

GREAT NORTHERN RAILWAY LINE

SPOKANE FALLS & NORTHERN RAILWAY

TIME TABLE No. 24

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

SUNDAY, OCT. 14, 1906.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

R. C. MORGAN, Superintendent.

H. A. KENNEDY, Vice President.

R. W. BRYAN, General Superintendent Transportation.

GEO. T. SLADE, General Superintendent.

F. E. WARD, General Manager.

NORTH BOUND.				FIRST DISTRICT—Spokane to Marcus.												SOUTH BOUND.							
THIRD CLASS.		FIRST CLASS.				TIME TABLE No. 24.												FIRST CLASS.		THIRD CLASS.			
702		258		256		IN EFFECT 12:01 A. M., SUNDAY, OCT. 14, 1906.												255		257		701	
Freight		Passenger		Passenger		STATIONS.												Passenger		Passenger		Freight	
Leave Daily		Leave Daily		Leave Daily														Arrive Daily		Arrive Daily		Arrive Daily	
2:00 AM		4:25 PM		10:15 AM		DN-R SPOKANE F 101.2 W												5:00 PM		9:45 AM			
		4:40		10:30		4.7 DN-R HILLYARD SQ 96.5 WCTO												4:40		9:30		2:00 PM	
TRAINS BETWEEN SPOKANE AND COLBERT WILL BE GOVERNED BY SPOKANE DIVISION TIME TABLE.																							
2:40		5:05	10:50	13.5	DN-R	COLBERT	SF	57.4	W	4:20	9:10							1:00					
3:00		5:15	10:58	22		WAYSIDE		83.6		4:07	9:00							12:35 PM					
3:35		5:27	11:11	18		PRATT		78.5		3:57	8:49							11:55					
4:00		5:38	11:20	33	DN	DEER PARK	DE	74.7	W	3:46	8:38							11:20					
4:30		5:51	11:35	32	D	CLAYTON	CN	69.6		3:35	8:27							10:50					
5:15		6:10	11:50	90	D	LOON LAKE	AK	62.8	WY	3:18	8:12							10:15					
6:00		6:30	12:10 PM	23	DN	SPRINGDALE	SY	54.7	W	2:55	7:50							9:15					
6:35		6:43	12:25	35		GRAYS		49.2		2:37	7:36							8:35					
7:05 701		6:55	12:35	70	DN	VALLEY	VY	44.7	W	2:25	7:25							8:00 702					
7:35		7:10	12:52	64	D	CHEWELAH	CH	37.2		2:08	7:05							7:20 257					
8:15		7:30	1:12	21	DN	ADDY	AD	28.0	W	1:47	6:41							6:35					
9:05		7:45	1:30	65		ARDEN		20.7		1:30	6:25							5:35					
9:45		8:00	1:48	30	D	COLVILLE	VD	11.1	W	1:10	6:08							4:50					
10:25		8:28	2:13	68	D	MEYERS FALLS	MF	5.5		12:45	5:50							4:15					
11:30		8:45 PM	2:30 PM	180	DN-R	MARCUS	MS	0.0	WY	12:25 PM	5:35 AM							3:40					
12:01 PM																		3:00 AM					
Arrive Daily		Arrive Daily	Arrive Daily							Leave Daily	Leave Daily							Leave Daily					
702		258	256							255	257							701					
10:00		4:20	4:15							4:45	4:10							11:0					
9:5		23.3	26.8							22.1	24.3							8.8					
Time Over District Average Speed Per Hour																							

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

DERAILING SWITCHES: COLBERT, DARTS, SUMMIT, SPRINGDALE, CLINES, GRAYS, KULZERS.

NORTH BOUND

SECOND DISTRICT—Marcus to Nelson

SOUTH BOUND

3

THIRD CLASS		SECOND CLASS		FIRST CLASS			Car Capacity of Sidings	Distance from Marcus	TIME TABLE No. 24		Distance from Nelson	Water, Coal, Scales, Tables and Wyes	FIRST CLASS.				SECOND CLASS		THIRD CLASS.	
704		387				256			IN EFFECT 12:01 A. M. SUNDAY, OCTOBER 14, 1906					255					388		703
Freight		Mixed				Passenger				Passenger						Mixed		Freight		
Leave Mon. Wed., Fri.		Leave Daily				Leave Daily			STATIONS.	Arrive Daily						Arrive Daily		Arrive Tues. Thurs. Sat.		
6.00AM						2.45PM	130		DN-R.....MARCUS.....MS	98.8	WY	12.15PM						5.05PM		
6.50						3.05	61	8.5	.....8.5BOSSBURG.....	90.3		11.57						4.30	
7.20						3.17	13	13.6	.....5.1WILLIAMS.....	85.2		11.45						4.00	
7.50						3.30	37	19.2	.....5.6MARBLE.....	79.6		11.32						256 3.30	
8.27		10.42AM				3.48		27.6	.....8.4RED MOUNTAIN JUNCTION.....	71.2	Y	11.11				4.08PM		2.47	
8.30		10.45AM				3.50	130	28.2	.....0.6D-R.....NORTHPORT.....NP	70.6	WCOY	11.10				4.05PM		2.45	
9.30						4.00			.....10.9D.....WANETA.....BR	59.7		10.35	704					1.45	
10.35	255					4.40	16	39.1	.....3.9SAYWARD.....	55.8		10.25						1.05	
11.00						4.53	12	43.0	.....5.3BEAVER.....	50.5	W	10.12						12.40	
11.30						5.10	20	48.3	.....12.5ERIE.....	38.0		9.46						12.20PM	
12.30PM						5.38	15	60.8	.....2.3SALMO.....	35.2		9.38						11.40	
12.45						5.45	20	63.6	.....7.0D.....YMIR.....MY	27.6	W	9.20						11.25	
1.30						6.05	15	71.2	.....7.2HALL.....	20.4		9.03						10.55	
2.15						6.25	19	78.4	.....3.3SUMMIT.....	17.1	Y	8.55						10.30	
2.35						6.35	20	81.7	.....6.7MOUNTAIN.....	10.4	W	8.37						10.15	
3.05						6.55	30	88.4	.....4.9R.....TROUP JUNCTION.....	5.5	Y	8.20						9.35	
3.30						7.10	40	93.3	.....5.5DN-R.....NELSON.....RW		WCTO	8.00AM						9.00	
Via C. P. R. 4.00PM						Via C. P. R. 7.25 PM		98.8				Leave Daily				Leave Daily		Via C. P. R. 8.30AM		
Arrive Mon. Wed., Fri.		Arrive Daily				Arrive Daily												Leave Tues. Thurs. Sat.		
704		387				256						255				388		703		
10.0 9.8						4.40 21.3			Time Over District. Average Speed Per Hour.			4.15 20.2						8.35 11.15		

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 Troup Junction will be considered terminals for trains 255 and 256. Marcus and Troup Junction terminals for trains 703 and 704.

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.

NORTH BOUND

THIRD DISTRICT--Marcus to Ferry

SOUTH BOUND

THIRD CLASS.			FIRST CLASS			Car Capacity of Sidings	Distance from Marcus	TIME TABLE No. 24			Distance from Ferry	Water, Coal, Scales, Tables and Wyes	FIRST CLASS			THIRD CLASS			
706	708				262			IN EFFECT 12:01 A. M. SUNDAY, OCT. 14, 1906					261				705	707	709
Freight	Freight				Passenger			STATIONS					Passenger				Freight	Freight	Freight
Leave Daily	Leave Daily				Leave Daily								Arrive Daily			Arrive Daily	Arrive Daily		
2.00PM					3.00PM	180		DN-R	MARCUS	MS	66.8	WY	12.05PM			10.30PM			
2.50					3.15	45	5.3		5.3	BOYDS	61.5		11.50			10.00			
3.25					3.25	45	10.2		4.9	BARSTOW	56.6		11.37			9.35			
3.55					3.35	45	15.4		5.2	DULWICH	51.4	W	11.21			9.15			
4.10					3.40	12	16.8	D	1.4	ORIENT	50.0		11.15			9.05			
4.45					3.51	45	21.5		4.7	HUGHES	45.3		11.02			8.40			
5.20					4.05 4.25	130	27.4	D	5.9	LAURIER	39.4	W	10.50			8.15			
5.50					4.40	45	32.4		6.0	RIDEAU, B. C.	33.4		10.30			7.45			
6.10					4.55	25	40.3	R	6.9	GRAND FORKS JCT	26.5	YO	10.15			7.25			
									0.3	G. F. & K. V. CROSSING									
6.15PM	11.05AM				5.05 5.15	Yard	41.8	D-R	1.2	GRAND FORKS	28.0		10.10 10.05			7.15PM	10.30AM		
	11.10				5.20			R	1.5	GRAND FORKS JUNCTION			9.50			10.20			
	11.25				5.35	127	41.8	D	1.5	DANVILLE, WASH.	25.0	W	9.40			10.10			
	11.45				5.45	45	45.9		4.1	HURLBURT	20.9		9.29			9.50			
	12.15PM				6.00	60	52.2	D-R	6.3	CURLEW	14.6	W Y	9.13			9.25AM	5.45PM		
	12.35				6.15	45	58.1		5.9	PAXSON	8.7		8.55				5.25		
	12.50				6.25	45	62.2		4.1	TORODA	4.6		8.45				5.10		
	1.00PM				6.35PM	148	66.8	D-R	4.6	FERRY			8.35AM				4.50PM		
Arrive Daily	Arrive Daily				Arrive Daily								Leave Daily			Leave Daily	Leave Daily		
706	708				262								261			705	707	709	
4.15 9.8	1.35 13.04				3.35 19.5			Time Over District Average Speed Per Hour					3.30 19.9			3.15 12.9	1.05 12.0	5.9 17.8	

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

SPECIAL RULES, THIRD DISTRICT

1. Trains will date from time due to leave terminals. Marcus and Ferry will be considered terminals for trains 261 and 262. Marcus and Grand Forks terminals for trains 705 and 706. Grand Forks and Ferry terminals for train 708. Curlew and Ferry terminals for train 709.

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. Third 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.

FOURTH DISTRICT—Curlew to Republic

SOUTH BOUND.

5

THIRD CLASS		SECOND CLASS		FIRST CLASS			Car Capacity of Sidings	Distance from Curlew	TIME TABLE NO. 24		Distance from Republic	Water, Coal Scales, Tables and Wyes	FIRST CLASS			SECOND CLASS		THIRD CLASS	
			386							IN EFFECT 12:01 A. M.									385
			Mixed							SUNDAY, OCT. 14, 1906.						Mixed			
			Leave Daily							STATIONS						Arrive Daily			
			6.05 PM				60		D-R.....	CURLEW.....	W	21.2	WY			9.05 AM			
			6.17				5.0		5.0			16.2				8.52			
			6.19				45	5.4		R. & G. F. RY. CROSSING.....		15.8				8.51			
			6.36				45	12.7		0.4		8.5	W			8.30			
			6.47				45	16.2		MALO.....		5.0				8.19			
			7.05 PM				90	21.2		7.3						8.05 AM			
			Arrive Daily							POLLARD.....						Leave Daily			
			386							3.5						385			
			1.00							TORBOY.....						1.03			
			21.2							D-R.....	REPUBLIC.....	Z				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.

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. 24		Distance from Rossland.	Water, Coal, Scales, Tables and Wyes.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
703		388			255				IN EFFECT 12:01 A. M. SUNDAY, OCT. 14, 1906.				256			387		704
Freight		Mixed			Passenger							Passenger			Mixed		Freight
Leave Tues., Thurs., Sat.		Leave Daily			Leave Daily			STATIONS.				Arrive Daily			Arrive Daily	Arrive Mon. Wed., Fri.	
2.45 PM		4.05 PM			11.10 AM	130		D-R..... NORTHPORT..... NP	17.3	WCOY		3.50 PM			10.45 AM	8.30 AM	
2.47 PM		4.08			11.11 AM		0.6	..... 0.6 RED MOUNTAIN JUNCTION.....	16.7	Y		3.48 PM			10.42	8.27 AM	
		4.38				12	7.0	..... 6.4 VELVET.....	10.3						10.18		
		4.48				26	8.4	D..... 1.4 PATERSON..... KN	8.9	Y					10.15		
		5.14					13.2	..... 4.5 SILICA.....	4.1						10.00		
		5.40 PM				75	17.3	D-R..... 4.1 ROSSLAND..... RO		WY					9.45 AM		
Arrive Tues., Thurs., Sat.		Arrive Daily			Arrive Daily							Leave Daily			Leave Daily	Leave Mon. Wed., Fri.	
703		388			255							256			387	704	
		1.35 11.0						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 387 and 388.

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 Second DERAILING SWITCH ON WHITE BEAR MINE SPUR AT ROSSLAND.

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 Phoenix

SOUTH BOUND

SECOND CLASS			Car Capacity of Sidings	Distance from Grand Forks	TIME TABLE No. 24				Distance from Phoenix	Water, Coal, Scales, Tables and Wyes	SECOND CLASS		
		390			IN EFFECT 12:01 A. M.						389		
		Mixed			SUNDAY, OCTOBER 14, 1906						Mixed		
		Leave Daily	STATIONS				Arrive Daily						
		5.20 PM	Yard		D-R	GRAND FORKS	GF	23.8		9.55 AM			
		5.25	Yard	1.0	D-R	WESTON	WS	22.8	WCY	9.50			
		5.27		1.6		COPPER JCT.		22.2		9.47			
		5.44	45	6.6		SPENCER		17.2	W	9.33			
		6.07	45	13.9	D	HALE	H	9.9	W	9.08			
		6.11	22	15.5		DENORO		8.3		9.02			
		6.17	30	17.3		GLENSIDE		6.5	W	8.57			
		6.40	30	22.9		JORDAN		0.9		8.38			
		6.45 PM	Yard	23.8	D-R	PHOENIX	FX		WCY	8.35 AM			
		Arrive Daily								Leave Daily			
		390								389			
		1.25 16.7			Time Over District. Average Speed Per Hour.						1.20 17.8		

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 389 and 390.

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.

DERAILING SWITCHES ON PASSING TRACKS AT SPENCER, HALE, DENORO AND GLENSIDE AND ON HOUSE TRACK AND ORE LOADING TRACK AT PHOENIX.

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 Eng. 11-12	19x24 160 lbs Eng. 8-10	18x24 145 lbs Eng. 1-3	18x24 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	503	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	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 11-12	19x24 160 lbs Eng. 8-10	18x24 145 lbs Eng. 1-4	18x24 160 lbs Eng. 7	17x24 145 lbs Eng. 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
Cline	Springdale and Grays	25	Siding
Dehlhom 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	Siding
Hudson	Marble and Northport	28	Siding
Rush	Northport and Boundary	6	South
Boundary	Northport and Waneta	17	Siding
Meadows	Beaver and Erie	3	South
Kootenay Shingle Co.	Erie and Salmo	28	North
Hurter "V"	Salmo and Ymir	16	South
Tamarack	Ymir and Halls	5	North
Stone	Northport and Velvet	6	South
Manson	Velvet and Paterson	6	Siding
Godfrey	Marcus and Boyds	6	South
Belcher	Malo and Pollard	23	Siding
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. 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.
A. D. MORRISON	Grand Forks, B. C.
T. G. CHALLONER	Rossland, B. C.
PATENAUE BROS.	Nelson, B. C.

E. E. LILLIE, Chief Dispatcher.

W. R. SMITH, Assistant Superintendent

