

# **GREAT NORTHERN RAILWAY LINE.**

GREAT NORTHERN RAILWAY.

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SPOKANE DIVISION

## **TIME TABLE NO. 1.**

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EFFECTIVE 12:01 A. M.

**SUNDAY, JULY 12th, 1903.**

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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.

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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.

## BETWEEN TROY AND SPOKANE

PACIFIC STANDARD TIME

WEST-BOUND							EFFECTIVE AT 12:01 A. M. SUNDAY JULY 12, 1903										EAST-BOUND					
Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Water, Coal, Fuel, Tables and Wyes	Car Capacity of Sidings	Distance from St. Paul	Distance from Troy	Distance from Spokane	Telegraph Office	Telegraph Calls	First Class	First Class	First Class	Second Class	Third Class	Third Class			
No. 453 S. F. & N. P. Daily	No. 401 Way Freight Daily	No. 217 Time Freight Daily	No. 215 Time Freight Daily	No. 131 S. F. & N. Passenger Daily	No. 3 Passenger Daily	No. 1 Passenger Daily								No. 2 Passenger Daily	No. 4 Passenger Daily	No. 132 S. F. & N. Passenger Daily	No. 218 Time Freight Daily	No. 402 Way Freight Daily	No. 454 S. F. & N. P. Daily			
		11:15 AM De	8:15 PM De		2:00 PM De	2:15 AM De Mt 2	W. C. T.	240	1286.60	0.00				2:15 AM Ar Mt 1	2:30 PM Ar		12:30 AM Ar					
		11:50	8:35		2:14 Mt 4	2:28		69	1348.40	6.80				2:01	2:14 Mt 3		12:01 AM					
		12:20 PM	8:55		2:28	2:42		87	1361.20	14.00				1:44	1:56		11:25					
		12:55	9:20		2:42	2:56	W.	65	1367.20	20.60				1:29	1:43		11:00					
		1:30 Mt 4	9:45		2:56	3:08		69	1363.79	27.10				1:16	1:30 Mt 217		10:30					
	5:30 AM De	1:55	10:05 Mt 218		3:10 Mt 402	3:20	W. Y.	201	1368.20	31.00				1:08	1:20		10:05	Mt 215	3:05	PM Ar Mt 3		
		5:55	2:30 Mt 402	10:35		3:23		70	1373.40	35.79				12:52	1:06		9:40		2:30	Mt 217		
		6:35	3:10	11:25		3:45	W.	82	1379.56	42.99				12:34	12:53		9:10		1:50			
		7:20	4:03 S F	12:16 AM Mt 2		4:08 Pa 217		80	1387.48	50.79				12:16	Mt 215	12:33	8:35		1:00			
		8:00	4:40	1:05		4:17		77	1394.88	57.60				12:05	AM	12:18 Pa 402	8:05		12:18	PM 4 Pa		
		8:20				4:22		20	1396.56	59.89				11:51		12:12 PM			11:55			
		9:10	5:30	2:00		4:37	W. C. Y.	93	1402.48	65.79				11:51	SA		7:35		11:30			
		9:55	6:15	2:40		4:55		85	1411.28	74.09				11:37			6:50		10:53			
		10:30 Mt 402	6:35 Mt 218	3:00		5:05		80	1415.90	79.29				11:30		11:25	6:35	Mt 217	10:30	Mt 401		
		11:07 Mt 4	7:25	3:40		5:28	W.	81	1424.98	87.69				11:17		11:07 Mt 401	6:05		9:55			
		11:55	7:55	4:15		5:38 Mt 218		89	1431.28	94.59				11:05		10:50	5:38	Mt 3	9:25			
		12:20 PM				5:45		81	1434.80	97.81				10:40					8:40			
		12:50	8:32	5:00		5:55		81	1439.11	102.42				10:29		10:29	4:55		8:10			
		1:40	9:05	5:48 1 Pa		6:10	W.	86	1445.38	109.19				10:36		10:11	4:10		7:15			
		3:35	9:35	6:30 Mt 402		6:27		92	1452.28	116.59				10:20		9:55	3:45		6:30			
		3:20 Mt 218	10:08 Mt 2	6:55		6:43		85	1459.78	123.09				10:08	Mt 217	9:41	3:20	Mt 401	5:50			
	4:40 PM De	3:45	10:35	7:10	5:36 PM De	6:54	W.	107	1468.47	126.96				10:00		9:32	3:00		5:00	5:40 AM Ar		
	5:05	4:15	11:05	7:35	5:45	7:05		66	1467.68	130.99				9:50		9:22	2:45		4:40	5:28		
	5:40 PM Ar	5:00 PM Ar	11:55 PM Ar	8:00 AM Ar Mt 132	5:58	7:20 PM Ar	W. C. O. T.	1472	1480.180.79					9:40 PM De	9:10 AM De	9:02 Mt 215	2:30 PM De	4:20 AM De	5:00 AM De			
		4:25		10:50	6:10	7:35		1478	1480.138.99					9:25		8:55	1:00		11:45			
	4:30 AM Ar		10:55 AM Ar	6:15 PM Ar	7:40 PM Ar	7:00 AM Ar	W. O.	1477	1480.140.20					9:20 PM De	8:50 AM De	8:45 AM De	12:55 PM De	11:40 PM De				
No. 453 Daily	No. 401 Daily	No. 217 Daily	No. 215 Daily	No. 131 Daily	No. 3 Daily	No. 1 Daily								No. 2 Daily	No. 4 Daily	No. 132 Daily	No. 218 Daily	No. 402 Daily	No. 454 Daily			

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

## BETWEEN SPOKANE AND LEAVENWORTH.

WEST BOUND.										EAST BOUND.														
Third Class		Second Class		First Class		First Class		Water, Coal, Social Tables and Wyes.	Car Capacity.	Distance from St. Paul.	EFFECTIVE 12:01 A. M. JULY 12th. 1903			Distance from Spokane.	Telegraph Calls.	Telegraph Office.	First Class		First Class		Second Class		Third Class	
No. 401	No. 215	No. 3	No. 1	No. 2	No. 4	No. 218	No. 402				No. 2	No. 4	No. 218				No. 402	No. 2	No. 4	No. 218	No. 402			
Way Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Way Freight Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Way Freight Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Way Freight Daily									
5.00	AM De	11.30	AM De	8.00	PM De	7.20	AM De	W. O. T.	1475.2	Spokane	0.0	Q	DN	9.00	PM Ar	8.30	AM Ar	12.10	PM Ar	11.10	PM Ar			
5.15		11.45	Mt 218	8.08		7.28			55	Fort Wright	8.0			8.53		8.21		11.45	Mt 218	10.55				
6.05		12.25	PM	8.23		7.46			67	Highland	9.0			8.43		8.09		11.20		10.30				
6.45		12.55		8.35	Mt 2	8.00	Mt 4	W.	73	Lyon	12.4	YA	DN	8.35	Mt 1	8.00	Mt 1	11.05		10.15				
7.20		1.20		8.48		8.10			130	Galena	14.9			8.23		7.52		10.45		9.55				
7.44	Mt 4	1.35		8.54		8.18		W.	104	Espanola	17.7			8.11		7.44	Mt 401	10.25		9.35				
8.29	1 Pa	2.05		9.05	Mt 402	8.29	Ps 401		181	Waukon	21.4			7.59		7.28		10.00		9.05	Mt 3			
9.30	Mt 218	2.40		9.17		8.40		W.	105	Edwall	24.0	WH	D	7.48		7.13		9.30	Mt 401	8.31				
10.15		3.20		9.35		8.58	Mt 218		130	Moscow	28.2			7.27	Pa 402	6.51		8.58	Mt 1	7.27	2 Pa			
11.15		4.00		9.59		9.12		W. C.	150	Harrington	32.0	HR	DN	7.12		6.31		8.00		6.40				
				10.10		9.29			20	Morocco	35.3					6.16								
12.20	PM	4.43		10.10		9.29			127	Downs	38.1	DN	D	6.52		6.08		7.00		5.30				
1.00		5.00	Mt 402	10.19		9.37		W.	111	Lemona	41.9			6.44		5.53		6.30		5.00	Mt 218			
2.15		5.40		10.35		9.54			76	Odessa	45.7	OD	DN	6.25		5.32	Pa 218	5.32	4 Pa	4.05				
3.10	Mt 402	6.10	Mt 2	10.50		10.07		W.	86	Irby	49.6			6.10	Mt 218	5.14		4.40		3.10	Mt 401			
3.50		6.50		11.03		10.18			67	Krupp	53.3			5.57		5.02		4.10		2.35				
4.30	PM Ar	7.30	Ar	11.15	Ar	10.30	Ar	W. C. T.	228	Wilson Creek	57.0		Z	DM	5.46	De	3.40	De	2.00	PM De				
5.00	Mt 2	8.20	De	11.20	De	10.35	De		66	Stratford	60.7			5.41	Mt 401	4.45	Ar	3.10	Ar	11.30	AM Ar			
6.35		8.55		11.33		10.47	Mt 402		65	Adrian	64.5			5.29		4.33		2.40		10.47	Mt 1			
7.05		9.25		11.45		10.59			65	Adrian	68.3			5.17		4.21		2.10		10.00				
8.00		10.05		11.58		11.11		W.	105	Edwata	72.1	FR	DN	5.05		4.09		1.35		9.20				
8.50		10.50		12.13	AM	11.26			48	Winchester	75.9			4.50		3.53		12.50		8.20				
9.20		11.15		12.23	Mt 218	11.34			67	Quincy	79.7			4.41		3.44		12.23	AM	7.40				
9.45		11.35	Mt 218	12.31		11.42			55	Crater	83.5			4.29		3.35		11.35	Mt 218	7.00				
10.20	Mt 218	12.05	AM	12.43		11.55		W. Sm. E.	70	Trinidad	87.3	DI	DN	4.15		3.20		10.20	Mt 401	6.00				
10.50		12.30		12.52		12.03	PM		67	Vulcan	91.1			4.03		3.08		9.45		5.00				
11.15		1.00	3 Pa	1.00	Pa 218	12.09			66	Columbia River	94.9			3.54		2.59		9.20		4.25				
11.40		1.20		1.08		12.18		W.	55	Rock Island	98.7			3.46		2.51		9.00		4.05				
12.15	AM	1.45		1.12		12.27			67	Malaga	102.5			3.37		2.41		8.40		3.35				
1.00	Pa 401	2.25	Pa 401	1.36	Pa 401	12.39		W.	117	Wenatchee	106.3	WO	DN	3.25		2.27	Mt 401	8.15		3.00				
3.30	Mt 402	3.00	Mt 402	2.02	Mt 402	1.01		W.	65	Old Mission	110.1	OM	D	3.05		2.02	Pa 402	7.25		2.02				
4.30		3.50		2.23		1.21			55	Peshawtin	113.9			2.50		1.47		6.50		1.15				
5.20		4.45		2.23		1.30	PM Ar	W. C. T.	231	Leavenworth	117.4	CH	DN	2.43	PM De	1.40	AM De	6.30	PM De	12.45	AM De			
5.45	AM Ar	5.10	AM Ar	2.33	AM Ar	1.30	PM Ar																	
No. 401	No. 215	No. 3	No. 1	No. 2	No. 4	No. 218	No. 402							No. 2	No. 4	No. 218	No. 402							
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily							

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 Hillyard and Spokane.

No train or engine will run between above points unless Conductor and Engineer hold clearance card Form 808 properly numbered, OK'd. and completed--Form No. 219 not required in addition.

## NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR OR SIDING	Location M. F.	EAST OF STATION	WEST OF STATION	Distance	Track Opens	Car Capacity
Bonnars Ferry Lumber Co.	1366.9	Bonnars Ferry		1.4	East	42
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
McInnis Spur	1406.0		Sand Point	4.1	East	6
Laclede Lbr. Co. Spur	.....	at Laclede		...	West	8
River Spur	.....	at Newport			West	18
Goodhue Spur	1433.0	Penrith		1.7	West	8
Arctic Ice Co. Spur	1444.9	Camden		1.1	West	8
Phoenix Spur	1447.0		Camden	1.5	West	26
Rice's Spur	1448.7	Milan		4.0	West	12
Wash. Lbr. Co. Spur	1462.0	Milan		1.0	East	12
Spokane Lbr. Co. Spur	1451.7	Milan		0.8	West	15
Geas Spur	1456.0	Chattaroy		2.8	East	5
Russell's Spur	1463.6		Colbert	0.5	East	6
Davie Spur	1466.0	Morse		1.4	East	38
Fort Wright Spur	1480.7		Fort Wright	0.5	West	46
Portland Mill Co.	1522.3	Odessa		0.0	East	17
Sand Spur	1629.0		Trinidad	2.0	West	16
Gravel Spur	1629.5		Trinidad	2.5	West	25
Boat 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.	Grade	Rolling	Class of Cars										
			20x32 210 lb	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	18x24 150 lb	18x24 145 lb	17x24 145 lb			
Troy to Bonner's Ferry	Down	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bonner's Ferry to Elmira	0.5	1800	1360	1250	1150	975	870	725	640				
Elmira to Morse	0.7	1700	1425	1300	1200	1100	1000	900	670				
Morse to Hillyard	1.0	1850	1050	925	875	800	675	575	485				
Hillyard to Newport	0.6	1800	1360	1250	1150	975	870	725	640				
Newport to Troy	0.6	8000	1650	1500	1400	1300	1100	950	860				
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				

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.

Nos. 1 and 2 are limited trains and make no stops except those shown on time card. Inferior trains must use every precaution to prevent delaying them. Nos. 3 and 4 will make local stops; they may stop on flag at Elk, but at no other point than regular stations shown on time card.

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 trucks, and is based on 40 foot car.

Trains 401 and 402 between Bonner's Ferry and Leavenworth 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.

Train No. 3 will take siding for Train No. 2.

Trains 131, 132, 463, and 451 are S. F. & N. trains. 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 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.

West wye switch Bonner's Ferry will be known as K. V. Railway Jct., 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. Jct.

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 15 minutes apart. Trains moving in the same direction must keep 15 minutes apart at all other points.

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.

No passing track at Morocco; trains cannot meet nor pass.

## 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, Hillyard, Spokane, Wilson Creek and Leavenworth.

## TIME INSPECTORS.

Spokane, Geo. H. Doerr. Leavenworth, F. S. Taylor.

## 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 signals. 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 131 and 132.

Colbert and Hillyard are Initial and Terminal Stations for S. F. & N. trains 463 and 454.

Bonner's Ferry, Hillyard, Wilson Creek and Leavenworth are Initial and Terminal Stations for 401 and 402. Troy and Hillyard are Initial and Terminal Stations for train 217.

Troy, Hillyard, Wilson Creek and Leavenworth are Initial and Terminal Stations for Trains 215 and 218.

## 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.

Trains must approach under full control and not exceed 8 miles per hour passing over Albany Falls Bridges, trains must reduce speed to 3 miles per hour through City of Spokane and over bridge 347, 1 1/2 miles west of Crater; where trains have double header the engines must uncouple and run separately over bridge 347.

Trains must not exceed 20 miles per hour over bridge 325, 4 miles west of Odessa.

## DERAIL SWITCHES.

Derail switches are located at the following sidings:

Crossport, Moravia, Naples, Colburn, Sand Point, La Clede, Chattaroy, Morse. Industry track Priest River; both ends of coal chute track at Sand Point; 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.

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

J. W. DONOVAN,  
Chief Train Dispatcher.

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.