

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

SPOKANE DIVISION

TIME TABLE No. 23

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

SUNDAY, MARCH 28th, 1909

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES 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 Sidings		Station Nos.	Distance from Troy.	TIME TABLE No. 23. IN EFFECT MARCH 28, 1909.	STATIONS.
689	701 MARCUS DIV.	691	435	451	401	487	255 MARCUS DIV.	257 MARCUS DIV.	263	3	1	Other Tracks	Passing Track				
Mdse. Freight	Mdse. Freight	Mdse. Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger	Passenger	Passenger						
Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				
			10.00Pm	12.10Pm	5.10Am	12.10Am					5.55Pm	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	.....6.7.....YAKT.....
			10.50	1.05	6.05	1.05					6.25	3.11	16	61	1347	13.7	DN.....7.0.....LEONIA.....ON
			11.15	1.35	6.35	1.35					6.42	3.25	0	58	1353	20.8	.....7.1.....KATKA.....
			11.35	2.05	6.55	1.55					6.57	3.39	13	60	1360	27.2	.....6.4.....CROSSPORT.....
	5.15Am		11.50	2.30	7.15	2.15			5.50Am		7.10	3.50	77	58	1364	31.4	DN-R.....4.3.....BONNER'S FERRY.....BY
																31.9	.....0.5.....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	.....4.4.....MORAVIA.....
	263 6.15		12.55	3.40	8.25	3.30				6.15	7.35	4.17	22	59	1376	42.7	D.....6.3.....NAPLES.....NA
	7.05		1.30	4.15	9.05	4.10				6.31	7.52	4.34	9	59	1383	50.3	.....7.6.....ELMIRA.....
	7.40		1.59	4.45	9.30	4.48				6.46	8.07	4.48	8	57	1390	57.3	.....7.0.....COLBURN.....
										6.51			17	0	1392	59.5	.....2.2.....BRONX.....
	8.40		2.40	5.20	10.00	5.30				7.05	8.27	5.02	47	61	1398	65.4	DN-R.....5.9.....SAND POINT.....S
	9.10		3.15	5.50	10.30	6.05				7.21	8.44	5.17	31	59	1407	74.0	.....8.6.....WRENCOE.....
	9.30		3.30	6.10	10.45	6.20				7.30	8.54	5.25	111	59	1410	78.8	D.....4.8.....LACLEDE.....C
	10.10		4.05	6.40	11.35	6.55				7.48	9.11	5.39	71	67	1420	87.1	D.....8.3.....PRIEST RIVER.....NC
	11.05		4.40	7.20	12.25Pm	7.30				8.05	9.30	5.55	30	60	1427	94.1	DN.....7.0.....NEWPORT.....NR
	2 12.07Pm		5.15	7.50	12.50	8.00				8.11			28	0	1432	97.5	.....3.4.....PENRITH.....
	12.40		5.45	8.20	1.20	8.32				8.19	9.44	6.08	18	59	1436	101.9	D.....4.5.....SCOTIA.....SC
	12.55									8.32	9.59	6.19	29	59	1442	108.9	.....6.9.....CAMDEN.....
	1.25		6.29	8.45	1.45	9.00				8.38	10.04		21	0	1445	111.5	D.....2.6.....ELK.....KE
	401 2.15		7.05	9.10	2.15	9.40				8.48	10.13	6.29	35	58	1449	115.9	DN.....4.5.....MILAN.....RA
	2.45	1.00Pm	7.25	9.30	2.30	10.05				9.01	10.26	6.41	13	59	1456	122.5	.....6.6.....CHATTAROY.....
	3.10	1.30	7.50	9.50	2.50	10.25				9.10	10.35	6.50	28	64	1460	126.3	DN-R.....3.8.....COLBERT.....SF
	3.35Pm	2.00Pm	6.30Am	8.15-257 10.00-263	9.10-258 12.10Am	3.10-258 5.00	2-10.50Am 12.40Pm	5.20	9.50	9.35	10.55-451 11.00	7.15 7.20	16	56	1464	130.7	.....4.3.....MORSE.....
													0	0	1469	135.5	DN-R.....4.8.....HILLYARD.....SO
															1472	139.0	.....3.5.....O. R. & N. JCT.....
			6.50Am	10.20Am	12.50Am	5.30Pm	1.10Pm			5.35Pm	10.05Am	9.50Am	11.15Pm	7.35Am	1473	140.2	DN-R.....1.2.....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 12.56	0.35 23.83	0.35 23.83	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. 263 and 689.
 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 enginemen 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.

TIME TABLE No. 23.
IN EFFECT MARCH 28, 1909.

FIRST CLASS.

STATIONS.	Distances from Spokane	Water, Coal, Wyes, Turn Tables, Scales and Crossings.	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	126.5		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	9.45Pm		
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	2.13	9.05		
7.0 COLBURN	82.9		1.38	1.59	8.50		
2.2 BRONX	80.7				8.45		
DN-R 5.9 SAND POINT S	74.8	WCY	1.21	1.43	8.27		
8.6 WRENCOE	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 PRIEST 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		
6.9 CAMDEN	31.3	W	11.50	11.54	6.52		
D 2.6 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 SQ	4.7	WCOT	10.55	11.00-3	5.55	8.50	4.40
3.5 O. R. & N. JCT	1.2		10.50-487	10.55-451			
DN-R 1.2 SPOKANE DS-Q	0.6	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.			27.13	25.50	26.62	23.83	23.83

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 Enginemen will be governed by Time Table and Special Instructions of Spokane Division between Colbert and Spokane.
 No Industry Track at Yakt or Katka.

THIRD CLASS.		SECOND CLASS.				FIRST CLASS.			Car Capacity of Sidings		Station Nos.	Distance from Spokane.	TIME TABLE No. 23. IN EFFECT MARCH 28, 1909.	Stations.	Distance from Wilson Creek.	Water, Coal, Wyes, Turn Tables, Scales and Crossings.	FIRST CLASS.		
691	435	451	401	487	25	3	1	Other Tracks	Passing Track	2							4	26	
Misc. Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger						Passenger	Passenger	Passenger				
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily				
7.00Am	10.35Am	1.00Am	6.00Pm	1.30Pm	7.30Pm	11.30Pm	7.50Am	Yard	Yard	1373	0.0	DN-R.....SPOKANE.....DS-Q	98.7	WO	435 10.20Am	10.25Pm	8.10Am		
7.10	10.45	1.10	6.10	1.40	7.36	11.38	7.57	30	50	1477	3.0	.....FORT WRIGHT.....	95.7		10.12	10.20	7.57	
7.45	11.35	2.00	6.55	2.30	7.49	11.52	8.12	6	61	1481	9.0	.....HIGHLAND.....	89.7		10.02	10.10	7.45	
8.22	12.05Pm	2.30	7.25	3.05	7.57	12.01Am	8.22	16	50	1486	12.4	DN.....LYONS.....YA	86.3	W	9.55	10.05	7.37		
8.53	12.35	3.00	8.09	3.35	8.09	12.12	8.35	57	64	1493	17.7	.....GALENA.....	81.0		9.44	9.58	7.25	
9.37	12.55	3.20	8.37	3.55	8.17	12.20	8.43	47	52	1496	21.8	.....ESPANOLA.....	76.9	W	691 9.37	9.52	7.15	
10.15	1.15	3.45	9.00	4.20	8.27	12.30	8.57	59	64	1502	28.4	.....WAUKON.....	70.3		9.24	9.43	7.01	
10.50	1.40	4.15	9.34	4.45	8.37	12.40	9.14	35	60	1508	34.0	DN.....EDWALL.....WH	64.7	W	1 9.14	401 9.34	6.50		
11.35	2.25	5.00	10.15	5.30	8.52	12.55	9.29	58	63	1517	43.2	.....BLUESTEM.....	55.5		8.57	9.17	6.30	
12.35Pm	3.00	5.35	11.00	6.05	9.05	1.10	9.42	93	48	1524	50.6	DN.....HARRINGTON.....HR	48.1	W	8.44	25 9.05	6.12		
12.55	3.20	6.00	11.20	6.20	9.15	1.17	9.48	25	60	1529	55.3	.....MOROCCO.....	43.4		8.32	8.50	6.00	
					9.18			17	0	1531	56.8	.....MOHLER.....	41.9				5.56	
1.30	3.40	6.25	11.40	6.45	9.26	1.26	9.56	56	56	1535	61.0	DN.....DOWNS.....DN	37.7		8.20	8.38	5.48		
2.00	4.05	6.50	12.01Am	7.05	9.36	1.33	10.02	39	60	1539	65.6	.....LAMONA.....	33.1	W	8.10	8.29	5.38	
3.00	4.45	7.52	12.40	8.07	9.56	1.51	10.20	117	45	1550	75.8	DN.....ODESSA.....OD	22.9		451 7.52	487 8.07	5.18		
3.40	5.20	8.30	1.15	8.40	10.10	2.06	10.33	26	59	1558	84.7	D.....IRBY.....RY	14.0	W	7.35	7.47	5.00		
4.20	5.50	9.00	1.45	9.05	10.25	2.19	10.45	35	60	1566	92.1	D.....KRUPP.....KR	6.6		7.22	7.32	4.45		
4.50Pm	6.20Pm	9.30Am	2.15Am	9.30Pm	10.40Pm	2.30Am	10.56Am	150	78	1573	98.7	DN-R.....WILSON CREEK.....Z	0.0	WCTY	435 7.10Am	7.17Pm	4.30Am		
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily		
691	435	451	401	487	25	3	1								2	4	26		
9.50 10.04	7.45 12.74	8.30 11.61	8.15 12.11	8.00 12.34	3.10 31.80	3.00 32.90	3.06 31.84								3.10 31.17	3.08 32.04	3.40 26.92		

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. 2 and 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. 23. IN EFFECT MARCH 28, 1909.		Distance from Leavenworth.	Water, Coal, Wyes, Turn Tables, Scales and Crossings.	FIRST CLASS.		
693	435	451	401	487	25	3	1	Other Tracks	Passing Track	STATIONS.			2	4			26		
Mdse. 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	7.12Pm	10.10Am	2.45Am	10.05Pm	10.45Pm	2.35Am	11.01Am	150	78	1573	0.0	DN-R..... WILSON CREEK Z	98.7	WCT	7.05Am	435 7.12Pm	4.25Am		
9.50	7.50	10.45	3.20	10.40	11.00	2.50	11.15	10	48	1580	7.9	..... STRATFORD.....	90.8		6.50	6.55	4.10	
10.10	8.05	11.23	4.00	11.10	11.10	3.00	11.23	173	78	1588	13.1	DN..... ADRIAN..... AD	85.6	YO	6.39	6.44	401 4.00		
10.55	9.05	12.20Pm	4.55	12.05Am	11.28	3.20	11.41	46	52	1596	23.1	DN..... EPHRATA..... FR	75.6	W	6.20	6.24	3.40		
11.10	9.30	12.45	5.25	12.30	11.38	3.28	11.48	8	62		28.3	..... NAYLOR.....	70.4		6.10	6.13	3 3.28	
11.30	10.00	1.10	6.01	12.55	11.46	3.37	11.56	17	62	1606	33.3	..... WINCHESTER.....	65.4		401 6.01	6.03	3.17	
12.08Pm	10.30	1.35	6.30	1.20	11.58	3.49	12.08Pm	41	59	1612	39.4	DN..... QUINCY..... QN	59.3		5.51	5.52	3.06		
1.05	10.55	1.55	6.50	1.40	12.08Am	3.57	12.15	3	48	1617	44.4	..... CRATER.....	54.3		5.40	5.39	2.55	
1.30	11.20	2.25	7.20	2.05	12.20	4.10	12.25	12	59	1623	50.0	DN..... TRINIDAD..... DI	48.1	W 3mi.E	5.24	5.22	2.40		
1.50	11.35	2.45	7.40	2.28	12.28	4.18	12.33	10	61	1628	55.5	..... VULCAN.....	43.2		5.12	5.10	487 2.28	
2.10	11.50	3.00	8.00	2.50	12.38	4.26	12.40	88	50	1632	59.6	D..... COLUMBIA RIVER..... CM	39.1		5.04	5.00	2.18		
2.30	12.10Am	3.20	8.20	3.10	12.48	4.37	12.48	16	50	1637	64.1	..... ROCK ISLAND.....	34.6	W	4.55	4.51	2.09	
2.55	12.30	3.40	8.40	3.35	12.56	4.48	12.56	12	62	1641	68.6	..... MALAGA.....	30.1		3 4.48	4.42	2.00	
4-451 4.25	1.05	4-693 4.25	9.15	4.35	1.16	5.08	1.15	371	66	1648	75.9	DN..... WENATCHEE..... WC	22.8	W	487 4.35	693-451 4.25	1.45		
5.00	1.30	4.45	9.40	5.10	1.30	5.23	1.29	17	60	1655	82.8	..... MONITOR.....	15.9		4.22	4.04	435-25 1.30	
5.30	1.55	5.10	10.05	5.33	1.40	5.33	1.39	39	59	1659	86.5	DN..... CASHMERE..... OM	12.2	W	4.13	3.56	1.24		
5.55	2.20	5.35	10.25	6.10	1.50	5.41	1.47	17	62	1664	90.1	..... DRYDEN.....	8.6		4.06	3.44	1.16	
6.30	2.50	6.10	10.55	6.45	2.00	5.51	1.57	8	48	1667	94.6	..... PESHASTIN.....	4.1		3.57	3.34	1.08	
7.05Pm	3.20Am	6.45Pm	11.30Am	7.25Am	2.15Am	6.00Am	2.10Pm	492	60	1671	98.7	DN-R..... LEAVENWORTH..... CH	0.0	Y WCT	3.50Am	3.25Pm	1.00Am		
Arrive Daily Ex. 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 10.03	8.08 12.21	8.35 11.50	8.45 11.28	9.20 10.72	3.30 29.09	3.25 28.89	3.09 31.34								3.15 30.37	3.47 28.45	3.25 28.89		
												Time Over District Average Speed Per Hour							

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 Sidings		Station Nos.	Distances from Bonners Ferry.	TIME TABLE No. 23. IN EFFECT MARCH 28, 1909.	Distances from Kuskonook.	Water, Coal, Crossings, Wyes, Turn Tables and Scales.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
			379			Other Tracks	Passing Track							STATIONS.				
			Mixed Leave Tues. & Sat.					1304	0.0	DN-R..... BONNER'S FERRY..... BY.	50.0	WY						
									0.5	..... K. V. RY. JCT.....	49.5							
									1.0	..... DRAW BRIDGE.....	49.0							
									3.8	..... WATER TANK.....	46.2	W						
			7.00Am						7.7	..... RITZ.....	42.3							
						0	17	KV 8	16.2	..... WATER TANK.....	33.8	W						12.30pm
									16.8	..... COPELAND.....	33.2							
			7.30			0	20	KV 17	26.1	..... PORT HILL.....	23.9							12.00
									26.7	..... RYKERTS.....	23.3							
									33.1	..... CRESTON.....	16.9	W						11.30
			8.00			0	20	KV 33	38.4	..... WILKES.....	11.6							11.00
									47.1	..... SIRDAR JCT.....	2.9							10.55
			8.30						50.0	..... KUSKONOOK.....	0.0	WT						10.30Am
			8.55															
			9.00Am															
			Arrive Tues. & Sat.															Leave Tues. & Sat.
			379															380
			2.00 16.55															2.00 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 (Wynndel 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 (Wynndel 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.	Ruling Grade	L 2 Engines 200 lb 20 x 30 H P 31 x 30 L P 1800-1804 1805-1829 1830-1844			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 1-500-565 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		
		Troy to Bonner's Ferry	Down	3500			2500			2100			2050			1475			1350			1125
Bonner's Ferry to Hillyard	0.6	2100			1800			1500			1200			1100			1000			850		
Hillyard to Bonner's Ferry	0.6	2100			1800			1500			1200			1100			1000			850		
Bonner's Ferry to Troy	0.5	3000			2250			1750			1400			1350			1150			1050		
Spokane to Wilson Creek	1.0	1450			1200			1000			890			800			740			610		
Wilson Creek to Leavenworth	1.0	1450			1200			1000			890			800			740			610		
Leavenworth to Wilson Creek	1.0	1450			1200			1000			890			800			740			610		
Wilson Creek to Spokane	0.8	1600			1330			1200			1050			960			890			840		

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	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
Mallet Engine and Tank, Class L 1	252 Tons
Mallet Engine and Tank, Class L 2	226 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.

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 Bonners 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. Jet. to Telegraph Office at Bonners 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, 35 miles per hour.
 Between Camden and Spokane, 45 miles per hour.
 On second and third districts, 50 miles per hour.

REFERENCE MARKS:—

- S—Regular Stop.
- F—Stop on Signal.
- D—Day Telegraph Office.
- N—Night Telegraph Office.
- W—Water.
- C—Coal.
- O—Scales.
- 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.

1. Light engines or engines with caboose only will take siding at meeting points except when running as sections of passenger trains, unless otherwise instructed.
2. 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.
3. Car capacity of sidings is based on 40 foot cars.
4. 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 day-light and dark.
5. 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.
6. **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.
7. **Yard Limits**—Yard Limit Boards are located at Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek, Wenatchee and Leavenworth. See Rule 93.
8. **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; Wren-coe, 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; Hill-ward, 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, 430 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; Leaven-worth, 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.
9. 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.

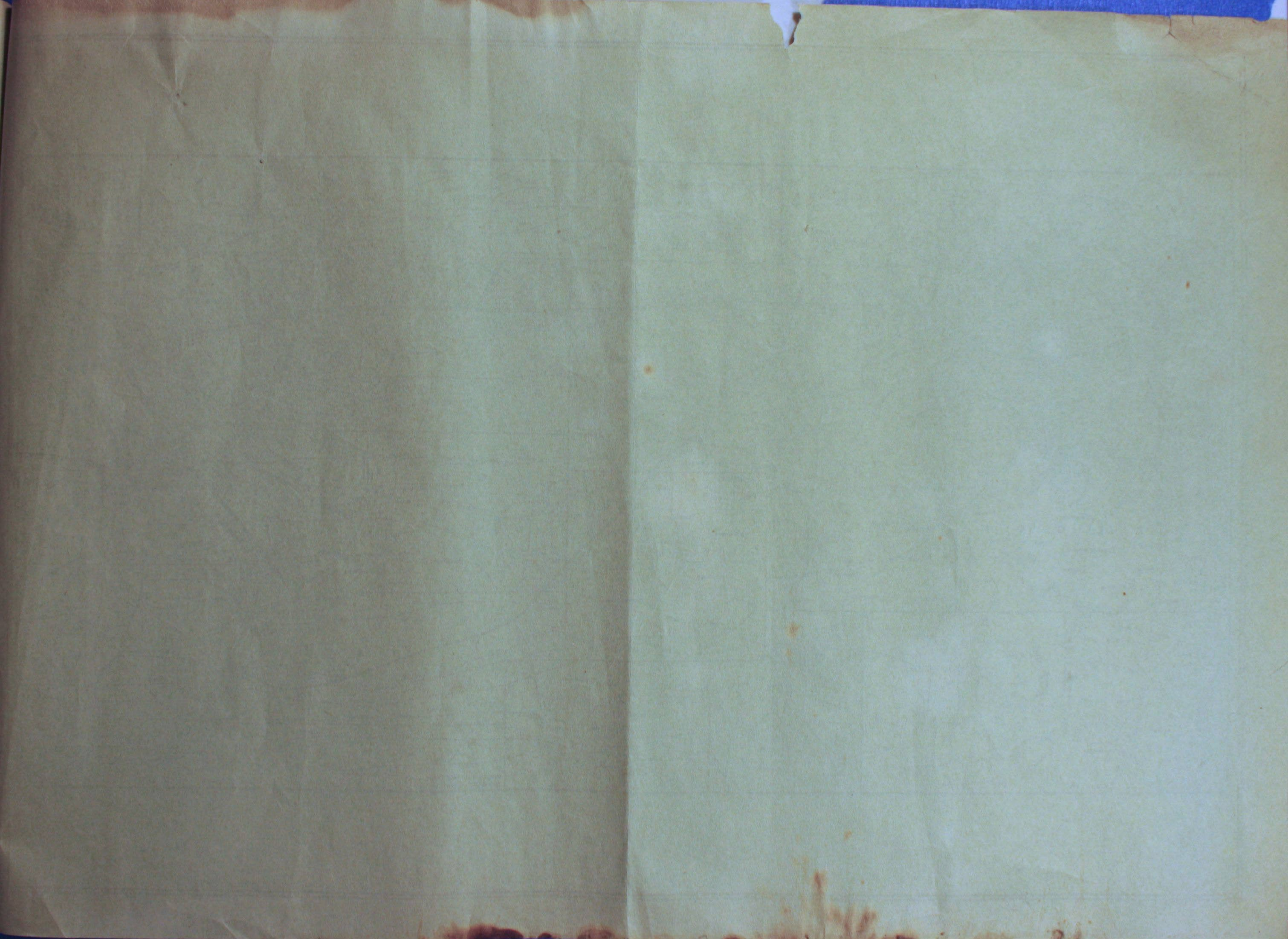
NAME AND LOCATION OF SPUR TRACKS.

NAME	LOCATION	Billing Station		Switch Opens	LENGTH	CAR CAPACITY
		East	West			
Star Creek Spur	1.3 miles west of Yakt	Troy	Bonners Ferry	East	300	4
Bonner's Ferry Lumber Co.	1.4 miles east of Bonner's Ferry	Bonners Ferry	Bonners Ferry	East	4,304	100
Ham & Burns Spur	2.0 miles west of Moravia	Bonners Ferry	Naples	East	558	10
McArthur's	3.5 miles east of Elmira	Naples	Sand Point	West	470	8
Pack River Spur	2.5 miles west of Elmira	Naples	Sand Point	East	619	11
Iola Spur	4.0 miles west of Elmira	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	3200	58
Humbird Spur, Sand Pt.	At Sand Point	Sand Point	Sand Point	Wye	1330	30
McInnis Spur	4.1 miles west of Sand Point	Sand Point	Laclede	East	500	8
McKinney'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 Wrencoe	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
Graham 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
Gess Spur	2.8 miles west of Milan	Milan	Colbert	East	258	3
Davies 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	1,510	25
Boat Track	1.0 miles east of Wenatchee	Wenatchee	Wenatchee	West	4,297	87
Lamba-Davis Spur	1.5 miles west of Wenatchee	Wenatchee	Cashmere	West	597	9
Sherman Spur	2.0 miles east of Peshastin	Cashmere	Leavenworth	West	550	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.



GREAT NORTHERN RAILWAY and Connections.

