

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

SPOKANE DIVISION

TIME TABLE NO. 3.

EFFECTIVE 12:01 A. M.

SUNDAY, MAY 8, 1904.

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.

BETWEEN TROY AND SPOKANE

PACIFIC STANDARD TIME

WEST-BOUND							EFFECTIVE AT 12:01 A. M. SUNDAY MAY 8, 1904	EAST-BOUND																		
Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class		First Class	First Class	Second Class	Third Class	Third Class														
No. 453 S. F. & N. P.'s Daily	No. 401 Way Freight Daily Except Sunday	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 Except Sunday	No. 454 S. F. & N. P.'s Daily													
		11.15 AM De	8.15 PM De		2.20 PM De	2.00 AM De	W. C. T.	940	1235.0	0.0	Troy	140.2	DN	UX	2.55	AM Ar	2.10	PM Ar		12.20	AM Ar					
		11.40	8.35		9.37	2.12		69	1242.3	6.7	Yak	138.8			2.42		1.55				11.40					
		12.05 PM	9.00		2.53	2.27		87	1249.3	13.7	Logan	126.5	D	ON	2.27	Mt 1	1.38				11.00					
		12.35	9.30		3.10	2.40	W.	65	1256.4	20.8	Katka	119.4			2.10		1.22				10.30					
		1.07 Mt 4	10.00	Mt 218	3.25	2.53		69	1262.9	27.2	Crossport	113.0			1.56		1.07	Mt 217			10.00	Mt 215				
	6.30 AM De	1.45	10.45		3.35	3.05	W. Y.	201	1267.1	31.4	Bonnors Ferry	108.7	DN	BY	1.46		12.57				9.35		6.30	PM Ar		
									1267.6	31.9	K. V. Ry. Jct.	108.8														
	6.55	2.15	11.45		3.47	3.15		70	1271.9	36.3	Moravia	108.9			1.35		12.46				9.15		6.00			
	7.30	2.45	12.18 AM		4.03	3.29	W.	80	1278.8	42.7	Naples	97.5	D	NA	1.20		12.31				8.45		5.20			
	8.10	3.15	1.05 Mt 2		4.20	3.44		80	1285.9	50.3	Elmira	89.9			1.08	Mt 215	12.14	PM			8.15		4.20	Mt 3		
	8.55	3.45 Mt 402	1.30		4.37	3.57		77	1292.9	57.3	Colburn	82.9			12.52		11.57				7.50		3.45	Mt 217		
	9.15	4.00	1.40		4.42			20	1295.1	59.5	Bronx	80.7					11.51				7.40		3.30			
	10.05	4.58 3 Pa	2.05		4.58	4.13	W. C. Y.	93	1301.0	65.4	Sand Point	74.8	DN	BA	12.35		11.37				7.17		2.55			
	11.17 Mt 4	5.50	2.50		5.18	4.27		83	1309.6	74.0	Wrenoe	66.2			12.18		11.17	Mt 401			6.43		2.15			
	12.01 PM	6.23 Mt 218	3.15		5.31	4.35		50	1314.4	78.8	Lafede	61.4			12.10	AM	11.07				6.23	Mt 217	1.45			
	1.00 Mt 402	7.10	3.55		5.49	4.50	W.	81	1322.7	87.1	Priest River	58.3	D	NC	11.57		10.47				5.49	Mt 3	1.00	Mt 401		
	1.55	7.55	4.30		6.10	5.05		82	1329.7	94.1	Newport	46.1	DN	NR	11.45		10.32				5.10		12.05	PM		
	2.20	8.15			6.18	5.12		31	1338.1	97.5	Penith	42.7			11.38		10.23					11.30				
	2.50	8.40	5.20 1 Pa		6.28	5.20	Pa 215	81	1347.6	101.9	Scotts	38.9			11.30		10.13				4.25		11.00			
	3.45 Mt 218	9.25	5.50		6.44	5.32	W.	86	1348.5	108.9	Camden	31.3			11.15		9.57	Pa 402			3.45	Mt 401	9.57	4 Pa		
	4.15	9.40			6.49			12	1347.1	111.5	Ellis	28.7	D	KE			9.50					9.35				
	4.45	10.05	6.20		6.58	5.44		92	1351.5	115.9	Milan	24.3	DN	KA	10.59		9.40				3.10		9.00			
	5.15	10.47 Mt 2	6.45		7.11	5.56		85	1358.1	122.5	Chittaroy	17.7			10.47	Mt 217	9.25				2.47		8.15			
4.40 PM De	5.50	11.00	7.00	5.36 PM De	7.19	6.05	W.	107	1361.9	126.3	Colbert	13.9	DN	BF	10.40		9.15		9.22	AM Ar	2.35		7.50		5.40	AM Ar
5.05	6.15	11.25	7.20 Mt 402	5.45	7.28	6.15		66	1366.3	130.7	Morse	9.5			10.30		9.04		9.14		2.20		7.20	Mt 215	5.23	
5.40 PM Ar	7.00 PM Ar 5.30 AM De	11.55 PM Ar	8.00 10.30	Mt 132 5.58	7.40 7.45	6.25 6.30	Mt 402 W. C. O. T.	104	1371.1	135.5	Hillyard	4.7	DN	SQ	10.20 10.15		8.55 8.50	Mt 215	9.03	Mt 215	2.00 12.45		6.45 5.10	Mt 215 PM Ar	5.00	AM De
	6.15 AM Ar		10.55 AM Ar	6.15 PM Ar	7.55 PM Ar	6.40 AM Ar	W. O.	104	1374.6	139.0	O R & N Jct.	1.2			10.05		8.40		8.50							
								104	1378.8	143.2	Spokane	0.0	DN	F	10.00	PM De	8.35	AM De	8.45	AM De	12.01	PM De	4.15	PM De		

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.

Kootenai Valley and Bedlington & Nelson Railways

WEST-BOUND										EAST-BOUND									
No. 139 MIXED Tues., Thurs., and Sat.										No. 140 MIXED Tues., Thurs. and Sat.									
Second Class	First Class			Water, Coal, Seals, Ferry, and Wyes	Car Capacity of Stalls	Distance from Bonner's Ferry	EFFECTIVE AT 12:01 A. M. SUNDAY MAY 8, 1904	Distance from Kuskonook	Telegraph Office	Telegraph Calls	First Class	Second Class							
8:00	AM De			WCY		0.0	Bonner's Ferry	50.0	DN	HY		12:45	PM Ar						
				Y		0.5	K. V. Ry. Jct.	49.5											
						1.0	Draw Bridge	49.0											
				W		3.8	Water Tank	46.2											
8:30					17	7.7	Ritz	42.3				12:25							
				W		16.2	Water Tank	33.8											
9:05					20	16.8	Copeland	31.2				12:01	PM						
9:40					10	26.1	Port Hill	22.9				11:25							
9:45						26.7	Ryterts	22.3				11:20							
10:15	AM Ar			W	20	33.1	Creston	16.9				11:00	AM De						
						38.4	Creston Jct.	11.6											
						47.1	Sidar Jct.	2.9											
				WT	90	50.0	Kuskonook	0.0											
No. 139 Tues., Thurs. & Sat.										No. 140 Tues., Thurs. & Sat.									

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

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR OR SIDING	Location M. P.	EAST OF STATION	WEST OF STATION	Distance	Track Opens	Car Capacity
Bonnors Ferry Lumber Co.	1366.9	Bonnors 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
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
Farnsworth Spur	1437.2		Penrith	4.2	West	10
Arctic Ice Co. Spur	1444.9	Camden		1.1	West	8
Phoenix Spur	1447.0		Camden	1.5	West	20
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	0.6	East	6
Davie Spur	1466.0	Morse		1.4	East	38
Fors Wright Spur	1480.7		Fort Wright	0.5	West	46
Portland Mill Co.	1552.3	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.	Rating Grade	14111	11-13	11	11415	14	1142	12	11
		20x32 210 lb	19x32 200 lb	20x26 180 lb	19x26 150 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	17x24 145 lb
Troy to Bonner's Ferry	Down	.....	.....	.....	.....	.....	.....	.....	.....
Bonner's Ferry to Elmira	0.6	1800	1400	1250	1150	975	870	725	640
Elmira to Colbert	0.7	1800	1400	1300	1200	1100	1000	900	670
Colbert to Hillyard	1.0	1400	1200	925	875	800	675	575	485
Hillyard to Newport	0.6	1800	1400	1250	1150	975	870	725	640
Newport to Troy	0.6	2000	1650	1500	1400	1300	1160	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.

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 401 and 402 between Bonner's Ferry and Wilson Creek, and 411 and 412 between Wilson Creek 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.

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 eye 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, except between Spokane and Colbert, where a five minute block may be used. 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.

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, 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 and Wilson Creek are Initial and Terminal Stations for 401 and 402.

Wilson Creek and Leavenworth are Initial and Terminal Stations for 411 and 412.

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 8 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.

DERAIL SWITCHES.

Derail switches are located at the following sidings:

Crossport, Moravia, Napier, Colburn, Sand Point, La Clede, Chattaroy, Morse, Industry track Priest River; West End House track Sand Point; Ft. Wright Spur, 200 feet from main track; Galena, on industry track 209 feet east of west head block; Harrington, house track, 125 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.

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

M. E. LILLIE,
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