

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

MARCUS DIVISION

TIME TABLE NO. 1

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

WEDNESDAY, MARCH 3rd, 1909.

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.

THIRD CLASS.		FIRST CLASS.				CAR CAPACITY OF SIDINGS			TIME TABLE No. 1.			FIRST CLASS.		THIRD CLASS.		
702		258	256						IN EFFECT 12:01 A. M., WEDNESDAY, MAR. 3, 1909.			257	255		701	
Freight		Passenger	Passenger		Passing Track	Other Tracks	Total	Distance from Spokane	STATIONS.			Passenger	Passenger		Freight	
Leave Daily		Leave Daily Except Sunday	Leave Daily									Arrive Daily Except Sunday	Arrive Daily		Arrive Daily	
		4.25 PM	8.35 AM						DN-R	SPOKANE	F	101.2	W	10.05 AM	5.35 PM	
2.00 AM		4.40	8.50					4.7	DN-R	HILLYARD	SQ	96.5	WCTO	9.50	5.20	2.00 PM
TRAINS BETWEEN SPOKANE AND COLBERT WILL BE GOVERNED BY SPOKANE DIVISION TIME TABLE.																
2.40		5.00	9.10		30	30	13.8		DN-R	COLBERT	SF	87.4	W	9.30	5.00	1.00
3.00		5.10	9.20		22	22	17.6			WAYSIDE		83.6		9.20	4.47	12.35 PM
3.35		5.25	9.33		16	16	22.7			DENISON		78.5		9.05	4.35	11.55
4.00		5.37	9.42		65	45	110	26.5	DN	DEER PARK	DE	74.7	W	8.55	4.25	11.30
4.26		5.48	9.53		29	29	30.7			CHRISTIANSON		70.5		8.44	4.12	10.59
4.30		5.50	9.55		30	30	31.6		D	CLAYTON	CN	69.6		8.43	4.10	10.55
5.15		6.15	10.15		57	57	38.4		D	LOON LAKH	AK	62.8	WY	8.25	3.50	10.15
6.00		6.35	10.35		22	22	46.5		D	SPRINGDALE	SY	54.7	W	7.58	3.20	9.15
6.35		6.47	10.47		35	35	52.0			GRAYS		49.2		7.42	3.03	8.35
7.05 7.35	701 257	7.00	10.58		52	57	109	56.5	DN-R	VALLEY	VY	44.7	CY	7.30	2.50	8.00 7.05
8.15		7.18	11.13		37	26	68	64.0	D	CHEWELAH	CH	37.2		7.12	2.33	6.25
9.05		7.40	11.32		30	20	73.2		D	ADDY	AD	28.0	W	6.50	2.13	5.30
9.45		8.00	11.50		52	8	69	80.5		ARDEN		20.7		6.32	1.55	4.50
10.25		8.20	12.05 PM		45	45	87.1		D	COLVILLE	YD	14.1	W	6.17	1.40	4.15
11.30		8.45	12.30		41	20	67	95.7	D	METERS FALLS	MF	8.5		5.56	1.20	3.40
12.01 PM		9.00 PM	12.50 PM		53	153	206	101.2	DN-R	MARCUS	MS	0.0	WY	5.40 AM	1.00 PM	3.00 AM
Arrive Daily		Arrive Daily Except Sunday	Arrive Daily											Leave Daily Except Sunday	Leave Daily	Leave Daily
702		258	256											257	255	701
10.00 9.6		4.35 22.1	4.15 23.8											4.25 22.9	4.35 22.1	11.0 8.8
Time Over District Average Speed Per Hour																

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

SPECIAL RULES, FIRST DISTRICT

1. Marcus Division train and engine crews must provide themselves with current Time Table Spokane Division, and be governed by same and Spokane Division bulletins and special instructions while using tracks between Spokane and Colbert.

2. Trains will date from time due to leave terminals. Colbert and Marcus will be considered terminals for trains 257 and 258, Colbert and Marcus, terminals for trains 701 and 702. Colbert and Marcus 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.

5. All south-bound trains must approach Colbert under full control, expecting to find Marcus Division Main Line occupied, and must know the way is clear before entering upon Spokane Division Main Line.

6. South wye switch at Marcus must be left set and locked for Nelson Line.

7. All trains must be handled under absolute control passing through yard limits at Marcus. (See Rule 93.) 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, Valley and Marcus.

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

NORTH BOUND

SECOND DISTRICT—Marcus to Nelson

SOUTH BOUND

THIRD CLASS		FIRST CLASS		CAR CAPACITY OF SIDINGS			Distance from Marcus	STATIONS.	Distance from Nelson	Water, Coal, Scales, Tables and Wyes	FIRST CLASS.		THIRD CLASS.	
704	Freight	260	Passenger	Passing Track	Other Tracks	Total					259	Passenger	703	Freight
Leave Mon. Wed., Fri.		Leave Daily								Arrive Daily		Arrive Tues. Thurs. Sat.		
6.00 AM		1.10 PM		53	123	176		DN-R	MS	98.8	WY	12.40 PM		4.35 PM
6.50		1.30		35	21	56	8.5		BOSSBURG	90.3		12.18		3.50
7.20		1.41			12	12	13.6		WILLIAMS	85.2		12.05 PM		3.25
7.50		1.54		34		34	19.2		MARBLE	79.6		11.53		3.00
8.27		2.17					27.6		RED MOUNTAIN JUNCTION	71.2	Y	11.32		2.25
8.30		2.20					28.2	DN-R	NORTHPORT	70.6	WCOY	11.30		2.20
8.30		2.35		73	221	294						1.30		2.30
10.45		3.05			16	16	39.1	D	WANETA	69.7		10.45		12.40
11.15		3.30			9	9	43.0		SATWARD	55.8		10.33		12.15 PM
11.45		3.45			17	17	48.3		FRUITVALE	50.5	W	10.20		11.50
12.30 PM		4.20			14	14	60.8		ERIE	38.0		9.47		11.10
12.45		4.30			20	20	63.6	D	SALMO	35.2		9.40		10.55
1.30		4.50			31	31	71.2	D	YMIR	27.6	W	9.20		10.25
2.15		5.10			18	18	78.4		HALL	20.4		9.00		10.00
2.35		5.20			17	17	81.7		APEX	17.1	Y	8.50		9.45
3.05		5.40			30	30	88.4		MOUNTAIN	10.4	W	8.25		9.05
3.30		6.00			40	40	93.3	R	TROUP JUNCTION	5.5	Y	8.05		8.30
Via C. P. R. 4.00 PM		Via C. P. R. 6.20 PM					98.8	DN-R	NELSON		WCTO	Via C. P. R. 7.45 AM		Via C. P. R. 8.00 AM
Arrive Mon. Wed., Fri.		Arrive Daily										Leave Daily		Leave Tues. Thurs. Sat.
704		260										259		703
10.00		5.10										4.55		8.35
9.35		19.1										20.1		11.5

Time Over District. Average Speed Per Hour.

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 must be left set and locked for Nelson Line.
5. All trains must be handled under absolute control passing through yard limits at Northport. (See Rule 93.) 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 Apex, 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 main line.
- WATER FOUR MILES SOUTH OF MARBLE.

Derailing Switches: Williams, Little Dalles and Meadows Spurs

NORTH BOUND

THIRD DISTRICT - Marcus to Keremeos

SOUTH BOUND

THIRD CLASS			SECOND CLASS	FIRST CLASS		TIME TABLE No. 1 IN EFFECT 12:01 A. M. WEDNESDAY, MAR 3, 1909				FIRST CLASS		SECOND CLASS	TH RD CLASS		
706	708		396			256	STATIONS				255		397	705	707
Freight	Freight		Mixed			Passenger	Distance from Keremeos	Distance from Marcus	Distance from Keremeos	Distance from Marcus	Passenger	Mixed	Freight	Freight	
Leave Daily	Leave Mon. Wed., Fri.		Leave Daily Except Sunday			Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Tues. Thurs., Sat.	
11.15 PM						1.10	23	24	DN-R	MARCUS	MS	12.50 PM			
11.45						1.35	42	1		BOWDS		12.35			
12.30 AM						1.37	11	10.2		BARSTOW		12.20			
1.00						1.45	42	15.4		DULWICH	W	12.06			
1.20						1.53		16.8	D	ORIENT	RN	12.01 PM			
1.40						2.05	43	21.5		HUGHES		11.50			
2.05						2.20	72	27.1	D	LAURIER	BD	11.36			
2.35						2.35	72	27.1	D	LAURIER	BD	11.36			
3.00						2.48	41	20.4		RIDEAU, B. C.		11.20			
3.30						3.05	55	30.5	R	GRAND FORKS JCT		11.05			
3.35 AM	8.00 AM					3.15	45	26.4	DN-R	GRAND FORKS	GF	11.00			
	8.05					3.20	45	26.4	DN-R	GRAND FORKS	GF	10.55		4.30 PM	
	8.25					3.25			R	GRAND FORKS JUNCTION		10.45		4.20	
	8.50					3.40	57	31.8	D	DANVILLE, WASH.	CG	10.40		4.10	
	9.30					3.50	41	25.1		HURLBURT		10.25		3.50	
	9.55					4.05	63	32.2	D-R	CURLEW	W	10.10		3.05	
	10.10					4.19	40	25.1		PANSON		9.55		2.30	
	10.30					4.28	40	25.2		TORODA		9.45		2.10	
	11.00					4.40	52	30.2		FERRY, WASH.		9.35		1.45	
	11.30					4.50	47	27.0	D	MIDWAY, B. C.	MD	9.22		1.15	
	12.01 PM					5.10	46	26.5		BERGEN		9.04		12.30	
	12.30					5.27	39	23.2	D	MYNCASTER	NC	8.50		12.01 PM	
	1.15					5.40	47	26.4		STACKAN		8.40		11.35	
	1.45					6.00	8	10.7	D	BRIDESVILLE, B. C.	BV	8.25		11.00	
	2.30					6.15	59	31.1	D	NOLSON, WASH.	MO	8.10		10.30	
	3.00					6.33	49	24.5		NINE MILE		7.45		9.45	
	3.15					6.43	38	17.9		CIRCLE		7.25		9.20	
	4.00					6.53	38	17.9		CIRCLE		7.25		9.20	
	4.15					7.15	39	18.8		MOUNT HULL		6.58		8.40	
	5.00 PM		8.00 AM			7.35 PM	68	35.0	DN-R	OROVILLE	H	6.30 AM		8.00 AM	
			8.45				51	28.0	D	NIGHTHAWK	NK	3.45			
			9.15				56	31.2	D	CHOPAKA	CA	3.15			
			9.30				56	31.2	D	CHOPAKA	CA	3.00			
			10.05				55	30.3		SIMILKANFEN, B. C.		2.25			
			10.30 AM				44	23.1	DR	KEREMEOS	KS	2.00 PM			
Arrive Daily	Arrive Mon. Wed., Fri.		Arrive Daily Except Sunday			Arrive Daily					Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Tues. Thurs., Sat.	
706	708		396			256					255	397	705	707	
4.20	9.00		2.30			6.35					6.30	2.30	2.15	8.30	
7.6	9.3		15.2			19.2					19.4	15.2	11.1	9.3	

Time Over District Average Speed Per Hour

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.

THIRD CLASS	SECOND CLASS		FIRST CLASS	CAR CAPACITY OF SIDINGS			Distance from Curlew	TIME TABLE No. 1 IN EFFECT 12:01 A. M. WEDNESDAY, MAR. 3, 1909.	Distance from Republic	Water, Coal, Stacks, Tables and Wyes	FIRST CLASS	SECOND CLASS		THIRD CLASS
	394	392		Passing Track	Other Tracks	Total						391	393	
	Mixed	Mixed										Mixed	Mixed	
	Leave Daily Except Sunday	Leave Daily Except Sunday										Arrive Daily Except Sunday	Arrive Daily Except Sunday	
	4.10PM	10.10AM		63		63		D-R	CURLEW	W	21.2	WY	10.00AM	3.00PM
	4.22	10.25					5.0		R. & G. F. RY. CROSSING		16.2		9.49	2.42
	4.24	10.25		44		44	5.4		MALO		15.5		9.43	2.40
	4.41	11.00		45		45	12.7		POLLARD	W	8.7		9.25	2.10
	4.52	11.15		42		42	16.2		TORBOY		5.0		9.15	1.55
	5.10PM	11.40AM		62	42	104	21.2	D-R	REPUBLIC	Z		CWY	9.00AM	1.30PM
	Arrive Daily Except Sunday	Arrive Daily Except Sunday											Leave Daily Except Sunday	Leave Daily Except Sunday
	394	392											391	393
	1.90	1.30											1.09	1.30
	21.2	14.1											21.2	14.1

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

SPECIAL RULES, FOURTH DISTRICT

- Trains will date from time due to leave terminals. Curlew and Republic will be considered terminals for trains 391, 392, 393 and 394.
- All conductors and engineers of light engines will register at Curlew and Republic.
- Trains will be governed by Pacific Standard Time. Clocks regulated to standard time will be located at Republic.
- 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 SIDINGS			Distance from Northport	TIME TABLE No. 1 IN EFFECT 12:01 A. M. WEDNESDAY, MAR. 3, 1909.	Distance from Rossland	Water, Coal, Stacks, Tables and Wyes	FIRST CLASS	SECOND CLASS		THIRD CLASS
	386			Passing Track	Other Tracks	Total						385		
	Mixed											Mixed		
	Leave Daily											Arrive Daily		
	2.35PM			73	221	294		DN-R	NORTHPORT	NP	17.3	WCOV	11.00AM	
	2.38						0.6		RED MOUNTAIN JUNCTION		16.7	Y	10.57	
	3.08				10	10	7.0		VELVET		10.3		10.33	
	3.18				24	24	8.4	D	PATERSON	KN	8.9		10.30	
	4.10PM			35	51	86	17.3	D-R	ROSSLAND	RO		WY	10.00AM	
	Arrive Daily												Leave Daily	
	386												385	
	1.35												1.00	
	10.9												17.3	

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

SPECIAL RULES, FIFTH DISTRICT

- Trains will date from time due to leave terminals. Northport and Rossland terminals for trains 385 and 386.
- All conductors and engineers of light engines will register at Northport and Rossland.
- Trains will be governed by Pacific Standard time. Clocks regulated to standard time will be located at Northport.
- No train will leave 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.
- All Fifth District trains will protect against Second District trains at all times between Northport Depot and Red Mountain Junction.
- 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.
- The switches at Red Mountain Junction will be left set and locked for Main Line.
- 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.

TIME TABLE No. 1

IN EFFECT 12:01 A. M.
WEDNESDAY, MAR. 3, 1909

STATIONS

Time Over District.
Average Speed Per Hour.

SECOND CLASS		CAR CAPACITY OF SIDINGS			Distance from Grand Forks	STATIONS	Distance from Phoenix	Water, Coal, Grades, Tables and Wyes	SECOND CLASS	
Mixed	Leave Daily Except Sunday	Passing Tracks	Other Tracks	Total					Mixed	Arrive Daily Except Sunday
3.45 PM		42	74	116	DN-R	23.8		10.20 AM		
3.50		110	143	253	D-R	22.8	WCY	10.15		
3.57				1.6		22.2		10.12		
4.14		39	4	43		17.2	W	9.58		
4.37		45		45	D	9.9	W	9.33		
4.41			18	18		8.3		9.27		
4.47		25		25		6.5	W	9.22		
5.05		40		40		0.9		9.03		
5.10 PM			Yard	Yard	D-R		WCY	9.00 AM		
390	1.25 15.7							389	1.20 15.8	

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—35 miles per hour.
Freight—25 miles per hour.
All trains reduce speed to fifteen miles per hour through Seven Devils, Hendrix Out 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 Deadmans Eddy 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 Barstow, 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 Bergen, 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 Velvet 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.

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 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.
- 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 Ooryell rock bluffs.
- Switches at Junction of Phoenix line with smelter spur must be kept set and locked for smelter line.
- 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, ORE LOADING TRACK AND VICTORIA SPUR AT PHOENIX.

SPECIAL RULES, THIRD DISTRICT

- Trains will date from time due to leave terminals. Marcus 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 enginemen 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 main track at Marcus must be left set and locked for Nelson 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.
- Siding back of Marcus passenger depot must be left clear for passenger trains.
- No train will leave Custom Ports at Laurier, 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.

- 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 and Mount Hull at least 15 minutes to cool wheels.

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

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.

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSSES

STATIONS	Rating	Class G-2 700-719 Class G-3 720-790				Class D-5 454-471 Class F 1 500-565				Class D-4 400-420				Class F-4 1094			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Colbert to Loon Lake	1.	950	900	850	800	700	650	600	550								
Valley to Loon Lake	1.	950	900	850	800	700	650	600	550								
Valley to Meyers Falls	1.	1200	1150	1100	1050	1000	950	900	850								
Meyers Falls to Valley	1.	1200	1150	1100	1050	1000	950	900	850								
Marcus to Meyers Falls	2.	500	450	425	400	360	325	300	275								
Marcus to Northport	1.	1000	950	900	875	750	700	675	650								
Northport to Marcus	1.	1000	950	900	875	750	700	675	650								
Northport to Waneta	1.	1000	950	900	875	750	700	675	650								
Waneta to Summit	1.6					475	450	425	400								
Troup Jct. to Summit	2.5					275	250	225	200								
Northport to Rossland	3.5					190	180	170	160	150	140	130	120	200	190	180	170
Marcus to Midway	.6	1300	1200	1150	1100	1000	950	925	900								
Midway to Molson	1.25	750	700	675	650	650	600	575	550								
Oroville to Molson	2.5	425	400	375	350	275	250	225	200								
Oroville to Keremeos	.8	1050	1000	950	900	900	850	800	775								
Grand Forks to Phoenix	3.	300	270	250	240	220	200	180	160								
Curlew to Republic	1.5	675	650	625	600	525	500	475	450								

WEATHER RATING
 1—When temperature is 25 degrees above zero or over.
 2—Very frosty or wet. 5 to 25 degrees above zero or over.
 3—Five degrees above to 10 below zero.
 4—Ten below zero and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.
 The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

Average weights of empty cars will be estimated as follows when not marked:

Box Cars, 28 to 30 foot.....	11 Tons	Steam Wreckers	75 Tons
Box Cars, 33 foot.....	12 Tons	Engine Tank (Empty).....	30 Tons
Box Cars, 34 foot.....	13 Tons	Standard Engine and Tank	81 Tons
Box Cars, 36 foot.....	16 Tons	Small Mogul Engine and	
Box Cars, 40 foot.....	17 Tons	Tank	192 Tons
Refrigerators	20 Tons	Large Mogul Engine and	
Furniture, 30 to 40 foot.....	17 Tons	Tank	108 Tons
Furniture, 40 to 50 foot.....	19 Tons	Consolidated Engine and	
Cabooses, 8-wheel.....	17 Tons	Tank	111 Tons
Cabooses, 4-wheel.....	10 Tons	Mail	25 Tons
Flat Cars, 28 to 30 foot.....	9 Tons	Baggage	30 Tons
Flat Cars, 33 to 34 foot.....	11 Tons	Coaches, 8-wheel	30 Tons
Flat Cars, 40 foot.....	12 Tons	Coaches, 12-wheel	35 Tons
Coal Cars	12 Tons	Dining Cars	40 Tons
Gondola Cars	13 Tons	Sleeping Cars	41 Tons
Oil Tanks	15 Tons	Ore Cars, Wood.....	12 Tons
Ballast Cars	13 Tons	Steel	15 Tons

Yardmasters will at all times make up trains in accordance with the above instructions.

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
Pine	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	22	South
Ice House Spur No. 3	Clayton and Loon Lake	19	South
Denton	Loon Lake and Springdale	3	South
Holland-Horr Spur	Loon Lake and Springdale	7	South
Lime Spur, No. 1	Loon Lake and Springdale	7	South
Cline	Springdale and Grays	25	Siding
East Wash. Fuel Co.'s Spur	Springdale and Grays	3	South
Kulzer's	Gray's and Valley	9	North
Chewelah Mill Spur	Valley and Chewelah	10	North
Chewelah Bk & Lime Co. Sp	Chewelah and Addy	7	South
Blue Creek	Chewelah and Addy	7	South
Elkhorn	Chewelah and Addy	6	South
Kiel	Arden and Colville	35	Siding
Palmer's	Colville and Meyers Falls	4	North
Evans	Marcus and Bossburg	14	South
Ryan's Spur	Williams and Marble	3	South
Little Dalles	Marble and Northport	6	Siding
Onlon	Marble and Northport	10	Siding
Kane's Spur	Marble and Boundary	7	South
Hudson	Marble and Northport	28	Siding
Hanley's Spur	Northport and Boundary	11	Siding
Rush	Northport and Boundary	6	South
Wood	Northport and Boundary	4	South
Boundary	Northport and Waneta	12	Siding
Benson and Ross Spur	Fruitvale and Erie	3	South
Meadows	Fruitvale and Erie	3	South
Hunnex 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
Stone	Northport and Velvet	8	South
Gordon'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
Pine Lumber Co.	Marcus and Boyds	5	South
Godfrey	Marcus and Boyds	14	South
Napoleon Spur	Boyds and Barstow	8	South
Onnen's Spur	Boyds and Barstow	8	South
Belcher	Malo and Pollard	23	Siding
Karamin	Malo and Pollard	17	South
Karamin Spur No. 2	Malo and Pollard	4	North
California	Torboy and Republic	7	North
Myncaster Spur	Bergen and Myncaster	70	North
Ruby Mine Spur	Nighthawk and Chopaka	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 our two copies of Form 245, giving full particulars.

All Employes who are witnesses of the accident are required to fill out Forms 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. R. P. MCKENZIE, Surgeon	Rossland, B. C.
DR. W. H. WILSON, Surgeon	Nelson, B. C.
DR. S. H. MANLY, Surgeon	Republic, Wash.
DR. C. M. KINGSTON, Surgeon	Grand Forks, B. C.
DR. W. T. SCHWABLAND, Surgeon	Oroville, Wash.

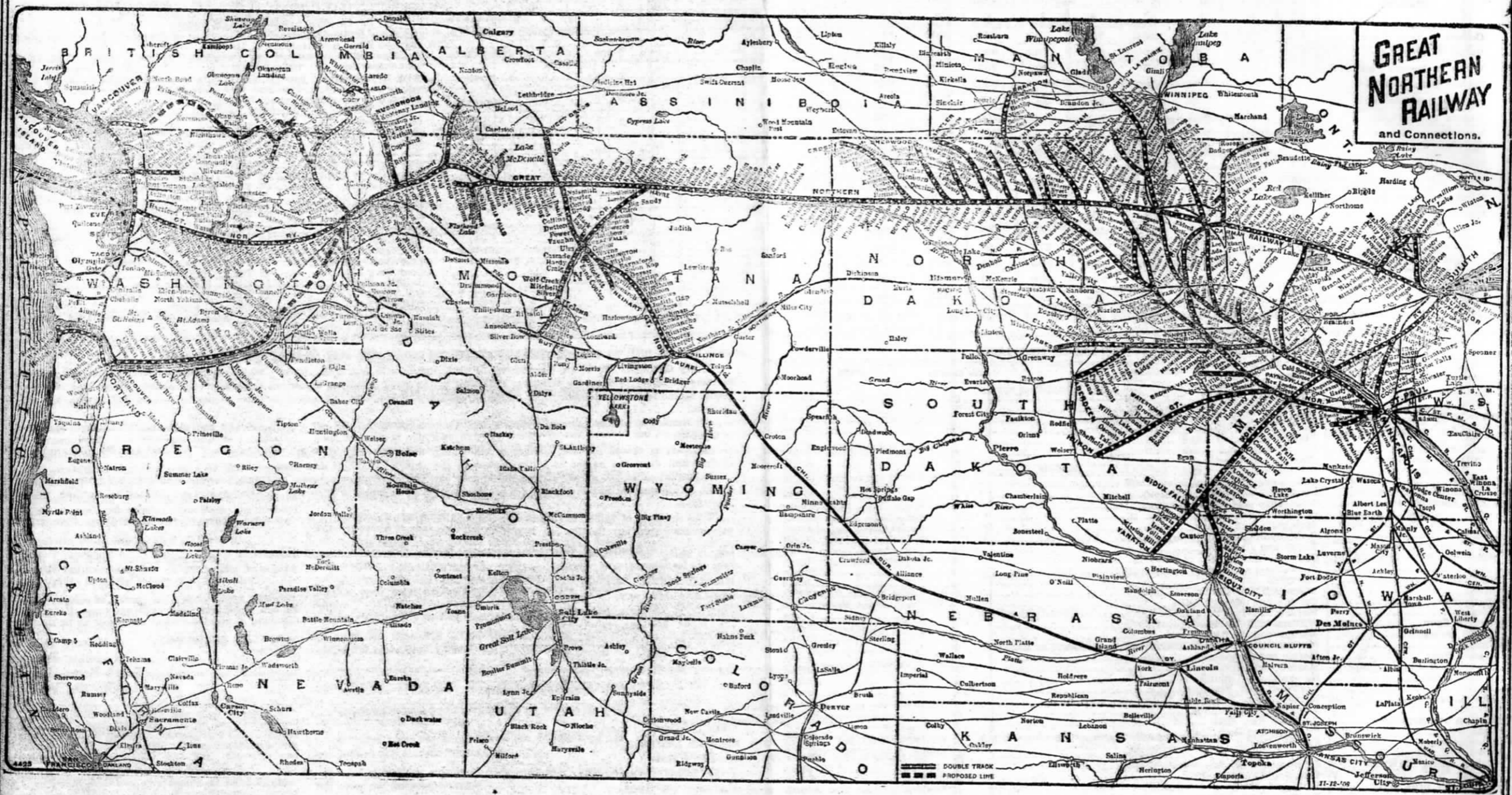
TIME INSPECTORS.

GEO. H. DOERR	Spokane, Wash.
GEO. H. DOERR	Hillyard, Wash.
M. D. WHITE	Grand Forks, B. C.
T. G. CHALLONER	Rossland, B. C.
PATENAUDE BROS.	Nelson, B. C.
E. A. McMAHAN	Oroville, Wash.
GEO. B. STOCKING	Republic, 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 NORTHERN RAILWAY and Connections.



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FRANCISCO OAKLAND

11-22-06