GREAT NORTHERN RAILWAY

SAFETY GREAT NORTHERN RAILWAY FIRST

MA[illegible]US D[illegible]ION.

10

TIME [illegible]A[illegible]L[illegible] No. 10

TO TAK[illegible]T TW[illegible]12:01)[illegible]A. M.

PA[illegible]

SUND[illegible] M[illegible]1916.

Su[illegible] Table No. 9 [illegible]ereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

next issues
11-1918
USRA 1-18
2-19
Gn 1-1921
next Spk 5 3/5/22

F. D. KELSEY, Superintendent.

GEO. S. STEWART, Asst. General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

J. H. O'NEILL, General Superintendent.

GEO. H. EMERSON, General Manager.

NORTH BOUND. FIRST DISTRICT—SPOKANE TO MARCUS. SOUTH BOUND.

Special Rules.

South bound trains are superior to north bound trains of the same class.

First class trains must not exceed speed of thirty-five (35) miles per hour between Dean and Valley; forty (40) miles between Valley and Meyers Falls; and twenty-five (25) miles between Meyers Falls and Marcus; and inferior class trains must not exceed speed of twenty (20) miles per hour between Dean and Marcus.

Freight trains Nos. 701 and 702 will carry passengers when provided with proper transportation.

Trains Nos. 255 and 256 will stop on flag at Mission.

Train No. 256 will stop on flag at Blue Creek and Arden to take on passengers only.

Trains Nos. 257 and 258, 261 and 262 will stop on flag at Buckeye, Holland Horr Spur, Kulzers, Blue Creek and Mission

The normal position of wye switches at Marcus is for Second District.

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

Derailing switches at Dean, Darts, Clayton, Pine, Springdale, Clines, Grays, Kulzers, Valley coal chute track, and Standard Oil Spur, Colville.

Yard limit boards ½ mile north of Dean, each way from Valley, and ½ mile south of Marcus.

INITIAL STATIONS.
Dean for trains 256, 262, 258 and 702.
Marcus for trains 257, 255, 261 and 701.

TERMINAL STATIONS.
Marcus for trains 256, 262, 258 and 702.
Dean for trains 257, 255, 261 and 701.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Spokane	Switch at	Car Capacity
Standard Mill Spur	27.0	Private Spur	
Olsons	29.0	South End	8
Pine	33.8	South End	12
New Ice Loading Siding	36.5	Siding	82
Ice Spur No. 1	37.0	South End	23
Ice Spur No. 2	37.0	South End	19
Denton	42.3	South End	3
Holland Horr	43.1	South End	8
Robbin's Spur	45.7	South End	10
Wash. Fuel Co	49.5	South End	4
Kulzers	54.7	North End	9
Gess Spur	59.3	South End	3
Chewelah Mill	63.3	North End	9
Chewelah Brick Co	64.5	South End	8
Blue Creek	70.1	South End	13
Elkhorn	70.1	South End	5
Winslow Siding	83.0	Siding	8
Palmers	90.2	North End	15
Standard Oil Spur	87.5	North End	7

Time Table No. 10

In Effect May 14, 1916

THIRD CLASS 702 Freight Daily Ex. Monday	FIRST CLASS 258 Passenger Daily Ex. Sunday	262 Passenger Sunday Only	256 Passenger Daily Ex. Sunday	Car Capacity of Sidings: Passing Tracks	Car Capacity of Sidings: Other Tracks	Distance from Spokane	STATIONS	Telegraph Calls	Distance from Marcus	SIGNS (See Rule 3, page 11.)	FIRST CLASS 257 Passenger Daily Ex. Sunday	255 Passenger Daily Ex. Sunday	261 Passenger Sunday Only	THIRD CLASS 701 Freight Daily Ex. Tuesday
	Lv 3.55Pm	Lv 8.55Am	Lv 8.55Am				SPOKANE	F	101.2	R W	Ars 11.35Am	Ars 5.30Pm	Ars 8.05Pm	
Lv 2.00Am	4.10	s 9.10	s 9.10			4.7	4.7 HILLYARD	SO	96.5	R DN WCTO	s11.20	s 5.15	s 7.45	Ar 2.20Pm
TRAINS BETWEEN SPOKANE AND DEAN WILL BE GOVERNED BY SPOKANE DIVISION TIME TABLE AND RULES.														
2.40	s 4.33	s 9.30	s 9.30	53	49	13.8	9.1 DEAN	SF	87.4	R DN W	s11.00	s 4.55	s 7.25	1.25
3.00	f 255 4.42	f 9.40	9.40	52	18	17.6	3.8 WAYSIDE		83.6		f10.50	258 4.42	s 7.12	12.35
3.20	f 4.51	f 9.47	9.47		12	20.7	3.1 DARTS		80.5		f10.43	4.35	f 7.03	12.15Pm
3.35	f 4.59	f 9.53	9.53		17	22.7	2.0 DENISON		78.5		f10.38	4.30	f 6.58	11.55
4.00	s 5.10	s10.02	s10.02	64	43	26.5	3.8 DEER PARK	DE	74.7	D W	s10.30	s 4.22	s 6.50	11.30
4.26	5.20	10.10	10.10		27	30.7	4.2 CHRISTIANSON		70.5		10.18	4.08	6.38	11.03
4.30	s 5.23	s10.15	257 s10.15		50	31.6	0.9 CLAYTON	CN	69.6	D	256 s10.15	s 4.06	s 6.36	11.00
5.15	s 5.38	701 s10.35	701 s10.35	52	25	38.4	6.8 LOON LAKE	AK	62.8	D W	s 9.57	s 3.50	s 6.20	256-702 10.35
6.00	s 5.58	s10.55	s10.55	52	25	46.5	8.1 SPRINGDALE	SY	54.7	D W	701 s 9.32	s 3.27	s 5.50	257 9.32
6.05	6.01	10.58	10.58		25	47.6	1.1 CLINE		53.6		9.29	3.19	5.46	9.10
6.35	f 6.09	f11.05	11.05		35	52.0	4.4 GRAYS		49.2		f 9.20	3.09	f 5.36	8.40
						54.7	2.7 KULZERS TANK		46.5	W				
7.05 701 7.55	s 6.22	s11.14	s11.14	52	57	56.5	1.8 VALLEY	VY	44.7	D CY	s 9.09	s 2.54	s 5.21	8.05 7.05
257 8.50	s 6.39	s11.29	s11.29	36	23	64.0	7.5 CHEWELAH	CH	37.2	D	702 s 8.50	s 2.39	s 5.05	6.25
9.25	s 7.00	s11.49	s11.51		19	73.2	9.2 ADDY	AD	28.0	W	s 8.30	s 2.19	s 4.43	5.30
10.05	f 7.15	f12.04Pm	12.04Pm	52	10	80.5	7.3 ARDEN		20.7		f 8.13	2.04	f 4.25	4.50
10.20	f 7.24	f12.10	12.10		24	83.6	3.1 KIEL		17.6		f 8.06	1.58	f 4.18	4.35
10.45	s 7.35	s12.17	s12.20		46	87.1	3.5 COLVILLE	VD	14.1	D W	s 7.58	s 1.50	s 4.10	4.15
11.50	s 7.55	s12.40	s12.40	40	28	95.7	8.6 MEYER'S FALLS	MF	5.5	D	s 7.39	s 1.28	s 3.50	3.40
Ar 12.20Pm	Ars 8.10Pm	Ars12.55Pm	255 Ars12.55Pm	52	244	101.2	5.5 MARCUS	MS	0.0	R DN WC Y	Lv 7.20Am	256 Lv 1.05Pm	Lv 3.30Pm	Lv 3.05A
Daily Ex. Monday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Tuesda
702	**258**	**262**	**256**								**257**	**255**	**261**	**701**
10.20 9.3	4.15 23.8	4.00 25.3	4.00 25.3				Time Over District Average Speed Per Hour				4.15 23.8	4.25 23.	4.35 22.0	11.15 8.5

NORTH BOUND. — SECOND DISTRICT—MARCUS TO NELSON. — SOUTH BOUND.

THIRD CLASS	FIRST CLASS		Car Capacity of Siding		Distance from Marcus	Time Table No. 10 In Effect May 14, 1916. STATIONS	Telegraph Calls	Distance from Nelson	SIGNS See Rule 3, page 11.	FIRST CLASS		THIRD CLASS
704	258	260	Passing Tracks	Other Tracks						259	257	703
Freight	Passenger	Passenger								Passenger	Passenger	Freight
Mon., Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Tue., Thur. and Sat.
Lv 6.00Am	Lv 8.15Pm	Lv 1.20Pm	52	244		MARCUS	MS	98.1	R◉ DN WC Y	Ars 12.40Pm	Ars 7.15Am	Ar 12.10Pm
6.50	s 8.38	s 1.38	34	19	8.7	8.7 BOSSBURG		89.4		s12.18	s 6.52	11.35
7.20	f 8.51	f 1.49		12	13.9	5.2 WILLIAMS		84.2		f12.05Pm	f 6.39	11.10
7.50	f 9.05	f 2.02		8	20.2	6.3 MARBLE		77.9		f11.53	f 6.25	10.45
8.27	9.29	2.24			27.7	7.5 RED MOUNTAIN JUNCTION		70.4		11.32	6.01	10.20
8.30 9.30	Ars 9.30 Pm	s 2.25 2.35	74	79	28.4	0.7 NORTHPORT	NP	69.7	R◉ DW C OY	11.30 s11.20	Lv 6.00Am	10.15 9.30
10.10		3.00		29	37.2	8.8 BOUNDARY		60.9		10.50		8.45
259 10.45		s 3.05 3.20		16	39.3	2.1 WANETA	BR	58.8	D	704 s10.45		8.40
11.15		f 3.30		9	43.2	3.9 COLUMBIA GARDENS		54.9		f10.33		8.15
11.45		f 3.45		18	48.5	5.3 FRUITVALE		49.6	W	f10.20		7.50
12.30Pm		s 4.20		12	61.5	13.0 ERIE		36.6		s 9.47		7.10
12.45		s 4.30		18	63.8	2.3 SALMO	SO	34.3	D	s 9.40		6.55
1.30		s 4.50		15	71.4	7.6 YMIR	MY	26.7	D W	s 9.20		6.25
2.15		f 5.10		18	78.6	7.2 HALL		19.5		f 9.00		6.00
2.35		f 5.20		17	81.9	3.3 APEX		16.2		f 8.50		5.45
3.05		s 5.40		29	88.6	6.7 MOUNTAIN		9.5	W	s 8.25		5.05
3.30		s 6.00		40	93.5	4.9 TROUP JUNCTION		4.6	R VK	s 8.05		4.30
Via C. P. R. Ar 4.00Pm		Via C. P. R. Ars 6.20Pm			98.1	4.6 NELSON	A		R◉DN WCTO K	Via C. P. R. Lv 7.45Am		Via C. P. R. Lv 4.00Am
Mon., Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Tue., Thur. and Sat.
704	258	260								259	257	703
10.00 9.8	1.15 22.8	5.00 20.0				Time Over District Average Speed Per Hour				4.55 19.9	1.15 22.8	8.10 12.0

Special Rules

South bound trains are superior to north bound trains of the same class.

First class trains must not exceed a speed of thirty-five (35) miles per hour between Marcus and Waneta, and thirty (30) miles between Waneta and Troupe Junction. Inferior class trains must not exceed a a speed of twenty-five (25) miles per hour between Marcus and Waneta, and twenty (20) miles per hour between Waneta and Troupe Junction. All trains must not exceed a speed of fifteen (15) miles per hour through Seven Devils, Hendrix Cut, at Bluffs along Columbia River three miles south of Northport, through Deadman's Eddy, and Boundary Bluffs one mile south of Waneta; by mud slides just north of Waneta through Beaver Canyon, and must not exceed speed of ten (10) miles per hour over Pend d'Oreille bridge at Waneta.

Freight trains Nos. 703 and 704 will carry passengers when provided with proper transportation.

Trains Nos. 259 and 260 will stop on flag at Evans, Kane, Wood Spur, Boundary, Porto Rico, Benton Spur and Meadows.

The normal position of switch at Red Mountain Junction is for Second District, Main Line.

Train and enginemen must provide themselves with Canadian Pacific Railway Book of Transportation Rules and Current Time Table, and be governed by same and Canadian Pacific bulletins and special instructions while using that company's track between Troupe Junction and Nelson.

Switch connecting N. & F. S. and C. P. R. Main Lines at Troupe Junction is protected by semaphore. All trains must come to full stop before reaching Junction switch, and must know that track is clear before using Canadian Pacific main line.

All north bound trains will be required to make service test of air brakes at Apex before descending Nelson hill.

No trains will leave Northport or Waneta until conductor has reported to and received clearance from customs officer.

Derailing switches at Williams, Meadows and Benton Pole Co.

Water four miles south of Marble.

Yard limit boards ½ mile north of Marcus and each way from Northport.

INITIAL STATIONS.

Marcus for trains 258, 260 and 704.
Troupe Junction for trains 259 and 703
Northport for train 257.

TERMINAL STATIONS.

Marcus for trains 257, 259 and 703.
Troupe Junction for trains 260 and 704.
Northport for train 258.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Marcus	Switch at	Car Capacity
Evans	5.0	South End	20
Hendrix Cut	12.3	North End	8
Ryans	17.1	South End	3
Onion Creek	23.4	Siding	7
Kanes	23.7	South End	7
Hanleys	30.1	Siding	12
Wood	33.5	South End	3
Rush	35.1	South End	5
Old Boundary	38.3	South End	8
Benson & Ross	53.8	South End	3
Benton Pole Co.	56.0	South End	4
Meadows	57.9	South End	6
Kootenay Shingle Co	63.6	North End	38
Salmo Cedar Co	68.7	South End	6
Clarkson Bros	71.7	North End	4
Tamarack Spur	73.3	North End	3
Porto Rico	74.8	North End	5

NORTH BOUND. THIRD DISTRICT—MARCUS TO OROVILLE. SOUTH BOUND.

Special Rules.

South bound trains are superior to north bound trains of the same class.

First class trains must not exceed a speed of forty (40) miles per hour between Marcus and Midway, thirty (30) miles between Midway and Molson, twenty-five (25) miles between Molson and Oroville. Second and inferior class trains must not exceed a speed of twenty-five (25) miles per hour between Marcus and Molson, fifteen (15) miles between Molson and Oroville. All trains must not exceed a speed of ten (10) miles per hour over Bridge No. 1, over Columbia River, and fifteen (15) miles at High Bluffs one mile north of Bridesville, at Mile Post thirty-eight, one mile south to two miles north of Bergen, and over high fills one mile south to one mile north of Syackan.

Train No. 256 will register in booth provided for that purpose at Oroville Jct. wye.

Freight train Nos. 707 and 708 will carry passengers when provided with proper transportation.

Trains Nos. 255 and 256 will stop on flag at Godfrey and Rock Cut.

Normal position of switch at Oroville Junction is for Marcus-Oroville Line.

The normal position of wye switches at Curlew is for Marcus-Oroville Line.

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

Trains will come to full stop before crossing Kettle Valley Ry. at Grand Forks Junction, sending flagman ahead before crossing.

Service test of air brakes must be made before leaving Molson in either direction.

North bound passenger trains will stop at Circle, ten minutes to cool wheels.

North bound freight trains will not follow passenger trains any closer than twenty-five minutes between Molson and Oroville.

North bound freight trains will stop at Circle and Mount Hull at least fifteen minutes to cool wheels.

Water ¼ mile north of Laurier.

Derailing switches at Bergen, Myncaster, Syackan, Bridesville, Nine Mile, Circle and Mount Hull.

No trains will leave Laurier, Danville, Ferry, Midway, Bridesville or Molson, until after conductor has reported to and received clearance from Customs Officer.

Yard limit boards placed ½ mile north of Marcus, ½ mile south of Grand Forks Junction, each way from Curlew, and ½ mile south of Oroville.

INITIAL STATIONS:

Marcus for trains 256 and 706.
Grand Forks for trains 705 and 708.
Oroville for trains 251, 255, 699 and 707.
Oroville Jct for trains 252 and 700.

TERMINAL STATIONS:

Marcus for trains 255 and 705.
Grand Forks for trains 706 and 707.
Oroville for trains 252, 256, 700 and 708.
Oroville Jct. for trains 251 and 699.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Marcus	Switch at	Car Capacity
Pine Lumber Co	1.0	South End	5
Godfrey	4.0	South End	14
Napoleon Spur	6.2	South End	Private Mine Spur
Onnen	9.8	South End	3
Walsh Lumber Co	20.5	North End	4
Richeys	88.8	South End	4
Porters	102.6	North End	Private Mill Spur

Location and Length of Tunnels.

No.	LOCATION	Length in Feet
1	2.2 miles South of Curlew	113 feet.
2	2.3 miles South of Bergen	900 feet.
3	¾ mile North of Bergen	116 feet.
4	1.9 miles North of Bergen	113 feet.
5	1.4 miles West of Myncaster	350 feet.
6	1.3 miles South of Oroville	448 feet.

THIRD CLASS 706 Freight Daily Ex. Monday	THIRD CLASS 708 Freight Mon., Wed. and Fri.	FIRST CLASS 252 Spo. Div. 253 Passenger Daily Ex. Sunday	FIRST CLASS 256 Passenger Daily Ex. Sunday	Car Capacity of Sidings: Passing Tracks	Car Capacity of Sidings: Other Tracks	Distance from Marcus	Time Table No. 10 In Effect May 14, 1916. STATIONS	Telegraph Calls	Distance from Oroville	SIGNS See Rule 3, page 11.	FIRST CLASS 255 Passenger Daily Ex. Sunday	FIRST CLASS 251 Spo. Div. 254 Passenger Daily Ex. Sunday	THIRD CLASS 707 Freight Tue., Thur. and Sat.	THIRD CLASS 705 Freight Daily Ex. Monday
Lv 6.00Pm			Lv 255 1.15Pm	52	244		MARCUS	MS	123.0	R⊛DN WC Y	Ars 256 12.50Pm			Ar 3.05Am
6.30			f 1.30	41		5.3	5.3 BOYDS		117.7		f12.38			2.25
7.15			f 1.42	41		10.2	4.9 BARSTOW		112.8		f12.27			2.00
7.45			f 1.52	41		15.4	5.2 DULWICH		107.6	W	f12.16			1.40
8.05			s 1.56		7	16.8	1.4 ORIENT	RN	106.2	D	s12.11			1.30
8.25			2.08	41		21.5	4.7 HUGHES		101.5		12.01Pm			1.05
8.50 9.20			s 2.20 2.35	60	45	27.4	5.9 LAURIER	BD	95.6	W	s11.46			12.40 12.20Am
9.45			f 2.48	41		33.4	6.0 RIDEAU, B. C		89.6		f11.30			11.55
10.15			3.05	27		40.3	6.9 GRAND FORKS JCT		82.7	R Y	11.15			11.30
Ar 10.20Pm	Lv 8.00Am		s 3.15 3.20	42	74	41.8	1.2 GRAND FORKS	GF	84.2	R⊛D WC Y	11.10 s11.05		Ar 3.30Pm	Lv 11.20Pm
Daily Ex. Monday	8.05		707 3.25				1.5 GRAND FORKS JCT		82.7	R K	10.50		256 3.25	Daily Ex. Monday
706	8.25		s 3.40	64	44	41.8	1.5 DANVILLE, WASH	CO	81.2	D W	s10.45		3.10	705
4.20 9.6	8.50		f 3.50	40		45.9	4.1 HURLBURT		77.1		f10.32		2.50	3.45 11.1
	9.30		s 4.05	61		52.2	6.3 CURLEW	W	70.8	R D W Y	s10.20		2.05	
	255 10.02		f 4.19	40		58.1	5.9 PAXSON		64.9		708 f10.02		1.30	
	10.20		f 4.28	38		62.2	4.1 TORODO		60.8		f 9.55		1.10	
	10.40		s 4.40		30	66.8	4.6 FERRY WASH,		56.2	W	s 9.45		12.45	
	11.10		s 4.50	50	47	67.0	0.2 MIDWAY, B. C	MD	56.0	D Y	s 9.38		12.15Pm	
	11.40		f 5.13	38	10	75.5	8.5 BERGEN		47.5	W	f 9.23		11.30	
	12.11Pm		s 5.29	40	16	81.2	5.7 MYNCASTER	MC	41.8	D W	s 9.10		11.01	
	12.40		f 5.40	47	6	86.1	4.9 SYACKAN		36.9		f 9.00		10.35	
	1.25		s 6.00	40	31	92.7	6.6 BRIDESVILLE, B. C	BV	30.3	D W	s 8.45		10.00	
700	1.55		s 6.15	52	85	97.7	5.0 MOLSON, WASH	MO	25.3	D W Y	s 8.30		9.30	699
Spokane Div. 697	2.35		f 6.35	40	9	104.8	7.1 NINE MILE		18.2	W	f 7.55		8.45	Spokane Div. 698
Local Freight	3.00 3.15		s 6.45 6.55	40	9	108.9	4.1 CIRCLE		14.1		f 7.35		8.20	Local Freight
Mon., Wed. and Fri.	4.00 4.15		f 7.16	40	8	115.8	6.9 MOUNT HULL		7.2	W	f 7.00		7.40	Tue., Thur. and Sat.
Lv 6.50Pm	5.05	Lv 10.05Pm	7.37			122.13	6.33 OROVILLE JCT		.87	R Y	6.32	Ar 7.18Am	7.05	Ar 6.55Am
Ars 7.00Pm	Ar 5.10Pm	Ars 10.15Pm	Ars 7.40Pm	70	256	123.0	.87 OROVILLE	H		R⊛ D WC	Lv 6.30Am	Lv 7.15Am	Lv 7.00Am	Lv 6.45Am
Mon., Wed. and Fri.	Mon., Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Tue., Thur. and Sat.	Tue., Thur. and Sat.
700	708	252	256								255	251	707	699
0.10 5.2	9.10 9.19	0.10 5.4	6.25 19.17				Time Over District Average Speed Per Hour				6.20 19.4	0.3 17.4	8.30 9.9	0.10 5.4

NORTH BOUND. FOURTH DISTRICT—CURLEW TO REPUBLIC. SOUTH BOUND.

SECOND CLASS 394 Mixed Daily Ex. Sunday	SECOND CLASS 392 Mixed Daily Ex. Sunday	Car Capacity of Sidings: Passing Tracks	Car Capacity of Sidings: Other Tracks	Distance from Curlew	Time Table No. 10 In Effect May 14, 1916 — STATIONS	Telegraph Calls	Distance from Republic	SIGNS See Rule 3, page 11.	SECOND CLASS 391 Mixed Daily Ex. Sunday	SECOND CLASS 393 Mixed Daily Ex. Sunday
Lv 4.10Pm	Lv 10.25Am	61			CURLEW	W	21.2	R D W Y	Ars 10.10Am	Ars 3.50Pm
f 4.24	f 10.42	43		5.4	5.4 MALO		15.8		f 9.53	f 3.20
f 4.41	f 11.10	44		12.7	7.3 POLLARD		8.5	W	f 9.35	f 2.55
f 4.52	f 11.25	41		16.2	3.5 TORBOY		5.0		f 9.25	f 2.45
Ars 5.10Pm	Ars 11.40Am	58	40	21.2	5.0 REPUBLIC	Z		R@ D WC Y	Lv 9.10Am	Lv 2.30Pm
Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday
394	392								391	393
1.00 21.2	1.15 16.9				Time Over District Average Speed Per Hour				1.00 21.2	1.20 15.9

NORTH BOUND. FIFTH DISTRICT—NORTHPORT TO ROSSLAND. SOUTH BOUND.

SECOND CLASS 388 Mixed Daily Ex. Sunday	SECOND CLASS 386 Mixed Daily Ex. Sunday	Car Capacity of Sidings: Passing Tracks	Car Capacity of Sidings: Other Tracks	Distance from Northport	Time Table No. 10 In Effect May 14, 1916 — STATIONS	Telegraph Calls	Distance from Rossland	SIGNS See Rule 3, page 11.	SECOND CLASS 385 Mixed Daily Ex. Sunday	SECOND CLASS 387 Mixed Daily Ex. Sunday
Lv 10.45Am	Lv 2.35Pm	73	79		NORTHPORT	NP	17.3	R@ D WC YO	Ars 10.00Am	Ars 1.55Pm
10.48	2.38			0.6	0.6 RED MOUNTAIN JUNCTION		16.7		9.57	1.47
11.18	f 3.08		10	7.0	6.4 VELVET		10.3		f 9.33	1.23
11.28	s 3.18		24	8.4	1.4 PATERSON	KN	8.9	D	s 9.30	1.20
Ars 12.20Pm	Ars 4.20Pm	35	51	17.3	8.9 ROSSLAND	RO		R D W Y K	Lv 9.00Am	Lv 12.45Pm
Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday
388	386								385	387
1.35 10.9	1.45 9.8				Time Over District Average Speed Per Hour				1.00 17.3	1.10 14.7

Special Rules.

South bound trains are superior to north bound trains of the same class.

Passenger trains must not at any place exceed a speed of forty (40) miles per hour and freight trains twenty-five (25) miles per hour.

All trains will reduce speed to ten (10) miles per hour while crossing Bridge No. 130, between Karamin and Pollard.

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

Normal position of north wye switch at Curlew is for Republic-Curlew Line.

All trains will come to full stop at crossing of Spokane & B. C. Ry. at Malo.

Derailing switches at Belcher and Karamin.

INITIAL STATIONS:
Curlew for trains 392 and 394.
Republic for trains 391 and 393.

TERMINAL STATIONS:
Curlew for trains 391 and 393.
Republic for trains 392 and 394.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Curlew	Switch at	Car Capacity
Belcher	8.5	Siding	15
Karamin	8.6	South End	16
Karamin No. 2	8.6	North End	8
California	19.1	North End	6

Special Rules.

South bound trains are superior to north bound trains of the same class.

Passenger trains must not at any place exceed a speed of twenty-five (25) miles per hour and freight trains fifteen (15) miles per hour. All trains must not exceed a speed of fifteen (15) miles per hour over Loop Bridge and around twenty-two degree curve just south of Loop Bridge, and from Velvet tank south to end of Sheep Creek canyon; and a speed of four (4) miles per hour over Bridge No. 1 over Columbia River.

All south bound freight trains will come to full stop two hundred (200) feet north of Columbia River Bridge, and not exceed four (4) miles per hour over bridge.

Normal position of junction switch at Red Mountain Junction is for Second District.

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 Jct.

Water one mile south of Velvet.

Yard limit boards each way from Northport and ½ mile south of Rossland.

INITIAL STATIONS:
Northport for train 386, 388.
Rossland for train 385, 387.

TERMINAL STATIONS:
Northport for train 385, 387.
Rossland for train 386, 388.

Business Tracks Not Shown as Stations on Time Table.

NAME	Miles from Northport	Switch at	Car Capacity
Stone	1.7	South End	7
Condon	4.8	South End	3
Poole	2.6	South End	3

Special Rules.

South bound trains are superior to north bound trains of the same class.

Passenger trains must not at any place exceed a speed of twenty-five (25) miles per hour, and freight trains fifteen (15) miles per hour. All trains must not exceed a speed of fifteen (15) miles per hour over Bridge No. 66 and around rockbluffs above Weston. All trains crossing bridge on smelter spur over North Fork Kettle River, must reduce speed to fifteen (15) miles per hour.

The normal position of switch at Junction of Phoenix Line is for Smelter Line.

The normal position of all wye switches except south wye switch at Phoenix is for yard tracks.

The normal position of south wye switch at Phoenix is for main line to passenger depot.

The normal position of switch on switch-back at Tunnel No. 3 is 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 full stop before reaching these tracks, sending a brakeman ahead to set switches for main track, and set switches for safety track before leaving.

No train must leave Phoenix or Grand Forks north bound until service test of air brakes have 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 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, Glenside, and on house track, ore loading track and Victoria Spur.

SECOND CLASS	Car Capacity		Distance from Grand Forks	Time Table No. 10 In Effect May 14, 1916.	Telegraph Calls	Distance from Phoenix	SIGNS See Rule 3, page 11.	SECOND CLASS
390	Passing Tracks	Other Tracks		STATIONS				389
Mixed								Mixed
Daily Ex. Sunday								Daily Ex. Sunday
Lv 3.30Pm	43	74		GRAND FORKS	GF	23.8	R@ D Y	Ars 10.20Am
3.35	100	143	1.0	1.0 WESTON	WS	22.8	WC Y	10.15
3.42			1.6	0.6 COPPER JCT		22.2		10.12
f 4.02	40		6.6	5.0 SPENCER		17.2	W	f 9.58
f 4.27	46		13.9	7.3 HALE		9.9	W	f 9.33
f 4.32	19	18	15.5	1.6 DENORO		8.3	K	f 9.27
f 4.40	26		17.3	1.8 GLENSIDE		6.5	W	f 9.22
Ars 5.10Pm		Yard	23.8	6.5 PHOENIX	FX		R@ D WC Y	Lv 9.00Am
Daily Ex. Sunday								Daily Ex. Sunday
390								389
1.40				Time Over District				1.20
14.3				Average Speed Per Hour				17.8

INITIAL STATIONS.
Grand Forks for train 390.
Phoenix for train 389.

TERMINAL STATIONS.
Grand Forks for train 389.
Phoenix for train 390.

NORTH BOUND. SEVENTH DISTRICT—OROVILLE TO PRINCETON. SOUTH BOUND.

Time Table No. 10

In Effect May 14, 1916

SECOND CLASS 396 Mixed Tues., Thur. and Saturday.	Capacity of Side Tracks: Passing Tracks	Capacity of Side Tracks: Other Tracks	Distance from Oroville	STATIONS	Telegraph Calls	Distance from Princeton	SIGNS See Rule 3, Page 11.	SECOND CLASS 397 Mixed Tues., Thur. and Saturday.
Lv 7.00Am	70	256		OROVILLE	H	91.1	R⊛ D WC Y	Ars 6.20Pm
s 7.45	52	22	11.3	11.3 NIGHTHAWK	G	79.8	W	s 5.42
8.15 s 8.30	51	40	21.2	9.9 CHOPAKA	CA	69.9	D W	5.06 s 4.51
f 9.00	52	12	30.8	9.6 SIMILKAMEEN		60.3		f 4.21
s 9.30	49	87	38.1	7.3 KEREMEOS	K	53.0	D W	s 3.51
f 9.55	16		45.1	7.0 ASHNOLA		46.0		f 3.21
f10.15	11		51.4	6.3 BRADSHAW		39.7	W	f 3.01
s10.30	29	13	55.8	4.4 HEDLEY	HD	35.3	D	s 2.46
f10.45		11	61.0	5.2 CORY		30.1		f 2.21
f11.05	28		67.7	6.7 BROMLEY		23.8	W	f 2.06
f11.20	16		72.5	4.8 NORMAN		18.6		f 1.52
f11.30	17		77.2	4.7 ALLISON		13.9		f 1.37
Ars 11.45Am	52	31	79.7	2.5 PRINCETON	QD	11.4	R D W Y K	Lv 1.30Pm
Tues., Thur. and Saturday. 396								Tues., Thur. and Saturday. 397
4.45 16.7				Time Over District Average Speed Per Hour				4.50 10.6

Special Rules

South bound trains are superior to north bound trains of the same class.

Trains will not exceed speed of twenty-five (25) miles per hour between Oroville and Princeton and will keep sharp lookout for falling rocks at all points Hedley to Princeton.

Trains Nos. 396 and 397 will stop on flag at Rich Bar and Ruby Mine Spur.

No train will leave Chopaka until conductor has reported to and received clearance from customs officer.

Two derails on Cement Spur near Princeton.

Yard limit boards placed each way from Princeton.

INITIAL STATIONS.
Oroville for train 396.
Princeton for train 397.

TERMINAL STATIONS.
Oroville for train 397.
Princeton for train 396.

Business Tracks not Shown as Stations on the Time Table.

NAME	Miles from Oroville	Switch at	Car Capacity
Rich Bar Spur	5.7	South End	6
Ruby Mine Spur	17.1	North End	7
B. C. Portland Cement Spur	79.2	South End	Priv. Spur

Location and Length of Tunnels.

No.	Location	Length
7	4.95 miles north Oroville	1761 feet
8	.82 miles north Princeton	1062 feet

AUTOMATIC BLOCK SIGNALS.

501. In all cases except as noted by special rules, the BLOCK Signals are located upon the Right of and adjoining the track upon which trains are governed by them. The Semaphore arms that govern are displayed to the right of the Signal mast as seen from an approaching train. The movement of trains will be regulated by the block Signal indications as follwos:

A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to **"STOP."**

B. An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates **"PROCEED"** with caution prepared to stop at the next signal.

C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is **"CLEAR'** and is a Signal to **"PROCEED."**

D. At night the position of the Signals will, in addition, be shown by the standard colored lights.
RED indicates **STOP.**
YELLOW indicates **"CAUTION;"** proceed with caution prepared to STOP at next Signal.
GREEN indicates **"PROCEED."**

502. Block Signals control the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other Signals whenever and wherever they may be required.

503. Block Signals for a track apply only to trains running with the current of traffic on that track.

A. Automatic Signals are designated by the number plate located on the mast below the arm. Intermediate automatic block signals located between passing tracks are equipped with one arm and one light. Home automatic block signals located at each passing track are in addition equipped with a Disc enclosing a red light six feet below the Semaphore arm. The Disc and red light are provided as a distinguishing marker for the home signals only. Trains passing Home Signals, automatically set to the "Stop Position" all Signals governing train movements in the opposite direction from the next passing track. See figures 4, 5 and 6.

B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.

504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed —(See A, B and C):

A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.

B. On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
Or—

C. On double track, at once, under control, expecting to find track impassabble.

D. A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.

505. Omitted.

506. When a train is stopped by a block signal from any cause Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.

507. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.
The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.
If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after the movement has been made and the switches locked.

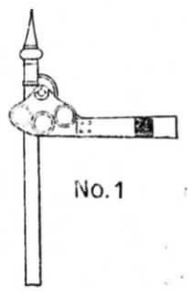
509. Switch Indicators (miniature semaphores) where used stand normally in **"STOP"** position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.

510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.

511. Lights will not be provided on any main line switch located within 300 feet of an automatic signal governing the block in which the switch is located. Lights will not be provided on trailing point switches on double track.

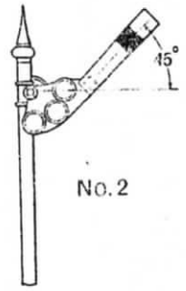
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in **"STOP"** position. All tracks connecting with main track are bonded to clearance point only.

513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules", a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights, see general instructions governing operation and maintenance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



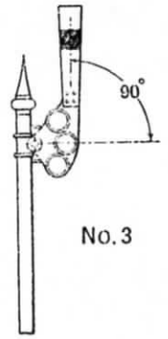
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



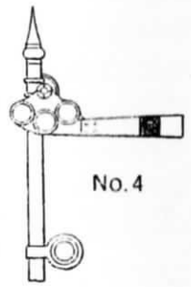
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. YELLOW light at night.
Indication. PROCEED with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



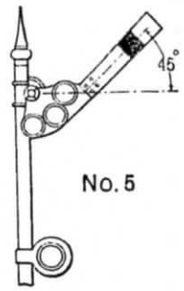
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



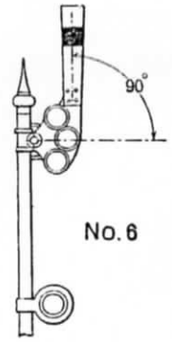
HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, RED light at night.
Disc, RED light at night.
Indication. STOP.
Name. STOP Signal.



HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, YELLOW light at night.
Disc, RED light at night.
Indication. PROCEED with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, GREEN light at night
Disc, RED light at night.
Indication. PROCEED.
Name. CLEAR Signal.

INTERLOCKING SIGNALS.

ENGINEMEN AND TRAINMEN.

661. Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.

662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.

663. Engineman and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.

664. The Engineman of a train which has parted must sound the whistle signal for "train parted" on approaching an interlocking plant.

665. An Engineman receiving a "train-parted" signal from a Signalman must answer by the whistle signal for "train parted."

666. When a parted train has been re-coupled the Signalman must be notified.

667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.

668. Conductors must report to Superintendent any unusual detention at interlocking plants.

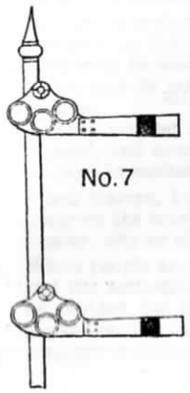
669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.

620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.

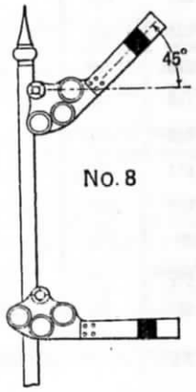
623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and and are known to be in safe condition.

Note. A flag signal given by Signalman at an interlocking home signal in automatic signal districts is only authority to pass such signal and does not modify its indication as an automatic signal. See Rules 504 and 513.



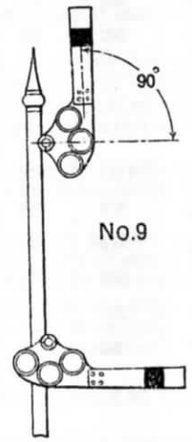
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Lower Arm, RED light at night.
Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
Name. STOP Signal.



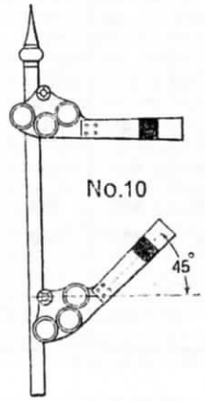
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, YELLOW light at night.
Lower Arm, RED light at night.
Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



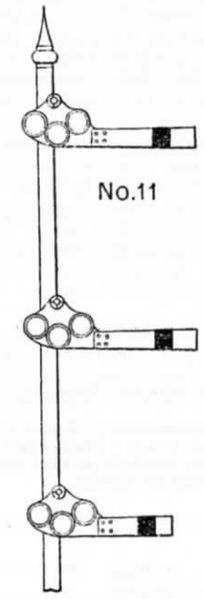
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, GREEN light at night.
Lower Arm, RED light at night.
Indication. Main line route clear, PROCEED.
Name. CLEAR Signal.



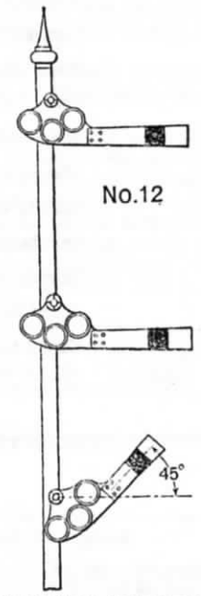
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Lower Arm, YELLOW light at night.
Indication. Diverging route clear, proceed with CAUTION.
Name. CAUTION Signal.



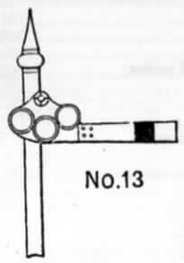
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Middle Arm, RED light at night.
Lower Arm, RED light at night.
Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from signalman.
Name. STOP Signal.



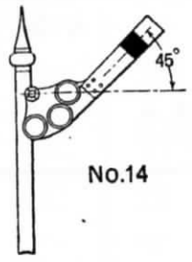
INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.
Middle Arm, RED light at night.
Lower Arm, YELLOW light at night.
Indication. Slow speed, route clear, proceed with caution.
Name. CAUTION Signal.



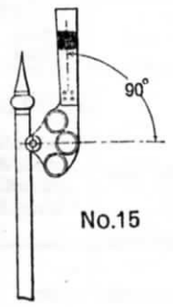
INTERLOCKING DISTANT SIGNAL.

Color. RED light at night.
Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.
Name. STOP Signal.



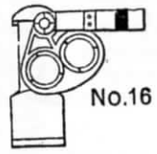
INTERLOCKING DISTANT SIGNAL.

Color. YELLOW light at night.
Indication. PROCEED with CAUTION, prepared to stop at Home Signal.
Name. CAUTION Signal.



INTERLOCKING DISTANT SIGNAL.

Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



DWARF SIGNAL.

Color. RED light at night.
Indication. STOP.
Name. STOP Signal.

DWARF SIGNAL.

Color. YELLOW light at night.
Indication. PROCEED with CAUTION.
Name. CAUTION Signal.

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSES.

STATIONS.	Ruling Grade	Class F-8 1140–1253				Class G-2 700–719 Class G-3 720–769				Class D-5 454–471 Class F-1 500–565				Class F-4 1094			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Dean to Loon Lake	1.	1200	1100	1050	1000	950	900	850	800	700	650	600	550	....	....	....	....
Valley to Loon Lake	1.	1200	1100	1050	1000	950	900	850	800	700	650	600	550	....	....	....	....
Valley to Meyers Falls	1.	1700	1600	1500	1400	1200	1150	1100	1050	1000	950	900	850	....	....	....	....
Meyers Falls to Valley	1.	1800	1600	1500	1400	1200	1150	1100	1050	1000	950	900	850	....	....	....	....
Marcus to Meyers Falls	2.	625	500	450	400	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	....	....	....	....	....	....	....	....	160	150	140	130	185	175	165	155
Marcus to Midway	.6	1700	1600	1500	1400	1300	1200	1150	1100	1000	950	925	900	....	....	....	....
Midway to Molson	1.25	950	900	850	800	750	700	675	650	650	600	575	550	....	....	....	....
Oroville to Molson	2.5	500	450	400	350	425	400	375	350	275	250	225	200	....	....	....	....
Oroville to Coalmont	.8	1750	1650	1550	1450	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 above zero.
3—Five degrees above to 10 below zero.
4—10 below zero and Colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

Weights of Empty Freight Cars.

Box Cars, 28 to 30 foot	11 Tons
Box Cars, 33 foot	12 Tons
Box Cars, 34 foot	13 Tons
Box Cars, 36 foot	15 Tons
Box Cars, 40 foot	17 Tons
Refrigerator Cars	20 Tons
Furniture Cars, 30 to 40 foot	17 Tons
Furniture, 40 to 50 foot	19 Tons
Cabooses, 8-wheel	17 Tons
Cabooses, 4-wheel	10 Tons
Flat Cars, 28 to 30 foot	9 Tons
Flat Cars, 33 and 34 foot	11 Tons
Flat Cars, 40 foot	12 Tons
Flat Cars, 40 foot	12 Tons
Coal Cars	12 Tons
Gondola Cars	13 Tons
Ore Cars, Wood	12 Tons
Ore Cars, Steel	15 Tons
Oil Tanks	15 Tons
Ballast Cars	12 Tons
Steam Wreckers	75 Tons

Weights of Passenger Equipment.

	Wooden	Steel Underframe	Steel
Postal Cars,			
Nos. 1 to 21	....	....	67 Tons
Nos. 90 and 91	....	....	48 Tons
Nos. 50 to 69	54 Tons	....	....
Nos. 107 to 114	43 Tons	....	....
Baggage and Mail,			
Series 300 and 400	26 Tons	....	....
Series 500 and 600	45 Tons	....	....
Series 700	60 Tons	....	....
Series 800	....	60 Tons	....
Baggage and Express,			
Nos. 1000 to 1027	25 Tons	....	....
Nos. 1050 to 1089	50 Tons	....	....
Nos. 1100 to 1119	....	60 Tons	....
Nos. 1588 to 1702	55 Tons	....	....
Express Refrigerators,			
Nos. 1900 to 2097	Have weights stenciled on cars.		
Passenger and Baggage,			
Nos. 2100 to 2201	25 Tons	....	....
Coaches,			
Nos. 3000 to 3241	27 Tons	....	....
Nos. 3250 to 3606	48 Tons	....	....
Nos. 3700 to 3724	....	52 Tons	....

Weights of Passenger Equipment—Cont.

	Wooden	Steel Underframe	Steel
Coaches—Cont.			
Nos. 4000 to 4012	36 Tons	....	....
Nos. 4013 to 4060	41 Tons	....	....
Nos. 4100 to 4159	51 Tons	....	....
Nos. 4200 to 4317	59 Tons	....	....
Nos. 4500 to 4529	....	....	70 Tons
Tourist,			
Nos. 6520 to 6567	43 Tons	....	....
Nos. 6568 to 6611	52 Tons	....	....
Diners,			
Nos. 7010 to 7015	50 Tons	....	....
Nos. 7030 to 7041	58 Tons	....	....
Nos. 7100 to 7131	61 Tons	....	....
Parlor Cars,			
Nos. 7500 to 7571	45 Tons	....	....
Nos. 7572 to 7604	60 Tons	....	....
Sleepers,			
Nos. 8000 to 8456	60 Tons	....	....
Compartment-Observation,			
Nos. 9001 to 9035	63 Tons	....	....
Business Cars,			
Average Weight	40 Tons	....	....

Weights of Dead Engines and Tanks.

Engines numbered below 200 series	80 Tons
Engines numbered in 200 series	90 Tons
Engines numbered in 300 series	86 Tons
Engines numbered in 400 series	110 Tons
Engines numbered in 500 series	115 Tons
Engines numbered in 600 series	120 Tons
Engines numbered in 700 series	140 Tons
Engines numbered in 800 series	155 Tons
Engines numbered in 900 series (except 992 to 997)	115 Tons
Engines numbered 992 to 997	95 Tons
Engines numbered 1000 to 1007	131 Tons
Engines numbered 1050 to 1069	144 Tons
Engines numbered 1079 to 1095	158 Tons
Engines numbered in 1100 and 1200 series	160 Tons
Engines numbered in 1300 series	160 Tons
Engines numbered 1400 to 1405	173 Tons
Engines numbered 1406 to 1425	188 Tons
Engines numbered in 1500 and 1600 series	179 Tons
Engines numbered in 1700 series	180 Tons
Engines numbered in 1800 series	219 Tons
Engines numbered in 1900 series	252 Tons
Engine Tank (Empty)	30 Tons

Speed Table.

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

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 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.

SPECIAL RULES.

South Bound Trains are superior to North Bound Trains of the same class.

1. Car capacity of sidings is based on forty-two (42) feet per car.
2. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
3. In addition to signs provided for in rule 7 the following signs in column headed "Signs" indicate:
   - D Day telegraph or telephone station.
   - N Night telegraph or telephone station.
   - DN Day and night telegraph or telephone station.
   - P Dispatcher's telephone accessible at all times.
   - I Interlocked.
   - K Connection with foreign road.
   - ⊛ Standard clock.

PERSONAL INJURIES.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.
   No surgical operation must be performed until the arrival of the Company surgeon unless it may be required for the immediate safety of the patient.
2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.
   When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
3. When tramps, boys and other persons climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take the body out of the county where the accident happened if it can be avoided, but if there is no station in that county, take it to the nearest station in the next county, notifying the county authorities in all cases.
5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.
   In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent, in whose jurisdiction the accident occurs.
   As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the division; a separate report being made for each person injured.
6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
7. In every case of personal injury in any department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards, at the first district terminal by the inspector, foreman or master mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Pittsburg Bldg., Cor. 5th and Wabasha Sts., St. Paul.
Boeckman and Boeckman, Ophthalmic Surgeons, 642 Lowry Bldg., St. Paul.
(Employees consulting should be provided with an order from the Superintendent.)

Spokane	Dr. J. G. Cunningham.
Spokane	Dr. S. B. Hopkins, Occulist.
Hillyard	Dr. J. Farrow.
Springdale	Dr. Richard Foster.
Colville	Dr. R. S. Wells.
Marcus	Dr. W. C. Goss.
Rossland	Dr. J. W. Coffin.
Nelson	Dr. W. O. Rose.
Republic	Dr. F. J. Whittaker.
Grand Forks	Dr. C. M. Kingston.
Oroville	Dr. E. E. Effner.
Princeton	Dr. T. C. Campbell.

TIME INSPECTORS.

Spokane	Geo. H. Doerr.
Hillyard	L. R. Squibb.
Grand Forks	A. D. Morrison.
Marcus	L. S. Munger.
Rossland	T. G. Challoner.
Nelson	Patenaude Bros.
Oroville	E. A. McMahon.
Republic	C. M. Ayres.

L. F. SHORES, Dispatcher.
J. G. LUHRSEN, Dispatcher.
D. W. DUNN, Dispatcher.

J. B. SMITH, Night Chief Dispatcher.
F. A. MAXWELL, Chief Dispatcher.
J. L. CLOSE, Train Master.
C. A. MANTHE, Train Master.

CANADIAN FLAGGING RULES.

GENERAL ORDER No. 161 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

The following rules must be observed and complied with by all employes in the performance of FLAGGING **in Canada:**

1. When the track is found to be impassable, due to any obstruction or defect, or before undertaking any work which will render it impassable, trackmen, bridgemen, or other employes of the company shall protect the same as follows:

2. On all mountain subdivisions—

By day, place a red flag supported on two staffs with flag drawn out between them, at right angles to the track and five feet above rail level; and in addition, by night, a red light on the same side of the track as the engineer of an approaching train at a point 600 feet, in both directions, from the defective or working point, with two torpedoes placed on the rail, opposite each other, so as to cause but one explosion, 150 feet in advance of the red signal. Such red signal shall be changed to green and the torpedoes removed as soon as the work will permit; and the said green signal shall be displayed until other protection signals are withdrawn; and send out a flagman in each direction with stop signals at least,—

1500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6000 feet from an approaching train.
3600 feet at other times and places, if there is no down grade towards the obstruction within one mile.
5400 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train, of, if possible 1500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On all main lines and on the portions of branch lines over which main line track is handled.
Send out a flagman in each direction with stop signals at least,—

1500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6000 feet from an approaching train.
3600 feet at other times and places, if there is no down grade towards the obstruction within one mile.
5400 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from obstruction to insure full protection, take up a position where there will be an unobstructed view of him from approaching train, of, if possible, 1500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

4. On all other branch lines—

(a) A Flagman must be sent out in each direction, who shall place a red flag supported on two staffs, with flag drawn out between them, at right angles to the track and five feet above rail level; and in addition a red light by night, on the same side of track as the engineer of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other, so as to cause but one explosion, 150 feet in advance of the red signal. Such red signal shall be changed to green and the torpedoes removed as soon as the work will permit, and the said green signal shall be displayed until other protection signals are withdrawn; and provide further protection as follows:

(b) By day, place a flag supported on two staffs, with flag drawn out between them, at right angles to the track and five feet above rail level; and in addition a red light by night, on the same side of the track as the engineer of an approaching train, so that it will be clearly in his view at least,—

3600 feet from the defective or working point, if there is no down grade towards the obstruction.
5400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.

5. Trains stopped by flagman, as per Rule 2, shall be governed by his instructions and proceed to the working point signal and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed and proceed signal displayed.

6. Trains stopped by flagman, as per Rule 3, shall be governed by his instructions and proceed to the working point, and there be governed by signal or instructions of the foreman in charge.

7. Trains stopped by flagman, as per Rule 4, shall replace the torpedoes exploded and proceed to the working point signal, and from there shall be governed by the signal or instructions of the foreman in charge, unless in the meantime stop signal has been taken down and proceed signal displayed.

8. In the event of train order protection being provided, yellow flags by day and in addition yellow lights by night may be used as markers without torpedoes on the rail, placed 3600 feet from the defective or working plant, and in addition, red signals in both directions, 600 feet from the defective or working point.

9. When weather or other conditions obscure day signals, night signals must be used in addition.

GREAT NORTHERN RAILWAY

and Connections.