

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

SPOKANE DIVISION

TIME TABLE No. 15.

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

SUNDAY, OCTOBER 14, 1906

THIS TIME TABLE IS FOR THE USE OF EMPLOYES 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.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.					Car Capacity of Siding.	Distance from Troy.	TIME TABLE No. 15. IN EFFECT OCT. 14, 1906.	
701 S. F. & N.	691	689		401	255 S. F. & N.	257 S. F. & N.	23	3	1			STATIONS.	
Way Freight	Way Freight	Way Freight		Fast Freight	Passenger	Passenger	Passenger	Passenger	Passenger				
Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Tuesday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
				5.55am			6.15am	11.55am	2.20am	340	0.0	DN-R.....TROY.....UX	
				23 6.30			401 6.30	12.10pm	2 2.32	69	6.7	.....6.7 YAKT.....
				7.05			6.45	12.25	2.46	87	13.7	DN.....7.0 LEONIA.....ON	
				7.40			7.00	12.42	3.01	65	20.8	.....7.1 KATKA.....
				8.15			7.15	12.55	3.15	69	27.2	.....6.4 CROSSPORT.....
		6.00am		8.40			7.25	1.05	3.25	201	31.4	DN-R.....6.3 BONNER'S FERRY.....BY	
											31.9	.....6.2 K. V. RY. JCT.....
		6.30		9.05			7.35	1.15	3.33	70	36.3	.....4.4 MORAVIA.....
		7.05		9.35			7.50	1.35	3.43	80	42.7	DN.....8.3 NAPLES.....NA	
		7.40		10.15			8.07	1.50	3.56	80	50.3	.....7.6 ELMIRA.....
		23 8.23		10.50			8.23	2.05	4.07	77	57.3	.....7.0 COLBURN.....
		8.40		11.05			8.28	2.10		20	59.5	.....2.2 BRONX.....
		692 9.30		11.30			8.42	2.23	4.19	93	65.4	DN.....5.9 SAND POINT.....SA	
		10.30		12.01pm			9.00	2.41	4.32	85	74.0	.....6.0 WRENCOE.....
		11.05		12.20			9.12	2.52	4.40	50	78.8	DN.....4.8 LACLEDE.....C	
		4 12.04pm		12.50			9.30	3.10	4.54	81	87.1	D.....8.3 PRIEST RIVER.....NC	
		1.15-401 2.15-694		1.20			9.46	3.30	5.05	82	94.1	DN.....7.0 NEWPORT.....NR	
		2.30					9.54	3.38	5.12	31	97.5	.....3.4 PENRITH.....
		402 2.50		690 1.45			10.04	3.47	5.20	81	101.9	D.....4.5 SCOTIA.....SC	
		4.05		402 2.15			10.20	4.05	5.32	98	108.9	.....6.9 CAMDEN.....
		4.30					10.25	4.11		12	111.5	D.....2.6 LEUK.....LK	
		5.00		2.45			10.35	4.20	5.45	92	115.9	DN.....4.5 MILAN.....ML	
		5.45		8.15			10.50	4.35	5.57	85	122.5	.....6.6 CHATTAROY.....
	402 1.00pm	24 6.20		8.35		4.20pm	9.10am	11.03	4.45	107	126.3	DN-R.....3.8 COLBERT.....CB	
	1.25	6.50		4.00		4.30	9.20	11.20	4.55	76	130.7	.....254 MORSE.....
	2.00pm	5.30am	7.20pm	3-254 4.30-256 24-7.00-694		402 4.40	9.30	11.35	5.10	135.5	135.5	DN-R.....4.8 HILLYARD.....HY	
						4.55	9.40	11.45	5.20	139.0	139.0	DN.....3.5 O. R. & N. JCT.....	
		6.15am		7.35pm		5.00pm	9.45am	11.50am	5.25pm	140.2	140.2	DN-R.....1.2 SPOKANE.....	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Tuesday	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	701	691	689	401		255	257	23	3				
	1.00 9.0	0.45 6.0	13.20 7.8	13.40 10.4		0.40 21.0	0.35 24.0	5.35 26.2	5.30 26.4	4.25 31.7			

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 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. 1 will take siding for No. 2 at Yak.
No. 23 will take siding for No. 4 where they meet.
No. 3 will take siding for No. 4 at Naples.

Time Over District
Average Speed Per Hour.

FIRST DISTRICT—TROY TO SPOKANE.

EAST BOUND.

TIME TABLE No. 15 IN EFFECT OCT. 14, 1906.		Distance from Spokane.	Water, Coal, Wye, Turn, Tables, Scales and Charge.	FIRST CLASS.					SECOND CLASS.			THIRD CLASS.					
				4	2	24	256 S. F. & R.	258 S. F. & R.	402	690	692	694	702 S. F. & R.				
				Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Fast Freight Arrive Daily	Way Freight Arrive Daily Ex. Sunday	Way Freight Arrive Daily Ex. Monday	Way Freight Arrive Daily	Way Freight Arrive Daily				
DR-R	TROY	UX	140.2	WCT	3:10Pm	2:45Am	11:15Pm			11:00Pm							
	6.7 YAKT		133.5			1	11:00			10:30							
DN	7.0 LEONIA	ON	126.5		2:39	2:15	10:45			9:35							
	7.1 KATKA		119.4	W	2:23	1:59	10:30			9:00							
	6.4 CROSSPORT		113.0		2:08	1:43	10:15			8:30							
DR-R	4.3 BONNER'S FERRY	BY	108.7	WY	2:00	1:35	10:05			8:00				5:00Pm			
	0.5 K. V. RY. JCT.		108.3														
	4.4 MORAVIA		101.7		1:47	1:25	9:54			7:15				4:00			
DN	6.3 NAPLES	NA	97.5	W	1:35	1:14	9:40			6:45				3:00			
	7.5 ELMIRA		89.9		1:18	1:02	9:21			6:20				1:50			
	7.0 COLBURN		82.9		1:04	12:48	9:04			5:55				1:04			
	2.2 BRONX		80.7				8:59			5:45				12:05Pm			
DN	5.9 SAND POINT	SA	74.8	WCY	12:48	12:35	8:45			5:20				699 11:30 401 9:30			
	8.5 WRENCOE		66.2		12:30	12:19	8:26			4:50				9:00			
DN	4.8 LACLEDE	C	61.4		401 12:20	12:10Am	8:14			4:30				8:25			
D	8.3 PRIEST RIVER	NC	53.2	W	699 12:04Pm	11:53	7:53			4:00				5:00Pm	7:30Am		
DN	7.0 NEWPORT	NR	46.1	W	11:50	11:40	7:38			3-699 3:30				699 3:30 402 2:15			
	3.4 PENRITH		42.7		11:48	11:33	7:30							2:00			
D	4.5 SCOTIA	SC	38.3		11:30	11:20	7:18			699 2:50				401 1:45			
	6.9 CAMDEN		31.3	W	11:18	11:13	7:02			401 2:15				12:01Pm			
D	2.5 ELK	KE	28.7		11:13		6:55							11:30			
DN	4.5 MILAN	RA	24.3		699 11:05	11:02	6:45			1:40				11:05 23-1 10:35			
	6.5 CHATTAROY		17.7		23 10:50	10:50	6:30			1:15				9:00			
DN-R	3.8 COLBERT	SP	13.9	W	10:40	10:43	6:20	10:50Am	5:05Pm	1:00				8:20			2:40Am
	4.3 MORSE		9.5		10:30	10:35	6:10	10:40	4:55	12:45				7:30			2:25
DN-R	4.8 HILLYARD	SO	4.7	WCY	10:15	10:20	6:00	10:30	4:40	23 12:30Pm 11:15				7:00Am			2:00Am
DN	3.5 O. R. & R. JCT.	JC	1.2		10:05	10:10	5:50	10:20	4:30								
DR-R	1.2 SPOKANE	F	0.0	W()	10:00Am	10:05Pm	5:45Pm	10:15Am	4:20Pm	10:25Am							6:15Pm
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily Ex. Sunday	Leave Daily Ex. Monday		Leave Daily
					4	2	24	256	258	402				690	692	694	702
	Time Over District				5:10	4:40	5:30	6:35	6:40	12:35				10:0	9:30	6:45	6:40
	Average Speed Per Hour.				27.1	30.0	25.5	24.0	21.0	11.1				4.9	5.8	6.6	13.5

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

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.			Car Capacity of Sidings.	Distance from Spokane.	TIME TABLE No. 15. IN EFFECT OCT. 14, 1906.		Distance from Wilson Creek.	Water, Coal, Wood, Turn Tables, Scales and Cranes.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
691		401		267	3	1			STATIONS.					4	2	268	402		694
Way Freight Leave Daily Ex. Monday		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. Monday				
0 20Am		7 50Pm		4 00Pm	5 40Pm	7 00Am	0.0	DN-R	SPOKANE	F	08.7	WO	9 45Am	9 50Pm	11 45Am	10 10Am		6 05Pm	
0 35		8 10		4 08	5 48	7 08	55	3.0	3 0 FORT WRIGHT		05.7		9 37	9 42	11 37	9 55		5 48	
7 23		9 00		4 21	6 02	7 23	67	9.0	6 0 HIGHLAND		89.7		9 28	9 32	11 28	9 28		4 55	
7 50		9 25		4 28	6 10	7 31	73	12.4	3 4 LYONS	YA	86.3	W	9 22	9 25	11 14	9 00		4 28	
8 25		9 50		4 48	6 21	7 42	130	17.7	5 3 GALENA		81.0		9 12	9 13	11 00	8 25		3 45	
9 45		10 05		5 07	6 42	8 03	131	28.4	4 2 ESPANOLA		76.9	W	9 05	9 07	10 49	7 49		3 20	
10 18		11 00		5 20	6 52	8 11	105	34.0	6 6 WILSON		70.3		8 54	8 55	10 33	7 25		2 35	
11 15		11 35		5 41	7 07	8 25	130	43.2	5 8 EDWALL	WH	64.7	W	8 42	8 45	10 18	7 05		1 55	
12 00 M		12 05Am		6 00	7 20	8 38	150	50.6	9 2 BLUESTEM		55.5		8 25	8 28	9 55	6 35		12 50Pm	
12 25Pm		12 20		6 10	7 28	8 47	26	55.3	7 4 HARRINGTON	HIT	48.1	W	8 10	8 14	9 38	5 50		12 00 M	
1 00		12 40		6 22	7 37	8 54	127	61.0	4 7 MOROCCO		43.4		8 02	8 05	9 25	5 25		11 25	
1 30		12 55		6 38	7 45	9 02	111	65.6	5 7 DOWNS	DN	37.7		7 50	7 54	9 12	4 55		10 50	
2 05		1 30		6 55	8 03	9 19	76	75.8	4 6 LAMONA		33.1	W	7 42	7 45	9 02	4 30		10 20	
3 30		2 00		7 17	8 17	9 33	104	84.7	10 2 ODESSA	OD	22.0		7 21	7 30	8 37	3 40		9 19	
4 15		2 35		7 40	8 28	9 44	67	92.1	8 9 IRBY		14.0	W	7 03	7 17	8 17	3 00		8 17	
5 00Pm		3 15Am		8 00Pm	8 40Pm	9 55Am	228	98.7	7 4 KRUPP	KR	6.6		6 48	7 07	8 00	2 35		7 25	
Arrive Daily Ex. Monday		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			6 8 WILSON CREEK	Z	0.0	WCT	6 35Am	6 55Pm	7 45Am	2 00Am		6 45Am	
691		401		267	3	1							4	2	268	402		694	
10 40 9 3		7 20 13.5		4 00 24.7	3 00 33.0	2 55 33.9			Time Over District. Average Speed Per Hour.				3 10 31.3	2 55 33.9	4 00 24.7	8 10 12 2		11 20 8.7	

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. 3 will take siding for No. 2 at Lamona.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				Capacity of Seating	Distance from Wi- son Creek.	TIME TABLE No. 15. IN EFFECT OCT. 14, 1906.	Distance from Leav- enworth.	Water, Coal, Eys, and Cinders.	FIRST CLASS.				SECOND CLASS.		THIRD CLASS.	
693		401		3	1								STATIONS.	4	2			402		696
Way Freight		Fast Freight		Passenger	Passenger								Passenger	Passenger		Time Freight		Way Freight		
Leave Daily Ex. Monday		Leave Daily		Leave Daily	Leave Daily								Arrive Daily	Arrive Daily		Arrive Daily		Arrive Daily Ex. Sunday		
7 15Am		8 45Am		8 45Pm	10 00Am	228	0.0	DN-R	WILSON CREEK	2	98.7	WCT	6 30Am	6 50Pm		1 25Am		6 00Pm		
7 50		4 20		9 03	10 12	66	7.9		7 9 STRATFORD		90.8		6 10	6 37		12 55		5 15		
8 15		4 40		9 15	10 20	265	13.1	DN	5 2 ADRIAN	AD	85.6	YO	5 55	6 27		12 05Am		4 40		
9 06		5 28		9 35	10 37	105	23.1	DN	10 0 EPHRATA	FR	75.6	W	5 28	6 08		11 50		3 50		
9 50		6 26		9 57	10 52	43	33.3		10 2 WINCHESTER		65.4		5 03	5 50		11 00		2 50		
10 20		7 00		10 11	11 02	112	39.4	DN	9 1 QUINCY	QN	59.3		4 47	5 39		10 11		2 15		
10 45		7 30		10 21	11 10	55	44.4		5 0 CRATER		54.3		4 35	5 28		9 45		1 15		
11 19		8 05		10 32	11 19	76	50.0	DN	9 2 TRINIDAD	DI	48.1	W and E	4 19	5 17		8 40		12 35		
12 01Pm		8 35		10 42	11 27	67	55.5		4 9 VULCAN		43.2		4 08	5 07		8 05		12 01Pm		
12 30		9 00		10 50	11 33	66	59.6		4 1 COLUMBIA RIVER		39.1		3 59	5 00		7 45		11 33		
1 05		9 20		10 57	11 40	72	64.1	D	4 5 ROCK ISLAND	R	34.6	W	3 49	4 53		7 30		10 30		
1 35		9 45		11 06	11 47	77	69.6		4 5 MALAGA		30.1		3 40	4 47		7 15		9 45		
2 30		10 30		11 20	12 00	117	75.9	DN	7 3 WENATCHEE	WC	22.8	W	3 25	4 35		6 50		9 20		
3 35		11 15		11 41	12 17Pm	85	82.8		6 9 MONITOR		15.9		3 08	4 22		6 25		8 15		
4 13		11 45		11 54	12 27	67	86.5	DN	3 7 CASHMERE	OM	12.2	W	2 59	4 13		6 10		8 00		
5 35		12 48Pm		12 20Am	12 48	64	94.6		8 1 PESHASTIN		4.1		2 39	3 57		5 35		7 20		
6 00Pm		1 20Pm		12 35Am	1 00Pm	231	98.7	DN-R	4 1 LEAVENWORTH	CH	0.0	WCT	2 30Am	3 50Pm		5 15Pm		7 00Am		
Arrive Daily Ex. Monday		Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily		Leave Daily		Leave Daily Ex. Sunday		
693		401		3	1								4	2		402		696		
10 45 9 2		9 25 12 3		3 50 25 8	3 00 23 0				Time Over District Average Speed Per Hour				4 00 24 7	3 00 33 0		8 10 12 1		11 0 9 0		

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

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Car Capacity of Seatings.	Distance from Bonner's Ferry.	TIME TABLE No. 15 IN EFFECT OCT. 14, 1906.		Distances from Kuskonook.	W. V. Ry. Coal, Chipping, and Sashes.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		
			379									STATIONS.						Mixed
			Leave Tues. Thurs. & Sat.												Arrive Tues. Thurs. & Sat.			
			9.00am				0.0	DN-R..... BONNER'S FERRY..... BY.	50.0	WY					8.00pm			
							0.5	..... K. V. RY. JCT.....	49.5									
							1.0	..... DRAW BRIDGE.....	49.0									
							3.8	..... WATER TANK.....	46.2	W								
			9.30			17	7.7	..... RITZ.....	42.3						9.30			
							16.2	..... WATER TANK.....	33.8	W								
			10.00			20	16.8	..... COPELAND.....	33.2						9.00			
			10.30			10	26.1	..... PORT HILL.....	25.9						1.30			
			10.55				26.7	..... RYKERTS.....	23.3						1.25			
			11.00am			20	23.1	R..... CRESTON.....	16.9	W					1.00pm			
							38.4	..... WILKES.....	11.0									
							4.71	..... SIRDAR JCT.....	2.9									
							90	..... KUSKONOOK.....	0.0	WT								
			Arrive Tues. Thurs. & Sat.												Leave Tues. Thurs. & Sat.			
			379												380			
			2.00 17.0												2.00 15.5			
								Time Over District. Average Speed Per Hour.										

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 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.

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. F 5-1095-1100 F 6-1110-1129 F 7-1130-1139 F 8-1140-1214 F 9-1300-1324			19 x 32, 200 lb. G 2-700-719 G 3-720-739			20 x 26, 180 lb. G 1-600-615			19 x 26, 180 lb. F 1-500-565 D 5-450-475			19 x 24, 180 lb. D 4-400-426			19 x 24, 150 lb. D 1-360 D 2-300-350			18 x 24, 145 lb. B 20-197-206			17 x 24, 145 lb. B 6-232-238		
		2500	1800	1500	2100	1750	1400	2050	1475	1350	1100	1000	850	1125	1050	750	875	625	575	775	575	416			
Troy to Bonner's Ferry	Down																								
Bonner's Ferry to Hillyard	0.6																								
Hillyard to Bonner's Ferry	0.6																								
Bonner's Ferry to Troy	0.5																								
Spokane to Wilson Creek	1.0																								
Wilson Creek to Leavenworth	1.0																								
Leavenworth to Wilson Creek	1.0																								
Wilson Creek to Spokane	0.8																								

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 33 foot	11 Tons
Box Cars, 33 foot	12 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	17 Tons
Caboose, 4-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	13 Tons
Oil Tanks	15 Tons
Ballast Cars	12 Tons
Steam Wreckers	75 Tons
Engine Tank (Empty)	10 Tons
Standard Engine and Tank	81 Tons
Small Mogul Engine and Tank	102 Tons
Large Mogul Engine and Tank	108 Tons
Consolidation Engine and Tank	110 Tons
Mail	25 Tons
Baggage	30 Tons
Coaches, 8-wheel	30 Tons
Coaches, 12-wheel	35 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.

SPECIAL RULES.

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

1. 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.
2. Car capacity of sidings includes passing, house and other industry tracks, and is based on 40 foot cars.
3. Trains 689, 690, 691, 692, 693, 694 and 696 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.
4. 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.
5. 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.
6. Train and enginemen 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.
7. **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 12 miles per hour passing over Bridge 230 at Paek River.
Trains must approach under full control and not exceed 15 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.
10. Clocks regulated to standard time are located at Telegraph offices at Troy, Bonner's Ferry, Hillyard, Spokane (Dispatcher's 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, Katka, Crossport and Winchester.

TIME INSPECTORS.

Spokane, GEO. H. DOERR.

Leavenworth, F. E. CARLQUIST.

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	E. E. FRY	Spokane	J. G. CUNNINGHAM
Newport	J. T. PHILLIPS	Harrington	J. M. GUNNING
Hillyard	J. FARROW	Wenatchee	FRANK E. CULP
Spokane	R. L. THOMPSON, Oculist	Leavenworth	G. W. HOXSIE

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	4,304	100
Han & Burns Spur	2.0 miles west of Moravia	East	558	10
McArthur's	3.5 miles east of Elmira	West	470	8
Park River Spur	2.5 miles west of Elmira	East	619	11
Iola Spur	4.0 miles west of Elmira	East	494	8
Caribou Spur	2.5 miles east of Colburn	West	685	13
Noble Mill Spur	0.8 miles east of Colburn	East	300	4
Melania Spur	4.1 miles west of Sand Point	East	590	8
McKinley's Spur	1.0 miles east of Laclede	East	642	12
Laclede Lbr. Co. Spur	At Laclede	West	4,700	113
Frost-Cope Lumber Spur	At Wrsiroc	West	925	19
Albany Falls Spur	3.0 miles east of Newport	East	783	16
River Spur	At Newport	West	3,470	88
Goodhue Spur	2.0 miles west of Newport	West	414	6
Farrsworth Spur	0.3 miles East of Scotia	West	500	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	749	14
Davis Spur	2.8 miles west of Milan	East	258	3
Fort Wright Spur	1.4 miles east of Morse	East	1,780	40
Portland Mill Co.	0.5 miles west of Fort Wright	West	2,929	46
Sand Spur	At Odessa	East	968	17
Gravel Spur	2.0 miles west of Trinidad	West	804	16
Boat Track	2.5 miles west of Trinidad	West	1,519	25
Sherman Spur	1.0 miles east of Wenatchee	West	4,297	87
	2.0 miles east of Venastin	West	550	10

C. M. SEWALL, Night Chief Dispatcher
E. E. LILLIE, Chief Train Dispatcher.
W. WILLERTON, Asst. Superintendent.