GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

SPOKANE DIVISION

TIME TABLE NO. 7.

EFFECTIVE 12:01 A. M.

SUNDAY, APRIL 2, 1905.

General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employe in train service while on duty.

This Time Table is not intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employes only.

W. WILLERTON, Asst. Superintendent. JAS. E. HOOD, Superintendent. H. A. KENNEDY, Asst. Gen'l Superintendent. GEO. T. SLADE, General Superintendent. F. E. WARD, General Manager.

BETWEEN TROY AND SPOKANE

												Р	ACIF	IC ST	AN	DAKI	וו ט	IME		-										150	B -277	6		
			-	WE	ST-B	OUND								g 0	Jo.			EFFECTIVE	6	ices	4						EA	ST-B	OUND					-
Third	Third	This	rd	Seco		Seco	ond	First Class	T	First		Fir	et .	N Pr	acity	Paul from	oy oy	12:01 A. M.	or fr	90 q	4	Pire		Vir. Clas	. !	Fir	**	Seco	nd	Third		Clas	rd an	Clas
No. 701	No. 691 Way Freight Daily Except Senday	No. 6	589 Y	No. 4	103	No. 4	401	No. 255 S. F. & N. Passenger Daily		No. 3	ter	No. Passe Dal	nger	Water, Co Tables;u	Car Car Sid	Distan St. 1	Distan	SUNDAY APRIL 2 1905	Distan	Telegra	Telegra	No. Passess	nger	No. Passer Dail	ger	No. 2 N. F. & Passers Dal	k N.	No. 4	tht	No. 6 Wa Freig Bally fixcep	ght	No. 6 Way Freig Dally Excep	ght	No. 7
Dally	Daily Except Sensory	trainy Except	1		AM De		PM De	1		2.20	1	2.35	AM De	W. C. T.	. 340	1352.4	0.0	Troy	140.2 1	DN.	UX	2.45	PM Ar	2.35	A M AT			11.50	PM Ar					
					AM De	9.80			200	2.32	Mt 2	2.47	211.4					Yakt	133.6		t	2.32	Mt 3	2.21				11.05						
				11.40	r M	10.15	M 1 402			2.47		3.01						Leonia	200000	-	ON f	2.15		2.07				10.15	Mt 401					
				1.00		10.50				3.03		3.15		w.	100	1373.2	1		119.4			2.00		1.51				9.35						
	#X144134444411 1111-11	,		1 46		11.20			200	3.19		3.27			69	1379.6	27.1	Crossport	113.0		t	1.46	Mt 403	1.38				9.05						*********
		6.30	AM De		_	11.45						3.36		W. Y.	201	1 1383.9	31.4	Bonners Ferry		DN.	BY .	1.36		1.28				8.40		7.00	PM Ar			
		0.00		2.10												1354.4	31.9	- K. V. Ry. Jct	108.8															
		6.55		2.55		12-15	AM		1	3.40		3.45			. 70	0 1358.8	36.3	Moravia	108.9		t	1.26		1.18				7.55	** ****	6.20			XXXXXXX	****
		7.30		3.53	3 Pa	1.05	Mt 4		- 1		Pa 403	3.58		w.	80	0 1395.1	42.7	Naples	97.5	D.	NA I	1.14		1.05	Mt 401			7.30		5.45			******	
		8.10			Mt 690	1.45			t	4.11		4.13			. 80	0 1402.7	50.8	Elmira	89.9		t	12.58		12.50				7.00		4.55	Mt 100	*******		
		8.55		5.20		8-15				7.00	Mt 690	4.26			. 77	1409.7	67.3	Coburn	82.9		t	12.46		12.37				6.35		4.26	Mt B		*******	
		9.10		5.30		2.25			t	4.32					. 20	0 1411.9	59.5	Bronx	80.7		t	12.41			******			6 25		3.45		*****		********
		9.50		6.00	Mt 402	2.50				4.45		4.42		W. C. Y	91	8 1417.8	65.4	Sand Point	74.8	DN.	SA .	12.28		*12.20		*********		0.200	Mt 403	3-10				**********
		10 30		6.35		3.30			t	5.01		4 58			80	5 1426.4	74.0	Wrencoe	66.2		f	12.13		12.05	AM			5.28	*******	2.30				
		10.50		7.00	,	8.50			t	5.11	Mt 402	5.08				0 1431.2	78.8	Laolede						11.55				5.11	Mt 3	2.05		***********	*****	
		11 45	Mt 2	7.40		4.25				5.30		1 5.23		w.		1 1439.6	87.1	Priest River		22.0		11.45						4.37		1.25	Mr. 1988		*******	
		12 40	I'M M 1 690	8-10		4-55				5.47		1 5.38			8	2 1445.5	94.1	Newport				11.28		11.30		•••••		4-15		12.10	at the			
		1.00		8.30					f	5.57		5.45			8	1 1449.9	97.5	Penrith	1		l 1	11.18		11.23		***********	1			11.35	1.00			
		2.15		8.50		5.30			t	6.07		5.52			8	1454,4	101.9	Scotia				11.09		11.15	*******			3.45	M1 689	10.53	e tie			
		3.15	Mt 402	9.20		6.03	1 Pa		f	6.23		6.03	Ps 401	W.	8	8 1461.3	108.9	Camden				10.53	1.8 690	11.00	*****	***********		3.15	Mr ces	10.05	1		1	
		3 35		9.30						6.30					. 1	2 1463.9	111.5	4.5	28.7			10.47						0.40		9.15				
		4.35		9.55		6.35			8	6.40		6.17				2 1468.4		6.6				10.35		10.45	Mt 400			2.40		8.40				
		5 15		10.30	Mt 4	7.05			!	6.55		6.29			_	6 1475.0	_	3.8	17.7	_	_	10.20		10.30	1811 4005	* 10.20	AM A		_	8.20	-			5.40
4.25 PM D	е	5.50		11.00		7-25		5.45 PM	Des	7.05		• 6.35		w.		77 1478.8		4.9				10 10		10.10		10.10		1.50		7.55	Mt 401			5.23
4.50		6.15		11.25		7.55	Mt 690	5.55	1	7.15		6.44			. 6	1483.1	130.7	Morse	9.5	*****						0.000							PM Ar	
5.25 PM A	6.00 AM D	7.00	PM Ar	11.55	PM A	8.30	Mt 2	· 6.05 ····		7.30		* 6.55		W. C. O.	T. lare	1487.9	185.5	Hijlyard	4.7	DN.	BQ	9.50	Mt 401	*10.00 9.55		• 10.00	Mt 401	12.15	PM	7.25	AM De	5.30	PM A	5.00
0.00				10.1270.1470.000						7.40		. 7.05				1491.4	129.0	O. R. & N. Jet	1.2			9.35		9.45		9.50								
	. 6.45 AM A				1			8.20 PM					AM A					1.9	0.0	DN.	Р,	9.30	AM De	9.40	P M De	9.45	AM De	11-30	AM De		4		PM De	***********
No. 701	No. 691	No.		No.		No.	401	No. 25		No.	3	No Da	. 1									No.		No.		No.	256	No.		No.	690 ept Sunday	No.		No.

West-Bound Trains are Superior to East-Bound Trains of the same class. See Rule 43.

SPECIAL RULES -- Note important changes have been made.

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. 3 will take siding at Yakt for No. 2. When these trains meet at other than Time Card meeting point, west bound train will hold main line as per rule 43.

BETWEEN SPOKANE AND LEAVENWORTH.

	WES	T BOUND.			pg.		6	EFFECTIVE			4					EAS	T BC	UND.			
Third Class	Third Class.	Second Class	Pirst Class	Pirst Class	Coal	Car Capacity. Distance from	e froi		e from	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2	First Cl	***	First C		Second (Hann	Third Clas	• Third	Class	
No. 693	No. 691	No. 401	No. 3	No. I	Wye.	Car Capace Distance 2	Distance	SUNDAY	stanc	Telecri	100	No.	2	No.	4	No. 4	02	No. 69:	No.	694	
Way Freigh	Daily	Daily	t Passenger Dally	Passenger	Scaler	5 2	10	APRIL 2, 1905	Dista		Te	Passen; Daily		Passen		Time Fre		Way Freig Daily	Da	ily	
Except Sanda	y Except Sunda	1			-				11100	-							AN	Except Sund	Except	· · · · · · · · · · · · · · · · · · ·	
	7.00 AM	h 11.40 MG		= 7.25 AMI	e. W. O.	1492		Spokane	197.4	DN	1		MAT	2.00	I'M Ar		Mt 401	4.15 PM	Ar	in the	
	7.33	11.55	8.08	7.33 15 @		55 1195		Fort Wright	194.5	******		9.05		9.15	77 77	10.55		3-55			
	8-15	12.35 Гм	8.23	f 7.52		67 1001.	6 9,0	Highland	- 185.6	1111			f	9.03	-	10.32		3-15			
	8.43 MIZ	1.05	8-33	f 8.01	W.	73 1865	0 12 4	Lyons	185.1	DN	YA		Mt 691 f	8.55		10.20		2.55	*******		
	9.15	1.35	B.45 ML I	f 8.14		130 1510.	3 17.7	Galena	179.8	*******		8.32	r	8.45	Mts	10.00		2.15			
	9.40 Mt i	4 1.50 ML	8.55	1 8.25 Mt 2	W.	101 1514.	5 21.8	Espanola	175.6	****		8.25	Mt 1 f	8.35		9.40	Mt 691	1.50 M	401		
	10 20	2.10	p.os	1 8.38		131 1521.	1 28.4	Wankon	169.0			8.12	f	8.23		9.15		1.15			
	10.55	2.30	. f 9.17	8.49 Mt +	12 W.	105 1526	7 31.0	Edwall	168.4	D	WH	8.02		8.11		8.49	Mt 1	12.45	M		
	11.50 31.0	2 3.05	0.35	t 9.05		130 1535	9 43.2	Moseow	- 164.2				Pa 402 1	7.58		7.47	2 1's	11.50 Mt	91		
and a second	1225 PM	3.40	* 0.46	s 9.17	W.	150 1513	\$ 50.6	Harrington	- 146.8	DN	HR .	7.30		738		6.40		11.00			
	12-45	3.55	9.55	f 9.26		26 1518	0 55.3	Morogeo	142.1			7.20	f	7.20		6.00		10.20			
	1.15	4.10	10.04	f 9.36 Mt m	2	127 155a.	7 61.0	Downs	126.4	D	DN	7.09	f	7-16		5-30		9-36 M	11		
	1.55	4.87	10.12	r 9.45	W.	111 156s	8 16.6	Laingus	131 8		PA	0.58	r	7.06		4.55		8.55			
	3.10	5.05	- 10.28	- 10.01	1	76 1564	b 75.8	Odessa	121.6	DN	OD .	6.40		6.45		4.10		7-55			
	4.05	5.05	10.43	f 10.18	w.	86 1377	4 81.7	lrby	112.7			6.23	f	6.30		3.30		7.15			
		0.00		1 10 30	1	67 1581	8 92 1	Krupp	105.3			6.08		6.15	Mt 401	3.00		6.45			
	5 45 PM		All Control of the control	I CONTRACTOR OF THE PARTY OF TH	W.C.T.	224 - 1591	1 98.7	Wilson Creek	. 58.7	DN	z	5.55	A M De	6.03	I'M De	2,35	A M De	6.15 A	De	Jan .	200.00
					W.C.T.	225 1201	4 58.7	Wilson Creek	. 98.7	DN	2	5-50	A M Ar	5.58	PM Ar	2.10	A M Ar.		5-30	PM Ar	
7.00 AM	De		De 11 10 PM D	1		es 1000	2 106 5	7.9 Stratford	90.6	1	1			0.00		1.40			4-50		
7.40		8.05	11.25	f 11 01		G 1001	5 111.8	5.2 Adrian	85.6	D	AD .	5.27	- 1	5.43	1	1077034	*******		4.25		
8.05		8.35		11 10				10.0	75.6	1	PR			5.33		1.15	*****		3.30		
855		9.30	1 4.34	11.87	w.	1	5 121.8	Ephrata 10.2	1000		1			5.16		100000000000000000000000000000000000000	AM				
0.15	The Division	10.05	12.06 MI H	100000000000000000000000000000000000000	11 (1)-011		7 132.0	Winchester	65.4		12222	4.53	!	4.59		12.06	AM Mt8		2.30		
10.10		10:35	19.17	111.57		67 1830		Quincy 5-0	59.3			4.40		4.48		11.20			1.55		
10.35	***	1	m2 18.85	12.05 PM		15 1615		Crater 6.2	61.3		DI	4 26		4.33		10.50	Mt 401		1.25	PM	
11.05		11.30	12.30	1	91 W. 3ml. E.	76 1612	0 149.3	Trinidad	48.1		Dr.	4.11		4.13		9.40			12.17	Mt 1	
11.30 Mit	21	12.01 AM	1245	12.25		67 1616	9 161.5	Vulcan	43.2	1		4.00		4.00		9.00			11.30	Att out	
11.55		12.25	12.55	1 12-35		66 1651	.0 168.5	Columbia River	39.1			8.50		3.50		8.35			10 50		
12.25 PM		1.05 31	1.05 Pa it	1 57/07	w.	55 1653		Rock Island	31.6			3-41		3.40		8.15			10.30		
1255		1.30	1.13	1 12 55 Pse	M	67 1660	0.0 167.3	7.3	30.1	100000		3.31	1	3.30		7.55		*********	10.00		
3-15 Mt	4	2.00	1.28	s 1.10	w.	117 1667	4 174.6	Wenatchee	22.8		WC	3 20			Mt 683	7.30			9.20 8.20		10181
4.30		2.57 MI	2 1 1.55	• 1.37	w.	65 1677	9 185.2	Cashmere	12.2		OM	41 1000	Mt 401			6.55			7.30		
5.30		4.20	818	1 2.02		55 1686	0 193.2	Peshastin 4.0	4.1	1		2.40		2.36		6.20			6.50		
6.00 N	At	5-10 AM	Ar 2 30 AM A	8 2.15 PM	W.C.T.	231 1690	0.0 197.4	Leavenworth	0.0	DN	СП	2.30	A M De	2 25	PM De Mt 1	6.00	PM De Mt 693		6.30	A M De	
No.693	The second second	No. 401	No. 3	No. I		1				1	1 1	No.	0	No.		No. 4	100	No. 69	O No	694	

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SPECIAL RULES--Note Important Changes Have Been Made.

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No. 1 will take siding at Espanola for No. 2.

No. 3 will take siding at Galena for No. 4 and at Leavenworth for No. 2.

If these trains meet at other than Time Card meeting points, west bound trains will hold main line as per rule 43.

Kootenai Valley and Bedlington & Nelson Railways

			WI	EST-E	OUN	D					ales,	70	g È	EFFECTIVE AT	E.,	lices alls						E	AST-E	BOUN	D				
							Sec		Fir Cla	**	oal, So	pacity	n Fe	12:01 A. M.	konoo	ph Of		First Class		ond									
							Tues.,	379 Thurs.			Water,C Turnit	Car Ca	Distar	SUNDAY APRIL 2, 1905	Kus	Telegr			Tues	380 XED Thurs.									
		 			1		8.00	AM De			wcy		0.0	Bonners Ferry	to.0	DN BY			2.30	PM A									
141							 				Y		0,5	K. V. Ry. Jet	49.5														
	 	 					 						1.0	Draw Bridge	49.0														
	 	 					 				w		3.8	Water Tank	46.2														
	 	 					 8-30					17	7.7	Ritz	42.3				2.10								0176901313	11:301711	 200 0
	 	 					 				w	****	16.2	Water Tank	33.8												1-4419911		
	 *** ****	 					 9.05					20	16.8	Copeland	31.2				1.45										
	 	 					 9.40		******			10	26,1	Port Hill	23.9				1.20										
	 	 					 9.45						26.7	Rykerts	23.8				1.15										
	 	 					 10.15	AM A			w	20	33,1	Creston	16.9				1.00	PMD	***********								
	 	 					 						28.4	Wilkes	11.6		100												
	 	 					 						47.1	Birdar Jet	2.9														
	 	 l					 				WT	90	50.0	Kuskonook	0,0								1						
							No.												No. Tues., T	380 burn. & Sat.						1			

SPECIAL RULES.

West bound trains are superior to east bound trains of the same class-See rule 43.

Before entering main line at K. V. Ry. Jot., a flagman must be sent out to protect against main line trains.

All trains must come to a full stop not less than 200 or more than 800 feet from draw bridge, one mile west of Bonner's Ferry, and will not proceed until draw bridge is known to be closed.

Between Wilkes and Sirdar Jct., trains use C. P. R. tracks, and crews will be governed by C. P. R. rules and time table, and will observe all special rules and bulletins in effect.

On C. P. R., Mountain Standard Time (one hour faster than Pacific Standard Time) is used.

Frog at Wilkes is out. When necessary to use C. P. R. tracks between Wilkes and Sirdar Jct., arrangements must be made with C. P. R. at Creston, and orders received at that point.

NAME AND LOCATION OF SPUB TRACKS.

NAME OF SPUR OR SIDING	Location M. P.	KAST OF STATION	WEST OF STATION	Distance	Track Opens	Car
Bonners Perry Lumber Co.	1366.9	Bonners Ferry		1.4	East	42
Ham & Burns Spur	1373.8		Moravia	1.8	East	5
McArthur's	1384.0	Elmira		2,6	West	5
Pack River Spur	1390.2		Elmira	3.2	East	11
Iola Spur	1391.0		Elmira	4.0	East	7
Caribon Spur	1392.0	Colburn		2.5	West	13
McInnis Spur	1406 0		Sand Point	4.1	East	6
McKinney's Spur	1414 9	Laclede		1.0	East	11
Laclede Lbr. Co. Spur	50000	at Laclede			West	8
Albany Palls Spur	1428 3	Newport		29	Hast	16
River Spur		at Newport			West	18
Goodhue Spur	1433 0	Penrith		1.7	West	8
Parnsworth Spur	1437.2		Peurith	4.2	West	10
Arctic Ice Co. Spur	1444.9	Camden		1.1	West	8
Phoenix Spur	1447.0		Camden	1.5	West	26
Wash, J.br. Co. Spur	1462.0	Milan		1.0	Rast	12
Spokane Lbr. Co. Spur	1451 7	Milan		0.8	West	15
Gess Spur	1456.0	Chattaroy		2.8	East	5
Russell's Spur	1463.6		Colbert	0.6	East	6
Davie Spar	1466.0	Morse		1.4	East	38
Fort Wright Spur	1480.7		Port Wright	0.5	West	46
Portland Mill Co.	1552.3	Odessa		0.0	East	17
Sand Spor	1629.0		Trinidad	2.0	West	16
Gravel Spur	1629.5		Trinidad	2.5	West	25
Bont Track	1652.3	Wenatchee		0.0	West	87

Capacity of Different Classes of Engines in Tons, in Addition to Weight of Engine, Tender and Caboose.

STATIONS.	Ruling	30x33	19×32 200 lb	20x26 180 lb	19x26 18o lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17×24 145 lb
Troy to Bonuer's Ferry	Down	2500	2100	2050	1475	1350	1125	875	775
Honner's Ferry to Hillyard	0.6	1800	1500	1200	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	1300	1000	890	800	740	610	460	416
Wilson Creek to Leavenworth	1.0	1300	1000	890	800	740	610	460	416
Leavenworth to Wilson Creek	1.0	1300	1000	890	800	740	610	460	410
Wilson Creek to Spokane	0.8	1330	1200	1050	960	890	840	560	500

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.

Special Rules.

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.

Car capacity of sidings includes passing, house and other industry tracks, and is based on 40 foot car.

Trains 689, 690, 691, 692, 692 and 694 will carry passegrs when provided with tacket 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 189 and 181.

S. F. & N. train and engine men must provide themselves with book of Great Northern Standard Rules and Current Time Table, Spokane Division, G. N. Ry.

All empty list cars, emigrant outfits and stock, wrecking outfits, bourding 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.

West wye switch Bonner's Ferry will be known as K. V. Railway Jet., and will be kept set and locked for G. N. Railway main line when not in use.

All west-bound trains will come to a full stop not less than 200 and not more than 800 feet east of K. V. Jet. at Bonner's Ferry, and at Colbert, and must know way is clear before proceeding. All east-bound trains must approach these points under perfect control expecting to find main track occupied.

Train and engine men 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.

Operators at all telegraph stations will block all trains in induce apart, except between Spokane and Colbert, where a ten minute block may be used. Trains moving in the same direction must keep 15 minutes apart at all other noints.

in doing switching on the boat track at Wenatchee the engine must, in every case, set cars in and not drop them in. Any switching necessary to place cars in right order to go to the boat track must be done on other tracks at Wenatchee.

STANDARD CLOCKS.

Trains on this Division will be governed by Pacific Standard Time.

Clocks regulated to standard time are located at Telegraph Offices at Troy, Bonner's Ferry, Hillyard, Spokame (Dispatchers' office). Wilson Creek and Leavenworth.

TIME INSPECTORS.

Spokane, Geo. H. Doerr, Leavenworth, Taylor & Catchadal.

YARD LIMITS.

Yard limit boards are located at Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek and Leavenworth. See Rule 69.

REGISTERING STATIONS.

Conductors of all trains and Engineers running without Conductors must register their arrival and departure at:

Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek and Leavenworth, stating whether or not they are carrying signais. All second class and succeeding trains must procure clearance cards at night telegraph offices between the hours of 7 p. m. and 7 a. m.

TERMINAL STATIONS.

Trains date from time due to leave Initial Station. Troy, Spokane, and Leavenworth are Initial and Terminal Stations for trains 1, 2, 3 and 4.

Colbert and Spokane are Initial and Terminal Stations for S. F. & N. trains 255 and 256.

Colbert and Hillyard are initial and Terminal Stations for S. F. & N. trains 701 and 702.

Bouner's Ferry and Hillyard are initial and Terminal

Stations for trains 689 and 690.
Hillyard and Wilson Creek are initial and Terminal

Stations for trains 691 and 692.

Wilson Creek and Leavenworth are initial and Ter-

Troy, Hillyard, Wilson Creek and Leavenworth are Initial and Terminal Stations for trains 401 and 402.

minal Stations for trains 693 and 694.

Troy and Hillyard are Initial and Terminal Stations for train 403.

SPEED RESTRICTIONS

All trains must be handled under absolute control and without regard to making schedule time at all points where land or snow sildes and falling rocks are liable to be encountered.

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 and over bridge 347, 1½ miles west of Crater; where trains have double header the engines must uncouple and run separately over bridge 347.

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; 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 awitch; Wilson Creek, coal chute track; Crater, 170 feet from west head block; Trinidad Gravel pit.

Derail switches must always be set for the ground except when in actual use, whether there are any cars on these tracks or not.

> E. E. LILLIE, Chief Train Dispatcher.