

GREAT NORTHERN RAILWAY COMPANY

SPOKANE DIVISION

TIME TABLE 85

Effective 12:01 A. M. Pacific Time

Tuesday, June 15, 1954

F. V. PERCIVAL, Superintendent.

T. A. JERROW, General Manager.

A. W. CAMPBELL, General Superintendent Transportation

COMPANY SURGEONS

- *Dr. Roscoe C. Webb, Chief Surgeon Minneapolis, Minn.
*Dr. Ernest R. Anderson,
Assistant Chief Surgeon Minneapolis, Minn.
*Dr. R. M. Bowell Bonners Ferry, Idaho
Dr. Wm. F. Tyler Sandpoint, Idaho
Dr. Leslie J. Stauffer Priest River, Idaho
Dr. H. G. Lawson Newport, Wash.
*Dr. E. B. Coulter Spokane, Wash.
Dr. Joseph Thayer Hillyard, Wash.
*Dr. G. R. Kingston Wenatchee, Wash.
*Dr. L. F. Wagner Harrington, Wash.
Dr. J. E. McNamara Wilson Creek, Wash.
*Dr. J. F. Kearns Ephrata, Wash.
*Dr. C. O. Mansfield Okanogan, Wash.
Dr. R. V. Kinzie Tonasket, Wash.
Dr. C. M. Canning Colville, Wash.
*Dr. Fred M. Auld Nelson, B. C.
Dr. H. B. Stout Pateros, Wash.
*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

- Dr. Philip B. Greene Spokane, Wash.
Dr. C. K. Miller Wenatchee, Wash.

C. E. Emerson, Chief Dispatcher.

D. L. Manion, Trainmaster.

W. J. Barke, Trainmaster.

T. J. Brennan, Trainmaster.

H. H. Holmquist, Trainmaster.

Inside front cover intentionally blank. Even-numbered pages are to the right of the staples and odd-numbered pages are to their left.

WESTWARD

FIRST SUBDIVISION

EASTWARD 2

Station Numbers	Car Capacity		FIRST CLASS			Distance from Troy	Time Table No. 85 Effective June 15, 1954	STATIONS	Telegraph Calls	Distance from Hillyard	FIRST CLASS			SECOND CLASS			SIGNS
	Sidings	Other Tracks	1	3	27						4	28	2	494	490	492	
			Streamliner	Daily	Daily						Daily	Daily	Daily	Streamliner	Daily	Daily		Daily
1332	Yard	917	L 8.05 ^{pm}	L 4.50 ^{pm}	L 1.45 ^{pm}		TROY	UX	134.58	A 10.25 ^{Am}	A 11.55 ^{Am}	A 2.40 ^{Am}	A 4.35 ^{Am}	A 12.30 ^{pm}	A 9.05 ^{pm}	RDNPW BOKXI	
1340	142	19	8.15	5.00	1.56	6.67	YAKT		127.91	10.15	11.45	2.24	4.20	12.20	8.50	P	
1347	128	24	8.26	5.11	2.07	13.71	LEONIA	ON	120.87	10.05	11.34	2.11	4.06	12.05 ^{pm}	8.26	DP	
1353	70	6	8.38	5.23	2.20	20.54	KATKA		114.04	9.55	11.23	1.59	3.52	11.50 ^{Am}	7.54	P	
1360	132	10	8.49	5.34	2.32	27.00	CROSSPORT		107.58	9.46	11.12	1.48	3.39	11.35	7.41	P	
1364	E119 W 68	148	8.55	5.40	2.41	31.31	BONNERS FERRY	BY	103.27	f 9.40	s 11.05	1.42	3.30	11.25	7.30	DNPV YXJ	
1369	70	18	9.01	5.46	2.49	36.27	MORAVIA		98.31	9.33	10.55	1.35	3.21	11.15	7.18	P	
1376	119	39	9.10	5.55	3.00	42.68	NAPLES	NA	91.90	9.27	10.45	1.27	3.10	11.05	7.08	DPW	
1383	130	32	9.19	6.04	3.11	50.07	ELMIRA		84.51	9.20	10.35	1.18	2.57	10.50	6.52	P	
1390	125	11	9.27	6.11	3.21	56.89	COLBURN		77.69	9.13	10.25	1.10	2.44	10.35	6.40	P	
1398	W133 E105	282	9.37	6.22	3.34	64.74	SANDPOINT	S	69.84	f 9.05	s 10.15	1.00	2.30	10.20	6.22	DNPWV YXZ	
						67.70	DOVER		66.88	8.58	10.07					PV	
1407	70	13	9.48	6.32	3.47	73.58	WRENCOE		61.00	8.52	9.59	12.49	2.16	10.05	5.54	P	
1410	130	15	9.54	6.38	3.55	78.58	LACLEDE		56.00	8.47	9.52	12.43	2.07	9.52	5.47	P	
1416	71	42	10.00	6.44	4.01	83.30	THAMA		51.28	8.42	9.45	12.38	1.59	9.32	5.41	P	
1420	70	103	10.04	6.48	4.08	86.83	PRIEST RIVER	NC	47.75	8.38	9.40	12.34	1.53	9.20	5.35	DP	
1427	122	247	10.14	6.59	4.23	93.40	NEWPORT	NR	41.18	8.30	9.30	12.26	1.40	9.09	5.25	DNPOVX	
1432		21	10.18	7.03	4.29	96.90	PENRITH		37.68	8.22	9.18	12.22	1.28	8.59	5.15	P	
1436	129	15	10.24	7.09	4.37	101.20	SCOTIA		33.38	8.17	9.10	12.16	1.19	8.45	5.00	P	
1442	120	25	10.34	7.20	4.47	107.79	CAMDEN		26.79	8.09	9.01	12.05	1.01	8.30	4.47	PW	
1445	70	28	10.40	7.25	4.52	110.77	ELK		23.81	8.05	8.55	12.01 ^{Am}	12.54	8.20	4.26	P	
1449	123	32	10.46	7.31	4.59	115.09	MILAN		19.49	7.59	8.45	11.55 ^{pm}	12.45	8.06	4.18	P	
1456	70	11	10.55	7.40	5.09	121.58	CHATTAROY		13.00	7.51	8.35	11.47	12.32	7.59	4.06	P	
1460	64	53	11.00	7.45	5.15	125.46	DEAN	SF	9.12	7.46	8.30	11.42	12.25	7.53	4.00	DNPXJI	
1464		155	11.06	7.52	5.22	130.05	MEAD		4.53	7.40	8.21	11.36	12.15	7.45	3.50	P	
1469	Yard	3149	A 11.15 ^{pm}	A 8.00 ^{pm}	A 5.35 ^{pm}	134.58	HILLYARD	HU		L 7.35 ^{Am}	L 8.15 ^{Am}	L 11.30 ^{pm}	L 12.05 ^{Am}	L 7.40 ^{Am}	L 3.40 ^{pm}	KRDNPW BOXIYZT	
			3.10 42.53	3.10 42.53	3.50 35.13		Time Over Subdivision Average Speed Per Hour			2.50 47.49	3.40 36.70	3.10 42.53	4.30 29.93	4.50 27.86	5.05 26.49		

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1.

Conditional stops—

No. 4 Newport to discharge revenue passengers from Portland and Everett or West and to receive revenue passengers for Great Falls and points East where No. 4 is scheduled to stop.

No. 4 Priest River to pick up revenue passengers for Fargo and East, where No. 4 is scheduled to stop.

No. 28 on Flag at Samuels postoffice, 2 miles east Colburn.

Conditional stops—

No. 3 Priest River to discharge revenue passengers from Fargo and East.

No. 27 on Flag at Samuels postoffice, 2 miles east Colburn.

No. 3 Newport to receive revenue passengers for Everett or Portland and beyond and to discharge revenue passengers from Great Falls and East.

3 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		FIRST CLASS						Distances from Hillyard	Time Table No. 85		Telegraph Calls	
	Sittings	Other Trains	1	45	3	27	5	21		STATIONS			
			Streamliner	S. P. & S. No. 3				S. P. & S. No. 1 Streamliner					
			Daily	Daily	Daily	Daily	Daily	Daily	Effective June 15, 1954				
1469	Yard	8184		L 11:15 ² Pm		L 8:00Pm	L 5:35Pm		0.00	DOUBLE TRACK	HILLYARD ★ 2.68	HU	
1472	Yard			11.25		8.10	5.45		2.68		U. P. R. CROSSING.		
1478	Yard	644		A 11.30 L 11.59	L 9.15Pm	A 8.15 L 9.00	A 5.50Pm	L 8.30Am	L 12.06Am	4.85	1.17 SPOKANE	Q	
1477	69	26		12.05Am	A 9.21Pm	9.05		f 8.35	A 12.11Am	7.69	FORT WRIGHT	FW	
1481	69	6		12.17		9.16		f 8.45		19.05	HIGHLAND		
1486	130	15		12.22		9.21		f 8.50		17.31	LYONS		
1493	129	69		12.27		9.26		f 8.57		22.06	FAIRCHILD	NA	
1496	130	89		12.31		9.30		f 9.03		26.00	ESPANOLA		
1502	70	50		12.37		9.35		f 9.11		29.18	WAUKON		
1508	129	85		12.42		9.40		s 9.19		33.00	EDWALL	WH	
1512	0	27								42.00	CANBY		
1517	70	46		12.53		³ 9.49		f 9.30		48.10	BLUKSTEM		
1524	E62 W69	95		1.00		9.57		s 9.40		55.51	HARRINGTON	HR	
1531	E68	40		1.06		10.04		f 9.47		62.33	MOHLER		
1535	0	40		1.10		10.08		f 9.52		65.94	DOWNS		
1539	126	85		1.14		10.13		f 9.58		70.40	LAMONA		
1544	125	15		1.20		10.18		⁴⁹² 10.04		75.05	NEMO		
1550	125	118		1.25		10.23		s 10.10		80.33	ODESSA	SA	
1558	112	25		1.35		10.31		f 10.20		89.74	IBBY		
1566	69	33		1.42		10.38		s 10.28		97.21	MARLIN		
1573	164	152		1.48		10.44		s 10.36		102.33	WILSON CREEK	OK	
1580	129	19		1.56		10.51		f 10.46		111.63	STRATFORD		
1588	141	132		2.01		10.56		f 10.52		116.97	ADRIAN		
1591	0	20						s 10.58		121.67	SOAP LAKE		
1596	129	58		s 2.14		s 11.15		s 11.08		126.07	EPHRATA	FR	
1601	70	7		2.19		11.21		f 11.14		132.12	NAYLOR		
1606	69	56		2.24		11.27		f 11.20		137.19	WINCHESTER		
1612	114	242		2.30		11.34		s 11.29		142.33	QUINCY	QN	
1617	79	4		2.37		11.41		11.37		148.48	CRATER		
1623	123	19		2.47		11.51		s 11.46		154.06	TRINIDAD		
1632	70	52		3.01		12.05Am		f 11.58		163.37	COLUMBIA RIVER		
1637	126	83		3.06		12.10		f 12.04Pm		169.32	VOLTAGE		
1638	0	42						f 12.07		168.32	ROCK ISLAND	RI	
1641	100	64		3.14		12.19		f 12.16		172.24	MALAGA	MA	
1645	Yard	1082		3.20		12.25		s 12.25		177.08	APPLEYARD	WD	
1648	Yard	1085		A 3.25 ⁴ Am		A 12.30Am		A 12.30Pm		179.25	WENATCHEE	WC	
				4.10 43.02		.06 37.40		4.30 39.84	.15 19.40	4.00 43.60	.05 32.58		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 Great Falls and East where Nos. 3 and 4
 are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

SECOND SUBDIVISION

EASTWARD 4

Time Table No. 85

Effective June 15, 1954

STATIONS	Distance from Wenatchee	FIRST CLASS					SECOND CLASS		SIGNS	
		46 S. P. & S. No. 4	4	28	6	22 S. P. & S. No. 2 Streamliner	2	492		494
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily
DOUBLE TRACK HILLYARD ★ 3.68 U. P. R. R. CROSSING 175.57	179.25	A 7.35Am	A ^s 8.15Am			A 11.30Pm	A 12.30Pm	A 7.15Pm	BRKDNP TWOIXZY DNPIMVX	
1.17 SPOKANE 2.74 FORT WRIGHT 6.36 HIGHLAND 3.26 LYONS 5.39 FAIRCHILD 156.65	174.40 171.66 165.30 162.04 156.65	A 6.35Am L 6.28Am	L 7.20 A 6.50 6.45	L 8.00Am f 5.23	A 5.30Pm L 10.28Pm	L 11.15 A 10.35Pm 10.40	12.15 12.10Pm	6.55 6.45	BRKDNP BXVZ IDNPYXV P P DNPV	
4.09 ESPANOLA 6.44 WAUKON 5.72 EDWALL 3.70 CANBY 5.50 BLUESTEM 7.41 HARRINGTON 6.72 MOHLER 3.71 DOWNS 4.46 LAMONA 5.58 NEMO 103.20	182.56 146.07 140.85 136.65 131.15		6.21 6.15 6.10	f 4.52 f 4.44 s 4.38		10.16 10.10 10.05	11.37 11.28 11.20	6.10 6.00 5.50	P P DPN P IP	
4.85 ODESSA 8.91 IRBY 7.47 MARLIN 6.62 WILSON CREEK 7.82 STRATFORD 5.82 ADRIAN 4.60 SOAP LAKE 5.40 EPHRATA 5.15 NAYLOR 5.07 WINCHESTER 6.14 QUINCY 5.13 CRATER 5.60 TRINIDAD 9.31 COLUMBIA RIVER 3.45 VOLTAGE 1.50 ROCK ISLAND 4.02 MALAGA 4.74 APPLEYARD 2.17 WENATCHEE 00.0	98.42 89.51 82.04 76.42 67.60 62.28 57.68 52.28 47.13 42.06 35.92 30.79 25.19 18.88 12.43 10.93 6.91 2.17 00.0		5.26 5.17 5.09 5.02 4.55 4.50 4.40 4.28 4.24 4.19 4.12 4.04 3.52 3.47 3.39 3.34 3.30Am	s 3.43 f 3.29 s 3.21 s 3.13 f 3.03 f 2.56 s 2.50 s 2.42 s 2.30 f 2.24 s 2.18 2.08 s 2.01 f 1.46 f 1.41 f 1.39 f 1.32 s 1.25 L 1.20Pm		9.14 9.04 8.56 8.49 8.41 8.35 8.25 8.17 8.13 8.08 8.02 7.54 7.42 7.37 7.30 7.25 L 7.20Pm	9.47 9.35 9.24 9.15 9.02 8.55 8.42 8.35 8.28 8.20 8.05 7.50 7.30 7.20 7.10 L 7.00Am L 1.30Pm	4.40 4.26 4.15 4.05 3.48 3.41 3.28 3.20 3.13 3.05 2.45 2.30 2.05 1.55 1.45 6 1.30Pm	DPN P P DNP YX P PV P DNP P P DNP P P DP DNP BRKDNPZ TWOX BRKDNP XBJ	
Time Over Subdivision Average Speed Per Hour		.07 22.49	4.05 43.89	.15 19.40	4.10 41.85	.07 22.49	4.10 43.02	5.30 32.19	5.45 30.80	

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 Nos. 1 and 21.
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 are scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

5 SOUTHWARD

THIRD SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		THIRD CLASS		Distance from Hedley	Time Table No. 85			Distance from Wenatchee	SIGNS	THIRD CLASS	
	Stidings	Other Tracks	397	697		Effective June 15, 1954	STATIONS	396			698	
			Mon., Wed. and Friday.	Daily Ex. Sun.				Mon., Wed. and Friday.			Daily Ex. Sat.	
SG 128	Yard	11			0.00	HEDLEY		192.98			A 11.30Am	
SG 110	88	88			17.68	17.68 KEREMEOS	K	175.80	D		s 10.30	
	0	10			21.58	8.90 CAWSTON, B. C.		171.40		f	10.10	
SG 98	0	22			34.50	12.92 CHOPAKA, WASH.		158.48		s	9.35	
SG 88	0	7			44.40	9.90 NIGHTHAWK		148.58		s	9.05	
SG 71	Yard	248			55.74	11.84 OROVILLE	VR	187.24	RKDY BPXO	L	8.30Am	
WO 182	0	85			3.35	5.75 CORDELL		181.49			1.10	
WO 126	0	84			3.50	5.28 ELLISFORDE		126.31			12.50	
WO 120	0	71			4.15	5.93 TONASKET	ON	120.28	DP		12.30	
WO 115	0	84			4.30	4.83 JANIS		115.45			12.05Am	
WO 110	0	84			4.45	5.43 BARKER		110.02			11.50	
WO 105	0	86			5.00	5.29 RIVERSIDE		104.73			11.30	
WO 100	0	85			5.15	4.18 CHEROKEE		100.55			11.15	
WO 98	66	214			5.45	4.85 OMAK	MK	95.70	BDPXY		11.00	
WO 99	55	92			6.45	4.20 OKANOGAN	KN	91.50	DPX		10.10	
WO 87	0	84			7.05	4.93 CHILLOWIST		86.57			9.20	
WO 88	0	85			7.20	3.93 MALOTT		82.64	P		9.05	
WO 76	0	85			7.40	6.25 WAKEFIELD		76.29			8.45	
WO 73	0	84			8.00	4.73 MONSE		71.66	P		8.30	
WO 68	39	67			8.15	3.97 CHIEF JOSEPH		67.89	P		8.15	
WO 65	50	61			8.45	2.70 BREWSTER	BR	64.99	DPX		8.00	
WO 59	125	335			9.15	6.08 PATEROS	BO	58.91	DPX		7.25	
WO 58	0	84			9.30	5.47 STARR		58.44	P		6.45	
WO 50	0	84			9.45	3.66 AZWELL		49.78	P		6.30	
WO 44	0	85			10.00	5.73 HUGO		44.05			6.15	
WO 39	125	88			10.45	5.11 CHELAN	HN	38.94	DPX		6.00	
	0	78			11.00	1.16 CHELAN FALLS		37.78	X		5.40	
WO 32	0	40			11.20	5.85 STAYMAN		31.98	P		5.13	
WO 26	0	43			11.40	5.92 WINESAP		26.01			4.45	
WO 19	125	107			12.15Am	7.11 ENTIAT	NI	18.90	DPX		4.25	
WO 14	0	39			12.30	5.30 WAGNERSBURG		13.60			3.40	
WO 8	0	81			12.50	5.63 ZENA		7.97			3.25	
WO 3	0	66			1.05	4.48 OLDS		3.49			3.10	
1648	Yard	1085			1.15Am	3.49 WENATCHEE	WC	0.00	RKDNF BXJ	L	3.00Pm	
					3.09 17.69	9.55 14.83					3.00 18.58	
											10.30 13.07	
						Time Over Subdivision Average Speed Per Hour						

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 19 THROUGH 20.

SOUTHWARD

FOURTH SUBDIVISION

NORTHWARD 6

Station Numbers	Car Capacity		THIRD CLASS		Distance from Nelson	Time Table No. 85		Telegraph Calls	Distance from Dean	SIGNS	THIRD CLASS	
	Sidings	Other Tracks	703	701		Effective June 15, 1954					702	704
			To Trm. and Sat.	Daily Ex. Mon.		STATIONS					Daily Ex. Sat.	Mon. Wed. and Friday
SA 186			L 6.00		0.00	NELSON		BC	185.75	RDNWP	A 3.20	
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES												
SA 181	0	0	6.30		5.45	TROUP JUNCTION			180.30	RYPV	A 2.45	
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		20.88	HALL			165.87			1.25
SA 159	0	16	8.05		27.50	YMIK			158.28			12.57
SA 155	0	9	8.20		31.86	BOULDER MILL			153.89			12.40
SA 152	0	58	9.00		35.15	SALMO		SI	150.60	D		12.30
SA 148	0	15	9.10		37.87	ERIE			147.88			12.05
SA 145	0	20	9.25		40.74	MEADOWS			145.01			11.55
SA 140	0	7	9.55		44.82	PARKS			140.98			11.35
SA 136	0	33	10.45		50.42	FRUITVALE			135.38			11.10
SA 130	0	7	11.15		55.74	COLUMBIA GARDENS			130.01			10.45
SA 127	0	7	11.40		59.57	WANETA, B. C.			126.18	P		10.20
SA 126	0	39	11.50		61.08	BOUNDARY, U. S.			124.07			10.05
SA 116	60	89	12.40	Pm	70.48	NORTHPORT		NP	115.27	PDYX		9.30
SA 109	0	30	1.10		78.76	MARBLE			106.99			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 98	39	92	2.10		94.11	EVANS			91.64	XP RKDN		7.35
SA 82	Yard	343	A 2.50	L 4.40	104.02	KETTLE FALLS		MF	81.78	BYXOJPZ	A 2.30	L 7.00
SA 77	0	18		5.10	109.48	PALMERS			76.32		2.00	
SA 78	0	115		6.00	112.48	COLVILLE		VD	73.27	PD	1.35	
SA 67	40	0		6.40	118.98	ARDEN			66.77	P	12.45	
SA 59	0	20		7.15	126.37	ADDY			59.38		12.15	Pm
SA 50	81	135		9.00	135.58	CHEWELAH		CH	50.17	PDXZ	11.30	
SA 48	40	49		10.30	145.15	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			33.98			
SA 33	39	17		11.30	158.09	SPRINGDALE			32.66	P	9.05	
SA 25	40	5		11.59	161.30	LOON LAKE			24.55	P	8.30	
SA 18	0	62		12.30	165.00	CLAYTON			17.75	P	8.00	
SA 18	50	49		1.00	173.27	DEER PARK		DE	12.48	PDX	7.30	
SA 9	0	20		1.20	176.86	DENISON			8.89	P	6.25	
SA 4	40	0		1.40	181.98	WAYSIDE			3.77	P	6.10	
1460	Yard	72		A 2.10	185.75	DEAN		SF	0.00	JRDNX	L 6.00	
			8.30 11.77	9.30 8.60		Time Over Subdivision Average Speed Per Hour					8.30 9.60	8.30 12.48

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

7 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		Distance from Kettle Falls	Time Table No. 85 Effective June 15, 1954		Distance from Republic	SIGNS	THIRD CLASS	
	Sidings	Other Tracks		393		STATIONS	Mon., Wed. and Fri.			394	Mon., Wed. and Fri.
SA 82	Yard	200			L 5.00Am	0.00	.....KETTLE FALLS.....	MF 80.68	ORKDNB JYXPZ	A 4.10Pm	
SD 5	0	137			5.20	4.70	.....WEST KETTLE FALLS.....	75.98	P	3.45	
SD 12	0	24			5.45	12.10	.....BOYDS.....	68.58		3.15	
SD 17	0	81			6.05	17.44	.....BARSTOW.....	63.24		2.55	
SD 22	0	81			6.30	22.67	.....DULWICH.....	58.01		2.40	
SD 24	0	7			6.40	24.22	.....ORIENT.....	56.46	P	2.30	
SD 29	0	12			7.00	28.55	.....GOLDSTAKE.....	52.18		2.10	
SD 35	0	18			7.30	34.64	.....LAURIER, WASH.....	46.04	P	1.50	
SD 46	0	5			8.15	45.98	.....GRAND FORKS, B. C.....	GB 34.70		1.10	
SD 47	0	4			8.20	47.47	.....GRAND FORKS JCT.....	33.21	YV	1.01	
SD 49	0	18			8.30	49.06	.....DANVILLE, WASH.....	31.62	P	12.55	
SD 53	0	11			8.45	53.19	.....HURLBURT.....	27.49		12.35	
SD 59	0	62			9.05	59.48	.....CURLEW.....	21.20	P	12.15Pm	
SD 65	0	88			9.20	65.56	.....MALO.....	15.12		11.55	
SD 72	0	18			9.40	72.10	.....POLLARD.....	8.58		11.35	
SD 76	0	25			9.50	75.78	.....TORBOY.....	4.90		11.20	
SD 81	Yard	125			A 10.10Am	80.68	.....REPUBLIC.....	Z 0.00	XBRKDY	L 11.00Am	
					5.10 15.61		Time Over Subdivision Average Speed Per Hour			5.10 15.61	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

SOUTHWARD

SIXTH SUBDIVISION

NORTHWARD

Station Numbers	Car Capacity		THIRD CLASS		Distance from Mansfield	Time Table No. 85 Effective June 15, 1954		Distance from Columbia River	SIGNS	THIRD CLASS	
	Sidings	Other Tracks				STATIONS					
CR 60	Yard	48			0.00	.....MANSFIELD.....	60.20	PXRY			
CR 55	0	30			5.40	.....TOUHEY.....	54.90	P			
CR 49	0	50			11.28	.....WITHROW.....	48.01				
CR 44	0	30			16.94	.....SUPPLEE.....	42.45	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.....	21.25	P			
CR 16	0	35			44.62	.....PALISADES.....	15.77	P			
CR 5	0	230			54.94	.....BON SPUR.....	5.45				
1632	Yard	58			60.20	.....COLUMBIA RIVER.....	0.00	PJ			
							Time Over Subdivision Average Speed Per Hour				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

9 WESTWARD

NINTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity						Time Table No. 85 Effective June 15, 1954	Distances from Spring Valley	Telegraph Calls	Signs					
	Sidings	Other Tracks													
							STATIONS								
W77	Yard	49					.....COLFAX..... 0.28.....U. P. R. R. CROSSING..... 11.85	36.73 36.44	CO	YXRKD M					
W65	30	26					.....STEPTOE..... 4.76	24.58							
W60	0	29					.....CASHUP..... 4.56	19.83							
W55	0	28					.....THORNTON..... 0.67.....U. P. R. R. CROSSING..... 8.95	15.27 14.70		M					
W46	10	29					.....ROSALIA..... 5.75	5.75	RO	DV					
SB40	28	59					.....SPRING VALLEY.....	0.00		JRYO					
							Time Over Subdivision Average Speed Per Hour								

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity						Time Table No. 85 Effective June 15, 1954	Distances from Port Hill	Telegraph Calls	Distances from Bonner's Ferry	SIGNS				
	Sidings	Other Tracks													
							STATIONS								
KV26	Yard	37					.....PORT HILL..... 9.16	36.11		P					
KV17		18					.....COPELAND..... 9.38	16.95							
KV8		18					.....RITZ..... 7.01	7.57							
							.....SPOKANE INT. RY. CROSSING..... 0.56	0.56							
1364		185					.....BONNERS FERRY.....	26.11	BY	RDNPW BYXJV					
							Time Over Subdivision Average Speed Per Hour								

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

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 PERMISSIBLE SPEED OF STREAMLINERS.

Streamliner trains will be so designated in column with schedule number.

Maximum permissible speed of Streamliner trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees as prescribed in Item 2(b)—SPEED RESTRICTIONS GENERAL—ALL SUBDIVISIONS.

2. SPEED RESTRICTIONS GENERAL.

ZONE TERRITORIES AND MAXIMUM PERMISSIBLE SPEED OF PASSENGER TRAINS, INCLUDING STREAMLINERS, OPERATING VIA ROUTES INDICATED BELOW:

Stations	Zone Territories Between Mile Posts	Maximum Speed MPH	
		Westward	Eastward
Troy	1351.6 and 1354.0	35	50
	1354.0 " 1344.0	55	55
	1344.0 " 1346.8	50	50
	1346.8 " 1348.3	40	40
	1348.3 " 1349.2	35	35
	1349.2 " 1359.2	40	40
	1359.2 " 1363.4	35	35
Bonners Ferry	1363.4 " 1368.1	55	55
	1368.1 " 1368.4	15	15
	1368.4 " 1376.1	55	55
	1376.1 " 1377.6	45	45
	1377.6 " 1382.3	70	70
	1382.3 " 1395.0	60	60
	1395.0 " 1402.8	60	60
Sandpoint	1402.8 " 1425.0	55	55
	1425.0 " 1432.6	45	45
	1432.6 " 1439.8	50	50
Newport	1439.8 " 1455.1	45	45
	1455.1 " 1459.0	50	40
	1459.0 " 1463.0	60	60
	1463.0 " 1464.0	55	35
	1464.0 " 1468.8	55	55
Dean	1468.8 " 1470.5	50	55
	1470.5 " 1472.5	50	50
	1472.5 " 1473.6	35	35
	1473.6 " 1477.5	20	20
	1477.5 " 1478.1	12	12
Hillyard	1478.1 " 1479.4	40	30
	1479.4 " 1479.8	40	40
	1479.8 " 1479.8	45	45
Spokane	1479.8 " 1489.1	45	45
	1489.1 " 1514.5	79	79
Ft. Wright	1489.1 " 1514.5	79	79
	1514.5 " 1520.6	60	60
Lyons	1514.5 " 1520.6	60	60
	1520.6 " 1520.6	60	60
Canby	1520.6 " 1520.6	60	60
	1520.6 " 1520.6	60	60

Bluestem	1520.6 and 1520.7	35	60
	1520.7 " 1522.2	50	60
	1522.2 " 1522.8	50	50
Harrington	1522.8 " 1527.0	60	60
	1527.0 " 1529.0	55	55
	1529.0 " 1542.0	65	65
Lamona	1542.0 " 1542.1	65	35
	1542.1 " 1556.7	65	65
Odessa	1556.7 " 1559.0	60	60
	1559.0 " 1569.2	65	65
	1569.2 " 1569.7	50	50
Marlin	1569.7 " 1571.9	55	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	79	79
	1587.9 " 1588.4	70	70
Adrian	1588.4 " 1614.8	79	79
	1614.8 " 1618.3	60	60
Quincy	1618.3 " 1620.7	55	55
	1620.7 " 1622.8	45	45
Crater	1622.8 " 1623.6	35	35
	1623.6 " 1628.5	45	45
	1628.5 " 1640.7	60	60
Trinidad	1640.7 " 1642.3	35	35
	1642.3 " 1646.8	60	60
Rock Island	1646.8 " 1649.9	55	55
	1649.9 " 1651.2	35	35
Malaga	1651.2 " 1653.3	45	45
	1653.3 " 1653.3	45	45
Wenatchee	1653.3 " 1653.3	45	45
	1653.3 " 1653.3	45	45

(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, freight and mixed trains, including 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 in Items 1 and 2—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree 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 sign is reached.

When 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. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, 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.

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

(c) When passenger trains, including Streamliners, are handled by Diesel or Electric engines, the train will not exceed the maximum speed authorized by Speed Limit Plate on engines, and will be governed by the 45 degree signs where a lower speed is prescribed.

When freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, including Streamliners, 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) Diesel and Electric engines light or with caboose only 50 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan spreaders, wedge plows, etc.:

On Main Lines 30 MPH

Except on six 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..... 30 MPH

except on 6 degree curves or sharper, and on Branch Lines 20 MPH

Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track thru interlockings..... 15 MPH

Trains or engines moving on main routes actuating points of spring switches 35 MPH

Trains or engines moving in facing point direction at spring switches without facing point lock 25 MPH

Trains or engines thru No. 20 turnouts at:..... 35 MPH

Troy, end of double track, crossover at end of double track, east end of south yard track. Yakt, Leonia, Newport, west siding switch. Dean, end of double track.

Hillyard, end of double track east and west end of yard.

Fort Wright, end of double track.

Fort Wright, SP&S Junction.

Bluestem, end of double track.

Lamona, end of double track.

Lamona, east siding switch.

Wilson Creek, west siding switch.

Stratford, east and west siding switch.

Adrian, east and west siding switch.

Quincy, east and west siding switch.

Voltage, east siding switch.

Malaga, east and west switch.

Appleyard, #1 switch east lead.

Appleyard, #2 crossover switch.

Trains or engines thru No. 15 turnouts at:..... 25 MPH

Elmira, east and west siding switch.

Laclede, east and west siding switch.

Lyons, east and west siding switch.

Nemo, east and west siding switch.

Odessa, east and west siding switch.

Ephrata, east and west siding switch.

Trinidad, east and west siding switch.

Voltage, 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 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.

Not more than four adjacent Diesel units are to be towed dead in a train in a single grouping. Additional groups should be separated by not less than five cars.

Diesel and Gas-Electric engines 2302-2341 must be handled on rear of train.

Trains handling 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 28, 75 to 170, 247 to 249, 253 to 259, 262, 263, 307 to 317, 400 to 474	50 MPH
175 to 232, 271 to 274, 276 to 279, 550 to 578, 600 to 678	65 MPH
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	75 MPH
2302 to 2324	50 MPH
2325 to 2339	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

4. 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 brakes function properly during terminal test.

5. 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.

6. When two or more Diesel or Electric engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

7. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.

8. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.

9. EMPLOYEES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. 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. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. 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 notified 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 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 and covered hopper cars equipped with roller bearings have the lettering "TIMKEN ROLLER BEARINGS" stencilled beneath the lettering "GREAT NORTHERN" on each side of the car.

Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

10. **COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:**

FIRST SUBDIVISION

LEONIACooling water only, at Depot.
 BONNERS FERRYBoth at Water tank, hoses in Depot.
 NAPLESCooling water only, at Depot.
 SANDPOINTBoth at West standpipe, hoses in frost box.
 NEWPORTCooling water only, at Depot.

SECOND SUBDIVISION

LAMONABoiler and radiator.
 WILSON CREEK " " "
 QUINCY " " "
 EDWALLRadiator only.
 HARRINGTON " "
 EPHRATA " "
 COLUMBIA RIVER " "
 ODESSA " "
 TRINIDAD " "

THIRD SUBDIVISION

OROVILLERadiator only.
 OMAKBoiler and Radiator.
 PATEROSRadiator only.
 CHELAN " "
 ENTIAT " "

FOURTH SUBDIVISION

NORTHPORTRadiator only.

FIFTH SUBDIVISION

REPUBLICRadiator only.

SIXTH SUBDIVISION

MANSFIELDRadiator only.
 PALISADES " "

SEVENTH SUBDIVISION

MOSCOWRadiator only.
 GARFIELD " "

EIGHTH SUBDIVISION

COEUR D'ALENERadiator only.

NINTH SUBDIVISION

COLFAXRadiator only.
 ROSALIA " "

11. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
12. 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.
13. 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.

14. 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 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 flangers 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 employe.
15. 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.
16. Unless otherwise provided, when passenger trains are operated against 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.
17. 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.
18. 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.
19. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company does 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.
20. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car 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.

Terminal 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.

Employees will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 726(C) and 808.

21. In Automatic Block Signal territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.

22. 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.

Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast 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.

23. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive lock-

ing device is restored to normal position after using. A running switch must not be made thru this type switch.

24. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with a circular back-ground 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.

25. 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, 27, 28, 29, 30, and sections thereof; also, extra passenger train whether operated as section of regular train or as a passenger extra.

26. 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 employes 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.

27. Rule D-97 is in effect on this division.

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

29. Red signs on frost boxes of water and oil tanks. In case of emergency, close large valve in frost box.
30. Canadian Maintenance of Way flagging Rules 40 through 49 found on pages 216 through 220 in the Consolidated Code are in effect in Canada.

31. EMERGENCY TELEPHONES.

Between Troy and Yakt	10 poles west MP 1341.
Between Yakt and Leonia	East portal Tunnel No. 8.
Between Leonia and Katka	13 poles east MP 1353.
	3 poles east MP 1356.
Between Katka and Crossport	West portal Tunnel No. 10.
	Curve 593, 2 miles east Crossport.
Between Scotia and Camden	8 poles east Tunnel No. 11.
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	Pole Booth
Bluestem, end double track	Booth
Lamona, east of water tank	Booth
end double track	Booth
Wilson Creek, 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
Dennison	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 Jet.	Booth
Greenacres	Booth
Spokane Bridge	Booth
Coeur d'Alene, MP 32	Booth
Gibbs	Booth

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Troy and Hillyard	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Between Albeni Falls Spur and Diamond Match Mill	10 MPH
Newport, passenger trains through station limits	45 MPH
Mead, over switches and frogs on curves Aluminum Plant	5 MPH

3. TRAIN REGISTER EXCEPTIONS.

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

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

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

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

Clearance received at Spokane by eastward First Class trains and Passenger Extras will clear such trains at Hillyard, when train order signal indicates Proceed.

5. TROY, outgoing crews of freight trains will make running inspection of train.

6. Dean, normal position of junction switch, Fourth Subdivision, is for First Subdivision.

7. CROSSOVERS ON DOUBLE TRACK.

Trailing Point

Troy

Davies Spur, 1.9 miles east Mead

Mead

8. SPRING SWITCHES WITH FACING POINT LOCK.

Troy, end of double track.

Normal position is for eastward main track.

Troy, east end of south yard track.

Normal position is for main track.

Yakt, east and west siding switch.

Leonia, east and west siding switch.

Crossport, east and west siding switch.

Bonnars Ferry, west switch eastward siding.

Elmira, east and west siding switch.

Naples, east and west siding switch.

Colburn, east and west siding switch.

Laclede, east and west siding switch.

Newport, west switch eastward siding.

Scotia, east and west siding switch.

Camden, east and west siding switch.

Milan, east and west siding switch.

Normal position is for main track.

Dean, end of double track.

Normal position is for westward main track.

Hillyard, east end yard, junction switch of the two yard leads located just west of Safety switch.

Normal position is for west yard lead.

9. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Westward, on signal:

1346.3, approximately two miles west Yakt.

1355.9, approximately four miles west Leonia.

Westward, on cable post:

Opposite signal 1422.6, approximately 4000 ft. east of Bridge 244.

Westward, on signal:

1427.3, approximately one mile east of Bridge 249.

1437.5, approximately two miles west Penrith.

Eastward, on signal:

1454.6, just west of Milan.

Eastward, on cable post:

1200 ft. west of signal 1429.0, one mile west of Bridge 249.

Eastward, on signal:

1424.8, approximately one mile west of Bridge 244.

Eastward, on cable post:

4000 ft. west of Tunnel 10.2, three miles east of Naples.

Eastward, on signal:

1352.2, five miles east of Katka.

1344.0, just west of Yakt.

10. MANUAL INTERLOCKING 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 switch lock.

11. AUTOMATIC INTERLOCKINGS.

Troy, end of double track, normal position is for eastward main track.

Interlockings operate automatically for all movements except from single track to double track against the current of traffic which requires hand operation of switches. Manual controls and instructions for their operation are in iron box locked with a switch lock.

Dean End of double track.

Interlockings operate automatically for all movements except from single track to double track against the current of traffic which requires hand operation of switches.

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

12. SWITCH INDICATORS.

ALBENI FALLS SPUR: Indicator for movements from spur track to main track.

MEAD, at both ends of siding.

The member of the crew who is to line switch must first operate Switch-Key-Controller clockwise towards "R" and hold a few seconds before removing key. Both Trainman and Engineer must observe and be governed by the indication before lining switch or fouling main track. If yellow light is displayed and intended movement is not made, insert 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 towards "N" after having been operated towards "R" if intended movement to main track is to be made.

Dean, indicator for movements from Fourth Subdivision to First Subdivision.

The member of crew who is to line the 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 button and instructions in iron box locked with a switch lock.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Hillyard and Lyons	45 MPH	35 MPH
Lyons and Wenatchee	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

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

Spokane, public crossing Howard Street 12 MPH

other public crossings 20 MPH

Bridge 270, Spokane, SP&S E-1, Z-6 20 MPH

Bridge 273, Spokane, SP&S E-1 20 MPH

SP&S Z-6 10 MPH

Bridge 274, Fort Wright, SP&S E-1, Z-6 20 MPH

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

Between Home Signals of Interlocking at: 20 MPH

Spokane, U.P.R.R. Crossing.

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.

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, 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 track 19' 9".

Over Lead track 21'.

"Trolley Dead Ends" signs have been placed on the cross span over each of the 4 tracks leading into electric shop, Appleyard. These signs are located as follows: 134 ft. no inches from electric shop to sign; 108 ft. no inches from electric shop to trolley dead end insulator.

No pantograph contacting the wire is to be moved past the signs.

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. Wenatchee, westward trains moving from W-O Line lead to Cascade First Subdivision and required to wait for westward trains on Cascade 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.

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

13. 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.

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

15. **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 1477.61 (Scissors) on Br. 278 west of Spokane passenger depot.
 MP 1478.41 west of Br. 273, Spokane.
 3200' west of depot, Mohler.
 2000' west of depot, Downs.

MP 1477.22 east of Br. 270, Spokane.
 MP 1477.61 (Scissors) on Br. 278 west of Spokane passenger depot.
 350' east of depot, Harrington.

16. **SPRING SWITCHES WITH FACING POINT LOCK.**

Lyons, east and west siding switch.
 Fairchild, 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.
 Malaga, 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.

17. **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.

18. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**

Westward, on signal;
 1623.8 approximately two miles east Trinidad.
 1625.7 just east Trinidad.
 1640.1 just west Rock Island.
 Eastward, on signal;
 1623.8 approximately two miles east Trinidad.
 1621.8 approximately one mile west Crater.
 1480.2 just west Ft. Wright.

19. **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.

20. **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.

21. **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.

22. **SWITCH INDICATOR.**

Rock Island, indicator located at Alcoa Spur.

Ephrata, indicator located at Air Base Washington 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 22 Page 13 of this time table.

THIRD SUBDIVISION (Oroville Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

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

2. ENGINES RESTRICTIONS.

Engines heavier than class indicated are prohibited:
Between Wenatchee and Hedley 1600 H.P. Diesel multiple units.

3. Nighthawk-Keremeos, trains will not pass International Border without permission of Customs and Immigration Inspectors at Oroville.

FOURTH 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 tracks 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 multiple unit diesel.
Between Kettle Falls and Northport, 1600 H.P. Diesel multiple units.
Between Northport and Nelson 1600 H.P. Diesel single units.
Additional units must be separated not less than five cars.

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 Fourth Subdivision to First 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.

FIFTH 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. Diesel multiple units, heaviest permitted.
Between Boyds and Republic, 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 Fourth Subdivision.

5. Laurier-Danville, trains will not pass International Border without permission of Customs and Immigration Inspectors.

SIXTH SUBDIVISION**(Mansfield Line)****1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between
Columbia River and Mansfield 20 MPH

2. ENGINE RESTRICTIONS.

1600 H.P. Diesel single units heaviest permitted. Additional units must be separated not less than five cars.

3. Columbia River, normal position of junction switch is for siding on Second Subdivision.

SEVENTH SUBDIVISION**(Moscow Line)****1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between
Spokane and Moscow 25 MPH

2. SPEED RESTRICTIONS.

Moscow, thru city limits 10 MPH

3. ENGINE RESTRICTIONS.

1600 H.P. Diesel multiple units heaviest permitted.

4. RESTRICTED CLEARANCES.

Spokane, bridges 1.3, 1.5 and 1.6 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 bridges, except in emergency and then use extreme caution.

5. Operation between U.P. R.R. Crossing on Seventh Subdivision and U.P. R.R. Junction, 2.60 miles west of West Fairfield, is joint with U.P. R.R. and their timetable and special instructions will govern.

Trains leaving Spokane will be cleared at Spokane Telegraph office for operation east of U.P. R.R. Junction and cleared at N.P. Crossing by U.P. R.R. dispatcher for movement U.P. R.R. Crossing on Seventh Subdivision to U.P. R.R. Junction, 2.60 miles west of West Fairfield. Trains leaving U.P. R.R. Junction for movement over Union Pacific line will be cleared by U.P. R.R. dispatcher at Fairfield on the U.P. R.R.

Trains will register at N.P. Crossing by ticket.

Normal position of U.P. R.R. Junction switch is for Great Northern main track.

Telephone in booth near U.P. R.R. Junction to enable Great Northern crews to call the operator at Fairfield.

EIGHTH SUBDIVISION**(Coeur d'Alene Line)****1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between
Spokane and Coeur d'Alene 25 MPH

2. SPEED RESTRICTIONS.

Spokane, Crestline St., UP and CMStP&P RR crossings 15 MPH
Millwood, public crossing 4 MPH

3. ENGINE RESTRICTIONS.

Between Spokane and Spokane Bridge, 1600 H.P. Diesel multiple units heaviest permitted.

Between Spokane Bridge and Coeur d'Alene, 1600 H.P. Diesel, single unit, heaviest permitted.

Additional units must be separated not less than 5 cars.

4. RESTRICTED CLEARANCES.

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

5. 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.

6. Coeur d'Alene, trains and engines must stop and sound two blasts of engine whistle before proceeding over Diamond Drill Crossing.

7. 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.

8. MANUAL INTERLOCKINGS.

Spokane, 0.85 miles west of.....UP and CMStP&P RR Crossing. Whistle signal for G.N. to U.P. main track.....2 long 1 short. Trains moving from Eighth Subdivision to U.P. R.R. tracks will be governed by dwarf signal located at base of westward two-arm interlocking home signal.

NINTH SUBDIVISION

(Colfax Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between Spring Valley and Colfax 25 MPH

2. ENGINE RESTRICTIONS.

1600 H.P. Diesel double units heaviest permitted.

3. RESTRICTED CLEARANCES.

Colfax tunnel and bridges 71.6, 72.3 and 72.4 will not clear man on top or sides of cars and engines.

4. 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.

5. 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.

6. RAILROAD CROSSING PROTECTED BY GATES.

Thornton, 0.57 miles west of.....UP RR crossing Normal position is stop for Great Northern.

TENTH SUBDIVISION

(K. V. Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between Bonners Ferry and Port Hill, all trains10 MPH

2. ENGINE RESTRICTIONS.

1600 H.P. Diesel single units heaviest permitted. Additional units must be separated not less than five cars.

3. Bonners Ferry, normal position of junction switch, Tenth Subdivision, is for eastward siding.

WATCH INSPECTORS

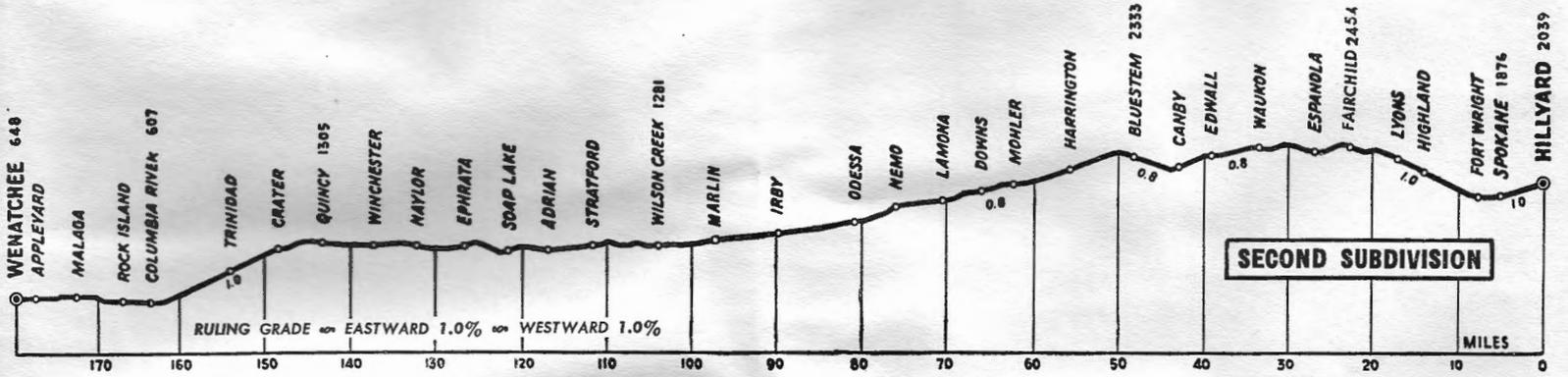
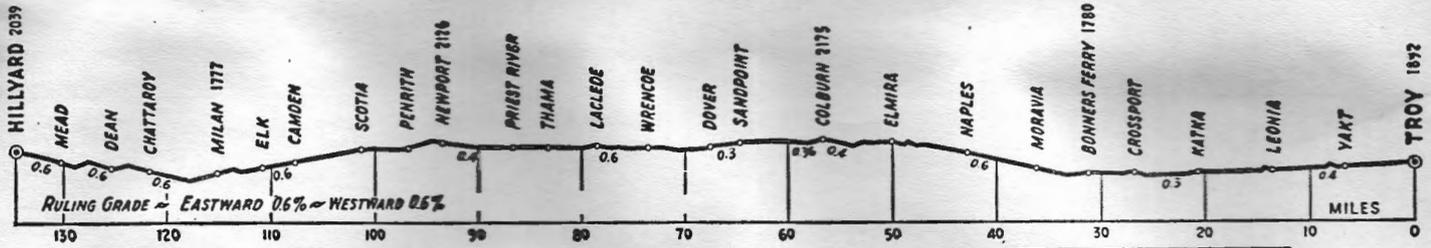
R. C. Wickstrom Jewelry Store Bonners Ferry, Idaho
A. F. Benson Newport, Wash.
H. H. Trowbridge 5012 No. Market, Spokane (Hillyard), Wash.
H. J. March N. 221 Washington St., Spokane, Wash.
Nelson Jewelry Co. 408 Riverside Avenue, Spokane, Wash.
Davis Jewelers Wenatchee, Wash.

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
1	—	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. 5			
Idaho-Boyd Conlee Spur...	0.71 mile east Bonners Ferry..	36	West	Harter Lumber Co.....	1.02 miles west of West Kettle Falls.....	10	Both
Pack River Lbr. Co. Spur...	0.6 mile east Colburn.....	22	West	Matneys Spur.....	2.72 miles west of West Kettle Falls.....	4	East
Emerson Spur.....	0.8 mile east Colburn.....	58	West	Spokane-Portland Cement Co. Spur.....			
Albeni Falls Spur.....	2.7 miles east Newport.....	28	East	1.1 miles east of Boyds.....			
Pacific Northwest Alloys Spur	1275 ft. east of Depot, Newport	12	East	2.5 miles east of Laurier.....			
Inland Sawmills Inc. Spur...	1.9 miles east Mead.....	34	East	3.4 miles east of Grand Forks.			
Subdivision No. 2				Subdivision No. 7			
Fort Wright Military Spur..	1.0 mile west of Fort Wright..	38	West	Estes.....	3.22 miles west of Moscow...	12	Both
Highland Rock Quarry.....	1.0 mile east of Highland.....	72	East	Ringo.....	3.79 miles west of Viola.....	7	West
Geiger Field.....	8.2 miles east of Fairchild.....	Yard	West	Longwill.....	1.39 miles west of Sokulk....	5	East
Fairchild Air Force Base.....	At Fairchild-U. S. Depot Yard	.....	West	Seabury.....	2.39 miles west of Geary.....	11	Both
Air Base, Washington.....	2.2 miles east of Ephrata.....	Yard	East	Jefferson.....	3.49 miles west of Spring Valley	4	Both
Olson Spur.....	1.5 miles west of Ephrata.....	22	Both	Mt. Hope Industrial Spur...	2.93 miles west of Waverly....	.....	East
Sand Pit.....	1.23 miles west of Trinidad...	30	Both	Old West Fairfield.....	.....	15	Both
Gravel Spur.....	2.9 miles west of Trinidad....	40	West	Old Mt. Hope.....	.....	39	Both
Keokuk Metals.....	1.3 miles west of Voltage Private Yard.....	.....	East	Subdivision No. 8			
Alcoa Spur.....	1.1 miles west of Rock Island 6,610 feet long and yard.....	.....	West	Winton Lumber Co.....	1.5 miles west of Coeur d'Alene	16	West
Subdivision No. 3				Subdivision No. 9			
Dwinnell Industry.....	1.0 mile south of Cordell.....	20	Both	Atlas.....	2.6 miles west of Coeur d'Alene	28	Both
Larabee Industry.....	0.5 mile north of Ellisforde...	17	Both	Post Falls.....	8.46 miles west of Coeur d'Alene	5	Both
Thornton Spur.....	3.41 miles north of Tonasket..	2	Both	Post Falls Lumber Co.....	8.46 miles west of Coeur d'Alene	6	East
Tunk Creek Spur.....	1.11 miles south of Barker....	10	Both	Liberty Lake.....	2.14 miles east of Greenacres..	12	Both
Constructors Track.....	0.64 mile north of Chief Joseph.	196	Both	Carders.....	1.24 miles west of Flora.....	4	West
Gunther, Shirley & Lane Spur	0.4 mile south of Chief Joseph.	11	South	Vera Industrial Spur.....	1.17 miles west of Flora.....	8	East
Ribbon Cliff Spur.....	5.1 miles north of Entiat.....	6	South	Includes True's Oil Spur.....	.....	3	West
Entiat Rock Spur.....	3.5 miles north of Entiat.....	10	South	Opportunity.....	.....	22	East
Springland Orchard Spur....	1.4 miles south of Wagnersburg	3	South	Apple Center.....	.....	3	East
Olds Washing Plant.....	2.02 miles north of Olds.....	60	Both	West Apple Center.....	.....	3	West
Welch Spur (Friday Pack Co.)	1.6 miles north of Olds.....	13	North	Dishman.....	.....	11	East
Wenatchee Gas Co.....	1.6 miles north of Olds.....	4	North	Spear.....	.....	8	West
Subdivision No. 4				Subdivision No. 10			
Baskins Spur.....	1.9 miles south of Ymir.....	16	North	Quarry Spur.....	1.3 miles east Bonners Ferry..	4	West
Salmo Gravel Spur.....	1.75 miles south of Salmo.....	15	South	Thompson Lbr. Co. Spur...	1.5 miles east Bonners Ferry..	8	East
Archibald Spur.....	1.0 mile south of Erie.....	3	South	Allen's Spur.....	4.7 miles east Bonners Ferry..	6	East
Benton Spur.....	2.0 miles south of Meadows...	6	South	Watson's Spur.....	11.5 miles east Bonners Ferry..	2	West
Ross.....	3.2 miles south of Meadows...	9	Both	DeVoignes Spur.....	13.2 miles east Bonners Ferry..	4	East
Work Spur.....	2.1 miles north of Columbia Gardens.....	3	South	Camp 5 Spur.....	14.1 miles east Bonners Ferry..	11	Both
Kootenai Industry.....	0.4 mile south of Waneta.....	5	Both	Seelover's Spur.....	15.4 miles east Bonners Ferry..	2	East
C. M. & S. Co. Industry....	0.5 mile south of Waneta.....	23	Both	Dehlbom Spur.....	17.1 miles east Bonners Ferry..	4	West
Stroh Spur.....	5.33 miles north of Northport..	3	South	Edward's Spur.....	18.5 miles east Bonners Ferry..	8	West
Hudson's Spur.....	3.3 miles south of Northport..	10	South	Camp 8.....	19.7 miles east Bonners Ferry..	18	Both
Kanes Spur.....	4.1 miles south of Northport..	5	South	Harper's Spur.....	21.8 miles east Bonners Ferry..	4	West
Harpers Spur.....	4.5 miles south of Northport..	17	North	Houck's Spur.....	22.2 miles east Bonners Ferry..	2	West
Dolomite Quarry Spur.....	1.3 miles south of Marble, in- cluding trackage of Spokane- Portland Cement Co., Private Yard.....	251	South	K. V. Farm Spur.....	24.6 miles east Bonners Ferry..	5	West
Hendrix Cut.....	3.8 miles north of Bossburg...	3	South				
Blue Creek.....	3.1 miles south of Addy.....	19	Both				
Alloy Industry.....	3.0 miles north of Chewelah...	19	Both				
Kulser's Spur.....	1.7 miles south of Valley.....	8	North				
Silica Sand Co. Spur.....	1.0 mile north of Springdale..	8	South				
Loon Lake Gravel Spur.....	1.5 miles north of Loon Lake..	40	North				



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