

**COMPANY SURGEONS**

- \*Dr. Abbott Skinner, Chief Medical Officer ..... St. Paul
- \*Dr. Hugo F. Schroeckenstein, Asst. to  
Chief Medical Officer ..... St. Paul
- Dr. David A. Burlingame,  
Roentgenologist ..... St. Paul
- Dr. T. B. Moore ..... Kalispell, Montana
- Dr. W. F. Bennett ..... Columbia Falls, Montana
- \*Dr. Bruce C. McIntyre ..... Whitefish, Montana
- \*Dr. Jerrold E. Johnson ..... Whitefish, Montana
- Dr. Robert D. MacKenzie ..... Libby, Montana
- Dr. William T. Matthews ..... Libby, Montana
- \*Dr. Clifford J. Edwards ..... Bonners Ferry, Idaho
- Dr. Franz H. Siemsen ..... Sandpoint, Idaho
- Dr. R. B. Morrow ..... Newport, Wash.
- \*Dr. E. B. Coulter ..... Spokane, Wash.
- Dr. Robert J. Albl ..... Hillyard, Wash.
- Dr. Roy S. Lowell ..... Colville, Wash.
- \*Dr. John C. Carpenter ..... Nelson, B. C.
- \*Dr. Arthur L. Ludwick ..... Wenatchee, Wash.
- \*Dr. Wayne L. Piper ..... Ephrata, Wash.
- \*Dr. Jesse Q. Sewell ..... Harrington, Wash.
- Dr. R. V. Kinzie ..... Tonasket, Wash.
- Dr. H. B. Stout ..... Brewster, Wash.
- \*Dr. J. W. Kegley ..... Okanogan, Wash.

\*Designates also Examining Surgeon.

**OPHTHALMOLOGIST  
(Eye Doctors)**

- Dr. H. D. Huggins ..... Kalispell, Montana
- Dr. Philip B. Greene ..... Spokane, Wash.
- Dr. C. K. Miller ..... Wenatchee, Wash.

- D. E. PARKS, Asst. Superintendent.
- R. C. TANGUY, Asst. Superintendent.
- D. H. CARPENTER, Chief Dispatcher.
- R. J. SEELEY, Master Mechanic.
- D. S. NELSON, Trainmaster.
- V. W. BICE, Trainmaster.
- P. A. FREUEN, Trainmaster.
- J. M. ANDERSON, Trainmaster.
- J. L. GARRITY, Traveling Engineer.
- G. T. LITTON, Traveling Engineer.
- V. E. NELSON, Traveling Engineer.

**GREAT NORTHERN  
RAILWAY COMPANY**

**SPOKANE  
DIVISION  
TIME  
TABLE**

RECEIVED

OCT 28 1967

**2**

BOARD OF TRANSPORT  
Commissioners -

**EFFECTIVE 2:00 A. M.  
MOUNTAIN STANDARD TIME  
PACIFIC STANDARD TIME**

**Sunday, October 29, 1967**

**MOUNTAIN STANDARD TIME GOVERNS FIRST  
AND FOURTH SUBDIVISIONS**

**PACIFIC STANDARD TIME GOVERNS SECOND,  
THIRD, FIFTH, SIXTH, SEVENTH, EIGHTH,  
NINTH, TENTH, ELEVENTH AND  
TWELFTH SUBDIVISIONS.**

**E. C. COAN, Superintendent.  
C. M. RASMUSSEN, General Manager.  
H. J. SURLES  
General Superintendent Transportation.**

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Distance from Conkely	MOUNTAIN STANDARD TIME		Telegraph Calls	Distance from Troy	SIGNS	FIRST CLASS		SECOND CLASS		
	Siding	Other Tracks	31	27		Time Table No. 2					32	28	494	490	492
			Daily	Daily		Effective October 29, 1967					Daily	Daily	Daily	Daily	Daily
01590		176	6.16Pm	8.32Am			CONKELLEY		144.97	AP	A 6.18Am	A 2.28Pm	A 10.20Am	A 7.10Pm	A 3.25Am
01592	79	240	6.19 s 6.30	8.42 9.00	2.85	Dbl. Track	COLUMBIA FALLS	CF	142.12	TCJYXP WQ	6.13 s 6.05	2.25 2.10	10.15 10.00	7.05 6.45	3.18 3.00
01601	Yard	1733	6.35	9.10	10.48		WHITEFISH	WF	134.49	ACKRWP YBFTZQ	6.00	2.00	8.50	6.15	1.40
01607	147		6.41	9.16	15.87		VISTA		129.10	P	5.46	1.48	8.40	6.06	1.25
01613	188	14	6.48	9.23	22.20		LUPFER		122.08	P	5.39	1.40	8.30	5.45	1.15
01618		98	6.54 f	9.31	27.75		OLNEY		117.22	P	5.31	f 1.32	8.20	5.35	1.05
01624	138	17	7.00	9.38	33.52		RADNOR		111.45	P	5.24	1.22	8.10	5.20	1.25
01681	W104 E 112	17	7.08 f	9.47	40.50		STRYKER	SY	104.38	CPTWQ	5.15	f 1.14	8.00	5.08	1.24
01637	135	34	7.15 f	9.57	46.59		TREGO		98.38	P	5.08	f 1.04	7.45	4.54	1.25
01642	130	30	7.20 f	10.06	51.18		FORTINE	FR	93.79	OPW	5.01	f 12.56	7.23	4.45	12.10Am
01648	127	76	7.27	10.12	57.10		TOBACCO		87.87	PI	4.54	12.46	7.01	4.37	11.50
01654	149	68	7.35 s	10.22	62.86		EUREKA	KA	82.11	CPWQ	4.48	s 12.39	6.50	4.30	11.35
01662	168	297	7.45 f	10.33	71.74		REXFORD	RD	73.23	OPTW	4.39	f 12.24	6.30	4.15	11.20
01672	126	23	7.57	10.45	82.62		STONEHILL		62.35	P	4.27	12.11Pm	6.10	3.57	11.05
01684	138	4	8.10	10.57	93.69		URAL		51.28	P	4.15	11.58	5.50	3.20	10.50
01689	126	4	8.15	11.02	98.04		VOLCOUR	VR	46.33	OPWQ	4.10	11.52	5.40	3.00	10.42
01697	137		8.25	11.10	106.45		YARNELL		38.52	P	4.02	11.44	5.30	2.50	10.30
01710	150	3	8.39	11.25	119.55		RIPLEY		25.42	P	3.48	11.25	5.10	2.35	10.12
01718	174	328	8.50 s	11.39	126.79		LIBBY	CK	18.18	CPWQZY	3.36	s 11.15	5.01	2.10	10.00
01729	166		9.02	11.49	137.81		KOOTENAI FALLS		7.16	P	3.19	10.57	4.45	1.45	9.45
01736	279	451	A 9.15Pm	A 12.01Pm	144.97		TROY	UX	0.00	CRPBKI TYWQ	3.10Am	10.50Am	4.30Am	1.30Pm	9.30Pm
			2.59 48.6	3.29 41.6			Time Over Subdivision Average Speed Per Hour				3.08 46.3	3.38 39.9	5.50 24.9	5.40 25.6	5.55 24.5

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Columbia Falls	MOUNTAIN STANDARD TIME		Telegraph Calls	SIGNS
			Time Table No. 2			
			Effective October 29, 1967			
01593	240	0.00	COLUMBIA FALLS		CF	CJYXPT WQ
01605	44	5.46	LA SALLE			
01617	427	14.40	KALISPELL		K	OPWYZ
01625	Yard	24.85	SOMERS			Y

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.

See page 9 for CONDITIONAL STOPS

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD 3**

Station Numbers	Car Capacity		FIRST CLASS					Distance from Ferry	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME	Telegraph Calls	Distance from Fort Wright	SIGNS	FIRST CLASS				SECOND CLASS	
	Sidings	Other Tracks	1	31	45	5	27						46	28	2	32	490	492
			S. P. & B. No. 1	S. P. & S. No. 8	TOFC	Daily	Daily						Daily	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 10.05Am	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	CPJWQY		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
61908	105	391		9.39			12.35	65.23	SANDPOINT	B	76.85	CPTJZ WQY		s 8.20		12.43	7.52	6.02
01917	124	16		9.53			12.50	78.68	LACLEDE		63.60	P		8.02		12.29	7.32	5.40
01921		110		9.58			12.55	83.29	THAMA		58.70	P		7.57		12.24	7.25	5.32
01926	67	105		10.02			s 1.00	88.83	PRIEST RIVER	MC	55.25	OP		s 7.53		12.19	7.19	5.25
01931	120	242		10.10			s 1.12	93.40	NEWPORT	NR	48.68	CPJWQY		s 7.43		12.12	7.08	5.10
61930	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
01958	121	31		10.35			1.38	115.07	MILAN		27.01	P		7.18		11.47	6.35	4.35
01968		52		10.47			1.50	125.45	DEAN	DF	16.63	ACPYJ		7.05		11.35	6.20	4.20
01986		171		10.53			1.55	129.68	MEAD		12.40	PX CBRKPT WIZYFQ		7.01		11.29	6.11	4.11
61972		3519		11.01			f 2.01	134.57	HILLYARD	HU	7.51			f 6.55		11.25	6.00Am	4.00Pm
				11.08			2.08	138.16	U. P. R. R. Cross'g		3.92	AMPXY		6.45		11.15		
61977		621		11.40pm	11.15	9.30pm	9.15pm	2.15	SPOKANE	Q	2.74	RKBCPJ YXZWTQ		A 5.40Am	6.40	A 9.50pm	11.10	
				11.45		3.00	3.00	139.34	DOUBLE TRACK					6.10	10.40			
61980	68	37		11.46pm	11.55pm	9.40pm	9.20pm	142.08	FORT WRIGHT	FW	0.00	CPYRIJ TQ		5.30am	6.00Am	9.40pm	10.33pm	
				.06	3.40	.10	.05	4.00	Time Over Subdivision					.10	3.45	.10	3.37	4.05
				27.4	38.7	16.4	32.9	35.5	Average Speed Per Hour					16.4	37.0	16.4	39.3	33.0

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					Distance from Bonners Ferry	Telegraph Calls	SIGNS
		STATIONS							
		1	31	45	5	27			
61824	16			FORT HILL		26.95			
01767	177			BONNERS FERRY		0.00	BY	CPJWQY	

**WESTWARD SIXTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME					Distance from Spokane	Telegraph Calls	SIGNS
		STATIONS							
		SECOND CLASS	96	Daily Ex. Sun.	DAILY	96			
61976			8.00Am	0.00	SPOKANE	0.00	Q	RKBCPJ XZWTQ	
62618	18	A	9.30Am	18.29	SPOKANE BRIDGE		J		

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

Station Numbers	Capacity of Tracks	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME					Distance from Spokane	Telegraph Calls	SIGNS
		STATIONS							
		SECOND CLASS	96	Daily Ex. Sun.	DAILY	96			
62680	60		10.30Am	30.62	GIBBS		JZY	A 3.00pm	
62682		A	10.50Am	31.66	COEUR D'ALENE		CA	ORYJZWT 2.50pm	
			2.50	11.1	Time Over Subdivision			2.20	
					Average Speed Per Hour			12.7	

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				
	Siding	Other Tracks	31	5	27							28	32	492	494			
			Daily	Daily Ex. Sat.	Daily							Daily	Daily	Daily				
01880	67	36	11.55 <sup>pm</sup>	9.20 <sup>pm</sup>	3.05 <sup>pm</sup>	0.00	FORT WRIGHT	FW	171.63	CLJPQRTY	A	6.00 <sup>Am</sup>	A	10.33 <sup>pm</sup>	A	9.30 <sup>Am</sup>	A	1.00 <sup>pm</sup>
01880	67	6	12.04 <sup>Am</sup>	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	16.00	FAIRCHILD	NA	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 <sup>32</sup>	3.42	81.32	EDWALL	WH	140.31	OPQW		5.19	9.55 <sup>5</sup>	8.45	12.12 <sup>pm</sup>			
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	47.93	HARRINGTON	HR	123.70	CPQWX		5.00	9.35	8.16	11.40			
01987		89	1.02	10.29	4.15	62.02	LAMONA		108.61	AP		4.44	9.19	7.54	11.15			
01947	134	125	1.12	10.39	4.25	72.24	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	94.24	WILSON CREEK	WK	75.39	OPQW		4.09	8.47	7.07	10.20			
01973	129	29	1.42	11.10	4.56	104.05	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 <sup>v</sup>	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 <sup>u</sup>	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	36.90	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	12.20 <sup>Am</sup>	6.15	164.73	MALAGA	MA	6.90	OP								
02045		2692	A 3.10 <sup>Am</sup>	A 12.35 <sup>Am</sup>	A 6.30 <sup>pm</sup>	171.63	WENATCHEE	WC	0.00	BCFJKP QRTWYZ		2.20 <sup>Am</sup>	7.18 <sup>pm</sup>	5.00 <sup>Am</sup>	8.00 <sup>Am</sup>			
			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	4.30 88.1	5.00 84.3			

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 Number	Car Capacity		Time Table No. 2 Effective October 29, 1967 Pacific Standard Time	Telegraph Calls	Distance from Dean	SIGNS
	Sidings	Other Tracks				
STATIONS						
62185			NELSON	BC	185.79	OWP
<b>BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES</b>						
62150			TROUP JUNCTION 5.45		180.81	TPJ
62151	72		SALMO 29.71	SI	180.00	OP
62128	27		WANETA, B. C. 24.42		128.18	P
62124	40		BOUNDARY, U. S. 2.11		134.07	
62115	60	46	NORTHPORT 8.81	NP	115.26	OPWX
62108	42		DOLOMITE 9.50		108.78	P
62002	88	104	EVANS 14.10		91.66	P
62081	318		KETTLE FALLS 9.92	MY	81.74	YRKWB OFTJPZ
62073	107		COLVILLE 8.48	VD	78.26	OP
62060	79	107	CHEWELAH 22.95	CH	40.81	OPZY
62043	81	23	VALLEY 7.71	VY	42.90	OP
62025	40		LOON LAKE 15.05		34.55	P
62012	50	44	DEER PARK 12.07	DE	12.48	OPY
61968	62		DEAN 12.48	DF	0.00	ACJPY

**WESTWARD TENTH SUBDIVISION EASTWARD**

Station Number	Capacity of Tracks	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME	Distance from Spring Valley	Telegraph Calls	SIGNS
63831	6	MANNING	81.08		
63825	08	STREPTOE 6.48	24.88		
63820	28	CASHUP 3.01	19.67		
63815	28	THORNTON 4.20	15.37		
63806	30	ROSALIA 9.60	8.77	EO	OPJW
63644	80	SPRING VALLEY 8.77	0.00		JT

**WESTWARD EIGHTH SUBDIVISION EASTWARD 5**

Station Number	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 4.70	MY	ORKBJF TYPZW
62204	167	4.70	WEST KETTLE FALLS 7.30		P
62213	24	12.09	BOYDS 5.80		P
62217	25	17.48	BARSTOW		
62234	18	34.67	Laurier, Wash. 17.19		P
62246	4	48.01	Grand Forks, B. C. 11.34		JT
62249	18	49.12	Danville, Wash. 3.11		P
62259	62	59.62	CURLEW 21.20		P
62280	75	80.72	REPUBLIC	E	OTW

**WESTWARD NINTH SUBDIVISION EASTWARD**

Station Number	Capacity of Tracks	Time Table No. 2 Effective October 29, 1967 PACIFIC STANDARD TIME	Distance from Spokane	Telegraph Calls	SIGNS
63694	42	MOSCOW	98.04	MO	OTJYW
63680	100	FALOUSE 14.48	81.56	FA	OTJ
63669	43	GARFIELD 10.92	70.64	GF	OWM
63657	73	OAKESDALE 11.81	58.83	KA	OJM
63644	50	SPRING VALLEY 18.19	45.70		TJ
63635	0	WEST FAIRFIELD 8.01	36.79		
63633		U. P. R. JUNCTION 3.00	34.19		J
<b>BETWEEN U. P. R. JCT. AND N. P. CROSSING U. P. R. R. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN.</b>					
61074	117	N. P. CROSSING 1.95	1.95		JM
<b>OPERATION BETWEEN N. P. CROSSING AND SPOKANE IS OVER SIXTH SUBDIVISION.</b>					
61976		SPOKANE	0.00	DS	IXZWTQ RKBCPY

6 ELEVENTH SUBDIVISION								TWELFTH SUBDIVISION							
SOUTHWARD				NORTHWARD				SOUTHWARD				NORTHWARD			
Station Number	Car Capacity		SECOND CLASS	Time Table No. 2	Telegraph Code	Distance from Wenatchee	SIGNS	SECOND CLASS	Station Number	Capacity of Tracks	Time Table No. 2	Distance from Columbia River	SIGNS		
	Sliding	Other Tracks												697	Effective October 29, 1967
			Daily Ex. Sun.	Pacific Standard Time				Daily Ex. Sat.			PACIFIC STANDARD TIME				
STATIONS								STATIONS							
66875		85		KEREMEOS	K	175.39	O		66960	92	MANFIELD	60.25	PTW		
66870		28		4.08 CAWSTON, B. C.		171.81			66955	30	5.32 TOUHEY	54.93	P		
66868		21		12.90 CHOPAKA, WASH.		158.41			66949	48	5.90 WITHROW	49.03			
66886	55	274	2.30pm	21.28 ORVILLE	VR	187.15	BFKOP RTWY	A 10.30pm	66943	20	5.55 SUPPLEE	48.48	P		
66825		83	2.50	11.03 ELLISFORDE		126.12		9.55	66936	86	5.99 DOUGLAS	55.49	OP		
66819		78	3.00	5.93 TONASKET	ON	120.19	OP	9.40	66981	80	8.28 ALSTON	31.21	P		
66815		51	3.10	4.83 JANIS		118.88		9.20	66915	34	15.45 PALISADES	15.76	PW		
66800		33	3.20	5.27 BARKER		109.99		9.05	66905	230	10.33 BON SPUR	5.43			
66804		85	3.30	5.43 RIVERSIDE		104.55		8.50	02030	301	5.43 COLUMBIA RIVER	0.00	JP		
66795	86	218	4.20	8.95 OMAK	MK	95.01	OPWY	8.20							
66791	56	91	4.55	4.20 OKANOGAN	KN	91.41	OPY	7.55							
66786		34	5.10	4.00 CHILLOWIST		86.51		7.30							
66782		34	5.25	3.98 MALOTT		82.55	P	7.15							
66778		34	5.40	6.18 WAKEFIELD		76.37		7.00							
66771		34	5.50	4.75 MONSE		71.59	P	6.45							
66767		37	6.00	3.99 CHIEF JOSEPH		67.60	P	6.30							
66764	51	77	6.10	2.70 BREWSTER	BR	64.90	OPY	6.10							
66758	127	184	6.50	8.08 PATEROS	RS	58.81	OPWY	5.50							
66753		34	7.00	5.46 STARR		53.35	P	5.25							
66749		33	7.20	3.03 AZWELL		49.72	P	5.10							
66735	126	126	8.00	10.87 CHELAN	HN	38.85	OPWY	4.40							
66737		82	8.25	1.10 CHELAN FALLS		37.89	Y	4.25							
66731		38	8.40	5.87 STAYMAN		31.82	P	4.05							
66725		36	8.55	5.62 WINESAP		28.19	P	3.45							
66720	100	148	9.20	5.78 ENTYAT	NI	20.41	OPWY	3.25							
66713		63	9.40	6.52 WAGNERSBURG		18.39		3.05							
66702		78	10.15	10.58 OLDS		8.33	Y	2.40							
02045	2692		A 10.30pm	3.33 WENATCHEE	WC	0.00	BCFJKP QRTW YZ	2.30pm							
			8.00 17.1	Time Over Subdivision Average Speed Per Hour				8.00 17.1							

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 14.

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 cabooses only.
- 40 MPH—Ore cars, Series 80,000 through 95,089, 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:

Lupfer	Kootenai Falls	Colburn	Wilson Creek
Stonehill	Troy	Sandpoint	Stratford
Ural	Yakt	Laclede	Adrian
Volcour	Leonla	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 95089 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; rotarys; 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 95089, 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, 8026 thru 8040.
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 28J.
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 fuseses 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 rear .....at least 1500 yards;

If there is a down grade toward train within one mile of its rear .....at 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 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.

Conkelly, Montana .....	End of double track
Whitefish, Montana .....	West end
Vista, Montana .....	East and west end
Lupier, 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.
- 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.**  

<b>FACING POINT</b>	<b>TRAILING POINT</b>
Columbia Falls, east crossover	Columbia Falls, west crossover
	Half Moon
- 9. AUTOMATIC INTERLOCKINGS.**  
Conkelley .....End of double track.  
Whitefish .....End of double track.
- 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.
- 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.
- 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.**  

<b>Facing point.</b>	<b>Trailing point.</b>
MP 1477.22 east of Br. 270, Spokane.	MP 1476 east of UP. RR. crossing, Spokane.
MP 1477.61 (Scissors) on Br. 278 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. 278 west of Spokane passenger depot.
	MP 1478.41 west of Br. 278, 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 Fort Wright and Wenatchee ..... Passenger 79 MPH Freight 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.**  

<b>Facing point.</b>	<b>Trailing point.</b>
350' east of depot, Harrington.	MP 1535.6—7.31 miles west of Harrington.
	MP 1539—4.88 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  
 Bonners Ferry and Port Hill ..... 10 MPH  
 Troup Jct. and Dean ..... 85 MPH  
 Kettle Falls and Republic ..... 30 MPH  
 Spokane and Coeur d'Alene ..... 25 MPH  
 Spokane and Moscow ..... 25 MPH  
 Spring Valley and Manning ..... 25 MPH  
 Wenatchee and Kerameos ..... 50 MPH  
 Columbia River and Mansfield ..... 30 MPH
2. **SPEED RESTRICTIONS.**  
 KallsPELL, 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 Bonners 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.

**SPEED TABLE**

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.
- Bonnars 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

Time Per Mile			Time Per Mile		
Min.	Sec.	Miles Per Hour	Min.	Sec.	Miles Per Hour
	46	73.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.8
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	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	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—Continued

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
<b>Ninth Subdivision</b>				<b>Tenth Subdivision</b>			
63691	Estes.....	15	Both	63811	Balder.....	13	Both
63686	Viola.....	27	Both	63803	Rollins.....	11	East
63675	Grinnell.....	11	Both				
63665	Crabtree.....	9	Both	<b>Eleventh Subdivision</b>			
63661	Sokulk.....	18	Both	66872	Luttin Spur.....	4	North
63660	Longwill.....	5	East	66829	Taylor Spur.....	19	Both
63651	Seabury.....	12	Both	66826	Larrabee Industry.....	9	Both
63649	Fairbanks.....	20	Both	66824	Howard Appel Spur.....	1	South
63640	Jefferson.....	6	Both	66823	Thornton Spur.....	8	Both
63638	Waverly.....	31	Both	66808	Tunk Creek Spur.....	8	Both
63635	Mt. Hope Industrial Spur.....	.....	East	66809	Braker Spur.....	5	South
63635	Old West Fairfield.....	17	Both	66750	Wells Dam Spur.....	40	North
63635	Old Mt. Hope.....	24	Both	66707	Rocky Reach.....	46	South
63605	Dishman.....	16	East				
	Includes Spear.....	21	West				