

# GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

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SPOKANE DIVISION

## TIME TABLE NO. 9.

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EFFECTIVE 12:01 A. M.

### SUNDAY, NOV. 19, 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.

J. H. O'NEILL,  
Acting Asst. Gen'l Superintendent.

H. A. KENNEDY,  
Acting General Superintendent.

F. E. WARD,  
General Manager.



## BETWEEN SPOKANE AND LEAVENWORTH.

WEST BOUND.										EFFECTIVE 12:01 A. M. SUNDAY NOV. 19, 1905										EAST BOUND.										
Third Class		Third Class		Second Class		First Class		First Class		Water, Coal, Stables, Tables and W.C.	Car Capacity.	Distance from St. Paul.	Distance from Spokane	Distance from Leavenworth	Telegraph Offices.	Telegraph Cable.	First Class		First Class		Second Class		Third Class		Third Class					
No. 693	No. 691	No. 401	No. 3	No. 1	No. 2	No. 4	No. 402	No. 692	No. 694								Passenger Daily	Passenger Daily	Time Freight Daily	Way Freight Daily Except Sunday	Way Freight Daily Except Sunday	Way Freight Daily Except Sunday	Way Freight Daily Except Sunday							
	7.00	AM De	8.40	PM De	8.00	PM De	7.25	AM De	W. O.		1492.6	0.0					9.15	AM Ar	9.25	PM Ar	10.10	AM Ar	4.15	PM Ar						
	7.33	1 Pa	7.00		8.08		7.33	Pa 691			52	1495.6	3.0				9.05		9.15		9.55		3.45							
	8.15		7.40		8.23		7.52				67	1501.6	9.0				8.52		9.03		9.40		3.15							
	8.43	Mt 2	8.05		8.33		8.01		W.		73	1509.0	12.4				8.43	Mt 691	8.55		9.30		2.55							
	9.15	Mt 692	8.45	Mt 4 3 Pass	8.45	Pa 691 Mt 4	8.14				100	1510.3	17.7				8.32		8.45	Mt 401 Mt 3	9.15	Mt 691	2.15							
	9.40		9.15		8.55		8.25	Mt 2	W.		130	1514.3	21.8				8.25	Mt 1	8.35		9.00		1.50							
	10.20		9.40		9.06		8.38	Mt 692			131	1521.1	28.4				8.12		8.23		8.38	Mt 1	1.15							
	10.55		10.00		9.17		8.49		W.		105	1526.7	34.0				8.02	Pa 692	8.11		8.02	2 Pa	12.45		PM					
	11.50	Mt 692	10.40		9.35		9.05				100	1555.9	43.2				7.47		7.53		7.05		11.50	Mt 691						
	12.25	PM	11.05		9.48		9.17		W.		150	1543.3	50.8				7.30		7.38		6.00		11.00							
	12.45		11.20		9.55		9.26				26	1548.0	55.3				7.20		7.26		5.25		10.20							
	1.15		11.40		10.04		9.36	Mt 692			127	1553.7	61.0				7.09		7.16		4.50		9.36	Mt 1						
	1.55		11.55		10.12		9.45		W.		111	1556.3	65.6				6.58		7.06		4.15		8.55							
	3.10		12.30	AM	10.28		10.01				76	1568.5	75.8				6.40		6.45		3.30		7.55							
	4.05		1.05		10.43		10.18		W.		67	1577.4	84.7				6.23		6.30		2.50		7.15							
	4.45		1.30		10.55		10.30				67	1584.8	92.1				6.08		6.15		2.25		6.45							
	5.45	PM Ar	2.00	AM Ar	11.05	PM Ar	10.42	AM Ar	W. C. T.		25	1591.4	98.7				5.55	AM De	6.03	PM De	2.00	Mt 401 AM De	6.15	AM De						
	7.00	AM De		2.30	AM Ar	11.10	PM Ar	10.47	AM De	W. C. T.	228	1591.4	98.7				5.50	AM Ar	5.58	PM Ar	1.25	AM Ar		5.30	PM Ar					
	7.40			2.05		11.25		11.01			66	1599.3	106.5				5.35		5.43		12.55		4.50							
	8.05			3.30		11.35		11.10		O	65	1601.5	111.8				5.27		5.35		12.35	AM	4.25							
	8.55			4.10		11.50	Mt 692	11.27		W.	105	1611.5	121.8				5.10		5.16		11.50	Mt 3	3.30							
	9.45			4.53	Mt 2	12.06	AM	11.45			43	1621.7	132.0				4.53	Mt 401	4.50		11.00		2.30							
	10.10			5.30		12.17		11.57			67	1630.8	138.1				4.40		4.48		10.30		1.55							
	10.35			6.00		12.25		12.05	PM		58	1635.8	148.1				4.28		4.33		10.05		1.25							
	11.05			6.35		12.36		12.17	Mt 691	W. 3mi. E.	76	1642.0	149.3				4.11		4.13		8.55		12.17	PM Mt 1						
	11.30	Mt 691		7.05		12.45		12.25			67	1646.9	154.2				4.00		4.00		8.15		11.30	Mt 692						
	11.55			7.30		12.55		12.35			66	1661.0	168.3				3.50		3.50		7.50		10.50							
	12.25	PM		8.00		1.05		12.45		W.	55	1655.5	162.8				3.41		3.40		7.30		10.30							
	12.55	1 Pa		8.30		1.13		12.55	Pa 693		67	1660.0	167.3				3.31		3.30		7.10		10.00							
	1.45			9.10	Mt 691	1.28		1.10		W.	117	1667.3	174.6				3.20		3.15	Mt 691	6.45		9.30	Mt 401						
	3.30	Mt 692		10.20		1.55		1.37		W.	65	1677.9	185.2				2.57		2.53		6.10		8.00							
	5.35			11.00		2.18		2.02			55	1686.0	193.3				2.40		2.30		5.35		7.15							
	6.00	PM Ar		11.40	AM Ar	2.30	AM Ar Mt 2	2.15	PM Ar Mt 1	W. C. T.	231	1699.0	197.4				2.30	AM De Mt 3	2.25	PM De Mt 1	5.15	PM De	6.50	AM 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 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.

**No. 1 will take siding at Espanola for No. 2.**

**No. 3 will take siding at Galena for No. 4 and at Leavenworth for No. 2.**

**If these trains meet at other than Time Card meeting points, west bound trains will hold main line as per rule 43.**

## Kootenai Valley and Bedlington &amp; Nelson Railways

WEST-BOUND				EFFECTIVE AT 12:01 A. M. SUNDAY NOV. 19, 1905				EAST-BOUND								
Second Class	First Class	Water, Coal, Sealer, and Wyes	Car Capacity of Siding	Distance from Bonners Ferry	Distance from Kootenai	Telegraph Office	Telegraph Calls	First Class	Second Class	Water, Coal, Sealer, and Wyes	Car Capacity of Siding	Distance from Bonners Ferry	Distance from Kootenai	Telegraph Office	Telegraph Calls	
<b>No. 379</b> MIXED Tues., Thurs. and Sat.									<b>No. 380</b> MIXED Tues., Thurs. and Sat.							
8:00	AM Dc			0.0					2:30	PM A'						
				0.5												
				1.0												
				1.7												
				2.4												
				3.1												
				3.8												
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				82.9												
				83.6												
				84.3												
				85.0												

**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
Hart & 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
Carlson 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
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	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		Fort Wright	0.5	West	46
Portland Mill Co.	1552.3	Oleasa		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	Tons									
		14x18	17x18	18	18x18	18	18x24	18x24	18x24	18x24	18x24
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	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 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 (Dispatchers' office), Wilson Creek and Leavenworth.

**TIME INSPECTORS.**

Spokane, Geo. H. Doerr.

**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 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 1/4 miles west of Crater; where trains have double leader the engine 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 Cloche, 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; Galeana, on industry track 200 feet east of west head block; Harrington, house track, 125 feet from west switch; Duxus, 120 feet from west switch; Wilson Creek, coal chute track; Crater, 170 feet from west head block; Trinidad Sand spur, 115 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.