

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

SPOKANE DIVISION

TIME TABLE No. 20

TO TAKE EFFECT AT TWELVE-FIVE (12.05) O'CLOCK A. M.

SUNDAY, JULY 12th, 1908

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

L. W. BOWEN, Superintendent.

E. L. BROWN, General Superintendent.

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

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

WEST BOUND.

FIRST DISTRICT—TROY TO SPOKANE.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.					Car Capacity of other Slings.	Car Capacity of Passenger Trucks.	Station Nos.	Distance from Troy.	TIME TABLE No. 20. IN EFFECT JULY 12, 1908.			
689	701 S. F. & N.	691	417	401	255 S. F. & N.	257 S. F. & N.	263	3	1					STATIONS.			
Misc. Freight	Misc. Freight	Misc. Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Car Capacity of other Slings.	Car Capacity of Passenger Trucks.	Station Nos.	Distance from Troy.				
Leaves Daily Ex. Monday	Leaves Daily	Leaves Daily Ex. Sunday	Leaves Daily	Leaves Daily	Leaves Daily	Leaves Daily	Leaves Daily Ex. Sunday	Leaves Daily	Leaves Daily								
			5.00pm	5.55am					11.30am	2.50am	152	100	1332	0.0	DR-R	TROY	UX
			5.35	6.30					11.45	3.07	0	61	1340	6.7		YAKT	
			6.00	7.05					12.00	3.25	16	61	1347	13.7	DN	LEONIA	OU
			6.30	7.40					12.17pm	3.41	0	58	1353	20.8		KATKA	
			6.55	8.15					12.30	3.54	13	60	1360	27.2		CROSSPORT	
	6.10am		7.15	8.40			6.00am	12.45	4.04	77	58	1364	31.4	DN-R	BONNER'S FERRY	BU	
													31.9		K. V. RY. JCT.		
	6.35		7.45	9.05			6.10	12.55	4.14	22	57	1369	36.3		MORAVIA		
	7.15		8.20	9.35			6.25	1.10	4.29	22	59	1376	42.7	D	NAPLES	JA	
	7.55		9.05	10.15			6.41	1.25	4.44	9	59	1383	50.3		ELMIRA		
	8.30		9.55	10.55			6.50	1.40	4.55	8	57	1390	57.3		COLBERT		
	8.45						7.01			17	0	1392	59.5		BRONX		
	9.15						7.15	2.00	5.07	47	61	1398	65.4	DN-R	SAND POINT	SA	
	9.35		11.00	11.45			7.31	2.15	5.20	31	59	1407	74.0		WRENCOE		
	10.05		11.20	12.05pm			7.40	2.25	5.28	111	59	1410	78.8	D	LACLEDE	C	
	10.44		11.50	12.40			7.58	2.43	5.41	71	67	1420	87.1	D	PHIEST RIVER	BC	
	11.25		12.41am	1.20			8.15	3.04	5.55	30	69	1422	94.1	DN	NEWPORT	NE	
	11.45						8.21			28	0	1432	97.5		PERRITH		
	12.07pm		1.20	1.45			8.29	3.20	6.08	18	59	1436	101.9	D	SCOTIA	SC	
	12.40		1.26	2.15			8.44	3.35	6.19	29	59	1442	108.9		CAMDEN		
	1.00						8.49	3.42		21	0	1444	111.5	D	ELK	KE	
	1.40		1.56	2.45			8.58	3.53	6.29	35	58	1445	115.9	DN	MILAN	RA	
	2.15		2.20	3.15			9.11	4.06	6.41	13	59	1449	122.5		CHATTAROY		
	2.50	402 1.00pm	2.40	3.35		4.35pm	9.10am	9.19	4.18	6.49	28	64	1456	126.3	DN-R	COLBERT	SP
	3.30	1.30	3.06	4.00		4.45	9.20	9.29	4.28	0.59	16	56	1469	130.7		MORSE	
	4.00pm	2.00pm	3.40	4.40	3.25-4.30-255 5.40 564-7.00-692	4.45	9.20	9.45	4.45	7.15 7.20	Yard	Yard	1464	135.5	DR-R	HILLIARD	SO
											0	0	1469	139.0		O. R. & H. JCT.	
			6.20am	7.35pm		802 5.10pm	8.45am	10.00am	5.00pm	7.35am	Yard	Yard	1473	140.2	DN-R	SPOKANE	DS-O
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily							
	689	701	691	417	401	255	257	263	3	1							
	9.50 10.08	1.00 9.20	0.45 6.00	13.20 10.42	13.40 10.40	0.35 23.80	0.35 23.80	4.00 27.22	5.30 25.50	4.45 29.50							

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

Between Spokane and Hilliard all trains will be operated under a block system, which will consist of a clearance from the Operators at Spokane and Hilliard.
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, Hilliard and Spokane.
All trains except No. 1 will register arrival and departure at Sand Point, No. 1 will register by card.

No. 3 will take siding for No. 2 where they meet.
Troy is the initial point for Nos. 1, 3, 401 and 417.
Bonner's Ferry is the initial point for Nos. 263 and 689.
Colbert is the initial point for Nos. 255, 257 and 701.
Hilliard is the initial point for No. 691.
Passing track Sand Point located one mile west of depot.

Maximum Rates of Speed for Passenger Trains, and must not be exceeded anywhere on Districts mentioned:
Troy to Yak, 45 miles per hour.
Yak to Crossport, 35 miles per hour.
Crossport to Scotia, 40 miles per hour.
Scotia to Camden, 35 miles per hour.
Camden to Spokane, 40 miles per hour.

Time Over District
Average Speed Per Hour.

FIRST DISTRICT—SPOKANE TO TROY.

EAST BOUND.

TIME TABLE No. 20
IN EFFECT JULY 12, 1908.

STATIONS.	Distances from Spokane.	Water, Coal, Ties, Tables, Scales and Chalmers.	FIRST CLASS.					SECOND CLASS.			THIRD CLASS.		
			2	4	264	256	258	402	692	702	690		
			Passenger	Passenger	Passenger	Passenger	Passenger	Fast Freight	Misc. Freight	Misc. Freight	Misc. Freight		
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday				
DR-R TROY DX 140.2 WCT	3:45pm	4:10am				11:00pm							
0.7 YAKT	133.5	3:39	3:47			10:20							
DN 7.0 LEONIA ON 126.5	3:13	3:25				9:35							
7.1 KATKA	119.4	2:58	3:09			9:10							
8.4 CROSSPORT	113.0	2:41	2:55			8:50							
DR-R BONNER'S FERRY BY 108.7 WY	2:30	2:45	9:40pm			8:20				3:45pm			
0.3 K. V. RY. JCT	108.3												
4.4 MORAVIA	103.9	2:17	2:35	9:35		417 7:45				3:15			
D 6.3 NAPLES NA 97.5 W	2:05	2:24	9:20			7:15				2:45			
7.6 ELMIRA	89.9	1:50	2:11	417 9:05		6:55				2:15			
7.0 COLBURN	82.9	1:40	1:58	8:50		6:35				1:40			
2.2 BROOK	80.7			8:45									
DR-R SAND POINT SA 74.8 WCY	1:21	1:43	8:30			6:00				12:15pm			
8.6 WRENCOE	66.2	1:03	1:23	8:05		5:10				401 11:45			
D 4.8 LACLEDE C 61.4 W	12:55	1:15	7:53			4:55				11:15			
D 8.3 PRIEST RIVER NC 53.2	401 12:40	12:50	7:35			4:25				689 10:44			
DR 7.0 NEWPORT NR 46.1 W	12:25	12:41	7:20			3:55				10:01			
3.4 PENRITH	42.7			7:14						9:30			
D 4.5 SCOTIA SC 38.3	689 12:07pm	12:20	7:05			3 3:20				9:13			
8.9 CAMDEN	31.3	11:48	12:05am	6:52		401 2:15				263 8:44			
D 2.6 ELK KE 28.7		11:43		6:45						8:25			
DR 4.5 MILAR RA 24.3		11:39	11:51	6:36		689 1:40				7:45			
5.5 CHATTAROY	17.7	11:20	11:40	6:23		1:15				7:05			
DR-R 3.8 COLBERT SP 13.9 W	11:13	11:33	6:15	11:00am	5:15pm	701 1:00			417 2:40am	1 6:49			
4.3 MORSE	9.5	11:05	11:23	6:05	10:50	5:05				2:22	6:15		
DR-R 4.8 HILLYARD SO 4.7 W(CH)	10:55 10:50	11:15 11:10	5:55	402 10:40	401 4:55 255 4:45 3	2 12:30pm 254 10:35am		401 6:30pm	2:00am	5:45am			
DR-R 3.5 O. R. & N. JCT	1.2												
DR-R SPOKANE DS O 0.0 WO	10:30am	10:55pm	5:40pm	10:25am	4:30pm	263 257 10:00am		255 264 5:50pm					
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Sunday				
		2	4	264	256	258	402	692	702	690			
Time Over District		5:10	5:15	4:05	0:35	0:45	13:00	0:35	0:40	10:00			
Average Speed Per Hour.		27.69	26.70	26.62	24.00	18.60	11.50	12.10	13.50	10.87			

Maximum Rates of Speed for Passenger Trains, and must not be exceeded anywhere on Districts mentioned:

- Spokane to Camden, 40 miles per hour.
- Camden to Scotia, 35 miles per hour.
- Scotia to Crossport, 40 miles per hour.
- Crossport to Yak, 35 miles per hour.
- Yak to Troy, 45 miles per hour.

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

Spokane is the initial point for Nos. 2, 4, 256, 258, 264, 402 and 692.
Hillyard is the initial point for Nos. 690 and 702.

WEST BOUND.

SECOND DISTRICT—SPOKANE AND WILSON CREEK.

EAST BOUND.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.					FIRST CLASS.			SECOND CLASS.		THIRD CLASS.		
691	417	401	267	3	1					2	4	268	402	692			
Midw. Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger	Car Capacity of	Car Capacity of	Station Nos.	Distance from	TIME TABLE No. 20.			Distance from	Water, Coal, Wood	Water, Coal, Wood	Water, Coal, Wood	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Subsidiary	Passing Trains		Spokane.	IN EFFECT JULY 12, 1908.			Wilson Creek.	Turn Tables, Scales and Cranes.	Wilson Creek.	Turn Tables, Scales and Cranes.	
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday					STATIONS.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday	Arrive Daily	
5:40am	6:40am	7:55pm	4:00pm	6:15pm	7:50am	Yard	Yard	1473	0.0	DR-R..... SPOKANE..... DS-0	98.7	W	10:20am	10:40pm	9:15am	0:45am	5:00pm
5:50	7:00	8:10	4:07	5:23	7:57	30	50	1477	3.0	..... FORT WRIGHT.....	95.7		10:12	10:32	9:08	9:30	4:50
6:30	7:25	8:51	4:25	5:37	8:12	6	61	1481	9.0	..... HIGHLAND.....	89.7		10:02	10:23	8:56	9:11	267 4:25
6:50	7:50	9:27	4:35	5:48	8:22	16	50	1486	12.4	DN..... LYONS..... YA	86.3	W	9:55	10:17	8:48	9:00	4:00
7:15	Ar 8:15 402 De 8:35 268-1	10:07	4:47	5:57	8:35	57	57	1493	17.7	..... GALENA.....	81.0		9:44	10:07	8:36 402	Ar 8:40 1 208 De 8:15 117	8:40
7:45	8:55	10:25	4:57	6:07	8:48	47	47	1499	21.8	..... ESPANOLA.....	76.9	W	9:37	10:00	8:24	7:45	8:30
8:10	2	10:50	5:12	6:18	8:55	59	58	1502	28.4	..... WAUKON.....	70.3		9:24	9:50	8:10	7:23	2:50
Ar 9:00 1 De 9:17 2	9:50	11:00	5:25	6:30	9:12	35	60	1508	34.0	DN..... EDWALL..... WH	64.7	W	9:12	9:37	7:55	7:05	2:25
9:55	10:35	11:50	5:45	6:45	9:27	58	58	1517	43.2	..... BLUESTEM.....	55.5		8:54	9:20	7:32	6:35	1:35
11:00	11:00	12:20am	6:02	7:00	9:40	93	48	1524	50.6	DN..... HARRINGTON..... HH	48.1	W	8:42	9:05	7:08	5:55	1:05
11:30	11:20	12:35	6:12	7:08	9:47	25	60	1529	55.3	..... MOROCCO.....	43.4		8:30	8:57	6:50	5:30	12:30
11:35	11:25	12:40	6:15	7:10	9:49	17	0	1531	54.8	..... MOHLER.....	41.9		8:28	8:55	6:52	5:25	12:25
12:01pm	11:50	12:55	6:25	7:18	9:55	56	56	1535	61.0	DN..... DOWNS..... DN	37.7		8:19	8:45	6:41	5:05	12:01 601 Ar 11:50 417
12:25	12:10	1:10	6:35	7:25	10:02	33	60	1539	65.6	..... LAMONA.....	33.1	W	8:10	8:36	6:30	4:40	11:15
1:10	12:40pm	1:50	6:55	7:41	10:19	117	45	1550	75.8	DN..... ODESSA..... OD	22.9		7:52	8:15	6:05	3:55	10:19
1:35	1:10	2:22	7:15	7:55	10:33	26	59	1558	84.7	..... IRBY.....	14.0	W	7:35	7:55	5:45	3:10	9:10
2:10	1:30	2:45	7:33	8:12	10:45	35	60	1566	92.1	D..... KRUPP..... KR	6.6		7:22	7:33	5:30	2:45	8:30
2:50pm	2:00pm	3:20am	7:48pm	8:28pm	10:59am	150	78	1574	98.7	DN-R..... WILSON CREEK..... Z	0.0	WCT	7:10am	7:18pm	5:15am	2:00am	7:45am
Ar 691 Ex. Sunday	Ar 417 Ex. Sunday	Ar 401 Ex. Sunday	Ar 267 Ex. Sunday	Ar 3 Ex. Sunday	Ar 1 Ex. Sunday						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ex. Sunday	Leave Daily	Leave Daily
691	417	401	267	3	1						2	4	268	402	692		
9:10	7:15	7:20	4:08	3:08	3:00					Time Over District.	3:10	3:22	4:00	7:50	9:15		
10:20	13:01	13:30	25:53	31:50	31:54					Average Speed Per Hour.	31:16	29:31	24:20	12:40	10:57		

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

Spokane is the initial point for Nos. 1, 3, 267, 401, 417 and 691.

Wilson Creek is the initial point for Nos. 2, 4, 268, 402 and 692.

All east bound trains, except No. 4, will use left hand or passing track from Monroe Street, Spokane.

Between Spokane and Hillyard all trains will be operated under a block system, which will consist of a clearance from the operators at Hillyard and Spokane.

No train or engine will run between above points unless Conductor and Engineer have clearance card, Form 80, properly numbered, O. K'd and completed. Form No. 219 not required in addition.

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

Maximum rates of speed for Passenger Trains, and must not be exceeded anywhere on Districts mentioned:

Between Spokane and Wilson Creek, 50 miles per hour.

WEST BOUND.

THIRD DISTRICT—WILSON CREEK AND LEAVENWORTH.

EAST BOUND.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS.		Car Capacity of Unit Siding.	Car Capacity of Passing Tracks.	Station No.	Distance from Wilson Creek.	TIME TABLE No. 20. IN EFFECT JULY 12, 1908.	Distance from Leavenworth.	Water, Coal, Wyes, Turn Tables, Scales and Couplings.	FIRST CLASS.		SECOND CLASS.	THIRD CLASS.	
693	417	401	3	1	2	4								402	694			
Misc. Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger	Passenger								Time Freight	Misc. Freight			
Leave Daily Except Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily Except Sunday			
9:00am	2:40pm	3:55am	8:28pm	11:01am	150	78	1573	0.0	DN-R	WILSON CREEK	Z	98.7	WGT	7:05am	7:10pm	1:30am	4:50pm	
9:30	3:15	4:40	8:43	11:15	10	48	1580	7.9		7.9	STRATFORD			6:50	6:55	1:00	4:20	
10:05	3:55	5:15	8:55	11:33	173	78	1588	13.1	DN	5.2	ADRIAN	AD	85.6	YO	6:39	6:43	12:35am	4:12
10:50	4:55	6:20	9:15	11:39	46	45	1596	23.1	DN	10.0	EPHRATA	FR	75.6	W	6:20	6:28	11:50	3:10
11:07	5:30	6:45	9:27	11:45	10	65		28.3		5.2	SAHARA		70.4		6:10	6:16	11:20	2:30
11:27	6:07	7:10	9:35	11:53	0	65	1606	33.3		5.0	WINCHESTER		65.4		6:01	6:07	11:00	2:05
12:03pm	6:40	7:40	9:50	12:03pm	41	59	1612	39.4	DN	6.1	QUINCY	QN	69.3		5:50	5:52	10:30	1:35
1:05	7:05	8:05	10:00	12:11	3	48	1617	44.4		5.0	CRATER		54.3		5:39	5:37	10:00	1:05
1:30	7:35	8:35	10:11	12:21	12	59	1623	50.6	DN	4.2	TRINIDAD	DI	48.1	W 3mi. E	5:23	5:20	9:15	12:21pm
1:50	7:55	9:00	10:21	12:28	10	61	1628	55.5		4.9	VULCAN	V	43.2		5:11	5:05	8:45	11:35
2:10	8:15	9:25	10:29	12:34	10	48	1632	59.6		4.1	COLUMBIA RIVER		39.1		5:03	4:53	8:15	11:05
2:30	8:35	9:45	10:37	12:40	16	50	1637	64.1		4.5	ROCK ISLAND		34.6	W	4:55	4:42	7:55	10:40
2:55	8:55	10:10	10:47	12:47	12	62	1641	68.6		4.5	MALAGA		30.1		4:48	4:32	7:30	10:10
4:15	9:35	11:00	11:15	1:10	371	66	1648	75.9	DN	7.3	WENATCHEE	WC	22.8	W	4:35	4:15	7:00	9:30
4:50	10:05	11:35	11:35	1:25	17	60	1655	82.8		6.9	MONTOK		15.9		4:22	3:55	6:25	8:20
5:20	10:30	12:01pm	11:54	1:39	39	59	1659	86.5	DN	3.7	CASHMERE	OM	12.2	W	4:13	3:47	6:10	8:00
5:50	10:50	12:30	12:05am	1:45	15	65	1664	90.1		3.8	DRYDEN		8.6		4:06	3:39	5:50	7:40
6:15	11:15	1:00	12:20	1:58	8	48	1667	94.6		4.5	PESHASTIN		4.1		3:57	3:29	5:30	7:20
6:40pm	11:40pm	1:40pm	12:35am	2:10pm	492	60	1671	98.7	DN-R	4.1	LEAVENWORTH	CH	0.0	WGT	3:50am	3:20pm	5:15pm	7:00am
Arrive Daily Except Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily											Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday
693	417	401	3	1											2	4	402	694
9:40	9:40	9:55	4:07	3:09											3:15	3:53	8:15	9:50
10:21	10:27	10:40	21:40	31:30											30:40	25:40	12:10	10:03

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, 401, 417 and 693.

Leavenworth is the initial point for Nos. 2, 4, 402, and 694.

Maximum rates of speed for Passenger Trains, and must not be exceeded anywhere on Districts mentioned:

Between Wilson Creek and Quincy, 50 miles per hour.

Between Quincy and Leavenworth, 45 miles per hour.

THIRD CLASS.	SECOND CLASS.	FIRST CLASS.	Car Capacity of other Stages.	Car Capacity of Electric Trains.	Station Nos.	Distance from Bonners Ferry.	TIME TABLE No. 20 IN EFFECT JULY 12, 1908.	Distance from Kootenai.	Water, Coal, Stumps, etc. to be taken West of this Station and Stages.	FIRST CLASS.	SECOND CLASS.	THIRD CLASS.
	379						STATIONS.				380	
	Mixed										Mixed	
	Leave Times & Sat.										Arrive Times & Sat.	
	7.00am				194	0.0	DN-R..... BONNER'S FERRY..... BY.	50.0	WY		12.30pm	
						0.5	..... K. V. RY. JCT.....	49.5				
						1.0	..... DRAW BRIDGE.....	49.0				
						3.8	..... WATER TANK.....	46.2	W			
	7.30			0	17	NV 8	7.7	..... RITZ.....	42.3		12.00	
							16.2	..... WATER TANK.....	33.8	W		
	8.00				20	KV 17	16.8	..... COPELAND.....	33.2		11.30	
	8.30				10	NV 26	26.1	..... PORT HILL.....	23.9		11.00	
	8.35					NV 27	26.7	..... RYKERTS.....	23.3		10.55	
	9.00am			0	20	NV 33	33.1	R..... CRESTON.....	16.9	W	10.30am	
							38.4	..... WILKES.....	11.6			
							47.1	..... SIRDAR JCT.....	2.9			
				20	20	NV 50	60.0	..... KUSKOROOK.....	0.0	WT		
	Arrive Times & Sat.										Leave Times & Sat.	
	379										380	
	2.00										2.00	
	16.00										16.00	
							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.

Bonner's Ferry is the initial point for No. 379.
Creston is the initial point for No. 380.

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

STATIONS.	Rating Grade	20 x 32, 210 lb. F 5-1065-1100 F 6-1110-1120 F 7-1130-1130 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. H 20-197-206			17 x 24, 145 lb. H 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			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	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			416		
Wilson Creek to Spokane	0.8	1330			1200			1050			960			890			840			580			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
Stann 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.

- 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 cars.
- Trains 689, 690, 691, 692, 693 and 694 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.
- S. F. & N. Division train and enginemen will be governed by Time Table and Special Instructions of Spokane Division between Colbert and Spokane.
- 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.
- 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.
- 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. 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 5 miles per hour through City of Spokane. All except first class trains will approach Sand Point expecting to find main track occupied.

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
Newport J. T. PHILLIPS
Hillyard J. FARROW
Spokane R. L. THOMPSON, OculistSpokane J. G. CUNNINGHAM
Odessa LEE GANSON
Harrington J. M. GUNNING
Wenatchee FRANK E. CULP
Leavenworth G. W. HOXSIE

- 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, 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 and Leavenworth. See Rule 69.
- Deraill Switches**—Deraill 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; Highland, east end of passing track switch; Galena, on industry track 209 feet east of west head block; Bluestem, 200 feet west of east 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, 192 feet east of west head block; Trinidad Sand Spur, 145 feet from west head block; Trinidad Gravel Pit; Vulcan, 200 feet east of west head block; Cashmere, 200 feet east of west head block; Peshastin east end of passing track switch.
- Deraill switches must always be set for the ground except when in actual use, whether there are any cars on these tracks or not.
- There are no industry tracks at following stations: Yakt, Katka and Winchester.

NAME AND LOCATION OF SPUR TRACKS.

NAME	LOCATION	Billing Station		Switch Opens	LENGTH	CAR CAPACITY
		East	West			
Star Creek Spur	1.3 miles west of Yakt	Troy	Bonner's Ferry	East	200	4
Bonner's Ferry Lumber Co.	1.4 miles east of Bonner's Ferry	Bonner's Ferry	Bonner's Ferry	East	4,304	100
Han & Burns Spur	2.0 miles east of Morse	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	419	11
Iola Spur	4.0 miles west of Elmira	Naples	Sand Point	East	494	8
Carlson 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
Humbard 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	East	3,200	58
Humbard Spur, Sand Pt.	At Sand Point	Sand Point	Sand Point	East	1,330	30
Melvin Spur	4.1 miles west of Sand Point	Sand Point	Laclede	East	500	8
McKinley's Spur	1.0 miles west of Laclede	Sand Point	Laclede	West	642	12
Laclede Lbr. Co. Spur	At Laclede	Laclede	Laclede	West	4,706	113
Frost Cope Lumber Spur	At Wreouse	Sand Point	Laclede	East	925	19
Albany Falls Spur	3.0 miles east of Newport	Priest River	Newport	West	783	16
River Spur	At Newport	Newport	Newport	West	3,470	83
Goodham 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
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	East	1,013	21
Wash. Lbr. Co. Spur	1.0 miles east of Milan	Milan	Milan	West	615	11
Spokane Lbr. Co. Spur	0.8 miles east of Milan	Milan	Milan	East	749	14
Goss Spur	2.8 miles west of Milan	Milan	Elk	East	258	3
Spokane Lbr. Co.	1.5 miles west of Chattaroy	Milan	Colbert	East	715	13
Davis Spur	1.4 miles east of Morse	Colburn	Hillyard	West	1,780	40
Fort Wright Spur	0.5 miles west of Fort Wright	Spokane	Edwall	East	2,029	46
Portland Mill Co.	At Odessa	Odessa	Odessa	West	968	17
Sand Spur	2.0 miles west of Trinidad	Trinidad	Vulcan	West	804	16
Gravel Spur	2.5 miles west of Trinidad	Trinidad	Vulcan	West	1,519	25
Box Track	1.0 miles east of Wenatchee	Wenatchee	Wenatchee	West	4,297	87
Louis-Davis Spur	2.0 miles east of Peshastin	Cashmere	Leavenworth	West	550	10
Sherman Spur	1.5 miles west of Wenatchee	Wenatchee	Cashmere	East	507	9

TRAIN DISPATCHERS:

A. G. DANIELS,
J. W. DONOVAN,
C. W. FISHER,
J. H. TODD,
R. I. TRIPLETT,
W. H. WINGATE.

G. W. TURNER, Chief Train Dispatcher.

W. CLARKE, Asst. Superintendent.