

# **GREAT NORTHERN RAILWAY LINE.**

GREAT NORTHERN RAILWAY.

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## SPOKANE DIVISION

# **TIME TABLE NO. 7.**

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EFFECTIVE 12:01 A. M.

# **SUNDAY, APRIL 2, 1905.**

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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.

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										EAST-BOUND														
Third Class	Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Water, Coal, Scales, Tablets, and Wye	Car Capacity of Sidings	Distance from St. Paul	Distance from Troy	EFFECTIVE AT 12:01 A. M. SUNDAY APRIL 2 1905	Distance from Spokane	Telegraph Office	Telegraph Code	First Class	First Class	First Class	Second Class	Third Class	Third Class	Third Class		
No. 701 S. F. & N. Frt 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. F. & N. Passenger Daily	No. 3 Passenger Daily	No. 1 Passenger Daily									No. 2 Passenger Daily	No. 4 Passenger Daily	No. 256 S. F. & 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. F. & N. Daily		
			11.15 AM De	8.55 PM De		2.20 PM De	2.35 AM De Mt 4	W. C. T.	840	1352.4	0.0	Troy	140.2	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		89	1359.1	6.7	Yakt	128.5		f	2.32 Mt 3	2.21		11.05					
			12.20 PM	10.15 Mt 402		2.47	3.01		87	1366.1	13.7	Leonia	126.5	N	ON	f	2.15	2.07	10.15	Mt 401				
			1.00	10.50		3.03	3.15	W.	65	1373.2	20.8	Katica	119.4		f	2.00	1.51		9.35					
			1.46 Mt 2	11.30		3.19	3.27		69	1379.6	27.3	Crossport	113.0		f	1.46 Mt 403	1.38		9.05					
		6.30 AM De	2.15	11.45		3.29	3.36	W. Y.	201	1383.9	31.4	Bonnors Ferry	108.7	DN	BY	f	1.36	1.28	8.40		7.00 PM Ar			
			2.55							1234.4	31.9	K. V. Ry. Jct.	108.3											
			7.30	3.53 3 Ps	1.05 Mt 4	3.40	3.45	W.	70	1388.8	36.3	Moravia	105.9		f	1.26	1.18		7.55		6.20			
			8.10	4.55 Mt 690	1.45	4.11	4.13		80	1395.1	42.7	Naples	97.5	D	NA	f	1.14	1.05	7.30		5.45			
			8.55	5.20	9.15	4.26 Mt 690	4.26		77	1402.7	50.3	Elmira	89.9		f	12.58	12.50		7.00		4.55			
			9.10	5.30	2.25		4.32		20	1411.9	59.5	Colburn	82.9		f	12.48	12.37		6.35		4.26	Mt 3		
			9.50	6.00 Mt 402	2.50	4.45	4.42	W. C. Y.	95	1417.8	65.4	Sandpoint	74.8	DN	BA	f	12.28	12.20	6.25		3.45			
			10.30	6.35	3.30	5.01	4.58		85	1426.4	74.0	Wrenooce	66.2		f	12.13	12.05	AM	6.00	Mt 403	3.10			
			10.50	7.00	3.50	5.11 Mt 402	5.06		80	1431.2	78.8	Lapide	61.4		f	12.03	11.55		5.28		2.30			
		11.45 Mt 2 PM Mt 690	7.40	4.25	5.30	5.30	5.23	W.	81	1439.5	87.1	Priest River	53.2	D	NO	f	11.45 Mt 689	11.42	5.11	Mt 3	2.05			
			8.10	4.55		5.47	5.38		83	1446.5	94.1	Newport	46.1	DN	NR	f	11.28	11.30	4.37		1.25			
			1.00	8.30		5.57	5.45		81	1449.9	97.6	Penrith	42.7		f	11.18	11.23		4.15		12.40	Mt 689		
			2.15	8.50	5.30	6.07	5.52		83	1454.4	101.9	Scotia	36.3		f	11.09	11.15		12.10		PM			
		3.15 Mt 402	9.20	6.03 1 Ps		6.23	6.03	Ps 401	88	1461.3	106.9	Camden	31.2		f	10.53	11.00		3.45		10.53	2 Ps		
			3.35	9.30		6.30			12	1465.9	111.5	Eik	28.7	D	KE	f	10.47				10.05			
			4.35	9.55	6.35	6.40	6.17		92	1468.4	115.9	Milam	24.2	DN	RA	f	10.35	10.45		2.40		9.15		
			5.15	10.30 Mt 4	7.05	6.55	6.29		80	1475.0	122.5	Chattaroy	17.7		f	10.20	10.30	Mt 403	2.20		8.40			
4.25 PM De		5.50	11.00	7.25	5.45 PM De	7.05	6.35	W.	107	1478.0	126.8	Colbert	15.9	DN	BF	f	10.10	10.20	AM Ar	2.05		8.20		5.40 AM
4.50		6.15	11.25	7.55 Mt 690	5.55	7.15	6.44		66	1483.1	130.7	Morse	9.5		f	10.00	10.10		1.50		7.55	Mt 401		5.23
5.25 PM Ar	6.00 AM De	7.00 PM Ar	11.55 PM Ar	8.30 Mt 256	6.05	7.30	6.55	W. C. O. T. Tert	1487.9	135.5	Hillyard	4.7	DN	BQ	f	9.50 Mt 401	10.00 9.55	10.00	1.30		7.25	AM De	5.30 PM Ar	5.00 AM
				10.30	6.15	7.40	7.05		1491.4	139.0	O. R. & N. Jet	1.2		f	9.35	9.45	9.50	12.15	PM					
	6.45 AM Ar			10.55 AM Ar	6.20 PM Ar	7.45 PM Ar	7.10 AM Ar	W. O. Tert	1492.0	140.2	Spokane	0.0	DN	F	f	9.30 AM De	9.40 PM De	9.45 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.

**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.**





**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
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	Penrith		1.7	West	8
Farnworth 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	26
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		Port 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	14x18		11-41		11		11A11		11B		11C	
		20x32 210 lb	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	18x24 145 lb	17x24 145 lb	17x24 145 lb		
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	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, 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. 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 the engine must, 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 (Dispatchers' office), Wilson Creek and Leavenworth.

**TIME INSPECTORS.**

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

**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 with-out 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 256 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 691 and 692.

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 Glade, 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 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.