

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

SPOKANE DIVISION

TIME TABLE NO. II.

EFFECTIVE 12:01 A. M.

SUNDAY, JAN. 14, 1906.

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.

GEORGE T. SLADE,
General Superintendent.

F. E. WARD,
General Manager.

FIRST DISTRICT—TROY AND SPOKANE

PACIFIC STANDARD TIME

WEST-BOUND										EAST-BOUND												
Third Class	Third Class	Third Class	Second Class	First Class	First Class	First Class	Water, Coal, Scale, Tubs and Wyes	Car Capacity of Sidings	Distance from St. Paul	Distance from Troy	EFFECTIVE AT 12:01 A. M. SUNDAY JAN. 14 1906	Distance from Spokane	Telegraph Offices	Telegraph Calls	First Class	First Class	First Class	Second Class	Third Class	Third Class	Third Class	
No. 701 S. F. & N. P.'t Daily	No. 691 Way Freight Daily Except Sunday	No. 689 Way Freight Daily Except Sunday	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. 702 S. F. & N. P.'t Daily			
			5.00 AM De		12.01 PM De	2.35 AM De Sit 4	W. C. T. H.	840	1352.4	0.0		Troy	140.2	DN.	UX	2.45 PM Ar	2.35 AM Ar Mt 1		11.00 PM Ar			
			5.35		12.15	2.47		89	1360.1	8.7	Yak	153.5			2.32	2.21		10.20				
			6.15		12.32	3.01		87	1366.1	18.7	Leonia	126.5	N.	ON	2.15	2.01		9.35				
			6.55		12.48	3.15	W.	65	1373.2	20.8	Katka	119.4			2.00	1.42		8.55				
			7.25		1.04	3.27		69	1379.6	27.2	Crossport	113.0			1.46	1.25		8.15				
		6.30 AM De	7.50		1.14	3.36	W. Y. H.	201	1383.9	31.4	Bonnors Ferry	108.7	DN.	RY	1.36	1.17		7.45		7.00 PM Ar		
			8.55	8.15	1.26 Mt 2	3.45		70	1384.8	36.3	K. V. Ry. Jct.	108.8						7.00	6.25			
		7.30	8.45		1.40 Mt 2	3.58	W.	80	1386.1	42.7	Moravia	108.9			1.26 Mt 3	1.04		6.30	5.55			
		8.10	9.20		1.58	4.13		80	1392.7	60.3	Naples	97.5	D.	NA	1.14	12.53		5.55	5.10			
		8.55	9.50		2.15	4.26		77	1409.7	67.3	Elmira	82.9			12.58	12.40		5.20	4.30			
		9.10	10.00		2.21			20	1411.9	69.5	Colburn	80.7			12.46	12.29		5.10	4.15			
		9.50	10.20		2.35	4.42	W. C. Y.	93	1417.8	65.4	Bronx	61.7			12.41			4.45	3.50			
		10.30	10.50		2.55 Mt 690	4.58		85	1428.4	74.0	Sandpoint	66.2	DN.	SA	12.28	12.14 AM		4.10	2.55 Mt 3			
		10.50	11.10		3.05	5.08		80	1431.2	78.8	Wrencoo	61.4	D.	C	12.03 PM	11.50		3.50	3.05			
		11.45 401 Pa Mt 2	11.45	1.02 PM 690	3.25 Mt 402	5.23	W.	81	1439.5	87.1	Laclele	63.2	D.	NO	11.45 1.00 PM 690	11.38		3.25 Mt 3	1.25			
		12.40 1.00 PM 690	12.15	1.02 PM 690	3.42	5.38		82	1446.6	94.1	Priest River	48.1	DN.	NR	11.28	11.19		3.00	1.40 12.15 1.00 PM 690			
		1.00			3.50	5.45		31	1449.9	97.5	Newport	42.7			11.18	11.10		1.40	1.10			
		2.30 Mt 402	12.45		4.01	5.52		81	1454.4	101.9	Penrith	38.3			11.09 Pa 690	11.04		2.30 Mt 690	1.09 2 Pa			
		3.15	1.10		4.18	6.02	W.	88	1461.3	108.9	Scotia	31.3			10.53	10.49		2.05	10.35			
		3.35			4.25			12	1463.9	111.5	Camden	28.7	D.	KE	10.47				10.05			
		4.35 Pa	1.40 Mt 402		4.35 Pa 690	6.14		92	1468.4	115.9	Ellis	24.3	DN.	RA	10.35	10.35		1.40 Mt 690	0.45			
		5.15	2.10		4.50	6.24		85	1475.0	122.5	Millan	17.7			10.20	10.24		1.15	9.00			
2.00 PM De		5.50	2.30	5.10 PM De	5.00	6.30	W. H.	107	1478.8	126.8	Chattaroy	13.9	DN.	BF	10.10	10.16	10.20 AM Ar	1.00	8.20			2.40 AM Ar
2.25		6.15	3.05	5.20	5.10	6.40		66	1483.1	130.7	Colbert	9.5			10.00	10.08	10.10	12.45	7.30			2.23
3.00 PM Ar	6.00 AM De	7.00 PM Ar	4.00 3.25 Pa Mt 692	5.35 Pa 401 Mt 692	5.25 Pa 401 Mt 692	6.55	W. C. O. T. H.	107	1487.9	135.5	Morse	4.7	DN.	HQ	9.50 9.45	10.00 9.55	10.00	12.30 PM	7.00 AM Pa	5.20 PM Ar Mt 256 & 401		2.00 AM De
	6.45 AM Ar		6.10 PM Ar	5.50 PM Ar	5.45 PM Ar	7.05		109	1491.4	139.0	Hillyard	1.2			9.35	9.45	9.50	11.15				
								102	1492.6	140.2	O. R. & N. Jct. Spokane	0.0	DN.	F	9.30 AM De	9.40 PM De	9.45 AM De	10.30 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.

Kootenai Valley and Bedlington & Nelson Railways

WEST-BOUND										EAST-BOUND									
Second Class		First Class		Water, Coal, Stacks, Lumber, and Wyes	Car Capacity of Sidings	Distance from Bonner's Ferry	EFFECTIVE AT 12:01 A. M. SUNDAY JAN. 14, 1906				Distance from Kuskonook	Telegraph Offices	Telegraph Calls	First Class		Second Class			
No. 379 MIXED Tues., Thurs. and Sat.														No. 380 MIXED Tues., Thurs. and Sat.					
	8:00	AM	De			0.0	Bonners Ferry	0.5	DN	BY					2:30	PM	Ar		
				Y		0.5	K. V. Ry. Jct.	0.5											
						1.0	Draw Bridge	2.8											
				W		2.8	Water Tank	3.0											
	8:30				17	7.7	Ritz	8.5						2:10					
				W		16.2	Water Tank	0.6											
	9:05				20	16.8	Cope land	0.3						1:45					
	9:40				18	26.1	Port Hill	0.4						1:20					
	9:45					26.7	Ryker's	5.3						1:15					
	10:15	AM	Ar		WT	33.1	Creston	8.7						1:00	PM	De			
						38.4	Wilkes	2.9											
						47.1	Sirdar Jet	2.9											
				WT	50	50.0	Kuskonook	0.0											
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 13.

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
Bonner's Ferry Lumber Co.	1366.9	Bonner's Ferry		1.4	East	42
Hann & Burns Spur	1373.8		Moravia	1.8	East	5
McArthur's	1381.0	Elmira		2.6	West	5
Pack River Spur	1399.4		Elmira	3.2	East	11
Iola Spur	1391.0		Elmira	4.0	East	7
Caribou Spur	1392.0	Colburn		2.5	West	13
Noble Mill Spur	1408.9	Colburn		0.8	East	4
McInnis Spur	1406.0		Sand Point	4.1	East	6
McKinney's Spur	1411.9	Laclede		1.0	East	11
Laclede Lbr. Co. Spur	at Laclede		...	West	8
Prost-Cope Lumber Spur	1426.4	at Wrencoe		...	West	20
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	1437.4	Scotia		0.3	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
Davis Spur	1466.0	Morse		1.4	East	38
Port Wright Spur	1480.7		Port 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	1649.5		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	14011		1242		11822		11		11	
		20x32 210 lb	19x32 200 lb	20x26 180 lb	19x26 180 lb	19x24 180 lb	19x24 150 lb	18x24 145 lb	18x24 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	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 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.

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.

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, T. M. Hilsbeck.

YARD LIMITS.

Yard limit boards are located at Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek and Leavenworth. See Rule 69.

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

DERAIL SWITCHES.

Derail switches are located at the following sidings:

Crossport, Colburn, West end Passing track and West end House track Sandpoint, J. A. Clode, 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 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.