

GREAT NORTHERN RAILWAY

MARCUS DIVISION.

TIME TABLE No. 5

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

SUNDAY, MARCH 9, 1913.

Superseding Time Table No. 4 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

J. M. DOYLE, Superintendent.

F. S. ELLIOTT, Asst. General Superintendent.

W. D. SCOTT, General Superintendent.

GEO. H. EMERSON, General Manager.

W. C. WATROUS, General Supt. of Transportation.

NORTH BOUND.

FIRST DISTRICT—SPOKANE TO MARCUS.

SOUTH BOUND.

THIRD CLASS.	FIRST CLASS.			CAR CAPACITY OF SIDINGS		Distance from Spokane	Time Table No. 5. In Effect March 9, 1913.	Telegraph Calls	Distance from Marcus	SIGNS.	FIRST CLASS.			THIRD CLASS.
702	258	262	256	Passing Tracks	Other Tracks						257	255	261	701
Freight	Passenger	Passenger	Passenger								Passenger	Passenger	Passenger	Freight
Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday								Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily
	4.25Pm	8.55Am	8.55Am				.....SPOKANE.....	F	101.2	R W	10.25Am	5.20Pm	8.20Pm	
2.00Am	4.42	9.10	9.10			4.7	.....HILLYARD.....	SQ	96.5	R DN WCTO	10.10	5.05	8.05	2.30Pm
TRAINS BETWEEN SPOKANE AND DEAN WILL BE GOVERNED BY SPOKANE DIVISION TIME TABLE AND RULES.														
2.40	5.05	9.30	9.30	26		13.8	9.1 DEAN.....	SF	87.4	R DN W	9.50	4.45	7.45	1.25
3.00	5.15	9.40	257 9.40	52	18	17.6	3.8 WAYSIDE.....		83.6		256 9.40	4.33	7.33	12.35
3.20	5.23	9.47	9.47		12	20.7	3.1 DARTS.....		80.5		9.33	4.26	7.26	12.15Pm
3.35	5.31	9.53	9.53		17	22.7	2.0 DENISON.....		78.5		9.28	4.22	7.22	11.55
4.00	5.42	10.02	10.02	64	43	26.5	3.8 DEER PARK.....	DE	74.7	DN W	9.20	4.14	7.14	11.30
4.28	5.52	10.10	10.10		27	30.7	4.2 CHRISTIANSON.....		70.5		9.09	4.02	7.02	11.03
4.30	5.57	10.15	10.15		50	31.6	0.9 CLAYTON.....	CN	69.6	D	9.08	4.00	7.00	11.00
5.15	6.15	701 10.35	701 10.35	52	25	38.4	6.8 LOON LAKE.....	AK	62.8	D W	8.50	3.40	6.40	256-262 10.35
6.00	6.35	10.55	10.55	52	25	46.5	8.1 SPRINGDALE.....	SY	54.7	D W	8.23	3.15	6.15	9.20
6.05	6.38	10.58	10.58		25	47.6	1.1 CLINE.....		53.6		8.18	3.10	6.10	9.10
6.35	6.47	11.05	11.05		35	52.0	4.4 GRAYS.....		49.2		8.07	3.00	6.00	8.40
7.05 701 7.55 257	7.00	11.14	11.14	52	57	56.5	4.5 VALLEY.....	VY	44.7	D CY	7.55 701 7.02	2.47	5.47	8.05 701 7.05 257
8.35	7.18	11.29	11.29	36	23	64.0	7.5 CHEWELAH.....	CH	37.2	D	7.35	2.31	5.31	6.25
9.25	7.40	11.49	11.49		19	73.2	9.2 ADDY.....	AD	28.0	D W	7.13	2.13	5.13	5.30
10.05	8.00	12.04Pm	12.04Pm	52	10	80.5	7.3 ARDEN.....		20.7		6.55	1.55	4.55	4.50
10.20	8.09	12.10	12.10		24	83.6	3.1 KIEL.....		17.6		6.48	1.48	4.48	4.35
10.45	8.20	12.17	12.17		46	87.1	3.5 COLVILLE.....	VD	14.1	D W	6.40	1.40	4.40	4.15
11.50	8.45	12.40	12.40	40	28	95.7	8.6 MEYERS FALLS.....	MF	5.5	D	6.20	1.20	4.20	3.40
12.20Pm	9.00Pm	12.55Pm	255 12.55Pm	52	244	101.2	5.5 MARCUS.....	MS	0.0	R DN WCY	6.00Am	256 1.00Pm	4.00Pm	3.00Am
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily
702	258	262	256								257	255	261	701
10.20 9.3	4.35 22.1	4.00 25.3	4.00 25.3								4.25 22.9	4.20 23.4	4.20 23.4	11.0 8.8
Time Over District Average Speed Per Hour.														

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Spokane	Switch at	Car Capacity
Buckeye	15.5	North End	91
Standard Mill Spur	27.0	Private Spur	
Olsons	29.0	South End	8
Pine	33.8	South End	12
New Ice Loading Siding	36.5	Siding	82
Ice Spur No. 1	37.0	South End	23
Ice Spur No. 2	37.0	South End	19
Denton	42.3	South End	3
Holland Horr	43.1	South End	8
Wash. Fuel Co	49.5	South End	4
Kulzers	54.7	North End	9
Gess Spur	59.3	South End	3
Chewelah Mill	63.3	North End	9
Chewelah Brick Co	64.5	South End	8
Blue Creek	70.1	South End	13
Elkhorn	70.1	South End	5
Winslow Siding	83.0	Siding	8
Palmer's	90.2	North End	15

Special Rules.

South bound trains are superior to north bound trains of the same class.

Freight trains 701 and 702 will carry passengers when provided with proper transportation.
The normal position of wye switches at Marcus is for Second District.
All north bound trains will be required to make service test of air brakes at Meyers Falls before descending Marcus hill.
Trains 255 and 256 will stop on flag at Mission.
Train 256 will stop on flag at Blue Creek and Arden to take on passengers only.
Trains 257 and 258, 261 and 262 will stop on flag at Buckeye, Holland Horr Spur, Kulzers, Blue Creek and Mission.
Derailing Switches.—Dean, Darts, Clayton, Pine, Springdale, Clines, Grays, Kulzers, Valley Coal Chute Track.
Water, one and one-half miles south of Valley.
First class trains must not exceed speed of one mile in one minute and forty-three seconds between Dean and Valley, one minute

and thirty seconds between Valley and Meyers Falls, and two minutes and twenty-four seconds between Meyers Falls and Marcus; and inferior class trains must not exceed a speed of one mile in two minutes and twenty-four seconds between Dean and Meyers Falls and three minutes between Meyers Falls and Marcus.

INITIAL STATIONS.

Dean, for trains 256, 262, 258, and 702.
Marcus for trains 257, 255, 261 and 701.

TERMINAL STATIONS.

Marcus for trains 256, 262, 258 and 702.
Dean for trains 257, 255, 261 and 701.

NORTH BOUND.

SECOND DISTRICT—MARCUS TO NELSON.

SOUTH BOUND.

3

THIRD CLASS 704	FIRST CLASS.		CAR CAPACITY OF SIDING	Time Table No. 5. In Effect March 9, 1913.			STATIONS.	Telegraph Calls	Distance from Nelson	SIGNS.	FIRST CLASS.		THIRD CLASS. 703
	386	260		Passenger	Passenger	Freight					259	385	
Leave Mon., Wed., Fri.	Leave Sunday Only	Leave Daily Ex. Sunday	Passing Track	Other Tracks	Distance from Marcus						Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Tues., Thurs., Sat.
6 00Am	1 10Pm	1 10Pm	52	241			MARCUS	MS	98.8	R DN WC Y	12 40Pm	12 40Pm	12 10Pm
6 50	1 30	1 30	34	19	8.5		BOSSBURG		90.3		12 18	12 18	11 35
7 20	1 41	1 41		12	13.6		WILLIAMS		85.2		12 05Pm	12 05Pm	11 10
7 50	1 54	1 54		8	19.2		MARBLE		79.6		11 53	11 53	10 45
8 27	2 17	2 17			27.6		RED MOUNTAIN JUNCTION		71.2		11 32	11 32	10 20
8 30	2 20Pm	2 20	71	79	28.2		NORTHPORT	NP	70.6	R D W C OY	11 30	11 30Am	10 15
9 30	2 25	2 25					BOUNDARY		61.8		12 50		9 30
10 10		3 00		29	37		WANETA	BR	59.7	D	10 45		8 40
10 45		3 05		16	39.1		COLUMBIA GARDENS		55.8		10 33		8 15
11 15		3 30		9	43.0		FRUITVALE		50.5	W	10 20		7 50
11 45		3 45		18	48.3		ERIE		38.0		9 47		7 10
12 30Pm		4 20		12	60.8		SALMO	SO	35.2	D	9 40		6 55
12 45		4 30		18	63.6		YMIR	MY	27.6	D W	9 20		6 25
1 30		4 50		15	71.2		HALL		20.4		9 00		6 00
2 15		5 10		18	78.4		APEX		17.1		8 50		5 45
2 35		5 20		17	81.7		MOUNTAIN		10.4	W	8 25		5 05
3 05		5 40		29	88.4		TROUP JUNCTION		5.5	R YK	8 05		4 30
3 30		6 00		40	93.3		NELSON	RW		R DN WC TO K	Via C. P. R. 7 45Am		Via C. P. R. 4 00Am
Via C. P. R. 4 00Pm		Via C. P. R. 6 20Pm			98.8						Leave Daily Ex. Sunday	Leave Sunday Only	Leave Tues., Thurs., Sat.
704	386	260									259	385	703
10 00	1 10	5 10									1 55	1 10	8 10
9 38	24 2	19 1									20.1	24 2	12 1
Time Over District Average Speed Per Hour													

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Marcus	Switch at	Car Capacity
Evans	5.0	South End	20
Hendrix Cut	12.3	North End	8
Ryans	17.1	South End	3
Onion Creek	23.4	Siding	7
Kanes	23.7	South End	7
Hanleys	30.1	Siding	12
Wood	33.5	South End	3
Rush	35.1	South End	5
Old Boundary	38.3	South End	8
Benson & Ross	53.8	South End	3
Meadows	57.9	South End	4
Kootenay Shingle Co.	63.6	North End	38
Salmo Cedar Co.	68.7	South End	6
Clarkson Bros.	71.7	North End	4
Tamarack Spur	73.3	South End	3
Porto Rico	74.8	North End	5

Special Rules.

South bound trains are superior to north bound trains of the same class.

Freight trains Nos. 703 and 704 will carry passengers when provided with proper transportation.
The normal position of switch at Red Mountain Junction is for Second District, Main Line.
Train and engine men must provide themselves with Canadian Pacific Ry. book of Transportation Rules and Current Time Table, and be governed by same and Canadian Pacific bulletins and special instructions while using that Company's track between Troup Junction and Nelson.
Switch connecting N. & F. S. and C. P. R. Main Lines at Troup Junction is protected by semaphore. All trains must come to full stop before reaching Junction switch and must know that track is clear before using Canadian Pacific Main Line.
All north bound trains will be required to make service test of air brakes at Apex before descending Nelson hill.
Trains 259 and 260 stop on flag at Evans, Kane, Wood Spur, Boundary, Parks and Porto Rico.
Trains 385 and 386 stop on flag at Evans and Meadows.
Derailing switches at Williams and Meadows.
Water four miles south of Marble.

No trains will leave Northport or Waneta until conductor has reported to and received clearance from Customs Officer.
First class trains must not exceed a speed of one mile in one minute and forty-three seconds between Marcus and Waneta and two minutes and 0 seconds between Waneta and Troup Junction. Inferior class trains must not exceed a speed of one mile in two minutes and twenty-four seconds between Marcus and Waneta, and one mile in three minutes between Waneta and Troup Junction. All trains must not exceed a speed of one mile in four minutes and 0 seconds through Seven Devils, Hendrix Cut, at bluffs along Columbia river three miles south of Northport, through Deadman's Eddy, and Boundary bluffs one mile south of Waneta, by mud slides just north of Waneta, through Beaver Canyon, and must not exceed speed of one mile in 6 minutes over Pend d'Oreille bridge at Waneta.

INITIAL STATIONS.

Marcus for trains 260, 386 and 704.
Northport for train 385.
Troup Junction for trains 259 and 703.

TERMINAL STATIONS.

Marcus for trains 259, 385 and 703.
Northport for train 386.
Troup Junction for trains 260 and 704.

No. 707 has right over No. 705 from Grand Forks Jet. to Grand Forks.
No. 706 " " " No. 708 " " " " " " " "

NORTH BOUND.

FOURTH DISTRICT—CURLEW TO REPUBLIC.

SOUTH BOUND.

5

SECOND CLASS.		CAR CAPACITY OF SIDINGS		Time Table No. 5.		SIGNALS.		SECOND CLASS.	
394	392	Passing Track	Other Tracks	STATIONS.	Telegraph Cuts	Distance from Curlew		391	393
Mixed	Mixed							Mixed	Mixed
Leave Daily	Leave Daily							Arrive Daily	Arrive Daily
Ex. Sunday	Ex. Sunday							Ex. Sunday	Ex. Sunday
4 10Am	10 15Am	61		CURLEW	W	21.2	R D W Y	10 00Am	3 50Pm
f 4 24	f 10 32	43	5.4	5.4 MALO		15.8		f 9 48	f 3 20
f 4 41	f 11 00	44	12.7	7.3 POLLARD		8.5	W	f 9 25	f 2 55
f 4 52	f 11 15	41	16.2	3.5 TORBOY		5.0		f 9 15	f 2 45
s 5 10Pm	s 11 30Am	38	40	5.0 REPUBLIC	Z		R D W C Y	9 00Am	2 30Pm
Arrive Daily	Arrive Daily							Leave Daily	Leave Daily
Ex. Sunday	Ex. Sunday							Ex. Sunday	Ex. Sunday
394	392							391	393
1 00	1 15							1 00	1 20
21 2	16 9							21 2	15 9
				Time Over District					
				Average Speed Per Hour					

Special Rules.

South bound trains are superior to north bound trains of the same class.

Normal position of north Wye switch is for Republic-Curlew Line.
 Passenger trains must not at any place exceed a speed of one mile in one minute and thirty seconds, and freight trains in two minutes and twenty-four seconds.
 All trains will come to full stop at crossing of Spokane & B. C. Ry. at Malo.
 Trains 391, 392, 393 and 394 will stop on flag at Karamin.
 Derailling switches—Belcher and Karamin.
 All Trains will reduce Speed to ten miles per hour while Crossing Bridge 130 between Karamin and Pollard.

INITIAL STATIONS:

Curlew for trains 392 and 394.
 Republic for trains 391 and 393.

TERMINAL STATIONS:

Curlew for trains 391 and 393.
 Republic for trains 392 and 394.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Curlew	Switch at	Car Capacity
Belcher	8.5	Siding	15
Karamin	8.6	South End	16
Karamin No. 2	8.6	North End	8
California	19.1	North End	6

NORTH BOUND.

FIFTH DISTRICT—NORTHPORT TO ROSSLAND.

SOUTH BOUND.

SECOND CLASS.		CAR CAPACITY OF SIDINGS		Time Table No. 5.		SIGNALS.		SECOND CLASS.	
386	385	Passing Track	Other Tracks	STATIONS.	Telegraph Cuts	Distance from Northport		386	385
Mixed	Mixed							Mixed	Mixed
Leave Daily	Leave Daily							Arrive Daily	Arrive Daily
2 35Pm	11 00Am	73	79	NORTHPORT	NP	17.3	R D W C Y O	11 00Am	
2 38	10 57		0.6	0.6 RED MOUNTAIN JUNCTION		16.7		10 57	
f 3 08	f 10 33		10	6.4 VELVET		10.3		f 10 33	
s 3 18	s 10 30	24	8.4	1.4 PATERSON	KN	8.9	D	s 10 30	
s 4 10Pm	10 00Am	35	31	8.9 ROSSLAND	RO		R D W Y K	10 00Am	
Arrive Daily	Leave Daily							Leave Daily	
386	385							386	385
1 35	1 00							1 35	1 00
19 9	17 3							19 9	17 3
				Time Over District					
				Average Speed Per Hour					

Special Rules.

South bound trains are superior to north bound trains of the same class.

Normal position of junction switch at Red Mountain Jet. is for second district.
 Passenger trains must not at any place exceed a speed of one mile in two minutes and twenty-four seconds, and freight trains in four minutes and 0 seconds. All trains must not exceed a speed of one mile in four minutes and 0 seconds over Loop bridge and around twenty-two degree curve just south of Loop bridge, and from Velvet tank south to end of Sheep Creek canyon; and a speed of one mile in fifteen minutes over Bridge No. 1 over Columbia River.

No train will leave Paterson until conductor has reported to and received clearance from Customs Officer.
 All south bound trains must make service test of all brakes before leaving Rossland.
 All fifth district trains will protect against second district trains at all times between Northport depot and Red Mountain Jet.
 All south bound freight trains will come to full stop two hundred (200) feet north of Columbia River bridge and not exceed four (4) miles per hour over bridge.

South bound trains between Rossland and Northport must keep at least twenty-five (25) minutes apart. Operators will block trains as provided by this rule.
 Derailling switches at Stone's Spur, Condons, Mansons, White Bear Mine and Rossland.

Water one mile south of Velvet.

INITIAL STATIONS:

Northport for train 386.
 Rossland for train 385.

TERMINAL STATIONS:

Northport for train 385.
 Rossland for train 386.

NORTH BOUND.

SIXTH DISTRICT—GRAND FORKS TO PHOENIX.

SOUTH BOUND.

SECOND CLASS.				CAR CAPACITY OF SIDINGS			Distance from Grand Forks	Time Table No. 5. In Effect March 5, 1913.	Telegraph Office	Distance from Phoenix	SIGNS.	SECOND CLASS.			
			390	Passing Tracks	Other Tracks	389									
			Mixed									Mixed			
			Leave Daily Ex. Sunday				STATIONS.					Arrive Daily Ex. Sunday			
			8 30pm	43	74		GRAND FORKS	GF	23.8	R D Y		10 20am			
			8 35	100	143	1.0	WESTON	WS	22.8	R WC Y		10 15			
			8 42			1.6	COPPER JCT		22.2			10 12			
			4 02	40		6.6	SPENCER		17.2	W		9 58			
			4 27	46		13.9	HALE		9.9	D W		9 33			
			4 32	19	18	15.5	DENORO		8.3			9 27			
			4 40	26		17.3	GLENSIDE		6.5	W		9 22			
			5 10pm		Yard	23.8	PHOENIX	FX		R D WC Y		9 00am			
			Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday			
			390									389			
			1 40				Time Over District					1 20			
			14.3				Average Speed Per Hour					17.8			

Special Rules.

South bound trains are superior to north bound trains of the same class.

Passenger trains must not at any place exceed a speed of one mile in two minutes and twenty-four seconds, and freight trains four minutes and 0 seconds. All trains must not exceed a speed of one mile in four minutes and 0 seconds over Bridge No. 66 and around rock bluffs above Weston.

The normal position of switch at Junction of Phoenix Line is for Smelter Line.

The normal position of all Wye switches except South Wye Switch at Phoenix is for Yard tracks.

The normal position of south Wye switch at Phoenix is for Main Line to Passenger Depot.

The normal position of switch on Switch-Back at Tunnel No. 3 is for High Line.

Safety Sidings are provided just south of Spencer and three quarters mile North of Deadman's Bridge. Switches must be kept set and locked for safety tracks. All trains must come to a full stop before reaching these tracks, sending a brakeman ahead to set switches for main track, and set switches for safety track before leaving.

No train must leave Phoenix or Grand Forks north bound, until service test of air brakes has been made and brakes found in proper working order.

Conductors in charge of freight trains descending Phoenix hill must see that their brakemen are on top of trains at all times, to assist engineer in controlling trains; at least two stops of fifteen minutes each must be made to cool wheels, when conductor and brakeman must examine train carefully to discover cracked or broken wheels.

When freight trains ascending Phoenix hill are provided with two engines, the helper engine must be kept in the rear of all cars except the caboose.

Trains descending Phoenix hill must keep at least twenty-five (25) minutes apart.

All trains crossing bridge on smelter spur over North Fork Kettle River, must reduce speed to fifteen (15) miles per hour.

Derailing switches on passing tracks at Spencer, Hale, Denoro, Glenside, and on house track, ore loading track and Victoria Spur, at Phoenix.

INITIAL STATIONS.

Grand Forks, for train 390.
Phoenix, for train 389.

TERMINAL STATIONS.

Grand Forks, for train 389.
Phoenix, for train 390.

NORTH BOUND.

SEVENTH DISTRICT—OROVILLE TO PRINCETON.

SOUTH BOUND. 7

SECOND CLASS.						Capacity of Side tracks.		Distance from Gorville	Time Table No. 5. In Effect March 9, 1911.		Telegraph Calls	Distance from Coalmont	SIGNS.	SECOND CLASS.						
					396	Paving Tracks	Other Tracks		STATIONS.										397	
					Mixed										Mixed					
					Leave Daily Ex. Sunday										Arrive Daily Ex. Sunday					
					7.00am	70	256		.....OROVILLE.....	H	91.1	R* D W C Y			s 6.20pm					
					s 7.45	52	22	11.3	11.3 NIGHTHAWK.....	NK	79.8	D W			s 5.50					
					s 8.15	51	40	21.2	9.9 CHOPAKA.....	CA	69.9	D W			s 5.15					
					s 8.30				9.6 SIMILKAMEEN.....		60.3				s 5.00					
					f 9.00	52	12	30.8	7.3 KEREMEOS.....	KS	53.0	D W			f 4.30					
					s 9.30	49	87	38.1	7.0 ASHNOLA.....		46.0				s 4.00					
					f 9.55	16		45.1	6.3 BRADSHAW.....		39.7	W			f 3.10					
					f 10.15	11		51.4	4.4 HEDLEY.....	HD	35.3	D			s 2.55					
					s 10.30	29	13	55.8	5.2 CORY.....		30.1				s 2.30					
					10.45		11	61.0	6.7 BROMLEY.....		23.8	W			f 2.15					
					f 11.05	28		67.7	4.8 NORMAN.....		18.6				f 2.00					
					f 11.20	16		72.5	4.7 ALLISON.....		13.9				f 1.40					
					f 11.30	17		77.2	2.5 PRINCETON.....	PN	11.4	R D W Y			1.30pm					
					s 11.45	52	31	79.7	11.4 COALMONT.....	CN		D W Y								
								91.1												
					Arrive Daily Ex. Sunday										Leave Daily Ex. Sunday					
					396										397					
					4.45										4.50					
					16.7										10.6					

Special Rules.

South bound trains are superior to north bound trains of the same class.

Trains 396 and 397 will stop on flag at Rich Bar and Ruby Mine Spur.
No train will leave Chopaka until Conductor has reported to and received clearance from Customs Officer.
Trains will not exceed speed of one mile in two minutes and twenty-four seconds between Oroville and Coalmont and will keep sharp look-out for falling rocks at all points Hedley to Coalmont.
North bound trains will come to full stop fifty feet from public highway at Granite Creek on Princeton-Coalmont Line. Two derails on Cement Spur near Princeton.

INITIAL STATIONS.

Oroville for train 396.
Princeton for train 397.

TERMINAL STATIONS.

Oroville for train 397.
Princeton for train 396.

Business Tracks not Shown as Stations on the Time Table.

NAME	Miles from Oroville	Switch at	Car Capacity
Rich Bar Spur.....	5.7	South End	6
Ruby Mine Spur.....	17.1	North End	7
B. C. Portland Cement Spur.....	79.2	South End	Priv. Spur

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSES.

STATIONS.	Ruling Grade	Class G-2 700-719 Class G-3 720-769				Class D-5 454-471 Class F-1 500-565				Class F-8 1140-1150 1153-1228							
		1	2	3	4	1	2	3	4	1	2	3	4				
Dean to Loon Lake.....	1.	950	900	850	800	700	650	600	550	1200	1100	1050	1000	....	....	....	....
Valley to Loon Lake.....	1.	950	900	850	800	700	650	600	550	1200	1100	1050	1000	....	....	....	....
Valley to Meyers Falls.....	1.	1200	1150	1100	1050	1000	950	900	850	1800	1600	1500	1400	....	....	....	....
Meyers Falls to Valley.....	1.	1200	1150	1100	1050	1000	950	900	850	1800	1600	1500	1400	....	....	....	....
Marcus to Meyers Falls.....	2.	500	450	425	400	360	325	300	275	625	500	450	400	....	....	....	....
Marcus to Northport.....	1.	1000	950	900	875	750	700	675	650	....	....	....	....	....	....	....	....
Northport to Marcus.....	1.	1000	950	900	875	750	700	675	650	....	....	....	....	....	....	....	....
Northport to Waneta.....	1.	1000	950	900	875	750	700	675	650	....	....	....	....	....	....	....	....
Waneta to Apex.....	1.6	....	....	....	....	475	450	425	400	....	....	....	....	....	....	....	....
Troup Jct. to Apex.....	2.5	....	....	....	....	275	250	225	200	....	....	....	....	....	....	....	....
Northport to Rossland.....	3.5	....	....	....	....	190	180	170	160	....	....	....	....	....	....	....	....
Marcus to Midway.....	.6	1300	1200	1150	1100	1000	950	925	900	....	....	....	....	....	....	....	....
Midway to Molson.....	1.25	750	700	675	650	650	600	575	550	....	....	....	....	....	....	....	....
Oroville to Molson.....	2.5	425	400	375	350	275	250	225	200	....	....	....	....	....	....	....	....
Oroville to Coalmont.....	.8	1050	1000	950	900	900	850	800	775	....	....	....	....	....	....	....	....
Grand Forks to Phoenix.....	3.	300	270	250	240	220	200	180	160	....	....	....	....	....	....	....	....
Curlew to Republic.....	1.5	675	650	625	600	525	500	475	450	....	....	....	....	....	....	....	....

WEATHER RATING { 1—When temperature is 25 degrees above zero or over.
2—Very frosty or wet. 5 to 25 above zero.
3—Five degrees above to 10 below zero.
4—10 below zero and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

Weights of Empty Cars and Dead Engines and Tenders will be estimated as follows when not marked.

Box Cars, 28 to 30 foot.....	11 Tons
Box Cars, 33 foot.....	12 Tons
Box Cars, 34 foot.....	13 Tons
Box Cars, 36 foot.....	15 Tons
Box Cars, 40 foot.....	17 Tons
Refrigerator Cars.....	20 Tons
Furniture Cars, 30 to 40 foot.....	17 Tons
Furniture, 40 to 50 foot.....	10 Tons
Caboose, 8-wheel.....	17 Tons
Caboose, 4-wheel.....	10 Tons
Flat Cars, 28 to 30 foot.....	9 Tons
Flat Cars, 33 and 34 foot.....	11 Tons
Flat Cars, 40 foot.....	12 Tons
Flat Cars, 40 foot.....	12 Tons
Coal Cars.....	13 Tons
Gondola Cars.....	13 Tons
Ore Cars, Wood.....	12 Tons
Ore Cars, Steel.....	15 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	12 Tons
Steam Wreckers.....	75 Tons
Engine Tank (Empty).....	30 Tons
Mail Cars.....	25 Tons
Baggage Cars.....	30 Tons
Coaches, 8-wheel.....	30 Tons
Coaches, 12-wheel.....	35 Tons
Dining Cars and Tourist Cars.....	40 Tons
Sleeping Cars, Parlor Cars and Observation Cars.....	40 Tons

Weight of Dead Engines.

Engines numbered below 200 series.....	80 Tons
Engines numbered in 300 series.....	90 Tons
Engines numbered in 300 series.....	86 Tons
Engines numbered in 400 series.....	110 Tons
Engines numbered in 500 series.....	115 Tons
Engines numbered in 600 series.....	120 Tons
Engines numbered in 700 series.....	140 Tons
Engines numbered in 800 series.....	155 Tons
Engines numbered in 900 series (except 992 to 997).....	115 Tons
Engines numbered 992 to 997.....	95 Tons
Engines numbered 1000 to 1007.....	131 Tons
Engines numbered 1050 to 1060.....	144 Tons
Engines numbered 1079 to 1095.....	158 Tons
Engines numbered in 1100 and 1200 series.....	160 Tons
Engines numbered in 1300 series.....	160 Tons
Engines numbered 1400 to 1405.....	173 Tons
Engines numbered 1406 to 1425.....	188 Tons
Engines numbered in 1500 and 1600 series.....	179 Tons
Engines numbered in 1700 series.....	180 Tons
Engines numbered in 1800 series.....	219 Tons
Engines numbered in 1900 series.....	252 Tons

Speed Table.

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

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 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.

South Bound Trains are superior to North Bound Trains of the same class.

1. All light engines or engines with caboose only, will take siding at meeting points except when running as sections of a passenger train.
2. Car capacity of sidings is based on forty-two (42) feet per car.
3. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.

4. In addition to signs provided for in rule 7 the following signs in column headed "Signs" indicate:

- D Day telegraph or telephone station.
- N Night telegraph or telephone station.
- DN Day and night telegraph or telephone station.
- P Dispatcher's telephone accessible at all times.
- I Interlocked.
- K Connection with foreign road.
- * Standard clock.

PERSONAL INJURIES.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.
No surgical operation must be performed until the arrival of the Company surgeon unless it may be required for the immediate safety of the patient.
2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.
When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
3. When tramps, boys and other persons climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take the body out of the county where the accident happened if it can be avoided, but if there is no station in that county, take it to the nearest station in the next county, notifying the county authorities in all cases.
5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent, in whose jurisdiction the accident occurs.
As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the division; a separate report being made for each person injured.

6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
7. In every case of personal injury in any department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards, at the first district terminal by the inspector, foreman or master mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Pittsburg Bldg., Cor. 5th and Wabasha Sts., 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.)
Spokane.....Dr. J. G. Cunningham.
Spokane.....Dr. E. L. Thompson.
Hillyard.....Dr. J. Farrow.
Springdale.....Dr. D. H. Lewis.
Colville.....Dr. A. B. Cook.

Marcus.....Dr. W. C. Goss.
Northport.....Dr. R. S. Wells.
Rossland.....Dr. J. W. Coffin.
Nelson.....Dr. W. O. Rose.
Republic.....Dr. F. J. Whittaker.
Grand Forks.....Dr. C. M. Kingston.
Oroville.....Dr. E. E. Effner.

TIME INSPECTORS.

Spokane.....Geo. H. Doerr.
Hillyard.....L. R. Squibb.
Grand Forks.....M. D. White.
Marcus.....L. S. Munger.

Rossland.....T. G. Challoner.
Nelson.....Paternaude Bros.
Oroville.....E. A. McMahon.
Republic.....C. M. Ayres.

D. W. DUNN, Dispatcher.
L. F. SHORES, Dispatcher.
M. B. ROACH, Dispatcher.

J. F. DOWNEY, Chief Dispatcher.
C. A. MANTHE, Train Master.

