GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

SPOKANE DIVISION

TIME TABLE NO. 4.

EFFECTIVE 12:01 A. M.

SUNDAY, MAY 29, 1904.

General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employe in train service while on duty.

This Time Table is not intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employes only.

BETWEEN TROY AND SPOKANE PACIFIC STANDARD TIME

					v	VEST-	BOUN	ID						a se	4			EFFECTIVE AT	в	8	4			EAST-BOUND									
Third	T	Thi	rd	See	nd	Sec	ond	Y	ret	Fire		Pir	et es	Coal, Sc.	pacity	Paul Paul	e from	12:01 A. M.	ce fro	pp of	0	Fire		Fire	t	Pir	**	Secon	ad.	Thir	•	Thi	ird
No. 45	**	No. 4 Wa Freig	101	No.	217	No.		No.	131 AN. enger	No. Passen	3 ger	No. Passe Dai	nger	Water, Co Tables at	Car Cap Sidi	1 2	Distanc	SUNDAY MAY 29, 1904	Distan	Telegrap	Telegra	No. Passes	ger	No. Passer Dati	nger	No. I	k N.	No. 2 Tim Freig Dai	cht	No. 4 Wa Freig Bally Excep	the	No.	N. Fr
	1			11.15	1	1	PM D	1		2.20	PM De	2.07	AM De	W. C. T	340	1335.6	0.0	Troy	140,2	DN.	UX	2.10	PM Ar	2.40	A M AT			12.20	AM Ar				
		•••••		11.40		8.85				1 2.87		2.22	3414		. 69	1342.8	6.7		133.5			1.55		2.22	Mt 1			11.40					
				12.05	P M	9.00	2007.200			1 2.53		2-37			. 87	1849,8	18.7	Leopia	126.5	D.	ON	1.38		2.07				11.00		*********			
		••••		12.35	2000	9.30			- 1 - 1	# 3-10		2.50		w.	65	1356 . 4	20.8	Katka	119.4			1.22		1.51				10.30					
				1.07		10.00	Mt 211			1 3.25		3.03			69	1362.8	27.2	Crossport	113.0			1.07	Mt 217	1.38				10.00	Mt 215				4
		6.30	AM De	1.45		10.45				3.35		. 8.13		W. Y.	201	1367.1	31.4	Bonners Ferry	108.7	DN.	BY	12-57		1.28				9.35	•••••	6.30	PM Ar		**
					100000000000000000000000000000000000000											1307.6	31.9	K. V. Ry. Jet	106.8														10
		6.55		2-15		11.35				8.47		3.23			. 70	1371.9	35.3	Moravia	105.9			12.46		1.18	*******			9.15		6.00			(0
		7.30		2.45		12.10	AM			1 4.03		3.36		w.	80	1378.8	42.7	Naples	97.5	D.	NA	12.31		1.05	***** **	***********		8.45	[5.20			
		8.10		3-15	3000000	12.50				1 4.20	Mt 402	3.51			80	1385.9	50.8	Elmira	89.9			1 12.14	PM	12.50	Mt 215			8-15		4.20	Mt a		, .
	- 1	8.55		3.45		1-80				1 4.37		4-04			77	1892.9	57.3	Colburn	#2.9			111.57		12.37		1994114401		7.50		3.45	Mt 217		10
		9.15		4.00		1.40				1 4.48					20	1395.1	59.5	Bronx	80.7			11.51						7.40	*******	3.30			
		10.05		4.58	8 Pa	2.05				4.58	Pa 217	4.20		W. C. Y	98	1401.0	65.4	Sand Point	74.8	DN.	BA	11.37		·12.20				7.17		2.55			
	- 1	11.17	Mt 2	5-50		2.50				f 5.18		4.34			85	1409.6	74.0	Wrencoe	66.2			111.17	Mt 401	12.03	AM			6.43		2.15			
		12.01	PM	6.23		3.15				1 5.31		4.42			50	1414.4	78.8	Laclede	61.4			1 11.07		11.55				6.23	Mt 217	1.45			
		1.00	Mt 402	7.10		3.55				5.49	Mt 218	1 4-57		w.	81	1422.7	87.1	Priest River	58,2	D.		10.47		11.52				5.49	Mt 8	1.00	Mt 401		
		1.55		7.55		4-80				. 6.10		f 5.11			82	1429.7	94.1	Newport	46.1	DN.	NR	* 10.32		111.30	******		1	5.10		12.05	1.14		
		2.20		8-15	5					t 6.18	J	5.17			81	1488.1	97.5	Penrith	42.7			1 10.23		11.23						11.30			
		2.50		8.40		5.25	1 Ps			t 6.28		5.25	Ps 215		81	1437,6	101.9	Scotia.	38.8			1 10.13		11.15				4.25		11.00			
		3.45	Mt 218	9.20		5.55				1 6.44		5.87		. w.	86	1445.8	108.9	Camden	31.8		******	1 9.57	Ps 402	11.00		***************************************		3.45	Mt 401	9.57	Z Pa		
		4-15		9.30						6.49					12	1447.1	1111.5	Elk	28.7	D,	KR	9.50								9.35			
		4-45		9.55		6.20				6.58		5.49			92	1451.8	5 115 9	Milan	24.3	DN.	RA	9.40						3.10		9.00			
		5.15		10.32	Mt4	6,45				1 7.11		6.01			85	1458.1	122.5	Chattaroy	17.7	_		1 9.25		10.32	Mt 217			2.47		8.15	*******	5.40	-
40 PM	f De	5.50		11.00		7.00		5.8	B PM De	. 7.19		· 6.10		. w.	107	1461.5	9 126 . 3	Colbert	13.9	DN.	87	9.15		10.25			AM A			7.50		5.40	
.05		8.15		11.20		7.20	Mt 4	5.4	5	1 7.28		6.20			66	1466.1	130.7	Morse	9.0		119-11	1 9.04		10.15		9.14		1		7.20	Mt 215	5.23	
			PM Ar		PMA	8.00	Mt 2	. 5.5	8	. 740		6.30	Mt 402	W. C. O.	T. Tare	1671.1	1 185.5	Hijjyard	4.7	DN.	BQ	8.55	Mt 215	18:85		. 9.03	Mt 215	1245	*******	5.10	PM Ar	5.00	
.40 PM	A Ar	$\frac{7.00}{5.30}$	AM De	11.00								500000			1		6 129.0	O R & N Jet				8.40		9.50		. 8.50							
								100			PM Ar	100000000000000000000000000000000000000			Tard	1	8 140.2	Spokane	(30)	DN.	1	8.35	5720,327	9.45	P M D	8.45	AM D	12.01	PM De	4-15	PM De		
			AM Ar					Ar = 6.1				-				-	1		_		_	No	9	No	. 4	No.	132	No.	218	No.	402	No.	
lo. 45	3	No.			217		. 215). [3]	No.		No.	o. I									Da			ily	Da		Da			ept Sunday		all

West-Bound Trains are Superior to East-Bound Trains of the same class. See Rule 43.

SPECIAL RULES -- Note important changes have been made.

Between Spokane and Hillyard all trains will be operated under a Block System, which will consist of a Clearance from the operators at Spokane and Hillyard.

No train or engine will run between above points unless conductor and engineer hold Clearance Card, Form No. 80, properly numbered, O.K.'d and completed. Form No. 219 not required in addition.

BETWEEN SPOKANE AND LEAVENWORTH.

WEST BOUND.														EFFECTIVE	6.6		á					EA	ST B	OUND					-	
	Third	Class	Thire	d Class.	Secon	d Class	Piret	Class	Pirst (lass	Coal,	aelty	e frot	e fros		from	d a	ph Calls	Piret	Class	Pirst	Class	Second	d Class	Third	Class	Third	Class		_
	No.	411	No	. 401	No.	215	No.	. 3	No.	1	Wye.	Can	Distance St. P	tane Spok	SUNDAY	tance	Telegrap Offices.	Ē	No	. 2	No.	. 4	No.	218	No.	402	No.	419		
	Da	reight dly Sunday	D	Freight ally t Sunday		Preight ally	Pusse		Passes		Scale	Car	Dia	Dis	MAY 29, 1904	12	-	Tel	Pass	enger	Passe	nger	Time F		Way P	reight	Way Pr	reight		
		1	6.15	1	11.40	AM De	8.10	PM De	7.00	A M De	W. O. T.		1475.8	0.0	Spokane	197.4	DN	P	9.00	la w as		1		IAM AF	Except	Sunday	Except N	unday		-
 			6.30	100		P M	8.18		7.08		W. O. A.		1478.8	1202	Fort Wright		DM		8.20	AMAT		PM Ar		Mt 215	100000	PM Ar	********			
 			7.23		Cartan to the C		8.33			Ps 401		1	1484.8	9.0	Highland	188.5			8.04		9.20	10000.60	11.25		3.55	*******				**
 			7.57	10000	1.05		8-42		f 7.38		w.	111	1486.2	12.4	Lyons	185.1	DN	YA	7.57	Mt 401		*****	11.05		3.15					
 			8.35	- 1			8.53	Mt 4	1 7.47	Mt 2		130	1490.5	17.7	5.3 Galena				7.47	Mt 1		Mts	10.50		2.55		***********			**
 			9.00			Mt 402	9.04				w.	104	1407.6	21.8	4.2 Espanola				7.38		8.53		10.10		2.15					ř
 			9.45	100000			9.19		8-18			1	1504.2	28.4	6.6 Waukon				7.28		8.40		9.45	Mt 401	1.50	Mt 215				Ė
 			10.30								w.		1500.8	84.0	5.6 Edwall	168.4	D	WH	7.18		8.16		9.25		1.05	P M	*******		*********	-
 			11.25	M & 402			9.55		1 844	Mt 218		130	1519.0	48.2	9.2 Moscow	154.2			7.03		7.56			Mt 1		5.50				ĺ
 			12.25		3.40						W.C.	150	1526.5	50.6	Harrington	145.8	DN	HR	8.47		7.41	*******	~		11.25	M 1401	**********			í
 			12.45		3.55		10.20					26	1531.1	55.8	4.7°	142.1			8.37			*******	7.25		10.85		************			i
 			1.15		4.10		10.30		f 9.15	Mt 402		127	1506.9	61.0	5.7 Downs	lear of	D	DN	6.25		7.30		0.00		9.45		**********		*********	
 			1.55		4.27		10.38		f 9.23		w.	1 1	1541.5	65.6	4.6 Lamona				6.15	Pa 218	7.17		6.15	2 Pa	9.15	Mt1	**********		***********	ì
 			3.10	1			10.55		9.43			76	1561.7	75.8	10.9 Odessa		DN	OD	5.53			*******		1	8-45				**********	i
 			4.05				11.10		f 9.57		w.		1560.6	84.7	8.9 Irby	112.7			5.84		0.40		5.10		8.00		************			Ì
 			4.45		6.18	Mt 4	11.20		t 10-11			67	1568.0	92.1	Krupp	105.3			5.18		6.33	Mt 21/	4.30		7.15		*********		************	٠
 255255	7.00	AM De	5.30	I' M A	7.00	De	11:33(De	18.351	Ar De	W. C. T.	228	1574.6	98.7	Wilson Greek	98.7	DN	z	5.05	De Ar	8.031	De	3.30	De	6.45					ĺ
 	7.45				. 8.10		11.50		f 10.44			66	1582.5	108.5	Stratford	99,8			4.47		5.45		2.30		6.15	A M De		PM Ar		i
 	8-20				8.45		11.58		* 10.55			65	1587.7	111.8					4.38		5.83		2.10		***********		4.10			i
 	9.20				9.35		f 12-15	AM	• 11.15		w.	108	1897.7	121.8	Ephrata	78.6	DN	FR	1 4.80				1.25				3.20			i
 	10.25				10.15		12.32	M4 218	f 11.32			43	1607.9	122.0	Winchester	65.4			4.04		4.59		12.32	AM			2.25			
 	11.00				10.45		12.43		111.45			67	1618.9	136.1	Quincy	39.8			3.51		4.48		11.50	Mt 3			1.55		**********	
 	11.30	FPS			11.25	Mt 218	12.52		11.55			58	1618.9	148.1	Orater	54.8			8.40		4.84		11.25	Mt 216			1.85			
 	12.05	1º M Mt 412			. 12,10	AM	1.01		1 12.05	Mt 412	W. 3m1. E.	76	1625.1	149.3	Tripidad	48.1	DN	DI	3.23				10.10	30.10			12.05	PM		í
 	12.40		*******		12.30		1.10		12.15	Pa 411		67	1680,0	154.9	Vulqan	45.2			3.12		4.08		9.80			1	10.55	Mt 411		ĺ
 	1.05				12.50		1.17		f 12.23			66	1684.1	158.8	Columbia River	39.1			3.03		3.54						10.85			ĺ
 	1.30				1.25	3 Pe	1.25	Pe 215	1 12.32	*******	W.	56	1636.6	162.8	Rook Island	81.6			₽.55		3.48		8.48		*******		10.05			ĺ
 	2.00				1.55		1.35		1 1840			ef	1643.1	167.3	Malaga	30,1			B.47		3.88		8.88				9.35			
 	3.30	Mt.4		** - :========	2.33	Mt2	1.48		12.55		w.	117	1650.4	174.6	Wenatchee	22.8	DN	WC	2.33	Mt 215	3.18	Mt 411	8.00			1	9.00 8.15			Ĺ
 	4.45				3.35		1 2.12	Mt 2	1.19		w.	65	1661.0	185.2	Old Mission	12.2	DN	OM	1 2.12	Mt I	2.56						7.30			
 	5.40				4-30		2.32		t 1.39			55	1669.1	193.8	Peshastin	4.1			1.50		2.40						6.50			
 	6.00	P M Ar			5-10	A M Ar	2.45	AM Ar	• 1.50	PM Ar	W.C. T.	231	1673.2	197.4	Leavenworth	0.0	DN	CH	1.40	A M De		PM De	1000000	PM De			6.30	A M De		ĺ
		411		401		215	No.		No.			1							No.		No.			218	No.	402	No. 4	112		

West Bound Trains are Superior to East Bound Trains of the Same Class. See Rule 43.

SPECIAL RULES--Note Important Changes Have Been Made.

Between Spokane and Hillyard all trains will be operated under a block system which will consist of a clearance from the operators at Hillyard and Spokane.

No train or engine will run between above points unless Conductor and Engineer hold clearance card Form 80 properly numbered, OK'd. and completed---Form No. 219 not required in addition.

1										K	Coo	te	nai	V	alle	y	an	d	Bedli	ngto	n d	&	N	else	on	Rai	lwa	ıys							
					,	WES	T-B	OUN	D		1000000000		3-4-1-	April 200 1 460		nd s	jo	# E	EFFECT	IVE AT	ŧ.,	ia J	4						E	AST-E	OUN	D			
	-1			1		T					T	Sec	and	Pi	rst.	oles a	ngs	Fer Fer	12:01		ce fre	o to	ph C	Pir		Sec	ond					1	1		
			-			-					7	MO. MIX	139 Thurs.			Water, Co Turnta	Car Ca	Distan	MAY 29		Dutan	Telegra	Telegra			No. MIX Tues., and	Thurs.								
											8	.00	AM De			WCY		0.0	Bonners	5	50,0	DN	BY.			12.45	PM A				1200			 	
							*****									. Y	5177	0.5	K. V. R		49.5				*******									 	
																		1.0	Draw B	8	49.0	1				**********		******							
																w	****	3.8	3.6	Tank	46,2	1		*******	******			*********						 	
			******								8	-30					. 17	7.7	Water	5	33.8			*******	******	12.25		**********				1		 	
		1100000461			100			******										16.2	O.6	8						12.01	PM								
*****			10111									.05					140	26.0	Port	3	1,500,000	1				11.25								 	
						***						40		•••••					0.6	8	0.00	100				11.20									
*****			11.0111		1		******	*******			V	45	1000000		-	1000	20	33.1	Cres	4						11.00								 	
							****				-	.10					-	38.4	5.3	3	11.6													 	
						****													Bidar	7							100							 	
*****															1	1.00	90		2.6	9	0.0													 	

SPECIAL RULES.

No. 140

West bound trains are superior to east bound trains of the same class-See rule 43.

Before entering main line at K. V. Ry. Jot., a flagman must be sent out to protect against main line trains.

All trains must come to a full stop not less than 200 or more than 800 feet from draw bridge, one mile west of Bonner's Ferry, and will not proceed until draw bridge is known to be closed.

Between Creston Jct. and Sidar Jct., trains use C. P. R. tracks, and crews will be governed by C. P. R. rules and time table, and will observe all special rules and bulletins in effect.

On C. P. R., Mountain Standard Time (one hour faster than Pacific Standard Time) is used,

No. 139 Tues., Thurs. & Sat

Frog at Creston Jct. is out. When necessary to use C. P. R. tracks between Creston Jct. and Sidar Jct., arrangements must be made with C. P. R. at Creston, and orders received at that point.

NAME AND LOCATION OF SPUR TRACKS.

NAME OF SPUR OR SIDING	Location M. P.	EAST OF STATION	STATION	Distance	Track Opens	Car Capacity
Bonners Ferry Lumber Co.	1366.9	Bonners Ferry		1.4	East	42
Ham & Burns Spur	1373.8		Moravia	8.1	East	5
McArthur's	1384.0	Elmira		2.6	West	5
Pack River Spur	1390.2		Elmira	3 2	East	11
Iola Spur	1391.0		Elmira	4.0	Enst	7
Melnnis Spur	1406.0		Sand Point	4.1	East	6
Laclede Lbr. Co. Spur		at Laclede		244	West	. 8
River Spur		at Newport			West	18
Goodhue Spur	1433 0	Penrith		1.7	West	8
Parnsworth Spur	1437.2		Penrith	4.2	West	10
Arctic Ice Co. Spur	1444 9	Camden		1.1	West	8
Phoenix Spur	1447.0		Camden	1.5	West	26
Wash, Lbr. Co. Spur	1462.0	Milan		1.0	Hast	12
Spokane Lbr. Co. Spur	1451 7	Milan		0.8	West	15
Geas Spur	1456.0	Chattaroy		2.8	East	5
Russell's Spur	1463.6		Colbert	0.6	East	6
Davie Spur	1466.0	Morse		1.4	East	38
For Wright Spur	1480.7		Fort Wright	0.5	West	46
Portland Mill Co.	1552.3	Odessa		0,0	Eas!	17
Sand Spur	1629.0		Trinidad	2,0	West	16
Gravel Spur	1629 5		Trinidad	2.5	West	25
Bont Track	1652.3	Wenatchee		0.0	West	87

Capacity of Different Classes of Engines in Tons, in Addition to Weight of Engine, Tender and Caboose.

STATIONS.	Ruling	14 h f s 20x32 210 lb	11-11 19×32 200 lb	180 lb	19x26 180 lb	19x24 180 lb	19×24 150 lb	18x24 145 lb	17×24 145 lb
Troy to Bonner's Perry	Down								
Bonner's Ferry to Colhert	0.6	1800	1500	1200	1100	1000	850	625	575
Colbert to Hillyard	1.0	1400	1200	925	875	750	675	525	400
Hillyard to Newport	0.6	1800	1500	1200	1100	1000	850	625	575
Newport to Troy	0.6	2000	1650	1350	1300	1100	1000	700	625
Spokane to Wilson Creek	1.0	1200	1000	890	800	740	610	460	410
Wilson Creek to Leavenworth	1.0	1200	1000	890	hoo	740	610	460	416
Leavenworth to Wilson Creek	1.0	1200	1000	890	800	740	610	460	410
Wilson Creek to Spokane	0.8	1330	1200	1050	960	890	840	560	500
								1	

The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train, add 6 tous per car for wheel friction.

Special Rules.

Before starting out on runs conductors must inform their engineers the number of loaded and empty cars in trains and how many cars of air are working.

Car capacity of sidings includes passing, house and other industry tracks, and is based on 40 foot car.

Trains 401 and 402 between Bonner's Ferry and Wilson Creek, and 411 and 112 between Wilson Creek and Leavenworth will carry passengers when provided with ticket and freight train permit. Permits should not be issued for any of these trains for passengers to any points which will not be reached between daylight and dark. See Rutes 180 and 181.

Train No. 3 will take siding for Train No. 2.

S. F. & N. train and engine men must provide themselves with book of Great Northern Standard Rules and Current Time Table, Spokane Division, G. N. Ry.

All empty flat cars, emigrant outfits and stock, wrecking outfits, boarding cars and other outfit cars must be hauled in rear of train. Oil tanks loaded and cars loaded with powder or other explosives must be at least 10 cars from ongine.

West wye switch Bonner's Ferry will be known as K. V. Railway Jet., and will be kept set and locked for G. N. Railway main line when not in use.

All west-bound trains will come to a full stop not less than 200 and not more than 300 feet east of K. V. Jet. at Bonner's Ferry, and at Colbert, and must know way is clear before proceeding. All east-bound trains must approach these points under perfect control expecting to flud mint track occupied.

Train and engine men of the K. V. Ry, must know that their way is clear before entering G. N. Railway main line and must move only under protection of flag within the yard limits at Bonner's Ferry. All Great Northern trains must move with caution and with trains under full control within these limits, looking out for trains of the

Operators at all telegraph stations will block n.i trains 15 minutes apart, except between Spokane and Colbert, where a five minute block may be used. Trains moving in the same direction must keep 15 minutes apart at all other relates.

In doing switching on the boat track at Wenatchee the engine must, in every case, set cars in and not drop them in. Any switching necessary to place cars in right order to go to the boat track must be done on other tracks at Wenatchee.

STANDARD CLOCKS.

Trains on this Division will be governed by Pacific Standard Time.

Clocks regulated to standard time are located at Telegraph Offices at Troy, Bonner's Ferry, Hillyard, Spokane, Wilson Creek and Leavenworth.

TIME INSPECTORS.

Spokane, Geo. H. Doerr. Leavenworth, F. S. Taylor.

YARD LIMITS.

Yard limit boards are located at Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek and Leavenworth. See Rule 69.

REGISTERING STATIONS.

Conductors of all trains and Engineers running without Conductors must register their arrival and departure

Troy, Bonner's Ferry, Colbert, Hillyard, Spokane, Wilson Creek and Leavenworth, stating whether or not they are carrying signals. All second class and succeeding trains must procure clearance cards at night telegraph offices between the hours of 7 p. m. and 7 a. m.

TERMINAL STATIONS.

Trains date from time due to leave Initial Station. Troy, Spokane, and Leavenworth are initial and Terminal Stations for trains 1, 2, 3 and 4.

Colbert and Spokane are Initial and Terminal Stations for S. F. & N. trains 131 and 132. Colbert and Hillyard are Initial and Terminal Sta-

tions for S. F. & N. trains 453 and 454.

Bonner's Ferry, Hillyard and Wilson Creek are initial

and Terminal Stations for 401 and 402.

Wilson Creek and Leavenworth are Initial and Terminal Stations for 411 and 412.

Troy, Hillyard, Wilson Creek and Leavenworth are Initial and Terminal Stations for Trains 215 and 218.

SPEED RESTRICTIONS.

All trains must be handled under absolute control and without regard to making schedule time at all points where land or snow slides and falling rocks are liable to be encountered.

Trains must approach under full control and not exceed 8 miles per hour passing over Albany Falls irridges, trains must reduce speed to 8 miles per hour through City of Spokane and over bridge 347. 1½ miles west of Crater; where trains have double header the engines must uncouple and run separately over bridge 347.

DERAIL SWITCHES.

Derail switches are located at the following sidings:

Crossport, Moravia, Naples, Colburn, Sand Point, La Clede, Chattaroy, Morse, Industry track Priest River; West End House track Sand Point; Ft. Wright Spur, 200 feet from main track; Galona, on Industry track 209 feet east of west head block; Harrington, house track, 136 feet from west switch; Downs, 130 feet from west switch; Wiscon Creek, coal chute track; Crater, 170 feet from west head block; Trinidad Gravel Pit.

Derail switches must always be set for the ground except when in actual use, whether there are any cars on those tracks or not.

> E. E. LILLIE, Chief Train Dispatcher.

W. WILLERTON,

Asst. Superintendent.

JAS, E. HOOD,

Superintendent.

H. A. KENNEDY,

Asst. Gen'l Superintendent.

GEO. T. SLADE,

General Superintendent.

F. E. WARD,

General Manager