

# GREAT NORTHERN RAILWAY

## MARCUS DIVISION

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# TIME TABLE NO. 3

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

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## SUNDAY, OCTOBER 31st, 1909.

SUPERSEDING TIME TABLE NO. 2 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.

THIRD CLASS.		FIRST CLASS.			CAR CAPACITY OF SIDINGS			TIME TABLE No. 3.			FIRST CLASS.			THIRD CLASS.	
702		258	262	256	Passing Track	Other Tracks	Total	IN EFFECT 12:01 A. M., SUNDAY, OCTOBER 31, 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			Distance from Spokane	Distance from Marcus	Water, Coal, Scale, Tables and Wye	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Sunday Only	Arrive Daily		
2.00AM		4.25PM	8.55AM	8.55AM			4.7	101.2	W	10.25AM	5.35PM	8.35PM			
		4.40	9.10	9.10				96.5	WCTO	10.10	5.20	8.20		2.00PM	

TRAINS BETWEEN SPOKANE AND COLBERT WILL BE GOVERNED BY SPOKANE DIVISION TIME TABLE.

Time	258	262	256	Passing Track	Other Tracks	Total	Distance from Spokane	Distance from Marcus	Water, Coal, Scale, Tables and Wye	257	255	261	701
2.40	5.00	9.30	9.30			80	18.8	87.4	W	9.50	5.00	8.00	1.00
3.00	5.10	9.40	9.40			52	17.6	83.6		9.40	4.47	7.47	12.35
3.20	5.18	9.47	9.47			18	13	80.5		9.38	4.40	7.40	12.15PM
3.35	5.25	9.53	9.53			16	16	78.5		9.28	4.35	7.35	11.55
4.00	5.37	10.02	10.02			65	46	74.7	W	9.20	4.25	7.25	11.30
4.26	5.48	10.13	10.13			29	29	70.5		9.09	4.12	7.12	11.08
4.30	5.50	10.15	10.15			30	30	69.6		9.08	4.10	7.10	11.00
5.15	6.15	10.35	10.35			67	67	62.8	WY	8.50	3.50	6.50	10.35 <sup>256</sup> <sub>257</sub>
6.00	6.35	10.55	10.55			49	21	54.7	W	8.23	3.20	6.20	9.20
6.05	6.38	10.58	10.58			26	26	58.6		8.18	3.15	6.15	9.10
6.35	6.47	11.05	11.05			35	35	49.2		8.07	3.03	6.03	8.40
7.05 <sup>701</sup> 7.55 <sup>257</sup>	7.00	11.14	11.14			52	57	44.7	CY	7.55 <sup>701</sup> 7.05 <sup>257</sup>	2.50	5.50	8.05 <sup>702</sup> 7.05 <sup>257</sup>
8.35	7.18	11.29	11.29			87	26	37.2		7.35	2.33	5.33	6.55
9.25	7.40	11.49	11.49			20	20	28.0	W	7.13	2.13	5.13	5.30
10.05	8.00	12.04PM	12.04PM			52	8	20.7		6.55	1.55	4.55	4.50
10.20	8.09	12.10	12.10			85	36	17.6		6.48	1.48	4.48	4.35
10.45	8.20	12.17	12.17			45	45	14.1	W	6.40	1.40	4.40	4.15
11.50	8.45	12.40	12.40			41	26	5.5		6.20	1.20	4.20	3.40
12.20PM	9.00PM	12.55PM	12.55PM			58	153	0.0	WYC	6.00AM	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
10.20 9.3	4.36 22.1	4.00 25.8	4.00 25.8							4.25 22.9	4.35 22.1	4.35 22.1	11.0 8.8

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

SPECIAL RULES, FIRST DISTRICT

- 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.
- 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.
- 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 Marcus Division Main Line occupied, and must know the way is clear before entering upon Spokane Division Main Line.
- South wye switch at Marcus must be left set and locked for Nelson Line.
- 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.

- All north-bound trains will be required to make service test of air brakes at Meyers Falls before descending Marcus hill.
- Bulletin books are located at Spokane, Hillyard, Colbert, Valley and Marcus.
- Trains 255 and 256 will stop on flag at Mison. Trains 257, 258, 261 and 262 will stop on flag at Buckeye, Darts, Ohann, Blue Creek, Kiel and Mison.

WATER ONE AND ONE-HALF MILES SOUTH OF VALLEY.

DERAILING SWITCHES: COLBERT, DARTS, CLAYTON, PINE, 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. 3 IN EFFECT 12:01 A. M. SUNDAY, OCTOBER 31, 1909	STATIONS.	Distance from Nelson	Water, Coal, Scales, Tables and Wyes	FIRST CLASS.			THIRD CLASS.			
704			264	260	Passing Track	Other Tracks	Total	259					263				703		
Freight			Passenger	Passenger				Passenger					Passenger				Freight		
Leave Mon. Wed., Fri.			Leave Sunday Only	Leave Daily Except Sunday				Arrive Daily Except Sunday					Arrive Sunday Only				Arrive Tues. Thurs. Sat.		
6.00AM			1.10PM	1.10PM	53	123	176		DN-R	MARCUS	MS	98.8	WYC	12.40PM	12.40PM				4.35PM
6.50			1.30	1.30	85	21	56	8.5		BOSSBURG		90.3		12.18	12.18				3.50
7.20			1.41	1.41		12	12	13.6		WILLIAMS		85.2		12.05PM	12.05PM				3.25
7.50			1.54	1.54	34		34	19.2		MARBLE		79.6		11.53	11.53				3.00
8.27			2.17	2.17				27.6		RED MOUNTAIN JUNCTION		71.2		11.32	11.32				2.25
8.30			2.20PM	2.20	73	221	294	28.2	D-R	NORTHPORT	NP	70.6	WCOY	11.30	11.30AM				2.20
9.30				2.35															1.30
10.45				3.05		16	16	39.1	D	WANETA	BR	69.7		10.45					12.40
11.15				3.30		9	9	43.0		SATWARD		55.8		10.33					12.15PM
11.45				3.45		17	17	48.3		FRUITVALE		50.5	W	10.20					11.50
12.30PM				4.20		14	14	60.8		ERIE		38.0		9.47					11.10
12.45				4.30		20	20	63.6	D	SALMO	SO	35.2		9.40					10.55
1.30				4.50		31	31	71.2	D	YMIR	MY	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		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. 4.00PM				Via C. P. R. 6.20 PM				98.8	DN-R	NELSON	RW		WCTO	Via C. P. R. 7.45AM					Via C. P. R. 8.00AM
Arrive Mon. Wed., Fri.			Arrive Sunday Only	Arrive Daily Except Sunday										Leave Daily Except Sunday	Leave Sunday Only				Leave Tues. Thurs. Sat.
704			264	260										259	263				703
10.00			1.10	5.10										4.55	1.10				8.35
9.88			94.2	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 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.
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 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.
  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 Pend d'Oreille 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, Parks, Porto Rico and Beaverville. 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			Distance from Marcus	TIME TABLE No. 3 IN EFFECT 12:01 A. M. SUNDAY, OCTOBER 31, 1909	Distance from Keremeos	Water, Coal, Scales, Tables and Wyes	FIRST CLASS			SECOND CLASS	THIRD CLASS	
706	708		396			256								255			397	705	707
Freight	Freight		Mixed			Passenger	Passing Track	Other Tracks	Total					Passenger			Mixed	Freight	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.				
11.15PM						1.15PM	53	153	206	DN-R	MARCUS	MS	181.1	WYC	12.50PM		10.15PM		
						1.30	42		42	5.3	BOYDS		155.2		12.35		9.35		
11.45						1.42	41		41	10.2	BARSTOW		150.9		12.20		9.10		
12.30AM						1.52	42		42	15.4	DULWICH		145.7	W	12.08		8.50		
1.00						1.56		7	7	16.8	ORIENT	RN	144.3		12.01PM		8.40		
1.20						2.08	43		43	21.5	HUGHES		138.6		11.50		8.15		
1.40						2.20	72	45	117	27.4	LAURIER	BD	133.7	W	11.36		7.50		
2.05						2.35							137.7		11.20		7.30		
2.35						2.48	41		41	33.4	RIDRAU, B. C.		129.2		11.05		7.05		
3.00						3.05	25		25	40.3	GRAND FORKS JCT		120.2	Y	11.00		6.40		
3.30						3.15							122.3		10.55		6.30PM		
3.35AM	8.00AM					3.20	42	74	116	41.8	GRAND FORKS	GF	120.2		10.45		4.30 PM		
	8.05					3.25							119.3	W	10.40		4.20		
	8.25					3.40	67	47	114	41.8	DANVILLE, WASH.	CO	115.2		10.25		4.10		
	8.50					3.50	41		41	45.9	HURLBURT		108.9	WY	10.10		3.50		
	9.30					4.05	68		68	52.2	CURLEW	W	103.0		9.55		3.05		
	255 9.55					4.19	40		40	58.1	PAXSON		98.9		9.45		2.30		
	10.10					4.28	40		40	62.2	TORODO		94.3		9.35		2.10		
	10.30					4.40		32	32	66.8	FERRY, WASH.		94.1	W	9.22		1.45		
	11.00					4.50	47	54	101	67.0	MIDWAY, B. C.	MD	85.6	Y	9.04		1.15		
	11.30					5.10	40	50	90	75.5	BERGEN		79.9	W	8.50		12.30		
	12.01PM					5.24	89	16	55	81.2	MYNCASTER	MC	75.0	W	8.40		12.01 PM		
	12.30					5.35	47	6	53	86.1	STACKAN		68.4	W	8.25		11.35		
	1.15					5.55	46	33	78	92.7	BRIDESVILLE, B. C.	BY	63.4	WY	8.10		11.00		
	1.45					6.10	50	64	114	97.7	MOLSON, WASH.	MO	56.3	W	7.45		10.30		
	2.30					6.30	40	9	49	104.8	NINE MILE		52.2		7.25		9.45		
	3.00					6.40	38	9	47	108.9	CIRCLE		45.3	W	6.58		9.20		
	3.15					6.50											8.40		
	4.00					7.14	39	8	47	115.8	MOUNT HULL		38.1	WYC	6.30AM		8.00 AM		
	4.15					7.40PM	68	266	334	128.0	OROVILLE	H	26.8	W					
	5.00PM		8.00AM				61	18	69	134.3	NIGHTHAWK	NK	16.9	W					
			8.45				58	43	90	144.2	CHOPAKA	CA	7.3						
			9.15				54	10	64	153.8	SIMILKAMEN, B. C.								
			9.30				44	87	131	161.1	KEREMEOS	KS		WY					
			10.05																
			10.30AM																
Arrive Daily	Arrive Mon. Wed., Fri.		Arrive Daily Except Sunday			Arrive Daily Except Sunday							Leave Daily Except Sunday		Leave Daily	Leave Tues. Thurs., Sat.			
706	708		396			256							255		397	705	707		
4.30	9.00		9.30			6.25							6.30		3.45	8.30			
9.5	9.3		15.2			19.1							19.4		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.

**NORTH BOUND.**

**FOURTH DISTRICT—Curlw to Republic**

**SOUTH BOUND.**

THIRD CLASS		SECOND CLASS		FIRST CLASS			CAR CAPACITY OF SIDINGS			TIME TABLE No. 3			FIRST CLASS			SECOND CLASS		THIRD CLASS		
		394	392				Passing Track	Other Tracks	Total	Distance from Curlw	IN EFFECT 12:01 A. M. SUNDAY, OCTOBER 31, 1909.			Distance from Republic	Water, Coal, Scales, Tables and Wyes					
		Mixed	Mixed								STATIONS									
		Leave Daily Except Sunday	Leave Daily Except Sunday														Mixed	Mixed		
																	Arrive Daily Except Sunday	Arrive Daily Except Sunday		
		4.10PM	10.10AM				63		63		D-R	CURLW	W	21.2	WY				10.00AM	3.00PM
		4.22	10.25							5.0		R. & G. F. RY. CROSSING		16.2					9.45	2.42
		4.24	10.28				44		44	5.4		MALO		15.8					8.43	2.40
		4.41	11.00				45		45	12.7		POLLARD	W	8.5					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
		1.00	1.30																1.00	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**

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

2. Trains will be governed by Pacific Standard Time. Clocks regulated to standard time will be located at Republic.

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

4. Trains 391, 392, 393, 394 will stop on flag at Karamin.

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			TIME TABLE No. 3			FIRST CLASS.			SECOND CLASS.		THIRD CLASS.	
		386					Passing Track	Other Tracks	Total	Distance from Northport	IN EFFECT 12:01 A. M. SUNDAY, OCTOBER 31, 1909.			Distance from Rossland.	Water, Coal, Scales, Tables and Wyes.				
		Mixed									STATIONS.								
		Leave Daily																	Arrive Daily
		2.35PM					73	221	294		D-R	NORTHPORT	NP	17.3	WCOY				11.00AM
		2.38								0.6		RED MOUNTAIN JUNCTION		16.7					10.57
		3.08						10	10	7.0		VELVET		10.3					10.33
		3.18						24	24	8.4	D	PATERSON	EN	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**

1. Trains will date from time due to leave terminals. Northport and Rossland terminals for trains 385 and 386.

2. Trains will be governed by Pacific Standard time. Clocks regulated to standard time will be located at Northport.

3. No train will leave Paterson until conductor has reported to and received clearance from Customs Officer.

4. All south-bound trains must make service test of all brakes before leaving Rossland.

5. All Fifth District trains will protect against Second

District trains at all times between Northport Depot and Red Mountain Junction.

6. 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.

7. The switches at Red Mountain Junction will be left set and locked for Main Line.

8. 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.



SECOND CLASS				CAR CAPACITY OF SIDINGS			Distance from Grand Forks	STATIONS	Distance from Phoenix	Water, Coal, Scales, Tables and Wyes	SECOND CLASS					
390				Passing Track	Other Tracks	Total					D-R	389	Mixed	Arrive Daily Except Sunday	Leave Daily Except Sunday	389
Mixed																
Leave Daily Except Sunday																
		3.30 PM		42	74	116		D-R	23.8				10.20 AM			
		3.35		110	143	253	1.0	D-R	22.8	WCY			10.15			
		3.42					1.6		22.2				10.12			
		4.02		39	4	43	6.6		17.2	W			9.58			
		4.27		45		45	13.9	D	9.9	W			9.33			
		4.32			18	18	15.5		8.3				9.27			
		4.40		25		25	17.3		6.5	W			9.22			
		5.05		40		40	22.9		0.9				9.03			
		5.10 PM			Yard	Yard	23.8	D-R		WCY			9.00 AM			
		Arrive Daily Except Sunday											Leave Daily Except Sunday			
		390											389			
		1.40											1.20			
		14.3											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.
- 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.
- 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 fifteen (15) 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 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 265 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.
- 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.
- 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—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 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 Rosland..... 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	Rating Grade	Class G-2 700-719 Class G-3 730-769				Class D-5 454-471 Class F-1 500-565				Class D-4 400-426				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 Apex	1.6					475	450	425	400								
Troup Jct. to Apex	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 Tank	102 Tons
Box Cars, 40 foot	17 Tons	Large Mogul Engine and Tank	108 Tons
Refrigerators	20 Tons	Consolidated Engine and Tank	111 Tons
Furniture, 30 to 40 foot	17 Tons	Mail	25 Tons
Furniture, 40 to 50 foot	19 Tons	Baggage	30 Tons
Cabooses, 8-wheel	17 Tons	Coaches, 8-wheel	30 Tons
Cabooses, 4-wheel	10 Tons	Coaches, 12-wheel	35 Tons
Flat Cars, 28 to 30 foot	9 Tons	Dining Cars	40 Tons
Flat Cars, 33 to 34 foot	11 Tons	Sleeping Cars	41 Tons
Flat Cars, 40 foot	12 Tons	Ore Cars, Wood	12 Tons
Coal Cars	12 Tons	Steel	15 Tons
Gondola Cars	13 Tons		
Oil Tanks	15 Tons		
Ballast Cars	12 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
Dart's Spur	Dart's and Denison	3	South
Huetter's	Denison 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
L...e Spur, No. 1	Loon Lake and Springdale	7	South
E. it. Wash. Fuel Co.'s Spur	Springdale and Grays	3	South
K lzer's	Gray's and Valley	9	North
Gess Spur	Valley and Chewelah	3	South
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	5	South
Eva	Colville and Meyers Falls	14	Siding
Hen	Marcus and Bossburg	14	South
Rya	Bossburg and Williams	7	North
Lit	Williams and Marble	3	South
O	Marble and Northport	6	Siding
	Marble and Northport	10	Siding
	Marble and Northport	7	South
	Marble and Northport	28	Siding
	Northport and Boundary	11	Siding
	Northport and Boundary	6	South
	Northport and Boundary	4	South
	Northport and Waneta	12	Siding
ad Ross Spur	Fruitvale and Erle	3	South
Spur	Fruitvale and Erle	3	South
ay Shingle Co.	Erie and Salmo	3	South
Cedar Co.'s Spur	Erie and Salmo	28	North
er "V"	Salmo and Ymir	6	South
ason's Bros. Spur	Salmo and Ymir	16	South
Si ne	Ymir and Halls	4	North
Caadon's Spur	Northport and Velvet	8	South
Poole	Northport and Velvet	3	South
Manson	Northport and Velvet	3	South
Lingle's	Velvet and Paterson	6	Siding
Pine Lumber Co.	Paterson and Silica	4	North
Godfrey	Marcus and Boyds	5	South
Napoleon Spur	Marcus and Boyds	14	South
onnen's Spur	Boyds and Barstow	3	South
Walsh Lbr. Co. Spur	Boyds and Barstow	3	South
Belcher	Orient and Hughes	2	North
Karamin	Malo and Pollard	23	Siding
Karamin Spur No. 2	Malo and Pollard	17	South
California	Malo and Pollard	4	North
Myncaster Spur	Torbay and Republic	7	North
Ritche's Spur	Bergen and Myncaster	70	North
Porter Bros. Spur	Syackin and Bridesville	3	South
Ruby Mine Spur	Molson and Nine Mile	3	North
	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 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.

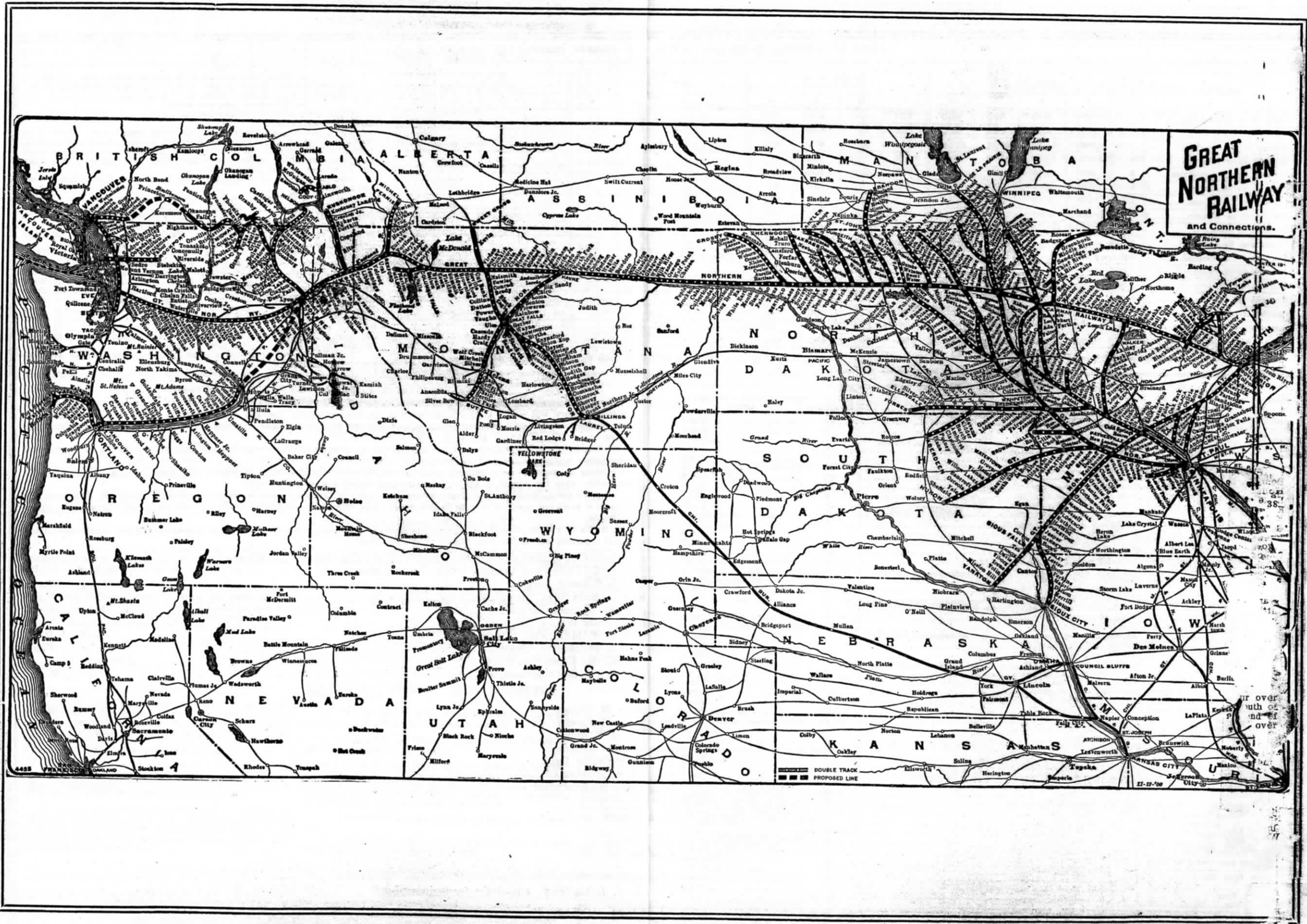
DR. J. G. CUNNINGHAM, Surgeon; Fernwell Block, Cor. Stevens and Riverside	Spokane Wash.
DR. R. L. THOMPSON, Oculist; Office, Traders Block	Spokane, Wash.
DR. J. FARROW, Surgeon	Hillyard, Wash.
DR. L. B. HARVEY, Surgeon	Colville, Wash.
DR. W. C. GOSS, Surgeon	Marcus, Wash.
DR. R. S. WELLS, Surgeon	Northport, Wash.
DR. R. P. MCKENZIE, Surgeon	Rossland, B. C.
DR. 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.
PATENAUE BROS.	Nelson, B. C.
E. A. MCMAHAN	Oroville, Wash.
GEO. B. STOCKING	Republic, Wash.

J. F. DOWNEY, Chief Train Dispatcher. D. W. DUNN, Train Dispatcher.  
 J. M. DOYLE, Assistant Superintendent. HARVEY JACKSON, Train Dispatcher.  
 J. H. CLANEY, Train Dispatcher





# GREAT NORTHERN RAILWAY

and Connections.

DOUBLE TRACK  
PROPOSED LINE

11-12-06

over  
south of  
and  
over