

GREAT NORTHERN RAILWAY LINE

SPOKANE FALLS & NORTHERN RAILWAY

TIME TABLE No. 19.

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

SUNDAY, SEPTEMBER 10, 1905.

THIS TIME TABLE IS FOR USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

R. C. MORGAN, Superintendent.

H. A. KENNEDY, Asst. General Superintendent.
F. E. WARD, General Manager.

GEORGE T. SLADE, General Superintendent.

2		NORTH BOUND.				FIRST DISTRICT—Spokane to Nelson.						SOUTH BOUND.							
THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 19.				Distance from Nelson	Water, Coal, Seals, Tables and Wyes	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
702		388		257	256			IN EFFECT 12:01 A. M., SUNDAY, SEPTEMBER 10, 1905.						255	258	387	701	704	
Freight		Mixed		Passenger	Passenger	STATIONS.				Passenger	Passenger	Mixed	Freight	Freight					
Leave Daily		Leave Daily		Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
					9:45 AM			DN-R	SPOKANE	F	200.0	W	6:20 PM						
2:00 AM					10:00	4.7		DN-R	HILLYARD	SO	195.3	WCTO	6:05					4:25 PM	
TRAINS BETWEEN SPOKANE AND COLBERT WILL BE GOVERNED BY SPOKANE DIVISION TIME TABLE.																			
2:40					10:20	13.8		DN-R	COLBERT	SP	186.2	W	5:45					3:25	
3:00					10:33	22	17.6		WAYSIDE		182.4		5:33					2:45	
3:25					10:46	18	22.7		PRATT		177.3		5:21					2:05	
4:00					10:58	33	26.5	D	DEER PARK	DE	173.5	W	5:13					1:40	
4:25					11:11	32	31.6	D	CLAYTON	CN	168.4		5:00					1:15	
5:10					11:34	90	38.4	D	LOON LAKE	AK	161.6	WY	4:42					12:40 PM	
5:50					701 11:52	23	46.5	D	SPRINGDALE	SY	153.5	W	4:16					256 11:52	
6:15					12:03 PM	35	52.0		GRAYS		148.0		4:02					10:40	
6:35					12:15	22	56.5		VALLEY		143.5		3:48					9:55	
7:00 701 8:05					12:31	64	64.0	D	CHEWELAH	CH	136.0	C	3:34					9:05 702 8:05	
8:55					12:54	21	73.2	D	ADDY	AD	129.8	W	3:12					7:10	
9:30					1:11	14	80.5		ARDEN		119.5		2:54					6:40	
10:00					1:27	30	87.1	D	COLVILLE	VD	112.9	W	2:40					6:05	
10:50					1:46	68	95.7	D	MEYERS FALLS	MF	104.3		2:20					5:30	
11:30 12:30 PM					2:00 256 2:18	180	101.2	D-R	MARCUS	MS	98.8	WY	2:00 256 1:45					4:40	
1:21 256					2:36	61	109.7	D	BOSSBURG	BU	90.3		1:21					4:00	
1:35					2:46	13	114.8		WILLIAMS		85.2		1:09					3:50	
2:10					2:58	37	120.4		MARBLE		79.6		12:58					3:30	
2:55					12:02 PM 3:18		128.8		RED MOUNTAIN JUNCTION		71.2	Y	12:36	3:43 PM				3:03	
3:00 PM		4:30 PM			12:05 PM 3:15 PM	130	129.4	DN-R	NORTHPORT	NP	70.6	WCOY	12:35 PM	3:40 PM				3:00 AM	
		5:20				16	140.3	D	WANETA	BR	69.7							11:18	
		5:35				12	144.2		SAYWARD		55.8							11:02	
		5:55				20	149.5		BEAVER		50.5	W						10:42	
		6:40				15	162.0		ERIE		38.0							10:08	
		6:50				20	164.8		SALMO		35.2							9:56	
		7:15				15	172.4	D	YMIR	MY	27.6	W						9:32	
		7:35				19	179.6		HALL		20.4							8:57	
		7:45				20	182.9		SUMMIT		17.1	Y						8:45	
		8:05				30	189.6		MOUNTAIN		10.4	W						8:15	
		8:25				40	194.5	R	TROUP JUNCTION		5.5	Y						7:45	
		Via C. P. Ry. 8:45 PM				200.0		DN-R	NELSON	RW		WCTO						Via C. P. Ry. 7:20 AM	
Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily			Leave Daily	Leave Daily	
702		388		257	256								255	258			387	701	
13.00 9.6		4.15 16.6		5.30 23.5									5.45 22.5			4.40 15.0	13.25 9.3	704	
Time Over District Average Speed Per Hour																			

North Bound Trains are Superior to South Bound Trains of the Same Class.

NORTH BOUND

SECOND DISTRICT—Marcus to Phoenix

SOUTH BOUND

THIRD CLASS			SECOND CLASS		FIRST CLASS			Car Capacity of Sidings	Distance from Marcus	TIME TABLE No. 19			Distance from Phoenix	Water, Coal, Scales, Tables and Ways	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
706			385				260			IN EFFECT 12:01 A. M.	STATIONS.	259					386			705	
Freight			Mixed				Passenger				Passenger			Mixed		Freight					
Leave Daily			Leave Daily				Leave Daily				Arrive Daily			Arrive Daily		Arrive Daily					
12:30 PM							2:20 PM	180		D-R	MARCUS	NS	61.1	WV	1:15 PM				8:45 AM		
1:02 PM							2:32	45	5.3		BOYDS		59.1		1:02 PM				8:15		
1:27							2:43	45	10.2		BARSTOW		54.2		12:50				7:55		
1:47							2:55	45	15.4		DULWICH	W	49.1		12:39				7:40		
1:52							2:59	12	16.8		ORIENT		47.6		12:34				7:30		
2:17							3:12	45	21.5		HUGHES		42.9		12:24				7:10		
3:10							3:25 3:45	130	27.4	D	LAURIER	BD	37.0	W	12:10 PM				6:50		
3:32							4:00	45	33.4		RIDEAU, B. C.		31.0		11:50				6:25		
3:58			8:27 AM				4:15	25	40.3	R	GRAND FORKS JCT		24.1	YO	11:35		4:50 PM		6:05		
											G. F. & K. V. CROSSING										
4:05 PM			8:30 AM				4:25 4:35	Yard	41.8	D-R	GRAND FORKS	GF	28.8		11:30 11:25				6:00 AM		
							4:40	Yard	41.6	D-R	WESTON	WS	22.8	WCY	11:20						
							4:42		42.2		COPPER JCT		22.2		11:12						
							4:59	45	47.2		SPENCER	W	17.2		10:58						
							5:22	45	54.5		HALE	W	9.9		10:33						
							5:26	22	56.1		DENORO		8.4		10:27						
							5:32	30	57.9		GLENSIDE	W	5.5		10:22						
							5:57	30	63.5		JORDAN		0.9		10:03						
							6:00 PM	Yard	64.4	D-R	PHOENIX			WCY	10:00 AM						
Arrive Daily			Arrive Daily				Arrive Daily								Leave Daily				Leave Daily		
706			385				260								259				386	705	
3:35 11.9							3:40 17.4								3:15 19.8				2:45 15.2		

Time Over District.
Average Speed Per Hour.

North Bound Trains are Superior to South Bound Trains of the Same Class.

NORTH BOUND.

THIRD DISTRICT—Grand Forks to Republic

SOUTH BOUND.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity of Sidings	Distance from Grand Forks Junction	TIME TABLE NO. 19		Distance from Republic	Water, Coal, Scales, Tables and Wyes	FIRST CLASS		SECOND CLASS		THIRD CLASS	
705		386			259			IN EFFECT 12:01 A. M. SUNDAY, SEPT. 10, 1905.				260				385	
Freight		Mixed			Passenger			STATIONS				Passenger		Mixed		Freight	
Leave Daily		Leave Daily			Leave Daily							Arrive Daily		Arrive Daily		Arrive Daily	
6:00AM		4:45PM			11:30AM	Yard		D-R	GRAND FORKS	GF		4:25PM		8:30AM		4:05PM	
6:05AM		4:50			11:35AM	25		R	GRAND FORKS JUNCTION	33.1		4:15PM		8:27		3:58PM	
		4:55				127	1.5	D	DANVILLE, WASH.	31.6	W			8:24			
		5:07				45	5.6		HURLBURT	27.5				8:14			
		5:27				60	11.9	D	CURLEW	21.2	W			7:56			
		5:40					16.9		R. & G. F. RY. CROSSING	16.2				7:44			
		5:42				45	17.3		MALO	19.8				7:43			
		6:00				45	24.6		POLLARD	8.5	W			7:23			
		6:12				45	28.1		TORBOY	5.0				7:13			
		6:30PM				90	33.1	D-R	REPUBLIC	Z	CWY			7:00AM			
Arrive Daily		Arrive Daily			Arrive Daily							Leave Daily		Leave Daily		Leave Daily	
705		386			259							260		385		706	
		1.15 26.9												1.33 32.0			
Time Over District Average Speed Per Hour																	

North Bound Trains are Superior to South Bound Trains of the Same Class.

NORTH BOUND.

FOURTH DISTRICT—Northport to Rossland.

SOUTH BOUND.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Car Capacity of Sidings	Distance from Northport	TIME TABLE No. 19.		Distance from Rossland	Water, Coal, Scales, Tables and Wyes	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
701	704			255	258			IN EFFECT 12:01 A. M. SUNDAY, SEPT. 10, 1905.				257	256				
Freight	Freight			Passenger	Passenger			STATIONS				Passenger	Passenger			Freight	
Leave Daily	Leave Daily			Leave Daily	Leave Daily							Arrive Daily	Arrive Daily			Arrive Daily	
3:00AM	7:00AM			12:35PM	3:40PM	130		DN-R	NORTHPORT	NP	17.3	WCOY	12:05PM	3:15PM			3:00PM
3:03AM	7:05			12:36PM	3:43		0.6		RED MOUNTAIN JUNCTION		16.7	Y	12:02PM	3:13PM			2:55PM
	7:50				4:13	12	7.0		VELVET		10.3		11:38				
	8:00				4:24	26	8.4	D	PATERSON	KN	8.9	Y	11:35				
	8:20				4:49		13.2		SILICA		4.1		11:20				
	9:00AM				5:15PM	75	17.3	D-R	ROSSLAND	RO		WY	11:05AM				
Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily							Leave Daily	Leave Daily			Leave Daily	
701	704			255	258							257	256			702	
	2.00 8.6				1.35 11.5									1.00 17.3			
Time over District Average Speed Per Hour																	

North Bound Trains are Superior to South Bound Trains of the Same Class.

All Trains will be handled under absolute control at all points where slides or falling rock are liable to be encountered. Speed of trains will not exceed fifteen (15) miles per hour through Sheep Creek Canyon.

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINE, TENDER AND CABOOSE

GOING NORTH

STATIONS	Rolling Grade	19x32 200 lb. G-3 720-723	19x26 180 lb. D-5 F-1 454-471 500-555	19x24 180 lb. Eng. 9	19x24 180 lb. Engs. 11-12 D-4	19x24 160 lb. Engs. 8-10	18x24 145 lb. Eng. 1-3	18x24 160 lb. Eng. 7	17x24 145 lb. Eng. 5-6
Colbert to Loon Lake	1.0	1000	700	768	620	569	440	386	336
Loon Lake to Meyers Falls	1.0	1580	1150	1250	1050	975	800	700	600
Meyers Falls to Marcus	Down								
Marcus to Marble	1.0	1175	775	900	750	650	525	450	400
Marble to Northport	Down								
Northport to Waneta	1.0		775	800	685	650	500	400	375
Waneta to Summit	1.6		500	502	400	360	290	250	215
Summit to Troup Jct.	Down								
Northport to Rossland	3.5		190	207	156	141	120	87	69
Marcus to Curlew	0.8	1500	1100	1400	1030	920	875	715	542
Curlew to Republic	1.5	675	520	540	440	420	320	275	222
Grand Forks to Phoenix	3.0	340	240	270	200	190	140	120	85

GOING SOUTH

STATIONS	Rolling Grade	19x32 210 lbs G-3 720-723	19x26 180 lbs D-5 F-1 454-471 500-555	19x24 180 lbs Eng. 9	19x24 180 lbs D-4 11-12	19x24 160 lbs Engs. 8-10	18x24 145 lbs Engs. 1-4	18x24 160 lbs Eng. 7	17x24 145 lbs Engs. 5-6
Nelson to Troup Jct.	Down								
Troup Jct. to Summit	2-5		300	327	256	226	171	157	129
Summit to Salmo	Down								
Salmo to Erie	1.5		500	580	466	416	321	277	234
Erie to Northport	Down								
Northport to Marcus	1.0	1000	725	817	650	610	460	400	350
Marcus to Meyers Falls	2.0	500	360	450	336	300	230	200	175
Meyers Falls to Valley	1.0	1328	950	1020	870	756	620	580	463
Valley to Loon Lake	1.0	1000	700	760	620	570	440	386	336
Loon Lake to Wayside	Down								
Wayside to Hillyard	1.0	1200	850	917	760	725	580	500	457
Rossland to Northport	Down								
Republic to Marcus	Down								
Phoenix to Grand Forks	Down								

NOTE: Trains descending Rossland Hill will be limited to 30 cars of ore per train. On all grades five tons added to each empty car when train exceeds 20 cars.

LIST OF SPURS THAT DO NOT APPEAR ON TIME TABLE

NAME	BETWEEN	CAR CAPACITY	OPENS
Buckeye	Colbert and Wayside	26	North
Darts	Wayside and Pratt	13	Siding
Olson's	Deer Park and Clayton	9	South
Christianson	Deer Park and Clayton	29	Siding
Summit	Clayton and Loon Lake	7	South
Ice House Spur, No. 1	Clayton and Loon Lake	22	South
Ice House Spur, No. 2	Clayton and Loon Lake	19	South
Denton	Loon Lake and Springdale	3	South
Lime Spur, No. 1	Loon Lake and Springdale	7	South
Lime Spur, No. 2	Loon Lake and Springdale	4	South
Cline	Springdale and Grays	25	Siding
Dehlbom Spur	Gray's and Valley	8	South
Kulzer's	Gray's and Valley	9	North
Blue Creek	Chewelah and Addy	7	South
Elkhorn	Chewelah and Addy	5	South
Spencer	At Arden	7	South
Winslow	Arden and Colville	12	Siding
Palmer's	Colville and Meyers Falls	4	North
Evans	Marcus and Bossburg	14	South
Little Dalles	Marble and Northport	6	Siding
Kane	Marble and Northport	10	North
Hudson	Marble and Northport	28	Siding
Rush	Northport and Boundary	6	South
Meadows	Beaver and Erie	3	South
Kootenay Shingle Co.	Erie and Salmo	28	North
Hunter "V"	Salmo and Ymir	16	South
Tamarack	Ymir and Halls	5	North
Porto Rico	Ymir and Halls	3	North
Stone	Northport and Velvet	6	South
Godfrey	Marcus and Boyds	6	South
Lambert	Malo and Pollard	4	South
California	Torboy and Republic	7	North

SURGICAL DEPARTMENT RULES AND LIST OF COMPANY SURGEONS

Every Conductor, Foreman, Yardmaster or other employe in authority, under whose immediate jurisdiction any person sustains an injury, will send a telegram addressed to the Superintendent, Spokane, stating briefly, nature, extent and cause of injury, including name and address of person injured, and will afterwards make out one copy of Form 104 or 245, giving full particulars.

All Employees who are witnesses of the accident are required to fill out Form 104 or 245 and mail at once to the Superintendent at Spokane.

If injury is caused by cars, engines or machinery, have the same carefully inspected, and state defects, if any, fully and specifically. Give the names of all witnesses to the injury, and their addresses.

In urgent cases, the employe in authority may call upon the nearest Agent to obtain competent surgical aid, if the accident occurs at a point not provided with a local surgeon. The Company's regularly appointed surgeon should be secured where practicable.

It is the duty of employes in authority, or agents, to see that trespassers injured are turned over to the public authorities, without incurring any liability on behalf of the Company.

DR. G. S. ARMSTRONG, Surgeon	Office, Norman Block, Cor. Mill and Sprague	Spokane, Wash.
DR. R. L. THOMPSON, Oculist	Office, Traders Block	Spokane, Wash.
DR. J. FARROW, Surgeon		Hillyard, Wash.
DR. L. B. HARVEY, Surgeon		Colville, Wash.
DR. GEO. H. WELLS, Surgeon		Northport, Wash.
DR. J. T. MCKENZIE, Surgeon		Rossland, B. C.
DR. D. LABAU, Surgeon		Nelson, B. C.
DR. S. H. MANLY, Surgeon		Republic, Wash.

TIME INSPECTORS.

GEO. H. DOERR	Spokane, Wash.
F. B. ROBINSON	Northport, Wash.
A. D. MORRISON	Grand Forks, B. C.

E. E. LILLIE, Chief Dispatcher.
M. H. MURTHA, Trainmaster.

SPECIAL RULES, FIRST DISTRICT

1. S. F. & N. train and engine crews must provide themselves with current Time Table Spokane Division, G. N. Ry., and be governed by same and Spokane Division bulletins and special instructions while using G. N. Ry. tracks between Spokane and Colbert.
2. Trains will date from time due to leave terminals. Colbert and Northport will be considered terminals for trains 256 and 258; Northport and Rossland, terminals for trains 257, 258 and 704; Colbert and Northport, terminals for trains 701 and 702; Northport and Troup Jct. for trains 387 and 388.
3. All conductors and enginemen of light engines must register at Colbert, Marcus, Northport and Nelson.
4. Trains will be governed by Pacific Standard Time. Clocks

regulated to Standard Time are located in telegraph offices at Spokane, Hillyard, Marcus, Northport and Nelson.

5. All south-bound trains must approach Colbert under full control, expecting to find S. F. & N. Main Line occupied, and must know the way is clear before entering upon G. N. Ry. Main Line.
6. South wye switch at Marcus will be known as "W. & G. N. Ry. Junction" and must be left set and locked for S. F. & N. Ry. Main Line.
7. All trains must be handled under absolute control passing through yard limits at Marcus and Northport. (See Rule 69.) All north-bound trains, except first class trains, must come to full stop not less than 300 and not more than 800 feet south of W. & G. N. Ry. Junction, and must know way is clear before proceeding.

8. All north-bound trains will be required to make service test of air brakes at Meyers Falls before descending Marcus hill.

9. No train will leave Northport or Waneta until conductor has reported to and received clearance from Customs Officer.
10. Bulletin books are located at Spokane, Hillyard, Colbert, Marcus and Northport.
11. Train and enginemen must provide themselves with Canadian Pacific Railway Book of Transportation Rule 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.
12. Switch connecting N. & F. S. and C. P. R. main lines at Troup Junction is protected by distant semaphore signals, the position of the arm of which all train and enginemen will ob-

serve and be governed accordingly. All trains will come to full stop and must know the way is clear before entering upon Canadian Pacific main line at Troup Junction.

13. All north-bound freight trains will be required to make service test of air brakes at Summit, B. C., before descending Nelson hill.
 14. When approaching and crossing the Pend d'Oreille River bridge near Waneta, all trains must reduce speed to six miles per hour.
 15. The switches at Red Mountain Junction must be left set and locked for S. F. & N. main line.
- WATER ONE AND ONE-HALF MILES SOUTH OF VALLEY AND FOUR MILES SOUTH OF MARBLE.

SPECIAL RULES, SECOND DISTRICT

1. Trains will date from time due to leave terminals. Marcus and Phoenix will be considered terminals for trains 259 and 260. Marcus and Grand Forks terminals for trains 705 and 706. Grand Forks and Republic terminals for trains 385 and 386.
2. All conductors and enginemen of light engines must register at Marcus, Grand Forks Junction, Grand Forks, Weston and Phoenix.
3. Trains will be governed by Pacific Standard Time. Clocks regulated to Standard Time are located in telegraph offices at Marcus, Grand Forks and Phoenix.
4. South wye switch at Marcus will be known as "W. & G. N. Ry. Junction." All switches in S. F. & N. main track at Marcus must be left set and locked for S. F. & N. Ry. main line. Tail track switch in wye at Marcus must be left set and locked for south leg of wye.
5. Wye switches Grand Forks Jct. will be kept set and locked for Marcus-Phoenix main line.
6. Second District train and enginemen must know way is clear before entering upon S. F. & N. Ry. main line. S. F. & N. main line south of W. & G. N. Ry. Junction switch may be used ONLY under protection of flag. (See Rules 57 and 59.)
7. Siding back of Marcus passenger depot must be left clear for passenger trains.

8. No train will leave Customs Port at Laurier until conductor has reported to and received clearance from Customs Officer. Conductor will report to such officer upon arrival at this port.

9. Bulletin books are located at Marcus and Weston.
10. Trains will reduce speed to eight (8) miles per hour crossing Columbia River bridge.
11. All trains must come to full stop at Kettle Valley crossing at Grand Forks, send flagman ahead before crossing.
12. 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.
13. 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 one stop of fifteen minutes must be made to cool wheels, when conductor and brakemen must examine train carefully to discover cracked or broken wheels.
14. 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.
15. Trains descending Phoenix hill must keep at least twenty-five (25) minutes apart.

16. All trains must reduce speed to ten (10) miles per hour over Deadman's Bridge and around Coryell rock bluffs.

17. Switches at Junction of Phoenix line with smelter spur must be kept set and locked for main line to Weston.
18. All wye switches in Phoenix must be set for yard tracks and locked so that cars getting away cannot get on main line track south of wye.
19. South wye switch Phoenix must be kept set for main line to passenger depot.
20. Switch on switchback to Tunnel No. 3 must be kept set and locked for high line.
21. 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 brakeman ahead to set switches for main track, and set switches for safety tracks before leaving.
22. All trains crossing bridge on smelter spur over North Fork Kettle River must reduce speed to fifteen (15) miles per hour.

SPECIAL RULES, THIRD AND FOURTH DISTRICTS

1. Trains will date from time due to leave terminals. Marcus and Phoenix will be considered terminals for trains 259 and 260. Marcus and Grand Forks terminals for trains 705 and 706. Grand Forks and Republic terminals for trains 385 and 386. Northport and Rossland terminals for trains 257, 258 and 704.
2. All conductors and engineers of light engines will register at Grand Forks, Grand Forks Junction, Republic, Northport and Rossland.
3. Trains will be governed by Pacific Standard Time. Clocks

regulated to standard time will be located at Grand Forks and Northport.

4. All switches at Grand Forks Junction must be kept set and locked for Main Line.
5. No train will leave Customs Ports of Danville or Sheep Creek until conductor has reported to and received clearance from Customs Officer.
6. All trains must come to full stop at Kettle Valley crossing at Grand Forks; send flagman ahead before crossing.

7. All trains must come to a full stop at Kettle Valley crossing near Malo.

8. All south-bound trains must make service test of all brakes before leaving Rossland.
9. All Fourth District trains will protect against First District trains at all times between Northport Depot and Red Mountain Junction.
10. All south-bound freight trains on Fourth District will

come to full stop two hundred (200) feet north of Columbia River bridge and will then proceed over bridge at a speed not to exceed four (4) miles per hour.

11. The switches at Red Mountain Junction will be left set and locked for S. F. & N. Main Line.
12. Trains down grade between Rossland and Northport must keep at least twenty-five (25) minutes apart and operators will block trains as provided by this rule.

WATER ONE MILE SOUTH OF VELVET.

All Trains will be handled under absolute control at all points where slides or falling rock are liable to be encountered. No train will exceed a speed of fifteen (15) miles per hour when passing through Seven Devils, Hendrix Cut at Boundary Bluffs and through Beaver Canyon.