

# GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

## SPOKANE DIVISION

# TIME TABLE No. 22

TO TAKE EFFECT AT TWELVE-ONE (12.01) O'CLOCK A. M.

TUESDAY, MARCH 2nd, 1909

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

L. W. BOWEN, Superintendent.

E. L. BROWN, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

WEST BOUND.

FIRST DISTRICT—TROY TO SPOKANE.

THIRD CLASS.			SECOND CLASS.				FIRST CLASS.					Car Capacity of Saline		Station No.	Distance from Troy.	TIME TABLE No. 22. IN EFFECT MARCH 2, 1909.			
689	701 MARCUS DIV.	691	435	451	401	487	255 MARCUS DIV.	257 MARCUS DIV.	263	3	1	Other Tracks	Passing Track			DN-R	STATIONS.	UX	
Miss. Freight Leave Daily Ex. Monday	Miss. Freight Leave Daily	Miss. Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily								
			10.00pm	12.10pm	5.10am	12.10am				5.50pm	2.45am	352	100	1332	0.0	DN-R	TROY	UX	
			10.25	12.35	5.35	12.35				6.08	2.57	0	61	1340	6.7		YAKT		
			10.50	1.05	6.05	1.05				6.25	3.11	16	61	1347	13.7	DN	LEONIA	ON	
			11.15	1.35	6.35	1.35				6.42	3	0	58	1353	20.8		KATKA		
			11.35	2.05	6.55	1.55				6.57	3.30	13	60	1360	27.2		CROSSPORT		
5.15am			11.50	2.30	7.15	2.15			5.50am	7.10	3.50	77	58	1364	31.4	DN-R	BONNER'S FERRY	BY	
															31.9		K. V. RY. JCT.		
5.35			12.10am	2.55	7.40	2.41			6.00	7.20	4.00	22	57	1369	36.3		MORAVIA		
6.15			12.55	3.40	8.25	3.30			6.15	7.35	4.17	22	59	1376	42.7	D	RAPLES	NA	
7.05			1.30	4.15	9.05	4.10			6.31	7.59	4.34	0	59	1383	50.3		ELMIRA		
7.40			1.55	4.45	9.80	4.48			6.45	8.07	4.48	8	57	1390	57.3		COLBURN		
									6.51			17	0	1392	59.6		BRONX		
8.40			2.40	5.20	10.00	5.30			7.05	8.27	5.02	47	61	1398	65.4	DN-R	SAND POINT	SD	
9.10			3.15	5.50	10.30	6.05			7.21	8.44	5.17	31	59	1407	74.0		WRENCOE		
9.30			3.30	6.10	10.45	6.20			7.30	8.54	5.25	111	59	1410	78.8	D	LACLEDE	C	
10.10			4.05	6.40	11.35	6.55			7.48	9.11	5.39	71	67	1420	87.1	D	PRIEST RIVER	RC	
11.05			4.40	7.20	12.25pm	7.30			8.05	9.30	5.55	30	60	1427	94.1	DN	NEWPORT	NR	
									8.11			28	0	1432	97.5		PENRITH		
12.07pm			5.15	7.50	12.50	8.00			8.19	9.44	6.08	18	59	1436	101.9	D	SCOTIA	SC	
12.40			5.45	8.20	1.20	8.32			8.32	9.59	6.19	29	59	1442	108.9		CAMDEN		
12.55									8.38	10.04		21	0	1445	111.5	D	ELK	KE	
1.25			6.25	8.45	1.45	9.00			8.48	10.13	6.29	35	58	1449	115.9	DN	MILAN	RA	
2.15			7.05	9.10	2.15	9.40			9.01	10.26	6.41	13	59	1456	122.5		CHATTAROY		
2.45	1.00pm		7.25	9.30	2.30	10.05	5.00pm	9.30am	9.10	10.35	6.50	28	64	1460	126.3	DN-R	COLBERT	SF	
3.10	1.30		7.50	9.50	2.50	10.25	5.10	9.40	9.20	10.44	7.00	16	56	1464	130.7		MORSE		
3.35pm	2.00pm	6.30am	8.15-10.00	10.10pm-12.10am	3.10-5.00	10.50am-12.40pm	5.20	9.50	9.35	10.55-11.00	7.15-7.20	Yard	Yard	1469	135.5	DN-R	HILLYARD	50	
												0	0	1472	139.0		O. R. & R. JCT.		
		6.50am	10.20am	12.50am	5.30pm	1.10pm	5.35pm	10.05am	9.50am	11.15pm	7.35am	Yard	Yard	1473	140.2	DN-R	SPOKANE	DS-Q	
Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily								
689	701	691	435	451	401	487	255	257	263	3	1								
10.20 10.07	1.00 9.20	0.20 14.10	10.35 13.25	10.40 13.14	10.30 13.35	11.10 12.50	0.35 23.31	0.35 23.31	4.00 27.17	5.20 26.28	4.50 29.01								

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.  
All trains must register their arrival and departure at Troy, Bonner's Ferry, Colbert, Hillyard and Spokane.  
All trains except No. 1 will register arrival and departure at Sand Point, No. 1 will register by card.

Troy is the initial point for Nos. 1, 3, 401, 435, 451 and 487.  
Bonner's Ferry is the initial point for Nos. 253 and 880.  
Colbert is the initial point for Nos. 255, 257 and 701.  
Hillyard is the initial point for No. 691.  
Passing track Sand Point located one mile west of depot.  
Marcus Division train and engine will be governed by Time Table and Special Instructions of Spokane Division between Colbert and Spokane.

No. Industry Track at Yakt or Katka.

Time Over District  
Average Speed Per Hour.

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND.

TIME TABLE No. 22  
IN EFFECT MARCH 2, 1909.

FIRST CLASS.

STATIONS.	Distance from Spokane	Water, Coal, Spoke and Crossover	FIRST CLASS.					
			2	4	264	256 MARCUS DIV.	258 MARCUS DIV.	
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	
DN-R TROY UX	140.2	WCT	3:45pm	4:10am				
6 7 YAKT	133.5		3:29	3:55				
DN 7 0 LEONIA ON	129.5		3:13	3:40				
7 1 KATKA	119.4	W	2:56	3:25				
6 4 CROSSPORT	113.0		2:41	3:05				
DN-R 4 3 BONNER'S FERRY BY	108.7	WY	2:30	2:54	9:45am			
0 5 K. V. RY. JCT	108.3							
4 4 MORAVIA	103.9		2:17	2:41	9:35			
D 6 3 NAPLES NA	97.5	W	2:05	2:28	9:20			
7 6 ELMIRA	89.9		1:51	2:15	9:05			
7 0 COLBURN	82.9		1:36	1:59	8:50			
2 7 BRONX	80.7				8:45			
DN-R 5 0 SAND POINT SI	74.8	WUY	1:21	1:43	8:27			
8 6 WHENCOE	66.2		1:03	1:23	8:04			
D 4 8 LACLEDE C	61.4	W	12:55	1:13	7:53			
D 8 3 PRIBST RIVER NC	53.2		12:40	12:53	7:35			
DN 7 0 NEWPORT NR	46.1	W	12:25	12:33	7:20			
3 4 PENRITH	42.7				7:14			
D 4 5 SCOTIA SC	38.3		12:07pm	12:12am	7:05			
6 0 CAMDEN	31.3	W	11:50	11:54	6:52			
D 7 6 ELK KE	28.7		11:43		6:45			
DN 4 5 MILAN RA	24.3		11:32	11:38	6:36			
6 6 CHATTAROY	17.7		11:20	11:26	6:23			
DN-R 3 8 COLBERT SF	13.9	W	11:13	11:18	6:15	9:10am	5:00pm	
4 3 MORSE	9.5		11:05	11:08	6:05	9:00	4:50	
DN-R 4 8 HILLYARD SO	4.7	WCO	10:55	10:55	5:55	8:50	4:40	
3 5 O. R. & N. JCT	1.2							
DN-R 1 2 SPOKANE DS-O	0.0	WO	10:35am	10:40pm	5:40pm	8:35am	4:25pm	
			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	
			2	4	264	256	258	
Time Over District			5:10	5:30	4:05	0:35	0:35	
Average Speed Per Hour			27:11	25:20	26:52	27:53	23:54	

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

Spokane is the initial point for Nos. 2, 4, 256, 258 and 264.

Marcus Division Train and Engineman will be governed by Time Table and Special Instructions of Spokane Division between Colbert and Spokane.

No Industry Trunk at Yak or Katka.

THIRD CLASS.		SECOND CLASS.					FIRST CLASS.			Car Capacity of Sidings		Station No.	Distance from Spokane.	TIME TABLE No. 22. IN EFFECT MARCH 2, 1909.	Distance from Wilson Creek.	Water, Coal, Wood, Turf, Tables, Scales and Crossings.	FIRST CLASS.		
691	435	451	401	487	25	3	1	Other Tracks	Passing Track	2	4						26		
Make Freight Leave Daily Ex. Sundays	Fast Freight Leave Daily	Last Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily						Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily				
7:00Am	10:35Am	1:00Am	6:10Pm	1:30Pm	6:00Pm	11:30Pm	7:50Am	Yard	Yard	1473	0.0	DN-R..... SPOKANE..... DS-Q	98.7	WO	10:20Am	10:26Pm	8:10Am		
7:10	10:45	1:10	6:20	1:40	6:07	11:38	7:57	30	50	1472	3.0	..... FORT WRIGHT.....	95.7		10:12	10:16	7:57		
7:45	11:35	2:00	7:05	2:30	6:21	11:52	8:12	6	61	1481	9.0	..... HIGHLAND.....	89.7		10:02	10:06	7:45		
8:22	12:05Pm	2:30	7:35	3:05	6:30	12:01Am	8:22	16	50	1480	12.4	DN..... LYONS..... YA	86.3	W	9:55	10:00	7:37		
8:53	12:35	3:00	8:05	3:35	6:42	12:12	8:35	57	64	1403	17.7	..... GALENA.....	81.0		9:44	9:50	7:25		
9:37	12:55	3:20	8:25	3:55	6:50	12:20	8:43	47	52	1406	21.8	..... ESPAROLA.....	76.9	W	9:37	9:42	7:15		
10:15	1:15	3:45	8:50	4:20	7:00	12:30	8:57	59	64	1502	28.4	..... WAUKON.....	70.3		9:24	9:31	7:01		
10:50	1:40	4:15	9:20	4:45	7:14	12:40	9:14	35	60	1508	34.0	DN..... EDWALL..... WH	64.7	W	9:14	9:20	6:50		
11:35	2:25	5:00	10:15	5:30	7:30	12:55	9:29	58	63	1517	43.2	..... BLUESTEM.....	55.5		8:57	9:03	6:30		
12:35Pm	3:00	5:35	11:00	6:05	7:45	1:10	9:42	93	48	1524	50.6	DN..... HARRINGTON..... HR	48.1	W	8:44	8:48	6:12		
12:55	3:20	6:00	11:20	6:20	7:53	1:17	9:48	25	60	1529	55.3	..... MOROCCO.....	43.4		8:32	8:36	6:00		
1:30	3:40	6:25	11:40	6:45	8:04	1:26	9:56	56	56	1535	61.0	DN..... MOHLER.....	41.9				5:56		
2:00	4:05	6:50	12:01Am	7:05	8:15	1:33	10:02	39	60	1530	65.8	DN..... DOWNS..... DN	37.7		8:20	8:24	5:48		
2:00	4:45	7:52	12:40	7:50	8:35	1:51	10:20	117	45	1550	75.8	DN..... LAMONA.....	33.1	W	8:10	8:15	5:38		
2:40	5:20	8:30	1:15	8:25	8:50	2:06	10:33	26	59	1558	84.7	DN..... ODESSA..... OD	22.9		7:52	7:50	5:18		
4:20	5:50	9:00	1:45	9:05	9:05	2:19	10:45	35	60	1566	92.1	D..... IRBY.....	14.0	W	7:35	7:30	5:00		
4:50Pm	6:20Pm	9:30Am	2:15Am	9:40Pm	9:20Pm	2:30Am	10:58Am	150	78	1573	98.7	DN-R..... KRUPP..... KR	5.6		7:22	7:15	4:45		
Arrive Daily Ex. Sundays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					DN-R..... WILSON CREEK..... 2	0.0	WCTY	7:10Am	7:00Pm	4:30Am		
691	435	451	401	487	25	3	1								2	4	26		
9:50	7:45	8:30	8:05	8:10	3:20	3:00	3:00								3:10	3:25	3:40		
10:01	12:74	11:01	12:21	12:00	29:01	32:00	31:84								31:17	28:00	29:02		

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

Spokane is the initial point for Nos. 1, 3, 25, 401, 435, 451, 487 and 691.  
 Wilson Creek is the initial point for Nos. 2, 4 and 26.  
 All east bound trains, except No. 4, will use left hand or passing track from Monroe Street, Spokane.  
 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.  
 All trains must register their arrival and departure at Spokane and Wilson Creek.  
 No. 25 will take siding for No. 4 where they meet.

WEST BOUND.

THIRD DISTRICT—WILSON CREEK AND LEAVENWORTH.

EAST BOUND.

THIRD CLASS.			SECOND CLASS.					FIRST CLASS.			Car Capacity of Sidings		Station Nos.	Distance from Wilson Creek.	TIME TABLE No. 22. IN EFFECT MARCH 2, 1909.			Distance from Leavenworth.	Water, Coal, W. M. and Draining	FIRST CLASS.		
693	435	451	401	487	25	3	1	Other Tracks	Passing Track	Passenger	Passenger	Passenger			2	4	26					
Misc. Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger						Passenger	Passenger	Passenger							
Leave Daily Except Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily							
9 15Am	7 05Pm	10 10Am	2 45Am	10 30Pm	9 25Pm	2 35Am	11 01Am	160	78	1573	0 0	DN-R	WILSON CREEK	Z	98.7	WCT	7 05Am	8 55Pm	4 30Am			
9 50	7 45	10 45	3 20	11 10	9 40	2 50	11 15	10	48	1580	7 9		STRATFORD		90.8		6 50	9 40	4 10			
10 10	8 05	11 23	4 00	11 40	9 50	3 00	11 23	173	78	1588	13.1	DN	ADRIAN	AD	85.6	YO	6 30	9 30	4 00			
10 55	9 05	12 20Pm	4 55	12 40Am	10 10	3 20	11 41	46	52	1596	23.1	DN	EPHRATA	FR	75.6	W	6 20	9 10	3 40			
11 10	9 30	12 45	5 25	1 05	10 20	3 28	11 48	8	62		28.3		NAYLOR		70.4		6 10	9 00	3 28			
11 30	10 00	1 10	6 01	1 25	10 30	3 37	11 56	17	62	1606	33.3		WINCHESTER		65.4		6 01	8 50	3 17			
12 08Pm	10 30	1 35	6 30	1 50	10 42	3 49	12 08Pm	41	59	1612	39.4	DN	QUINCY	ON	69.3		5 51	8 40	3 06			
1 05	10 53	1 55	6 50	2 10	10 53	3 57	12 15	3	48	1617	44.4		CRATER		54.3		5 40	8 28	2 55			
1 30	11 20	2 25	7 20	2 40	11 05	4 10	12 25	12	50	1623	50.6	DN	TRINIDAD	DI	48.1	W 3m.E	5 24	8 12	2 40			
1 50	11 35	2 45	7 40	3 00	11 15	4 18	12 33	10	61	1628	55.5		VULCAN		43.2		5 12	8 00	2 28			
2 10	11 50	3 00	8 00	3 20	11 25	4 26	12 40	88	50	1632	59.6	D	COLUMBIA RIVER	CM	39.1		5 04	7 50	2 18			
2 30	12 10Am	3 20	8 20	3 40	11 35	4 37	12 48	16	50	1637	64.1		ROCK ISLAND		34.6	W	4 55	7 41	2 09			
2 55	12 30	3 40	8 40	4 00	11 43	4 48	12 55	12	62	1641	68.6		MALAGA		30.1		4 48	7 32	2 00			
4 41	1 05	4 15	9 15	4 35	12 01Am	5 08	1 15	371	66	1648	75.9	DN	WENATCHEE	WC	22.8	W	4 35	8 15	1 45			
5 00	1 30	4 45	9 40	5 10	12 15	5 23	1 29	17	60	1655	82.8		MONITOR		15.9		4 22	8 05	1 30			
5 30	1 55	5 10	10 05	5 33	12 25	5 33	1 39	30	59	1659	86.5	DN	CASHMERE	OM	12.2	W	4 13	7 47	1 24			
5 55	2 20	5 35	10 25	6 10	12 35	5 41	1 47	17	62	1664	90.1		DRYDEN		8.6		4 06	7 39	1 16			
6 30	2 50	6 10	10 55	6 45	12 45	5 51	1 57	8	48	1667	94.6		PESHASTIN		4.1		3 57	7 29	1 08			
7 05Pm	3 20Am	6 45Pm	11 30Am	7 25Am	1 00Am	6 00Am	2 10Pm	492	60	1671	98.7	DN-R	LEAVENWORTH	CH	0 0	WCT	3 50Am	3 20Pm	1 00Am			
Arrive Daily Except Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										Leave Daily	Leave Daily	Leave Daily			
693	435	451	401	487	25	3	1										2	4	26			
9 50	8 15	8 25	8 45	8 55	3 35	3 25	3 09										3 15	3 35	3 25			
10 03	11 03	11 30	11 28	11 05	27 54	28 50	31 34										30 37	27 54	28 50			

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

All trains must register their arrival and departure at Wilson Creek and Leavenworth.  
Wilson Creek is the initial point for Nos. 1, 3, 25, 401, 435, 451, 487 and 693.  
Leavenworth is the initial point for Nos. 2, 4 and 26.

THIRD CLASS.	SECOND CLASS.	FIRST CLASS.	Car Capacity of Seatings		Station Nos.	Distance from Bonners Ferry.	TIME TABLE No. 22 IN EFFECT MARCH 2, 1909.		Distance from Kootenai.	Water Coal, Crossing, Wye, Turn Tables and Scales.	FIRST CLASS.	SECOND CLASS.	THIRD CLASS.
			Other Tracks	Passing Track			STATIONS.	Mixed					
	379											380	
	Mixed											Mixed	
	Leave Tues. & Sat.											Arrive Tues. & Sat.	
	7.00am				1364	0.0	DN-R	BONNER'S FERRY.....BY.	50.0	WY		12.30pm	
						0.5		K. V. RY. JCT.....	49.5				
						1.0		DRAW BRIDGE.....	49.0				
						3.8		WATER TANK.....	46.2	W			
	7.30		0	17	KV 8	7.7		RITZ.....	42.3			12.00	
						16.2		WATER TANK.....	33.8	W			
	8.00		0	20	KV 17	16.8		COPELAND.....	33.2			11.30	
	8.30		0	10	KV 26	26.1		PORT HILL.....	23.9			11.00	
	8.45				KV 27	26.7		RYKERTS.....	23.3			10.55	
	9.00am		0	20	KV 33	33.1	R	CRESTON.....	16.9	W		10.30am	
						38.4		WILKES.....	11.6				
						47.1		SIRDAR JCT.....	2.9				
			70	20	KV 50	50.0		KUSKONOOK.....	0.0	WT			
	Arrive Tues. & Sat.											Leave Tues. & Sat.	
	379											380	
	2.00											2.00	
	16.55											16.55	
								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 (Wynnedel Jct. C. P. R.) 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.

When necessary to use C. P. R. Tracks between Wilkes (Wynnedel Jct. C. P. R.) and Sirdar Jct., arrangements must be made with C. P. R. at Creston, and orders received at that point.

All trains must register at Bonner's Ferry, K. V. Ry. Jct. and Creston.

Bonners Ferry is the initial point for No. 379.

Creston is the initial point for No. 380.



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

STATIONS.	Rating Grade	L. 2 Engines 200 lb 20 x 30 11 P 31 x 30 11 P 1880-1801 1865-1829 1880-1844				20 x 32, 210 lb F 5-1095-1109 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 3-720-769				20 x 26, 180 lb G 1-600-615				19 x 26, 180 lb. F 1-600-565 D 5-450-476				19 x 24, 180 lb. D 4-400-426				19 x 24, 150 lb. D 1-360 D 2-300-359			
		3500	2500	2100	2050	2100	1500	1200	1100	1200	1400	890	800	1150	1000	800	740	1350	1000	800	740	1125	850	850	1050	610	610	610	840
Troy to Bonner's Ferry	Down	3500	2500	2100	2050	2100	1500	1200	1100	1200	1400	890	800	1150	1000	800	740	1350	1000	800	740	1125	850	850	1050	610	610	610	840
Bonner's Ferry to Hillyard	0.6	2100	1800	1500	1200	1100	1200	1400	890	800	1150	1000	800	740	1350	1000	800	740	1125	850	850	1050	610	610	610	840			
Hillyard to Bonner's Ferry	0.6	2100	1800	1500	1200	1100	1200	1400	890	800	1150	1000	800	740	1350	1000	800	740	1125	850	850	1050	610	610	610	840			
Bonner's Ferry to Troy	0.5	3000	2250	1750	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	1400	
Spokane to Wilson Creek	1.0	1450	1200	1000	890	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	
Wilson Creek to Leavenworth	1.0	1450	1200	1000	890	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	
Leavenworth to Wilson Creek	1.0	1450	1200	1000	890	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	800	
Wilson Creek to Spokane	0.8	1600	1330	1200	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	

Chief Train Dispatcher may increase or decrease above rating as 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	11 Tons
Box Cars, 33 foot	12 Tons
Box Cars, 34 foot	12 Tons
Box Cars, 36 foot	13 Tons
Box Cars, 40 foot	16 Tons
Refrigerators	17 Tons
Furniture, 30 to 40 foot	17 Tons
Furniture, 40 to 50 foot	20 Tons
Calosens, 4-wheel	19 Tons
Flat Cars, 28 to 30 foot	10 Tons
Flat Cars, 33 and 34 foot	9 Tons
Flat Cars, 40 foot	12 Tons

**SPEED RESTRICTIONS.**

- A. 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. Mallet engines will not exceed a speed limit of 20 miles per hour. Extras and delayed schedule trains (except first class trains) must move under control in Bonner's Ferry yard limits looking for main line to be occupied. Trains coming in on main line from K. V. Line will do so under flag protection from K. V. Jct. to Telegraph Office at Bonner's Ferry. All trains must approach under full control and not exceed 8 miles per hour over Albany Falls Bridge. All trains must reduce speed to 8 miles per hour through City of Spokane.
- B. Speed limits for Passenger trains.
- First District:
- Between Troy and Yakt, 50 miles per hour.
  - Between Yakt and Crossport, 35 miles per hour.
  - Between Crossport and Scotia, 45 miles per hour.
  - Between Scotia and Camden, 45 miles per hour.
  - Between Camden and Spokane, 45 miles per hour.
- On second and third districts, 50 miles per hour.

Coal Cars	12 Tons
Gondola Cars	13 Tons
Oil Tanks	15 Tons
Ballast Cars	12 Tons
Steam Wreckers	12 Tons
Engine Tank (Empty)	75 Tons
Standard Engine and Tank	16 Tons
Small Mogul Engine and Tank	81 Tons
Large Mogul Engine and Tank	108 Tons
Consolidation Engine and Tank	116 Tons
Mallet Engine and Tank, Class L. 1	102 Tons
Mallet Engine and Tank, Class L. 2	252 Tons
Mail	226 Tons
Baggage	25 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.

**REFERENCE MARKS:—**

- S—Regular Stop.
- F—Stop on Signal.
- D—Day Telegraph Office.
- N—Night Telegraph Office.
- W—Water.
- C—Coal.
- O—Seales.
- T—Turntable.
- Y—Wye.
- X—Railroad Crossing.
- R—Registering Station.

## SPECIAL RULES

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

- Light engines or engines with caboose only will take siding at meeting points except when running as sections of passenger trains, unless otherwise instructed.
- Before starting out on runs, Conductors must inform their engineers the number of loaded and empty cars in train, and how many cars of air are working.
- Car capacity of sidings is based on 40 foot cars.
- Trains 689, 691, and 693; also non-scheduled east bound locals will carry passengers when provided with tickets and freight train permits. Permits will not be issued for any of these trains for passengers to any point which will not be reached between daylight and dark.
- All empty flat cars, emigrant outfits and stock, wrecking, boarding cars and other outfit cars must be hauled on rear of trains. Oil tanks loaded and cars loaded with powder or other explosives must be at least 10 cars from engine.
- Standard Clocks**—Trains on this Division will be governed by Pacific Standard Time. Clocks regulated to standard time will be located in Telegraph offices at Troy, Bonner's Ferry, Hillyard, Spokane Dispatcher's Office, Wilson Creek and Leavenworth.
- Yard Limits**—Yard Limit Boards are located at Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek, Wenatchee and Leavenworth. See Rule 93.
- Derail Switches**—Derail switches are located at the following sidings: Crossport, 150 feet west of east end of industry track switch; Colburn, 280 feet east of west head block; Sandpoint, 150 feet east of west head block on passing track, 150 feet east of west switch on industry track and 250 feet west of east switch on empty coal track; Wrenewoc, 230 feet east of head block on Frost-Cope Co.'s Spur; Chattaroy, industry track, 265 feet west of east head block; Morse, industry track, 120 feet west of east head block; Hillyard, 250 feet west of east head block; Spokane, west end of both Monroe street crossings; Fort Wright Spur, 200 feet west of head block; Highland, 225 feet west of east head block; Galena, industry track, 295 feet east of west head block; Bluestem, 185 feet west of east head block; Harrington, on house track 145 feet west of east head block; Downs, on industry track, 470 feet east of west head block; Naylor, 200 feet west of east head block; Dryden, 200 feet west of east head block; Crater, 216 feet east of west head block; Trinidad, 226 feet east of west head block; Trinidad Sand Spur, 145 feet from head block; Trinidad Gravel Spur, 440 feet from head block; Vulcan, 216 feet east of west head block; Malaga, industry track, 208 feet west of east head block; Cashmere, 200 feet west of east head block; Peshastin, 190 feet west of east head block; Leavenworth, 170 feet west of east head block. Derail switches must always be set for the ground except when in actual use, whether there are cars on these tracks or not.
- Empty flat and coal cars must be handled behind all loaded cars, empty box, stock and refrigerator cars.

## TIME INSPECTORS.

Spokane) GEO. H. DOERR.  
Hillyard)

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. Chamberlin, Ophthalmic Surgeon, Lowry Arcade, St. Paul.  
(Employees consulting Dr. Chamberlin should be provided with an order from the superintendent.)

Bonner's Ferry	E. E. FRY	Spokane	J. G. CUNNINGHAM
Sand Point	O. F. PAGE	Odessa	LEE GANSON
Newport	J. T. PHILLIPS	Harrington	J. M. GUNNING
Hillyard	J. FARROW	Wenatchee	FRANK E. CULP
Spokane	R. L. THOMPSON, Oculist	Leavenworth	G. W. HOXSIE

W. CLARKE, Asst. Superintendent.

## NAME AND LOCATION OF SPUR TRACKS.

NAME	LOCATION	Billing Station		Switch Opens	LENGTH	CAR CAPACITY
		East	West			
Star Creek Spur	1.3 miles west of Yakt	Troy	Bonner's Ferry	East	300	4
Bonner's Ferry Lumber Co.	1.4 miles east of Bonner's Ferry	Bonner's Ferry	Bonner's Ferry	East	4,204	100
Han & Burns Spur	2.0 miles west of Moravia	Bonner's Ferry	Naylor	East	558	10
McArthur's	3.5 miles east of Edmira	Naples	Sand Point	East	470	8
Pack River Spur	2.5 miles west of Edmira	Naples	Sand Point	East	619	11
Iola Spur	4.0 miles west of Edmira	Naples	Sand Point	East	494	8
Caribou Spur	2.5 miles east of Colburn	Naples	Sand Point	West	685	13
Noble Mill Spur	0.8 miles east of Colburn	Sand Point	Sand Point	East	300	4
Humbird Lbr. Co. Spur	1.5 miles west of Bronx	Sand Point	Sand Point	East	300	3
N. P. Transfer Trks.	At Sand Point	Sand Point	Sand Point	Wye	3290	58
Humbird Spur, Sand Pt.	At Sand Point	Sand Point	Sand Point	Wye	1320	30
Melma Spur	4.1 miles west of Sand Point	Sand Point	Laclede	East	500	8
McKinley's Spur	1.0 miles east of Laclede	Sand Point	Laclede	East	642	12
Laclede Lbr. Co. Spur	At Laclede	Laclede	Laclede	West	4,706	113
Frost-Cope Lumber Spur	At Wrenewoc	Sand Point	Laclede	West	925	19
Albany Falls Spur	3.0 miles east of Newport	Priest River	Newport	East	783	16
River Spur	At Newport	Newport	Newport	West	3,470	83
Goodhus Spur	2.0 miles west of Newport	Newport	Scotia	West	414	6
Farnsworth Spur	0.3 miles East of Scotia	Newport	Scotia	West	500	8
Graian Lumber Co. Spur	1.0 miles west of Scotia	Scotia	Elk	West	298	3
Arctic Ice Co. Spur	1.0 miles east of Camden	Scotia	Elk	West	454	7
Phoenix Spur	2.0 miles West of Camden	Scotia	Elk	West	1,013	21
Wash. Lbr. Co. Spur	1.0 miles east of Milan	Milan	Milan	East	615	11
Spokane Lbr. Co. Spur	0.8 miles east of Milan	Milan	Milan	West	749	14
Goss Spur	2.8 miles west of Milan	Milan	Colbert	East	228	3
Davis Spur	1.4 miles east of Morse	Colbert	Hillyard	East	1,780	40
Fort Wright Spur	0.5 miles west of Fort Wright	Spokane	Edwall	West	2,029	46
Portland Mill Co.	At Odessa	Odessa	Odessa	East	968	17
Sand Spur	2.0 miles west of Trinidad	Trinidad	Columbia Riv.	West	804	16
Gravel Spur	2.5 miles west of Trinidad	Trinidad	Columbia Riv.	West	1,519	25
Boat Track	1.0 miles east of Wenatchee	Wenatchee	Wenatchee	West	4,297	87
Lamb-Davis Spur	1.5 miles west of Wenatchee	Wenatchee	Cashmere	West	597	9
Sherman Spur	2.0 miles east of Peshastin	Cashmere	Leavenworth	West	850	10

## TRAIN DISPATCHERS:

R. I. TRIPLETT,  
J. W. DONOVAN,  
A. KASE,  
J. G. LUHRSEN,  
J. A. CALDWELL,  
C. H. NICHOLS.

J. H. TODD, Acting Chief Train Dispatcher.