

# **GREAT NORTHERN RAILWAY LINE**

## **SPOKANE FALLS & NORTHERN RAILWAY**

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# **TIME TABLE NO. 27**

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

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**SUNDAY, SEPT. 8th, 1907**

**THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.**

**DESTROY ALL PREVIOUS TIME TABLES.**

R. C. MORGAN, Superintendent.

F. S. FOREST, General Superintendent.

W. C. WATROUS, General Superintendent of Transportation.

H. A. KENNEDY, Asst. General Manager.

F. E. WARD, General Manager.

## NORTH BOUND.

## FIRST DISTRICT—Spokane to Marcus.

## SOUTH BOUND.

THIRD CLASS.			FIRST CLASS.			Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 27.			Distance from Marcus	Water, Coal, Scales, Tables and Wyes	FIRST CLASS.			THIRD CLASS.	
702			258	256				IN EFFECT 12:01 A. M., SUNDAY, SEPT. 8, 1907.					255	257		701	
Freight			Passenger	Passenger				STATIONS.					Passenger	Passenger		Freight	
Leave Daily			Leave Daily	Leave Daily									Arrive Daily	Arrive Daily		Arrive Daily	
			4.25 PM	10.15 AM				DN-R..... SPOKANE..... F	101.2	W			5.00 PM	9.45 AM			
2.00 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		13.8		DN-R..... COLBERT..... SF	87.4	W			4.20	9.10			1.00
3.00			5.15	10.58		22	17.6	..... WATSIDE.....	83.6				4.07	9.00			12.35 PM
3.35			5.30	11.11		18	22.7	..... PRATT.....	78.5				3.57	8.49			11.55
4.00			5.40	11.20		100	26.5	DN..... DEER PARK..... DE	74.7	W			3.46	8.38			11.20
4.26			5.51	11.33		29	30.7	..... CHRISTIANSON.....	70.5				3.37	8.26			10.54
4.30			5.55	11.35		32	31.6	D..... CLAYTON..... CN	69.6				3.35	8.24			10.50
5.15			6.15	11.50		90	38.4	DN..... LOON LAKE..... AK	62.8	WY			3.18	8.05			10.15
6.00			6.35	12.10 PM		23	46.5	DN..... SPRINGDALE..... SY	54.7	W			2.55	7.45			9.15
6.35			6.50	12.22		35	52.0	..... GRAYS.....	49.2				2.37	7.28			8.35
7.05 701			7.05	12.35		70	56.5	DN..... VALLEY..... VY	44.7	CY			2.25	7.15			8.00 702
7.35 257								..... CHEWELAH..... CH	37.2				2.08	6.57			7.20 257
8.15			7.25	12.52		64	64.0	D..... ADDY..... AD	28.0	W			1.47	6.35			6.35
9.05			7.45	1.12		21	73.2	DN..... ARDEN.....	20.7				1.30	6.17			5.35
9.45			8.05	1.30		65	80.5	..... COLVILLE..... VD	14.1	W			1.10	6.00			4.50
10.25			8.23	1.48		30	87.1	D..... MEYERS FALLS..... MF	5.5				12.45	5.36			4.15
11.30			8.45	2.13		68	95.7	DN-R..... MARCUS..... MS	0.0	WY			12.25 PM	5.20 AM			3.40
12.01 PM			9.00 PM	2.30 PM		180	101.2										3.00 AM
Arrive Daily			Arrive Daily	Arrive Daily									Leave Daily	Leave Daily			Leave Daily
702			258	256									255	257			701
10.00			4.35	4.15				Time Over District					4.35	4.25			11.0
9.6			22	23.8				Average Speed Per Hour					22.1	22.9			8.8

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 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 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

3

THIRD CLASS		SECOND CLASS		FIRST CLASS				Car Capacity of Sidings	Distance from Marcus	TIME TABLE No. 27				Distance from Nelson	Water, Coal, Scales, Tables and Wyes	FIRST CLASS.				SECOND CLASS		THIRD CLASS.	
704		388	386				258			IN EFFECT 12:01 A. M. SUNDAY, SEPT. 8, 1907						257				385	387		703
Freight		Mixed	Mixed				Passenger								Passenger					Mixed	Mixed		Freight
Leave Mon. Wed., Fri.		Leave Mon. Wed., Fri.	Leave Daily				Leave Daily			STATIONS.						Arrive Daily				Arrive Daily	Arrive Tues. Thurs., Sat.		Arrive Tues. Thurs. Sat.
6.00AM			2.40PM				9.10PM	180		DN-R	MARCUS	MS	98.8	WY	5.10AM					12.01PM			5.05PM
6.50			3.05				9.30	61	8.5		8.5		90.3		4.50					11.30			4.30
7.20			3.20				9.42	13	13.6		5.1		85.2		4.35					11.15			4.10
7.50			3.35				9.55	37	19.2		5.6		79.6		4.20					11.00			3.35
8.27			3.58				10.13		27.6		8.4		71.2	Y	3.56					10.32			2.47
8.30AM		9.30AM	4.00				10.15 10.30	130	28.2	DN-R	NORTHPORT	NP	70.6	WCOY	3.55 3.45					10.30AM	1.45PM		2.45PM
		10.35					11.00 11.15	16	39.1	D	WANETA	BR	69.7		3.10 3.00						1.05		
		11.00					11.30	12	43.0		3.9		55.8		2.40						12.40		
		1.30					11.50	20	48.3		5.3		50.5	W	2.20						12.20PM		
		12.30PM					12.30AM	15	60.8		12.5		38.0		1.45						11.40		
		12.45					12.40	20	63.6		2.8		35.2		1.35						11.25		
		1.30					1.15	15	71.2	DN	YMER	MY	27.6	W	1.15						10.55		
		2.15					1.45	19	78.4		7.2		20.4		12.52						10.30		
		2.35					1.55	20	81.7		3.3		17.1	Y	12.40						10.15		
		3.05					2.15	30	88.4		6.7		10.4	W	12.10AM						9.35		
		3.30					2.35	40	93.3	R	4.9		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			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				NELSON	RW			Leave Daily					Leave Daily	Leave Tues. Thurs., Sat.		Leave Tues. Thurs. Sat.
704		388	386				258								257					385	387		703
9.30 11.3		6.30 10.8	1.20 21.2				5.45 17.2			Time Over District. Average Speed Per Hour.					5.40 17.4					1.30 18.8	5.25 13.3		2.20 12.1

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 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. & P. 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 Paped 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



## NORTH BOUND

## THIRD DISTRICT—Marcus to Oroville

## SOUTH BOUND

THIRD CLASS.				FIRST CLASS				Car Capacity of Sidings	Distance from Marcus	TIME TABLE No. 27				Distance from Oroville	Water, Coal, Scales, Tables and Wyes	FIRST CLASS				THIRD CLASS			
706	708					256	IN EFFECT 12:01 A. M. SUNDAY, SEPT. 8, 1907						255							705	707		
Freight	Freight					Passenger	STATIONS						Passenger							Freight	Freight		
Leave Daily	Leave Daily					Leave Daily							Arrive Daily					Arrive Daily	Arrive Daily				
4.00 PM						2.40 PM	180			DN-R.....	MARCUS.....	MS	123.0	WY		12.15 PM						1.45 AM	
4.45						f 2.55	45	5.3			5.3		117.1			f 12.01 PM						1.05	
5.20						f 3.05	45	10.2			4.9		112.8			f 11.48						12.40	
5.50						f 3.15	45	15.4			5.2		107.6	W		f 11.35						12.20	
6.10						s 3.20	18	16.8		D.....	ORIENT.....	RM	106.2			s 11.30						12.05 AM	
6.40						f 3.30	45	21.5			4.7		100.5			f 11.20						11.40	
7.30						3.45				D.....	5.9		95.6	W		s 11.05						10.55	
8.00						4.00	130	27.4			LAURIER.....	BD											
8.30						f 4.15	45	33.4			6.0		89.6			f 10.48						10.30	
8.55						4.30	25	40.3			6.9		82.1	YO		10.35						10.05	
											0.3												
											G. F. & K. V. CROSSING.....												
9.00 PM	7.00 AM					4.40				D-R.....	1.2		84.2			10.30						10.00 PM	4.25 PM
	7.05					4.45	Yard	41.8			GRAND FORKS.....	GF				10.25							
	7.25					4.50				R.....	1.5		82.1			10.15							4.20
	8.00					s 5.05	127	41.8		D.....	1.5		81.2	W		10.10							4.10
	8.45					f 5.15	45	45.9			4.1		77.1			9.55							3.45
						s 5.30	60	52.2		D-R.....	6.3		70.8	WY		9.40							3.20
	9.25					f 5.45	45	58.1			5.9		64.9			9.25							2.50
	9.45					f 5.55	45	62.2			PAXSON.....												2.35
	10.05					s 6.05	148	66.8			4.1		60.8			9.15							2.15
	10.30					s 6.25	Yard	67.0			4.6		56.2	W		9.05							1.45
	11.25					f 6.45	50	75.5		D.....	.8		56.0	Y		8.50							12.40
	707 12.01 PM					s 7.05	65	81.2			8.5		47.5	W		8.27							708
	12.30					f 7.20	58	86.1		D.....	5.7		41.8	W		8.12							12.01 PM
	1.15					f 7.40	79	92.7			4.9		36.9			8.00							11.30
	1.45					s 7.40	79	92.7		D.....	6.0		30.3	W		7.45							10.45
	2.30					s 7.55	Yard	97.7		D.....	5.0		25.3	WY		7.30							10.00
	3.00					f 8.20	50	104.8			7.1		18.2	W		7.10							9.10
	3.15					s 8.35	50	108.9		D.....	4.1		14.1			6.55							8.40
	4.00					s 8.45	50	108.9			6.9		7.2	W		6.28							7.50
	4.15					f 9.07	50	115.8			7.2												7.00 AM
	5.00 PM					9.30 PM	Yard	123.0		DN-R.....	OROVILLE.....	H		WYC		6.00 AM							Leave Daily
Arrive Daily	Arrive Daily					Arrive Daily										Leave Daily						Leave Daily	Leave Daily
706	708					256										255						705	707
5.00	10.00					6.50										6.15						3.45	9.25
8.3	8.4					18.00										19.6						11.1	8.6
Time Over District Average Speed Per Hour																							

Time Over District  
Average Speed Per Hour

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

For Special Rules, Third District, See Page 6.

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

## NORTH BOUND

## SIXTH DISTRICT—Grand Forks to Phoenix

## SOUTH BOUND

SECOND CLASS				Car Capacity of Siding	Distance from Grand Forks	TIME TABLE No. 27		Distance from Phoenix	Water, Coal, Scales, Tables and Wyes	SECOND CLASS			
			390			IN EFFECT 12:01 A. M.				389			
			Mixed			SUNDAY, SEPT. 8, 1907				Mixed			
			Leave Daily			STATIONS				Arrive Daily			
			4.50 PM	Yard		D-R.....	GRAND FORKS.....GF	23.8		10.15 AM			
			4.55	Yard	1.0	D-R.....	1.0 WESTON.....WS	22.8	WCY	10.10			
			4.57		1.6	0.6 .....	COPPER JCT.....	22.2		10.07			
			5.14	45	6.6	5.0 .....	SPENCER.....	17.2	W	9.53			
			5.37	45	13.9	7.3 .....	HALE.....HA	9.9	W	9.28			
			5.41	22	15.5	1.6 .....	DENORO.....	8.3		9.22			
			5.47	30	17.3	1.8 .....	GLENSIDE.....	6.5	W	9.17			
			6.10	30	22.9	5.6 .....	JORDAN.....	0.9		8.58			
			6.15 PM	Yard	23.8	D-R.....	0.9 PHOENIX.....FX		WCY	8.55 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

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

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.

## SPECIAL RULES, THIRD DISTRICT

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, Ferry, Midway, Bridesville or Molson 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 Oroville.

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. Wye switches at Curlew will be kept set and locked for Marcus-Oroville line.

13. Service test of air brakes must be made by all trains before leaving Molson in either direction. North bound passenger trains must stop at Circle 10 minutes to cool wheels. All freight trains must stop at Circle at least 15 minutes to cool wheels.

DERAILING SWITCHES: BERGEN, MYNCASTER, SYACKAN, BRIDESVILLE, NINE MILE, CIRCLE, MOUNT HULL.



## GOING NORTH

STATIONS	Rating 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 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.

## 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
Huetter's	Pratt and Deer Park	3	South
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	6	South
Spencer	At Arden	7	South
Kiel	Arden and Colville	36	Siding
Palmer's	Colville and Meyers Falls	4	North
Empey's Spur	At Meyers Falls	5	South
Evans	Marcus and Bossburg	14	South
Ryan's Spur	Williams and Marble	3	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
Wood	Northport and Boundary	4	South
Boundary	Northport and Waneta	12	Siding
Meadows	Beaver and Erie	3	South
Kootenay Shingle Co.	Erie and Salmo	28	North
Hunter "V"	Salmo and Ymir	16	South
Clarkson's Bros. Spur	Ymir and Halls	4	North
Tamarack	Ymir and Halls	5	North
Stone	Northport and Velvet	8	South
Condon's Spur	Northport and Velvet	3	South
Poole	Northport and Velvet	3	South
Manson	Velvet and Paterson	6	Siding
Lingle's	Patterson and Silica	4	North
Fine Lumber Co.	Marcus and Boyds	5	South
Godfrey	Marcus and Boyds	14	South
Napoleon Spur	Boyds and Barstow	3	South
Conan's Spur	Boyds and Barstow	3	South
Helcher	Malo and Pollard	23	Siding
Lambe	Malo and Pollard	4	South
Karar	Malo and Pollard	17	South
Cal	Torboy and Republic	7	North

## 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 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								
Midway to Curlew	Down								
Oroville to Molson	2.5	425	300	327	256	226	171	157	129
Molson to Midway	Down								

## 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.  
D. W. DUNN, Ass't. Train Dispatcher.  
HARVEY JACKSON, Ass't. Train Dispatcher.  
J. H. CLANEY, Ass't. Train Dispatcher  
J. M. DOYLE, Assistant Superintendent