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 Thayler	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. Burke, Trainmaster.
T. J. Brennan, Trainmaster.
H. H. Helmquist, Trainmaster.

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

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

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD FIRST CLASS 1 Streamliner Daily	3 Daily	27 Daily	Distance from Troy	Time Table No. 85 Effective June 15, 1954 STATIONS	Telegraph Calls	Distance from Hillyard	EASTWARD FIRST CLASS 4 Daily	28 Daily	2 Streamliner Daily	SECOND CLASS 494 Daily	490 Daily	492 Daily	SIGNS
1332	Yard	917	L 8.05Pm	L 4.50Pm	L 1.45Pm	.....	TROY	UX	134.58	A 10.25Am	A 11.55Am	A 2.40Am	A 4.35Am	A 12.30Pm	A 9.05Pm	RDNPW BOKXI
							6.67									
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
							7.04								1	
1347	128	24	493 8.26	5.11	f 2.07	13.71	LEONIA	ON	120.87	10.05	f 11.34	2.11	4.06	12.05Pm	8.26	DP
							6.83									
1353	70	6	8.38	5.23	2.20	20.54	KATKA	.....	114.04	9.55	11.23	1.59	3.52	11.50Am	7.54	P
							6.46									
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
							4.31									
1364	E119 W 68	148	8.55	f 5.40	s 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
							4.96									
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
							6.41									
1376	119	39	9.10	5.55	f 3.00	42.68	NAPLES	NA	91.90	9.27	f 10.45	1.27	3.10	11.05	7.08	DPW
							7.39									
1383	130	32	9.19	6.04	f 3.11	50.07	ELMIRA	.....	84.51	9.20	f 10.35	1.18	2.57	10.50	6.52	P
							6.82									
1390	125	11	9.27	6.11	f 3.21	56.89	COLBURN	.....	77.69	9.13	f 10.25	1.10	2.44	10.35	6.40	P
							7.85									
1398	W133 E105	262	9.37	492 f 6.22	s 3.34	64.74	SANDPOINT	S	69.84	f 9.05	s 10.15	1.00	2.30	10.20	3 6.22	DNPWV YXZ
							2.96									
.....	.....	.....	.....	.....	f 3.39	67.70	DOVER	.....	66.88	8.58	f 10.07	.....	.....	.....	.....	PV
							5.88									
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
							5.00				490			28		
1410	130	15	9.54	6.38	f 3.55	78.58	LACLEDE	.....	56.00	8.47	f 9.52	12.43	2.07	9.52	5.47	P
							4.72									
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
							3.53									
1420	70	103	10.04	6.48	s 4.08	86.83	PRIEST RIVER	NC	47.75	8.38	s 9.40	12.34	1.53	9.20	5.35	DP
							6.57									
1427	122	247	10.14	6.59	s 4.23	93.40	NEWPORT	NR	41.18	8.30	s 9.30	12.26	1.40	9.09	5.25	DNPOVX
							3.50									
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
							4.30									
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
							6.59								27	
1442	120	25	10.34	7.20	492 4.47	107.79	CAMDEN	.....	26.79	8.09	9.01	12.05	1.01	8.30	4.47	PW
							2.98									
1445	70	28	10.40	7.25	f 4.52	110.77	ELK	.....	23.81	8.05	f 8.55	12.01Am	12.54	8.20	4.26	P
							4.32									
1449	123	32	10.46	7.31	f 4.59	115.09	MILAN	.....	19.49	7.59	f 8.45	11.55Pm	12.45	8.06	4.18	P
							6.49									
1456	70	11	10.55	7.40	f 5.09	121.58	CHATTAROY	.....	13.00	7.51	f 8.35	11.47	12.32	7.59	4.06	P
							3.88									
1460	64	53	11.00	7.45	f 5.15	125.46	DEAN	SF	9.12	7.46	f 8.30	11.42	12.25	7.53	4.00	DNPXJI
							4.59									
1464	.....	155	11.06	7.52	f 5.22	130.05	MEAD	.....	4.53	7.40	f 8.21	11.36	12.15	7.45	3.50	P
							4.53									
1469	Yard	3149	A 11.15Pm	A 8.00Pm	As 5.35Pm	134.58	HILLYARD ★	HU	.....	L 490 7.35Am	Ls 8.15Am	L 11.30Pm	L 12.05Am	L 4 7.40Am	L 3.40Pm	KRDNPW BOXIYZT
			3.10	3.10	3.50		Time Over Subdivision			2.50	3.40	3.10	4.30	4.50	5.05	
			42.53	42.53	35.13		Average Speed Per Hour			47.49	36.70	42.53	29.93	27.86	26.49	

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

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 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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

3 WESTWARD — SECOND SUBDIVISION

Time Table No. 85
Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks					FIRST CLASS: 1 Streamliner Daily	45 S. P. & S. No. 3 Daily	3 Daily	27 Daily	5 Daily	21 S. P. & S. No. 1 Streamliner Daily	Distance from Hillyard	STATIONS	Telegraph Calls
1469	Yard	3184					L 11.15Pm (2)		L 8.00Pm	L 5.35Pm			0.00	HILLYARD. ★	HU
1472	Yard						11.25		8.10	5.45			3.62	3.62 U. P. R. R. CROSSING.	
1473	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	7.59	2.74 FORT WRIGHT	FW
1481	69	6					12.17		9.16		8.45		13.85	6.26 HIGHLAND	
1486	130	15					12.22		9.21		8.50		17.21	3.26 LYONS	
1493	129	69					12.27		9.26		f 8.57		22.60	5.39 FAIRCHILD	NA
1496	130	39					12.31		9.30		f 9.03		26.69	4.09 ESPANOLA	
1502	70	50					12.37		9.35		f 9.11		33.13	6.44 WAUKON	
1508	129	85					12.42		9.40		s 9.19		38.90	5.72 EDWALL	WH
1512	0	27											42.60	3.70 CANBY	
1517	70	46					12.53		9.49 (3)		f 9.30		48.10	5.50 BLUESTEM	
1524	E62 W69	95					1.00		9.57		s 9.40		55.51	7.41 HARRINGTON	HR
1531	E68	40					1.06		10.04		f 9.47		62.23	6.72 MOHLER	
1535	0	49					1.10		10.08		9.52		65.94	3.71 DOWNS	
1539	126	35					1.14		10.13		f 9.58		70.40	4.46 LAMONA	
1544	135	15					1.20		10.18		492 10.04		75.98	5.58 NEMO	
1550	135	118					1.25		10.23		s 10.10		80.33	4.35 ODESSA	SA
1558	113	25					1.35		10.31		f 10.20		89.74	8.91 IRBY	
1566	69	33					1.42		10.38		s 10.28		97.21	7.47 MARLIN	
1573	164	152					1.48		10.44		s 10.36		103.33	6.12 WILSON CREEK	CK
1580	129	19					1.56		10.51		f 10.46		111.45	7.32 STRATFORD	
1588	141	132					2.01		10.56		f 10.52		116.97	5.32 ADRIAN	
1591	0	20									s 10.58		121.57	4.60 SOAP LAKE	
1596	129	58					s 2.14		s 11.15		s 11.08		126.97	5.40 EPHRATA	FR
1601	70	7					2.19		11.21		f 11.14		132.12	5.15 NAYLOR	
1606	69	56					2.24		11.27		f 11.20		137.19	5.07 WINCHESTER	
1612	114	242					2.30		11.34		s 11.29		143.33	6.14 QUINCY	QN
1617	78	4					2.37		11.41		11.37		148.46	5.13 CRATER	
1623	123	19					2.47		11.51		s 11.46		154.06	5.60 TRINIDAD	
1632	70	52					3.01		12.05Am		f 11.58		163.37	9.31 COLUMBIA RIVER	
1637	126	33					3.06		12.10		f 12.04Pm		166.82	3.45 VOLTAGE	
1638	0	42									f 12.07		168.32	1.50 ROCK ISLAND	RI
1641	100	64					3.14		12.19		f 12.16		172.34	4.02 MALAGA	MA
1645	Yard	1082					3.20		12.25		s 12.25		177.08	4.74 APPLEYARD	WD
1648	Yard	1085					A 3.25Am (4)		A 12.30Am		A 12.30Pm		179.25	2.17 WENATCHEE	WC
							4.10 43.02	.06 37.40	4.30 39.84	.15 19.40	4.00 43.60	.05 32.88		Time Over Subdivision Average Speed Per Hour	

DOUBLE TRACK (Hillyard – Spokane)
DOUBLE TRACK (Harrington – Lamona)
AUTOMATIC BLOCK SIGNALS (Hillyard – Wenatchee)

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 discharge 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.

Time Table No. 85
Effective June 15, 1954

STATIONS	Distance from Wenatchee	FIRST CLASS 46 S. P. & S. No. 4 Daily	4 Daily	28 Daily	6 Daily	22 S. P. & S. No. 2 Streamliner Daily	2 Streamliner Daily	SECOND CLASS 492 Daily	494 Daily	SIGNS
HILLYARD. ★	179.25		A 7.35Am	As 8.15Am			A 11.30Pm[1]	A 12.30Pm	A 7.15Pm	BRKDNP TWOIXZY
3.68										
U. P. R. R. CROSSING	175.57		7.25	8.05			11.20	12.20	7.00	DNPIMVX
1.17			L 7.20				L 11.15			
SPOKANE	174.40	A 6.35Am	A 6.50	L 8.00Am	A 5.30Pm	A 10.35Pm	A 10.45	12.15	6.55	RKDNP BXVZ
2.74										
FORT WRIGHT	171.66	L 6.28Am	6.45		f 5.23	L 10.28Pm	10.40	12.10Pm	6.45	IDNPYXV
6.36										
HIGHLAND	165.30		6.35		5.11		10.30	11.57	6.32	P
3.26										
LYONS	162.04		6.30		5.05		10.25	11.51	6.25	P
5.39										
FAIRCHILD	156.65		6.25		f 4.59		10.20	11.43	6.17	DNPV
4.09										
ESPANOLA	152.56		6.21		f 4.52		10.16	11.37	6.10	P
6.44										
WAUKON	146.07		6.15		f 4.44		10.10	11.28	6.00	P
5.72										
EDWALL	140.35		6.10		s 4.38		10.05	11.20	5.50	DPN
3.70										
CANBY	136.65									P
5.50										
BLUESTEM	131.15		6.01		f 4.26		9.54[3]	11.00	5.35	IP
7.41										
HARRINGTON	123.74		5.53		s 4.17		9.45	10.45	5.23	DNP
6.72										
MOHLER	117.02		5.46		f 4.09		9.36	10.32	5.13	P
3.71										
DOWNS	113.31		5.42		4.03		9.31	10.25	5.07	P
4.46										
LAMONA	108.85		5.37		f 3.57		9.25	10.17	4.59	IP
5.58										
NEMO	103.20		5.31		3.50		9.19	10.04[5]	4.50	P
4.85										
ODESSA	98.42		5.26		s 3.43		9.14	9.47	4.40	DPN
8.91										
IRBY	89.51		5.17		f 3.29		9.04	9.35	4.26	P
7.47										
MARLIN	82.04		5.09		s 3.21		8.56	9.24	4.15	P
6.62										DNP
WILSON CREEK	75.42		5.02		s 3.13		8.49	9.15	4.05	YX
7.82										
STRATFORD	67.60		4.55		f 3.03		8.41	9.02	3.48	P
5.32										
ADRIAN	62.28		4.50		f 2.56		8.35	8.55	3.41	PV
4.60										
SOAP LAKE	57.68				s 2.50					P
5.40										
EPHRATA	52.28		s 4.40		s 2.42		s 8.25	8.42	3.28	DNP
5.15										
NAYLOR	47.13		4.28		f 2.30		8.17	8.35	3.20	P
5.07										
WINCHESTER	42.06		4.24		f 2.24		8.13	8.28	3.13	P
6.14										
QUINCY	35.92		4.19		s 2.18		8.08	8.20	3.05	DNP
5.13										
CRATER	30.79		4.12		2.08		8.02	8.05	2.45	P
5.60										
TRINIDAD	25.19		4.04		s 2.01		7.54	7.50	2.30	P
9.31										
COLUMBIA RIVER	15.88		3.52		f 1.46		7.42	7.30	2.05	JP
3.45										
VOLTAGE	12.43		3.47		f 1.41		7.37	7.20	1.55	P
1.50										
ROCK ISLAND	10.93				f 1.39					DP
4.02										
MALAGA	6.91		3.39		f 1.32		7.30	7.10	1.45	DNP
4.74										BRKDNPZ
APPLEYARD	2.17		3.34		s 1.25[494]		7.25	L 7.00Am	L 1.30Pm[6]	TWOX
2.17										RKDNP
WENATCHEE	00.0		L 3.30Am[1]		L 1.20Pm		L 7.20Pm			XBJ
Time Over Subdivision		.07	4.05	.15	4.10	.07	4.10	5.30	5.45	
Average Speed Per Hour		22.49	43.89	19.40	41.85	22.49	43.02	32.19	30.80	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

DOUBLE TRACK

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 discharge 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.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks			THIRD CLASS 397 Mon., Wed. and Friday.	THIRD CLASS 697 Daily Ex. Sun.	Distance from Hedley	Time Table No. 85 Effective June 15, 1954 STATIONS	Telegraph Calls	Distance from Wenatchee	SIGNS	THIRD CLASS 396 Mon., Wed. and Friday.	THIRD CLASS 698 Daily Ex. Sat.		
SG 128	Yard	11			L 12.01Pm		0.00	HEDLEY		192.98		A 11.30Am			
								17.68							
SG 110	88	88			s 1.00		17.68	KEREMEOS	K	175.30	D	s 10.30			
								3.90							
	0	10			f 1.10		21.58	CAWSTON, B. C.		171.40		f 10.10			
								13.92							
SG 93	0	22			s 1.50		34.50	CHOPAKA, WASH.		158.48		s 9.35			
								9.90							
SG 83	0	7			s 2.35		44.40	NIGHTHAWK		148.58		s 9.05			
								11.34			RKDY				
SG 71	Yard	243			A 3.10Pm	L 3.20Pm	55.74	OROVILLE	VR	137.24	BPXO	L 8.30Am	A 1.30Am		
								5.75							
WO 132	0	35				3.35	61.49	CORDELL		131.49			1.10		
								5.28							
WO 126	0	34				3.50	66.77	ELLISFORDE		126.21			12.50		
								5.93							
WO 120	0	71				4.15	72.70	TONASKET	ON	120.28	DP		12.30		
								4.83							
WO 115	0	34				4.30	77.53	JANIS		115.45			12.05Am		
								5.43							
WO 110	0	34				4.45	82.96	BARKER		110.02			11.50		
								5.29							
WO 105	0	36				5.00	88.25	RIVERSIDE		104.73			11.30		
								4.18							
WO 100	0	35				5.15	92.43	CHEROKEE		100.55			11.15		
								4.85							
WO 96	66	214				5.45	97.28	OMAK	MK	95.70	BDPXY		11.00		
								4.20							
WO 92	55	92				6.45	101.48	OKANOGAN	KN	91.50	DPX		10.10		
								4.93							
WO 87	0	34				7.05	106.41	CHILLOWIST		86.57			9.20		
								3.93							
WO 83	0	35				7.20	110.34	MALOTT		82.64	P		9.05		
								6.25							
WO 76	0	35				7.40	116.59	WAKEFIELD		76.39			8.45		
								4.73							
WO 72	0	34				8.00	121.32	MONSE		71.66	P		8.30		
						698		3.97					697		
WO 68	39	67				8.15	125.29	CHIEF JOSEPH		67.89	P		8.15		
								2.70							
WO 65	50	61				8.45	127.99	BREWSTER	BR	64.99	DPX		8.00		
								6.08							
WO 59	125	335				9.15	134.07	PATEROS	RO	58.91	DPX		7.25		
								5.47							
WO 53	0	34				9.30	139.54	STARR		53.44	P		6.45		
								3.66							
WO 50	0	34				9.45	143.20	AZWELL		49.78	P		6.30		
								5.73							
WO 44	0	35				10.00	148.93	HUGO		44.05			6.15		
								5.11							
WO 39	125	83				10.45	154.04	CHELAN	HN	38.94	DPX		6.00		
								1.16							
	0	78				11.00	155.20	CHELAN FALLS		37.78	X		5.40		
								5.85							
WO 32	0	40				11.20	161.05	STAYMAN		31.93	P		5.13		
								5.92							
WO 26	0	43				11.40	166.97	WINESAP		26.01			4.45		
								7.11							
WO 19	125	107				12.15Am	174.08	ENTIAT	NI	18.90	DPX		4.25		
								5.30							
WO 14	0	39				12.30	179.38	WAGNERSBURG		13.60			3.40		
								5.63							
WO 8	0	31				12.50	185.01	ZENA		7.97			3.25		
								4.48							
WO 3	0	66				1.05	189.49	Auto. Block Signals OLDS		3.49			3.10		
								3.49			RKDNP				
1648	Yard	1085				A 1.15Am	192.98	Auto. Block Signals WENATCHEE	WC	0.00	BXJ		L 3.00Pm		
					3.09	9.55		Time Over Subdivision				3.00	10.30		
					17.69	14.83		Average Speed Per Hour				18.58	13.07		

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 19 THROUGH 20.

Time Table No. 85

Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 703: Tu. Thur. and Sat.	THIRD CLASS 701: Daily Ex. Mon.	Distance from Nelson	STATIONS	Telegraph Calls	Distance from Destn	SIGNS	THIRD CLASS 702: Daily Ex. Sun.	THIRD CLASS 704: Mon. Wed., and Friday
SA 186			L 6.00Am		0.00	NELSON	BC	185.75	RDNWP		A 3.20Pm
			TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES								
SA 181	0	0	L 6.30Am		5.45	5.45 TROUP JUNCTION		180.30	RYPV		A 2.45Pm
SA 176	0	27	6.55		10.26	4.81 SOUTH NELSON		175.49			2.10
SA 169	0	8	7.25		17.05	6.79 APEX		168.70			1.40
SA 166	0	15	7.40		20.38	3.33 HALL		165.37			1.25
SA 159	0	16	8.05		27.50	7.12 YMIR		158.28			12.57
SA 155	0	9	8.20		31.86	4.36 BOULDER MILL		153.89			12.40
SA 152	0	53	9.00		35.15	3.29 SALMO	SI	150.60	D		12.30
SA 148	0	15	9.10		37.87	2.72 ERIE		147.88			12.05Pm
SA 145	0	20	9.25		40.74	2.87 MEADOWS		145.01			11.55
SA 140	0	7	9.55		44.82	4.08 PARKS		140.93			11.35
SA 136	0	33	10.45		50.42	5.60 FRUITVALE		135.33			11.10
SA 130	0	7	11.15		55.74	5.32 COLUMBIA GARDENS		130.01			10.45
SA 127	0	7	11.40		59.57	3.83 WANETA, B. C.		126.18	P		10.20
SA 126	0	39	11.50		61.68	2.11 BOUNDARY, U. S.		124.07			10.05
SA 116	60	89	12.40Pm		70.48	8.80 NORTHPORT	NP	115.27	PDYX		9.30
SA 109	0	30	1.10		78.76	8.28 MARBLE		106.99			8.25
SA 107	45	0	1.20		80.06	1.30 DOLOMITE		105.69	P		8.20
SA 96	0	16	1.55		90.24	10.18 BOSSBURG		95.51			7.50
SA 93	39	92	2.10		94.11	3.87 EVANS		91.64	XP RKDN		7.35
SA 82	Yard	343	A 2.50Pm	L 4.40Am	104.02	9.91 KETTLE FALLS	MF	81.73	BYXOJPZ	A 2.30Pm	L 7.00Am
SA 77	0	13		5.10	109.43	5.50 PALMERS		76.32		2.00	
SA 73	0	115		6.00	112.48	3.05 COLVILLE	VD	73.27	PD	1.35	
SA 67	40	0		6.40	118.98	6.50 ARDEN		66.77	P	12.45	
SA 59	0	20		7.15	126.37	7.39 ADDY		59.38		12.15Pm	
SA 50	81	135		9.00	135.58	9.21 CHEWELAH	CH	50.17	PDXZ	11.30	
SA 43	40	49		702 10.30	148.15	7.57 VALLEY	VY	42.60	PDYX	701 10.30	
SA 38	0	30		11.00	148.39	5.24 GRAYS		37.36	P	9.30	
SA 34	0	18			151.82	3.43 CLINE		33.93			
SA 33	39	17		11.30	153.09	1.27 SPRINGDALE		32.66	P	9.05	
SA 25	40	5		11.59	161.20	8.11 LOON LAKE		24.55	P	8.30	
SA 18	0	62		12.30Pm	168.00	6.80 CLAYTON		17.75	P	8.00	
SA 13	50	49		1.00	173.27	5.27 DEER PARK	DE	12.48	PDX	7.30	
SA 9	0	20		1.20	176.86	3.59 DENISON		8.89	P	6.25	
SA 4	40	0		1.40	181.98	5.12 WAYSIDE		3.77	P	6.10	
1460	Yard	72		A 2.10Pm	185.75	3.77 DEAN	SF	0.00	JRDNX	L 6.00Am	
			8.30 11.77	9.30 8.60		Time Over Subdivision Average Speed Per Hour				8.30 9.60	8.20 12.48

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

WESTWARD — FIFTH SUBDIVISION — EASTWARD

Time Table No. 85
Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 393 Mon., Wed. and Fri.	Distance from Kettle Falls	STATIONS	Telegraph Calls	Distance from Republic	SIGNS	THIRD CLASS 394 Mon., Wed. and Fri.
SA 82	Yard	200	L 5.00Am	0.00	KETTLE FALLS	MF	80.68	ORKDNB JYXPZ	A 4.10Pm
				4.70					
SD 5	0	137	5.20	4.70	WEST KETTLE FALLS	.....	75.98	P	3.45
				7.40					
SD 12	0	24	5.45	12.10	BOYDS	.....	68.58	.....	3.15
				5.34					
SD 17	0	31	6.05	17.44	BARSTOW	.....	63.24	.....	2.55
				5.23					
SD 22	0	31	6.30	22.67	DULWICH	.....	58.01	.....	2.40
				1.55					
SD 24	0	7	6.40	24.22	ORIENT	.....	56.46	P	2.30
				4.33					
SD 29	0	12	7.00	28.55	GOLDSTAKE	.....	52.13	.....	2.10
				6.09					
SD 35	0	18	7.30	34.64	LAURIER, WASH	.....	46.04	P	1.50
				11.34					
SD 46	0	5	8.15	45.98	GRAND FORKS, B. C.	GR	34.70	.....	1.10
				1.49					
SD 47	0	4	8.20	47.47	GRAND FORKS JCT.	.....	33.21	YV	1.01
				1.59					
SD 49	0	18	8.30	49.06	DANVILLE, WASH	.....	31.62	P	12.55
				4.13					
SD 53	0	11	8.45	53.19	HURLBURT	.....	27.49	.....	12.35
				6.29					
SD 59	0	62	9.05	59.48	CURLEW	.....	21.20	P	12.15Pm
				6.08					
SD 65	0	33	9.20	65.56	MALO	.....	15.12	.....	11.55
				6.54					
SD 72	0	18	9.40	72.10	POLLARD	.....	8.58	.....	11.35
				3.68					
SD 76	0	25	9.50	75.78	TORBOY	.....	4.90	.....	11.20
				4.90					
SD 81	Yard	125	A 10.10Am	80.68	REPUBLIC	Z	0.00	XBRKDY	L 11.00Am
			5.10		Time Over Subdivision				5.10
			15.61		Average Speed Per Hour				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

Time Table No. 85
Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Mansfield	STATIONS	Distance from Columbia River	SIGNS
CR 60	Yard	48	0.00	MANSFIELD	60.39	PXRY
			5.40			
CR 55	0	30	5.40	TOUHEY	54.99	P
			5.98			
CR 49	0	50	11.38	WITHROW	49.01	.....
			5.56			
CR 44	0	30	16.94	SUPPLEE	43.45	P
			6.99			
CR 36	0	62	23.93	DOUGLAS	36.46	PD
			5.27			
CR 31	0	30	29.20	ALSTOWN	31.19	P
			9.84			
CR 21	0	24	39.04	McCUE	21.35	P
			5.58			
CR 16	0	35	44.62	PALISADES	15.77	P
			10.32			
CR 5	0	230	54.94	BON SPUR	5.45	.....
			5.45			
1632	Yard	53	60.39	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.

Time Table No. 85
Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	STATIONS	Distances from Spokane	Telegraph Calls	Signs
SB90	Yard	90	MOSCOW	95.03	MO	BRKDYXV
			8.00			
SB82	0	12	VIOLA	87.03		
			6.48			
SB76	13	105	PALOUSE	80.55	PA	DYXV
			4.86			
SB71	0	10	GRINNELL	75.69		
			2.09			
SB69	0	11	LADOW	73.60		
			3.60			
			N. P. & U. P. R. R. CROSSINGS	70.00		M
			0.37			
SB65	16	22	GARFIELD	69.63	GF	D
			4.01			
SB61	0	9	CRABTREE	65.62		
			3.60			
SB57	0	18	SOKULK	62.02		
			3.52			
			N. P. R. R. CROSSING	58.50		M
			0.01			
			U. P. R. R. CROSSING	58.49		M
			0.65			
SB53	11	47	OAKESDALE	57.84	KA	DV
			3.21			
SB50	0	13	GEARY	54.63		
			4.67			
SB45	0	23	FAIRBANKS	49.96		
			5.23			
SB40	28	59	SPRING VALLEY	44.73		XRYOJ
			6.10			
SB34	8	21	WAVERLY	38.63	WA	D
			2.93			
SB30	0	0	WEST FAIRFIELD	35.70		
			2.60			
			U. P. R. R. JUNCTION	33.10		V

BETWEEN U. P. R. R. JCT. AND U. P. R. R. CROSSING, A DISTANCE OF 32.25 MILES, U. P. R. R. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN.

SC2	0	117	U. P. R. R. CROSSING	0.85		VM
			0.85			

OPERATION BETWEEN U. P. R. R. CROSSING AND SPOKANE IS OVER EIGHTH SUBDIVISION.

SB. O.	Yard	Yard	SPOKANE	0.00	DS	DNKORYX ZVB
			Time Over Subdivision			
			Average Speed Per Hour			

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

Time Table No. 85
Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 96 Daily Except Sun.	STATIONS	Distances from Spokane	Telegraph and Telephone Calls	Signs	THIRD CLASS 95 Daily Except Sun.
SC32	Yard	Yard	L 3.00Pm	COEUR d'ALENE	30.94	C A	XRKDY PVZ	A 10.50Am
				1.50				
SC31	0	57	Af 3.10Pm	GIBBS	29.44		VZ	Lf 10.30Am

BETWEEN SPOKANE BRIDGE AND GIBBS, A DISTANCE OF 11.94 MILES, C.M.ST. P. & P. RY. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN

SC19	18	0	Lf 4.10Pm	SPOKANE BRIDGE	17.50		V	Af 9.30Am
				5.64				
SC13-B	0	12	f 4.35	GREENACRES	11.86			f 9.10
				0.73				
SC13	0	7	f 4.40	FLORA	11.13		X	f 9.00
				5.31				
SC7	0	7	f 5.00	MILLWOOD	5.82		X	f 8.25
				1.03				
SC6	27	0	f 5.05	ORCHARD AVE.	4.79			f 8.20
				1.42				
SC5	0	4	f 5.15	PARKWATER	3.37			f 8.15
				2.52				
SC2	0	117		U. P. R. R. CROSSING	0.85		VM	
				0.85				
SB O	Yard	Yard	A 5.30Pm	SPOKANE	0.00	DS	DNKORY XZVB	L 8.00Am
			2.30	Time Over Subdivision				2.50
			12.37	Average Speed Per Hour				10.92

Eastward trains are superior to westward trains of same class except No. 95 is superior to No. 96.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

WESTWARD — NINTH SUBDIVISION — EASTWARD

Time Table No. 85
Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	STATIONS	Distance from Spring Valley	Telegraph Calls	Signs
W77	Yard	49	COLFAX	36.73	CO	YXRKD
			0.29			
			U. P. R. R. CROSSING	36.44		M
			11.85			
W65	30	26	STEPTOE	24.59		
			4.76			
W60	0	29	CASHUP	19.83		
			4.56			
W55	0	28	THORNTON	15.27		
			0.57			
			U. P. R. R. CROSSING	14.70		M
			8.95			
W46	10	29	ROSALIA	5.75	R O	DV
			5.75			
SB40	28	59	SPRING VALLEY	0.00		JXRYO
			Time Over Subdivision Average Speed Per Hour			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 20.

WESTWARD — TENTH SUBDIVISION — EASTWARD

Time Table No. 85
Effective June 15, 1954

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Port Hill	STATIONS	Telegraph Calls	Distance from Bonner's Ferry	SIGNS
KV26	Yard	37		PORT HILL		36.11	P
				9.16			
KV17		18	9.16	COPELAND		16.95	
				9.38			
KV8		15	18.54	RITZ		7.57	
				7.01			
			25.55	SPOKANE INT. RY. CROSSING		0.56	
				0.56			RDNPW
1364		135	26.11	BONNERS FERRY	BY		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
	1363.4	"	1368.1	55	55
Bonners Ferry	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
Newport	1432.6	"	1439.8	50	50
	1439.8	"	1455.1	45	45
	1455.1	"	1459.0	50	40
	1459.0	"	1463.0	60	60
Dean	1463.0	"	1464.0	55	35
	1464.0	"	1468.8	55	55
	1468.8	"	1470.5	50	55
	1470.5	"	1472.5	50	50
Hillyard	1472.5	"	1473.6	35	35
Spokane	1473.6	"	1477.5	20	20
	1477.5	"	1478.1	12	12
	1478.1	"	1479.4	40	30
Ft. Wright	1479.4	"	1479.8	40	40
	1479.8	"	1489.1	45	45
Lyons	1489.1	"	1514.5	79	79
Canby	1514.5	"	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
Odessa	1542.1	"	1556.7	65	65
	1556.7	"	1559.0	60	60
	1559.0	"	1569.2	65	65
Marlin	1569.2	"	1569.7	50	50
	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
Quincy	1614.8	"	1618.3	60	60
	1618.3	"	1620.7	55	55
Crater	1620.7	"	1622.8	45	45
	1622.8	"	1623.6	35	35
Trinidad	1623.6	"	1628.5	45	45
	1628.5	"	1640.7	60	60
Rock Island	1640.7	"	1642.3	35	35
Malaga	1642.3	"	1646.8	60	60
Wenatchee	1646.8	"	1649.9	55	55
	1649.9	"	1651.2	35	35
	1651.2	"	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. **EMPLOYES 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

LEONIA	Cooling water only, at Depot.
BONNERS FERRY	Both at Water tank, hoses in Depot.
NAPLES	Cooling water only, at Depot.
SANDPOINT	Both at West standpipe, hoses in frost box.
NEWPORT	Cooling water only, at Depot.

SECOND SUBDIVISION

LAMONA	Boiler and radiator.
WILSON CREEK	" " "
QUINCY	" " "
EDWALL	Radiator only.
HARRINGTON	" "
EPHRATA	" "
COLUMBIA RIVER	" "
ODESSA	" "
TRINIDAD	" "

THIRD SUBDIVISION

OROVILLE	Radiator only.
OMAK	Boiler and Radiator.
PATEROS	Radiator only.
CHELAN	" "
ENTIAT	" "

FOURTH SUBDIVISION

NORTHPORT	Radiator only.

FIFTH SUBDIVISION

REPUBLIC	Radiator only.

SIXTH SUBDIVISION

MANSFIELD	Radiator only.
PALISADES	" "

SEVENTH SUBDIVISION

MOSCOW	Radiator only.
GARFIELD	" "

EIGHTH SUBDIVISION

COEUR D'ALENE	Radiator only.

NINTH SUBDIVISION

COLFAX	Radiator 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.

Employes 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 locking 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 background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

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 ENGINEMEN 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 Jct.	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.
Bonners 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 1477.22 east of Br. 270, Spokane.	MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.
MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.	MP 1478.41 west of Br. 273, Spokane.
350′ east of depot, Harrington.	3200′ west of depot, Mohler.
	2000′ west of depot, Downs.

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 Wright .....End of double track and SP&S Ry Jct.
Whistle signals for routes:
Spokane, UP RR. crossing:
Main track .....1 long.
GN-SI Ry Transfer No. 1.....1 long, 1 short.
GN-SI Ry Transfer No. 2.....2 long, 1 short.
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.

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 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.

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 trains.....10 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.

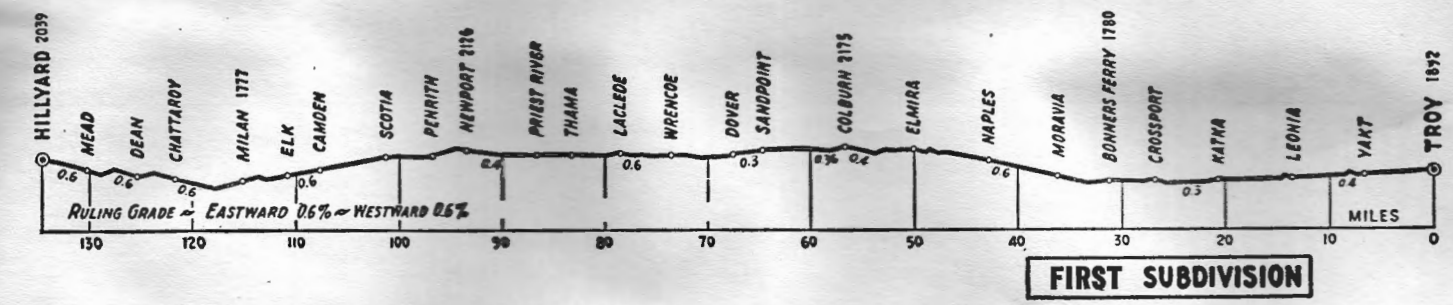
SPEED TABLE

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

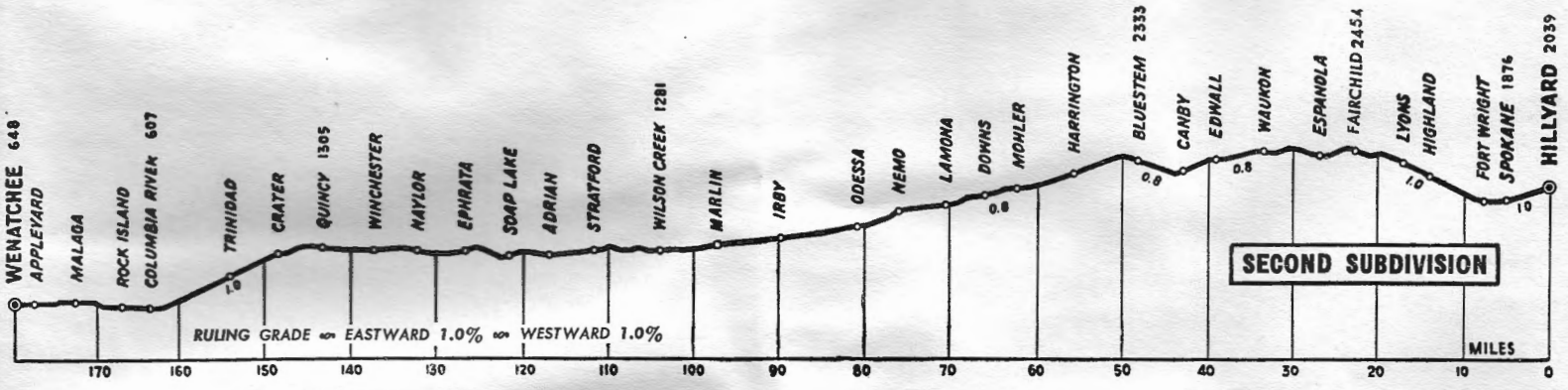
BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity Cars	Switch Opens
Subdivision No. 1			
Idaho-Boyd Conlee Spur	0.71 mile east Bonners Ferry	36	West
Pack River Lbr. Co. Spur	0.6 mile east Colburn	22	West
Emerson Spur	0.8 mile east Colburn	58	West
Albeni Falls Spur	2.7 miles east Newport	28	East
Pacific Northwest Alloys Spur	1275 ft. east of Depot, Newport	12	East
Inland Sawmills Inc. Spur	1.9 miles east Mead	34	East
Subdivision No. 2			
Fort Wright Military Spur	1.0 mile west of Fort Wright	38	West
Highland Rock Quarry	1.0 mile east of Highland	72	East
Geiger Field	8.2 miles east of Fairchild	Yard	West
Fairchild Air Force Base	At Fairchild-U. S. Depot Yard	.....	West
Air Base, Washington	2.2 miles east of Ephrata	Yard	East
Olson Spur	1.5 miles west of Ephrata	22	Both
Sand Pit	1.23 miles west of Trinidad	30	Both
Gravel Spur	2.9 miles west of Trinidad	40	West
Keokuk Metals	1.3 miles west of Voltage Private Yard	.....	East
Alcoa Spur	1.1 miles west of Rock Island 6,610 feet long and yard	.....	West
Subdivision No. 3			
Dwinnell Industry	1.0 mile south of Cordell	20	Both
Larabee Industry	0.5 mile north of Ellisforde	17	Both
Thornton Spur	3.41 miles north of Tonasket	2	Both
Tunk Creek Spur	1.11 miles south of Barker	10	Both
Constructors Track	0.64 mile north of Chief Joseph	196	Both
Gunther, Shirley & Lane Spur	0.4 mile south of Chief Joseph	11	South
Ribbon Cliff Spur	5.1 miles north of Entiat	6	South
Entiat Rock Spur	3.5 miles north of Entiat	10	South
Springland Orchard Spur	1.4 miles south of Wagnersburg	3	South
Olds Washing Plant	2.02 miles north of Olds	60	Both
Welch Spur (Friday Pack Co.)	1.6 miles north of Olds	13	North
Wenatchee Gas Co	1.6 miles north of Olds	4	North
Subdivision No. 4			
Baskins Spur	1.9 miles south of Ymir	16	North
Salmo Gravel Spur	1.75 miles south of Salmo	15	South
Archibald Spur	1.0 mile south of Erie	3	South
Benton Spur	2.0 miles south of Meadows	6	South
Ross	3.2 miles south of Meadows	9	Both
Work Spur	2.1 miles north of Columbia Gardens	3	South
Kootenai Industry	0.4 mile south of Waneta	5	Both
C. M. & S. Co. Industry	0.5 mile south of Waneta	23	Both
Stroh Spur	5.33 miles north of Northport	3	South
Hudson's Spur	3.3 miles south of Northport	10	South
Kanes Spur	4.1 miles south of Northport	5	South
Harpers Spur	4.5 miles south of Northport	17	North
Dolomite Quarry Spur	1.3 miles south of Marble, including trackage of Spokane-Portland Cement Co., Private Yard	251	South
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
Kulzer'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

Name	Location	Capacity Cars	Switch Opens
Subdivision No. 5			
Harter Lumber Co	1.02 miles west of West Kettle Falls	10	Both
Matneys Spur	2.72 miles west of West Kettle Falls	4	East
Spokane-Portland Cement Co. Spur	1.1 miles east of Boyds	12	East
Talisman Mining Co	2.5 miles east of Laurier	10	Both
Brinkman Spur	3.4 miles east of Grand Forks	2	East
Consolidated Mining and Smelting Co. Spur	1.1 miles east of Grand Forks	12	West
H. T. Jebbis Spur	0.4 mile west of Grand Forks	3	East
San Poil Spur	1.25 miles west of Torboy	8	East
Subdivision No. 7			
Estes	3.22 miles west of Moscow	12	Both
Ringo	3.79 miles west of Viola	7	West
Longwill	1.39 miles west of Sokulk	5	East
Seabury	2.39 miles west of Geary	11	Both
Jefferson	3.49 miles west of Spring Valley	4	Both
Mt. Hope Industrial Spur	2.93 miles west of Waverly	.....	East
Old West Fairfield	.....	15	Both
Old Mt. Hope	.....	39	Both
Subdivision No. 8			
Winton Lumber Co	1.5 miles west of Coeur d'Alene	16	West
Atlas	2.6 miles west of Coeur d'Alene	28	Both
Post Falls	8.46 miles west of Coeur d'Alene	5	Both
Post Falls Lumber Co	8.46 miles west of Coeur d'Alene	6	East
Liberty Lake	2.14 miles east of Greenacres	12	Both
Carders	1.24 miles west of Flora	4	West
Vera Industrial Spur	1.17 miles west of Flora	8	East
Includes True's Oil Spur	.....	3	West
Opportunity	.....	22	East
Apple Center	.....	3	East
West Apple Center	.....	3	West
Dishman	.....	11	East
Spear	.....	8	West
Subdivision No. 9			
Manning	5.65 miles west of Colfax	6	West
Blackwell	1.92 miles east of Steptoe	14	Both
Stoneham	2.95 miles west of Thornton	4	East
Balder	4.34 miles east of Rosalia	12	Both
Rollins	2.59 miles east of Spring Valley	11	East
Subdivision No. 10			
Quarry Spur	1.3 miles east Bonners Ferry	4	West
Thompson Lbr. Co. Spur	1.5 miles east Bonners Ferry	8	East
Allen's Spur	4.7 miles east Bonners Ferry	6	East
Watson's Spur	11.5 miles east Bonners Ferry	2	West
DeVoignes Spur	13.2 miles east Bonners Ferry	4	East
Camp 5 Spur	14.1 miles east Bonners Ferry	11	Both
Seelover's Spur	15.4 miles east Bonners Ferry	2	East
Dehlbom Spur	17.1 miles east Bonners Ferry	4	West
Edward's Spur	18.5 miles east Bonners Ferry	8	West
Camp 8	19.7 miles east Bonners Ferry	18	Both
Harper's Spur	21.8 miles east Bonners Ferry	4	West
Houck's Spur	22.2 miles east Bonners Ferry	2	West
K. V. Farm Spur	24.6 miles east Bonners Ferry	5	West



FIRST SUBDIVISION



SECOND SUBDIVISION

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