

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

SPOKANE DIVISION

TIME TABLE NO. 6.

EFFECTIVE 12:01 A. M.

SUNDAY, MARCH 5, 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

PACIFIC STANDARD TIME

WEST-BOUND										EFFECTIVE AT 12:01 A. M. SUNDAY MARCH 5 1905	EAST-BOUND															
Third Class	Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	First Class	First Class	Warr. Coal, Scales, 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	Third Class			
No. 701 S. P. & N. P.'s Daily	No. 691 Way Freight Daily Except Sunday	No. 689 Way Freight Daily Except Sunday	No. 403 Time Freight Daily	No. 401 Time Freight Daily	No. 255 S. P. & N. Passenger Daily	No. 3 Passenger Daily	No. 1 Passenger Daily	No. 2 Passenger Daily	No. 4 Passenger Daily								No. 256 S. P. & N. Passenger Daily	No. 402 Time Freight Daily	No. 690 Way Freight Daily Except Sunday	No. 692 Way Freight Daily Except Sunday	No. 700 S. P. & N. P.'s Daily					
			11 15 AM De	8 55 PM De		2 20 PM De	2 35 AM De Mt 4				840	1252.4	0.0	Troy	119.2	DN, UX	2 45 PM Ar	2 35 AM Ar Mt 1		11 50 PM Ar						
			11 40	9 30		2 32 Mt 2	2 47				69	1259.1	6.7	Yak	123.5		2 32 Mt 3	2 21		11 05						
			12 20 PM	10 15 Mt 402		2 45	3 01				87	1266.1	13.7	Lenora	126.5	N, ON	2 14	2 07		10 15 Mt 401						
			1 00	10 50		3 00	3 15				65	1273.2	20.8	Katka	119.4		1 58	1 51		9 35						
			1 42 Mt 2	11 20		3 14	3 27				69	1279.6	27.2	Crossport	113.0		1 42 Mt 402	1 34		9 05						
		6 30 AM De	2 15	11 45		3 24	3 36				201	1283.9	31.4	Bonnora Ferry	108.7	DN, RY	1 32	1 28		8 40		6 30 PM Ar				
														K. V. Ry. Jct.	108.3											
			8 55	2 55	12 15 AM	3 34	3 45				70	1288.8	36.3	Moravia	103.9		1 22	1 18		7 55		6 05				
			7 30	3 48 P 2	1 05 Mt 4	3 48 P 402	3 58				80	1295.1	42.7	Naples	97.5	D, NA	1 08	1 05 Mt 401		7 30		5 35				
			8 10	4 55 Mt 690	1 45	4 06	4 13				80	1402.7	50.3	Elmira	89.9		12 52	12 50		7 00		4 55 Mt 401				
			8 55	5 20	8 15	4 22 Mt 690	4 26				77	1409.7	57.3	Colburn	82.9		12 37	12 37		6 35		4 22 Mt 3				
			9 10	5 30	8 25	4 27					20	1411.9	59.5	Bronx	80.7		12 32			6 25		3 45				
			9 50	6 00 Mt 402	2 50	4 40	4 42				93	1417.8	65.4	Sand Point	74.8	DN, SA	12 18 PM	12 20		6 00 Mt 403		3 10				
			10 30	6 35	3 30	4 58	4 58				85	1425.4	74.0	Wrenoco	68.2		12 00	12 05 AM		5 28		2 30				
			10 50	7 00	3 50	5 06 Mt 402	5 06				80	1431.2	78.8	Lande	61.4		11 50	11 55		5 06 Mt 3		2 05				
			11 30 PM 2	7 40	4 25	5 25	5 23				81	1439.6	87.1	Priest River	53.2	D, NC	11 30 Mt 689	11 42		4 37		1 25				
			12 40 PM Mt 690	8 10	4 55	5 42	5 38				82	1446.5	94.1	Newport	46.1	DN, NR	11 16	11 30		4 15		12 40 Mt 689				
			12 55	8 30		5 52	5 45				31	1449.9	97.5	Penrith	42.7		11 08	11 23		3 45		12 10 PM				
			2 25	8 50	5 30	6 02	5 52				81	1454.4	101.9	Scotia	38.3		10 55	11 15		3 15		11 35				
			3 15 Mt 402	9 20	6 03 P 2	6 18	6 03 P 401				86	1461.3	108.9	Camden	31.3		10 39 P 690	11 00		3 15 Mt 689		10 39 P 2				
			3 30	9 30		6 25					12	1463.9	111.5	Elk	28.7	D, KE	10 32			10 05		10 05				
			4 35	9 55	6 35	6 35	6 17				92	1468.4	115.9	Milan	21.3	DN, RA	10 20	10 45		2 40		9 15				
			5 15	10 30 Mt 4	7 05	6 50	6 29				85	1475.0	122.5	Chattaroy	17.7		10 05	10 30 Mt 402		2 20		8 40				
4 25 PM De			5 50	11 00	7 25	5 41 PM De	7 00	6 35			107	1478.0	126.3	Colbert	13.9	DN, HF	9 55	10 20		10 07 AM Ar		8 20				5 40 AM
4 50			6 15	11 25	7 55 Mt 690	5 51	7 10	6 44			66	1483.1	130.7	Morse	9.5		9 45	10 10		9 58		7 55 Mt 401				5 23 AM
5 25 PM Ar	6 00 AM De	7 00 PM Ar	11 55 PM Ar	8 30 PM Ar	10 30	6 04 Mt 256	7 25	6 55						Hillyard	4.7	DN, SQ	9 35 Mt 401	10 00 9 55		9 46 Mt 401		1 30 PM	7 25 AM De	5 30 PM Ar	5 00 AM	
			6 45 AM Ar		10 55 AM Ar	6 15	7 35	7 05						O. R. & N. Jet	1.2		9 20	9 45		9 35						
					8 20 PM Ar	7 40 PM Ar	7 10 AM Ar							Spokane	0.0	DN, P	9 15 AM De	9 40 PM De		9 30 AM De		11 30 AM 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.

BETWEEN SPOKANE AND LEAVENWORTH.

WEST BOUND.							EFFECTIVE 12:01 A. M. SUNDAY MARCH 5, 1905						EAST BOUND.				
Third Class No. 693 Way Freight Daily Except Sunday	Third Class No. 691 Way Freight Daily Except Sunday	Second Class No. 401 Time Freight Daily	First Class No. 3 Passenger Daily	First Class No. 1 Passenger Daily	Water, Coal, Scales, Tables and Wye.	Car Capacity.	Distance from St. Paul.	Distance from Spokane.	Distance from Leavenworth.	Telegraph Offices.	Telegraph Culms.	First Class No. 2 Passenger Daily	First Class No. 4 Passenger Daily	Second Class No. 402 Time Freight Daily	Third Class No. 692 Way Freight Daily Except Sunday	Third Class No. 694 Way Freight Daily Except Sunday	
	7:00 AM Ds Mt 102	11:40 AM Ds Mt 102	7:55 PM Ds	7:25 AM Ds	Pa 691	W. O.	1492.6	0.0	197.4	DN	F	9:00 AM Ar	9:25 PM Ar	11:10 AM Ar Mt 401	4:15 PM Ar		
	7:33	11:55	8:03	7:33			1495.6	3.0	191.5			8:50	9:15	10:55	3:55		
	8:38	12:35	8:18	f 7:53			67	1501.5	9.0	188.5		8:38	f 9:03	10:32	3:15		
	9:10	1:05	8:30	f 8:05		W.	73	1505.0	12.4	185.1	DN	YA	f 8:55	10:20	2:55		
	9:55	1:35	8:45	Mt 4 f 8:20	Mt 2		130	1510.3	17.7	179.8		8:20	Mt 1 f 8:45	Mt 3 9:55	Mt 691 2:15		
	10:15	1:50	8:54	f 8:28		W.	104	1514.5	21.8	176.6		8:11	f 8:35	9:35	1:50	Mt 691	
	10:45	2:10	9:04	f 8:38			131	1521.1	28.4	169.9		8:00	f 8:23	9:05	1:15		
	11:15	2:30	f 9:15	8:49	Mt 102	W.	105	1526.7	34.0	163.4	D	WU	f 7:50	8:11	8:49	Mt 1 12:45	P M
	12:00	3:05	9:30	f 9:05			130	1535.9	43.2	151.2		7:35	Pa 402 f 7:53	7:35	2 Ps 12:00	Mt 691	
	12:25	3:40	9:41	f 9:17		W.	150	1543.3	50.6	146.8	DN	HR	f 7:20	6:40	11:00		
	12:45	3:55	9:50	f 9:26			26	1548.0	55.3	142.1		7:12	f 7:26	6:00	10:20		
	1:15	4:10	9:59	f 9:36	Mt 692		127	1553.7	61.0	136.1	D	DN	f 7:16	5:30	9:36	Mt 1	
	1:55	4:27	10:07	f 9:45		W.	111	1558.3	65.6	131.8		6:52	f 7:06	4:55	8:55		
	3:10	5:05	10:23	f 10:01			76	1568.5	75.8	121.6	DN	OD	f 6:35	4:10	7:55		
	4:05	5:35	10:38	f 10:18		W.	86	1577.1	84.7	112.7		6:18	f 6:30	3:30	7:15		
	4:45	6:15	10:50	f 10:30			67	1584.8	92.1	108.3		6:03	f 6:15	Mt 401 3:00	6:45		
	5:15	7:00	11:00	P M Ar 10:42	A M Ar	W. C. T.	28	1591.4	98.7	98.7	DN	Z	5:50	A M Ds 6:03	P M Ds 5:35	A M Ds 0:15	A M Ds
	7:00	8:30	11:05	10:47	A M Ds	W. C. T.	28	1591.4	98.7	98.7	DN	Z	5:45	A M Ar 5:58	P M Ar 2:10	A M Ar 5:30	P M Ar 5:30
	7:40	9:05	11:20	f 11:01			66	1599.3	106.0	90.8		5:30	f 5:43	1:40	4:50		
	8:05	9:25	11:30	f 11:10			65	1604.5	111.8	85.6	D	AD	5:23	5:33	1:15	4:25	
	8:55	10:20	11:45	f 11:27		W.	108	1611.5	121.8	75.6	DN	FR	f 5:05	5:10	12:35	3:30	
	9:45	10:05	12:01	f 11:45			43	1624.7	132.0	66.4		4:48	f 4:59	12:01	AM Mt 3 2:30		
	10:10	10:25	11:57	f 11:57			67	1630.8	138.1	59.3		4:35	f 4:48	11:20	1:55		
	10:35	10:50	12:20	12:05	P M		58	1635.8	148.1	51.2		4:21	4:33	10:50	Mt 401 1:25		
	11:05	11:30	12:31	f 12:17	Mt 694	W. Sm. E.	76	1642.0	149.3	48.1	DN	DI	f 4:00	f 4:13	9:40	12:17	P M Mt 1
	11:30	12:01	12:40	f 12:25			67	1648.9	154.2	43.2		3:55	f 4:00	9:00	11:30	Mt 693	
	11:55	12:25	12:50	f 12:35			66	1654.0	158.3	39.1		3:45	f 3:50	8:35	10:50		
	12:25	1:00	3 Ps 1:00	Ps 401 12:45		W.	55	1655.5	162.8	31.6		3:36	f 3:40	8:15	10:30		
	12:55	1:30	1:08	f 12:55	Ps 691		67	1660.0	167.3	30.1		3:20	f 3:30	7:55	10:00		
	1:15	2:00	1:23	f 1:10		W.	117	1667.3	174.6	22.8	DN	WC	f 3:15	3:15	7:30	9:20	
	1:40	2:52	Mt 2 f 1:50	f 1:37		W.	65	1677.9	185.2	12.2	DN	OM	f 2:52	Mt 401 2:53	8:20	7:30	
	5:30	4:20	2:13	f 2:02			55	1686.0	193.8	4.1		2:35	f 2:30	6:20	6:50		
	6:00	5:10	A M Ar 5:10	A M Ar Mt 2 2:15	P M Ar Mt 1	W. C. T.	21	1690.0	197.4	0.0	DN	CH	2:25	A M Ds Mt 2 2:25	P M Ds Mt 1 6:00	A M Ds 6:30	
No. 693 Daily Except Sunday	No. 691 Daily Except Sunday	No. 401 Daily	No. 3 Daily	No. 1 Daily								No. 2 Daily	No. 4 Daily	No. 402 Daily	No. 692 Daily Except Sunday	No. 694 Daily Except Sunday	

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 have clearance card, Form 80, properly numbered, O.K.'d and completed--Form No. 219 not required in addition.

Kootenai Valley and Bedlington & Nelson Railways

WEST-BOUND					EFFECTIVE AT 12:01 A. M. SUNDAY MCH. 5, 1905					EAST-BOUND				
Second Class No. 379 MIXED Tues, Thurs, and Sat.					First Class					Second Class No. 380 MIXED Tues, Thurs, and Sat.				
Time	Class	Station	Distance from Bonners Ferry	Notes	Time	Class	Station	Distance from Bonners Ferry	Notes	Time	Class	Station	Distance from Bonners Ferry	Notes
8:00	AM De		0.0	WT	8:00	AM De	Bonners Ferry	0.0	DN BY	2:30	PM Ac			
			0.5	V			K. V. Ry. Jct.	0.5						
			1.0				Draw Bridge	1.0						
			2.8	W			Water Tank	2.8						
8:30			7.7	WT	8:30		Wilkes	7.7		2:10				
			10.2	W			Water Tank	10.2						
9:05			16.8	WT			Capeland	16.8		1:15				
9:40			25.1	WT			Pool Hill	25.1		1:20				
9:45			26.7	WT			Bedlington	26.7		1:15				
10:15	AM Ac		31.1	W			Creston	31.1		1:00	PM De			
			34.1				Wilkes	34.1						
			41.1				Sirdar Jct.	41.1						
			50.0	WT			Kuskonook	50.0						
No. 379 Tues, Thurs. & Sat.										No. 380 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 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 SPUR TRACKS.

NAME OF SPUR OR SIDING	Location M. P.	EAST OF STATION	WEST OF STATION	Distance	Track Opens	Car Capacity
Bonners Ferry 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
Caribou 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	at Laclede		...	West	8
Albany Falls Spur	1428.3	Newport		2.9	East	16
River Spur	at Newport		..	West	18
Goodhue Spur	1433.0	Peurith		1.7	West	8
Fairsworth 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	20
Wash. Lbr. Co. Spur	1462.0	Milan		1.0	East	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 Spur	1466.0	Morse		1.4	East	38
Fort 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.	Ruling Grade	Tons									
		14x18	14x22	18	14x26	14	14x30	14	14x34	14	14
Troy to Bonner's Ferry	Down	2500	2100	2050	1475	1350	1175	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	1400	1000	850	800	740	610	460	410		
Wilson Creek to Leavenworth	1.0	1200	1000	850	800	740	610	460	410		
Leavenworth to Wilson Creek	1.0	1200	1000	850	800	740	610	460	410		
Wilson Creek to Spokane	0.8	1350	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, 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.

Train No. 1 will take siding for No. 2.

Train No. 2 will take siding for No. 4 and 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 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 15 minutes 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 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, Taylor & Catehual.

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 255 and 256.

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

Bonner'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 693 and 694.

Wilson Creek and Leavenworth are Initial and Terminal Stations for trains 693 and 694.

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

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 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, 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; Gulena, on industry track 209 feet east of west head block; Harrington, house track, 135 feet from west switch; Downs, 120 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.

E. E. LILLIE,
Chief Train Dispatcher.