

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

SPOKANE FALLS & NORTHERN DIVISION

TIME TABLE NO. 30

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

SUNDAY, FEBRUARY 9th, 1908.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

R. C. MORGAN, Superintendent.

E. L. BROWN, General Superintendent.

W. C. WATROUS, General Superintendent of Transportation.

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

NORTH BOUND.

FIRST DISTRICT—Spokane to Marcus.

SOUTH BOUND.

THIRD CLASS.			FIRST CLASS.			TIME TABLE No. 30.			FIRST CLASS.			THIRD CLASS.		
702			258		256	IN EFFECT 12:01 A. M., SUNDAY, FEB. 9, 1908.			255		257	701		
Freight			Passenger		Passenger	STATIONS.			Passenger		Passenger	Freight		
Leave Daily			Leave Daily		Leave Daily				Arrive Daily		Arrive Daily	Arrive Daily		
2.00AM			4.30PM		10.25AM	DN-R.....SPOKANE.....F			101.2		W	5.10PM		2.45AM
			4.15		10.40	4.7 DN-R.....RELYARD.....80			96.5		WCTO	4.55		5.20
TRAINS BETWEEN SPOKANE AND COLBERT WILL BE GOVERNED BY SPOKANE DIVISION TIME TABLE.														
2.40			5.15		11.00	DN-R.....COLBERT.....EP			87.1		W	4.35		2.10
3.00			5.25		11.10	WAYSIDE.....			88.6			4.20		2.58
3.35			5.40		11.22	PRATT.....			78.5			4.08		2.45
4.00			5.52		11.32	DN.....DEER PARK.....DE			74.7		W	3.58		2.35
4.26			6.08		11.45	CHRISTIANSON.....			70.5			3.45		2.22
4.30			6.05		11.47	D.....CLAYTON.....CH			69.6			3.43		2.24
5.15			6.25		12.04PM	D.....LOON LAKE.....AK			62.8		WV	3.25		2.05
6.00			6.45		12.24	D.....SPRINGDALE.....SY			54.7		W	3.04		1.45
6.35			6.57		12.37	GRAYS.....			49.2			2.40		1.28
7.05 701 7.35 257			7.10		12.50	DN R.....VALLEY.....VY			44.7		CY	2.37		1.15
8.15			7.28		1.07	D.....CHEVELAN.....CH			37.2			2.20		1.07
9.05			7.50		1.27	D.....ADDY.....AD			28.0		W	2.02		1.35
9.45			8.10		1.45	ARDEN.....			20.7			1.45		1.17
10.25			8.25		2.03	D.....COLVILLE.....VD			14.1		W	1.25		1.00
11.30			8.45		2.28	D.....MEYERS FALLS.....MF			5.5			1.00		1.33
12.01PM			9.00PM		2.45PM	DN-R.....MARCUS.....MS			0.0		WV	12.40PM		5.20AM
Arrive Daily			Arrive Daily		Arrive Daily				Leave Daily		Leave Daily	Leave Daily		
702			258		256				255		257	701		
10.00 9.6			4.30 22.5		4.30 23.1	Time Over District Average Speed Per Hour			4.30 22.5		4.25 22.3	11.0 1.8		

NORTH BOUND

SECOND DISTRICT—Marcus to Nelson

SOUTH BOUND

3

THIRD CLASS			FIRST CLASS			THIRD CLASS		
704			260			259		703
Freight			Passenger			Passenger		Freight
Leave Mon. Wed., Fri.			Leave Daily			Arrive Daily		Arrive Tues. Thurs. Sat.
6.00 AM			3.00 PM	53	15	12.25 PM		5.05 PM
6.50			3.17	55	21	12.01 PM		4.30
7.20			3.30		12			4.10
7.50			3.42	54	19.2	11.45		3.42
8.27			4.02		27.6	11.30		2.47
8.30			4.05			11.07		2.45
9.30			4.20	79	221	10.55		1.45
10.20			4.50		16	10.20		1.05
11.00			5.05		9			12.40
11.50			5.20		17	10.03		12.20 PM
12.30			5.35		14	9.53		11.40
12.45			6.10		20	9.18		11.25
1.30			6.20		31	9.10		10.55
2.15			6.40		18	8.50		10.30
2.35			7.00		17	8.30		10.15
3.05			7.10		39	8.20		9.35
3.30			7.30		40	7.55		9.00
Via C. P. R. 3.00 PM			7.50		98.5	7.35		8.30 AM
Arrive Mon. Wed., Fri.			Via C. P. R. 8.15 PM			Via C. P. R. 7.15 PM		Leave Tues. Thurs. Sat.
704			260			259		703
10.00			5.15			5.10		8.30
9.30			15.6			19.1		11.45

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

SPECIAL RULES, SECOND DISTRICT.

1. Trains will date from time due to leave terminals. Marcus and Troup Junction will be considered terminals for trains 259 and 260. 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 500 feet south of W. & G. N. Ry. Junction, and must know way is clear before proceeding.

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

7. Bulletin books are located at Marcus and Northport.

8. Train and enginemen must provide themselves with Canadian Pacific Railway Book of Transportation Rule and current Time Table and be governed by same and Canadian Pacific bulletins and special instructions while using that Company's track between Troup Junction and Nelson.

9. Switch connecting N. & F. S. and C. P. R. main lines at Troup Junction is protected by distant semaphore signals, the

position of the arm of which all train and enginemen will observe and be governed accordingly. All trains will come to full stop and must know the way is clear before entering upon Canadian Pacific main line at Troup Junction.

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

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

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

WATER FOUR MILES SOUTH OF MARBLE.

Derailing Switches: Williams, Little Dalles

NORTH BOUND

THIRD DISTRICT—Marcus to Keremeos

SOUTH BOUND

THIRD CLASS.				SECOND CLASS	FIRST CLASS				TIME TABLE No. 30				FIRST CLASS				SECOND CLASS	THIRD CLASS	
706	708			396				256	IN EFFECT 12:01 A. M.				255				397	705	707
Freight	Freight			Mixed				Passenger	SUNDAY, FEB. 9, 1908				Passenger				Mixed	Freight	Freight
Leave Daily	Leave Mon. Wed., Fri.			Leave Daily				Leave Daily	STATIONS				Arrive Daily				Arrive Daily	Arrive Daily	Arrive Tues. Thurs., Sat.
4.00PM								2.55PM	DN-R.....	MARCUS.....	MS	161.1	WY	12.30PM				1.45AM	
4.45								3.10	5.3	BOYDS.....		155.2		12.16				1.05	
5.20								3.20	4.9	BARSTOW.....		150.9		12.03PM				12.40	
5.50								3.30	5.2	DULWICH.....		145.7	W	11.50				12.20	
6.10								3.35	1.4	ORIENT.....	RN	144.3		11.45				12.05AM	
6.40								3.45	4.7	HUGHES.....		138.6		11.35				11.40	
7.30								4.00	5.9	LAURIER.....	BD	133.7	W	11.20				11.15	
8.00								4.15	6.0	RIDEAU, B. C.....		127.7		11.03				10.55	
8.30								4.30	6.9	GRAND FORKS JCT.....		120.2	YO	10.50				10.30	
8.55								4.45	1.2	GRAND FORKS.....	GF	122.3		10.45				10.05	
9.00PM	7.00AM							5.00	1.5	GRAND FORKS JUNCTION.....		120.2		10.40				10.00PM	4.25 PM
	7.05							5.05	1.5	DANVILLE, WASH.....	CO	119.3	W	10.25				4.20	
	7.25							5.20	4.1	HURLBURT.....		116.2		10.10				4.10	
	8.00							5.30	6.3	CURLEW.....	W	108.9	W Y	9.55				3.45	
	8.45							5.45	3.9	PAXSON.....		103.0		9.40				3.20	
	9.10							6.00	4.1	TORODA.....		98.9		9.30				2.50	
	9.30							6.10	4.6	FERRY, WASH.....		94.3	W	9.20				2.35	
	9.50							6.20	8	MIDWAY, B. C.....	MD	94.1	Y	9.10				2.15	
	10.30							6.35	8.5	BERGEN.....		85.6	W	8.47				1.45	
	11.25							6.55	5.7	MYNCASTER.....	MC	79.9	W	8.32				12.40	
	12.01PM							7.15	4.9	SYACKAN.....		75.0		8.20				12.01 PM	
	12.30							7.30	6.6	BRIDESVILLE, B. C.....	BV	68.4	W	8.05				11.30	
	1.15							7.50	5.0	MOLSON, WASH.....	MO	63.4	WY	7.50				10.45	
	1.45							8.05	7.1	NINE MILE.....		56.3	W	7.20				10.00	
	2.30							8.25	4.1	CIRCLE.....	C	52.2		7.03				9.10	
	3.00							8.35	6.9	MOUNT HULL.....		45.3	W	6.30				8.40	
	3.15							8.45	7.2	OROVILLE.....	H	38.1	WYC	6.00AM				7.50	
	4.00							9.07	4.3	NIGHTHAWK.....	NK	26.8	W					7.00 AM	
	4.15							9.30PM	9.9	CHOPAKA.....	CA	16.9	W						
	5.00PM			8.00AM					9.0	DELMAR, B. C.....		7.3							
				8.45					7.3	KEREMEOS.....	KS		WY						
				9.15															
				9.30															
				10.05															
				10.30AM															
Arrive Daily	Arrive Mon. Wed., Fri.			Arrive Daily				Arrive Daily						Leave Daily			Leave Daily	Leave Daily	Leave Tues. Thurs., Sat.
706	708			396				256						255			397	705	707
6.00	10.00			2.30				6.35	Time Over District					6.30			2.30	3.45	9.25
8.3	8.4			15.2				18.8	Average Speed Per Hour					18.9			15.2	11.1	8.6

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

NORTH BOUND.

FOURTH DISTRICT—Curlew to Republic

SOUTH BOUND.

5

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity of Passing Tracks	Car Capacity of Sidings	Distance from Curlew	TIME TABLE NO. 30		Distance from Republic	Water, Coal, Scales, Tables and Wyes	FIRST CLASS		SECOND CLASS		THIRD CLASS	
		392	394						IN EFFECT 12:01 A. M. SUNDAY, FEB. 9, 1908.						391	393		
		Mixed	Mixed						STATIONS						Mixed	Mixed		
		Leave Daily	Leave Daily												Arrive Daily	Arrive Daily		
		10.10AM	5.50PM			63			D-R..... CURLEW..... W	21.2	WY				9.45AM	3.00PM		
		10.25	6.02					5.0	 R. & G. F. RY. CROSSING.....	16.2					9.37	2.42		
		10.25	6.04			44		5.4	 MALO.....	15.6					9.31	2.40		
		11.00	6.21			45		12.7	 POLLARD.....	8.5	WY				9.10	2.10		
		11.15	6.32			42		16.2	 TORBOY.....	5.0					8.59	1.55		
		11.40AM	6.50PM			62	42	21.2	D-R..... REPUBLIC..... Z		WY				8.45AM	1.30PM		
		Arrive Daily	Arrive Daily												Leave Daily	Leave Daily		
		392	394												391	393		
		1.30	1.00						Time Over District						1.00	1.30		
		14.1	21.2						Average Speed Per Hour						21.2	14.1		

South Bound Trains are Superior to North 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 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 regulated to standard time will be located at Republic.

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

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

NORTH BOUND.

FIFTH DISTRICT—Northport to Rossland.

SOUTH BOUND.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity of Passing Tracks	Car Capacity of Sidings	Distance from Northport	TIME TABLE No. 30		Distance from Rossland	Water, Coal, Scales, Tables and Wyes.	FIRST CLASS		SECOND CLASS		THIRD CLASS	
		386							IN EFFECT 12:01 A. M. SUNDAY, FEB. 9, 1908.							385		
		Mixed							STATIONS.							Mixed		
		Leave Daily														Arrive Daily		
		4.30PM				73	221		DN-R..... NORTHPORT..... NP	17.3	WCOY					10.30AM		
		4.33						0.6	 RED MOUNTAIN JUNCTION.....	16.7	Y					10.27		
		5.03					10	7.0	 VELVET.....	10.3						10.03		
		5.13					24	8.4	D..... PATERSON..... KN	8.9	Y					10.00		
		5.39						13.2	 SILICA.....	4.1						9.45		
		6.05PM				35	51	17.3	D-R..... ROSSLAND..... RO		WY					9.30AM		
		Arrive Daily														Leave Daily		
		386														385		
		1.35							Time over District							1.00		
		11.0							Average Speed Per Hour							17.3		

South Bound Trains are Superior to North 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 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

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

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, MANSON'S, WHITE BEAR MINE SPUR, ROSSLAND.

SECOND CLASS		TIME TABLE No. 30		SECOND CLASS	
390		IN EFFECT 12:01 A. M. SUNDAY, FEB 9, 1908		389	
Mixed		STATIONS		Mixed	
Leave Daily		Distance from Phoenix		Arrive Daily	
5.05 PM	42	14	DN-R GRAND FORKS GF 23.8	10.15 AM	
5.10	110	14.0	D-R WESTON WS 22.8	10.10	
5.12		1.6	0.6 COPPER JCT 22.2	10.07	
5.29	89	1.6	5.0 SPENCER 17.2	9.53	
5.52	46	13.9	7.8 HALE HA 9.9	9.28	
5.56		18	1.6 DENORO 8.3	9.22	
6.02	25	17.3	1.8 GLENSIDE 6.5	9.17	
6.25	240	22.9	5.6 JORDAN 6.9	8.58	
6.30 PM		23.8	0.9 PHOENIX FX WCY	8.55 AM	
Arrive Daily				Leave Daily	
390				389	
1.25				1.30	
16.7				17.8	

Time Over District.
Average Speed Per Hour.

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

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

- 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.
- 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.
- 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

- Trains will date from time due to leave terminals. Colbert and Oroville will be considered terminals for trains 200 and 256. Marcus and Grand Forks terminals for trains 705 and 706. Grand Forks and Oroville terminals for trains 707 and 708. Oroville and Keremeos terminals for trains 396 and 397.
- All conductors and engineers of light engines must register at Marcus, Grand Forks Junction, Grand Forks, Curlew, Oroville and Keremeos.
- 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.
- Third District train and engineers 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.
- Bulletin books are located at Marcus and Oroville.

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

- 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.
- 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.

MAXIMUM SPEED LIMITS.

- Spokane to Colbert..... Governed by Spokane Division Rules.
- Colbert to Valley..... Passenger—Maximum, 35 miles per hour.
Freight—25 miles per hour.
All trains reduce speed ten miles per hour over Bridge No. 7.
- Valley to Meyers Falls... Passenger—40 miles per hour.
Freight—25 miles per hour.
- Meyers Falls to Marcus... Passenger—25 miles per hour.
Freight—20 miles per hour.
- Marcus to Northport..... Passenger—31 miles per hour.
Freight—25 miles per hour.
All trains reduce speed to fifteen miles per hour through Seven Devils, Hendrix Cut and at bluffs along Columbia River three miles south of Northport.
- Northport to Waneta..... Passenger—35 miles per hour.
Freight—25 miles per hour.
All trains reduce speed to fifteen miles per hour through Deadman's Edge, and at Boundary Bluffs just south of Boundary, and to ten miles per hour over Pend d'Oreille Bridge at Waneta.
- Waneta to Troup Jct..... Passenger—30 miles per hour.
Freight—20 miles per hour.
All trains reduce speed to fifteen miles per hour by mud slides just north of Waneta, through Beaver Canon, and keep sharp lookout for falling rocks between Ymir and Summit and between Mountain and Troup Jct.
- Marcus to Midway..... Passenger—40 miles per hour.
Freight—25 miles per hour.
All trains reduce speed to ten miles per hour over Bridge No. 1 over Columbia River, and to fifteen miles per hour at Clay Banks, two miles north of Marcus, at high bluffs one mile north of Burdett, and at M. P. 38.
- Midway to Molson..... Passenger—30 miles per hour.
Freight—25 miles per hour.
All trains reduce speed to fifteen miles per hour from one mile south to two miles north of Bergin, and over high hills one mile south to one mile north of Syackan.
- Molson to Oroville..... Passenger—25 miles per hour.
Freight—15 miles per hour.
- Oroville to Keremeos..... Passenger—25 miles per hour.
Freight—20 miles per hour.
- Curlew to Republic..... Passenger—40 miles per hour.
Freight—25 miles per hour.
- Northport to Rossland..... Passenger—25 miles per hour.
Freight—15 miles per hour.
All trains reduce speed to fifteen miles per hour over Loop Bridge and around 22 degree curve just south of Loop Bridge, and from Veiver Tank south to end of Sheep Creek Canon, and to four miles per hour over Bridge No. 1 over Columbia River.
- Grand Forks to Phoenix... Passenger—25 miles per hour.
Freight—15 miles per hour.
All trains should reduce speed to fifteen miles per hour over Bridge No. 66, and around rock bluffs above Weston.

General..... The specified maximum speeds must not be exceeded at any point and should not be reached, except where track and other conditions are favorable. Passenger trains must reduce speed when approaching and rounding curves of six degrees and over, making sufficiently heavy application to properly reduce speed and steady train in the interest of safety and the comfort of passengers.

GOING NORTH

STATIONS	Rating Grade	19x22 200 lb. G-3 720-727	19x26 180 lb. D-3 F-1 500-565	19x24 180 lb. Eng. 9	19x24 180 lb. D-4 Engs. 11-12	19x24 160 lb. Engs. 5-10	18x24 145 lb. Engs. 1-3	18x24 160 lb. Eng. 7	17x24 145 lb. Eng. 6-8
Colbert to Loon Lake	1.0	1000	700	788	820	589	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 Wadena	1.0		775	800	885	650	500	400	375
Wadena to Summit	1.5		500	502	400	360	290	250	215
Summit to Trout Jct.	Down								
Northport to Rossland	3.5		190	207	158	141	120	87	89
Marcus to Curlew	0.6	1500	1100	1400	1030	920	875	715	542
Curlew to Republic	1.5	875	520	540	440	420	320	275	222
Curlew to Midway	0.8	1500	1100	1400	1030	920	875	715	542
Grand Forks to Phoenix	3.0	340	240	270	200	180	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
Davis	Wayside and Pratt	13	Siding
Huetter's	Pratt and Deer Park	3	South
Olson	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
Line Spur, No. 1	Loon Lake and Springdale	7	Siding
Gilne	Springdale and Grays	25	South
East Wash. Fuel Co.'s Spur	Springdale and Grays	3	South
Belcom Spur	Gray's and Valley	8	South
Kul's	Gray's and Valley	9	North
Chewelah Mill Spur	Valley and Chewelah	10	South
El Creek	Chewelah and Addy	7	South
Elm	Chewelah and Addy	6	South
Spencer	At Arden	7	Siding
KH	Arden and Colville	35	North
Panner's	Colville and Meyers Falls	4	South
Empey's Spur	At Meyers Falls	5	South
Evans	Marcus and Bossburg	14	South
Ryan's Spur	Williams and Marble	3	Siding
Little Dalles	Marble and Northport	6	Siding
Onion	Marble and Northport	10	South
Kane's Spur	Marble and Boundary	7	South
Hudson	Marble and Northport	28	Siding
Hanley's Spur	Northport and Boundary	6	South
Rush	Northport and Boundary	6	South
Wood	Northport and Boundary	4	South
Boundary	Northport and Wadena	12	Siding
Benson and Ross Spur	Fruitvale and Erie	3	South
Meadow	Fruitvale and Erie	3	South
Hummel Spur	Erie and Salmo	3	South
Kootenay Shingle Co.	Erie and Salmo	28	North
Salmo Cedar Co.'s Spur	Salmo and Ymir	6	South
Hunter "V"	Salmo and Ymir	16	South
Clarkson's Bros. Spur	Ymir and Halls	4	North
Tamarack	Ymir and Halls	5	South
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
Onnen's Spur	Boyds and Barstow	3	Siding
Belcher	Malo and Pollard	23	South
Lambert	Malo and Pollard	4	South
Karamin	Malo and Pollard	17	North
California	Torboy and Republic	7	North
Ruby Mine Spur	Nighthawk and Chopaka	7	North

GOING SOUTH

STATIONS	Rating Grade	19x22 200 lb. G-3 720-727	19x26 180 lb. D-3 F-1 500-565	19x24 180 lb. Eng. 9	19x24 180 lb. D-4 Engs. 11-12	19x24 160 lb. Engs. 5-10	18x24 145 lb. Engs. 1-3	18x24 160 lb. Eng. 7	17x24 145 lb. Eng. 6-8
Wadena to Trout Jct.	Down								
Trout Jct. to Summit	2.5		300	327	256	223	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	850	810	430	400	350
Marcus to Meyers Falls	2.0	500	350	450	333	300	230	200	175
Meyers Falls to Valley	1.0	1328	850	1020	870	758	620	580	463
Valley to Loon Lake	1.0	1000	700	730	620	570	440	386	336
Loon Lake to Wayside	Down								
Wayside to Hilliard	1.0	1209	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	223	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 101 or 215, giving full particulars.

All Employees who are witnesses of the accident are required to fill out Form 101 or 215 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 proper authorities, without incurring any liability on behalf of the Company.

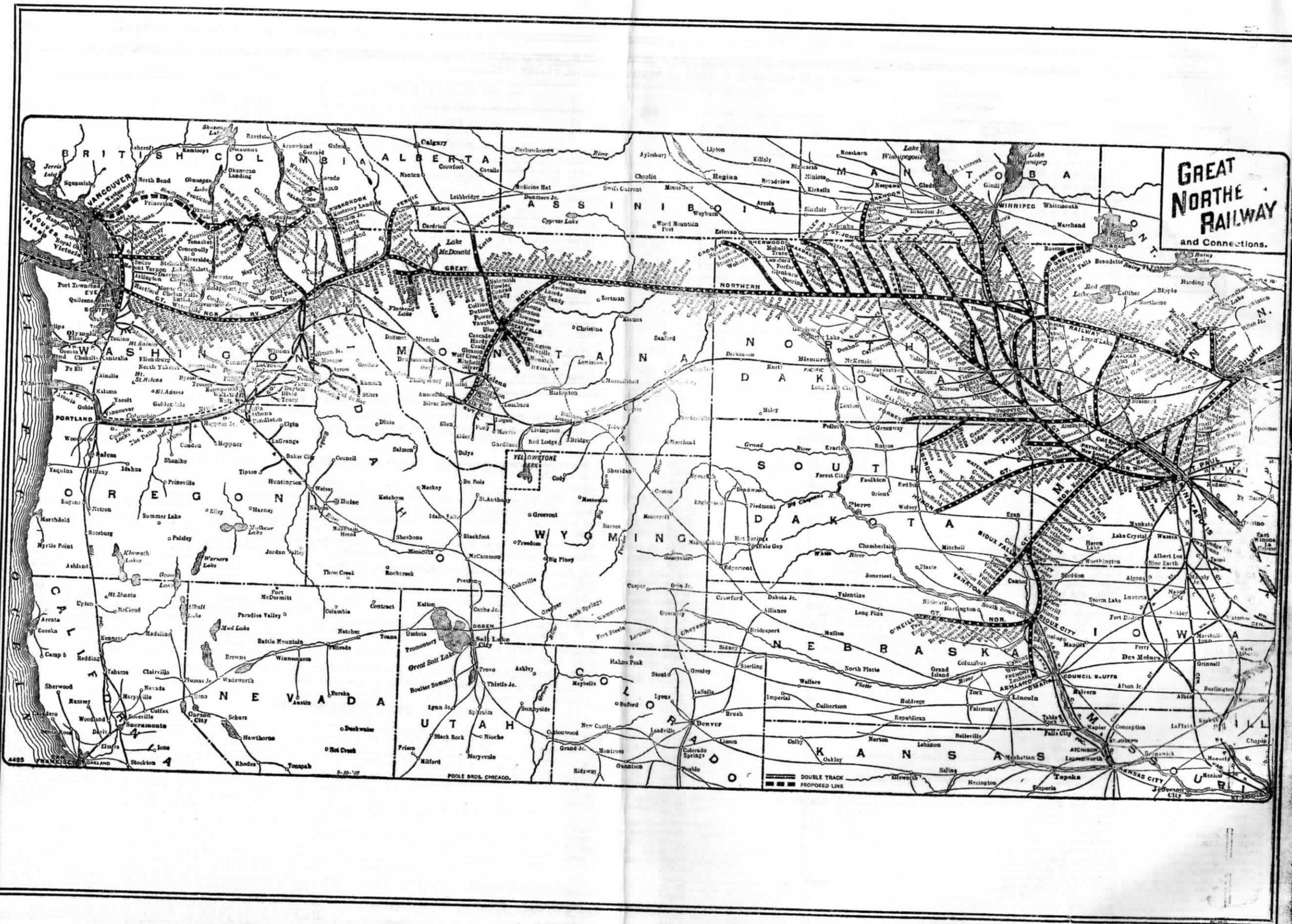
DR. J. G. CUNNINGHAM, Surgeon	Fernwell Block, Cor. Stevens and Riverside	Spokane, Wash.
DR. R. L. THOMPSON, Oculist	Office, Traders Block	Spokane, Wash.
DR. J. FARROW, Surgeon		Hilliard, Wash.
DR. L. B. HARVEY, Surgeon		Colville, Wash.
DR. R. S. WELLS, Surgeon		Northport, Wash.
DR. J. T. MCKENZIE, Surgeon		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.
DR. W. T. SCHWARZ, Surgeon		Oroville, Wash.

TIME INSPECTORS.

Geo. H. DORR		Spokane, Wash.
Geo. H. DORR		Hilliard, Wash.
A. D. MORRISON		Grand Forks, B. C.
T. G. CHALLONER		Rossland, B. C.
P. TENAAR BROS.		Nelson, B. C.
E. A. McMAHAN		Oroville, Wash.

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

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



**GREAT
NORTHE
RAILWAY**
and Connections.

DOUBLE TRACK
PROPOSED LINE