

COMPANY SURGEONS

- *Dr. Abbott Skinner, Chief Medical Officer...St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein
Asst. to the Chief Medical OfficerSt. Paul, Minn.
*Dr. F. K. RemingtonSeattle, Wash.
Dr. Chester A. ReganSeattle, Wash.
Dr. Roy F. WestSeattle, Wash.
*Dr. I. W. Varley.....Everett, Wash.
*Dr. Chas. E. ConnerCashmere, Wash.
*Dr. Thomas B. DodgsonStanwood, Wash.
*Dr. G. H. ClementVancouver, B. C.
*Dr. R. W. PowersBurlington, Wash.
*Dr. D. H. BoettnerBellingham, Wash.
*Dr. Samuel E. AdamsTacoma, Wash.
Dr. Albert EhrlichTacoma, Wash.
Dr. G. F. ParksCentralia, Wash.
Dr. Henry M. WiswallVancouver, Wash.
*Dr. Arthur L. LudwickWenatchee, Wash.
*Dr. W. A. Bartlett.....Klamath Falls, Ore.
*Dr. J. A. Rogers.....Klamath Falls, Ore.
*Dr. C. J. Rademacher.....Bend, Ore.
*Dr. A. O. Meier.....Bieber, Cal.

*Designates also Examining Surgeon.

OPHTHALMOLOGIST

(Eye Doctors)

- Dr. C. K. MillerWenatchee, Wash.
Dr. William R. SeiboldEverett, Wash.
Dr. Robert C. LaughlinSeattle, Wash.

- D. L. LAMBERT, Asst. Superintendent.
W. L. SOLGA, Asst. Superintendent.
M. M. DONAHUE, Asst. Superintendent.
E. KHATAIN, Chief Dispatcher.
S. H. SNELL, Chief Dispatcher.
D. R. SMART, Master Mechanic.
A. T. WALKER, Master Mechanic
E. H. NELSON, Trainmaster.
A. W. FOOTE, Trainmaster.
D. D. DAHL, Trainmaster.
M. G. WHITSELL, Trainmaster.
P. M. ACHRE, Trainmaster.
M. J. SMITH, Traveling Engineer.
G. W. McELHINNEY, Traveling Engineer.

**GREAT NORTHERN
RAILWAY COMPANY**

MISTAKE - 92

NOT

**CASCADE
DIVISION**

**TIME
TABLE
2**

EFFECTIVE 2:00 A. M.

PACIFIC STANDARD TIME

Sunday, October 29, 1967

E. F. OVIATT, Superintendent.

C. M. RASMUSSEN, General Manager.

H. J. SURLS,
General Superintendent Transportation.

Printed in U.S.A.

Station Numbers	Car Capacity		FIRST CLASS					Distance from Wenatchee	Time Table No. 2 Effective October 29, 1967 STATIONS	Telegraph Calls	Distance from Seattle	SIGNS	FIRST CLASS			
	Sidings	Other Tracks	27	359	357	31	5						358	32	360	28
			Daily	Daily	Daily	Daily	Daily Ex. Sun.						Daily	Daily	Daily	Daily
02045		2692	6.40pm				3.20Am	12.45Am	0.00	WC	154.46	BCFIKP QRTWYZ		A 7.10pm		A 2.05Am
02056	172	408							11.00	OM	143.46	OPQW		6.40		1.45Am
02064		187							18.76	PN	135.70	OP				
02067	147	18							22.04	CH	132.42	OPQ				
02081	206	12							35.58		118.88	P				
02087	135								42.15		112.31	PQTW				
02094	220								49.16		105.30	P				
02108	184	11							58.16	BN	96.30	PQ				
02116	174	182	8.40				5.26	2.42	70.92	KY	83.54	BCFKP QTW		4.57		11.59
02120		138							74.74	GO	79.72	OP				
02124	200	19							78.55		75.91	P				
02139	198	560							93.29		61.17	P				
02152	228	137							106.17	RO	48.29	BJOPQR				
02158		78							113.17	SH	41.29	JOPR				
02164		117							118.75		35.71	JPY				
02165	205	117		3.32pm	10.49Am				120.29		34.17	JPY	A 8.56Am		A 4.24pm	
02168		847	9.44	s 3.38	s 10.55	6.30		s 4.01	121.66	JN	32.80	CPQWY	s 8.53	s 3.58	s 4.21	11.00 10.50
02169		94	9.55			6.40			122.47		31.99	JPY				
02172		92							126.22		28.24	APX				
02182		104	10.20	s 4.01	11.17	7.07	4.25		137.04	DR	17.42	CPQ	s 8.30	3.31	4.00	10.31
02198		207	10.37	4.16	11.32	7.22	4.45		147.30		7.16	APY	8.14	3.15	3.45	10.15
02198		1691	10.42	4.20	11.35	7.27	A 5.00Am		149.50	RB	4.96	BCFIKP QRTWYZ	8.12	3.12	3.42	10.12
									150.49		3.97	AY	8.10	3.10	3.40	10.10
									153.33		1.13	CIQY				

BETWEEN NORTH PORTAL AND SOUTH PORTAL INTERLOCKING RULES AND KING STREET PASSENGER STATION TUNNEL RULES GOVERN

02200	1102	A 11.00pm	A 4.35pm	A 11.50Am	A 7.45Am			154.30	Double Tracks	SO. PORTAL... 0.16 SEATTLE.....	UD	0.16	IY				
		4.20 34.5	1.03 32.5	1.01 33.6	4.25 35.0	4.15 35.2		154.46		Time Over Subdivision Average Speed Per Hour				.56 36.6	4.10 37.1	.54 37.9	4.05 37.8

Eastward trains are superior to westward trains of the same class except on DOUBLE TRACK or in CTC TERRITORY.

CONDITIONAL FLAG STOPS

Nos. 27 and 28 stop at any station between Wenatchee and Winton, also Monroe and Snohomish to pick up or discharge revenue passengers from or to points Havre and east where Nos. 27 and 28 are scheduled to stop.

Eastward First Class Trains will stop at Edmonds to Pick-Up Revenue Passengers.

Westward First Class Trains except No. 5 will stop at Edmonds to Discharge Revenue Passengers.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 5 THROUGH 12.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS					Distance from Troy	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME STATIONS	Telegraph Calls	Distance from Port Wright	SIGNS	FIRST CLASS				SECOND CLASS	
	Sidings	Other Tracks	1	31	45	5	27						46	28	2	32	490	492
			S. P. & S. No. 1 Daily	S. P. & S. No. 3 Daily	S. P. & S. No. 3 Daily	TOFC Daily Ex. Sat.	Daily						S. P. & S. No. 4 Daily	S. P. & S. No. 2 Daily	S. P. & S. No. 2 Daily	Daily	Daily	Daily	Daily
01736	279	451	8.15pm				11.05am	0.00	TROY	UX	142.08	CRPBK IYTWQ	A 9.45am		A 2.10am	A 0.05am	A 8.00pm	
01743	140	20	8.24				11.13	6.69	YAKT		135.39	P	9.35		1.55	9.55	7.43	
01749	126	23	8.34				11.23	13.49	LEONIA		128.59	P	9.26		1.46	9.45	7.35	
01768	130	11	8.54				11.43	27.00	CROSSPORT		115.08	P	9.06		1.26	9.20	7.15	
01767	116	177	9.02				11.53	31.31	BONNERS FERRY	BY	110.77	CPJWYQY	s 8.56		1.20	9.10	7.05	
01778	116	38	9.16				12.07pm	42.68	NAPLES		99.40	PWQ	f 8.45		1.08	8.45	6.38	
01786	198	33	9.25				12.15	50.07	ELMIRA		92.01	P	8.36		1.00	8.15	6.25	
01798	122	11	9.31				12.24	56.88	COLBURN		85.20	P	8.29		12.52	8.05	6.15	
01903	105	391	9.39				12.35	65.23	SANDPOINT	S	76.85	CPTJZ WQY	s 8.20		12.43	7.52	6.02	
01917	124	16	9.53				12.50	78.58	LACLEDE		63.50	P	8.02		12.29	7.32	5.40	
01921		110	9.58				12.55	83.29	THAMA		58.79	P	7.57		12.24	7.25	5.32	
01925	67	105	10.02				s 1.00	86.83	PRIEST RIVER	NC	55.25	OP	s 7.53		12.19	7.19	5.25	
01981	120	242	10.10				s 1.12	93.40	NEWPORT	NR	48.68	CPJWQY	s 7.43		12.12	7.08	5.10	
01989	126	4	10.19				1.21	101.19	SCOTIA		40.89	P	7.34		12.03am	6.55	4.55	
01946	117	25	10.27				1.29	107.78	CAMDEN		34.30	P	7.26		11.55	6.45	4.45	
01953	121	31	10.35				1.38	115.07	MILAN		27.01	P	7.18		11.47	6.35	4.35	
01963		52	10.47				1.50	125.45	DEAN	BF	16.63	ACPYJ	7.05		11.35	6.20	4.20	
01968		171	10.53				1.55	129.68	MEAD		12.40	PX CBBKPT WIZYFQ	7.01		11.29	6.11	4.11	
01972		3519	11.01				f 2.01	134.57	HILLYARD	HU	7.51		f 6.55		11.25	6.00am	4.00pm	
							11.08	138.16	U. P. R. R. Cross'g		3.92	AMPXY	6.45		11.15			
01977		621	11.40pm 11.45		9.30pm	9.15pm	2.15 3.00	139.34	SPOKANE	Q	2.74	RKBCPJ YXZWTQ	A 5.40am 6.10	6.40	A 9.50pm 10.40			
01980	68	37	11.46pm	11.55pm	9.40pm	9.20pm	3.05pm	142.08	FORT WRIGHT	FW	0.00	CPYRIJ TQ	5.30am 6.00am	6.00am	9.40pm 10.33pm			
			.06 27.4	3.40 38.7	.10 16.4	.05 32.9	4.00 35.5		Time Over Subdivision Average Speed Per Hour				.10 16.4	3.45 37.9	.10 16.4	3.37 39.3	4.05 33.0	4.00 33.6

Eastward trains are superior to Westward trains of the same class on Second Subdivision except on double track.

WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME STATIONS					Distance from Bonners Ferry	Telegraph Calls	SIGNS
		1	31	45	5	27			
		S. P. & S. No. 1 Daily	S. P. & S. No. 3 Daily	S. P. & S. No. 3 Daily	TOFC Daily Ex. Sat.	Daily			
01836	18					25.95			
01767	177					0.00	BY	CPJWYQY	

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS		Distance from Spokane	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME STATIONS					Telegraph Calls	SIGNS	SECOND CLASS
		95	96		1	31	45	5	27			
		Daily Ex. Sun.	Daily Ex. Sun.		S. P. & S. No. 1 Daily	S. P. & S. No. 3 Daily	S. P. & S. No. 3 Daily	TOFC Daily Ex. Sat.	Daily			
01976		8.00am	0.00									
02618	18	A 9.30am	18.29									

BETWEEN SPOKANE BRIDGE AND GIBBS C. M. ST. P. & P. RY. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN.

02630	60	10.30am	30.53									
02632		A 10.50am	31.66									
		2.50 11.1										

Westward trains are superior to Eastward trains of the same class on Sixth Subdivision. SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 14.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS			Distance from Fort Wright	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME	STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	31	5	27							28	32	492	484
			Daily	Daily Ex. Sat.	Daily							Daily	Daily	Daily	
01980	67	36	11.55Pm	9.20Pm	3.05Pm	0.00	FORT WRIGHT	FW	171.63	CLJPQRTY	A 6.00Am	A 10.33Pm	A 9.30Am	A 1.00Pm	
01880	67	6	12.04Am	9.29	3.15	6.36	HIGHLAND	.....	165.27	P	5.48	10.23	9.20	12.47	
01883	130	15	12.09	9.34	3.20	9.65	LYONS	.....	161.98	P	5.42	10.18	9.14	12.41	
01889	128	75	12.14	9.39	3.26	15.00	FAIRCHILD	.....	156.63	OPQ	5.36	10.12	9.07	12.34	
01893	127	40	12.18	9.43	3.30	19.10	ESPANOLA	.....	152.53	P	5.31	10.07	9.01	12.28	
01905	130	34	12.30	9.55 ³²	3.42	31.32	EDWALL	.....	WH	140.31	OPQW	5.19	9.55 ⁵	8.45	12.12Pm
01914	.....	53	12.40	10.05	3.52	40.43	BLUESTEM	.....	.....	131.20	AP	5.09	9.43	8.29	11.54
01922	W 67	95	12.47	10.14	4.00	47.03	HARRINGTON	.....	HB	123.70	CPQWX	5.00	9.35	8.16	11.40
01937	.....	39	1.02	10.29	4.15	63.02	LAMONA	.....	.....	108.61	AP	4.44	9.19	7.54	11.15
01947	134	125	1.12	10.39	4.25	73.24	ODESSA	.....	SA	98.39	OPQW	4.34	9.09	7.37	10.55
01956	109	25	1.21	10.48	4.34	82.11	IRBY	.....	.....	89.52	P	4.24	9.00	7.25	10.40
01970	160	75	1.35	11.02	4.48	95.24	WILSON CREEK	.....	WK	75.39	OPQW	4.09	8.47	7.07	10.20
01978	129	29	1.42	11.10	4.56	104.06	STRATFORD	.....	.....	67.57	P	4.01	8.40	6.56	10.06
01983	134	104	1.47	11.15	5.02	109.38	ADRIAN	.....	.....	62.25	P	3.55 ⁷	8.35	6.49	9.58
01993	127	137	s 2.01	11.29	s 5.18	119.38	EPHRATA	.....	FR	52.25	CPQW	s 3.45	s 8.25	6.37	9.44
01998	201	.....	.....	.....	.....	124.53	NAYLOR	.....	.....	47.10	P	.....	.....	.....	.....
02009	204	777	.....	.....	s 5.37	135.73	QUINCY	.....	QN	35.90	BCPQW	s 3.15	.....	.....	.....
02020	152	19	.....	.....	.....	146.47	TRINIDAD	.....	.....	25.16	P	.....	.....	.....	.....
02030	154	39	.....	.....	.....	155.78	COLUMBIA RIVER	.....	.....	15.85	JP	.....	.....	.....	.....
02035	.....	129	.....	.....	.....	161.47	ROCK ISLAND	.....	RI	10.16	OP	.....	.....	.....	.....
02038	93	68	2.53	12.20Am	6.15	164.73	MALAGA	.....	MA	6.90	OP	.....	.....	.....	.....
02045	.....	2692	A 3.10Am	A 12.35Am	A 6.30Pm	171.63	WENATCHEE	.....	WC	0.00	BCFJKP QRTWYZ	2.20Am	7.18Pm	5.00Am	8.00Am
			3.15 52.8	3.15 52.8	3.25 50.2	Time Over Subdivision Average Speed Per Hour					3.40 46.8	3.15 52.8	4.80 38.1	5.00 34.3	

Eastward trains are superior to Westward trains of the same class except on DOUBLE TRACK or in CTC TERRITORY.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 14.

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Time Table No. 2 Effective October 29, 1967 Pacific Standard Time	Telegraph Calls	Distance from Dessa	SIGNS
	Single	Other Tracks				
62185			NELSON	BC	185.79	OWP

**BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY
C. P. RY. TIME TABLE AND RULES**

Station Numbers	Capacity of Tracks	Distance from Dessa	STATIONS	Telegraph Calls	Distance from Dessa	SIGNS
62180		5.45	TROUP JUNCTION		180.81	TPJ
62151	72	20.71	SALMO	SI	150.00	OP
62128	27	24.42	WANETA, B. C.		126.18	P
62124	40	2.11	BOUNDARY, U. S.		124.07	
62115	60	5.51	NORTHPORT	NP	116.28	OPWX
62105	43	9.50	DOLOMITE		105.78	P
62092	86	14.10	EVANS		91.66	P
62081	318	0.92	KETTLE FALLS	MF	81.74	YRKWB OPTJPZ
62078	107	8.48	COLVILLE	VD	73.26	OP
62050	79	22.95	CHEWELAH	CH	50.21	OPZY
62043	81	7.71	VALLEY	VY	43.00	OP
62025	40	18.05	LOON LAKE		34.55	P
62012	50	12.67	DEER PARK	DE	13.48	OPY
61963	62	12.48	DEAN	SF	0.00	ACJPY

WESTWARD TENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Spring Valley	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME	Telegraph Calls	SIGNS
63831	6	31.06	MANNING		
63825	65	24.58	STEPTOE		
63820	28	19.57	CASHUP		
63815	28	15.37	THORNTON		
63806	39	5.77	ROSALIA	RO	OPJW
63644	59	0.00	SPRING VALLEY		JT

WESTWARD EIGHTH SUBDIVISION EASTWARD 5

Station Numbers	Capacity of Tracks	Distance from Kettle Falls	Time Table No. 2 Effective October 29, 1967 Pacific Standard Time	Telegraph Calls	SIGNS
62081	318	0.00	KETTLE FALLS	MF	ORKBJF TYPZW
62204	167	4.70	WEST KETTLE FALLS		P
62212	24	12.09	BOYDS		P
62217	35	17.48	BARSTOW		
62234	18	34.67	LAURIER, WASH.		P
62246	4	46.01	GRAND FORKS, B. C.		JT
62249	18	49.12	DANVILLE, WASH.		P
62259	62	59.52	CURLEW		P
62280	75	80.72	REPUBLIC	Z	OTW

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Spokane	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME	Telegraph Calls	SIGNS
63694	42	96.04	MOSCOW	MO	OTJYW
63680	100	81.56	PALOUSE	PA	OTJ
63669	43	70.64	GARFIELD	GF	OWM
63657	73	58.83	OAKESDALE	KA	OJM
63644	59	45.70	SPRING VALLEY		TJ
63635	0	36.79	WEST FAIRFIELD		
63633		24.19	U. P. R. R. JUNCTION		J

**BETWEEN U. P. R. R. JCT. AND N. P. CROSSING
U. P. R. R. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN.**

61974	117	1.95	N. P. CROSSING		JM
OPERATION BETWEEN N. P. CROSSING AND SPOKANE IS OVER SIXTH SUBDIVISION.					
61976		0.00	SPOKANE	DS	JXZWTQ RKBCPY

6 ELEVENTH SUBDIVISION
SOUTHWARD NORTHWARD

TWELFTH SUBDIVISION
SOUTHWARD NORTHWARD

Station Numbers	Car Capacity		SECOND CLASS 697 Daily Ex. Sun.	Time Table No. 2 Effective October 29, 1967 Pacific Standard Time STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	SECOND CLASS 698 Daily Ex. Sat.	
	Sidings	Other Tracks							
									Time Over Subdivision Average Speed Per Hour
66875		85		KEREMEOS	K	175.80	O		
66870		23		CAWSTON, B. C.		171.81			
66858		21		CHOPAKA, WASH.		158.41			
66836	55	274	2.30Pm	OROVILLE	VR	137.15	BFKOP RTWY	A 10.30Pm	
66825		33	2.50	ELLISFORDE		126.12		9.55	
66819		78	3.00	TONASKET	ON	120.19	OP	9.40	
66815		51	3.10	JANIS		115.36		9.20	
66809		33	3.20	BARKER		109.99		9.05	
66804		85	3.30	RIVERSIDE		104.56		8.50	
66795	66	213	4.20	ONAK	MK	95.61	OPWY	8.20	
66791	56	91	4.55	OKANOGAN	KN	91.41	OPY	7.55	
66786		34	5.10	CHILLOWIST		86.51		7.30	
66782		34	5.25	MALOTT		82.55	P	7.15	
66775		34	5.40	WAKEFIELD		76.37		7.00	
66771		34	5.50	MONSE		71.59	P	6.45	
66767		37	6.00	CHIEF JOSEPH		67.60	P	6.30	
66764	51	77	6.10	BREWSTER	BR	64.90	OPY	6.10	
66758	127	184	6.50	PATEROS	RS	58.81	OPWY	5.50	
66753		34	7.00	STARR		53.35	P	5.25	
66749		33	7.20	AZWELL		49.72	P	5.10	
66738	126	126	8.00	CHELAN	HN	38.85	OPWY	4.40	
66737		82	8.25	CHELAN FALLS		37.69	Y	4.25	
66731		38	8.40	STAYMAN		31.82	P	4.05	
66725		36	8.55	WINESAP		26.19	P	3.45	
66720	100	148	9.20	ENTIAT	NI	20.41	OPWY	3.25	
66713		63	9.40	WAGNERSBURG		18.89		3.05	
66702		78	10.15	OLDS		3.33	Y	2.40	
02045		2692	A 10.30Pm	WENATCHEE	WC	0.00	BCFJKP QRTW YZ	2.30Pm	
			8.00 17.1	Time Over Subdivision Average Speed Per Hour					8.00 17.1

Station Numbers	Capacity of Tracks	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME STATIONS	Distance from Columbia River	SIGNS					
					66960	92	MANSFIELD	60.25	PTW
					66955	30	TOUHEY	54.98	P
66949	48	WITHROW	49.03						
66948	30	SUPPLEE	43.48	P					
66936	86	DOUGLAS	36.49	OP					
66931	30	ALSTOWN	31.21	P					
66915	34	PALISADES	15.76	PW					
66905	230	BON SPUR	5.43						
02030	301	COLUMBIA RIVER	0.00	JP					

Southward trains are superior to northward trains of the same class.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

40 MPH—Ore cars, Series 80,000 through 95,039, when loaded with zinc concentrates. Helper engines must be cut in ahead of this series of cars in train.

35 MPH—Trains or engines on main routes, actuating the points of spring switches: Trains or engines thru No. 20 turnouts at following locations:

Ends of double track.

East and west siding switches at:

Lapfer	Kootenai Falls	Colburn	Wilson Creek
Stonehill	Troy	Sandpoint	Stratford
Ural	Yakt	Laclede	Adrian
Volcours	Leonia	Scotia	Columbia River
Ripley	Naples	Edwall	Malaga

East siding switch Vista, Fortine, Crossport, SP&S Jct. Fort Wright, Wenatchee #1 switch East lead, #2 crossover.

West siding switch Libby, Newport, Bonners Ferry.

West yard lead switch Whitefish.

SP&S Junction switch Fort Wright.

30 MPH—On main lines, when handling following equipment in trains, not in actual service but on own wheels: derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 95039 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs, on flat cars except cars equipped with permanent steel side stakes; rotaries; Trains or engines moving in facing point direction at spring switches without facing point lock; Trains or engines thru No. 15 turnouts at following locations:

West siding switch Tobacco.

Both siding switches at:

Stryker	Lyons	Ephrata	Quincy
Elmira	Odessa	Naylor	Trinidad

East and West crossover switch West end of yard Wenatchee.

20 MPH—Train handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines: scale test car, ore cars series 80000 thru 95039, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines: derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

15 MPH—Trains or engines moving thru interlockings against the current of traffic on double track; Trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern cars 60276 through 60279, 61500 through 61524 and 61000 through 61009 in passenger trains at passenger train speeds.

2. MOVEMENT OF DIESEL UNITS DEAD IN TRAINS.

Engine 2350 must be handled on rear of Freight or mixed trains.

Diesel engines 1 through 195 are not equipped with alignment control couplers and when in tow in freight or mixed trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine. Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road engine.

Engines 550 through 599 must have coupler alignment control blocks in "Down" position when such units are used in multiple operation.

When towing diesel engines dead in trains the following speeds must not be exceeded.

MAXIMUM SPEED

ENGINE NUMBER

50 MPH.....	1 through 195.
79 MPH.....	320 thru 333, 350 thru 375, 400 thru 417, 500 thru 512, 679, 680, 2350, 2500 thru 2529, 3026 thru 3040.
65 MPH.....	All other diesel engine units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car or passenger car or another unprotected car containing commodities which might be subject to damage.

Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when have more cars than siding will hold, it is permissible for such trains to pull by each other at reduced speed.

Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

Great Northern flat cars series X-4800 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train only.

3(a). Trains handling flat cars loaded with logs, except cars equipped with permanent steel side stakes will not exceed 10 MPH passing over thru-truss bridges, or through tunnels. Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding. Extra stops enroute will be made for this purpose when in the judgment of the Conductor it is necessary. Members of the crew must maintain a watch for logs that may have rolled off cars and if a track is fouled, take prompt action to protect trains.

On double track, Conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except when both trains are handling logs, either one should be at stop until the other train pulls by, whether on siding or double track.

On single track, trains handling logs must be at stop when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for log train to pull by other train at reduced speed.

In double track territory, logs must be secured to cars by chains or cables.

4. Brakemen with less than one year of experience should not be used as flagmen except in emergency, and then Superintendent will be notified by wire.

5. Rule 14 of the Consolidated Code of Operating Rules is modified by the following instructions on trackage of the Great Northern Railway Company:

In the absence of a red signal two miles beyond the yellow-red flag train or engine must STOP and not proceed until a proceed signal given with a yellow flag or a yellow light is received, or verbal permission is received.

6. Trains departing from stations, either from siding or main track, in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position.

If this signal indicates Stop and no immediate train movement or other cause is evident, report the fact to Superintendent from first available point of communication.

During and immediately following snowstorms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

7. Facing point locks on hand operated switches are indicated by a six-inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
8. Regarding Rule 2 of the Consolidated Code of Operating Rules is amended as follows:
Approved type wrist watches are:
Elgin, B. W. Raymond model 13/0 size, 23 jewels.
Ball Official Standard 1604B, 13/0 Ligne, 21 jewels.
Bulova Accutron Railroad approved model.
Hamilton 505 RR Electric Special.
Bulova model 23J.
9. The following Uniform Code of Operating Rules are in effect in Canada.

Rule 14. (k-a) o o —

Answer to 14k

Rule 98. Unless protected by block or interlocking signals, trains and engines must approach the end of two or more tracks, junctions, railway crossings at grade or drawbridges, at restricted speed. Unless otherwise specified in special instructions, the speed of any train or engine must not exceed thirty-five miles per hour at interlocked railway crossings at grade until the entire movement has passed the crossing.

Unless otherwise specified in special instructions the speed of any train or engine must not exceed twenty-five miles per hour at interlocked drawbridges until the entire movement has passed the drawbridge.

Trains or engines must stop at the stop signs at non-interlocked railway crossings at grade and at non-interlocked drawbridges and not proceed until the proper signal has been given for that purpose.

Rule 99. When a train is moving under circumstances in which it may be overtaken by another train, lighted fuses must be dropped off at proper intervals and such other action taken as may be necessary to ensure full protection.

When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back a sufficient distance to ensure full protection.

In day time, if there is no down grade toward train within one mile of its rear and there is a clear view of its rear of 2000 yards from an approaching train...at least 1000 yards;

At other times and places, if there is no down grade toward train within one mile of its rearat least 1500 yards;

If there is a down grade toward train within one mile of its rearat least 2000 yards;

The flagman must, after going back a sufficient distance from train to ensure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

If necessary to go beyond the required distance, he will leave the torpedoes at the required distance as an indication of the location of his train, but must, under such conditions, also place torpedoes at the point at which an approaching train is flagged. Torpedoes so placed must not be removed.

The front of a train must be protected in the same manner when necessary.

When a train stops under circumstances in which it may be overtaken by another train, the enginemen will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

After taking up position at the distance required, flagman must remain at that point until recalled or relieved and safety of the train will permit. Flagman must always on the approach of a train display stop signals.

If recalled before another train arrives, he must leave a fusee burning red at the point from which he returns, and while returning to his train, a fusee burning red must be placed at such points or times as may be necessary to ensure full protection. A fusee burning red must be left at the point from which the train moves.

When curvature, weather or other conditions require, or when snow plows or flangers may be running, extra precaution must be taken.

Flagmen must each be equipped for day time with:

A red flag on a staff,

At least eight torpedoes and

Seven red fusees.

For night time and when weather or other conditions obscure day signals,

A white light,

A supply of matches,

At least eight torpedoes and

Seven red fusees.

A train should not stop between stations at a place where the view from following trains is obstructed if it can be avoided.

Conductors and enginemen are responsible for the protection of their trains.

PROTECTION OF IMPASSABLE OR SLOW TRACK

40. (a) Before undertaking any work which may render the main track unsafe for movements at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman with flagman's signals in each direction at least 2000 yards from the defective or working point.

(b) After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

(c) Flagman must not return until recalled or relieved.

(d) If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.

(e) On the approach of a train flagman must display stop signals, using lighted fusees at night or in obscure weather.

(f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.

(g) Flagmen must each be equipped for day time with:

A red flag on a staff,

At least eight torpedoes and

Seven red fusees.

For night time and when weather or other conditions obscure day signals,

- A red light,
- A white light,
- A supply of matches,
- At least eight torpedoes and
- Seven red fuses.

41. On subdivisions or portions thereof specified in the time table or special instructions, Rule 40 may be modified as follows:

(a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the defective or working point, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also:

(b) By day place a yellow over red flag and in addition, by night, a yellow light and a red light at least 2000 yards in each direction from the defective or working point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals.

(c) Trains approaching the signals prescribed by clause (b) must stop, replace the torpedoes and proceed to the red signal prescribed by clause (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in the clear view of the engineman.

NOTE: The red signal must be not removed except as authorized by the foreman in charge.

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

43. When the nature of the defect does not require stop to be made, and after speed restriction has been placed by train order and the foreman so advised, Rules 40 and 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:

(b) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.

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

44. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, Rule 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light 200 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:

(b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:

(c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.

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

(f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by Rule 43.

45. In providing protection each main track must be regarded as a track upon which trains may run in either direction. Where two main tracks are on the same roadbed, flags and lights required to be placed to the right of the track as seen from an approaching train under Rules 41-44 inclusive must be placed to the outside of the track affected and not between the two main tracks.

46. When flags or lights are placed as set forth in Rules 41-45 inclusive they will be mounted on staffs and elevated so there will be an unobstructed view of them from an approaching train.

47. Where the use of torpedoes is required, duplicates should be placed on the opposite rail to explode simultaneously.

48. Torpedoes must not be placed near stations nor on public crossings at grade.

49. A sign bearing figures indicating permissible speeds, or the word SLOW, placed at the side of the track will indicate a permanent slow order; its location and speeds permitted will be specified in the time table or special instructions.

50. In making Terminal Air Brake tests on passenger trains we will be governed by Rule 11(c) of Rules & Instructions Governing Operation, Inspection and Maintenance of Air Brake and Air Signal Equipment Handling Locomotives, Dynamic Braking, Train Handling General Rules which reads as follows:

When making terminal air tests the signal to apply or release brakes on passenger or freight trains will be given by radio or hand signals. On passenger trains before or after the air test has been completed, an air signal will be given from the last car and then determine that the signal was received on the locomotive.

Accordingly, hand signals or radio instructions will be used in performance of terminal air brake tests for passenger trains. Communicating whistle signal 16(m) may be used for the final release only on completion of test.

51. At the sidings listed below, there are spring switches with a spring switch light on a separate mast. When this light displays a lunar aspect, it means the spring switch is in normal operating condition. When the light displays a red aspect, Consolidated Code Rule No. 104 (H) applies. The spring switch light, when displaying a lunar aspect, is not to be confused with the lunar aspect as shown in Consolidated Code Rule 240N.

Conkelley, Montana	End of double track
Whitefish, Montana	West end
Vista, Montana	East and west end
Lupfer, Montana	East and west end
Radnor, Montana	East and west end
Stryker, Montana	East and west end
Trego, Montana	East and west end
Fortine, Montana	East end
Eureka, Montana	East and west end
Rexford, Montana	East and west end
Ural, Montana	East and west end
Volcour, Montana	East and west end
Ripley, Montana	East and west end
Yakt, Montana	East and west end
Leonia, Montana	East and west end
Bonnors Ferry, Idaho	West end
Naples, Idaho	East and west end
Elmira, Idaho	East and west end
Colburn, Idaho	East and west end
Sandpoint, Idaho	East and west end
Laclede, Idaho	East and west end
Newport, Washington	West end
Scotia, Washington	East and west end
Camden, Washington	East and west end
Milan, Washington	East and west end
Lyons, Washington	East and west end

Fairchild, Washington	East and west end
Espanola, Washington	East and west end
Edwall, Washington	East and west end
Odessa, Washington	East and west end
Irby, Washington	East and west end
Wilson Creek, Washington	East and west end
Stratford, Washington	East and west end
Adrian, Washington	East and west end

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Conkelley and Troy	79 MPH	60 MPH

2. SPEED RESTRICTIONS

Columbia Falls.....Trains 31 and 32 passing station.....45 MPH

3. TRAIN REGISTER EXCEPTIONS.

Troy First Class Trains register by ticket.

Register of regular trains Whitefish will cover their arrival at Conkelley.

4. CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83(B).

All trains must obtain clearance Form A at Whitefish.

Whitefish—Montana Division trains must secure their Montana Division clearance at Whitefish which will clear their train at Conkelley.

Rule 83-B does not apply to westward trains at Conkelley.

5. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

Tobacco

West siding switch controlled by operator at Eureka.

6. At Libby when an eastward train is required by rule or train order to take siding for a superior train, if the eastward governing signal at west switch of siding displays an indication to proceed such train is authorized to proceed on main track to the train order signal.

7. CONDITIONAL PASSENGER STOPS.

No's. 31 and 32 will stop at Libby to receive or discharge revenue passengers from or to points Minot and east or from or to points Spokane and west where scheduled to stop.

8. CROSSOVERS ON DOUBLE TRACK.

FACING POINT	TRAILING POINT
Columbia Falls, east crossover	Columbia Falls, west crossover
	Half Moon

9. AUTOMATIC INTERLOCKINGS.

Conkelley

Whitefish

End of double track.

End of double track.

10. Plum Creek Plywood Mill, Columbia Falls. Spur must not be used for switching. When switching required, cars must be pulled from this track, switch lined back for the wye and switching will be done at south wye switch. When placing cars on this track air must be cut into cars and air brakes operating.

11. Consolidated Code Rules 251, 252, 253 and 254 are in effect on the double track between Conkelley and Whitefish.

Westward extra trains from Montana Division will not require a running order.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Troy and Fort Wright	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Between Albeni Falls Spur and Diamond Match Mill.... 10 MPH

Mead, over switches and frogs on curves Aluminum Plant

5 MPH

Spokane, all trains approach crossover east of bridge 270, and crossover west of Howard Street at reduced speed.

Spokane, public crossing Howard Street

12 MPH

other public crossings

20 MPH

3. TRAIN REGISTER EXCEPTIONS.

Ft. Wright all trains will register by ticket.

Spokane, only first class trains and trains originating or terminating at passenger station will register.

Troy and Hillyard, First class trains register by ticket.

Register of regular trains at Hillyard will cover their arrival at Dean.

4. Rules 251, 252, 253 and 254 apply on Eastward and Westward tracks between Fort Wright and Dean for train movements with the current of traffic.

Trains at Mead must not enter main track until permission is received from operator or train dispatcher. At Dean, a proceed indication on Eastward absolute signal at end of double track will confer authority to Eastward inferior trains to run ahead of Eastward superior trains to station Dean.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Fort Wright Rule 83(B) does not apply.

Spokane first class trains must obtain clearance.

6. CROSSOVERS ON DOUBLE TRACK.

Facing point.	Trailing point.
MP 1477.22 east of Br. 270, Spokane.	MP 1476 east of UP. RR. crossing, Spokane.
MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.	MP 1476.69 on Br. 269, Spokane.
	MP 1477.12 east of Br. 270, Spokane.
	MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.
	MP 1478.41 west of Br. 273, Spokane.
	MP 1467.2 east of East Switch Mead

7. MANUAL INTERLOCKING.

Fort Wright

End of double track and SP&S Ry Jet.

Whistle signals for routes:

Main Track GN Ry	1 short, 1 long.
Main Track SP&S Ry	1 long, 1 short.
Siding GN Ry	2 long, 1 short.

8. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Troy

west siding switch controlled by operator at depot.

HILLYARD.....End of double track and yard lead switches east and west of yard controlled by operator in yard office.

The interlocking limits on main track extend from the westward absolute signals at east end of yard to eastward absolute signals at west end of yard.

After receiving proper signal indication and entering interlocking signal limits at east and west end Hillyard, switching movements may be made between these interlocking signals and Rule 612 will not apply.

Whistle signals for routes west end of yard:

Eastward trains,
To main track 1 long, 1 short, 1 long.
To yard 1 long, 1 short.
Westward trains,
To westward main track 1 long.
To eastward main track 2 long, 1 short.

9. AUTOMATIC INTERLOCKINGS.

U.P.R.R. crossing 1.19 miles east of Spokane.

Push buttons located on absolute signals of all main track routes may be operated to obtain signal indication for a reverse movement. Push button emergency release is located near crossing and instructions are posted in box. Switch to the S.I. interchange just west of the crossing is electrically locked.

Dean End of double track.

10. Spokane, City Ordinance prohibits sounding engine whistle within city limits, except to prevent accident not otherwise avoidable or to signal an interlocking, or to communicate with a flagman.
11. Crews will stop all cars, locomotives or other equipment before entering the Post Office Terminal Building at Spokane, Washington.
12. Due to low clearances overhead on coke unloading track at unloading building at Kaiser Aluminum Company Plant, Mead, Washington, this track is not to be used for any purpose other than handling of coke cars.

THIRD SUBDIVISION (Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fort Wright and Wenatchee	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Between Fairchild and Geiger Field:

All trains on straight track.....	15 MPH
on curves and public crossings.....	8 MPH
Ephrata, 2.2 miles east of, Air Base Washington spur..	8 MPH

3. At Fairchild Air Force Base, where Great Northern Railway spur track crosses the approach of the NE-SW airplane runway, two-color light signals, one each direction, displaying red above red for "Stop", and yellow above red for "Proceed", are under the control of operator at Air Base Tower, governing train and engine movements across runway approach.

If signal indicates "Stop" and does not change to "Proceed" within reasonable length of time and no evidence that runway is to be used by planes, trainmen will use air police telephone located at Gates 21 and 22 on the East fence of Fairchild Air Force Base to call air police telephone switchboard and ask for base operations dispatcher, who, in turn, will secure information and advise train crew members whether or not they are to proceed on a "Stop" signal.

Fairchild Air Base Hospital crossing must not be blocked in excess of ten minutes.

4. TRAIN REGISTER EXCEPTIONS.

Fort Wright, all trains register by ticket.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Fort Wright Rule 83(B) does not apply.

Within CTC district Rule 83(B) does not apply, except at Wenatchee, and running orders are not required.

6. CROSSOVERS ON DOUBLE TRACK.

Facing point.	Trailing point.
350' east of depot, Harrington.	MP 1535.6—7.31 miles west of Harrington.
ton.	MP 1539—4.38 miles east of Lamona.

7. MANUAL INTERLOCKING.

Fort Wright End of double track and SP&S Ry Jct.
Whistle signals for routes:
Fort Wright:
Main Track GN Ry 1 short, 1 long.
Main Track SP&S Ry 1 long, 1 short.
Siding GN Ry 2 long, 1 short.

8. AUTOMATIC INTERLOCKINGS.

Bluestem dual control switch end of double track.
Lamona dual control switch end of double track.

9. Peshastin Lumber and Box Co. spur located at MP 1645.9, one mile east of crossover at east end of Wenatchee, main track switch not equipped with electric lock, Rule 268(A) applies.
10. At Wenatchee, engine whistle must not be sounded except to prevent an accident not otherwise avoidable.

FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH, TENTH, ELEVENTH AND TWELFTH SUBDIVISIONS

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	
Columbia Falls and Somers.....	40 MPH
Bonnors Ferry and Port Hill.....	10 MPH
Troup Jct. and Dean	85 MPH
Kettle Falls and Republic	80 MPH
Spokane and Coeur d'Alene.....	25 MPH
Spokane and Moscow	25 MPH
Spring Valley and Manning.....	25 MPH
Wenatchee and Keremeos	50 MPH
Columbia River and Mansfield	30 MPH

2. SPEED RESTRICTIONS.

Kalispell, over main street crossing.....	5 MPH
Northport, wye track.....	8 MPH
Dolomite, spur tracks.....	10 MPH
Northport to Troup Jct., handling logs.....	15 MPH
Kettle Falls to Dean, handling ore.....	80 MPH
Spokane, Crestline St., UP and Milw. crossings.....	15 MPH
Millwood, public crossing	4 MPH
Moscow, through city limits.....	10 MPH

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Great Northern Clearance Form A received at Nelson will clear train at Troup Jct. Kettle Falls, all trains must obtain Clearance Form A.

Sixth subdivisions trains destined Coeur d'Alene must obtain Milwaukee clearance at Spokane, returning obtain Milwaukee clearance at Coeur d'Alene.

Ninth subdivision trains destined Moscow will obtain their U. P. clearance at Dishman, on return trip obtain U. P. clearance at Fairfield.

4. ENGINE RESTRICTIONS.

Between Bonnors Ferry and Port Hill GP-7 and GP-9 class heaviest permitted, additional units must be separated by not less than 5 cars. Also empty buffer car to be used behind these engines when operated on K. V. line.

5. RESTRICTED CLEARANCES.

Bridges C 7.7, 7.8 and 7.9 3200 feet west of Millwood, restricted side clearance.

Spokane, bridges 1.3 and 1.6 will not clear man on top or side of engine or car.

Post Falls, Idaho, restricted side and overhead clearance at the chip loader, Post Falls Lumber Co. Spur. The lateral restricted clearance extends for 250 feet parallel to the track on this spur, employes must be extremely careful in this area.

6. Train movements between N.P. Crossing and Dishman will be governed by remote controlled signals at N.P. Crossing, at east and west ends of new yard, and east end of siding at Dishman.

Indications of these signals supersede the superiority of trains between these points. When a Stop-indication is displayed on one of the signals a member of the crew must communicate with the operator and be governed by his instructions in accordance with Rule 509.

7. Northport-Waneta, Laurier-Danville, Orville-Keremeos trains must not pass International Border without permission of Customs and Immigration Inspectors.
8. Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Troup Junction and Boundary, U.S., between Laurier, Wash. and Danville, Wash. and between Keremeos and Chopaka.
9. Coeur d'Alene, 11th Street and Mullan Ave., 15th Street and Mullan Ave. Crossings, train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.
Coeur d'Alene, train and engines must stop and sound two blasts of engine whistle before proceeding over Diamond Drill crossing. Spokane, Trent Avenue crossing protected by watchman 7:00 AM to 11:00 PM daily, outside these hours a member of the crew must be on the ground at crossing to protect the movement.
10. **MANUAL INTERLOCKINGS.**
NP Crossing, 1.86 miles east of Spokane. Whistle signal for G.N. to U.P. main track, two long 1 short. Trains from Seventh subdivision to U.P. tracks will be governed by dwarf signal at base of westward two-arm interlocking signal.
11. **GATE PROTECTED RAILROAD CROSSINGS.**
U.P.R.R. Crossing 0.57 miles west of Thornton, normal position of gate is stop for Great Northern.
12. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between points shown below.

One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.
These instructions apply between the following points and train order Form Z is not required.

Between Columbia Falls and Somers.
Bonners Ferry and Port Hill
Spokane and Spokane Bridge
U. P. Junction at Fairfield and Moscow
Spring Valley and Manning
Wenatchee and Chopaka
Columbia River and Mansfield

SPEED TABLE

Time Per Mile		Miles	Time Per Mile		Miles
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
		46	1	18	46.2
		47	1	20	45.0
		48	1	22	43.9
		49	1	24	42.9
		50	1	26	41.9
		51	1	28	40.9
		52	1	30	40.0
		53	1	33	38.7
		54	1	36	37.5
		55	1	39	36.4
		56	1	42	35.3
		57	1	45	34.3
		58	1	50	32.7
		59	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.8	2	40	22.5
1	5	55.4	8	—	20.0
1	6	54.5	8	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
First Subdivision				Sixth Subdivision			
01591	Anaconda Aluminum Co. Storage Track.....			62631	Northwest Tbr. Co.....	16	East
	0.73 mile west of end double track Conkelley.....	114	Both	62629	Atlas.....	37	Both
01596	Half Moon.....	46	West	62626	Huetter—connection to N.P. Railway.....		
	4.70 miles east Whitefish.....		ew trk	62623	Post Falls.....	15	Both
01696	Warland Pit (Three Tracks).....	92	Both	62623	Post Falls Lumber Co.....	6	Both
	W. R. Grace Co. Siding.....	49	East	62624	Idaho Veneer Co.....	14	West
Second Subdivision				62615	Liberty Lake.....	6	East
01756	Katka Spur.....	18	East	62613	Greenacres.....	8	Both
01761	Crossport Spur.....	15	East	62611	Carders.....	15	Both
01765	Idaho-Boyd Conlee Spur.....	35	West	62607	Millwood.....	5	East
01772	Moravia.....	21	East	62606	Orchard Ave.....	9	Both
01791	Emerson Spur.....	58	West	62604	Parkwater.....	60	Both
01792	Pack River Lumber Co.....	15	West		4.40 miles east Spokane.....	4	Both
61906	Dover connection to S. I. Ry.....	19	East	Seventh Subdivision			
61924	Hedlund Lumber Co. Spur.....	16	West	62176	South Nelson.....	24	Both
61928	Albeni Falls Spur.....	21	East	62165	Hall.....	14	Both
61935	Penrith Spur.....	19	East	62158	Ymir.....	9	West
61949	Elk—storage tracks.....	21	East	62156	Hardy Lbr. Co. Ltd. Spur.....	16	West
61966	Davies Spur.....	34	East	62154	Boulder Mill.....	9	Both
Third Subdivision				62148	Erie.....	11	Both
01879	Highland Rock Quarry.....	72	East	62145	Meadows.....	20	Both
01896	Geiger Field.....			62143	Benton Spur.....	6	West
	9.3 miles off east end siding Fairchild.....	Yard	West	62140	Parks.....	8	Both
01899	Waukon.....	55	Both		10.02 miles west Salmo.....	9	Both
01909	Canby.....	29	Both		8.83 miles west Salmo.....	8	Both
01928	Mohler.....	55	Both	62141	Hearn Bros Spur.....	3	East
01932	Downs.....	49	Both	62136	ATCO Spur.....	3	West
01942	Nemo.....	22	Both	62135	Fruitvale.....	27	Both
01963	Marlin.....	39	Both	62132	Equipment Spur.....	3	West
01991	Air Base, Washington.....	Yard	East	62130	Columbia Gardens.....	11	Both
01994	Olson Spur.....	32	Both	62129	CM&SCO. Spur.....		
02003	Winchester.....	175	Both		0.67 miles east Intl. Bdy. at Waneta, B.C.....	32	East
02023	Gravel Spur.....	53	West	62127	West Kootenay Power & Light Co. Ldg.....	5	Both
02033	Voltage.....	32	Both	62112	Janni Spur.....	11	West
02036	Alcoa Spur.....			62110	Cameron Spur.....	17	East
	1.23 miles west of Rock Island 6,954 feet long and yard.....		West	62107	Marble.....	37	Both
02037	Kawecki Chemical Co.....	19	East	62105	Dolomite Quarry Spur.....		
02041	Peshastin Lbr. & Box, Inc.....	11	West		9.50 miles west Northport Including Trackage Spokane-Portland Cement Co. Private Yard.....	251	West
Fourth Subdivision				62077	Palmer.....	12	Both
61602	LP Gas Service Co. Spur.....	4	East	62067	Arden.....	47	Both
61602	Rocky Mtn. Lbr. Co. Spur.....	9	East	62059	Addy.....	17	Both
61610	Associated Seed Growers.....	6	East	62056	Blue Creek.....	18	Both
61611	Montana Saw Service Co. Spur.....	5	East	62041	Kulzers Spur.....	6	East
61612	C&C Plywood Corp.....	27	Both	62040	North American Non Metallics Spur.....	4	East
61613	Northwestern Lbr. Co. Spur.....	47	East		2.02 miles west Valley.....		
61614	Carter Oil Co. Spur.....	9	East	62034	Cline.....	18	Both
	1.30 miles east Kalispell.....			62033	Silica Sand Co. Spur.....	8	West
	Interchange Track.....	27	Both	62032	Springdale.....	20	East
	0.16 miles west west wye switch, Kalispell.....		West	62026	Loon Lake Gravel Spur.....	40	East
	Forest Products Co. Spur.....	6	West	62018	Clayton.....	14	West
61619	Monarch Lbr. Co.....	8	East		5.28 miles east Deer Park.....		
61621	Erickson Bros. Spur.....	4	East	Eighth Subdivision			
61622	Balls Crossing.....	11	East		Boise Cascade Spur.....	36	East
Fifth Subdivision				62205	Harter Lumber Co.....	10	Both
61802	Quarry Spur.....	4	West	62207	Matneys Spur.....	4	East
61804	Allen's Spur.....	6	East	62211	Spokane-Portland Cement Co. Spur.....	9	East
61807	Ritz.....	15	Both	62222	Dulwich.....	35	Both
61811	Watson's Spur.....	2	West	62228	Gold Stake.....	13	Both
61813	DeVoignes Spur.....	4	East	62245	Consolidated Mining and Smelting Co. Spur.....		
61814	Camp 5 Spur.....	11	Both		1.11 miles east Grand Forks.....	12	West
61815	Seelover's Spur.....	2	East	62265	Malo.....	33	Both
61816	Copeland.....	25	Both	62272	Pollard.....	18	Both
61817	Dehlbon Spur.....	4	West	62276	Torboy.....	34	Both
61818	Edward's Spur.....	9	West	62277	San Poil Spur.....	21	East
61819	Camp 8.....	18	Both		4.00 miles east Republic.....		
61821	Harper's Spur.....	4	West		5.30 miles west Curlew.....		
61822	Houck's Spur.....	4	West		8.60 miles east Republic.....		
61824	K. V. Farm Spur.....	5	West		4.91 miles east Republic.....		
	24.61 miles east Bonners Ferry.....				6.08 miles east Laurier.....		

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE—Continued

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens		
Ninth Subdivision				Tenth Subdivision					
63691	Estes.....	3.22 miles west Moscow.....	15	Both	63811	Balder.....	4.76 miles east Rosalia.....	13	Both
63686	Viola.....	7.87 miles west Moscow.....	27	Both	63803	Rollins.....	2.54 miles east Spring Valley.....	11	East
63675	Grinnell.....	4.91 miles west Palouse.....	11	Both					
63665	Crabtree.....	4.06 miles west Garfield.....	9	Both	Eleventh Subdivision				
63661	Sokulk.....	4.26 miles east Oakesdale.....	18	Both	66872	Luttin Spur.....	1.81 miles north of Cawston.....	4	North
63660	Longwill.....	2.88 miles east Oakesdale.....	5	East	66829	Taylor Spur.....	4.09 miles north of Ellisforde.....	19	Both
63651	Seabury.....	5.60 miles west Oakesdale.....	12	Both	66826	Larrabee Industry.....	0.76 mile north of Ellisforde.....	9	Both
63649	Fairbanks.....	5.26 miles east Spring Valley.....	20	Both	66824	Howard Appel Spur.....	1.18 mile south of Ellisforde.....	1	South
63640	Jefferson.....	3.48 miles west Spring Valley.....	6	Both	66823	Thornton Spur.....	3.47 miles north of Tonasket.....	8	Both
63638	Waverly.....	5.98 miles west Spring Valley.....	31	Both	66808	Tunk Creek Spur.....	1.05 miles south of Barker.....	8	Both
63635	Mt. Hope Industrial Spur.....	8.91 miles west Spring Valley.....	17	Both	66809	Braker Spur.....	1.23 miles south of Brewster.....	5	South
63635	Old West Fairfield.....	.....	24	Both	66750	Wells Dam Spur.....	0.91 miles north of Azwell.....	40	North
63635	Old Mt. Hope.....	.....	16	East	66707	Rocky Reach.....	4.22 miles north of Olds.....	46	South
63605	Dishman.....	6.52 miles east Spokane.....	21	West					
	Includes Spear.....	.....						

