

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

SPOKANE DIVISION

TIME TABLE No. 14.

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.

SUNDAY, JULY 22, 1906.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

JAS. E. HOOD, Superintendent.

H. A. KENNEDY, Asst. General Superintendent.

R. W. BRYAN, General Supt. Transportation.

GEORGE T. SLADE, General Superintendent.

F. E. WARD, General Manager.

WEST BOUND.

FIRST DISTRICT—TROY TO SPOKANE.

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.					Car Capacity of Sub- siding.	Distance from Troy.	TIME TABLE No. 14. IN EFFECT JULY 22, 1906.				
701 S. F. & N.	691	689				401	255 S. F. & N.	257 S. F. & N.	265	3			1	STATIONS.			
Way Freight Leave Daily	Way Freight Leave Daily Ex. Sunday	Way Freight Leave Daily Ex. Sunday				Fast Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Car Capacity of Sub- siding.	Distance from Troy.				
						6 15Am					12 20Pm			2 20Am	340	0.0	DN-R	TROY	UX
						6 50					12 33	2 32	60	6.7		YAKT	
						7 30					12 48	2 45	87	13.7	DN	LEONIA	OR
						8 05					1 03	2 58	65	29.8		KATKA	
						8 40					1 17	3 12	69	27.2		CROSSPORT	
		7 00Am				9 05		7 30Am		1 25	3 20	204	31.4	DN-R	BONNER'S FERRY	BY	
		7 25				9 30		7 41		1 37	3 28	70	36.3		K. V. HY. JCT.		
		265 7 57				10 00		680 7 57		4 1 48	3 38	80	42.7	DN	MORAVIA	NA	
		8 40				10 35		7 8 14		2 04	3 50	80	50.3		NAPLES		
		9 25				11 05		7 8 32		2 18	4 02	77	57.3		ELMIRA		
		9 35				11 15		7 8 37		2 28		20	59.5		COLBURN		
		10 10				11 35		680 8 50		2 35	4 15	63	65.4	DN	BRONX		
		11 00				12 10Pm		680 9 12		2 52	4 30	85	74.0		SAND POINT	SA	
		11 30				12 35		680 9 23		3 03	4 39	50	78.8	D	WRFNCOE		
		4 12 18Pm				1 25		680 9 43		3 18	4 53	81	87.1	D	LAULEDE	C	
		680 12 50				2 00		680 10 00		3 32	5 05	82	91.1	DN	PHOENIX RIVER	NC	
		1 35				402-680 2 30		680 10 07		3 39	5 12	31	97.5		NEWPORT	RR	
		401-402 2 30				3 4 02		680 10 17		3 47	5 20	81	101.9	D	PENBETH		
		4 25				3 00		680 10 35		4 02	5 32	68	108.9		SCOTIA	SC	
		5 00				3 25		680 10 42		4 07		12	111.5	D	CAMDEN		
		5 50				3 50		680 10 52		4 14	5 45	92	115.9	DN	ELK	KE	
		402 1 00Pm				4 05		4 11 06		4 27	5 57	85	122.5		MILAN	RA	
		1 25				4 25		256 11 15		4 35	6 08	107	126.3	DN-R	CHATTAROY		
		2 00Pm	5 30Am	7 30Pm		4 55	9 35	680 11 25	401-692 4 45	4 45	6 15	76	130.7		COLBERT	SF	
						3.25Am 4 45	255 7 00	680 11 35	401-692 4 55	6 30	7 40	Yard	135.5	DN-R	MORSE		
						13.20 10 5		680 5 15	680 9 55	11 45	6 05	6 40	139.0	DN	HILLYARD	SO	
						7 35Pm		680 5 20Pm	10 00Am	11 50Am	5 10Pm	6 45Am	Yard	140.2	DN-R	O. R. & N. JCT.	JC
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				SPOKANE	F
		701	691	689		401		255	257	265	3	1					
		1 00 9 0	0 45 6 0	12 30 8 3		13 20 10 5		0 35 24 0	0 35 24 0	4 20 23 8	4 50 28 9	4 25 31 7					

Time Over District
Average Speed Per Hour.

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

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. 1 will take siding for No. 2.
No. 265 will take siding for No. 4.

WEST BOUND.

SECOND DISTRICT—SPOKANE AND WILSON CREEK.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Car Capacity of Sidings.	Distance from Spokane.	TIME TABLE No. 14. IN EFFECT JULY 22, 1906.		Distance from Wilson Creek.	Water, Coal, Wood, Turn Tables, Scales and Crenages.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
691	401	3	1	4	2			STATIONS.	4			2	402	692			
Way Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Arrive Daily	Passenger Arrive Daily			Passenger Arrive Daily	Passenger Arrive Daily	Time Freight Arrive Daily	Way Freight Arrive Ex. Sunday						
6 20Am	7 55Pm		6 25Pm	7 00Am		0.0	DN-R..... SPOKANE.....	F	10.7	WO	10.00Am	9 50Pm	10 20Am			4 00Pm	
6 35	8 10		6 38	7 08	55	3.0	..... FORT WRIGHT.....		96.7		402 9 57	9 42	4 9 57			3 45
7 23	9 00		6 50	7 23	67	6.0	..... HIGHLAND.....		89.7		9 44	9 32	9 15			8 25
7 50	9 25		7 00	7 31	73	12.4	DN..... LYONS.....	YA	86.3	W	9 36	9 25	9 00			8 10	
8 25	9 50		7 12	7 42	130	17.7	..... GALENA.....		81.0		9 28	9 15	8 25			7 50
9 13	10 05		7 20	7 49	104	21.8	..... ESPANOLA.....		76.9	W	9 13	9 00	7 49			7 35
9 55	10 35		7 35	8 03	131	28.4	..... WALKON.....		70.3		8 58	8 58	7 25			7 05
10 25	11 00		7 48	8 11	105	34.0	DN..... EDWALL.....	WH	64.7	W	8 47	8 48	7 05			1 55	
11 20	11 35		7 58	8 25	130	43.2	..... BLUESTEM.....		55.5		8 25	8 33	6 35			12 15
12 01Pm	12 05Am		8 08	8 38	150	50.6	DN..... HARRINGTON.....	HR	48.1	W	8 08	8 22	5 50			12 01Pm	
12 25	12 20		8 18	8 47	26	55.3	..... MOROCCO.....		43.4		7 58	8 13	5 15			11 20
1 00	12 40		8 28	8 54	127	61.0	D..... DOWNS.....	DN	37.7		7 45	8 03	4 45			10 50	
1 30	12 55		8 38	9 02	111	65.6	..... LAMONA.....		33.1	W	7 35	7 55	4 15			10 20
2 35	1 30		8 48	9 15	78	75.8	DN..... ODESSA.....	OD	22.9		7 12	7 36	3 30			9 15	
3 30	2 00		8 58	9 33	104	84.7	..... IRBY.....		14.0	W	6 52	7 20	3 00			8 20
4 15	2 35		9 08	9 44	67	92.1	D..... KRUPP.....	KR	6.6		6 35	7 08	2 35			7 20	
5 00Pm	3 15Am		9 18	9 55Am	228	98.7	DN-R..... WILSON CREEK.....	Z	0.0	WCT	6 20Am	6 55Pm	2 00Am			6 30Am	
691	401		3	1							4	2	402			692	
10 40	7 20		3 35	2 55			Time Over District.				3 45	2 55	8 20			9 30	
9 3	13 5		27 4	33 9			Average Speed Per Hour.				25 1	33 9	11 9			10 4	

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

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. 3 will take siding for No. 2.

WEST BOUND.

THIRD DISTRICT - WILSON CREEK AND LEAVENWORTH.

EAST BOUND.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				TIME TABLE No. 14. IN EFFECT JULY 22, 1906.				FIRST CLASS.		SECOND CLASS.		THIRD CLASS.			
693	401	3		1		Car Capacity of Sleeping.	Distance from Wilson Creek.	STATIONS.				Distance from Leavenworth.	Water, Coal, Wood, Turf, Tables, Seating and Crockery.	4		2		402	694
Way Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily			Passenger Arrive Daily	Passenger Arrive Daily	Time Freight Arrive Daily	Way Freight Arrive Daily Ex. Sunday								
6:45am	3:45am	9:05pm	10:00am	228	0 0	DN-R	WILSON CREEK	Z	98.7	WCT	0:15am	6:50pm					6:00pm		
7:25	4:15	9:20	10:12	66	7.9		STRATFORD		90.8		5:57	6:37					5:15		
7:55	4:40	9:30	10:20	265	13.1	DN	ADRIAN	AD	85.6	0	5:43	6:27					4:40		
8:50	5:21	9:48	10:37	105	23.1	DN	EPHRAATA	FR	75.6	W	5:21	6:08					3:50		
9:45	6:20	10:07	10:52	43	33.3		WINCHESTER		65.4		4:58	5:50					2:50		
10:15	6:55	10:17	11:02	112	39.4	DN	QUINCY	ON	59.3		4:45	5:30					2:15		
10:40	7:25	10:26	11:10	55	44.4		CRATER		54.3		4:33	5:28					1:45		
11:19	8:00	10:37	11:19	76	50.6	DN	TRINIDAD	DE	48.1	W	4:19	5:17					12:35		
12:01pm	8:30	10:47	11:27	67	55.5		VULCAN		43.2		4:08	5:07					12:01pm		
12:30	8:55	10:54	11:33	60	59.6		COLUMBIA RIVER		39.1		3:59	5:00					11:33		
1:05	9:20	11:03	11:40	55	64.1	D	ROCK ISLAND	R	34.6	W	3:49	4:53					10:30		
1:35	9:45	11:10	11:47	77	68.6		MALAGA		30.1		3:40	4:47					9:45		
2:30	10:30	11:25	12:00	117	75.9	DN	WENATCHEE	WC	22.8	W	3:25	4:35					9:20		
3:00	11:15	11:49	12:17pm	20	82.8		MONITOR		15.9		3:08	4:22					9:00		
3:35	11:45	11:57	12:27	67	86.5	DN	CASHMERE	OM	12.2	W	2:50	4:13					8:15		
4:13	12:48pm	12:20am	12:48	64	94.6		PESHASTIN		4.1		2:39	3:57					8:00		
5:35		12:35am	1:00pm	231	98.7	DN-R	LEAVENWORTH	CH	0 0	WCT	2:30am	3:50pm					7:20		
6:00pm	1:20pm	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily					7:00am		
693	401	3	1								4	2					694		
11:15	9:35	3:30	3:40								3:45	3:50					11:00		
8:9	13:3	28:3	33:0								25:1	33:0					9:0		

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

SPECIAL RULES.

West Bound Trains are Superior to East Bound Trains of the Same Class.

1. 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.
2. Car capacity of sidings includes passing, house and other industry tracks, and is based on 40 foot cars.
3. 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.
4. S. F. & N. train and enginemen must provide themselves with book of Great Northern Standard Rules and Current Time Table, Spokane Division, G. N. Ry.
5. 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.
6. 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.
7. **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.

8. Trains must approach under full control and not exceed 15 miles per hour passing over Albany Falls Bridges, trains must reduce speed to 8 miles per hour through City of Spokane.
9. **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 (Dispatcher's Office), Wilson Creek and Leavenworth.
11. **Yard Limits**—Yard Limit Boards are located at Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek and Leavenworth. See Rule 69.
12. **Deraill Switches**—Deraill 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 Chatteroy, Morse, East end East Lead Hillyard, 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 Sand Spur, 145 feet from west head block; Trinidad Gravel Pit
13. Deraill switches must always be set for the ground except when in actual use, whether there are any cars on these tracks or not.
14. There are no industry tracks at following stations: Yakt, Katka, Crossport, Winchester or Rock Island.

TIME INSPECTORS.

Spokane, GEO. H. DOERR.

Leavenworth, F. E. CARLQUIST.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul.
 Dr. J. W. Chamberlain, Ophthalmic Surgeon, Lowry Arcade, St. Paul.
 (Employees consulting Dr. Chamberlain should be provided with an order from the superintendent.)

Bonner's Ferry
 Newport
 Hillyard
 Spokane
 R. L. THOMPSON, Oculist

Spokane G. S. ARMSTRONG
 " Asst. Surgeon HENRY POWER
 Harrington J. M. GUNNING
 Wenatchee FRANK E. CULP
 Leavenworth G. W. HOXSIE

NAME AND LOCATION OF SPUR TRACKS.

NAME	LOCATION	OPENS	LENGTH	CAR CAPACITY
Bonner's Ferry Lumber Co.	1.1 miles east of Bonner's Ferry	East	4,304	100
Hann & Burns Spur	2.0 miles west of Moran	East	558	10
McArthur's	3.5 miles east of Elmira	West	470	8
Park River Spur	2.5 miles west of Elmira	East	619	11
Iola Spur	4.0 miles west of Elmira	East	494	8
Caribou Spur	2.5 miles east of Colburn	West	685	13
Noble Mill Spur	0.8 miles east of Colburn	East	300	4
Melania Spur	4.1 miles west of Sand Point	East	400	6
McKinley's Spur	1.0 miles east of Laclede	East	612	12
Laclede Lbr. Co. Spur	At Laclede	West	4,706	113
Front-Cope Lumber Spur	At Wreness	West	925	19
Albany Falls Spur	3.0 miles east of Newport	East	783	16
River Spur	At Newport	West	3,470	83
Goodhue Spur	2.0 miles west of Newport	West	414	6
Farnsworth Spur	0.3 miles East of Scotia	West	500	8
Arctic Ice Co. Spur	1.0 miles east of Camden	West	454	7
Phoenix Spur	2.0 miles West of Camden	West	1,013	21
Wash. Lbr. Co. Spur	1.0 miles east of Milan	East	615	11
Spokane Lbr. Co. Spur	0.8 miles east of Milan	West	749	14
Gess Spur	2.8 miles west of Milan	East	258	3
Davie Spur	1.4 miles east of Morse	East	1,780	40
Fort Wright Spur	0.5 miles west of Fort Wright	West	2,029	46
Portland Mill Co.	At Odessa	East	998	17
Sand Spur	2.0 miles west of Trinidad	West	804	16
Gravel Spur	2.5 miles west of Trinidad	West	1,519	25
Boat Track	1.0 miles east of Wenatchee	West	4,297	87

E. E. LILLIE, Chief Train Dispatcher.
 W. WILLERTON, Asst. Superintendent.