GREAT NORTHERN RAILWAY LINE

SPOKANE FALLS & NORTHERN RAILWAY

TIME TABLE No. 20.

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

SUNDAY, DECEMBER 10, 1905.

THIS TIME TABLE IS FOR USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

R. C. MORGAN, Superintendent. H. A. KENNEDY, Vice-President. GEO. T. SLADE, General Superintendent. F. E. WARD, General Manager.

SHAW & BORDEN CO., PRINTERS, SPOKANE. 70222

FIRST DISTRICT—Spokane to Marcus.

TIME TABLE No. 20.

IN EFFECT 12:01 A. M.,
SUNDAY, DECEMBER 10, 1905.

NORTH BOUND. THIRD CLASS. 702 Freight Leave Daily	NORTH BOUND. FIRST CLASS. 256 Passenger Leave Daily	Car Capacity of Sidings	Distance from Spokane	STATIONS.	Distance from Marcus	Water, Coal, Scales, Tables and Wyes	SOUTH BOUND. FIRST CLASS. 255 Passenger Arrive Daily	SOUTH BOUND. THIRD CLASS. 701 Freight Arrive Daily
	9.45AM			DN-R SPOKANE F	101.2	W	5.45PM	
2.00AM	10.00		4.7	DN-R 4.7 HILLYARD SQ	96.5	WCTO	5.30	3.00PM
TRAINS BETWEEN SPOKANE AND COLBERT WILL BE GOVERNED BY SPOKANE DIVISION TIME TABLE.								
2.40	s 10.20		13.8	DN-R 9.1 COLBERT SF	87.4	W	s 5.10	2.00
3.00	f 10.33	22	17.6	3.8 WAYSIDE	83.6		f 4.58	1.20
3.25	f 10.46	18	22.7	5.1 PRATT	78.5		f 4.46	12.50
4.00	s 10.58	33	26.5	D 3.8 DEER PARK DE	74.7	W	s 4.38	12.25
4.25	s 11.11	32	31.6	D 5.1 CLAYTON CN	69.6		s 4.25	12.10PM
5.10	s **11.34** 701	90	38.4	D 6.8 LOON LAKE AK	62.8	WY	s 4.07	**11.34** 256
5.50	s 11.52	23	46.5	D 8.1 SPRINGDALE SY	54.7	W	s 3.41	10.10
6.15	f 12.03PM	35	52.0	5.5 GRAYS	49.2		f 3.27	9.40
6.35	s 12.15	22	56.5	D 4.5 VALLEY VY	44.7		s 3.13	9.15
7.00 701 **8.05**	s 12.31	64	64.0	D 7.5 CHEWELAH CH	37.2	C	s 2.59	**8.45** 702 **7.30**
8.55	s 12.54	21	73.2	D 9.2 ADDY AD	28.0	W	s 2.37	6.30
9.30	f 1.11	14	80.5	7.3 ARDEN	20.7		f 2.19	5.55
10.00	s 1.27	30	87.1	D 6.6 COLVILLE VD	14.1	W	s 2.05	5.25
10.50	s **1.46** 255	68	95.7	D 8.6 MEYERS FALLS MF	5.5		s **1.46** 256	4.50
11.30AM	2.00PM	180	101.2	DN-R 5.5 MARCUS MS	0.0	WY	1.25PM	4.00AM
Arrive Daily	Arrive Daily						Leave Daily	Leave Daily
702	256						255	701
9.30 10.2	4.15 23.8			Time Over District Average Speed Per Hour			4.20 23.3	11.0 8.7

North Bound Trains are Superior to South 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 Ferry will be considered terminals for trains 255 and 256; Colbert and Marcus, terminals for trains 701 and 702.

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

NORTH BOUND				SECOND DISTRICT—Marcus to Ferry					SOUTH BOUND			
THIRD CLASS.			FIRST CLASS			TIME TABLE No. 20 IN EFFECT 12:01 A. M. SUNDAY, DECEMBER 10, 1905			FIRST CLASS	THIRD CLASS		
706	708	710	256	Car Capacity of Sidings	Distance from Marcus		Distance from Ferry	Water, Coal, Scales, Tables and Wyes	255	707	705	709
Freight	Freight	Freight	Passenger						Passenger	Freight	Freight	Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
2.00 PM			2.20 PM	180		DN-R .... MARCUS .... MS	66.8	WY	1.15 PM		9.45 PM	
256 P 2.32			f P 706 2.32	45	5.3	5.3 .... BOYDS	61.5		f 1.02		9.15	
2.57			f 2.43	45	10.2	4.9 .... BARSTOW	56.6		f 12.50		8.55	
3.27			f 2.55	45	15.4	5.2 .... DULWICH	51.4	W	f 12.39		8.40	
3.35			s 2.59	12	16.8	1.4 .... ORIENT	50.0		s 12.34		8.30	
4.00			f 3.12	45	21.5	4.7 .... HUGHES	45.3		f 12.24		8.10	
4.55			3.25 3.45	130	27.4	5.9 D .... LAURIER .... BD	39.4	W	s 12.10 PM		7.50	
5.17			f 4.00	45	33.4	6.0 .... RIDEAU, B. C.	33.4		f 11.50		7.25	
5.42			4.15	25	40.3	6.9 R .... GRAND FORKS JCT	26.5	YO	11.34		7.05	
						0.3 .... G. F. & K. V. CROSSING						
5.45 PM	10.20 AM		4.25 4.35	Yard	41.8	1.2 D-R .... GRAND FORKS .... GF	28.0		11.30 11.15	10.00 AM	7.00 PM	
	10.23		4.39			1.5 R .... GRAND FORKS JUNCTION			11.10	9.52		
	10.33		s 4.45	127	41.8	1.5 D .... DANVILLE, WASH. .... CO	25.0	W	s 11.07	9.49		
	10.47 255		f 4.57	45	45.9	4.1 .... HURLBURT	20.9		f 10.47 708	9.38		
	11.05 AM	11.10 AM	s 5.10	60	52.2	6.3 D-R .... CURLEW .... W	14.6	W Y	s 10.32	9.20 AM		4.45 PM
		11.30	f 5.21	45	58.1	5 9 .... PAXSON	8.7		f 10.20			4.27
		11.48	f 5.30	45	62.2	4.1 .... TORODA	4.6		f 10.09			4.12
		12.01 PM	5.40 PM	148	66.8	4.6 D-R .... FERRY			10.00 AM			4.00 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily
706	708	710	256						255	707	705	709
5.45 11.1			3.20 20.			Time Over District Average Speed Per Hour			3.15 20.5		2.45 15.2	

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

SPECIAL RULES, SECOND DISTRICT

1. Trains will date from time due to leave terminals. Colbert and Ferry will be considered terminals for trains 255 and 256. Marcus and Grand Forks terminals for trains 705 and 706. Grand Forks and Curlew terminals for trains 707 and 708. Curlew and Ferry terminals for trains 709 and 710.

2. All conductors and enginemen of light engines must register at Marcus, Grand Forks Junction, Grand Forks, Curlew and Ferry.

3. Trains will be governed by Pacific Standard Time. Clocks regulated to Standard Time are located in telegraph offices at Marcus and Grand Forks.

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 Ports at Laurier and Danville until conductor has reported to and received clearance from Customs Officer. Conductor will report to such officer upon arrival at these ports.

9. Bulletin books are located at Marcus and Ferry.

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.

NORTH BOUND — **THIRD DISTRICT—Marcus to Nelson** — **SOUTH BOUND**

THIRD CLASS	FIRST CLASS		Car Capacity of Sidings	Distance from Marcus	TIME TABLE No. 20 IN EFFECT 12:01 A. M. SUNDAY, DECEMBER 10, 1905	Distance from Nelson	Water, Coal, Scales, Tables and Wyes	FIRST CLASS.		THIRD CLASS.
704	257	262						261	258	703
Freight	Passenger	Passenger						Passenger	Passenger	Freight
Leave Mon. Wed. Fri.	Leave Daily	Leave Daily			STATIONS.			Arrive Daily	Arrive Daily	Arrive Tues. Thurs. Sat.
261 1.10PM		2.15PM	180		DN-R MARCUS MS	98.8	WY	704 1.10PM		5.00PM
1.40		s 2.36	61	8.5	8.5 BOSSBURG	90.3		s 12.52		4.30
1.55		f 2.46	13	13.6	5.1 WILLIAMS	85.2		f 12.41		4.10
262P 2.58		f P704 2.58	37	19.2	5.6 MARBLE	79.6		f 12.31		3.57
3.23	11.42AM	3.13		27.6	8.4 RED MOUNTAIN JUNCTION	71.2	Y	12.11	3.43PM	3.27
3.25 4.00	11.45AM	3.15 703 3.25	130	28.2	D-R 0.6 NORTHPORT NP	70.6	WCOY	12.10 PM 11.59	3.40PM	3.25 262 1.15
5.00		3.50 4.00	16	39.1	D 10.9 WANETA BR	59.7		s 11.38		12.35
5.25		f 4.06	12	43.0	3.9 SAYWARD	55.8		f 11.28		12.20
6.00		f 4.20	20	48.3	5.3 BEAVER	50.5	W	f 11.15		12.00M
6.30		s 4.45	15	60.8	12.5 ERIE	38.0		s 10.50		11.28
6.40		s 4.52	20	63.6	2.8 SALMO	35.2		s 10.41		11.08
7.30		s 5.10	15	71.2	D 7.6 YMIR MY	27.6	W	s P703 10.26		261P 10.26
8.15		f 5.29	19	78.4	7.2 HALL	20.4		f 10.10		9.30
8.40		f 5.38	20	81.7	3.3 SUMMIT	17.1	Y	f 10.04		9.15
9.20		s 6.00	30	88.4	6.7 MOUNTAIN	10.4	W	s 9.40		8.15
9.45		6.20	40	93.3	R 4.9 TROUP JUNCTION	5.5	Y	s 9.20		7.15
Via C. P. R. 10.10PM		Via C. P. R. 6.40 PM		98.8	DN-R 5.5 NELSON RW		WCTO	Via C. P. R. 9.05AM		Via C. P. R. 6.45AM
Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Tues. Thurs. Sat.
704	257	262						261	258	703
9.00 10.9		4.25 21.3			Time Over District. Average Speed Per Hour.			4.05 22.5		10.15 9.9

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

SPECIAL RULES, THIRD DISTRICT.

2. Trains will date from time due to leave terminals. Marcus and Troup Junction will be considered terminals for trains 261, 262, 703 and 704.

3. All conductors and enginemen of light engines must register at Marcus, Northport and Nelson.

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

5. 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.

6. All trains must be handled under absolute control passing through yard limits at Northport. (See Rule 69.) All northbound 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.

7. No train will leave Northport or Waneta until conductor has reported to and received clearance from Customs Officer.

8. Bulletin books are located at Marcus and Northport.

9. 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.

10. 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.

11. All north-bound freight trains will be required to make service test of air brakes at Summit, B. C., before descending Nelson hill.

12. When approaching and crossing the Pend d'Oreille River bridge near Waneta, all trains must reduce speed to six miles per hour.

13. The switches at Red Mountain Junction must be left set and locked for S. F. & N. main line.

WATER FOUR MILES SOUTH OF MARBLE.

FOURTH DISTRICT—Curlew to Republic

NORTH BOUND. THIRD CLASS	SECOND CLASS	FIRST CLASS	Car Capacity of Sidings	Distance from Curlew	TIME TABLE NO. 20 IN EFFECT 12:01 A. M. SUNDAY, DECEMBER 10, 1905. STATIONS	Distance from Republic	Water, Coal, Scales, Tables and Wyes	FIRST CLASS	SECOND CLASS	THIRD CLASS	SOUTH BOUND.
	386								385		
	Mixed								Mixed		
	Leave Daily								Arrive Daily		
	5.15PM		60		D-R ..... CURLEW ..... W	21.2	WY		9.00AM		
	5.27			5.0	5.0 R. & G. F. RY. CROSSING	16.2			8.47		
	f 5.29		45	5.4	0.4 MALO	15.8			f 8.46		
	f 5.46		45	12.7	7.3 POLLARD	8.5	W		f 8.25		
	f 5.57		45	16.2	3.5 TORBOY	5.0			f 8.14		
	6.15PM		90	21.2	5.0 D-R ..... REPUBLIC ..... Z		CWY		8.00AM		
	Daily Arrive								Leave Daily		
	386								385		
	1.00 21.2				Time Over District Average Speed Per Hour				1.00 21.2		

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

SPECIAL RULES, FOURTH DISTRICT

1. Trains will date from time due to leave terminals. Curlew and Republic will be considered terminals for trains 385 and 386.

2. All conductors and engineers of light engines will register at Curlew and Republic.

3. Trains will be governed by Pacific Standard Time. Clocks regulated to standard time will be located at Republic.

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

FIFTH DISTRICT—Northport to Rossland.

NORTH BOUND. THIRD CLASS.	SECOND CLASS.	FIRST CLASS.		Car Capacity of Sidings.	Distance from Northport.	TIME TABLE No. 20. IN EFFECT 12:01 A. M. SUNDAY, DECEMBER 10, 1905. STATIONS.	Distance from Rossland.	Water, Coal, Scales, Tables and Wyes.	FIRST CLASS.		SECOND CLASS.	THIRD CLASS.	SOUTH BOUND.
703			261	258					257	262		704	
Freight			Passenger	Passenger					Passenger	Passenger		Freight	
Leave Tues., Thurs. Sat.			Leave Daily	Leave Daily					Arrive Daily	Arrive Daily		Arrive Mon. Wed., Fri.	
3.25PM			12.10PM	3.40PM	130	D-R ..... NORTHPORT ..... NP	17.3	WCOY	11.45AM	3.15PM		3.25PM	
3.27PM			12.11PM	3.43	0.6	0.6 RED MOUNTAIN JUNCTION	16.7	Y	11.42	3.13PM		3.23PM	
			f 4.13	12	7.0	6.4 VELVET	10.3		f 11.18				
			s 4.24	26	8.4	D ..... 1.4 PATERSON ..... KN	8.9	Y	s 11.15				
			f 4.49		13.2	4.8 SILICA	4.1		f 11.00				
			5.15PM	75	17.3	D-R ..... 4.1 ROSSLAND ..... RO		WY	10.45AM				
Arrive Tues., Thurs. Sat.			Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Mon. Wed., Fri.	
703			261	258					257	262		704	
				1.35 11.5		Time over District Average Speed Per Hour			1.00 17.3				

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

SPECIAL RULES, FIFTH DISTRICT

1. Trains will date from time due to leave terminals. Northport and Rossland terminals for trains 257 and 258.

2. All conductors and engineers of light engines will register at Northport and Rossland.

3. Trains will be governed by Pacific Standard time. Clocks regulated to standard time will be located at Northport.

4. No train will leave Customs Paterson until conductor has reported to and received clearance from Customs Officer.

5. All south-bound trains must make service test of all brakes before leaving Rossland.

6. All Fifth District trains will protect against Third District trains at all times between Northport Depot and Red Mountain Junction.

7. 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.

8. The switches at Red Mountain Junction will be left set and locked for S. F. & N. Main Line.

9. 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.

NORTH BOUND — SIXTH DISTRICT—Grand Forks to Phœnix — SOUTH BOUND

FIRST CLASS 260 Passenger Leave Daily	Car Capacity of Sidings	Distance from Grand Forks	TIME TABLE No. 20 IN EFFECT 12:01 A. M. SUNDAY, DECEMBER 10, 1905 STATIONS	Distance from Phoenix	Water, Coal, Scales, Tables and Wyes	FIRST CLASS 259 Passenger Arrive Daily
4.40 PM	Yard		D-R .... GRAND FORKS .... GF	23.8		9.35 AM
s 4.45	Yard	1.0	1.0 D-R .... WESTON .... WS	22.8	WCY	9.29
4.47		1.6	0.6 .... COPPER JCT	22.2		9.27
f 5.04	45	6.6	5.0 .... SPENCER	17.2	W	9.13
f 5.27	45	13.9	7.3 .... HALE	9.9	W	8.48
f 5.31	22	15.5	1.6 .... DENORO	8.3		8.42
f 5.37	30	17.3	1.8 .... GLENSIDE	6.5	W	8.37
6.00	30	22.9	5.6 .... JORDAN	0.9		8.18
6.05 PM	Yard	23.8	0.9 D-R .... PHOENIX		WCY	8.15 AM
Arrive Daily						Leave Daily
260						259
			Time Over District. Average Speed Per Hour.			

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

SPECIAL RULES, SIXTH DISTRICT

1. Trains will date from time due to leave terminals. Grand Forks and Phoenix will be considered terminals for trains 259 and 260.

2. All conductors and enginemen of light engines must register at 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 Grand Forks and Phoenix.

4. Bulletin books are located at Weston.

5. 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.

6. 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 brakemen must examine train carefully to discover cracked or broken wheels.

7. 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.

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

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

10. Switches at Junction of Phoenix line with smelter spur must be kept set and locked for main line to Weston.

11. 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.

12. South wye switch Phoenix must be kept set for main line to passenger depot.

13. Switch on switchback to Tunnel No. 3 must be kept set and locked for high line.

14. 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.

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

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

GOING NORTH

STATIONS	Ruling Grade	19x32 200 lb. G-3 720-727	19x26 180 lb. D-5 F-1 454-471 500-565	19x24 180 lb. Eng. 9	19x24 180 lb. D-4 Engs. 11-12	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	0.6	1500	1100	1400	1030	920	875	715	542
Curlew to Republic	1.5	675	520	540	440	420	320	275	222
Curlew to Ferry	0.6	1500	1100	1400	1030	920	875	715	542
Grand Forks to Phoenix	3.0	340	240	270	200	190	140	120	85

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	Ruling 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 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	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	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	.....	.....	.....	.....	.....	.....	.....	.....
Ferry to Curlew	Down	.....	.....	.....	.....	.....	.....	.....	.....

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
Chewelah Mill Spur	Valley and Chewelah	10	North
Blue Creek	Chewelah and Addy	7	South
Elkhorn	Chewelah and Addy	5	South
Spencer	At Arden	7	South
Kiel	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 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. G. S. ARMSTRONG, Surgeon; Office, Lindelle Block, Cor. Washington 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. 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.
DR. C. M. KINGSTON, Surgeon - Grand Forks, B. C.

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.