GREAT NORTHERN RAILWAY LINE SPOKANE FALLS & NORTHERN RAILWAY

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 EMPOYES 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.

2	N	ORTH BOUND.						FIRST DISTRICT-Spokane to Ma	arcus				SOUTH BOUND	SOUTH BOUND.		
THIRD	CLASS.		FIRST	CLASS.		J.		TIME TABLE No. 28.		ales,		FIRST CLASS.		THIRD CLASS.		
	702	Lattick Lie	P. Ca	258	256	Capacity	Distance from Spokane	IN EFFECT 12:01 A. M.,	ce fron	Water, Coul, Scales, Tables and Wyes	255	257		701		
	Freight			Passenger	Passenger	Sid	Spo	SUNDAY, NOV. 17, 1907.	Distance fro	ter, C	Passenger	Passenger	A Name of	Freight		
	Leave Daily			Leave Daily	Leave Daily	٥	۵	STATIONS.	-	Ta	Arrive Daily	Arrive Daily		Arrive Daily		
	1			4 30гм	10.30AM			DN-R. SPOKANEF	101.2	w	5.10РМ	9.45AM				
	2.00AM			{4.45 4.55	10.45		4.7	DN-RHULLYARDSQ	96.5	wcro	4.55	9.30		2.00гм		
				The second second	S BETWEE	EN SP	OKANI	AND COLBERT WILL BE GOVERNED BY SPOK	ANE D	IVISIO	N TIME TAB	LE.		Camera		
	2.40			s 5.15	11.05		13.8	DN-R. COLBERT SF	87.4	w	s 4.35	s 9.10		1.00		
	3.00			f 5.25	11.13	22	17.6	WAYSIDE	83.6		4.20	1 8.58		12.35PM		
	3.35			f 5.40	11.25	18	22.7	5.1 PRATT	78.5		4.08	f 8.45		11.55		
	4.00			s 5.52	s 11.35	100	26.5	DNDEER FARKDE	74.7	w	s 3.58	8.35		11.35		
	4.26			6.03	11.48	29	30.7	CHRISTIANSON	70.5		3.45	8.26		10.54		
	4.30			s 6.05	11.50	32	31.6	DCLAYTON	69.6		\$ 3.43	8.24		10.50		
	5.15			s 6.25	12.05PM	90	38.4	DNLOON LAKEAK	62.8	WY	s 3.25	8.05		10.15		
	6.00			s 6.45	12.25	23	46.5	DNSPRINGDALESY	54.7	w	s 3.04	7.45		9.15		
	6.35			f 6.57	12.37	35	52.0	5.1 GRATS	49.2		2.49	7.28		8.35		
	7.05 701 7.35 257			5 7.10	12.50	70	56.5	DN-RVALLEYVY	44.7	CY	s 2.37	701-702 7.15		8.00 702 7.10 257		
	8.15			s 7.28	s 1.07	64	64.0	DCHEWELAHCH	37.2		s 2.20	6.57		6.35		
	9.05			s 7.50	s 1.27	21	73.2	DNADDYAD	28.0	w	s 2.02	s 6.35	4	5.35		
	9.45			s 8.10 ·	255 1.45	65	80.5	7.1	20.7		256 1.45	s 6.17		4.50		
	10.25			s 8.25	s 2.03	30	87.1	DCOLVILEVD	14.1	w	s 1.25	6.00		4.15		
	11.30			s 8.45	2.28	68	95.7	DMEYERS FALLS	6.5		s 1.00	5 5.36		3.40		
	12.01PM			9.00РМ	2.45гм	180	101.2	DN-RMARCUSMS	0.0	WY	12.40rm	5.20AM		3.00AM		
	Arrive Daily			Arrive Daily	Arrive Daily	Ī			Ī		Leave Daily	Leave Daily	1	Leave Daily		
	702			258	256						255	257		701		
	10.00			4.50 20.7	4.15 23.8			Time Over District Average Speed Per Hour			4.30 22.5	4.25 22.9		11.0 8.8		

SPECIAL RULES, FIRST DISTRICT

- S. F. & N. train and engine crews must provide them-selves 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.
- 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
- 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 proceed
- 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 VAL-

LEY.

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

	NORTH B	OUND			S	ECOND DISTRICT-Marcus to Nels	son			SO	UTH BOU	ND 3
THIRD CI	LASS SECO	ND CLASS	FIRST CLASS	1	_	TIME TABLE No. 28		ales,	FIRST CLASS.	SECON	CLASS	THIRD CLASS.
704	388	386	258	Car Capacity of Sidings	Distance from	IN EFFECT 12:01 A. M.	Stance from	Water, Coal, Scales, Tables and Wyes	257	385	387	703
Freight	Mixed	Mixed	Passenger	Car	Na Ma	SUNDAY, NOV. 17, 1907	Distar	bles.	Passenger	Mixed	Mixed	Freight
Leave Mon. Wed., Fri.	Leave Mo Wed., Fr	Leave Daily	Leave Doily		"	STATIONS.		Wal	Arrive Daily	Arrive Daily	ArriveTues. Thurs., Sat.	Arrive Tue Thurs, Sat
6.00AM		2.55РМ	9.10r×	180		DN-R	98.8	WY	5.10AM	12.15гм		5.05
6.50		3.20	\$ 9.30	61	8.5	8.5 BOSSBURG	90.3		s 4.50	11.45		4.30
7.20		3.35	1 9.42	13	13.6	5.1 WILLIAMS	85. 2		f 4.35	11.30		4.10
7.50		703 3.50	f 9.55	37	19.2	5.6 MARBLE	79.6		f 4.20	11.15		386 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	9.30	м 4.15гм	10.15 10.30	130	28.2	DN-RNP	70.6	wcoy	3.55 3.45	10.45AM	1.45PM	2.45
	10.35		11.00	16	39.1	DBR	59.7		s 3.10 s 3.00		1.05	
	11.00		f 11.80	12	43.0	3.9 SAYWARD	55.8		t 2.40		12.40	
	11.30		f 11.50	20	48.3	5.3 FRUITVALE	50.5	w	f 2.20		12.20PM	~
min le	12.30	"ME	s 12.30 AX	15	- 60.8	12.5 ERIE	38.0		s 1.45		11.40	
00.6	12.45		s 12.40	20	63.6	2.8 SALMO	35. 2		s 1.35		11.25	
014	1.30		3 1.15	15	71.2	DN	27.6	w	5 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		s 2.15	30	88.4	6.7 MOUNTAIN	10.4	w	s 12.10AM		9.35	
	3.30		2.35	40	93.3	RTROUP JUNCTION	5.5	Y	s 11.50		9.00	
	Via C. P. R 4.00PM		Via C. P. R. 2.55 A	4	98.8	5.5 DN-R		wcro	Via C. P. R. 11.30гм		Via C. P. R. 8.30 AM	
Arrive Mon. Wed., Fri.	Arrive Mo Wed., Fr	Arrive Daily	Arrive Daily	L					Leave Daily	Leave Daily	Leave Tues. Thurs., Sat.	Leave Tues Thurs. Sat
704	388	386	258						257	385	387	703
2.30 11.2	6.30	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

SPECIAL RULES, SECOND DISTRICT.

 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.

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

 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.

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.

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.

 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

ph.X

	MODELL BOI	TINID					T	HIR	D DISTRICT—Marcus to Kereme	eus				SECOND	THIRD CLASS	
	NORTH BO					1	T		TIME TABLE No. 28		ales,		FIRST CLASS		705	707
TH	IRD CLASS.	SECOND CLASS		FIRST CL		- A . S	rom	.	IN EFFECT 12:01 A. M.	neos	al, Sc	255		397		19
706	708	396			256	Capacit	Distance fre	daren	SUNDAY, NOV. 17, 1907	Distance from Keremeos	Water, Coal, Scales Tables and Wyes	Passenger		Mixed	Freight	Freight /
Freight	Freight	Mixed			Passenge	0	Dist	_	STATIONS	D	Wat Tal	Arrive Daily		Arrive Daily	Arrive Daily	Daily
Leave Daily	Leave Daily	Leave Daily			Leave Daily		1	1		161.1	wy	12.30rm		e42.1 - 1	1.45AM	
		1			2.5	5 PM 1	80	DN	-RMARCUSMS	155. 2		f 12.16		The second second	1.05	
4.00rm					f 3.10	0	45		BOYDS	150.9		f 12.03rm			12.40	
4.45					1 3.2	0	45 1	10.2	BARSTOW		w				12.20	
5.20					£ 3.3	0			5.2 DULWICH	145.7	**	f 11.50		La L	12.05AM	200
5.50					s 3.3	5	18 1	16.8 D	1.4 ORIENT RN	144.3	-	s 11.45		10014	11.40	
6.10					t 3.4	5	45		HUGHES	138.6		f 11.35			18:35	
6.40		_			4.0		130	27.4 D	LAURIER BD	133.7	w	s 11.20			10.30	
7.30 8.00					f 4.3	0	45	33.4	6.0 RIDEAU, B. C.	127.7		f 11.03			10.05	
8.30					4.4	-	25	40.3 R	GRAND FORKS JCT	120.2	YO	10.50			10.00PM	4.25 m
8.55					4.5	55	/ord	41.8 P	-R	122.3		10.45			10.00	4.20
9.00гм	7.00AM	1					-		1.5 GRAND FORKS JUNCTION	100.0		10.30				4.10
	7.05				5.0		+		DANVILLE, WASH	**** **	w	s 10.25				3.45
	7.25				s 5.1	20			4.1 HURLBURT	145.0		f 10.10				
	8.00				f 5.	30					w	s 9.55				3.20
	8.45				s 5.	45	60	52.2	D-R	103.0		6 9.40				2.50
	9.10				f 6.	00	45	58.1		00.0		f 9.30				2.35
	255 9.30				f 6.	10	-	62.2	TORODA	01.9	w					2.15
					s 6.	20			FERRY, WASH.		Y					1.45
	9.50				s 6	35			DMIDWAY, B. C	AD	w			JUL 1		12.40
	10.30				f 6	.55	50	75.5	BERGEN	79.5	-	- 0.47				12.01
	11.25				s 7	.15	65	81.2	DMYNCASTER	MC	_	3 0.02		44.00		11.30
	12.01 PM		_		t 7	.30	58	86.1	SYACKAN	75.0	-	t 8.20				10.45
	12.30				. 7	.50	79	92.7	D BRIDESVILLE, B. C	BV 68.		0.00				10.00
	1.15		-		-				MOTSON WASH.	MO 63.		- 1.0.				9.10
	1.45		-			3.25		104 8	7.1 NINE MILE	56.	3 V	t 7.30				8.40
	2.30			- x.2	1	8.35 8.45	50	108.9	DCIRCLE	c 52.	2	s 7.15				7.50
	3.00 3.15							115.8	6.9 MOUNT HULL		.s V	v t 6.4	5			7.00
	4.00 4.15				-	9.07		102.0	DN.P OROVILLE	н 38	.1 W	YC 6.1	jam	7.00гм		7.50
	5.00rm	6.30	IM			9.30гм	Yard	123.0	DNIGHTHAWK	NK 26	.8	w		s 6.15 5.45		
		5 7.15					73		9.9	CA 16	.9	w		5.45 5.30		
		7.45 8.00					97		DELMAR, B.C.		.3			f 4.55		
		i 8.35					68					vy		4.30rm	Leave	Leave
		9.00	ANT			,	137	161.2	DRKEREMEOS		_	Leav Dail		Leave Daily	Leave Daily	Daily
Arrive	Arrive Daily	Arrive Daily				Arrive Daily						25		397	705	
706	708	396				256			Time Own District			6. 15 19. 6		2.30 15.2	3 45 11 1	9, 25 8 6
5.00 8.3	10.00	2.30 15.2				6.35 18.8	1		Time Over District Average Speed Per Hour			12.0				

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

For Special Rules, Third District, See Page 6.

NO	ORTH BOU	IND.					FO	OURTH DISTRICT—Curlew to Reput	olic			sour	TH BOUI	ND.
THIRD CLASS	SECOND	CLASS		FIRST	CLASS	- J	E	TIME TABLE NO. 28	_	iles,	FIRST CLASS	SECOND	CLASS	THIRD CLASS
	392	394				apacity	nce fro	IN EFFECT 12:01 A. M.	ice from	and W		391	393	
	Mixed	Mixed				ar Si	Dista	SUNDAY, NOV. 17, 1907.	Distar Rej	abies .		Mixed	Mixed	
	Leave Daily	Leave Daily						STATIONS		T _a		Arrive Daily	Arrive Daily	
	10.10AM	5.50rx				60		D-R CURLEW	21.2	WY		9.45am	3.00рм	
	10.25	6.02					5. 0	R. & G. F. RY. CROSSING.	16.2			9.37	2.42	
	t 10.28 t 6.04			45	5.4	0.4 MALO	15.8			f 9.31 f	2.40			
	f 11.00	6.21	6			45	12.7	7.3 POLLARD	8.5	w		f 9.10 f	2.10	
7	f 11.15	6.32				45	16.2	TORBOY	5.0			f 8.59 f	1.55	
1 3 1	11.40 AM	6.50гм				90	21. 2	D-R		CWY		8.45AM	1.30гм	
5 4 6 1	Arrive Daily	Arrive Daily										Leave Daily	Leave Daily	
	392	394										391	393	
	1.30 14.1	1.00 21.2	-					Time Over District Average Speed Per Hour				1.00 21.2	1.30	

SPECIAL RULES, FOURTH DISTRICT

1. Trains will date from time due to leave terminals. Curlew and Republic will be considered terminals for trains 391, 392, 393 and 394.

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

3. Trains will be governed by Pacific Standard Time. Clocks 4. All trains must come to a full stop at Kettle Valley crossregulated to standard time will be located at Republic. ing near Malo.

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

NO	RTH BOUND.		<		FIF	TH DISTRICT-Northport to Rossl	and.			SC	UTH BOU	ND.
THIRD CLASS	SECOND CLASS.	FIRST	CLASS.		,	TIME TABLE No. 28		les,	FIRST CLASS.	SECO	ND CLASS.	THIRD CLASS
	386			ngs.	port.	IN EFFECT 12:01 A. M.	e from	al, Scale			385	
	Mixed			Sidi Sidi	Nort	SUNDAY, NOV. 17, 1907.	Rossl	oles an			Mixed	
	Leave Daily			Ö	1	STATIONS.	α .	Water, Table			Arrive Daily	
	4.30гм			130		DN-RNORTHPORTNP	17.3	wcoy		1	10.30 AM	
	4.33	161 161 161			0.6	RED MOUNTAIN JUNCTION	16.7	Y			10.27	
	5.03			12	7.0	6.4 VELVET	10.3	Table 1			f 10.03	
	5.13		6-14	26	8,4	DPATERSONKN	8.9	7.			s 10.00	
	1 5.39				13. 2	4. 8 SILICA	4.1	5			f 9.45	i
	6.05PM			75	17.3	D-R ROSSLAND RO		WY			9.30AM	
	Arrive Daily					ATTENDED		1			Leave Daily	
	386	Control of the Control								7 1.1	385	
	1.35 11.0					Time over District Average Speed Per Hour				ŧ.	1.00 17.3	

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

SPECIAL RULES, FIFTH DISTRICT

- Marcus and Rossland terminals for trains 385 and 386.
- 2. All conductors and engineers of light engines will register at Northport and Rossland.
 - 3. Trains will be governed by Pacific Standard time. Clocks
- 1. Trains will date from time due to leave terminals. regulated to standard time will be located at Northport. rcus and Rossland terminals for trains 385 and 386.

 4. 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.
 - 6. All Fifth District trains will protect against Second
- 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.

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

SPECIAL RULES, SIXTH DISTRICT

 Trains will date from time due to leave terminals. Grand Forks and Phoenix will be considered terminals for trains 389 and 390.

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

 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

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.

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.

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.

 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.

SPECIAL RULES, THIRD DISTRICT

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

Tail track switch in wye at Ma for south leg of wye.

5. Wye switches Grand Forks and Oroville terminals for trains 707 and 708.

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

Oroville and Keremeos terminals for trains 396 and 397.

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

 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

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.)

 Siding back of Marcus passenger depot must be left clear for passenger trains.

No train will leave Customs Ports at Laurier and Danville, Ferry, Midway, Bridesville, Molson or Chopaka 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.

 Trains will reduce speed to eight (8) miles per hour crossing Columbia River bridge.

 All trains must come to full stop at Kettle Valley crossing at Grand Forks, send flagman ahead before crossing.

 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	Ruling	19x32 200 lb. G-3 720-727	19x26 1801b. D-5 F-1 454-471 500-565	19x24 180 lb. Eng. 9	19x24 1801b. D-4 Engs. 11-12	19x24 160 lb. Engs. 8-10	18x24 145 lb. Eng. 1-3	15x24 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 Jet.	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

NAMH	BETWEEN	CAR CAPACITY	OPENS
Buckeye	Colbert and Wayside	26	Nor
Darts	Wayside and Pratt	13	Sidi
Huetter's	Pratt and Deer Park	10	
Olson's	Deer Park and Clayton.	3	Sou
Christianson	Door Park and Clayton	9	Sou
Summit	Deer Park and Clayton.	29	Sidi
ce House Spur, No. 1	Clayton and Loon Lake	7	Sout
**	Clayton and Loon Lake	22	Sou
	Clayton and Loon Lake	19	Sou
Denton	Loon Lake and Springdale	3	Sou
Lime Spur, No. 1	Loon Lake and Springdale	7	Sou
`0	Springdale and Grays	25	Sidi
. Wash. Fuel Co.'s Hour.	Springdale and Grays	3	Sou
bom Spur	Gray's and Valley	3	Sou
.zer's	Gray's and Valley	8	
ewelah Mill Spur	Valley and Chewelah	9	No
Blue Creek	Chamelah and Add-	10	No
lkhorn	Chewelah and Addy	7	Sou
SIKHOFH	Chewelah and Addy	5	Sou
pencer	At Arden	7	Sot
Ciel	Arden and Colville	35	Sidi
almer's	Colville and Meyers Falls	4	No.
mpey's Spur	At Meyers Falls	5	Sou
vans	Marcus and Bossburg.		
tyan's Spur	Williams and Marble	14	Sou
ittle Dalles	Marble and Northwest		Sou
Cane	Marble and Northport	6	Sidi
Iudson		10	Sidi
neh	Marble and Northport	28	Sid
tush	Northport and Boundary	6	Sot
Voodbood	Northport and Boundary	4	Soi
loundary	Northport and Waneta	12	Sidi
feadows	Beaver and Erie	3	Sot
cootenay Shingle Co	Erie and Salmo	28	No.
almo Cedar Co's Spur	Salmo and Ymir	6	Sot
lunter "V"	Salmo and Ymir	16	
larkson's Firos, Spur	Ymir and Halls	16	So:
amarack	Ymir and Halls	4	No.
tone	Northport and Volunt	5	No.
ondon's Hpur	Northport and Velvet	8	Sot
oole	Northport and Velvet	3	Sot
one-	Northport and Velvet	8	Sot
anson	Velvet and Paterson	6	Sid
ingle's	Patterson and Silica	4	
ne Lumber Co	Marcus and Boyds	5	Sou Sou
odcrey	Marcus and Boyds	14	
epcleon Spur	Boyds and Barstow	Private Nine Spu	
nnen's Spur	Boyds and Barstow	3	Sou
slcher	Malo and Pollard	23	
ambert	Malo and Pollard		Sidi
aramin	Male and Pollard	.4	Sou
alifornia		17	Sou
милина	Torboy and Republic	7	No

GOING SOUTH

STATIONS	Ruling	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, 3-10	18x24 145 lbs Engs, 1-4	18x24 160 lbs Eng. 7	17x24 145 lbs Engs. 5-5
Nelson to Troup Jct.	Down		Mediand confide	ENTRINENTS:	NEW THE PERSONAL PROPERTY.	AND REAL VIEW OF	ACCOMPANIES SANS	WORKSON, DOS SONS	VARIETY METERS
Troup Jet. 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	************					ETHENNAMED SO	Sections	-
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 cut 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, Surge	on	; Fe	erny	vell	Blo	ock,	Co	r. S	itevo	ens	and	Ri	vers	ide	_	_	_	-	 Spokane Wash 	1.
DR. R. L. I HOMPSON, Oculist;	O	tice	, T	rad	ers	Blo	ck	_	_	-		_	-	_	_		_		Spokane, Wast	h.
DR. J. FARROW, Surgeon	-	_	-	_	-	-	_	_	-	_	_	_	_	-	_	-		-	Hillyard Wash	h.
DR. L. B. HARVEY, Surgeon .		-	-		-	_	-	_	_	-	-	_	_	_	-	-			Colville Wash	h
DR. R. S. WELLS, Surgeon	-	-		-	-	-	-	-	-	-	_	-	-	-	-	_	-	-	Northport, Wash	h.
DR. J. T. MCKENZIE, Surgeo:	7		-	-	-	-	-	-	**	-	_	-		_	_	_	-	_	- Rossland B. C	7
Dr. D. LaBau, Surgeon	-	-	-	-	_	_	-	_	_	_	_				_		-	_	- Nelson B (-
DR. S. H. MANLY, Surgeon .	-	-	-	-	-	_	-	**	-	-	-	-		_	_	_	_	_	Republic, Wash	1.
Dr. C. M. KINGSTON, Surgeon	n		-	-	-	-	-	-		-	-	-	_		-	_	_	_	Grand Forks, B. C	Ξ.

TIME INSPECTORS.

GEO. H. DOERR _		-	-	-			-	_	-	-	_	-	_	-			_	_	-	-			-	-	Spokane, Wash.
GEO. H. DOERR	-	-		-			-				-		-		-	-	-	-			-	-	-	-	Hillvard, Wash.
A. D. Morrison	~			-	-	-		-	-	-	-	-	-	-	-	-	_	_	-	-	-			_	Grand Forks, B. C.
T. G. CHALLONER			-	-			-	-	_	-	-	-	_	_			-	_ =	-	-	. ,	_	_	-	Rossland, B. C.
PATENAUDE 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

