30	85	74.0		8.5 WRENCOE		66.2		12.13	12.07Am			4.20	3.03										
		12.03Pm	12.40			3.18	4.39	50	78.5	D	4.8 LACLEDE	C	61.4		12.03Pm	11.59			4.00	2.25										
		1.25	1.25			3.33	4.53	81	87.1	D	8.3 PRIEST RIVER	NC	53.2	W	11.45	11.45			3.33	401-689 1.25										
		3.05	3.00			3.50	5.05	82	94.1	DN	7.0 NEWPORT	NR	46.1	W	11.28	11.31			3.05	12.40 12.15Pm										
		3.20				4.00	5.12	31	97.5		3.4 PENRITH		42.7		11.18	11.24				11.40										
		4.09	4.09			4.09	5.20	81	101.9		4.5 SCOTIA		38.3		11.09	11.17			4.01	11.09										
		4.45	3.05			4.24	5.32	98	108.9		6.9 CAMDEN		31.3	W	10.53	11.03			2.05	10.35										
		4.55				4.30		12	111.5	D	2.6 ELK	KE	28.7		10.47					10.05										
		5.15	3.30			4.40	5.45	92	115.9	DN	4.5 MILAN	RA	24.3		10.35	10.50			1.40	9.45										
		5.45	4.00			4.52	5.57	85	122.5		6.6 CHATTAROY		17.7		10.20	10.38			1.15	9.00										
402 1.00Pm		6.00	4.15	5.15Pm	8.55Am	5.00	6.08	107	126.3	DN-R	3.8 COLLETT	SF	13.9	W	10.10	10.33	10.30Am	5.00Pm	701 1.00	8.20	2.40Am									
1.25		6.30	4.50	5.25	9.05	5.10	6.15	76	130.7		3.4 MORSE		9.5		10.00	10.24	10.20	4.50	12.45	7.30	2.25									
2.00Pm	5.30Am	7.00Pm	5.15-5.25 7.00-6.25	6.35	9.15	5.25	6.30	Yard	135.5	DN-R	4.8 HILLIARD	SQ	4.7	WCOT	9.50 9.45	10.15 10.10	10.05	4.40	12.30Pm 11.15	7.00Am	3.25-401 5.20Pm									
			5.45	9.25	5.55	6.40		139.0		DN	3.5 O. R. & N. JCT.	JC	1.2		9.55	10.00	9.55	4.30												
	6.15Am		7.35Pm	5.50Pm	9.30Am	5.40Pm	6.45Am	Yard	140.2	DN-R	1.2 SPOKANE	F	0.0	WO	9.30Am	9.55Pm	9.50Am	4.25Pm	10.30Am		4.30Pm									
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily										
701	691	689	401	255	257	3	1				4	2	256	258	402	690	692	702												
1.00	0.45	12.30	13.20	0.35	0.35	5.20	4.30				5.15	4.45	0.40	0.35	12.30	12.0	0.50	0.40												
9.0	6.0	8.3	10.5	24.0	24.0	26.2	31.1				26.6	29.9	21.0	24.0	11.2	8.7	6.0	13.5												
Time Over District Average Speed Per Hour.																				5.15	4.45	0.40	0.35	12.30	12.0	0.50	0.40			

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

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

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. 1 will take siding for No. 2.

WEST BOUND.

SECOND DISTRICT—SPOKANE AND WILSON CREEK.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.			Car Capacity of Sid-ing.	Distance from Spokane.	TIME TABLE No. 13. IN EFFECT JUNE 3, 1906.	Distance from Wil-son Creek.	Water, Coal, Oil, and Cracking.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
691	401	265	3	1	4	2						266	402	692				
Way Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Time Freight Arrive Daily	Way Freight Arrive Ex. Sunday									
6 20am	7 55pm	4 00pm	6 00pm	7 00am	0.0	DN-R	SPOKANE	F	98.7	WO		9 15am	9 40pm	11 50am	10 10am	265 4 00pm		
6 35	8 10	4 05	6 05	7 05	65		3 0 FORT WRIGHT		95.7			9 05	9 52	11 40	9 45	3 45		
7 23	8 55	4 23	6 25	7 23	67		6 0 HIGHLAND		89.7			8 52	9 21	11 35	9 20	3 25		
7 50	9 15	4 30	6 34	7 31	73	12.4	3 4 LYONS	YA	86.3	W		8 45	9 15	11 25	9 00	3 10		
8 30	9 40	4 43	6 45	7 40	130	17.7	5 3 GALENA		81.0			8 30	9 06	11 11	8 30	2 50		
9 05	10 00	4 52	6 52	7 49	104	21.8	4 2 ESPANOLA		76.9	W		8 20	9 00	11 00	7 45	2 35		
9 50	10 25	5 07	7 05	8 05	131	28.4	9 8 WAUKON		70.3			8 05	8 49	10 42	7 25	2 05		
10 27	10 50	5 20	7 12	8 13	105	34.0	5 8 EDWALL	WH	64.7	W		7 53	8 40	10 27	7 05	1 40		
11 35	11 30	5 40	7 27	8 28	130	43.2	9 2 BLURSTEM		55.5			7 37	8 25	10 02	6 35	1 00		
12 30pm	12 05am	5 58	7 42	8 40	150	50.6	7 4 HARRINGTON	H	48.1	W		7 23	8 15	9 43	5 50	691 12 30pm		
1 00	12 20	6 10	7 50	8 47	26	55.3	4 7 MOROCCO		43.4			7 15	8 07	9 30	5 15	11 10		
1 30	12 40	6 21	7 59	8 56	127	61.0	5 7 DOWNS	DN	37.7			7 05	7 59	9 19	4 45	10 30		
1 55	12 55	6 32	8 10	9 04	111	65.6	4 8 LAMONA		33.1	W		6 58	7 48	9 04	4 15	10 00		
2 50	1 30	6 55	8 27	9 19	76	75.8	10 2 ODessa	OD	22.9			6 37	7 32	8 40	3 30	9 19		
3 40	2 00	7 15	8 45	9 33	104	84.7	8 9 IDBY		14.9	W		6 22	7 15	8 20	3 00	8 20		
4 20	2 35	7 36	8 57	9 45	67	92.1	7 4 KRUPP	KR	6.8			6 08	7 00	8 05	2 35	7 20		
5 00pm	3 15am	7 55pm	9 10pm	9 55am	228	98.7	6 9 WILSON CREEK	Z	0.0	WCT		5 55am	6 45pm	7 50am	2 00am	6 30am		
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		
691	401	265	3	1								4	2	266	402	692		
10 40 9 3	7 30 13.5	3 55 25.2	3 10 31.2	2 55 33.9								3 20 29.7	2 55 33.9	4 00 25.7	8 10 12.1	6 30 10.4		

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

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. 265 will take siding for No. 2.
 No. 3 will take siding for No. 2.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.			Car Capacity of Bldg.	Distance from Wil- son Creek.	TIME TABLE No. 13. IN EFFECT JUNE 3, 1906.		Distance from Leav- enworth.	Water Coal, Wood Turn Tables, Scales and Cranes.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
693	401	265	3	1	4	2			266	402			694	4	2	266	402	694	
Way Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Time Freight Arrive Daily	Way Freight Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday					
6:46am	8:45am	8:10pm	9:16pm	10:00am	228	0.0	DN-R	WILSON CREEK	Z	98.7	WCT	5:50am	6:40pm	7:40am	1:25am	6:00pm			
²⁶⁶ 7:22	4:15	f 8:28	9:30	10:12	66	7.0	DN	7.9 STRATFORD		90.8		5:55	6:27	f ⁶⁹³ 7:22	12:55	5:15			
7:50	4:35	* 8:38	* 9:40	* 10:20	205	13.1	DN	5.2 ADRIAN	AD	85.6	O	* 5:27	* 6:18	* 7:10	12:35am	4:40			
8:45	⁴ 5:10	* 8:59	* 9:57	* 10:37	105	23.1	DN	10.0 EPHRATA	FR	75.6	W	f ⁴⁰¹ 5:10	f 6:02	* 6:47	11:50	3:50			
9:40	²⁶⁶ 6:25	f 9:20	10:15	10:52	43	33.3	DN	10.2 WINCHESTER		65.4		f 4:53	f 5:47	f ⁴⁰¹ 6:25	11:00	2:50			
10:15	7:00	* 9:35	⁴⁰² 10:27	11:02	112	39.4	DN	8.1 QUINCY	QN	69.3		f 4:40	f 5:37	f 6:12	³ 10:27	2:15			
10:40	7:25	f ⁴⁰² 9:45	10:35	11:10	55	44.4	DN	5.0 CRATER		54.3		f 4:26	f 5:27	f 6:01	²⁶⁵ 9:45	1:45			
¹ 11:19	8:00	* 9:58	10:47	⁶⁹³ 11:19	76	50.6	DN	6.2 TRINIDAD	DI	48.1	W	f 4:11	f 5:15	* 5:47	8:40	12:35			
⁶⁹⁴ 12:01pm	8:30	f 10:08	10:55	11:27	67	55.5	DN	4.0 VULCAN		43.2		f 4:00	f 5:05	f 5:38	8:05	⁶⁹³ 12:01pm			
12:30	8:55	f 10:17	11:03	⁶⁹⁴ 11:33	66	59.6	DN	4.1 COLUMBIA RIVER		39.1		f 3:50	f 4:57	f 5:27	7:45	¹ 11:33			
1:05	9:20	f 10:26	11:12	11:40	55	64.1	D	4.2 ROCK ISLAND	R	34.6	W	f 3:41	f 4:48	f 5:17	7:30	10:30			
1:35	⁶⁹⁴ 9:45	f 10:35	11:20	11:48	77	68.0	DN	4.5 MALAGA		30.1		f 3:31	f 4:38	f 5:07	7:15	⁴⁰¹ 9:45			
2:30	10:30	* 10:50	* 11:33	* 12:00	117	75.9	DN	7.3 WENATCHEE	WC	22.8	W	* 3:20	* 4:25	* 4:50	6:50	9:30			
3:00	11:15	f 11:10	11:52	12:18pm	20	82.8	DN	6.9 MONITOR		15.9		f 3:04	f 4:10	f 4:35	6:25	8:15			
3:35	11:45	* 11:22	* 12:01am	12:28	67	86.5	DN	3.7 CASHMERE	OM	12.2	W	f 2:57	* ⁶⁹³ 4:03	* 4:27	6:10	8:00			
⁴⁰² 5:35	¹ 12:48pm	f 11:45	12:28	⁴⁰¹ 12:48	64	94.6	DN	8.1 PESHASTIN		4.1		f 2:40	f 3:48	f 4:08	⁶⁹³ 5:35	7:20			
6:00pm	1:20pm	11:59pm	12:35am	1:00pm	231	98.7	DN-R	4.1 LEAVENWORTH	CH	0.0	WCT	f 2:30am	f 3:40pm	f 4:00am	5:15pm	7:00am			
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			
693	401	265	3	1								4	2	266	402	694			
11:15	9:35	3:49	3:20	3:00				Time Over District				3:20	3:50	3:40	8:10	11:01			
8:9	13:3	25:8	29:7	33:0				Average Speed Per Hour.				29:5	33:0	27:0	12:1	9:0			

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

WEST BOUND.

KOOTENAI VALLEY AND BEDLINGTON & NELSON RAILWAYS.

EAST BOUND

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Car Capacity of Shaling.	Distance from Bonner's Ferry.	TIME TABLE No. 13 IN EFFECT JUNE 3, 1906.	Distance from Kuskonook.	Water, Coal, Crossing, and Switches.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
			379													
			Mixed					STATIONS.						Mixed		
			Leave Time, Thurs. & Sat.											Arrive Time, Thurs. & Sat.		
			8.00Am					0.0	DN-R	BONNER'S FERRY	BY.	50.0	WY			
								0.5								
								0.5		K. V. RY. JCT.		49.5				
								1.0		DRAW BRIDGE		49.0				
								2.8		WATER TANK		46.2	W			
			8.50				17	7.7		RITZ		42.3				
								16.2		WATER TANK		33.8	W			9.10
								16.8		COPELAND		33.2				
			9.05				20	16.8								1.45
							10	20.1		PORT HILL		23.0				1.20
			9.45					26.7		RYKERTS		23.3				1.15
								33.1	R	CRESTON		16.9	W			1:00Pm
			10.15Am					38.4		WILKES		11.0				
								4.71		SIRDAR JCT.		2.9				
								90	50.0	KUSKONOOK		0.0	WT			
			Arrive Time, Thurs. & Sat.													Leave Time, Thurs. & Sat.
			379													380
			2.15													1.30
			14.7													22.00

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

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 govern be ed 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.

CAPACITY OF DIFFERENT CLASSES OF ENGINES IN TONS, IN ADDITION TO WEIGHT OF ENGINE, TENDER AND CABOOSE.

STATIONS.	Ruling Grade	20 x 32, 210 lb.			19 x 32, 200 lb.			20 x 26, 180 lb.			19 x 26, 180 lb.			19 x 24, 180 lb.			19 x 24, 150 lb.			18 x 24, 145 lb.			17 x 24, 145 lb.		
		F 4-	F 5-	F 6-	F 7-	F 8-	F 9-	G 2-	G 3-	G 1	F 1-	D 5-	D 4-	D 1-	D 2-	B 20-	B 6-								
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			800			800			740			610			460			416		
Wilson Creek to Leavenworth.....	1.0	1200			1000			800			800			740			610			460			416		
Leavenworth to Wilson Creek.....	1.0	1200			1000			800			800			740			610			460			410		
Wilson Creek to Spokane	0.8	1330			1200			1050			960			890			840			560			500		

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

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.

Average weights of empty cars will be estimated as follows when not marked:

Box Cars, 28 to 30 foot	10 Tons
Box Cars, 33 foot	21 Tons
Box Cars, 34 foot	13 Tons
Box Cars, 36 foot	16 Tons
Box Cars, 40 foot	17 Tons
Refrigerators	20 Tons
Furniture, 30 to 40 foot	17 Tons
Furniture, 40 to 50 foot	19 Tons
Caboose, 8 wheel	27 Tons
Caboose, 1 wheel	10 Tons
Flat Cars, 28 to 30 foot	9 Tons
Flat Cars, 33 and 34 foot	11 Tons
Flat Cars, 40 foot	12 Tons

Coal Cars	12 Tons
Gondola Cars	73 Tons
Oil Tanks	15 Tons
Ballast Cars	12 Tons
Steam Wreckers	35 Tons
Engine Tank (Empty)	10 Tons
Standard Engine and Tank	81 Tons
Small Mogul Engine and Tank	102 Tons
Large Mogul Engine and Tank	310 Tons
Consolidation Engine and Tank	310 Tons
Mail	25 Tons
Baggage	30 Tons
Coaches, 8-wheel	30 Tons
Coaches, 12-wheel	15 Tons
Dining Cars	40 Tons
Sleeping Cars	41 Tons
Ore Cars, Wood, 12; Steel	15 Tons

Yardmasters will at all times make up trains in accordance with above instructions

Spokane

Dr.

Bon
New
Hill
Spokane

SPECIAL RULES

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

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 cars.

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 enginemen 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.

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.

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.

8. 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.

9. **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.

11. **Yard Limits**—Yard Limit Boards are located at Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek and Leavenworth. See Rule 69.

12. **Derail Switches**—Derail switches are located at the following sidings: Crossport, Colburn, West end Passing Track and West end House track Sandpoint, La Clede, East end House track Chatteroy, Morse, East end East Lead Hillyard, 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 Sand Spur, 145 feet from west head block; Trinidad Gravel Pit.

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

14. There are no industry tracks at following stations: Yakt, Kutka, Crossport, Winchester or Rock Island.

NAME AND LOCATION OF SPUR TRACKS.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Bonner's Ferry Lumber Co.	1.4 miles east of Bonner's Ferry	East	1,201	100
Ham & Burns Spur	2.0 miles west of Moravia	East	558	10
McArthur's	3.5 miles east of Elmira	West	170	8
Park River Spur	2.5 miles west of Elmira	East	619	11
Iola Spur	4.0 miles west of Elmira	East	491	8
Carlson Spur	2.5 miles east of Colburn	West	685	13
Noble Mill Spur	0.8 miles east of Colburn	East	300	4
McInnis Spur	4.1 miles west of Sand Point	East	408	6
McKinley's Spur	1.0 miles east of Laeclde	East	622	12
Laeclde Lbr. Co. Spur	At Laeclde	West	4,706	113
Front-Door Lumber Spur	At Wrenese	West	925	10
Albany Falls Spur	3.0 miles east of Newport	East	783	16
River Spur	At Newport	West	3,470	83
Goodhue Spur	2.0 miles west of Newport	West	414	6
Farnsworth Spur	0.3 miles East of Scotia	West	580	8
Arctic Ice Co. Spur	1.0 miles east of Camden	West	454	7
Phoenix Spur	2.0 miles West of Camden	West	1,013	21
Wash. Lbr. Co. Spur	1.0 miles east of Milan	East	615	11
Spokane Lbr. Co. Spur	0.8 miles east of Milan	West	719	14
Goss Spur	2.8 miles west of Milan	East	258	3
Davis Spur	1.4 miles east of Morse	East	1,780	40
Fort Wright Spur	0.5 miles west of Fort Wright	West	2,029	46
Portland Mill Co.	At Odessa	East	968	17
Sand Spur	2.0 miles west of Trinidad	West	804	16
Gravel Spur	2.5 miles west of Trinidad	West	1,519	25
Boat Track	1.0 miles east of Wenatchee	West	4,297	87

TIME INSPECTORS.

Spokane, GEO. H. DOERR.

Leavenworth, E. A. KING.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul.
 Dr. J. W. Chamberlain, Ophthalmic Surgeon, Lowry Arcade, St. Paul.
 (Employees consulting Dr. Chamberlain should be provided with an order from the superintendent.)

Bonner's Ferry	Spokane	G. S. ARMSTRONG
Newport	"	Asst. Surgeon HENRY POWER
Hillyard	Harrington	J. M. GUNNING
Spokane	Wenatchee	FRANK E. CULP
	Leavenworth	G. W. HOXSIE

E. E. LILLIE, Chief Train Dispatcher.
 W. WILLERTON, Asst. Superintendent.