

GREAT NORTHERN RAILWAY

MARCUS DIVISION

TIME TABLE NO. 2

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

SUNDAY, MAY 23rd, 1909.

SUPERSEDING TIME TABLE NO. 1 AND ALL SUPPLEMENTS THERETO

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

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.			CAR CAPACITY OF SIDINGS			TIME TABLE No. 2.			FIRST CLASS.			THIRD CLASS.	
702			258	262	256	Passing Track	Other Tracks	Total	IN EFFECT 12:01 A. M., SUNDAY, MAY 23, 1909.			257	255	261	701	
Freight			Passenger	Passenger	Passenger				STATIONS.			Passenger	Passenger	Passenger	Freight	
Leave Daily			Leave Daily Except Sunday	Leave Sunday Only	Leave Daily Except Sunday							Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Sunday Only	Arrive Daily	
			4.25PM	8.45AM	8.45AM				DN-R	SPOKANE	F 101.2	W	9.55AM	5.35PM	8.35PM	
2.00AM			4.40	9.00	9.00			4.7	DN-R	HILLYARD	50	WCTO	9.40	5.20	8.20	2.00PM
TRAINS BETWEEN SPOKANE AND COLBERT WILL BE GOVERNED BY SPOKANE DIVISION TIME TABLE.																
2.40			5.00	9.20	9.20	80	30	118.8	DN-R	COLBERT	SF 87.4	W	9.20	5.00	8.00	1.00
3.00			5.10	9.30	9.30	52	18	70		WAYSIDE	83.6		9.10	4.47	7.47	12.35
3.20			5.18	9.37	9.37	18	13	20.7		DARTS	89.5		9.03	4.40	7.40	12.15PM
3.35			5.25	9.43	9.43	16	15	22.7		DENISON	78.3		8.58	4.35	7.35	11.55
4.00			5.37	9.52	9.52	65	45	110	DN	DEER PARK	DE 74.7	W	8.30	4.25	7.25	11.30
4.28			5.48	10.03	10.03	29	29	30.7		CHRISTIANSON	70.5		8.39	4.12	7.12	10.59
4.30			5.50	10.05	10.05	50	30	31.6	D	CLAYTON	CN 69.6		8.38	4.10	7.10	10.55
5.15			6.15	10.25	10.25	57	37	38.4	D	LOON LAKE	AK 62.8	WY	8.20	3.50	6.50	10.25
6.00			6.35	10.45	10.45	22	22	46.5	D	SPRINGDALE	SY 54.7	W	7.53	3.20	6.20	9.15
6.05			6.38	10.48	10.48	25	25	47.6		CLINE	53.6		7.48	3.15	6.15	9.05
6.35			6.47	10.57	10.57	23	23	52.0		GRAYS	49.2		7.37	3.03	6.03	8.35
7.05 7.35			7.00	11.07	11.07	52	37	109	DN-R	VALLEY	VY 44.7	CY	7.25	2.50	5.50	8.00 7.05
8.15			7.18	11.22	11.22	37	26	63	D	CHEWELAR	CH 37.2		7.05	2.33	5.33	6.25
9.05			7.40	11.42	11.42	20	20	73.2	D	ADDY	AD 29.0	W	6.43	2.13	5.13	5.30
9.45			8.00	11.57	11.57	52	8	60		ARDEN	26.7		6.25	1.55	4.55	4.50
10.00			8.09	12.03PM	12.03PM	35	35	83.0		KIEL	17.0		6.18	1.48	4.48	4.35
10.25			8.20	12.10	12.10	45	45	87.1	D	COLVILLE	VD 14.1	W	6.10	1.40	4.40	4.15
11.30			8.45	12.35	12.35	41	26	67	D	MEYERS FALLS	MF 8.5		5.50	1.20	4.20	3.40
12.01PM			9.00PM	12.50PM	12.50PM	53	153	206	DN-R	MARCUS	MS 0.0	WY	5.30AM	1.00PM	4.00PM	3.00AM
Arrive Daily			Arrive Daily Except Sunday	Arrive Sunday Only	Arrive Daily Except Sunday								Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Sunday Only	Leave Daily
702			258	262	256								257	255	261	701
10.00 9.6			4.35 22.1	4.05 24.8	4.05 24.8								4.25 22.9	4.35 22.1	4.35 22.1	11.8 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 255, 256, 257, 258, 261, 262, 701 and 702.

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

4. 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.

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

6. 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.

7. All north-bound trains will be required to make service test of air brakes at Meyers Falls before descending Marcus hill.

8. Bulletin books are located at Spokane, Hillyard, Colbert, Valley and Marcus.

9. Trains 255 and 256 will stop on flag at Mission. Trains 257, 258, 261 and 262 will stop on flag at Buckeye, Darts, Olsons, Blue Creek, Kiel and Mission.

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

THIRD CLASS		FIRST CLASS		CAR CAPACITY OF SIDINGS		TIME TABLE No. 2		FIRST CLASS.		THIRD CLASS.							
704		264	260	Passing Tracks	Other Tracks	IN EFFECT 12:01 A. M. SUNDAY, MAY 23, 1909		259	263	703							
Freight		Passenger	Passenger			STATIONS.		Passenger	Passenger	Freight							
Leave Mon. Wed., Fri.		Leave Sunday Only	Leave Daily Except Sunday			DISTANCE FROM MARCUS		Arrive Daily Except Sunday	Arrive Sunday Only	Arrive Daily Except Sunday							
6.00 AM		1.10 PM	1.10 PM	53	121	176	DN-R	MARCUS	ME	98.8	WY	12.40 PM	12.40 PM				
6.50		1.30	1.30	35	21	56	8.5	BOSSBURG		90.2		12.18	12.18				4.35 PM
7.20		1.41	1.41	12	12	12.6	5.1	WILLIAMS		85.2		12.05 PM	12.05 PM				3.50
7.50		1.54	1.54	34	31	19.2	5.6	MARBLE		79.6		11.53	11.53				3.25
8.27		2.17	2.17				8.4	RED MOUNTAIN JUNCTION		71.2	Y	11.32	11.32				3.00
8.50		2.20	2.20	72	221	294	28.2	NORTHPORT	NP	50.6	WCOV	11.30	11.30				2.25
9.45		3.05	3.20	16	16	16	10.9	WANETA	BR	49.7		10.45	10.45				2.20
10.45		3.30		9	9	45.0	3.9	SAYWARD		55.8		10.33					1.40
11.15		3.45		17	17	48.5	3.3	FRUITVALE		50.5	W	10.20					1.15
11.45		4.20		14	14	60.8	12.5	HRIE		38.0		9.47					1.10
12.30 PM		4.30		29	29	61.6	2.8	SALMO	SO	35.2		9.40					10.55
12.45		4.50		31	31	71.2	7.6	YHIR	MY	27.6	W	9.20					10.25
1.30		5.10		18	18	78.4	7.2	HALL		20.4		9.00					10.00
2.15		5.20		17	17	81.7	3.3	APEX		17.1	Y	8.50					9.45
3.05		5.40		30	30	88.4	6.7	MOUNTAIN		10.4	W	8.25					9.05
3.30		6.00		40	40	91.3	4.9	TROUP JUNCTION		5.5	Y	8.05					8.30
Via C. P. R. 4.00 PM		Via C. P. R. 6.20 PM					5.3	NELSON	RW	WCTO		Via C. P. R. 7.45 AM					Via C. P. R. 8.00 AM
Arrive Mon. Wed., Fri.		Arrive Sunday Only	Arrive Daily Except Sunday									Leave Daily Except Sunday	Leave Sunday Only				Leave Daily Except Sunday
704		264	260									259	263				703
10.00		1.10	5.10									4.55	1.10				5.20
9.58		24.2	19.1									20.1	24.2				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, 260, 703 and 704, Marcus and Northport terminals for trains 263 and 264.
2. Trains will be governed by Pacific Standard Time. Clocks regulated to Standard Time are located in telegraph offices at Marcus, Northport and Nelson.
3. South wye switch at Marcus must be left set and locked for Nelson Line.
4. 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.
5. No train will leave Northport or Waneta until conductor has reported to and received clearance from Customs Officer.
6. Bulletin books are located at Marcus and Northport.
7. Train and engineers 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.
8. 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 engineers 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.
 9. All north-bound freight trains will be required to make service test of air brakes at Apex, before descending Nelson hill.
 10. When approaching and crossing the Pond d'Orville River bridge near Waneta, all trains must reduce speed to ten miles per hour.
 11. The switches at Red Mountain Junction must be left set and locked for main line.
 12. Trains 259 and 260 will stop on flag at Evans, Kane, Boundary and Haverdale. Trains 263 and 264 will stop on flag at Evans and Kane.
- 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		CAR CAPACITY OF SIDINGS			TIME TABLE No. 2		FIRST CLASS		SECOND CLASS	THIRD CLASS	
706	708	396			256			Distance from Marcus	Distance from Keremeos	Water, Coal, Sealer, Tables and Wyes	255	397	705	707
Freight	Freight	Mixed			Passenger						Passenger	Mixed		Freight
Leave Daily	Leave Mon. Wed., Fri.	Leave Daily Except Sunday			Leave Daily Except Sunday						Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily	Arrive Tues. Thurs., Sat.
11.15 PM					1.10 PM	53	158	206	181.1	WY	12.50 PM			
11.45					1.25	62	42	5.3	155.2		12.35			10.15 PM
12.30 AM					1.37	41	41	10.2	150.9		12.20			9.35
1.00					1.48	42	42	15.4	145.7	W	12.06			9.10
1.20					1.53		7	16.8	144.3		12.01 PM			8.50
1.40					2.05	43	43	21.5	138.6		11.50			8.40
2.05					2.20				133.7	W	11.36			8.15
2.35					2.35	72	45	27.4	127.7		11.20			7.50
3.00					2.48	41	41	33.4	122.2	Y	11.05			7.30
3.30					3.05	25	25	40.3	117.3		10.45			7.05
3.35 AM	8.00 AM				3.15	42	74	116	112.3		10.55			6.40
	8.05				3.20				107.2		10.45			6.30 PM
	8.25				3.25				102.2		10.40			4.30 PM
	8.50				3.40	67	47	114	119.3	W	10.40			4.20
	9.30				3.50	41	41	65.9	113.2		10.25			4.10
	9.55				4.05	63	63	52.2	108.9	WY	10.10			3.50
	10.10				4.19	40	40	58.1	102.0		9.55			3.05
	10.30				4.28	40	40	62.2	98.9		9.45			2.30
	11.00				4.40		32	32	94.3	W	9.35			2.10
	11.30				4.50	47	64	101	94.1	Y	9.22			1.45
	12.01 PM				5.10	40	50	90	85.6	W	9.04			1.15
	12.30				5.24	39	16	55	79.9	W	8.50			12.30
	1.15				5.35	47	6	63	75.0		8.40			12.01 PM
	1.45				5.55	41	33	73	68.4	W	8.25			11.35
	2.30				6.10	50	64	114	64.4	WY	8.10			11.00
	3.00				6.30	40	9	49	56.3	W	7.45			10.30
	3.15				6.40				52.2		7.25			9.45
	4.00				6.50	38	9	47	45.3	W	6.58			9.20
	4.15				7.14	39	8	47	38.1	WYC	6.30 AM			8.40
	5.00 PM	8.00 AM			7.40 PM	68	266	324	28.8	W	4.30 PM			8.00 AM
		8.45				51	18	69	184.3	D	3.45			
		9.15				58	43	98	144.3	D	3.15			
		9.30				54	10	64	152.8	D	3.00			
		10.05				44	87	121	161.1	DR	2.25			
		10.30 AM									2.00 PM			
Arrive Daily	Arrive Mon. Wed., Fri.	Arrive Daily Except Sunday			Arrive Daily Except Sunday						Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily	Leave Tues. Thurs., Sat.
706	708	396			256						255	397	705	707
4.20	9.00	2.30			6.30						6.30	2.30	3.45	8.30
9.6	9.3	15.2			18.9						19.4	15.2	11.1	9.9

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.

SECOND CLASS				CAR CAPACITY OF SIDINGS			TIME TABLE No. 2		SECOND CLASS				
		390		Passing Track	Other Tracks	Total	Distance from Grand Forks	Stations	Dist. from Phoenix	Water, Coal, Siding, Table and Wye	389		
	Mixed											Mixed	
	Leave Daily Except Sunday										Arrive Daily Except Sunday		
	3.45 PM	42	74	116			DN-R	GRAND FORKS	GF	22.8		10.20 AM	
	3.50	110	143	253	1.0		D-R	WESTON	WS	22.8	WCY	10.15	
	3.57				1.6			COPPER JCT		22.2		10.12	
	4.14	39	4	43	6.6			SPENCER		17.2	W	9.55	
	4.37	46	45	13.9			D	HALE	HA	9.9	W	9.33	
	4.41	18	18	15.5				DENORO		8.3		9.27	
	4.47	25	25	17.3				GLENSIDE		6.5	W	9.22	
	5.05	40	40	22.9				JORDAN		0.9		9.03	
	5.10 PM		Yard	Yard	23.8		D-R	PHOENIX	FX		WCY	9.00AM	
	Arrive Daily Except Sunday											Leave Daily Except Sunday	
	390											389	
	1.25											1.20	
	16.7							Time Over District				17.8	
								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.
- 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 brake-

men must examine train carefully to discover cracked or broken wheels.

6. 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.

7. Trains descending Phoenix hill must keep at least twenty-five (25) minutes apart.

8. All trains must reduce speed to fifteen (15) miles per hour over Deadman's Bridge and around Coryell rock bluffs.

9. Switches at Junction of Phoenix line with smelter spur must be kept set and locked for smelter line.

10. All wye switches in Phoenix must be set for

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.

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

3. 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.

4. Wye switches Grand Forks Jct. will be kept set and locked for Marcus-Phoenix main line.

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

6. No train will leave Custom Ports at Laurier, Danville, Ferry, Midway, Brideville, 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.

7. Bulletin books are located at Marcus and Oroville.

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

yard tracks and locked so that cars getting away cannot get on main line track south of wye.

11. South wye switch Phoenix must be kept set for main line to passenger depot.

12. Switch on switchback to Tunnel No. 3 must be kept set and locked for high line.

13. 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 trains; 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.

14. All trains crossing bridge on smelter spur over North Fork Kettle River must reduce speed to fifteen (15) miles per hour.

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

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

11. 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.

12. Trains 255 and 256 will stop on flag at Godfrey and Sidley. Trains 396 and 397 will stop on flag at Rich Bar and Ruby mine spur.

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

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 Cut and at bluffs along Columbia River—three miles south of Northport.
- Northport to Waneta..... Passenger—25 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—33 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 Yair 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 Bank, two miles north of Marcus, at high bluffs, one mile north of Barlow, 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 fills 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.
- 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 CABOSES

STATIONS	Miles	Class G-2 700-719 Class G-3 720-789				Class D-3 484-471 Class F-1 506-556				Class D-4 499-426				Class F-2 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 Apex	1.8					475	450	425	400								
Troup Jct. to Apex	2.5					275	250	225	200								
Northport to Rossland	3.5					190	180	170	160								
Marcus to Midway	.6	1300	1200	1150	1100	1000	950	925	900	150	140	130	120	200	180	180	170
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 Keremees	.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								

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
Huetters	Frait and Deer Park	3	South
Olsen'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	22	South
Holland-Horry Spur	Loon Lake and Springdale	3	South
Lime Spur No. 1	Loon Lake and Springdale	7	South
East Wash. Fuel Co.'s Spur	Springdale and Grays	7	South
Kulzer's	Gray's and Valley	3	South
Chevelah Mill Spur	Valley and Chevelah	9	South
Chevelah Bk & Lime Co. Sp	Chevelah and Addy	10	North
Blue Creek	Chevelah and Addy	7	South
Eikhorn	Chevelah and Addy	7	South
Palmer's	Colville and Meyers Falls	6	South
Evans	Marcus and Bousburg	4	South
Ryan's Spur	Williams and Marble	14	North
Little Dalles	Marble and Northport	3	South
Onion	Marble and Northport	6	Siding
Kane's Spur	Marble and Northport	10	Siding
Hudson	Marble and Northport	7	South
Hanley's Spur	Marble and Northport	28	Siding
Rush	Northport and Boundary	11	Siding
Wood	Northport and Boundary	6	Siding
Boundary	Northport and Waneta	4	South
Beason and Ross Spur	Fruitvale and Erie	12	Siding
Meadows	Fruitvale and Erie	3	South
Hunxer Spur	Erie and Salmo	3	South
Kootenay Shingle Co.	Erie and Salmo	3	South
Salmo Cedar Co.'s Spur	Salmo and Ymir	28	North
Hunter "W"	Salmo and Ymir	16	South
Clarkson's Bros. Spur	Ymir and Halla	4	South
Stone	Northport and Velvet	8	North
Condon's Spur	Northport and Velvet	8	South
Poole	Northport and Velvet	3	South
Manson	Velvet and Paterson	3	South
Lingle's	Paterson and Bilia	6	South
Pine Lumber Co.	Marcus and Boyds	4	Siding
Godfrey	Marcus and Boyds	5	North
Nashvoss Spur	Boyds and Barstow	14	South
Owen's Spur	Boyds and Barstow	3	South
Walsh Lbr. Co. Spur	Orient and Hughes	3	South
Butcher	Malo and Pollard	2	North
Karamin	Malo and Pollard	23	Siding
Karamin Spur No. 2	Malo and Pollard	17	South
California	Torbog and Republic	4	South
Mineaster Spur	Bergen and Mineaster	7	North
Pitcher's Spur	Syaeken and Bridesville	70	North
Ruby Mine Spur	Nighthawk and Chopaka	3	South
		7	North

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—Plus below zero and 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; empty car for wheel friction; with more than 10 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
 Box Cars, 33 foot...12 Tons
 Box Cars, 34 foot...13 Tons
 Box Cars, 36 foot...13 Tons
 Box Cars, 40 foot...17 Tons
 Refrigerators...20 Tons
 Furniture, 20 to 40 foot...17 Tons
 Furniture, 40 to 50 foot...19 Tons
 Caboose, 8-wheel...17 Tons
 Caboose, 4-wheel...19 Tons
 Flat Cars, 28 to 30 foot...9 Tons
 Flat Cars, 33 to 34 foot...11 Tons
 Flat Cars, 40 foot...12 Tons
 Coal Cars...12 Tons
 Gondola Cars...13 Tons
 Oil Tanks...15 Tons
 Ballast Cars...12 Tons
 Steam Wreckers...75 Tons
 Engine Tank (Empty)...20 Tons
 Standard Engine and Tank...81 Tons
 Small Mogul Engine and Tank...102 Tons
 Large Mogul Engine and Tank...108 Tons
 Consolidated Engine and Tank...111 Tons
 Mail...25 Tons
 Package...30 Tons
 Coaches, 8-wheel...30 Tons
 Coaches, 12-wheel...35 Tons
 Mining Cars...40 Tons
 Sleeping Cars...41 Tons
 Ore Cars, Wood...13 Tons
 Steel...15 Tons
 Yardmasters will at all times make up trains in accordance with the above instructions.

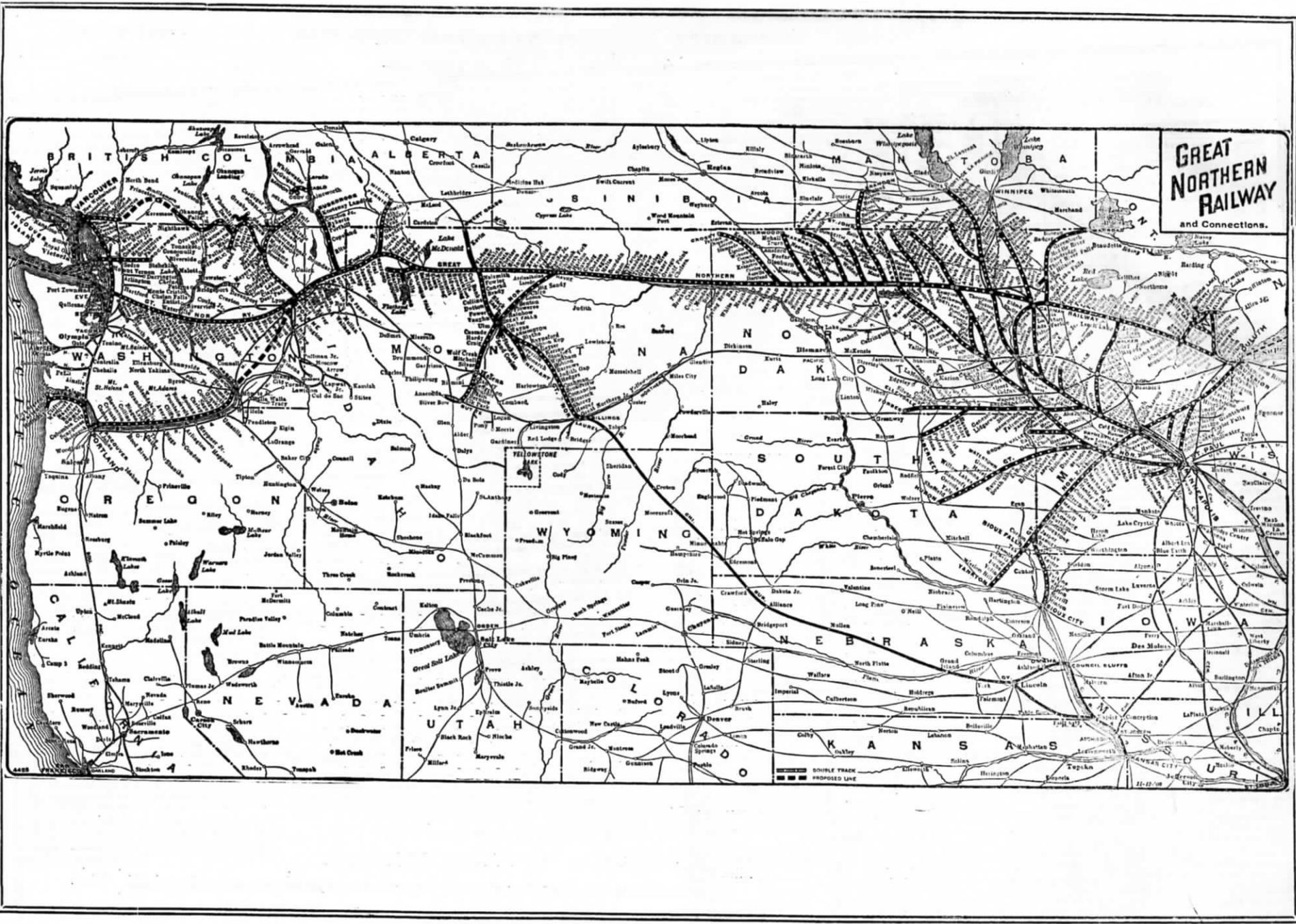
SURGICAL DEPARTMENT RULES AND LIST OF COMPANY SURGEONS

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 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. W. C. GOSS, Surgeon - - - - - Marcus, 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, Train Dispatcher.
HARVEY JACKSON, Train Dispatcher.
J. H. CLANRY, Train Dispatcher.



**GREAT
NORTHERN
RAILWAY**
and Connections.

DOUBLE TRACK
PROPOSED LINE

11-22-08