

COMPANY SURGEONS

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

*Designates also Examining Surgeon.

OPHTHALMOLOGIST

(Eye Doctors)

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

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

GREAT NORTHERN RAILWAY COMPANY

SPOKANE DIVISION TIME TABLE 1

EFFECTIVE 12:01 A. M.
 MOUNTAIN STANDARD TIME
 PACIFIC STANDARD TIME AND
 CANADIAN STANDARD TIME

Saturday, July 1, 1967

MOUNTAIN STANDARD TIME GOVERNS FIRST
 AND FOURTH SUBDIVISIONS

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

CANADIAN STANDARD TIME GOVERNS IN
 CANADA ON SEVENTH, EIGHTH AND
 ELEVENTH SUBDIVISIONS.

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

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Distance from Conkelly	MOUNTAIN STANDARD TIME		Telegraph Calls	Distance from Troy	SIGNS	FIRST CLASS		SECOND CLASS		
	Siding	Other Tracks	31	27		Time Table No. 1					32	28	494	490	492
						Effective July 1, 1967									
STATIONS															
01590		122	5.41Pm	8.57Am		CONKELLEY		144.97	AP	A 6.31Am	A 2.58Pm				
01593	79	240	5.44 s 5.55	9.07 9.25	2.85	COLUMBIA FALLS	CF	142.12	TCJYXP WQ	6.28 s	2.55				
06061	Yard	1733	6.00	9.40	10.48	WHITEFISH	WF	134.49	ACKRWP YBFTZQ	6.20 6.15	2.40 2.25	A 7.10Am	A 6.15Pm	A 1.40Am	
01607	147		6.06	9.46	15.87	VISTA		129.10	P	6.07	2.13	6.50	6.06	1.25	
01613	188	14	6.13	9.53	22.29	LUPFER		122.68	P	6.00	2.05	6.40	5.45	1.15	
01618	72	26	6.19	f 10.03	27.75	OLNEY		117.22	P	5.52	f 1.58	6.30	5.35	1.05	
01624	138	17	6.25	10.10	33.52	RADNOR		111.45	P	5.45	1.48	6.20	5.20	12.55	
01631	W104 E 112	17	6.33	f 10.19	40.59	STRYKER	SY	104.38	CPTWQ	5.36	f 1.40	6.05	5.08	12.40	
01637	135	14	6.40	f 10.25	46.59	TREGO		98.38	P	5.29	f 1.30	5.45	4.54	12.25	
01642	130	39	6.45	f 10.35	51.18	FORTINE	FR	93.79	OPW	5.23	f 1.22	5.23	4.45	12.10Am	
01648	127	76	6.52	10.41	57.10	TOBACCO		87.87	PI	5.16	1.12	5.01	4.37	11.50	
01654	149	68	7.00	s 10.51	62.86	EUREKA	KA	82.11	CPWQ	5.09	s 1.05	4.50	4.30	11.35	
01662	168	297	7.10	f 11.03	71.74	REXFORD	RD	73.23	OPTW	5.00	f 12.50	4.30	4.15	11.20	
01673	126	23	7.22	11.15	82.62	STONEHILL		62.35	P	4.48	12.37	4.10	3.57	11.05	
01684	136	4	7.35	11.27	93.69	URAL		51.28	P	4.36	12.24	3.50	3.20	10.50	
01689	126	4	7.40	11.32	98.64	VOLCOUR	VR	46.33	OPWQ	4.31	12.18	3.40	3.00	10.42	
01697	137		7.48	11.40	106.45	YARNELL		38.52	P	4.23	12.10Pm	3.30	2.50	10.30	
01710	150	3	8.02	11.54	119.55	RIPLEY		25.42	P	4.10	11.54	3.10	2.35	10.12	
01718	254	248	8.10	s 12.08Pm	126.79	LIBBY	CK	18.18	CPWQZY	4.02	s 11.44	3.01	2.10	10.00	
01729	166		8.22	12.20	137.81	KOOTENAI FALLS		7.16	P	3.49	11.22	2.45	1.45	9.45	
01736	279	451	A 8.30Pm	A 12.30Pm	144.97	TROY	UX	0.00	CRPKI TYWQ	3.40Am	11.15Am	2.30Am	L 1.30Pm	L 9.30Pm	
			2.49 51.5	3.33 40.8		Time Over Subdivision Average Speed Per Hour					2.51 50.9	3.43 39.0	4.40 28.8	4.45 28.4	4.10 32.3

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Columbia Falls	MOUNTAIN STANDARD TIME		Telegraph Calls	SIGNS
			Time Table No. 1			
			Effective July 1, 1967			
STATIONS						
01593	240	0.00	COLUMBIA FALLS		CF	CJYXPT WQ
61605	44	5.46	LA SALLE			
61617	427	14.40	KALISPELL		K	OPJWYZ
61625	Yard	24.88	SOMERS			Y

Westward trains are superior to eastward trains of the same class except on Double Track or in CTC TERRITORY.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 13.

See page 9 for CONDITIONAL STOPS

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS					Distance from Troy	Time Table No. 1 Effective July 1, 1967 PACIFIC STANDARD TIME STATIONS	Telegraph Calls	Distance from Port Wright	SIGNS	FIRST CLASS				SECOND CLASS	
	Midings	Other Tracks	1	31	45	5	27						46	28	2	32	490	492
			S. P. & S. No. 1 Daily	S. P. & S. No. 3 Daily	S. P. & S. No. 3 Daily	TOFC Daily Ex. Sat.	Daily						S. P. & S. No. 4 Daily	S. P. & S. No. 2 Daily	S. P. & S. No. 2 Daily	Daily	Daily	Daily
01786	379	451		7.30Pm			11.35Am	0.00	TROY	UX	142.08	CBRBPB YITWQ	A 10.07Am		A 2.40Am	A 10.00Am	A 8.15Pm	
01742	140	20		7.39 492			11.43	0.00	YAKT		185.80	P	9.57		2.25	9.40	8.05	
01749	126	38		7.49			11.53	13.49	LEONIA		190.50	P	9.48		2.16	9.23	7.49	
01768	180	11		8.09			12.13Pm	27.00	CROSSPORT		115.08	P	9.28		1.56	8.59	7.20	
01767	116	177		8.17			12.23	31.21	BONNERS FERRY	BY	110.77	CPJWQY	s 9.17		1.50	8.45	7.05	
01778	116	38		8.31			12.37	42.68	NAPLES		90.40	PWQ	f 9.06		1.38	8.28	6.38	
01780	198	33		8.40			12.45	50.07	ELMIRA		98.01	P	8.57		1.30	8.15	6.25	
01793	182	11		8.46			12.54	56.88	COLBURN		85.20	P	8.50		1.22	8.05	6.15	
01902	105	301		8.54			s 1.06	65.28	SANDPOINT	S	76.85	CPVTJZ WQY	s 8.41		1.13	7.52	6.02	
01917	124	10		9.08			1.20	78.58	LACLEDE		63.60	P	8.23		12.59	7.32	5.40	
01921	68	48		9.13			1.24	86.20	THAMA		58.79	P	8.18		12.54	7.25	5.32	
01925	67	105		9.17			s 1.30	86.83	PRIEST RIVER	MC	55.85	OP	s 8.14		12.50	7.19	5.25	
01981	130	243		9.25			s 1.42	93.40	NEWPORT	NR	48.68	CPJWQY	s 8.04		12.42	7.08	5.10	
01989	136	4		9.34			1.51	101.19	SCOTIA		40.89	P	7.54		12.33	6.55	4.55	
01940	117	25		9.42			1.59	107.78	CAMDEN		34.30	P	7.47		12.25	6.45	4.45	
01963	131	31		9.50			2.08	115.07	MILAN		37.01	P	7.39		12.17	6.35	4.35	
01968		53		10.02			2.20	125.45	DEAN	DF	16.68	ACPYPJP	7.26		12.05Am	6.20	4.20	
01968		171		10.08			2.25	130.68	MEAD		12.40	PX CBBKPT	7.20		11.59	6.11	4.11	
01972		3519		10.15			f 2.31	134.57	HILLYARD	HU	7.51	WIZYFQ	f 7.15		11.55	6.00Am	4.00Pm	
				10.23			2.38	155.16	U. P. R. R. Cross'g		3.93	AMPXY	7.05		11.45			
01977		621	11.30Pm	10.30 11.00	9.30Pm	9.15Pm	2.45 3.30	189.34	SPOKANE	Q	2.74	RKBCPJ YXZWQT	A 5.35Am	7.00 6.15	A 9.50Pm	11.40 11.10		
01980	68	37	A 1.36Pm	A 1.10Pm	A 9.40Pm	A 9.20Pm	A 3.35Pm	142.08	FORT WRIGHT	FW	0.00	CPYRIJ TQ	5.25Am	6.10Am	9.40Pm	11.05Pm		
			.06 27.4	3.40 38.7	.10 16.4	.05 32.9	4.00 35.5		Time Over Subdivision Average Speed Per Hour				.10 16.4	3.57 36.0	.10 16.4	3.35 39.7	4.00 33.6	4.15 31.7

WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Time Table No. 1 Effective July 1, 1967 PACIFIC STANDARD TIME STATIONS					Distance from Bonner's Ferry	Telegraph Calls	SIGNS
		1	31	45	5	27			
		S. P. & S. No. 1 Daily	S. P. & S. No. 3 Daily	S. P. & S. No. 3 Daily	TOFC Daily Ex. Sat.	Daily			
01836	15					25.95			
01767	177					0.00	BY	CPJWQY	

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS		Time Table No. 1 Effective July 1, 1967 PACIFIC STANDARD TIME STATIONS					Distance from Spokane	Telegraph Calls	SIGNS	SECOND CLASS	
		95	96	46	28	2	32	490				492	
		Daily Ex. Sun.	Daily Ex. Sun.	S. P. & S. No. 4 Daily	S. P. & S. No. 2 Daily	S. P. & S. No. 2 Daily	Daily	Daily					
01976		L 8.00Am	0.00										
02618	18	A 9.30Am	18.29										

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

02630	60	L 10.30Am	30.52										
02632		A 10.50Am	31.66										
		2.50 11.1											
		Time Over Subdivision Average Speed Per Hour											

Westward trains are superior to eastward trains of the same class on Second and Sixth Subdivisions except on DOUBLE TRACK.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 13.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS			Distance from Fort Wright	Time Table No. 1				Telegraph Code	Distance from Wenatchee	SIGNS	FIRST CLASS		SECOND CLASS						
	Sidings	Other Tracks	31	5	27		Effective July 1, 1967 PACIFIC STANDARD TIME							28	32	492	494					
			Daily	Daily Ex. Sat.	Daily		STATIONS							Daily	Daily	Daily	Daily					
61980	67	36	11.10Pm	9.20Pm	3.35Pm	0.00	FORT WRIGHT				FW	171.63	CJJPQRTY	A	6.10Am	A	11.05Pm	A	9.30Am	A	1.00Pm	
01880	67	6	11.21	9.29	3.45	6.36	HIGHLAND				.....	165.27	P									
01883	180	15	11.26	9.34	3.50	9.65	LYONS				.....	161.98	P									
01889	128	75	11.32	9.39	3.55	15.00	FAIRCHILD				NA	156.63	OPQ									
01803	127	40	11.37	9.44	3.59	19.10	ESPANOLA				.....	152.53	P									
01905	180	34	11.49	9.56	4.10	31.32	EDWALL				WH	140.31	OPQW									
01914	.....	53	11.59	10.05	4.19	40.43	BLUESTEM				.....	131.20	AP									
01922	W 67	95	12.07Am	10.13	4.26	47.93	HARRINGTON				HR	123.70	CPQWX									
01937	.....	39	12.22	10.29	4.42	63.02	LAMONA				.....	108.61	AP									
01947	184	125	12.32	10.38	4.51	73.24	ODESSA				SA	98.89	OPQW									
01956	109	25	12.41	10.47	5.00	82.11	IRBY				.....	89.52	P									
01970	160	75	12.55	11.00	5.13	96.24	WILSON CREEK				WK	75.39	OPQW									
01978	129	29	1.02	11.07	5.20	104.00	STRATFORD				.....	67.57	P									
01983	184	104	1.07	11.12	5.25	109.38	ADRIAN				.....	62.25	P									
01993	127	137	s 1.25	s 11.33	s 5.40	119.38	EPHRATA				FR	52.25	CPQW	s	3.50	s	8.54		6.37		9.44	
01998	201	.....	.....	.....	.....	124.53	NAYLOR				.....	47.10	P									
02009	204	777	1.43	11.50	s 6.00	135.73	QUINCY				QN	35.90	BCPQW	s	3.20		8.33		6.15		9.20	
02020	152	19	.....	.....	.....	146.47	TRINIDAD				.....	25.16	P									
02030	154	39	.....	.....	.....	155.78	COLUMBIA RIVER				.....	15.85	JP									
02035	.....	129	.....	.....	.....	161.47	ROCK ISLAND				RI	10.16	OP									
02038	93	68	2.20	12.25Am	6.32	164.73	MALAGA				MA	6.90	OP									
02045	.....	2692	A 2.35Am	A 12.35Am	A 6.40Pm	171.63	WENATCHEE				WC	0.00	BCEJKEP QRTWYZ		2.35Am		7.48Pm		5.00Am		8.00Am	
			3.25	3.15	3.05	Time Over Subdivision							3.35	3.17	4.30	5.00						
			50.2	52.8	55.7	Average Speed Per Hour							47.9	52.3	38.1	34.3						

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 13.

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Time Table No. 1 Effective July 1, 1967 Pacific Standard Time Canadian Standard Time Governs in Canada	Telegraph Calls	Distance from Dean	SIGNS
	Buildings	Other Tracks				

62185			NELSON	BC	188.79	OWP
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BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES

Station Numbers	Capacity of Tracks	Time Table No. 1 Effective July 1, 1967 Pacific Standard Time	Telegraph Calls	Distance from Dean	SIGNS
62180		5.48 TROUP JUNCTION		180.81	TPJ
62151	73	20.71 SALMO	SI	150.00	OP
62128	27	24.42 WANETA, B. C.		128.18	P
62124	40	2.11 BOUNDARY, U. S.		134.07	
62115	80 46	8.81 NORTHPORT	NP	115.28	OPWX
62105	42	9.50 DOLOMITE		105.78	P
62092	36 104	14.10 EVANS		91.66	P YRKWB OPTJZ
62081	318	9.92 KETTLE FALLS	MF	81.74	
62078	107	8.48 COLVILLE	VD	73.26	OP
62050	79 107	22.95 CHEWELAH	CH	50.81	OPZY
62043	81 23	7.71 VALLEY	YY	42.00	OP
62025	40	18.05 LOON LAKE		34.55	P
62012	80 44	12.07 DEER PARK	DE	12.48	OPY
61963	63	12.48 DEAN	DF	0.00	CJPY

WESTWARD TENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Time Table No. 1 Effective July 1, 1967 PACIFIC STANDARD TIME	Distance from Spring Valley	Telegraph Calls	SIGNS
63831	6	MANNING	31.06		
63825	68	6.48 STEPTOE	24.58		
63820	28	5.01 CASHUP	19.57		
63815	28	4.30 THORNTON	15.37		
63806	30	9.60 ROSALIA	5.77	RO	OPJW
63644	50	5.77 SPRING VALLEY	0.00		JT

WESTWARD EIGHTH SUBDIVISION EASTWARD 5

Station Numbers	Capacity of Tracks	Distance from Kettle Falls	Time Table No. 1 Effective July 1, 1967 Pacific Standard Time Canadian Standard Time Governs in Canada	Telegraph Calls	SIGNS

62081	318	0.00	KETTLE FALLS	MF	ORKBJF TYPZW
62204	167	4.70	WEST KETTLE FALLS		P
62212	24	12.09	7.39 BOYDS		P
62217	35	17.48	5.39 BARSTOW		
62234	18	34.67	17.19 LAURIER, WASH.		P
62246	4	46.01	11.34 GRAND FORKS, B. C.		JT
62249	18	49.12	3.11 DANVILLE, WASH.		P
62259	83	59.52	10.40 CURLEW		P
62280	75	80.72	16.29 REPUBLIC	Z	OTW

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Time Table No. 1 Effective July 1, 1967 PACIFIC STANDARD TIME	Distance from Spokane	Telegraph Calls	SIGNS

63694	42	MOSCOW	96.04	MO	OKTJYW
63680	100	14.45 PALOUSE	81.86	PA	OTJ
63669	43	10.92 GARFIELD	70.64	GF	OWM
63657	72	11.81 OAKESDALE	58.83	KA	OJM
63644	59	18.13 SPRING VALLEY	45.70		TJ
63635	0	8.91 WEST FAIRFIELD	36.79		
63633		2.60 U. P. R. R. JUNCTION	34.19		J

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

61974	117	N. P. CROSSING	1.95		JM
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OPERATION BETWEEN N. P. CROSSING AND SPOKANE IS OVER SIXTH SUBDIVISION.

61976		SPOKANE	0.00	DS	JXZWTQ RKBCPYB
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6 ELEVENTH SUBDIVISION
SOUTHWARD NORTHWARD

TWELFTH SUBDIVISION
SOUTHWARD NORTHWARD

Station Numbers	Car Capacity		SECOND CLASS 697 Daily Ex. Sun.	Time Table No. 1 Effective July 1, 1967 Pacific Standard Time Canadian Standard Time Governs in Canada STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	SECOND CLASS 698 Daily Ex. Sat.
	Sidings	Other Tracks						
66875	85			KEREMEOS	K	175.80	O	
66870	23			4.08 CAWSTON, B. C.		171.81		
66858	21			21.26 CHOPAKA, WASH.		158.41		
66836	55	274	2.30pm	OROVILLE	VR	187.15	BKFKP RTWY	A 10.30pm
66825	83		2.50	11.03 ELLISFORDE		126.12		9.55
66819	78		3.00	5.93 TONASKET	ON	120.19	OP	9.40
66815	51		3.10	4.83 JANIS		115.86		9.20
66809	83		3.20	5.37 BARKER		109.99		9.05
66804	85		3.30	5.43 RIVERSIDE		104.56		8.50
66795	66	213	4.20	8.95 OMAK	MK	95.61	OPWY	8.20
66791	56	91	4.55	4.20 OKANOGAN	KN	91.41	OPY	7.55
66786	84		5.10	4.90 CHILLOWIST		86.51		7.30
66782	84		5.25	3.96 MALOTT		82.55	P	7.15
66775	84		5.40	6.18 WAKEFIELD		76.37		7.00
66771	84		5.50	4.78 MONSE		71.59	P	6.45
66767	87		6.00	3.99 CHIEF JOSEPH		67.60	P	6.30
66764	51	77	6.10	2.70 BREWSTER	BR	64.90	OPY	6.10
66758	127	184	6.50	6.09 PATEROS	RS	58.81	OPWY	5.50
66753	84		7.00	5.46 STARR		53.85	P	5.25
66749	83		7.20	3.63 AZWELL		49.72	P	5.10
66738	126	126	8.00	10.87 CHELAN	HN	38.85	OPWY	4.40
66737	82		8.25	1.16 CHELAN FALLS		37.69	Y	4.25
66731	88		8.40	5.87 STAYMAN		31.82	P	4.05
66725	86		8.55	5.63 WINESAP		26.19	P	3.45
66720	100	148	9.20	5.78 ENTIAT	NI	20.41	OPWY	3.25
66718	68		9.40	6.52 WAGNERSBURG		18.89		3.05
66702	78		10.15	10.56 OLDS		3.83	Y	2.40
02045	2692		A 10.30pm	3.83 WENATCHEE	WC	0.00	BCFJKP QRTW YZ	2.30pm
			8.00 17.1	Time Over Subdivision Average Speed Per Hour				8.00 17.1

Station Numbers	Capacity of Tracks	Time Table No. 1 Effective July 1, 1967 PACIFIC STANDARD TIME STATIONS	Distance from Columbia River	SIGNS
66955	30	5.90 TOUHEY	54.93	P
66949	48	5.55 WITHROW	49.03	
66943	30	6.09 SUPPLEE	43.48	P
66938	86	5.43 DOUGLAS	36.49	OP
66931	30	5.28 ALSTOWN	31.21	P
66915	34	15.45 PALISADES	15.76	PW
66905	230	10.33 BON SPUR	5.43	
02030	301	5.43 COLUMBIA RIVER	0.00	JP

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

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

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

50 MPH—Diesel engines light or with caboose only.

40 MPH—Ore cars, Series 80,000 through 95,089, when loaded with zinc concentrates. Helper engines must be cut in ahead of this series of cars in train.

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

Ends of double track.

East and west siding switches at:

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

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

West siding switch Libby, Newport, Bonners Ferry.

West yard lead switch Whitefish.

SP&S Junction switch Fort Wright.

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

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

West siding switch Tobacco.

Both siding switches at:

Stryker	Lyons	Ephrata	Quincy
Elmira	Odessa	Naylor	Trinidad

East and West crossover switch West end of yard Wenatchee.

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

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

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

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

2. MOVEMENT OF DIESEL UNITS DEAD IN TRAINS.

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

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

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

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

MAXIMUM SPEED

ENGINE NUMBER

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7. Facing point locks on hand operated switches are indicated by a six-inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
8. Regarding Rule 2 of the Consolidated Code of Operating Rules is amended as follows:
Approved type wrist watches are:
Elgin, B. W. Raymond model 13/0 size, 23 jewels.
Ball Official Standard 1604B, 13/0 Ligne, 21 jewels.
Bulova Accutron Railroad approved model.
Hamilton 505 RR Electric Special.
Bulova model 28J.
9. The following Uniform Code of Operating Rules are in effect in Canada.

Rule 14. (k-a) o o —

Answer to 14k

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Flagmen must each be equipped for day time with:

- A red flag on a staff,
- At least eight torpedoes and
- Seven red fusees.

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

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

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

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

PROTECTION OF IMPASSABLE OR SLOW TRACK

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

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

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

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

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

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

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

- A red flag on a staff,
- At least eight torpedoes and
- Seven red fusees.

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

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

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

- (a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the defective or working point, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also:
- (b) By day place a yellow over red flag and in addition, by night, a yellow light and a red light at least 2000 yards in each direction from the defective or working point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals.
- (c) Trains approaching the signals prescribed by clause (b) must stop, replace the torpedoes and proceed to the red signal prescribed by clause (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in the clear view of the engineman.

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

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

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

- (a) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:
- (b) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.
- (c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.
- (d) When weather or other conditions obscure day signals, night signals must be used in addition.

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

- (a) By day place a yellow flag and, in addition, by night a yellow light 200 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:
- (b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:
- (c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.
- (d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.
- (e) When weather or other conditions obscure day signals, night signals must be used in addition.
- (f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by Rule 43.

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

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

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

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

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

FIRST SUBDIVISION (Main Line)

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

	Passenger	Freight
Conkelley and Troy	79 MPH	60 MPH
2. **SPEED RESTRICTIONS**
Columbia Falls.....Trains 31 and 32 passing station.....45 MPH
3. **TRAIN REGISTER EXCEPTIONS.**
Troy First Class Trains register by ticket.
Register of regular trains Whitefish will cover their arrival at Conkelley.
4. **CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83(B).**
All trains must obtain clearance Form A at Whitefish.
Whitefish—Montana Division trains must secure their Montana Division clearance at Whitefish which will clear their train at Conkelley.
Rule 83-B does not apply to westward trains at Conkelley.
5. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
TobaccoWest siding switch controlled by operator at Eureka.
6. At Libby when an eastward train is required by rule or train order to take siding for a superior train, if the eastward governing signal at west switch of siding displays an indication to proceed such train is authorized to proceed on main track to the train order signal.
7. **CONDITIONAL PASSENGER STOPS.**
No's. 31 and 32 will stop at Libby to receive or discharge revenue passengers from or to points Minot and east or from or to points Spokane and west where scheduled to stop.
8. **CROSSOVERS ON DOUBLE TRACK.**

FACING POINT	TRAILING POINT
Columbia Falls, east crossover	Columbia Falls, west crossover
	Half Moon
9. **AUTOMATIC INTERLOCKINGS.**

Conkelley	End of double track.
Whitefish	End of double track.
10. Plum Creek Plywood Mill, Columbia Falls. Spur must not be used for switching. When switching required, cars must be pulled from this track, switch lined back for the wye and switching will be done at south wye switch. When placing cars on this track air must be cut into cars and air brakes operating.
11. Consolidated Code Rules 251, 252, 253 and 254 are in effect on the double track between Conkelley and Whitefish.
Westward trains will not require a running order.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Troy and Fort Wright	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Between Albeni Falls Spur and Diamond Match Mill....	10 MPH
Mead, over switches and frogs on curves Aluminum Plant	5 MPH
Spokane, all trains approach crossover east of bridge 270, and crossover west of Howard Street at reduced speed.	
Spokane, public crossing Howard Street	12 MPH
other public crossings	20 MPH

3. TRAIN REGISTER EXCEPTIONS.

Ft. Wright all trains will register by ticket.
Spokane, only first class trains and trains originating or terminating at passenger station will register.
Troy and Hillyard, First class trains register by ticket.
Register of regular trains at Hillyard will cover their arrival at Dean.

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

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

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

Fort Wright Rule 83(B) does not apply.
Spokane first class trains must obtain clearance.

6. CROSSOVERS ON DOUBLE TRACK.

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

7. MANUAL INTERLOCKING.

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

8. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Troy west siding switch controlled by operator at depot.

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

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

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

Whistle signals for routes west end of yard:

Eastward trains,	
To main track	1 long, 1 short, 1 long.
To yard	1 long, 1 short.

Westward trains,

To westward main track	1 long.
To eastward main track	2 long, 1 short.

9. AUTOMATIC INTERLOCKINGS.

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

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

Dean End of double track.

10. Spokane, City Ordinance prohibits sounding engine whistle within city limits, except to prevent accident not otherwise avoidable or to signal an interlocking, or to communicate with a flagman.

11. Crews will stop all cars, locomotives or other equipment before entering the Post Office Terminal Building at Spokane, Washington.

THIRD SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fort Wright and Wenatchee	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Between Fairchild and Geiger Field:

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

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

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

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

4. TRAIN REGISTER EXCEPTIONS.

Fort Wright, all trains register by ticket.

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

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

6. CROSSOVERS ON DOUBLE TRACK.

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

7. MANUAL INTERLOCKING.

Fort Wright End of double track and SP&S Ry Jct.

Whistle signals for routes:

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

8. AUTOMATIC INTERLOCKINGS.

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

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

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

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

Kalispell, over main street crossing.....	5 MPH
Northport, wye track.....	8 MPH
Dolomite, spur tracks.....	10 MPH
Northport to Troup Jct., handling logs.....	15 MPH
Kettle Falls to Dean, handling ore.....	30 MPH
Spokane, Crestline St., UP and Milw. crossings.....	15 MPH
Millwood, public crossing.....	4 MPH
Moscow, through city limits.....	10 MPH

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

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

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

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

4. ENGINE RESTRICTIONS.

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

5. RESTRICTED CLEARANCES.

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

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

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

Colfax tunnel and bridges 71.6, 72.3 and 72.4 will not clear man on side or top of engine or car.

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

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

7. Northport-Waneta, Laurier-Danville, Orville-Keremeos trains must not pass International Border without permission of Customs and Immigration Inspectors.

8. Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Troup Junction and Boundary, U.S., between Laurier, Wash. and Danville, Wash. and between Keremeos and Chopaka.

9. Coeur d'Alene, 11th Street and Mullan Ave., 15th Street and Mullan Ave. Crossings, train and engine movements over these crossings must stop before moving over and movement must be protected by a man on ground at crossing.

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

Spokane, Trent Avenue crossing protected by watchman 7:00 AM to 11:00 PM daily, outside these hours a member of the crew must be on the ground at crossing to protect the movement.

Colfax, use care when moving over North and Last Street crossings account restricted view.

10. MANUAL INTERLOCKINGS.

NP Crossing, 1.86 miles east of Spokane. Whistle signal for G.N. to U.P. main track, two long 1 short. Trains from Seventh subdivision to U.P. tracks will be governed by dwarf signal at base of westward two-arm interlocking signal.

11. GATE PROTECTED RAILROAD CROSSINGS.

U.P.R.R. Crossing 0.57 miles west of Thornton, normal position of gate is stop for Great Northern.

U.P.R.R. Crossing 0.29 miles west of Colfax, normal position of gate is stop for Great Northern.

12. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between points shown below.

One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

These instructions apply between the following points and train order Form Z is not required.

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

SPEED TABLE

	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
	Min.	Sec.		Min.	Sec.	
		46	78.3	1	18	46.2
		47	76.8	1	20	45.0
		48	75.0	1	22	43.9
		49	73.5	1	24	42.9
		50	72.0	1	26	41.9
		51	70.6	1	28	40.9
		52	69.2	1	30	40.0
		53	67.9	1	33	38.7
		54	66.7	1	36	37.5
		55	65.5	1	39	36.4
		56	64.3	1	42	35.3
		57	63.2	1	45	34.3
		58	62.1	1	50	32.7
		59	61.0	1	55	31.3
1	0	60.0		2	—	30.0
1	1	59.0		2	10	27.7
1	2	58.1		2	20	25.7
1	3	57.1		2	30	24.0
1	4	56.3		2	40	22.5
1	5	55.4		3	—	20.0
1	6	54.5		3	30	17.1
1	7	53.7		4	—	15.0
1	8	52.9		5	—	12.0
1	9	52.2		6	—	10.0
1	10	51.4		7	—	8.6
1	12	50.0		8	—	7.5
1	14	48.6		9	—	6.7
1	16	47.4		10	—	6.0

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE—Continued

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
Ninth Subdivision				Tenth Subdivision			
63691 Estes.....	3.22 miles west Moscow.....	15	Both	63811 Balder.....	4.76 miles east Rosalia.....	13	Both
63680 Viola.....	7.87 miles west Moscow.....	27	Both	63803 Rollins.....	2.54 miles east Spring Valley.....	11	East
63675 Grinnell.....	4.91 miles west Palouse.....	11	Both	Eleventh Subdivision			
63665 Crabtree.....	4.06 miles west Garfield.....	9	Both	66872 Luttin Spur.....	1.81 miles north of Cawston.....	4	North
63661 Sokulk.....	4.26 miles east Oakesdale.....	18	Both	66829 Taylor Spur.....	4.09 miles north of Ellisforde.....	19	Both
63660 Longwill.....	2.88 miles east Oakesdale.....	5	East	66826 Larrabee Industry.....	0.76 mile north of Ellisforde.....	9	Both
63651 Seabury.....	5.60 miles west Oakesdale.....	12	Both	66824 Howard Appel Spur.....	1.18 mile south of Ellisforde.....	1	South
63649 Fairbanks.....	5.26 miles east Spring Valley.....	20	Both	66823 Thornton Spur.....	3.47 miles north of Tonasket.....	8	Both
63640 Jefferson.....	3.48 miles west Spring Valley.....	6	Both	66808 Tunk Creek Spur.....	1.05 miles south of Barker.....	8	Both
63638 Waverly.....	5.98 miles west Spring Valley.....	31	Both	66809 Braker Spur.....	1.23 miles south of Brewster.....	5	South
63635 Mt. Hope Industrial Spur.....	8.91 miles west Spring Valley.....	.....	East	66750 Wells Dam Spur.....	0.91 miles north of Azwell.....	40	North
63635 Old West Fairfield.....	.....	17	Both	66707 Rocky Reach.....	4.22 miles north of Olds.....	46	South
63635 Old Mt. Hope.....	.....	24	Both				
63605 Dishman.....	6.52 miles east Spokane.....	16	East				
Includes Spear.....	.....	21	West				

