

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

SPOKANE DIVISION

TIME TABLE No. 18

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

SUNDAY, NOVEMBER 17th, 1907.

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.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.					Car Capacity of Sidings.	Distance from Troy.	TIME TABLE No. 18. IN EFFECT NOV. 17th, 1907.					
	689	701 S. F. & N.	691		417	401		255 S. F. & N.	257 S. F. & N.				263	3	1		
	Mdse. Freight	Way Freight	Way Freight		Fast Freight	Fast Freight		Passenger	Passenger	Passenger	Passenger	Passenger					
	Leave Daily Ex. Tuesday	Leave Daily	Leave Daily Ex. Sunday		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	6.05Am				3.10Pm	5.55Am					11.30Am	2.50Am	450	0.0	DN-R.....TROY.....UX		
	6.40				² 3.40	6.30					f 11.45	3.08	69	6.7	DN.....6.7 YAKT.....AK		
	7.15				4.15	7.05					f 12.00	3.16	87	13.7	DN.....7.0 LEONIA.....ON		
	7.55				⁶⁹⁰ 4.45	7.40					f 12.17Pm	⁴ 3.30	65	20.8	.....7.1 KATKA.....	
	8.30				5.10	8.15					f 12.30	3.48	69	27.2	.....6.4 CROSSPORT.....	
	9.15				5.50	8.40				7.25Am	s 12.46	s 3.56	201	31.4	DN-R.....4.3 BONNER'S FERRY.....BY		
														31.9	.....0.5 K. V. RY. JCT.....	
	9.35				6.25	9.05				f 7.35	f 12.50	4.06	70	36.3	.....4.4 MORAVIA.....	
	10.10				⁴⁰² 7.15	9.35				s 7.50	f 1.10	4.23	80	42.7	DN.....6.3 NAPLES.....NA		
	10.45				7.55	10.15				f 8.07	⁶⁹⁰ 1.27	4.38	80	50.3	.....7.6 ELMIRA.....	
	11.25				8.20	10.45				f 8.23	² 1.45	4.49	77	57.3	.....7.0 COLBURN.....	
	11.40									f 8.28			20	59.5	.....2.2 BRONX.....	
	⁶⁹⁰ 12.15Pm				²⁶⁴ 8.45	11.20				s 8.42	s 2.00	5.01	93	65.4	DN.....5.9 SAND POINT.....SA		
	12.40				9.30	⁶⁹⁰ 11.45				s 9.00	f 2.16	5.15	85	74.0	.....8.6 WRENCOE.....	
	² 1.05				9.55	12.10Pm				s 9.12	f 2.27	5.24	50	78.8	DN.....4.8 LACLEDE.....C		
	1.40				10.25	² 12.47				s 9.30	f 2.45	5.37	81	87.1	D.....8.3 PRIEST RIVER.....NC		
	2.25				11.00	1.20				⁶⁹⁰ 9.43	s 3.05	5.53	82	94.1	DN.....7.0 NEWPORT.....NR		
	2.45									f 9.56			31	97.5	.....3.4 PENRITH.....	
	⁴⁰²⁻³ 3.22				11.30	1.45				s 10.06	f ⁶⁸⁹⁻⁴⁰² 3.22	6.06	81	101.9	DN.....4.5 SCOTIA.....SC		
	3.55				⁴ 12.12Am	⁴⁰² 2.15				f 10.26	3.37	6.19	98	108.9	.....8.9 CAMDEN.....	
	4.10									s 10.33	s 3.43		12	111.5	D.....2.6 ELK.....KE		
	4.30				12.45	2.45				s 10.46	s 3.52	6.30	92	115.9	DN.....4.5 MILAN.....RA		
	4.55				1.10	3.15				f 11.02	4.07	6.41	85	122.5	.....6.6 CHATTAROY.....	
	²⁵⁸ 5.15	⁴⁰² 1.00Pm			1.45	3.35				4.35Pm	9.10Am	² 11.20	s 4.17	s ⁶⁹⁰ 6.49	107	126.3	DN-R.....3.8 COLBERT.....SF
	5.30	1.25			⁷⁰² 2.23	4.00				4.45	9.20	f 11.35	76	130.7	DN.....4.3 MORSE.....MO		
	²⁶⁴ 6.00Pm	2.00Pm	5.30Am		8.00Am 5.00Am	³⁻²⁵⁸ 4.30-255 ²⁶⁴ 7.00-694				s ⁴⁰¹⁻²⁵⁸ 4.55	s 9.30	s 11.45	s ^{4.40-258} 7.15 ^{4.45-401} 7.20	Yard	135.5	DN-R.....4.8 HILLYARD.....SQ	
										s 5.05	s 9.40	s 11.55	s 4.55	s 7.30	139.0	DN.....3.5 O. R. & N. JCT.....JC	
			6.15Am		5.45Am	7.35Pm				s 5.10Pm	s 9.45Am	s 12.00 Noon	s 5.00Pm	s 7.35Am	Yard	140.2	DN-R.....1.2 SPOKANE.....P
	689	701	691		417	401				255	257	263	3	1			
	11.55 11.7	1.00 9.0	0.45 6.0		14.35 9.6	13.40 10.4				0.35 23.8	0.35 24.0	4.35 23.7	5.30 25.5	4.45 29.5		Time Over District Average Speed Per Hour.	

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.

No. 263 will take siding for No. 2 where they meet.
 No. 3 will take siding for No. 2 at meeting point.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.			Car Capacity of Sidings.	Distance from Spokane.	TIME TABLE No. 18. IN EFFECT NOV. 17, 1907.			Distance from Wilson Creek.	Water, Coal, Wyes, Air, Pikes, Stages and Crossings.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
691	417	401	267	3	1	2	4			268	402	694			2	4	268	402	694		
Way Freight Leave Daily Ex. Sunday	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	Time Freight Arrive Daily	Way Freight Arrive Daily Ex. Monday			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Time Freight Arrive Daily	Way Freight Arrive Daily Ex. Monday		
STATIONS.																					
6.20Am	5.45Am	7.55Pm	6.30Pm	5.15Pm	7.50Am	0.0	DN-R.....	SPOKANE.....	F	98.7	WO	10.20Am	10.40Pm	10.00Am	9.50Am	5.10Pm					
6.35	6.05	8.05	6.38	5.23	7.57	55	3.0	FORT WRIGHT.....		95.7		10.12	10.32	9.52	9.35	4.50					
7.25	6.30	9.05	6.52	5.37	8.12	67	9.0	HIGHLAND.....		89.7		10.02	10.23	9.42	9.10	4.25					
7.50	7.00	9.35	7.00	5.46	8.22	73	12.4	LYONS.....	YA	86.3	W	9.55	10.17	9.35	8.55	4.10					
402-1 8.35	7.25	10.07	7.15	5.57	8.35	130	17.7	GALENA.....		81.0		9.44	10.07	9.22	8.35	3.45					
268-2 9.37	7.45	10.25	7.26	6.07	8.43	104	21.8	ESPANOLA.....	NO	76.9	W	9.37	10.00	9.11	7.45	3.20					
10.00	8.10	10.50	7.42	6.18	8.55	131	28.4	WAUKON.....		70.3		9.24	9.50	8.55	7.25	2.35					
10.30	268-2-1 9.12	11.15	7.58	6.30	9.12	105	34.0	EDWALL.....	WH	64.7	W	9.12	9.37	8.35	7.05	1.55					
11.15	10.00	11.50	8.20	6.45	9.27	130	43.2	BLUESTEM.....		55.5		8.54	9.20	8.14	6.35	1.15					
694 12.30Pm	10.30	12.20Am	8.40	7.00	9.40	150	50.6	HARRINGTON.....	HR	48.1	W	8.42	9.05	7.56	5.55	694 12.30Pm					
12.55	10.50	12.35	8.57	7.08	9.47	26	55.3	MOROCCO.....		43.4		8.30	8.57	7.45	5.25	11.50					
1.00	10.55	12.40	9.00	7.10	9.49	8	56.8	MOHLER.....	K	41.9		8.28	8.55	7.40	5.20	11.45					
1.25	694 11.25	12.55	9.09	7.18	9.55	127	61.0	DOWNS.....	DN	37.7		8.19	8.45	7.28	5.00	417 11.25					
1.50	11.45	1.10	9.20	7.25	10.02	111	65.6	LAMONA.....		33.1	W	8.10	8.36	7.17	4.35	11.00					
2.35	12.15Pm	1.45	9.40	7.41	10.19	76	75.8	ODESSA.....	OD	22.9		7.52	8.15	6.52	3.50	10.19					
3.30	12.45	2.15	9.58	7.55	10.33	104	84.7	IRBY.....		14.0	W	7.35	7.55	6.32	3.10	9.10					
4.15	1.05	2.45	10.14	8.12	10.45	67	92.1	KRUPP.....	KR	6.6		7.22	7.38	6.15	401 2.45	8.20					
5.00Pm	1.35Pm	3.15Am	10.30Pm	8.23Pm	10.56Am	223	98.7	WILSON CREEK.....	Z	0.0	WCT	7.10Am	7.18Pm	6.00Am	2.00Am	7.45Am					
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday					
691	417	401	267	3	1							2	4	268	402	694					
10.40 9.3	7.50 12.8	7.20 13.5	4.00 24.7	3.03 29.9	3.06 32.3							3.10 33.7	3.22 31.00	4.00 24.7	7.50 12.00	9.25 10.00					
Time Over District. Average Speed Per Hour.																					

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.
 All trains must register their arrival and departure at Spokane and Wilson Creek.

WEST BOUND.

THIRD DISTRICT—WILSON CREEK AND LEAVENWORTH.

EAST BOUND.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.		Car Capacity of Sidings.	Distance from Wilson Creek.	TIME TABLE No. 18. IN EFFECT NOV. 17, 1907.	StATIONS.	Distance from Leavenworth.	Water, Coal, Wye, and Crossover.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
693	417	401		3	1	2							4		402		696		
Way Freight Leave Daily Except Monday	Fast Freight Leave Daily	Past Freight Leave Daily		Passenger Leave Daily	Passenger Leave Daily	Passenger Arrive Daily							Passenger Arrive Daily		Time Freight Arrive Daily		Way Freight Arrive Daily Except Sunday		
7.15Am	2.20Pm	3.45Am		8.28Pm	11.01Am	228	0.0	DN-R..... WILSON CREEK Z	98.7	WCT	7.05Am	7.13Pm			1.25Am		6.00Pm		
7.50	2.50	4.30		8.43	11.15	66	7.9	..... STRATFORD.....	90.8		6.50	6.55			12.55		5.15	
8.15	3.20	4.55		8.55	11.23	265	13.1	DN..... ADRIAN..... AD	85.6	YO	6.39	6.43			12.35Am		4.40		
9.05	⁶⁹⁶ 4.10	² 6.20		9.15	11.39	105	23.1	DN..... EPHRATA..... FR	75.6	W	⁴⁰¹ 6.20	6.26			11.50		⁴¹⁷ 4.10		
9.50	5.00	7.05		9.35	11.53	43	33.3	..... WINCHESTER.....	65.4		6.01	6.07			11.00		2.50	
10.20	⁴ 5.52	7.35		9.50	12.03Pm	112	39.4	DN..... QUINCY..... QN	59.3		5.50	⁴¹⁷ 5.52			10.30		2.15		
10.45	6.05	8.00		⁴⁰² 10.00	12.11	55	44.4	..... CRATER.....	54.3		5.39	5.37			³ 10.00		1.45	
11.10	6.25	8.30		10.11	⁶⁹⁶ 12.21	76	50.6	DN..... TRINIDAD..... DI	48.1	W 3 mi. E	5.23	5.20			8.40		¹ 12.21		
⁶⁹⁶ 11.35	6.45	8.55		10.21	12.28	67	55.5	DN..... VULCAN..... V	43.2		5.11	5.05			8.05		⁶⁹³ 11.35		
¹ 12.34Pm	7.05	9.20		10.29	⁶⁹³ 12.34	66	59.6	..... COLUMBIA RIVER.....	39.1		5.03	4.53			7.45		10.55	
1.05	⁴⁰² 7.30	9.40		10.37	12.40	72	64.1	DN..... ROCK ISLAND..... R	34.6	W	4.55	4.42			⁴¹⁷ 7.30		10.30		
1.35	8.00	⁶⁹⁶ 10.05		10.47	12.47	77	68.6	..... MALAGA.....	30.1		4.48	4.32			7.15		⁴⁰¹ 10.05	
2.30 3.00	9.00	10.50		11.15	1.10	117	75.9	DN..... WENATCHEE..... WC	22.8	W	4.35	4.15			6.50		9.25 9.00		
⁴ 3.55	9.40	11.30		11.35	1.26	85	82.8	..... MONITOR.....	15.9	*	4.22	⁶⁹³ 3.55			6.25		8.15	
4.30	10.10	11.55		11.54	1.39	67	86.5	DN..... CASHMERE..... OM	12.2	W	4.13	3.47			6.10		8.00		
⁴⁰² 5.35	11.00	12.50Pm		12.20Am	1.58	64	94.6	D..... PESHASTIN..... PN	4.1		3.57	3.29			⁶⁹³ 5.35		7.20		
6.00Pm	11.55Pm	1.40Pm		12.35Am	2.10Pm	300	98.7	DN-R..... LEAVENWORTH..... CH	0.0	WCT	3.50Am	3.20Pm			5.15Pm		7.00Am		
Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily			Leave Daily		Leave Daily Ex. Sunday		
693	417	401		3	1						2	4			402		696		
10.45 9.2	9.35 10.4	9.55 10.2		4.07 25.06	3.09 31.00			Time Over District. Average Speed Per Hour			3.15 29.8	3.53 24.5			8.10 12.1		11.00 9.0		

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.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Car Capacity of Sidings.	Distance from Bonner's Ferry.	TIME TABLE No. 18		Distance from Kuskonook.	Water Coal Crossings, Wyes, Turn Tables and Scales.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		
			379									IN EFFECT NOV. 17, 1907.						
			Mixed					STATIONS.										
			Leave Tues., Thurs. & Sat.															
			7.00Am				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			17	7.7	. . . . . RITZ	42.3									12.00
							16.2	. . . . . WATER TANK	33.8	W								
			8.00			20	16.8	. . . . . COPELAND	33.2									11.30
			8.30			10	26.1	. . . . . PORT HILL	23.9									11.00
			8.35				26.7	. . . . . RYKERIS	23.3									10.55
			9.00Am			20	33.1	R. CRESTON	16.9	W								10.30Am
							38.4	. . . . . WILKES	11.6									
							47.1	. . . . . SIRDAR JCT.	2.9									
						90	50.0	. . . . . KUSKONOOK	0.0	WT								
			Arrive Tues., Thurs. & Sat.															Leave Tues., Thurs. & Sat.
			379															380
			2.00															2.00
			17.0															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 300 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 (Wynudel 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 (Wynudel 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.

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 5-1095-1109 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 5-450-475			19 x 24, 180 lb. D 4-400-426			19 x 24, 150 lb. D 1-360 D 2-300-359			18 x 24, 145 lb. B 20-197-206			17 x 24, 145 lb. B 6-232-238		
		Troy to Bonner's Ferry	Down	2500			2100			2050			1475			1350			1125			875			775
Bonner's Ferry to Hillyard.....	0.6	1800			1500			1260			1100			1000			850			625			575		
Hillyard to Bonner's Ferry	0.6	1800			1500			1200			1100			1000			850			625			575		
Bonner's Ferry to Troy	0.5	2100			1750			1400			1350			1150			1050			750			675		
Spokane to Wilson Creek.....	1.0	1200			1000			890			800			740			610			460			416		
Wilson Creek to Leavenworth.....	1.0	1200			1000			890			800			740			610			460			416		
Leavenworth to Wilson Creek.....	1.0	1200			1000			890			800			740			610			460			410		
Wilson Creek to Spokane.....	0.8	1330			1200			1050			960			890			840			560			500		

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.
 The following will govern when handling empty cars: With 10 or less empty cars in a train; no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

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

Box Cars, 28 to 30 foot.....	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, 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. Mallet Engines will not exceed speed of 20 miles an hour.

8. Trains must approach under full control and not exceed 12 miles per hour passing over Bridge 220 at Pack River.
Trains must approach under full control and not exceed 8 miles per hour passing over Albany Falls Bridges.
Trains must reduce speed to 8 miles per hour through City of Spokane.
All except first class trains will approach Sand Point expecting to find main track occupied.
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 Chattaroy, 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 Gravel Pit; Vulcan, 200 feet west head block.
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.

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
Ham & Burns Spur	2.0 miles west of Moravia	East	558	10
McArthur's	3.5 miles east of Elmira	West	470	8
Pack 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
McInnis Spur	4.1 miles west of Sand Point	East	500	8
McKinley's Spur	1.0 miles east of Laclède	East	642	12
Laclède Lbr. Co. Spur	At Laclède	West	4,706	113
Frost-Cope Lumber Spur	At Wrencoë	West	925	19
Albany Falls Spur	3.0 miles east of Newport	East	783	16
River Spur	At Newport	West	3,470	83
Goodhue Spur	2.0 miles west of Newport	West	414	6
Farnsworth Spur	0.3 miles East of Scotia	West	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
Gess Spur	2.8 miles west of Milan	East	258	3
Davie Spur	1.4 miles east of Morse	East	1,780	40
Fort Wright Spur	0.5 miles west of Fort Wright	West	2,029	46
Portland Mill Co.	At Odessa	East	968	17
Sand Spur	2.0 miles west of Trinidad	West	804	16
Gravel Spur	2.5 miles west of Trinidad	West	1,519	25
Boat Track	1.0 miles east of Wenatchee	West	4,297	87
Sherman Spur	2.0 miles east of Peshastin	West	550	10
Lamb-Davis Spur	1.5 miles west of Wenatchee			
Humber Lbr. Co. Spur	1.5 miles west of Grant			

TIME INSPECTORS.

Spokane, GEO. H. DOERR.

Leavenworth, F. E. CARLQUIST.

COMPANY SURGEONS.

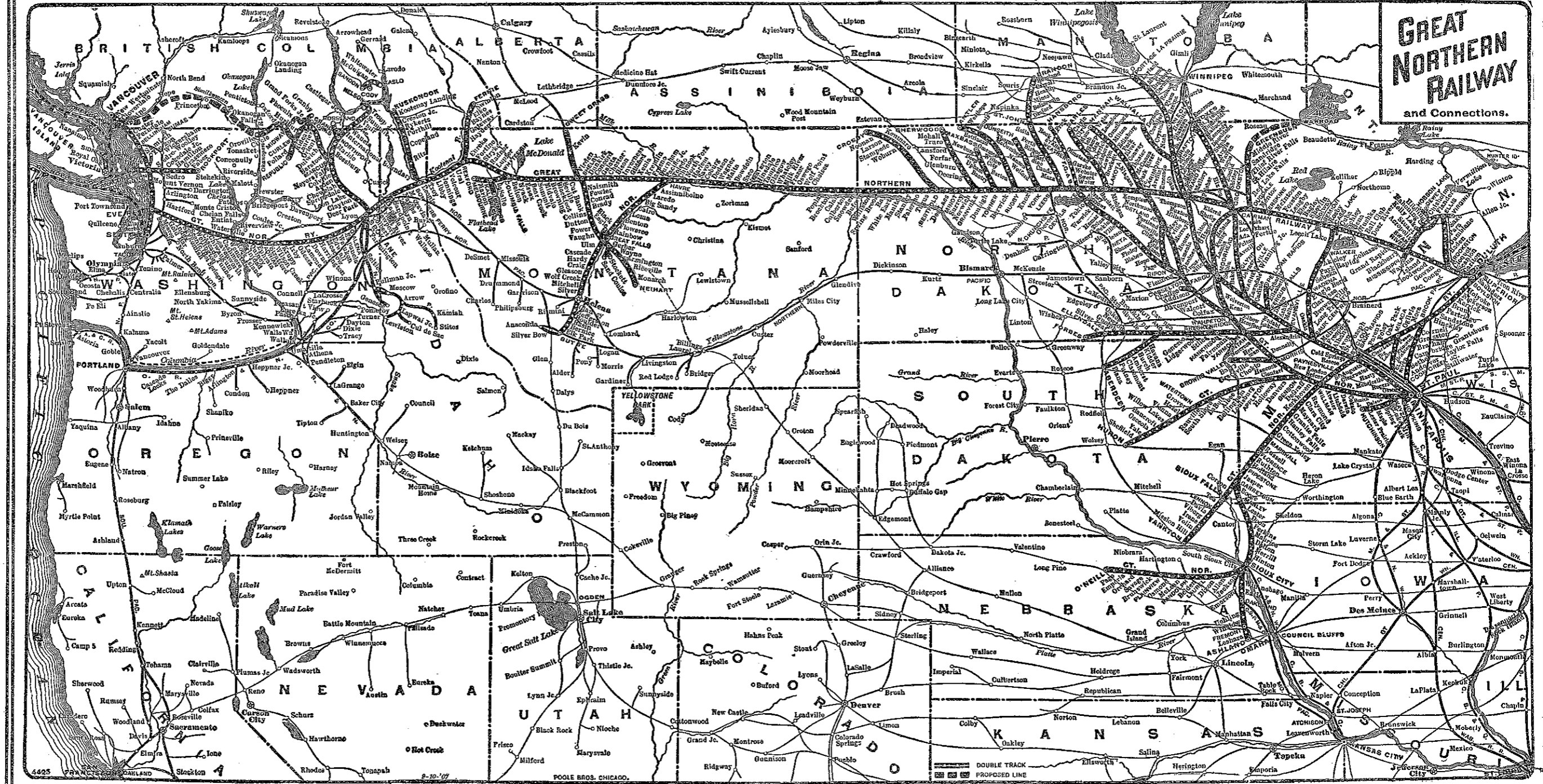
Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul.
 Dr. J. W. Chamberlin, Ophthalmic Surgeon, Lowry Arcade, St. Paul.
 (Employees consulting Dr. Chamberlin should be provided with an order from the superintendent.)

Bonner's Ferry	E. E. FRY	Spokane	J. G. CUNNINGHAM
Newport	J. T. PHILLIPS	Harrington	J. M. GUNNING
Hillyard	J. FARROW	Wenatchee	FRANK E. CULP
Spokane	R. L. THOMPSON, Oculist	Leavenworth	G. W. HOXSIE

P. G. FLAHERTY, Night Chief Dispatcher.
 C. A. COTTERELL, Chief Train Dispatcher.
 J. W. BELL, Trainmaster.
 W. CLARK, Asst. Superintendent.

TRICK DISPATCHERS:

J. H. TODD,
 W. H. WINGATE,
 F. SANDERS,
 G. H. FISHER,
 V. H. STEVENS,
 J. R. LUSK.



GREAT NORTHERN RAILWAY and Connections.

5625

8-10-'07

POOLE BROS. CHICAGO.

DOUBLE TRACK
PROPOSED LINE