

GREAT NORTHERN RAILWAY LINE

SPOKANE FALLS & NORTHERN RAILWAY

Orville S. Kennedy add

TIME TABLE NO. 28

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

SUNDAY, NOVEMBER 17th, 1907.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

R. C. MORGAN, Superintendent.

E. L. BROWN, General Superintendent.

W. C. WATROUS, General Superintendent of Transportation.

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

THIRD CLASS.			FIRST CLASS.				Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 28.				Distance from Marcus	Water, Coal, Scales, Tables and Wyes	FIRST CLASS.				THIRD CLASS.	
702			258	256					IN EFFECT 12:01 A. M., SUNDAY, NOV. 17, 1907.							255	257			
Freight			Passenger	Passenger								Passenger	Passenger				Freight			
Leave Daily			Leave Daily	Leave Daily								Arrive Daily	Arrive Daily				Arrive Daily			
			4 30PM	10 30AM			DN-R.....	SPokane.....	F	101.2	W	5 10PM	9 45AM							
2.00AM			4.45 4.55	10.45		4.7	DN-R.....	Hillyard.....	SQ	96.5	WCTO	4.55	9.30				2.00PM			
TRAINS BETWEEN SPOKANE AND COLBERT WILL BE GOVERNED BY SPOKANE DIVISION TIME TABLE.																				
2.40			5.15	11.05		13.8	DN-R.....	Colbert.....	SF	87.4	W	4.35	9.10					1.00		
3.00			5.25	11.13	22	17.6	.....	Wayside.....		83.6		4.20	8.58					12.35PM	
3.35			5.40	11.25	18	22.7	.....	Pratt.....		78.5		4.08	8.45					11.55	
4.00			5.52	11.35	100	26.5	DN.....	Deer Park.....	DE	74.7	W	3.58	8.35					11.35		
4.26			6.03	11.48	20	30.7	.....	Christianson.....		70.5		3.45	8.26					10.54	
4.30			6.05	11.50	32	31.6	D.....	Clayton.....	CM	69.6		3.43	8.24					10.50		
5.15			6.25	12.05PM	90	33.4	DN.....	Loon Lake.....	AK	62.3	WY	3.25	8.05					10.15		
6.00			6.45	12.25	23	46.5	DN.....	Springdale.....	SY	54.7	W	3.04	7.45					9.15		
6.35			6.57	12.37	35	52.0	.....	Grays.....		49.2		2.49	7.28					8.35	
7.05 7.35	701 257		7.10	12.50	70	56.5	DN-R.....	Valley.....	VY	44.7	CY	2.37	7.15					8.00 7.10		
8.15			7.28	1.07	64	64.0	D.....	Chewelah.....	CH	37.2		2.20	6.57					6.35		
9.05			7.50	1.27	21	73.2	DN.....	Addy.....	AD	28.0	W	2.02	6.35					5.35		
9.45			8.10	1.45	65	80.5	.....	Arden.....		20.7		1.45	6.17					4.50	
10.25			8.25	2.03	30	87.1	D.....	Colville.....	VD	14.1	W	1.25	6.00					4.15		
11.30			8.45	2.28	08	95.7	D.....	Meyers Falls.....	MF	6.5		1.00	5.36					3.40		
12.01PM			9.00PM	2.45PM	180	101.2	DN-R.....	Marcus.....	MS	0.0	WY	12.40PM	5.20AM					3.00AM		
Arrive Daily			Arrive Daily	Arrive Daily								Leave Daily	Leave Daily					Leave Daily		
702			258	256								255	257					701		
10.00 9.6			4.50 20.7	4.15 28.8								4.30 22.5	4.25 22.9					11.0 8.8		
Time Over District Average Speed Per Hour																				

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

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 Troup Junction will be considered terminals for trains 257 and 258, Colbert and Marcus, terminals for trains 701 and 702. Colbert and Oroville terminals for trains 255 and 256.

3. All conductors and enginemen of light engines must register at Colbert Valley and Marcus.

4. Trains will be governed by Pacific Standard Time. Clocks regulated to Standard Time are located in telegraph offices at Spokane, Hillyard and Marcus.

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. (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. Bulletin books are located at Spokane, Hillyard, Colbert and Marcus.

WATER ONE AND ONE-HALF MILES SOUTH OF VALLEY.

DERAILING SWITCHES: COLBERT, DARTS, CLAYTON, SUMMIT, SPRINGDALE, CLINES, GRAYS, KULZERS, VALLEY COAL CHUTE TRACK.

NORTH BOUND

SECOND DISTRICT—Marcus to Nelson

SOUTH BOUND

THIRD CLASS				SECOND CLASS		FIRST CLASS		Car Capacity of Sidings	Distance from Marcus	TIME TABLE No. 28			Distance from Nelson	Water, Coal Scales, Tables and Wyes	FIRST CLASS			SECOND CLASS		THIRD CLASS		
704		388	386			258				257						385	387			703		
Freight		Mixed	Mixed			Passenger				Passenger						Mixed	Mixed			Freight		
Leave Mon. Wed., Fri.		Leave Mon. Wed., Fri.	Leave Daily			Leave Daily		Arrive Daily				Arrive Daily	Arrive Tues. Thurs., Sat.			Arrive Tues. Thurs. Sat.						
6.00AM			2.55PM			9.10PM	180		DN-R.....	MARCUS.....MS	98.8	WY	5.10AM				12.15PM		5.05PM			
6.50			3.20			9.30	61	8.5	.....	8.5 BOSSBURG.....	90.3		4.50				11.45		4.30		
7.20			3.35			9.42	13	13.6	.....	5.1 WILLIAMS.....	85.2		4.35				11.30		4.10		
7.50			3.50			9.55	37	19.2	.....	5.6 MARBLE.....	79.6		4.20				11.15		3.50		
8.27			4.13			10.13		27.6	.....	8.4 RED MOUNTAIN JUNCTION.....	71.2	Y	3.56				10.47		2.47		
8.30AM		9.30AM	4.15PM			10.15	130	28.2	DN-R.....	0.6 NORTHPORT.....NP	70.6	WCOY	3.55				10.45AM	1.45PM	2.45PM			
		10.35				11.00	16	39.1	D.....	10.9 WANETA.....BR	59.7		3.10					1.05				
		11.00				11.15	12	43.0	.....	3.9 SAYWARD.....	55.8		2.40					12.40			
		11.30				11.30	20	48.3	.....	5.3 FRUITVALE.....	50.5	W	2.20					12.20PM			
		12.30PM				12.30AM	15	60.8	.....	12.5 ERIE.....	38.0		1.45					11.40			
		12.45				12.40	20	63.6	.....	2.8 SALMO.....	35.2		1.35					11.25			
		1.30				1.15	15	71.2	DN.....	7.6 YMIR.....MY	27.6	W	1.15					10.55				
		2.15				1.45	19	78.4	.....	7.2 HALL.....	20.4		12.52					10.30			
		2.35				1.55	20	81.7	.....	3.3 SUMMIT.....	17.1	Y	12.40					10.15			
		3.05				2.15	30	88.4	.....	6.7 MOUNTAIN.....	10.4	W	12.10AM					9.35			
		3.30				2.35	40	93.3	R.....	4.9 TROUP JUNCTION.....	5.5	Y	11.50					9.00				
		Via C. P. R. 4.00PM				Via C. P. R. 2.55 AM		98.8	DN-R.....	5.5 NELSON.....RW		WCTO	Via C. P. R. 11.30PM					Via C. P. R. 8.30AM				
Arrive Mon. Wed., Fri.		Arrive Mon. Wed., Fri.	Arrive Daily			Arrive Daily							Leave Daily				Leave Daily	Leave Tues. Thurs., Sat.	Leave Tues. Thurs. Sat.			
704		388	386			258							257				385	387	703			
2.30		6.30	1.20			5.45							5.40				1.30	5.25	2.20			
11.2		10.8	21.2			17.2							17.4				18.8	13.3	12.1			

Time Over District. Average Speed Per Hour.

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

SPECIAL RULES, SECOND DISTRICT.

1. Trains will date from time due to leave terminals. Colbert and Troup Junction will be considered terminals for trains 257 and 258. Marcus and Northport terminals for trains 703 and 704. Marcus and Rossland terminals for trains 385 and 386. Northport and Troup Junction terminals for trains 387 and 388.
2. All conductors and enginemen of light engines must register at Marcus, Northport and Nelson.
3. Trains will be governed by Pacific Standard Time. Clocks regulated to Standard Time are located in telegraph offices at Marcus, Northport and Nelson.
4. 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.
5. All trains must be handled under absolute control passing through yard limits at 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.
6. No train will leave Northport or Waneta until conductor has reported to and received clearance from Customs Officer.
7. Bulletin books are located at Marcus and Northport.
8. 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.
9. 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 observe 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.
 10. All north-bound freight trains will be required to make service test of air brakes at Summit, B. C., before descending Nelson hill.
 11. When approaching and crossing the Pend d'Oreille River bridge near Waneta, all trains must reduce speed to six miles per hour.
 12. The switches at Red Mountain Junction must be left set and locked for S. F. & N. main line.
- WATER FOUR MILES SOUTH OF MARBLE.

Derailing Switches: Williams, Little Dalles

THIRD DISTRICT—Marcus to Keremeos

SOUTH BOUND

4

NORTH BOUND

TIME TABLE No. 28

IN EFFECT 12:01 A. M.
SUNDAY, NOV. 17, 1907

STATIONS

THIRD CLASS			SECOND CLASS	FIRST CLASS		256	Car Capacity of Seating	Distance from Marcus	STATIONS	Distance from Keremeos	Water, Coal, Scales, Tablets and Wyes	FIRST CLASS		SECOND CLASS	THIRD CLASS		
706	708	396			Passenger							255	397	705	707		
Freight	Freight	Mixed			Leave Daily	Passenger	Mixed	Freight	Freight								
Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily								
					2.55 PM	180		DN-R	MARCUS	MS	101.1	WY	12.30 PM			1.45 AM	
4.00 PM					f 3.10	45	5.3		5.3		155.2		f 12.16			1.05	
4.45					f 3.20	45	10.2		4.9		150.9		f 12.03 PM			12.40	
5.20					f 3.30	45	15.4		5.2		146.7	W	f 11.50			12.20	
5.50					s 3.35	18	16.8	D	1-4	ORIENT	144.3		s 11.45			12.05 AM	
6.10					f 3.45	45	21.5		4.7	HUGHES	138.6		f 11.35			11.40	
6.40					4.00			D	5.9	LAURIER	133.7	W	s 11.20			11.15	
7.30					4.15				6.0	RIDEAU, B. C.	127.7		f 11.03			10.55	
8.00					f 4.30	45	33.4		6.9	GRAND FORKS JCT	120.2	YO	10.50			10.30	
8.30					4.45			R	1.2	GRAND FORKS	122.3		10.45			10.00 PM	4.25 PM
8.55					4.55			D-R	1.5	GRAND FORKS	120.2		10.40				4.20
9.00 PM	7.00 AM				5.00	Yard	41.8	R	1.5	GRAND FORKS JUNCTION	120.2		10.30				4.10
	7.05				5.05			D	1.5	DANVILLE, WASH.	119.3	W	s 10.25			3.45	
	7.25				s 5.20	127	41.8		4.1	HURLBURT	116.2		f 10.10			3.20	
	8.00				f 5.30	45	45.9	D-R	6.3	CURLEW	108.9	WY	s 9.55			2.50	
	8.45				s 5.45	60	52.2		5.9	PAXSON	103.0		f 9.40			2.35	
	9.10				f 6.00	45	58.1		4.1	TORODA	98.9		f 9.30			2.15	
	9.30				f 6.10	45	62.2		4.5	FERRY, WASH.	91.3	W	s 9.20			1.45	
	9.50				s 6.20	148	66.8	D	.8	MIDWAY, B. C.	94.1	Y	s 9.10			12.40	
	10.30				s 6.35	Yard	67.0		8.5	BERGEN	85.6	W	f 8.47			708 12.01 PM	
	11.25				f 6.55	50	75.5	D	6.7	MYNCASTER	79.9	W	s 8.32			11.30	
	707 12.01 PM				f 7.15	65	81.2		4.0	SYACKAN	75.0		f 8.20			10.45	
	12.30				f 7.30	58	86.1	D	6.6	BRIDESVILLE, B. C.	68.4	W	s 8.05			10.00	
	1.15				s 7.50	79	92.7		5.0	MOLSON, WASH.	63.4	WY	s 7.50			9.10	
	1.45				s 8.05	Yard	97.7	D	7.1	NINE MILE	56.3	W	f 7.30			8.40	
	2.30				f 8.25	50	104.8	D	4.1	CIRCLE	52.2		s 7.15			7.50	
	3.00				s 8.35	60	108.9		6.9	MOUNT HULL	45.3	W	f 6.45			7.00 AM	
	3.15				f 8.45	50	115.8	DN-R	7.2	OROVILLE	38.1	WYC	6.15 AM				
	4.00				9.30 PM	Yard	123.0		4.3	NIGHTHAWK	26.5	W				6.15	
	4.15							D	9.9	CHOPAKA	16.9	W				5.45	
	5.00 PM								9.6	DELMAR, B. C.	7.3					5.30	
									7.8	KEREMEOS		WY				4.30 PM	
Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily								Leave Daily			Leave Daily	Leave Daily
706	708	396			256								255		397	705	707
5.00	10.00	2.30			6.35								6.15	2.30	3.45	9.25	
8.3	8.4	15.2			18.8								19.6	15.2	11.1	8.6	

Time Over District
Average Speed Per Hour

South Bound Trains are Superior to North Bound Trains of the Same Class.
For Special Rules, Third District, See Page 6.

NORTH BOUND.

FOURTH DISTRICT—Curlew to Republic

SOUTH BOUND.

THIRD CLASS		SECOND CLASS		FIRST CLASS			Car Capacity of Sidings	Distance from Curlew	TIME TABLE NO. 28			Distance from Republic	Water, Coal, Scales, Tables and Wyes	FIRST CLASS			SECOND CLASS		THIRD CLASS	
		392	394																	391	393
		Mixed	Mixed													Mixed	Mixed			
		Leave Daily	Leave Daily													Arrive Daily	Arrive Daily			
		10.10AM	5.50PM				60		D-R.....	CURLEW.....	W	21.2	WY				9.45AM	3.00PM		
		10.25	6.02				5.0		5.0	R. & G. F. RY. CROSSING.....		16.2					9.37	2.42		
		10.28	6.04				45	5.4	0.4	MALO.....		15.8					9.31	2.40		
		11.00	6.21				45	12.7	7.3	POLLARD.....		8.5	W				9.10	2.10		
		11.15	6.32				45	16.2	3.5	TORBOY.....		5.0					8.59	1.55		
		11.40AM	6.50PM				90	21.2	5.0	D-R.....	REPUBLIC.....	Z	CWY				8.45AM	1.30PM		
		Arrive Daily	Arrive Daily														Leave Daily	Leave Daily		
		392	394														391	393		
		1.30	1.00														1.00	1.30		
		14.1	21.2														21.2	14.1		
Time Over District Average Speed Per Hour																				

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

SPECIAL RULES, FOURTH DISTRICT

- Trains will date from time due to leave terminals. Curlew and Republic will be considered terminals for trains 391, 392, 393 and 394.
- All conductors and engineers of light engines will register at Curlew and Republic.
- Trains will be governed by Pacific Standard Time. Clocks regulated to standard time will be located at Republic.
- All trains must come to a full stop at Kettle Valley crossing near Malo.

DERAILING SWITCHES ON SOUTH END BELCHER SIDING AND KARMIN'S SPUR.

NORTH BOUND.

FIFTH DISTRICT—Northport to Rossland.

SOUTH BOUND.

THIRD CLASS		SECOND CLASS.		FIRST CLASS.			Car Capacity of Sidings	Distance from Northport	TIME TABLE No. 28			Distance from Rossland	Water, Coal, Scales, Tables and Wyes	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
		386																		
		Mixed															Mixed			
		Leave Daily															Arrive Daily			
		4.30PM					130		DN-R.....	NORTHPORT.....	NP	17.3	WCOY					10.30AM		
		4.33					0.6		0.6	RED MOUNTAIN JUNCTION.....		16.7	Y					10.27		
		5.03					12	7.0	6.4	VELVET.....		10.3						10.03		
		5.13					26	8.4	1.4	PATERSON.....	KN	8.9	Y					10.00		
		5.39						13.2	4.3	SILICA.....		4.1						9.45		
		6.05PM					75	17.3	4.1	D-R.....	ROSSLAND.....	RO	WY					9.30AM		
		Arrive Daily																Leave Daily		
		386																385		
		1.35																1.00		
		11.0																17.3		
Time over District Average Speed Per Hour																				

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

SPECIAL RULES, FIFTH DISTRICT

- Trains will date from time due to leave terminals. Marcus and Rossland terminals for trains 385 and 386.
- All conductors and engineers of light engines will register at Northport and Rossland.
- Trains will be governed by Pacific Standard time. Clocks regulated to standard time will be located at Northport.
- No train will leave Customs 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 Junction.
- All south-bound freight trains on Fifth 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.
- The switches at Red Mountain Junction will be left set and locked for S. F. & N. Main Line.
- 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.

DERAILING SWITCHES: STONES SPUR, CONDON'S SPUR, MANSONS, WHITE BEAR MINE SPUR, ROSSLAND.

GOING NORTH

STATIONS	Rating Grade	19x32 200 lbs G-3 720-727	19x26 180 lbs D-5 F-1 454-471 500-565	19x24 180 lbs Eng. 9	19x24 180 lbs D-4 Engs. 11-12	19x24 160 lbs Engs. 8-10	18x24 145 lbs Eng. 1-3	15x24 160 lbs Eng. 7	17x24 145 lbs 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	0.6	1500	1100	1400	1030	920	875	715	542
Curlew to Republic	1.5	675	520	540	440	420	320	275	222
Curlew to Midway	0.6	1500	1100	1400	1030	920	875	715	542
Grand Forks to Phoenix	3.0	340	240	270	200	190	140	120	85
Midway to Molson	1.25	750	550	700	500	450	425	350	270
Molson to Oroville	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.

GOING SOUTH

STATIONS	Rating Grade	19x32 200 lbs G-3 720-727	19x26 180 lbs D-5 F-1 454-471 500-565	19x24 180 lbs Eng. 9	19x24 180 lbs D-4 Engs. 11-12	19x24 160 lbs Engs. 8-10	18x24 145 lbs Eng. 1-4	15x24 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	560	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	560	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								
Midway to Curlew	Down								
Oroville to Molson	2.5	425	300	327	256	226	171	157	129
Molson to Midway	Down								

LIST OF SPURS THAT DO NOT APPEAR ON TIME TABLE

NAMH	BETWEEN	CAR CAPACITY	OPENS
Buckeye	Colbert and Wayside	26	North
Darts	Wayside and Pratt	13	Siding
Huetter's	Pratt and Deer Park	3	South
Oison'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
Wash. Fuel Co's Spur	Springdale and Grays	25	Siding
Tom Spur	Springdale and Grays	3	South
Wash. Fuel Co's Spur	Gray's and Valley	8	South
Wash. Fuel Co's Spur	Gray's and Valley	8	South
Wash. Fuel Co's Spur	Gray's and Valley	9	North
Wash. Fuel Co's Spur	Valley and Chewelah	10	North
Blue Creek	Chewelah and Addy	7	South
Elkhorn	Chewelah and Addy	7	South
Spencer	At Arden	6	South
Kiel	Arden and Colville	7	South
Palmer's	Colville and Meyers Falls	35	Siding
Empey's Spur	At Meyers Falls	4	South
Evans	Marcus and Bossburg	5	South
Ryan's Spur	Williams and Marble	14	South
Little Dalles	Marble and Northport	3	South
Kane	Marble and Northport	6	Siding
Hudson	Marble and Northport	10	Siding
Rush	Northport and Boundary	28	Siding
Wood	Northport and Boundary	6	South
Boundary	Northport and Waneta	4	South
Meadows	Beaver and Erie	12	Siding
Kootenay Shingle Co.	Erie and Salmo	3	South
Salmo Cedar Co's Spur	Salmo and Ymir	28	North
Hunter "V"	Salmo and Ymir	6	South
Clarkson's Iron Spur	Ymir and Halls	16	South
Tamarack	Ymir and Halls	4	North
Stone	Northport and Velvet	5	North
Condon's Spur	Northport and Velvet	8	South
Poole	Northport and Velvet	3	South
Manson	Northport and Velvet	8	South
Lingle	Velvet and Paterson	6	Siding
Lingle's	Patterson and Silica	4	North
Fine Lumber Co.	Marcus and Boyds	4	South
Godfrey	Marcus and Boyds	5	South
Napoleon Spur	Boyds and Barstow	14	South
Omen's Spur	Boyds and Barstow	3	South
Belcher	Malo and Pollard	3	South
Lambert	Malo and Pollard	23	Siding
Karamin	Malo and Pollard	4	South
California	Malo and Pollard	17	South
	Torbooy and Republic	7	North
	Private Mine Spur	3	South

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 Employes 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.

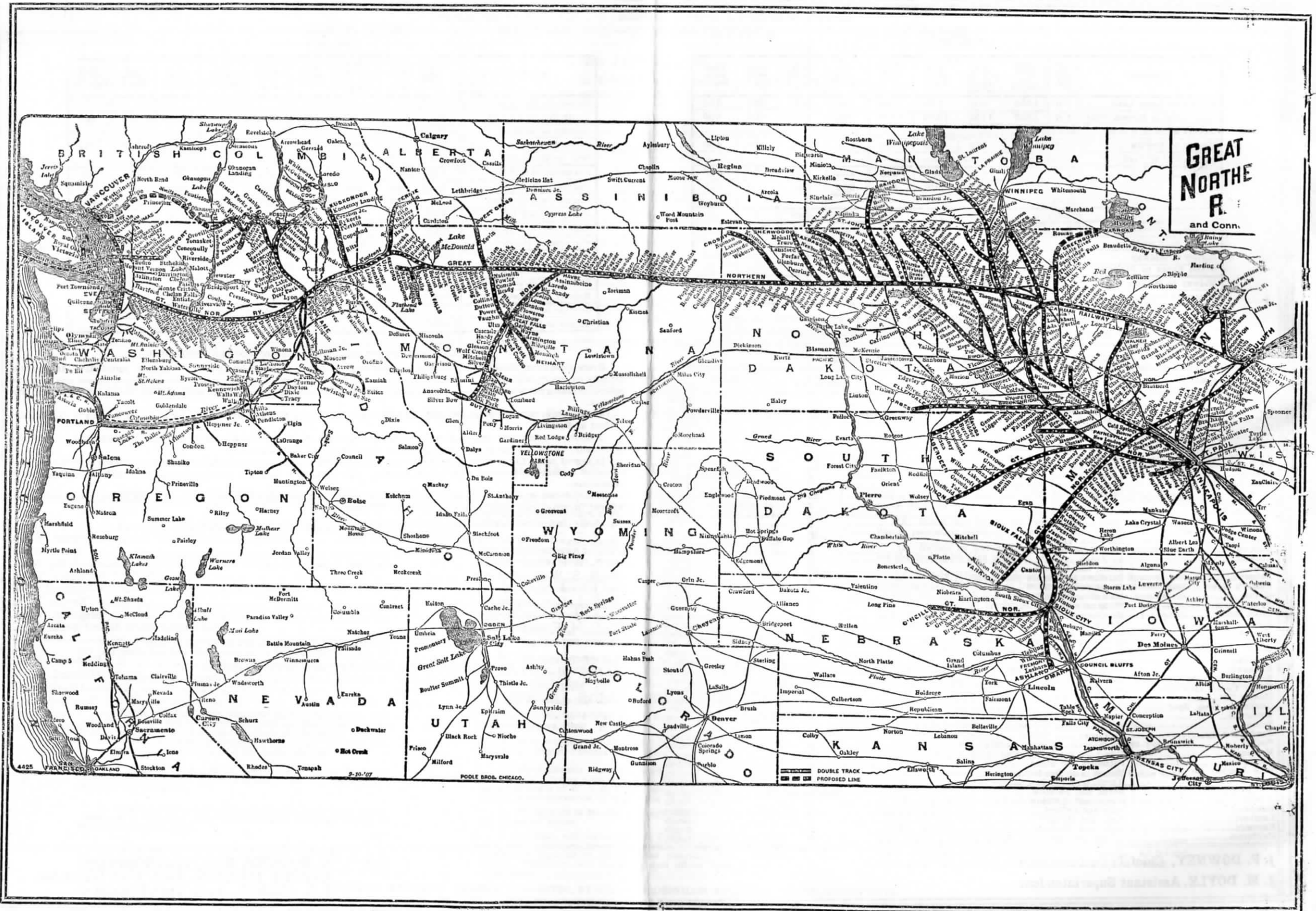
- DR. J. G. CUNNINGHAM, Surgeon; Fernwell Block, Cor. Stevens and Riverside - - - - - Spokane Wash.
- DR. R. L. THOMPSON, Oculist; Office, Traders Block - - - - - Spokane, Wash.
- DR. J. FARROW, Surgeon - - - - - Hillyard, Wash.
- DR. L. B. HARVEY, Surgeon - - - - - Colville, Wash.
- DR. R. S. WELLS, 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.
- DR. C. M. KINGSTON, Surgeon - - - - - Grand Forks, B. C.

TIME INSPECTORS.

- GEO. H. DOERR - - - - - Spokane, Wash.
- GEO. H. DOERR - - - - - Hillyard, Wash.
- A. D. MORRISON - - - - - Grand Forks, B. C.
- T. G. CHALLONER - - - - - Rossland, B. C.
- PATENAUE BROS. - - - - - Nelson, B. C.
- E. A. MCMAHAN - - - - - Oroville, Wash.

J. F. DOWNEY, Chief Train Dispatcher.
J. M. DOYLE, Assistant Superintendent

D. W. DUNN, Ass't. Train Dispatcher.
HARVEY JACKSON, Ass't. Train Dispatcher.
J. H. CLANEY, Ass't. Train Dispatcher



GREAT NORTHERN R. and Conn.

DOUBLE TRACK
PROPOSED LINE

4425

3-30-'07

POOLE BROS. CHICAGO.