

GREAT NORTHERN RAILWAY
SPOKANE DIVISION
TIME TABLE No. 25

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

SUNDAY, JUNE 6th, 1909

SUPERSEDING TIME TABLE No. 24 AND ALL SUPPLEMENTS THERETO.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

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 No.	Distance from Troy.	TIME TABLE No. 25. IN EFFECT JUNE 6, 1909.		
689	701 MARCUS DIV.	691	435	451	411	401	487	255 MARCUS DIV.	257 MARCUS DIV.	3	43	1	Other Tracks	Passing Track					
Mile. Freight	Mile. Freight	Mile. Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger	Passenger	Passenger							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
			10.00pm	1.00pm	6.00am	5.10am				5.10pm	4.30am	1.50am	352	100	1332	0.0	DR-R.....TROY.....UX		
			10.25	1.25	6.25	5.35				5.25	4.42	2.03	0	61	1340	6.7	.....YAKT.....	
			10.50	1.55	6.50	6.00				5.45	4.55	2.17	16	61	1347	13.7	DN.....LEGNIA.....ON		
			11.15	2.25	7.15	6.25				6.02	5.09	2.32	0	58	1353	20.8	.....KATKA.....	
			11.35	2.55	7.40	6.50				6.17	5.21	2.45	13	60	1360	27.2	.....CROSSPORT.....	
6.00am			11.50	3.25	8.00	7.10				6.34	5.32	2.58	77	58	1364	31.4	DN-R.....BONNER'S FERRY.....BY		
																31.9	.....K. V. RY. JCT.....	
6.20			12.10am	4.04	8.20	7.30				6.45	5.42	3.08	22	57	1369	36.3	.....MORAVIA.....	
6.50			12.55	4.45	9.00	8.10				7.05	6.59	3.25	22	59	1376	42.7	DN.....NAPLES.....NA		
7.15			1.30	5.20	9.30	8.45				7.28	6.16	3.40	9	59	1383	50.3	.....ELMIRA.....	
7.40			2.03	5.45	9.55	9.10				7.40	6.30	3.52	8	57	1390	57.3	.....COLBURN.....	
										7.45			17	0	1392	59.5	.....BROOK.....	
9.00			2.40	6.15	10.32	9.40				8.02	6.44	4.05	47	61	1398	65.4	DR-R.....SAND POINT.....S		
10.14			3.15	6.45	11.10	10.14				8.20	6.59	4.18	31	59	1407	74.0	.....WHIRCOE.....	
11.05			3.30	7.05	11.30	10.50				8.32	7.07	4.25	111	59	1410	78.8	D.....LACLEDE.....C		
11.45			4.00	7.35	12.00pm	11.25				8.52	7.21	4.38	71	67	1420	87.1	D.....PRIEST RIVER.....NC		
12.20pm			4.30	8.00	12.35	12.05pm				9.19	7.37	4.53	30	60	1427	94.1	DN.....NEWPORT.....NR		
12.40				8.10	12.50	12.20				9.28	7.43	4.58	28	0	1432	97.5	.....PERRIIE.....	
1.25			5.05	8.25	1.25	12.35				9.38	7.50	5.05	18	59	1436	101.9	DN.....SCOTIA.....SC		
2.05			5.40	8.50	1.55	1.10				9.50	8.00	5.15	29	59	1442	108.9	.....CAMDEN.....	
2.20				9.00	2.10	1.25				9.55	8.03	5.20	21	0	1445	111.5	D.....ELK.....KE		
2.50			6.20	9.15	2.30	1.45				10.05	8.10	5.27	35	58	1449	115.9	DN.....MILAN.....RA		
3.20			6.50	9.40	3.00	2.15				10.20	8.22	5.38	13	59	1458	122.5	.....CHATTAROY.....	
3.45	1.00pm		7.10	10.00	3.30	2.30				10.30	8.30	5.45	28	64	1460	126.3	DN-R.....COLBERT.....SF		
4.10	1.30		7.30	10.20	3.55	2.50				5.10	9.30	10.40	16	59	1464	130.7	.....MORE.....	
4.35pm	2.00pm	5.00am	8.05-257 2-10.00-43	10.40pm 12.20am	4.30pm	3.10-256 5.00	2.00pm			5.20	9.40	10.55-451 11.00	8.55-256 9.00-435	6.10 6.15	Yard	Yard	1469	135.6	DN-R.....HILLYARD.....SO
													0	0	1472	139.0	.....O. R. & R. JCT.....	
			5.20am	10.30am	12.50am		5.30pm	2.30pm		5.35pm	9.55am	11.15pm	9.15am	6.30am	Yard	Yard	1473	140.2	DN-R.....SPOKANE.....DS-Q
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
689	701	691	435	451	411	401	487	255	257	3	43	1							
10.35 10.45	1.00 9.30	0.20 23.50	10.35 13.55	10.10 13.38	10.30 13.12	10.30 13.61	0.30 0.40	0.35 23.83	0.35 23.83	8.10 25.29	4.45 31.86	4.40 31.93							

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 register at Sand Point by card.

Troy is the initial point for Nos. 1, 3, 43, 401, 411, 435 and 451.
Bonners Ferry is the initial point for No. 689.
Colbert is the initial point for Nos. 255, 257 and 701.
Hillyard is the initial point for Nos. 691 and 487.
Passing track Sand Point located one mile west of depot.
Marcus Division train and engines will be governed by Time Table and Special Instructions of Spokane Division between Colbert and Spokane.

No. 43 will stop at any station to let off passengers from east or south of Shady.
No. 1 will stop at any station to let off passengers from east of Devil's Lake.
Passengers for local points west of Spokane leave No. 1 and take No. 43 at Spokane.
Nos. 3 and 41 will stop on flag for passengers at Iola and Albany Falls Spur.

Time Over District
Average Speed Per Hour.

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND.

TIME TABLE No. 25.
IN EFFECT JUNE 6, 1909.

STATIONS.		Distance from Spokane	Water, Coal, Wye, Turn-Takes, Scales and Couplings.	FIRST CLASS.					
				2	44	4	256	258	
				Passenger	Passenger	Passenger	MARCUS DIV.	MARCUS DIV.	
DN-R	TROY	UX	140.2	WCT	451 12.50pm	b 5.00pm	a 4.15am		
	4.7 YAKT		133.5		12.34	f 5.28	4.00		
DN	7.0 LEONIA	ON	126.5		12.18	f 5.07	3.45		
	7.1 KATKA		119.4	W	12.01pm	f 4.40	3.29		
	6.4 CROSSPORT		113.0		11.46	f 4.31	3.10		
DN-R	4.3 BONNER'S FERRY	BY	108.7	WY	11.35	a 4.20	2.58		
	0.6 K. V. RY. JCT		108.2						
	4.4 MORAVIA		103.9		11.20	f 4.04	2.47		
DN	6.3 NAPLES	NA	97.5	W	11.14	a 3.40	2.39		
	7.6 ELMIRA		89.9		11.00	f 3.31	2.17		
	7.0 COLBURN		82.9		10.47	f 3.14	2.03		
	7.7 BROOK		80.7			f 3.00			
DN-R	6.0 SAND POINT	S	74.8	WGY	11.11 10.32	a 2.53	1.47		
	8.6 WRENCOE		66.2		10.14	a 2.30	1.27		
D	4.8 LACLEDE	C	61.4	W	10.06	a 2.18	1.16		
D	8.3 PRIEST RIVER	NC	53.2		9.51	a 1.58	12.55		
DN	7.0 NEWPORT	NR	46.1	W	9.38	a 1.42	12.35		
	3.4 PERRITH		42.7		9.20	f 1.35	12.27		
DN	4.5 SCOTIA	SC	38.3		9.10	a 1.25	12.14am		
	6.9 CAMDEN		31.3	W	9.04	f 1.10	11.55		
D	2.6 ELK	KE	25.7		8.59	a 1.02	11.40		
DN	4.5 MILAN	RA	24.3		8.51	a 12.51	11.30		
	6.8 CHATTAROY		17.7		8.30	f 12.37	11.27		
DN R	3.8 COLBERT	SP	13.9	W	8.30	a 12.27	11.10	257 9.20am	258 5.00pm
	4.1 MORSE		9.5		8.22	f 12.16	11.00	f 9.10	f 4.50
DN-R	4.8 HILLYARD	SO	4.7	WCTY	8.15 8.10	12.08pm 12.00	11.00-3 10.55-45	435-43 9.00	401-208-411 4.40
	3.5 O. R. & N. JCT		1.2						
DN-R	1.2 SPOKANE	DS-Q	0.0	WO	7.55am	11.45am	10.40pm	8.45am	4.20pm
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ex. Sunday
					2	44	4	256	258
					4.35 29.03	6.05 23.36	8.35 26.46	0.35 23.83	0.35 23.83

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

Spokane is the initial point for Nos. 2, 4, 44, 256 and 258.

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

WEST BOUND.

SECOND DISTRICT—SPOKANE AND WILSON CREEK.

EAST BOUND.

3RD CLASS	SECOND CLASS.				FIRST CLASS.				Car Capacity of Sidings		Station No.	Distance from Spokane.	TIME TABLE No. 25. IN EFFECT JUNE 6, 1909.	Distance from Wilson Creek.	Water, Coal, Wagon, Turn Tables, Scales and Cranes.	FIRST CLASS.				
	691	435	451	401	487	25	3	43	1	Other Tracks						Passing Track	26	2	44	4
Midnight 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	Passenger Leave Daily	Passenger Leave Daily					DN-R.....	DS-O	WO	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	
5.45am	11.00am	1.00am	6.00pm	8.00pm	7.30pm	11.30pm	9.30am	7.00am	Yard	Yard	1473	0.0	.....	SPOKANE.....	98.7		7.15am	7.40am	11.30am	10.25pm
6.05	11.23	1.10	6.10	8.10	7.36	11.38	9.37	7.06	30	50	1477	3.0	.....	FORT WRIGHT.....	95.7		7.06	7.30	11.23	10.18
6.47 ²⁵ 7.20	12.15pm	1.55	6.55	4.00	7.49	11.53	9.52	7.20	6	61	1481	9.0	.....	HIGHLAND.....	89.7		6.52	7.20	11.12	10.06
7.50	12.45	2.25	7.25	4.35	7.57	12.03am	10.02	7.33	16	50	1486	12.4	DN.....	LYONS.....	86.3	W	6.44	7.08	11.06	10.00
8.30	1.10	2.55	8.09	5.00	8.09	12.16	10.15	7.45	57	64	1493	17.7	.....	GALENA.....	81.0		6.34	6.58	10.57	9.50
8.55	1.30	3.15	8.32	5.20	8.17	12.28	10.22	7.53	47	52	1496	21.8	.....	ESPAROLA.....	76.9	W	6.25	6.50	10.40	9.40
9.35	1.55	3.40	8.52	5.40	8.27	12.33	10.32	8.08	59	64	1502	28.4	.....	WAUKON.....	70.3		6.11	6.38	10.32	9.27
10.15 ⁴³ 10.44 ⁴⁴	2.20	4.05	9.15	6.05	8.37	12.44	10.44	8.15	35	60	1508	34.0	DN.....	EDWALL.....	64.7	W	5.59	6.28	10.20	9.15
11.25	3.00	4.45	10.15	6.40	8.54	1.02	11.00	8.30	58	63	1517	43.2	.....	BLUESTEM.....	55.5		5.40	6.13	10.00	8.54
12.00pm	3.30	5.20 ²⁵ 5.55 ²	10.60	7.05	9.05	1.15	11.13	8.45	63	48	1524	50.6	DN.....	HARRINGTON.....	48.1	W	5.25	5.58	9.47	8.40
12.50	3.50	6.25	11.10	7.20	9.15	1.24	11.19	8.55	25	60	1529	55.3	.....	MOROCCO.....	43.4		5.12	5.43	9.37	8.30
					9.18				17	0	1531	58.8	.....	MOHLER.....	41.9		5.08			
1.15	4.10	6.45	11.30	7.40	9.26	1.35	11.27	9.05	56	56	1535	61.0	DN.....	DOWNS.....	37.7		5.00	5.33	9.29	8.20
1.40	4.35	7.10	11.50	8.13	9.36	1.43	11.33	9.15	39	60	1539	66.6	.....	LAMONA.....	33.1	W	4.50	5.24	9.15	8.13
2.40	5.15	7.55	12.20am	9.15	9.56	2.01	11.51	9.39	117	45	1550	75.8	DN.....	ODESSA.....	22.9		4.31	5.06	8.50	7.54
3.15	5.45	8.35	12.55	9.50	10.10	2.17	12.04pm	9.51	26	59	1558	84.7	DN.....	IRBY.....	14.0	W	4.15	4.51	8.35	7.37
3.45	6.10	9.15	1.20	10.23	10.23	2.30	12.16	10.04	35	60	1566	92.1	DN.....	KRUPP.....	6.6		4.02	4.38	8.20	7.22
4.15pm	6.40pm	9.45am	1.50am	11.00pm	10.30pm	2.45am	12.30pm	10.15am	150	78	1573	98.7	DN-R.....	WILSON CREEK.....	0.0	WCTY	3.40am	4.20am	9.06am	7.10pm
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									26	2	44	4
10.30 9.55	7.20 13.33	8.45 11.65	7.50 13.16	8.00 12.34	3.06 32.25	3.13 31.53	3.00 32.00	3.15 30.37									3.26 29.01	3.44 30.35	3.25 30.37	3.45 31.03
Time Over District. Average Speed Per Hour.																				

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

Spokane is the initial point for Nos. 1, 3, 25, 43, 401, 435, 451, 487 and 691.

Wilson Creek is the initial point for Nos. 2, 4, 26 and 44.

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 89, properly

numbered, O. K'd and completed. Form No. 219 not required in addition.

No. 25 will take siding for No. 4 where they meet.

No. 43 will stop at any station to let off passengers from east of Spokane.

Passengers on No. 2 for points between Spokane and Libby leave No. 2 and take No. 44 at Spokane.

No. 3 will stop at all points west of Spokane to let off passengers from east of Spokane.

No. 44 will stop at any station to pick up passengers for points south of Shelby.

WEST BOUND.

THIRD DISTRICT—WILSON CREEK AND LEAVENWORTH.

EAST BOUND.

THIRD CLASS.					SECOND CLASS.					FIRST CLASS.				Car Capacity of Sillings		Station No.	Distance from Wilson Creek.	TIME TABLE No. 25. IN EFFECT JUNE 6, 1909.				Distance from Leavenworth.	Water, Coal, Wire, Turn Tables, Scales and Cranes.	FIRST CLASS.			
693	435	451	401	487	25	3	43	1	Other Tracks	Passing Track	26	2	44	4	Stations			26	2	44	4						
Mid. Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger								
Leave Daily Except Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
9:15Am	7:05Pm	10:20Am	2:20Am	11:30Pm	10:41Pm	2:48Am	12:58Pm	10:20Am	160	78	1673	0.0	DN-R	WILSON CREEK	2	06.7	WCT	3:44Am	4:21Am	8:00Am	7:05Pm						
9:50	7:50	11:05	3:08 ²¹ 4:08 ²²	12:05Am	10:56	3:06	12:50	10:35	10	48	1580	7.9		7.9	DN	STRAITFORD	90.8	401 3:29	401 4:06	7:41	6:50						
10:10	8:15	11:35	4:40	12:30	11:06	3:17 ²⁶	1:01	10:43	173	78	1588	13.1	DN	ADRIAN	AD	55.5	YO	3:17	3:56	7:30	6:41						
11:01	9:00	12:20Pm	5:25	1:15	11:24	3:36 ³²	1:21	11:01	46	52	1590	23.1	DN	EPHRATA	FR	75.5	W	3:00	3:36	7:10	6:22						
11:30	9:20	12:45	5:45	1:40	11:34	3:45	1:30	11:09	8	62		28.3		5.2	NAVYLOK		70.4	2:51	3:27	6:56	6:12						
11:55	9:40	1:05	6:00	2:00	11:43	3:53	1:38	11:18	17	62	1605	33.3		5.0	WINCHESTER		65.4	2:43	3:20	6:46	6:02						
12:45Pm	10:05	1:30	6:33 ⁴⁴	2:33 ²⁸	11:55	4:03	1:49	11:28	41	59	1612	39.4	DN	QUINCY	QR	59.3		2:33	3:10	6:33	5:52						
1:05	10:25	1:57 ⁴¹	7:00	3:00 ²	12:04Am	4:12 ⁴⁵¹	1:57	11:37	3	48	1617	44.4		5.0	CRATER		54.3	2:28	3:00	6:21	5:39						
1:35	10:55	2:25	7:30	3:40	12:15	4:22	2:09	11:48	12	59	1623	50.5	DN	TRINIDAD	DI	48.1	W 3mL E	2:10	2:44	6:04	5:22						
1:55	11:10	2:55	7:45	4:00	12:20	4:30	2:17	11:57	10	61	1628	55.5		4.9	VULCAN		43.2	2:00	2:32	5:51	5:10						
2:28 ⁴³	11:30	3:10	8:00	4:30	12:32	4:37 ⁶⁰³	2:26	12:05Pm	88	50	1632	59.5	DN	COLUMBIA RIVER	CM	39.1		1:52	2:24	6:41	6:00						
2:55	11:55	3:30	8:20	4:45 ¹⁴	12:40	4:45 ⁴⁸⁷	2:34	12:14	16	50	1637	64.1		4.5	ROCK ISLAND		34.6	W	1:43	2:17	6:32	4:51					
3:15	12:20Am	3:50	8:40	5:23 ¹⁴	12:48	4:53	2:43	12:23	12	62	1641	68.5		4.5	MALAGA		30.1	1:34	2:10	6:23 ⁴⁸⁷	4:42						
4-151 4:25	12:55 ²⁸ 1:57 ^{2:25}	4:25 ⁴⁶³	9:15	6:10	1:05 ²⁵⁻⁴³⁵	5:07 ⁴⁴	3:02	12:40	371	66	1648	75.9	DN	WENATCHEE	WC	22.8	W	1:20-25 1:08-435	1:57 ⁴³⁵	5:07 ³	4:25 ¹⁵¹⁻⁶⁹³						
5:15	2:30	5:05	9:40	6:45	1:23	5:23	3:17	12:55	17	60	1655	82.8		6.9	MONITOR		15.9	12:50	1:43	4:45	4:04						
5:50	2:50	5:25	10:00	7:10	1:36 ²	5:34	3:29	1:04	39	59	1659	85.5	DN	CASHMERE	OM	12.2	W	12:43	1:35	4:38	3:55						
6:15	3:10	5:45	10:20	7:35	1:52	5:42	3:40 ⁴	1:12	17	62	1664	90.1		3.6	DRYDEN		8.6	12:31	1:30	4:28	3:40 ¹³						
6:40	3:40	6:15	10:30	8:05	2:02	5:51	3:51	1:21	8	45	1667	94.5		4.5	PESHASTIN		4.1	12:23	1:22	4:19	3:30						
7:10Pm	4:05Am	6:45Pm	11:15Am	8:30Am	2:15Am	6:00Am	4:00Pm	1:30Pm	492	60	1671	98.7	DN-R	LEAVENWORTH	CH	0.0	Y WCT	12:15Am	1:15Am	4:35 4:10Am	3:20Pm						
Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily								
693	435	451	401	487	25	3	43	1								26	2	44	4								
9:35 10:33	9:10 11:00	8:25 11:06	8:55 11:54	9:00 10:56	3:34 29:55	3:12 31:63	3:25 39:57	3:10 31:84								Time Over District Average Speed Per Hour	3:29 30:03	3:06 32:25	3:50 28:29	3:45 28:52							

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

Wilson Creek is the initial point for Nos. 1, 3, 25, 43, 401, 435, 451, 487 and 693.
 Leavenworth is the initial point for Nos. 2, 4, 26 and 44.
 No. 3 will take siding for No. 44 where they meet.
 No. 25 will take siding for No. 2 where they meet.
 No. 43 will stop at any station to let off passengers from east of Spokane.
 No. 3 will stop at any station to let off passengers from east of Spokane.
 No. 44 will stop at any station to pick up passengers for points south of Shelly.

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

STATIONS.	Ruling Grade	1, 2 Engines 300 lb 20 x 30 11' P 31 x 30 L 1'		20 x 32, 210 lb F 5-1065-1109 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 3-720-709		20 x 26, 180 lb G 1-600-615		19 x 26, 180 lb. F 1-600-665 D 5-450-479		19 x 24, 180 lb. D 4-400-426		19 x 24, 150 lb. D 1-360 D 2-300-359	
		1800-1804 1805-1829 1830-1844													
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		1600		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, 31 foot	12 Tons*
Box Cars, 33 foot	13 Tons*
Box Cars, 34 foot	16 Tons*
Box Cars, 36 foot	17 Tons
Box Cars, 40 foot	20 Tons
Refrigerators	17 Tons
Furniture, 30 to 40 foot	19 Tons
Furniture, 40 to 50 foot	17 Tons
Caboose, 8 wheel	10 Tons
Caboose, 4 wheel	9 Tons
Flat Cars, 28 to 30 foot	11 Tons
Flat Cars, 33 and 34 foot	12 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 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.

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.

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.

- 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.
- Deraill Switches**—Deraill 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; Wrenco, 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, 420 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; Vulean, 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. Deraill 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
Sand Point O. F. PAGE
Newport J. T. PHILLIPS
Hillyards J. FARROW
Spokane R. L. THOMPSON, Oculist

Spokane J. G. CUNNINGHAM
Odessa LEE GANSON
Harrington L. F. WAGNER
Wilson Creek J. H. CRAMPTON
Wenatchee FRANK E. CULP
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			
Bonner's Ferry Lumber Co.	1.4 miles east of Bonner's Ferry	Bonner's Ferry	Bonner's Ferry	East	4,304	100
Ham & Burns Spur	2.0 miles west of Moravia	Bonner's 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
Humbert Lbr. Co. Spur	1.5 miles west of Bronx	Sand Point	Sand Point	East	300	3
McKinney's Spur	1.0 miles east of Laclede	Sand Point	Laclede	East	642	12
Albany Falls Spur	3.0 miles east of Newport	Priest River	Newport	East	783	16
Goodhue 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
Grauan Lumber Co. Spur	1.0 miles west of Scotia	Scotia	Elk	West	208	3
Arctic Ice Co. Spur	1.0 miles east of Camdien	Scotia	Elk	West	454	7
Phoenix Spur	2.0 miles West of Camdien	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	740	14
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
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
Sherman Spur	2.0 miles east of Teshastin	Cashmere	Leavenworth	West	550	10

TRAIN DISPATCHERS:

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

A. KASE, Chief Train Dispatcher.