

COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon.....Minneapolis, Minn.
*Dr. Ernest R. Anderson,
Assistant Chief SurgeonMinneapolis, Minn.
*Dr. E. B. CoulterSpokane, Wash.
*Dr. W. J. SinclairSpokane, Wash.
*Dr. Geo. E. HoxseyWenatchee, Wash.
*Dr. L. F. WagnerHarrington, Wash.
*Dr. J. K. KearnsEphrata, Wash.
*Dr. C. O. MansfieldOkanogan, Wash.
Dr. C. M. CanningColville, Wash.
Dr. Fred M. AuldNelson, B. C.
Dr. H. B. StoutPateros, Wash.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

Dr. Phillip B. GreeneSpokane, Wash.

C. E. Emerson, Chief Dispatcher.
H. J. Surles, Trainmaster.
W. J. Barke, Trainmaster.
T. J. Brennan, Trainmaster.
H. H. Holmquist, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

SPOKANE DIVISION

TIME TABLE 79

Effective 12:01 A. M. Pacific Time

Sunday, June 3, 1951

F. V. PERCIVAL, Superintendent.
I. E. MANION, General Manager.
J. B. SMITH,
General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		FIRST CLASS						Distance from Hilliard	Time Table No. 79		Telegraph Calls
	Slidings	Other Tracks	1	45	3	27	5	21		STATIONS		
			Streamliner	S. P. & S. No. 3				S. P. & S. No. 1 Streamliner			Effective June 3, 1951	
			Daily	Daily	Daily	Daily	Daily	Daily				
1469	Yard	3184	L 11.15Pm		L 9.00Pm	L s 6.05Pm			0.00	DOUBLE TRACK	HILLIARD..... 3.68	HU
1472	Yard		11.25		9.10	6.15		3.68	U. P. R. R. CROSSING.			
1478	Yard	644	A 11.30 L 11.59	L 9.30Pm	A 9.15 L 9.35	A 6.20 L 7.00	L 8.30Am	L 12.06Am	4.88	DOUBLE TRACK	1.17 SPOKANE..... 2.74	Q
1477	69	26	12.05Am	A 9.35Pm	9.40	7.04	f 8.35	A 12.11Am	7.59		FORT WRIGHT.... 6.36	FW
1481	69	6	12.17		9.52	7.14	f 8.45		12.95	HIGHLAND..... 3.26		
1486	180	15	12.22		9.57	7.19	f 8.50		17.21	LYONS..... 5.39		
1493	129	69	12.27		10.06	7.25	f 8.59		22.00	GALENA.....	NA	
1496	180	39	12.31		² 10.28	7.30	f 9.04		26.09	4.09 ESPANOLA..... 6.44		
1502	70	50	12.37		10.35	7.37	f 9.13		32.18	WAIKON..... 5.73		
1508	129	35	12.42		10.41	7.44	s ⁴³⁰ 9.20		38.90	EDWALL..... 3.70	WH	
1512	0	27					f 9.25		42.60	CANBY..... 3.50		
1517	70	46	⁴⁶⁰ 12.52		10.52	7.55	f 9.32		48.10	BLUESTEM..... 7.41		
1524	E62 W69	95	12.59		11.01	8.04	s 9.41		55.51	HARRINGTON..... 6.73	HR	
1531	E68	46	1.05		11.08	8.12	f 9.50		62.23	MOHLER..... 3.71		
1535	0	49	1.09		11.12	8.17	f 9.55		65.04	DOWNS..... 4.46		
1539	126	35	1.14		11.17	8.23	f 10.01		70.40	LAMONA..... 3.58		
1544	135	15	1.20		11.24	8.30	f 10.08		75.93	NEMO..... 4.85	SA	
1550	135	118	1.25		⁴⁶⁰ 11.30	8.36	s 10.14		80.83	ODESSA..... 8.91		
1558	113	25	1.34		11.41	8.48	f 10.27		89.74	IRBY..... 7.47		
1566	69	33	1.41		11.51	9.08	s 10.37		97.21	MARLIN..... 6.62		
1573	190	158	1.48		12.01Am	9.17	s 10.47		103.33	WILSON CREEK... 7.32	CK	
1580	129	19	1.56		12.11	9.26	f 10.57		111.65	STRATFORD..... 5.32		
1588	141	132	2.01		12.18	9.33	f 11.02		116.97	ADRIAN..... 4.00		
1591	0	20					s 11.08		121.27	SOAP LAKE..... 5.40		
1596	129	58	s 2.12		s 12.33	s ⁴⁶⁰ 9.50	s 11.18		126.97	EPHRATA..... 8.15	FR	
1601	70	7	2.17		12.40	9.57	f 11.26		132.12	NAYLOR..... 8.07		
1606	69	15	2.22		12.46	10.04	f 11.33		137.19	WINCHESTER..... 6.14		
1612	104	104	2.28		12.54	10.12	s 11.43		143.33	QUINCY..... 5.13	QN	
1617	78	4	2.34		1.01	10.19	f 11.50		148.46	CRATER..... 8.60		
1623	123	19	2.43		1.10	10.28	s ⁴⁴² 12.01Pm		154.06	TRINIDAD..... 9.31		
1632	70	52	2.56		1.22	10.41	f 12.13		163.37	COLUMBIA RIVER... 2.45	CM	
1637	126	33	3.01		1.27	10.46	f 12.18		169.53	VOLTAGE..... 1.50		
1638		8					f 12.20		168.32	ROCK ISLAND..... 4.02	RI	
1641	70	23	3.09		1.37	10.54	f 12.28		172.34	MALAGA..... 4.74		
1645	Yard	1082	3.15		1.43	11.01	s 12.35		177.08	APPLEYARD..... 2.17	WD	
1648	Yard	1085	A 3.20Am		A 1.50Am	A 11.05Pm	A 12.40Pm		179.25	WENATCHEE.....	WC	
			4.05 43.90	.05 32.88	4.50 37.07	5.00 35.85	4.10 41.86	.05 32.88			Time Over Subdivision Average Speed Per Hour	

Westward trains are superior to eastward trains of the same class, except as follows:
 Nos. 1 and 21 are superior to all trains. Nos. 2 and 22 are superior to all trains, except
 Nos. 1 and 21.
 Conditional flag stops.
 Nos. 3 and 4 stop at any station between Spokane and Wenatchee to pick up or dis-
 charge revenue passengers from or to points south of Shelby, and from or to points
 east of Havre where Nos. 3 and 4 are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 9 THROUGH 16.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 79

Effective June 3, 1951

STATIONS	Distance from Wenatchee	FIRST CLASS						SECOND CLASS			SIGNS
		46	4	28	6	22	2	430	442	460	
		S. P. & S. No. 4 Daily	Daily	Daily	Daily	S. P. & S. No. 2 Streamliner Daily	Streamliner Daily	Daily	Daily	Daily	
HILLYARD 3.63	179.25		A 7.55Am	As 8.45Am			A 11.45Pm	A 11.00Am	A 5.05Pm	A 2.30Am	BRKDNP TWOIXZY DNPIVMX
U. P. R. R. CROSSING	175.57		7.45	8.35			11.35	10.50	4.55	2.20	
SPokane 1.17	174.40	A 6.50Am	L 7.40	L 8.30	A 6.00Pm	A 10.45Pm	L 11.30	10.45	4.50	2.15	RKDNP BWXVZ
FORT WRIGHT 2.74	171.66	L 6.43Am	46 7.10	A 7.55	f 5.52	L 10.38Pm	11.00	10.35	4.40	2.05	IDNPYXV
HIGHLAND 6.26	165.80		6.49	7.38	f 5.39		10.43	10.22	4.27	1.52	P
LYONS 3.26	162.04		6.44	7.33	f 5.32		10.38	10.15	4.20	1.45	P
GALENA 5.89	156.65		6.37	7.27	f 5.25		10.32	10.05	4.11	1.36	DNPV
ESPAÑOLA 4.09	152.56		6.32	7.23	f 5.18		10.28	9.55	4.05	1.30	P
WAUKON 6.44	146.07		6.24	7.16	f 5.10		10.22	9.40	3.54	1.20	P
EDWALL 5.72	140.85		6.16	7.10	s 5.02		10.17	9.20	3.45	1.10	DPWN
CANBY 3.70	136.65				f 4.55						P
BLUESTEM 5.50	131.15		6.04	6.59	f 4.48		10.05	9.00	3.29	12.52	IP
HARRINGTON 7.41	123.74		5.54	6.51	s 4.39		9.55	8.45	3.16	12.16	DNPW
MOHLER 6.72	117.02		5.44	6.43	f 4.30		9.47	8.32	3.05	12.05Am	P
DOWNS 3.71	113.81		5.39	6.38	f 4.24		9.42	8.23	2.58	11.58	P
LAMONA 4.46	108.85		5.33	6.33	f 4.18		9.36	8.13	2.50	11.50	IPW
NEMO 5.58	108.20		5.26	6.26	f 4.10		9.30	8.01	2.40	11.40	P
ODESSA 4.85	98.42		5.21	6.21	s 4.03		9.25	7.51	2.31	11.30	DPN
IRBY 5.91	89.51		5.12	6.12	f 3.49		9.15	7.35	2.16	10.56	P
MARLIN 7.47	82.04		5.03	6.03	s 3.40		9.08	7.20	2.03	10.43	P DNPW YXO
WILSON CREEK 6.62	75.42		4.56	5.56	s 3.30		9.01	7.05	1.52	10.32	P
STRATFORD 7.82	67.60		4.48	5.48	f 3.19		8.53	6.50	1.39	10.19	P
ADRIAN 5.32	62.28		4.43	5.43	f 3.12		8.48	6.40	1.30	10.10	PV P
SOAP LAKE 4.60	57.68				s 3.05						DNPW
EPHRATA 5.40	52.28		s 4.32	s 5.32	s 2.57		s 8.35	6.20	1.13	9.50	P
NAYLOR 5.15	47.13		4.22	5.22	f 2.46		8.29	6.10	1.04	9.24	P
WINCHESTER 5.07	42.08		4.17	5.17	f 2.39		8.24	5.59	12.55	9.15	P
QUINCY 6.14	35.92		4.11	5.11	s 2.31		8.18	5.45	12.45	9.05	DNPW
CRATER 5.13	30.79		4.04	5.04	f 2.21		8.12	5.36	12.30	8.51	P
TRINIDAD 5.60	25.19		3.55	4.56	s 2.12		8.04	5.21	12.01Pm	8.33	PW
COLUMBIA RIVER 9.31	15.88		3.43	4.43	f 1.57		7.52	4.59	11.35	8.10	DNJFW
VOLTAGE 3.45	12.43		3.38	4.39	f 1.51		7.48	4.50	11.25	8.03	P
ROCK ISLAND 1.50	10.93				f 1.49						DP
MALAGA 4.02	6.91		3.30	4.31	f 1.42		7.40	4.40	11.10	7.50	P BRKDNPZ TWOX RKDNP WXBZ
APPLEYARD 4.74	2.17		3.24	4.25	s 1.35		7.35	L 4.30Am	L 11.00Am	L 7.40Pm	
WENATCHEE 2.17	00.0		L 3.20Am	L 4.20Am	L 1.30Pm		L 7.30Pm				
Time Over Subdivision		.07	4.35	4.25	4.30	.07	4.15	6.30	6.05	6.50	
Average Speed Per Hour		23.49	39.11	40.58	38.76		42.18	27.24	29.10	25.91	

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 Nos. 1 and 21.
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 east of Havre where Nos. 3 and 4 are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 9 THROUGH 16.

SOUTHWARD

THIRD SUBDIVISION

NORTHWARD 5

Station Numbers	Car Capacity		THIRD CLASS		Distance from Nelson	Time Table No. 79		Telegraph Calls	Distance from Dean	SIGNS	THIRD CLASS	
	Stings	Other Tracks	703	701		Effective June 3, 1951					702	704
			Tu. Thur. and Sat.	Daily Ex. Mon.		STATIONS					Daily Ex. Sun.	Mon. Wed. and Friday
SA 186			L 6.00Am		0.00	NELSON	BC	185.75	RDNWP		A 3.20Pm	
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES												
SA 181	0	0	L 6.30Am		5.45	TROUP JUNCTION		180.30	RYPV		A 2.45Pm	
SA 176	0	27	6.55		10.26	SOUTH NELSON		175.49			2.10	
SA 169	0	8	7.25		17.05	APEX		168.70			1.40	
SA 166	0	15	7.40		20.38	HALL		165.37			1.25	
SA 159	0	16	8.05		27.50	YMIR		158.28	W		12.57	
SA 155	0	9	8.20		31.86	BOULDER MILL		153.89			12.40	
SA 152	0	53	9.00		35.15	SALMO	SI	150.60	D		12.30	
SA 148	0	15	9.10		37.87	ERIE		147.88			12.05Pm	
SA 145	0	20	9.25		40.74	MEADOWS		145.01			11.55	
SA 140	7	0	9.55		44.82	PARKS		140.98			11.35	
SA 136	0	15	10.45		50.42	FRUITVALE		135.88	W		11.10	
SA 130	0	7	11.15		55.74	COLUMBIA GARDENS		130.01			10.45	
SA 127	0	20	11.40		59.57	WANETA, B. C.		126.18	P		10.20	
SA 126	0	39	11.50		61.68	BOUNDARY, U. S.		124.07			10.05	
SA 116	60	89	12.40Pm		70.48	NORTHPORT	NP	115.27	PDYX		9.30	
SA 109	0	30	1.10		78.76	MARBLE		106.99	W		8.25	
SA 107	45	0	1.20		80.06	DOLOMITE		105.69	P		8.20	
SA 96	0	16	1.55		90.24	BOSSBURG		95.51			7.50	
SA 93	39	92	2.10		94.11	EVANS		91.64	XP		7.35	
SA 82	Yard	200	A 2.50Pm	L 4.40Am	104.02	KETTLE FALLS	MF	81.73	RKDNW BYXOJP	A 2.30Pm	L 7.00Am	
SA 77	0	13		5.10	109.43	PALMERS		76.82		2.00		
SA 73	0	115		6.00	112.48	COLVILLE	VD	73.27	PD	1.35		
SA 71	0	8		6.20	116.28	ORIN		69.47		1.05		
SA 67	40			6.40	118.98	ARDEN		66.77	P	12.45		
SA 59	0	20		7.15	126.87	ADDY		59.38		12.15Pm		
SA 50	81	120		9.00	135.58	CHEWELAH	CH	50.17	PDXZW	11.30		
SA 43	40	49		10.30	143.15	VALLEY	VY	42.60	PDYX	10.30		
SA 38	0	30		11.00	148.39	GRAYS		37.36	P	9.30		
SA 34	0	18			151.82	CLINE		33.93				
SA 33	39	17		11.30	153.09	SPRINGDALE		32.66	PW	9.05		
SA 25	40	5		11.59	161.20	LOON LAKE		24.55	P	8.30		
SA 18	0	68		12.30Pm	168.00	CLAYTON		17.75	P	8.00		
SA 13	50	49		1.00	173.27	DEER PARK	DE	12.48	PDXW	7.30		
SA 9	0	20		1.20	176.86	DENISON		8.89		6.25		
SA 4	40			1.40	181.98	WAYSIDE		3.77	P	6.10		
1460	Yard	72		A 2.10Pm	185.75	DEAN	SF	0.00	JRDNX	L 6.00Am		
				8.50	9.30	Time Over Subdivision				8.30	8.20	
				11.77	8.60	Average Speed Per Hour				9.60	12.48	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 9 THROUGH 16.

6 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Kettle Falls	Time Table No. 79		Telegraph Calls	Distance from Republic	SIGNS					
	Sidings	Other Tracks		Effective June 3, 1951	STATIONS								
SA 82	Yard	200	0.00		KETTLE FALLS.....	MF	80.68	ORKDNB JWYXP					
SD 5	0	137	4.70		WEST KETTLE FALLS.....		75.98	P					
SD 12	0	24	12.10		BOYDS.....		68.58						
SD 17	0	81	17.44		BARSTOW.....		63.24						
SD 22	0	81	22.67		DULWICH.....		58.01						
SD 24	0	7	24.22		ORIENT.....		56.46	P					
SD 29	0	12	28.55		GOLDSTAKE.....		52.13						
SD 35	0	18	34.64		LAURIER, WASH.....		46.04	P					
SD 46	0	5	45.98		GRAND FORKS, B. C.....	GR	34.70						
SD 47	0	4	47.47		GRAND FORKS JCT.....		33.21	YV					
SD 49	0	18	49.06		DANVILLE, WASH.....		31.62	P					
SD 53	0	11	53.19		HURLBURT.....		27.49						
SD 59	0	57	59.48		CURLEW.....		21.20	PW					
SD 65	0	33	65.56		MALO.....		18.12						
SD 72	0	18	72.10		POLLARD.....		8.58						
SD 76	0	6	75.78		TORBOY.....		4.90						
SD 81	Yard	125	80.68		REPUBLIC.....	Z	0.00	XBRKDY					
				Time Over Subdivision Average Speed Per Hour									

Westward trains are superior to eastward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 9 THROUGH 16.

SOUTHWARD

FIFTH SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		Distance from Mansfield	Time Table No. 79		Distance from Columbia River	SIGNS						
	Sidings	Other Tracks		Effective June 3, 1951	STATIONS								
CR 60	Yard	43	0.00		MANSFIELD.....	60.39	PXRY						
CR 55	0	30	5.40		TOUHEY.....	54.99	P						
CR 49	0	50	11.38		WITHROW.....	49.01							
CR 44	0	30	16.94		SUPPLEE.....	43.45	P						
CR 36	0	62	23.93		DOUGLAS.....	36.46	PD						
CR 31	0	30	29.20		ALSTOWN.....	31.19	P						
CR 21	0	24	39.04		McCUE.....	21.35	P						
CR 16	0	35	44.62		PALISADES.....	15.77	P						
1632	Yard	53	60.39		COLUMBIA RIVER.....	0.00	RPWNJ						
				Time Over Subdivision Average Speed Per Hour									

Northward trains are superior to southward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 9 THROUGH 16.

WESTWARD

SIXTH SUBDIVISION

EASTWARD 7

Station Numbers	Car Capacity		STATIONS	Distances from Spokane	Telegraph Calls	Signs
	Sidings	Other Tracks				
SB90	Yard	90	..... MOSCOW	88.90	MO	BRKDYXV
SB82		12	..... 8.00 VIOLA	80.90		
SB76	13	105	..... 6.48 PALOUSE	74.42	PA	DYXV
SB71		10	..... 4.86 GRINNELL	69.56		
SB69		11	..... 2.09 LADOW	67.47		
SB65	16	22	..... 3.60 N. P. & U. P. R. R. CROSSINGS	63.87		M
SB61		9	..... 0.37 GARFIELD	63.50	GF	D
SB57		18	..... 4.01 CRABTREE	59.49		
			..... 3.60 SOKULK	55.87		
			..... 3.52 N. P. R. R. CROSSING	52.35		M
			..... 0.01 U. P. R. R. CROSSING	52.34		M
SB53	11	47	..... 0.65 OAKESDALE	51.69	KA	DV
SB50		13	..... 3.21 GEARY	48.48		
SB45		23	..... 4.67 FAIRBANKS	43.81		
SB40	28	59	..... 5.23 SPRING VALLEY	38.58		XRYOJ
SB34	12	17	..... 6.10 WAVERLY	32.58	WA	D
SB30		15	..... 3.61 WEST FAIRFIELD	28.97		
SB25	23	16	..... 5.32 MT. HOPE	23.65		
SB19	11		..... 5.70 FREEMAN	17.95		
SB17		13	..... 2.53 VALLEY FORD	15.40		
SB15	18		..... 1.77 EXCELSIOR	13.63		
SB 9	17	0	..... 5.78 PARKVIEW	7.87		
SB 8		6	..... 1.50 MORAN	6.37		
			..... 6.23 INLAND JCT	0.14		JXY
SB. O.	Yard	Yard	..... 0.14 SPOKANE	0.00	DS	DNKORYX ZVB
				Time Over Subdivision Average Speed Per Hour		

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 9 THROUGH 16.

EASTWARD

SEVENTH SUBDIVISION

WESTWARD

Station Numbers	Car Capacity		THIRD CLASS	Time Table No. 79 Effective June 3, 1951	Distances from Spokane	Telegraph and Telephone Calls	Signs	THIRD CLASS
	Sidings	Other Tracks							96 Daily Except Sat. & Sun.	95 Daily Except Sat. & Sun.
SC32	Yard	Yard	L 3.00pm	..... COEUR d'ALENE	30.94	CA	XRKDY VZ	Δ 10.50Am
SC31		57	Af 3.10pm	..... 1.50 GIBBS	29.44		VZ	L 10.30Am
BETWEEN SPOKANE BRIDGE AND GIBBS, A DISTANCE OF 11.94 MILES, C. M. ST. P. & P. RY. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN.								
SC19	18		Lf 4.10pm	..... SPOKANE BRIDGE	17.50		V	Δ 9.30Am
SC13-B		12	f 4.35	..... 1.04 GREENACRES	11.86			f 9.10
SC13		7	f 4.40	..... 0.78 FLORA	11.13		X	f 9.00
SC7		7	f 5.00	..... 1.31 MILLWOOD	5.82		X	f 8.25
SC6	27		f 5.05	..... 1.02 ORCHARD AVE.	4.79			f 8.20
SC5		4	f 5.15	..... 1.42 PARKWATER	3.27			f 8.15
SC2		117		..... 2.52 U. P. R. R. CROSSING	0.85		M	
SB2	15	5		..... 0.71 INLAND JCT.	0.14		JXY	
SB O	Yard	Yard	A 5.30pm	..... 0.14 SPOKANE	0.00	DS	DNKORY XZVB	L 8.00Am
				Time Over Subdivision Average Speed Per Hour				2.50 10.92

Eastward trains are superior to westward trains of same class except No. 95 is superior to No. 96.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 9 THROUGH 16.

8 WESTWARD

EIGHTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity						Time Table No. 79 Effective June 3, 1951	Distances from Spring Valley	Telegraph Calls	Signs				
	Sidings	Other Tracks												
STATIONS														
W77	Yard	49					..... COLFAX.....	36.73	CO	YXRKD				
							0.29							
							..... U. P. R. CROSSING.....	36.44		M				
							11.85							
W65	30	26					..... STEPTOE.....	24.59						
							4.76							
W60		29					..... CASHUP.....	19.83						
							4.56							
W55		28					..... THORNTON.....	15.27						
							0.57							
							..... U. P. R. CROSSING.....	14.70		M				
							8.95							
W46	10	29					..... ROSALIA.....	5.75	RO	DV				
							5.75							
SB40	29	59					..... SPRING VALLEY.....	0.00		JXRYO				
Time Over Subdivision Average Speed Per Hour														

Westward trains are superior to eastward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 9 THROUGH 16.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.

CLEARING OF STREAMLINERS.

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains, except No. 22, not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within yard limits, yard engines and light engine movements must clear the main track not less than 10 minutes before Nos. 1, 21, 2 and 22 are due to leave last station where time is shown.

MAXIMUM SPEED OF STREAMLINERS.

Maximum speed of Streamliner trains, consisting of Streamliner cars hauled by Diesel engines, will be designated by distinctive reflectorized roadway signs in the shape of the letter "D".

Except as directly affected by speed restrictions under Items 1 and 2, All Subdivisions, the "D" signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone is reached.

Between Hillyard and Fort Wright, Streamliners will also be governed by speed restriction as indicated under Item 2, First Subdivision.

Where the movement is from a higher to a lower speed zone the zone sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed zone the zone sign is located at the point where speed may be increased. Zone territories are listed herein for the convenience of employees.

MAXIMUM SPEED EXCEPTIONS:

When a Streamliner is detoured over Great Northern tracks outside of regular Streamliner territory, the Streamliner must not exceed the maximum permissible speed for other passenger trains in the territory operated.

When Streamliner is operated against the current of traffic in double track territory the Streamliner must not exceed the maximum permissible speed for other passenger trains. This does not modify Rule 93.

When Streamliner is handled by steam engine, or when other passenger trains are operated on Streamliner schedule, or when train consists of mixed Streamliner and conventional type equipment, the train must not exceed maximum permissible speed for other passenger trains in territory operated.

ELECTRIC BRAKES

In event of failure of the electric straight air brakes, or if electric brakes cannot be used on account of cars not equipped with electric air brakes being handled in the train, the automatic air brake will be used.

Between terminals if engineer finds electric brakes not operating properly he shall immediately change brake valve over to automatic air brake operation and open circuit breaker to electric brake circuits. After changing from electric straight air brake operation to automatic air brake operation the train will be handled with automatic air to the next terminal where standing terminal air brake test can be made by carmen. Terminal brake tests should then be made with electric straight air and with automatic air and train may be handled with electric straight air if the brakes function properly during terminal test.

ZONE TERRITORIES AND MAXIMUM SPEED OF STREAMLINERS.

Stations	Zone Territories		Maximum Speed MPH	
	Between Mile Posts		Westward	Eastward
	1470.0 and 1470.5.....		50	55
	1470.5 " 1472.5.....		50	50
Hillyard	1472.5 " 1473.6.....		35	35
Spokane	1473.6 " 1477.5.....		20	20
	1477.5 " 1478.1.....		12	12
	1478.1 " 1479.4.....		40	30
Ft. Wright	1479.4 " 1479.8.....		40	40
	1479.8 " 1489.1.....		45	45
Lyons	1489.1 " 1514.5.....		75	75
Canby	1514.5 " 1520.6.....		60	60
Bluestem	1520.6 " 1520.7.....		35	50
	1520.7 " 1522.2.....		50	50
	1522.2 " 1522.8.....		50	45
Harrington	1522.8 " 1529.0.....		60	50
	1529.0 " 1542.0.....		65	55
Lamona	1542.0 " 1542.1.....		65	35
Odessa	1542.1 " 1556.7.....		65	65
	1556.7 " 1559.0.....		60	60
Marlin	1559.0 " 1571.9.....		65	65
	1571.9 " 1572.1.....		55	55
	1572.1 " 1573.2.....		65	65
Wilson Creek	1573.2 " 1579.1.....		70	70
	1579.1 " 1587.9.....		75	75
	1587.9 " 1588.4.....		70	70
Adrian	1588.4 " 1618.3.....		75	75
	1618.3 " 1620.7.....		55	55
Crater	1620.7 " 1622.8.....		45	45
	1622.8 " 1623.6.....		35	35
Trinidad	1623.6 " 1628.5.....		45	45
	1628.5 " 1640.7.....		60	60
Rock Island	1640.7 " 1642.3.....		35	35
Malaga	1642.3 " 1646.8.....		60	60
Wenatchee	1646.8 " 1650.2.....		55	55
	1650.2 " 1653.3.....		45	45

2. SPEED RESTRICTIONS GENERAL.

(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movements must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger and freight trains, except Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed below and other speed restrictions covered by Item No. 2 under individual Subdivisions, the 45 degree signs prescribe the speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next territory is reached.

When the movement is from a higher to a lower speed territory the 45 degree sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed territory, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

When the 45 degree sign has two sets of figures, the numerals preceded with letter "P" apply to passenger trains, except Streamliners, and letter "F" to freight trains.

(c) When passenger trains are handled by steam freight engines, or when freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated.

(d) Speed shown on Speed Limit Plate on engines must not be exceeded.

(e) Steam engines backing up	20 MPH
Steam engines in forward motion running light or with caboose only	35 MPH
Diesel and Electric engines light or with caboose only	50 MPH
Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc. on Main Lines except on 6 degree curves or sharper, and on Branch Lines	25 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Lines..... except on 6 degree curves or sharper, and on Branch Lines	15 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Lines..... except on 6 degree curves or sharper, and on Branch Lines	30 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track thru interlockings.....	20 MPH
Trains or engines moving on main routes actuating points of spring switches	15 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock	35 MPH
Trains or engines thru No. 20 turnouts at:.....	25 MPH
Hillyard, end of double track east and west end of yard.	35 MPH
Fort Wright, end of double track.	
Fort Wright, SP&S Junction.	
Bluestem, end of double track.	
Lamona, end of double track.	
Trains or engines thru No. 15 turnouts at:.....	25 MPH
Lyons, east and west siding switch.	
Galena, east and west siding switch.	
Espanola, east and west siding switch.	
Edwall, east and west siding switch.	
Lamona, east siding switch.	
Nemo, east and west siding switch.	
Odesa, east and west siding switch.	
Irby, east and west siding switch.	
Wilson Creek, east and west siding switch.	
Stratford, east and west siding switch.	
Adrian, east and west siding switch.	
Ephrata, east and west siding switch.	
Quincy, east and west siding switch.	
Trinidad, east and west siding switch.	
Voltage, east and west siding switch.	
Wenatchee, east and west crossover switch west end of yard.	
Trains or engines thru all other turnouts.....	15 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel or Electric engines, or immediately next to caboose, occupied outfit or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids. In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

3. MOVEMENT OF ENGINES DEAD IN TRAINS.

Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engines will be handled on head end, all others near rear. Class F-8 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2300-2341 must be handled on rear of train.

Not less than five cars will be placed between all engines.

Trains handling Great Northern steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 MPH.

Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.

Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 23-75 to 170-253 to 258-262 to 264, 272 to 277, 301 to 310, 400 to 456	50
50	35
175 to 227-600 to 653	65
250, 251, 260, 261, 266 to 270, 350 to 365, 500 to 512	75
252 & 259, 265, 300	45
2300 to 2324	50
2325 to 2341	60
5000 to 5008-B	45
5010 to 5019	55

4. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
5. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.
6. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that cannot be done, they will be blocked not less than thirty minutes apart.
7. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in thru trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employee.
8. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
9. Trains 1, 2, 3, 4, 7, 8, 11, 12, 19, 20, 23 and 24 carry 100 ft. of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.
10. Unless otherwise provided, when passenger trains are operated against the current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, trains shall stop at points where U. S. Mail is usually picked up and conductors are responsible for delivery of mail to Postal car.

11. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.
12. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
13. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.
14. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive Liquids", not less than 16th car from road engine, one car from helper engine and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains. These cars must not be placed in trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel, and gondola cars with such lading higher than ends, or cars of similar lading that is liable to shift. Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively, provided shipments are accompanied by authorized representative of United States Government while on trains. Terminals or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change notice will be transferred from crew to crew.
Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I.C.C. Regulations.
15. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.
16. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.
The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions thru or over the switch.
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 thru 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 snow storms 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.

INDICATORS AT SPRING SWITCHES.

A Switch Indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track thru a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch and Automatic Signal at leaving end of siding indicates "Proceed".

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

17. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with a circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.
18. 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 thru this type switch.
19. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific rules will govern.
20. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated: Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30, and sections thereof; also, extra passenger train whether operated as section of regular train or as a passenger extra.
21. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.
22. Before leaving any engines terminal, enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.
Should enginemen on steam engines find that the water is not in sight in water glass, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately, and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.
Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and the water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.
23. ON ENGINES, PASSENGER, FREIGHT AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYES WILL BE GOVERNED AS FOLLOWS:
Roller bearing failures on cars or engines equipped with roller bearings in the journal boxes may be due to lack of oil. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent noti-

fied from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating, proceed only as instructed in the preceding paragraph.

Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stencilled name, "GREAT NORTHERN", and "TIMKIN ROLLER BEARINGS" stencilled in black across center of white stripe. Cars or engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes adequately applied.

24. **OSCILLATING EMERGENCY RED HEADLIGHT** will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employees to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

25. Rule D-97 is in effect on this division.
26. Trains handling flat or skeleton cars loaded with logs must stop at appropriate locations immediately before passing over through-truss bridges or through tunnels and make thorough inspection of all cars of logs in their train, making certain train and lading are in safe condition before proceeding. Extra stops en route will be made for this purpose when in the judgment of the conductor it is necessary.
- Trainmen must maintain watch behind their trains for logs that may have rolled off cars and if main 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 that when two trains handling logs are passed, either one should stop until the other train has pulled by whether on siding or double track.
- On single track, trains handling logs must be at stop when

meeting or being passed by passenger and freight trains, except when there are more cars than siding will hold, it is permissible for log train to pull by such trains at restricted speed. In electrified zone and double track territory, logs must be secured to cars by chains or cables, except between Hillyard and Fort Wright.

Unless conditions require further speed restrictions, trains handling logs must not exceed 25 MPH.

27. Red signs on frost boxes of water and oil tanks. In case of emergency, close large valve in frost box.
28. **EMERGENCY TELEPHONES.**
Spokane, when stopped by Stop-indication at automatic block signal 1475.3, telephone before blocking street crossings—
- | | |
|--|----------------|
| Fort Wright, east end bridge 274 | Booth |
| Fort Wright, west switch | Booth |
| Highland Quarry | Booth |
| Bluestem, end double track | Booth |
| Lamona, east of water tank | Booth |
| end double track | Booth |
| Wilson Creek, west switch | Booth |
| Middle of siding | Booth |
| Ephrata, east wye switch | Booth |
| Trinidad, water tank | Booth |
| West switch | Booth |
| Gravel spur | Pole booth |
| Appleyard, east lead switch | Pole booth |
| Wayside | Booth |
| Clayton | Booth |
| Loon Lake | Booth |
| Springdale | Booth |
| Grays | Booth |
| Addy | Booth |
| Arden | Booth |
| West Kettle Falls | Booth |
| Evans | Booth |
| Marble | Booth |
| Orient | Booth |
| Danville—1 mi. west | Customs office |
| Curlew | Booth |
| Millwood Transfer track | Booth |
| Carders | Booth |
| Flora Jct. | Booth |
| Greenacres | Booth |
| Spokane Bridge | Booth |
| Coeur d'Alene, MP 32 | Booth |
| Gibbs | Booth |
| Rock Creek Bridge | Booth |

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

	Other	
	Passenger	Freight
Between Hillyard and Lyons	45 MPH	35 MPH
Lyons and Wenatchee	65 MPH	40 MPH

2. SPEED RESTRICTIONS.

Spokane, all trains approach crossover east of bridge 270, and crossover west of Howard Street at restricted speed.	
Spokane, over scissors crossover S-2	5 MPH
Spokane, public crossing Howard Street	12 MPH
other public crossings	20 MPH
Bridge 270, Spokane, R, SP&S E-1, Z-6	20 MPH
Bridge 273, Spokane, Q-1, S-1, N-3, SP&S E-1	20 MPH
R, SP&S Z-6	10 MPH
Bridge 274, Fort Wright, Q-1, R, S-1, N-3, SP&S E-1, Z-6	20 MPH
Between Galena and East Galena:	
All trains on straight track	15 MPH
on curves and public crossings	8 MPH
Ephrata, 2.2 miles east of, Army Air Depot spur	8 MPH
Between Home Signals of Interlocking at:	20 MPH
Spokane, U.P.R.R. Crossing.	

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Engines heavier than O class not permitted on following tracks:
Between Galena and East Galena, and on spur track serving
Army Northwest Air Depot Yard at Galena.
Ephrata, 2.2 miles east of, Army Air Depot Spur, south of siding.

4. TRAIN REGISTER EXCEPTIONS.

Hillyard, First class trains and passenger extras register by ticket.

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

Appleyard, register is for second and inferior class trains; passenger extras will register by ticket.

Wenatchee, register is for first class trains, Nos. 253-254 and passenger extras.

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

Spokane, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

6. RESTRICTED CLEARANCES.

In electrified zone all wires must be considered alive unless a clearance has been obtained from operator at Skykomish Substation.

Appleyard, and between Appleyard and Wenatchee, high voltage electric wires over tracks will not clear man on top of cars. Train and engine men must keep off top of cars and engines passing thru this territory, except in emergency, then use extreme caution.

The following overhead wires crossing our track and trolley in electrified zone, do not have standard clearance of 27 ft. from top of rail:

Between Appleyard & Wenatchee, Bridge Street viaduct.
Over Main track19' 9".
Over Lead track21'.

7. Double track extends between Hillyard and Fort Wright, except over bridge 274 and S.P.&S. Jct. which is governed by interlocking signals.

8. Spokane, Trent avenue crossing protected by watchmen between hours 7:00 A.M. and 11:00 P.M. daily, outside these assigned hours a member of crew must be on ground at crossing to protect movement.

9. 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.

10. Fort Wright, instructions for operation of electric switch locks Military Spur and west siding switch posted in iron box locked with switch lock.

11. Malaga, westward train holding main track meeting eastward train will not pass signal battery box just west of depot until opposing train arrives.

12. Wenatchee, westward trains moving from W-O Line lead to First Subdivision and required to wait for westward trains on First Subdivision shall stop east of sign reading "Wait Here". For further details and push button operation see instructions posted in iron box locked with switch lock.

13. Normal position of the switch on the siding at Adrian, connection with the Northern Pacific is for the Great Northern.

14. Emergency water for Diesel boilers available at: Lamona, Wilson Creek, Ephrata.

15. Emergency water for Diesel radiators available at: Edwall, Harrington, Lamona, Wilson Creek, Ephrata, Quincy, Columbia River.

16. Appleyard, Yard lead switch and crossovers main track to yard lead are located as follows:

- #1 switch designating the east lead—200 ft. west of Br. 361.
- #2 crossover switch—100 feet west of MP 1647.
- #3 crossover switch—at culvert 1647.60.

Wenatchee:

- #1 crossover, one mile east of depot.
- #2 crossover, 800 ft. east of depot.
- #3 crossover, 670 ft. west of depot.

#4 crossover, 685 ft. west of depot.

#5 crossover, Fifth St., one mile west of depot.

Olds crossover, 3 miles west of depot.

Crossovers 1, 2 and 4 are trailing point, and 3, 5 and Olds are facing point for eastward trains.

17. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward,
Between MP 1492 and MP 1493 just east of Galena,

Eastward,
Between MP 1612 and MP 1613 two miles west Winchester,
Between MP 1644 and MP 1645 just west Malaga.

18. CROSSOVERS ON DOUBLE TRACK.

Facing point.

Trailing point.

MP 1473.14 west of Hillyard.

MP 1476 east of UP. RR. crossing, Spokane.

MP 1476.69 on Br. 269, Spokane.

MP 1477.12 east of Br. 270, Spokane.

MP 1477.22 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.

3200' west of depot, Mohler.

2000' west of depot, Downs.

19. SPRING SWITCHES WITH FACING POINT LOCK.

Lyons, east and west siding switch.

Galena, east and west siding switch.

Espanola, east and west siding switch.

Edwall, east and west siding switch.

Lamona, east siding switch.

Nemo, east and west siding switch.

Odessa, east and west siding switch.

Irby, east and west siding switch.

Wilson Creek, east and west siding switch.

Stratford, east and west siding switch.

Adrian, east and west siding switch.

Ephrata, east and west siding switch.

Quincy, east and west siding switch.

Trinidad, east and west siding switch.

Voltage, east and west siding switch.

Appleyard, east switch long lead.

east crossover switch long lead.

Wenatchee, east and west crossover switch west end of yard.

Normal position is for main track.

20. SPRING SWITCHES WITHOUT FACING POINT LOCK.

Hillyard, east end yard, connection of east yard lead to track No. 5.

Normal position is for track No. 5.

21. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Westward, on signal;

1623.8 approximately two miles east Trinidad.

1625.7 just east Trinidad.

Eastward, on signal;

1623.8 approximately two miles east Trinidad.

1621.8 approximately one mile west Crater.

22. MANUAL INTERLOCKINGS.

Spokane, 1.17 miles east of,UP RR. crossing.

Fort WrightEnd of double track and SP&S Ry Jct.

Whistle signals for routes:

Spokane, UP RR. crossing:

Main track1 long.

GN-SI Ry Transfer No. 11 long, 1 short.

GN-SI Ry Transfer No. 22 long, 1 short.

Fort Wright:

Main Track GN Ry1 short, 1 long.

Main Track SP&S Ry1 long, 1 short.

Siding GN Ry2 long, 1 short.

23. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Hillyard.....end of double track east and west end of yard, interlocking includes interlocked switches at east end of yard (end of double track, yard lead, and safety switch); at west end of yard (end of double track, yard lead and spike yard lead) and the single main track between them electrically controlled by operator at depot.

The "home signal limits" (Rule 605) of this interlocking for train and engine movements on main track extend from the westward home signals at east end of yard to eastward home signals at west end of yard.

Trains and engines receiving a proceed indication of the governing home signal will proceed, regardless of class, in accordance with Rule 605, observing all governing signal indications. Instructions for operation of Electric Locks and Releases posted in iron boxes locked with a switch lock.

Whistle signals for routes west end of yard:

Eastward trains,
To main track1 long, 1 short, 1 long.
To yard1 long, 1 short.
Westward trains,
To westward main track1 long.
To eastward main track2 long, 1 short.

24. AUTOMATIC INTERLOCKINGS.

Bluestem dual control switch end of double track.
Lamona dual control switch end of double track.
Interlockings operate automatically for all movements with following exceptions:

Lamona, when movement is to be made from double track to siding, siding switch must not be lined until engine is within home signal limits.

Lamona, eastward train moving out of siding immediately after westward train has passed, must operate switch release push button located on eastward home signal to line route for eastward main track.

Bluestem, westward train moving out of siding immediately after eastward train has passed, must operate switch release push button located opposite switch to line route for westward main track.

25. SWITCH INDICATOR.

Ephrata, indicator located at Army Air Depot Spur and Morrison-Knudson Spur.

Member of crew who is to line switches for train or engine movement from the spur to main track must first operate switch key controller in accordance with Item 17 Page 11 of this time table.

SECOND SUBDIVISION

(Oroville Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Wenatchee and Oroville	35 MPH	30 MPH
Oroville and Hedley	25 MPH	25 MPH

2. SPEED RESTRICTIONS.

H-4 engines, on straight track 30 MPH
on curves 20 MPH

3. ENGINES RESTRICTIONS.

Engines heavier than class indicated are prohibited:

Between Wenatchee and Riverside, O-4.
Between Riverside and Oroville, F-8, H-4.
Between Oroville and Hedley, G-3, G-4 and 1600 H.P. Diesel single units.

Additional units must be separated not less than five cars.

4. Nighthawk-Keremeos, trains will not pass International Border without permission of Customs and Immigration Inspectors.
5. Emergency water for Diesel radiators available at: Oroville, Pateros, Chelan, Entiat.

THIRD SUBDIVISION

(Kettle Falls-Nelson Lines)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between
Troup Jct. and South Nelson 15 MPH

South Nelson and Kettle Falls 20 MPH
Kettle Falls and Dean 30 MPH

2. SPEED RESTRICTIONS.

Northport, wye tracks 8 MPH
Dolomite, spur track 10 MPH
Chewelah, thru town limits 8 MPH
Deer Park, thru town limits 10 MPH
Between Northport and Troup Jct., trains handling logs 15 MPH

3. ENGINE RESTRICTIONS.

Engines heavier than class indicated are prohibited:

Between Dean and Kettle Falls R-1.
Between Kettle Falls and Northport M, 1600 H.P. Diesel double units.

Between Northport and Nelson 1600 H.P. Diesels single units. Additional units must be separated not less than five cars. Northport wye O engines prohibited.

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

(a) Great Northern clearance received at Nelson will clear train at Troup Jct.
(b) Kettle Falls, all trains must secure clearance.

5. Troup Jct., northward trains must stop clear of junction switch before entering Canadian Pacific main track and know track is clear.

6. Northport-Waneta, trains will not pass International Border without permission of Customs and Immigration Inspectors.

7. SWITCH INDICATORS.

Dean, indicator for movements from Spokane division Third subdivision to Kalispell division Fourth subdivision.

Member of crew who is to line switches must first operate push button "R" for route desired and hold few seconds. Both trainman and engineer must observe and be governed by indicator before lining switches or fouling main track.

Push buttons and instructions for their operation are posted in iron box locked with a switch lock.

8. Emergency water for Diesel radiators available at Northport.

FOURTH SUBDIVISION

(Republic Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between
Kettle Falls and Republic 20 MPH

2. SPEED RESTRICTIONS.

Trains handling loaded log cars. 15 MPH

3. ENGINE RESTRICTIONS.

Between Kettle Falls and Boyds, 1600 H.P. Diesels double units, heaviest permitted.

Between Boyds and Republic, F-8 and 1600 H.P. Diesel single units.

Additional units must be separated not less than five cars.

4. Kettle Falls, normal position of junction switch is for Third Subdivision.
5. Laurier-Danville, trains will not pass International Border without permission of Customs and Immigration Inspectors.
6. Emergency water for Diesel radiators available at Republic.

FIFTH SUBDIVISION

(Mansfield Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between
Columbia River and Mansfield 20 MPH

2. SPEED RESTRICTIONS.

Trains handling steam derrick, over bridges..... 5 MPH

3. ENGINE RESTRICTIONS.

F-8 and 1600 H.P. Diesels single units heaviest permitted. Additional units must be separated not less than five cars.

4. Columbia River, normal position of junction switch is for siding on First Subdivision.
5. Emergency water for Diesel radiators available at: Mansfield, Palisades.

SIXTH SUBDIVISION

(Moscow Line)

- 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Spokane and Moscow 25 MPH
- 2. SPEED RESTRICTIONS.**
Trains handling steam derrick, over bridges 5 MPH
Bridge 23.2 Mt. Hope, 2 miles west of 8 MPH
Moscow, thru city limits 10 MPH
- 3. ENGINE RESTRICTIONS.**
G-3 and 1600 H.P. Diesels single units heaviest permitted. Additional units must be separated not less than five cars.
- 4. RESTRICTED CLEARANCES.**
Spokane, bridge 1.5 will not clear man on top or sides of cars or engines. Train and engine men must keep off top or side of cars and engines while passing over bridge, except in emergency and then use extreme caution.
- Bridge 23.2, 2 miles west of Mt. Hope, trains or engines must stop before crossing bridge.
- Emergency water for Diesel radiators available at: Moscow, Garfield.

SEVENTH SUBDIVISION

(Coeur d'Alene Line)

- 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Spokane and Coeur d'Alene 25 MPH
- 2. SPEED RESTRICTIONS.**
Trains handling steam derrick over bridges 5 MPH
Spokane, Crestline St., UP and CMStP&P RR crossings 15 MPH
Millwood, public crossing 4 MPH
Coeur d'Alene, thru City limits, at restricted speed.
- 3. ENGINE RESTRICTIONS.**
G-3 or 1600 H.P. Diesels single units heaviest permitted. Additional units must be separated not less than five cars.
- 4. RESTRICTED CLEARANCES.**
Between Spokane and Coeur d'Alene, train and engine men must keep off top and sides of cars and engines, except in emergency and then use extreme caution account restricted side and overhead clearance at various points.
- Coeur d'Alene, trains and engines must stop before passing over 11th Street and Mullan Avenue crossings and movement must be protected by flagman on the ground at the crossing.
- Coeur d'Alene, trains and engines must stop and sound two blasts of engine whistle before proceeding over Diamond Drill Crossing.
- Operation between Spokane Bridge and Coeur d'Alene, is joint with CMStP&P RR and their Time Table and Special Instructions govern.
Trains leaving Spokane will be cleared thru Great Northern dispatcher to Spokane Bridge and will be cleared at Spokane Telegraph office by CMStP&P RR dispatcher for movement from Spokane Bridge to Coeur d'Alene. Trains leaving Coeur d'Alene will be cleared by Great Northern dispatcher for movement from Spokane Bridge to Spokane and by CMStP&P RR dispatcher at their office in Coeur d'Alene for movement from Coeur d'Alene to Spokane Bridge.
- Emergency water for Diesel radiators available at: Coeur d'Alene.
- 9. MANUAL INTERLOCKINGS.**
Inland Jet. 0.71 miles east of, UP and CMStP&P RR crossings

EIGHTH SUBDIVISION

(Colfax Line)

- 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Spring Valley and Colfax 25 MPH
- 2. SPEED RESTRICTIONS.**
Trains handling steam derrick over bridges 5 MPH
- 3. ENGINE RESTRICTIONS.**
G-3 or 1600 H.P. Diesels single units heaviest permitted. Additional units must be separated not less than five cars.
- 4. RESTRICTED CLEARANCES.**
Colfax tunnel will not clear man on top or sides of cars and engines. Between Spring Valley and Colfax, train and engine men must keep off top and sides of cars and engines, except in emergency and then use extreme caution account restricted side and overhead clearances at various points.
- Colfax, trains and engines while switching or moving in and out of depot must use extreme care in passing over North and Last Streets account restricted view.
- Emergency water for Diesel radiators available at: Colfax, Rosalia.
- 7. SEMI-AUTOMATIC INTERLOCKINGS.**
Colfax, 0.29 miles west of UP RR crossing
Normal position is stop for Great Northern. Instructions for operation are posted in box locked with a switch lock.
- 8. RAILROAD CROSSING PROTECTED BY GATES.**
Thornton, 0.57 miles west of UP RR crossing
Normal position is stop for Great Northern.

WATCH INSPECTORS

A. F. Benson Newport, Wash.
H. H. Trowbridge 5012 No. Market, Spokane (Hillyard), Wash.
H. J. March N. 221 Washington St., Spokane, Wash.
Nelson Jewelry Co. 408 Riverside Avenue, Spokane, Wash.
Funk's Jewelry Store Wenatchee, Wash.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	—	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
	—	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	—	15.0
1	5	55.3	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.5
1	8	52.9	8	—	7.5
1	9	52.1	9	—	6.7
1	10	51.4	10	—	6.0

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
Subdivision No. 1				Subdivision No. 4			
Fort Wright Military Spur...	1.0 mile west of Fort Wright..	38	West	Harter Lumber Co.....	5.72 miles west of Kettle Falls.	10	Both
Highland Rock Quarry.....	1.0 miles east of Highland....	72	East	Hedlund Spur.....	3.8 miles east of Boyds.....	3	East
East Galena.....	8.2 miles east of Galena			Spokane-Portland Cement			
	U. S. Army Yard.....		West	Co. Spur.....	1.1 miles east of Boyds.....	12	East
Spokane Army Air Base....	At Galena-U. S. Depot Yard.....		West	Talisman Mining Co.....	2.5 miles east of Laurier.....	10	Both
Ephrata Air Depot.....	2.2 miles east of Ephrata		West	Brinkman Spur.....	3.4 miles east of Grand Forks.	2	East
	U. S. Army Yard.....			Consolidated Mining and			
Morrison-Knudsen Spur....	1.5 miles west of Ephrata.....	22	Both	Smelting Co. Spur.....	1.1 miles east of Grand Forks.	12	West
Sand Pit.....	1.23 miles west of Trinidad....	30	Both	H. T. Jebbis Spur.....	0.4 miles west of Grand Forks	3	East
Gravel Spur.....	2.9 miles west of Trinidad....	70	West	San Poil Spur.....	1.25 miles west of Torboy....	8	East
Keokuk Metals.....	1.3 miles west of Voltage						
	Private Yard.....		East				
Landreth Spur.....	2.2 miles east of Appleyard...	10	West	Subdivision No. 6			
Subdivision No. 2				Subdivision No. 6			
Dwinnell Industry.....	1.0 mile south of Cordell.....	20	Both	Estes.....	3.22 miles west of Moscow...	12	Both
Larabee Industry.....	0.5 mile north of Ellisforde....	17	Both	Ringo.....	3.79 miles west of Viola.....	7	West
Thornton Spur.....	3.41 miles north of Tonasket..	2	Both	Longwill.....	1.39 miles west of Sokulk....	5	East
Tunk Creek Spur.....	1.11 miles south of Barker....	10	Both	Seabury.....	2.39 miles west of Geary.....	11	Both
Ribbon Cliff Spur.....	5.1 miles north of Entiat.....	6	South	Jefferson.....	3.49 miles west of Spring Valley	4	Both
Entiat Rock Spur.....	3.5 miles north of Entiat.....	10	South	Clifton.....	5.03 miles west of Spring Valley	3	West
Springland Orchard Spur...	1.4 miles south of Wagnersburg	3	South	Ochlare.....	3.30 miles west of Mt. Hope..	5	West
Olds Washing Plant.....	2.02 miles north of Olds.....	60	Both	Jacobson's Spur.....	1.5 miles west of Parkview...	1	East
Welch Spur (Friday Pack Co.)	1.6 miles north of Olds.....	13	North	Glenrose Spur.....	1.25 miles west of Moran.....	3	West
				Gravel Pit.....	2.27 miles west of Moran.....	23	Both
Subdivision No. 3				Subdivision No. 7			
Euphrates Spur.....	1.7 miles south of Apex.....	1	North	Winton Lumber Co.....	1.5 miles west of Coeur d'Alene	16	West
Porto Rico Spur.....	3.6 miles north of Ymir.....	2	South	Atlas.....	2.6 miles west of Coeur d'Alene	28	Both
Baskins Spur.....	1.9 miles south of Ymir.....	10	North	Post Falls.....	8.46 miles west of Coeur d'Alene	5	Both
Salmo Gravel Spur.....	1.75 miles south of Salmo.....	15	South	Liberty Lake.....	2.14 miles east of Greenacres..	12	Both
Archibald Spur.....	1.0 mile south of Erie.....	3	South	Carders.....	1.24 miles west of Flora.....	4	West
Benton Spur.....	2.0 miles south of Meadows...	6	South	Vera Industrial Spur.....	1.17 miles west of Flora.....	8	East
Ross.....	3.2 miles south of Meadows...	9	Both				
Work Spur.....	2.1 miles north of Columbia			Includes True's Oil Spur		3	West
	Gardens.....	3	South	Opportunity		22	East
Kootenai Industry.....	0.4 mile south of Waneta....	5	Both	Apple Center		3	East
Stroh Spur.....	5.33 miles north of Northport..	3	South	West Apple Center		3	West
Hudson's Spur.....	3.3 miles south of Northport..	10	South	Dishman		11	East
Kanes Spur.....	4.1 miles south of Northport..	5	South	Spear		8	West
Harpers Spur.....	4.5 miles south of Northport..	17	North				
Dolomite Quarry Spur.....	1.3 miles south of Marble, including trackage of Spokane-Portland Cement Co., Private Yard.....	251	South	Subdivision No. 8			
Hendrix Cut.....	3.8 miles north of Bossburg....	3	South	Manning.....	5.65 miles west of Colfax.....	6	West
Blue Creek Spur.....	3.1 miles south of Addy.....	12	South	Blackwell.....	1.92 miles east of Steptoe....	14	Both
Alloy Industry.....	3.0 miles north of Chewelah..	19	Both	Stoneham.....	2.95 miles west of Thornton..	4	East
Kulzer's Spur.....	1.7 miles south of Valley.....	8	North	Balder.....	4.34 miles east of Rosalia....	12	Both
Loon Lake Gravel Spur.....	1.5 miles north of Loon Lake..	40	North	Early.....	2.1 miles east of Rosalia....	7	West
				Rollins.....	2.59 miles east of Spring Valley	11	East

