

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. Bruce C. McIntyre	Whitefish, Montana
*Dr. Jerrold E. Johnson	Whitefish, Montana
*Dr. D. V. Kauffman	Whitefish, Mont.
Dr. Robert D. MacKenzie	Libby, Montana
Dr. William T. Matthews	Libby, Montana
*Dr. Clifford J. Edwards	Bonnars 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.
R. G. McCARTNEY, Chief Dispatcher.
R. J. SEELEY, Master Mechanic.
D. S. NELSON, Trainmaster.
T. N. HEMMESCH, 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 4

EFFECTIVE 12:01 A. M.
MOUNTAIN STANDARD TIME

PACIFIC STANDARD TIME

CANADIAN STANDARD TIME

Thursday, August 15, 1968

**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.**

W. S. BYRNE, 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. 4					32	28	490	492
				Daily	Daily		Effective August 15, 1968					Daily	Daily	Daily	Daily
STATIONS															
01590		176		5.46 ^{PM}	8.32 ^{AM}	Dbl. Track	CONKELLEY		144.97	AP	A 6.23 ^{AM}	A 2.48 ^{PM}			
01593	79	240		5.49	8.42		2.85	COLUMBIA FALLS	CF	142.12	TCJYXP WQ	6.18	s 2.45		
01601	Yard	1733		6.00	9.00		7.63	WHITEFISH	WF	134.49	ACKRWP YBFTZQ	6.10	2.30	A 3.10 ^{PM}	A 1.40 ^{AM}
01607	147			6.05	9.10		5.39	VISTA		129.10	P	6.00	2.20		
01613	188	14		6.12	9.16		6.42	LUPFER		122.68	P	5.46	2.08	2.55	1.25
01618		98		6.20	9.23		5.46	OLNEY		117.22	P	5.39	1.59	2.47	1.15
01624	188	17		6.26	9.31		5.77	RADNOR		111.45	P	5.31	f 1.52	2.40	1.05
01631	W104 E 112	17		6.32	9.38		7.07	STRYKER	SY	104.38	CPTWQ	5.24	1.42	2.33	12.55
				6.40	9.47							5.15	f 1.34	2.25	12.40
01637	135	34		6.48	9.57		6.00	TREGO		98.38	P				
01642	130	39		6.54	10.06	4.59	FORTINE	FR	93.79	OPW	5.08	f 1.24	2.15	12.25	
01648	127	76		7.01	10.12	5.92	TOBACCO		87.87	PI	5.01	f 1.16	2.05	12.10 ^{AM}	
01654	149	68		7.10	10.22	5.76	EUREKA	KA	82.11	CPWQ	4.54	1.06	1.55	11.50	
01662	168	297		7.20	10.33	8.88	REXFORD	RD	73.23	OPTW	4.48	s 12.59	1.47	11.35	
01673	126	23		7.35	10.45	10.58	STONEHILL		62.35	P	4.39	f 12.44	1.35	11.20	
01684	136	4		7.48	10.57	11.07	URAL		51.28	P	4.27	12.31	1.23	11.05	
01689	126	4		7.55	11.02	4.93	VOLCOUR	VR	46.33	OPWQ	4.15	12.18	1.10	10.50	
01697	137			8.05	11.10	7.81	YARNELL		38.52	P	4.10	12.12	1.05	10.42	
01710	150	3		8.20	11.25	13.10	RIPLEY		25.42	P	4.02	12.04 ^{PM}	12.55	10.30	
01718	174	328		8.35	11.35	7.24	LIBBY	CK	18.18	CPWQZY	4.02	12.04 ^{PM}	12.55	10.30	
01729	166			8.48	11.49	11.02	KOOTENAI FALLS		7.16	P	3.48	11.45	12.38	10.12	
01736	279	451		A 9.05 ^{PM}	A 12.01 ^{PM}	7.16	TROY	UX	0.00	CRPBKI TYWQ	3.30	s 11.35	12.30	10.00	
											3.19	11.17	12.15	9.45	
											3.10 ^{AM}	11.10 ^{AM}	12.05 ^{PM}	9.30 ^{PM}	
				3.19 43.8	3.29 41.6		Time Over Subdivision Average Speed Per Hour				3.08 46.3	3.38 39.9	3.05 43.7	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. 4			
			Effective August 15, 1968			
			STATIONS			
01593	240	0.00	 COLUMBIA FALLS.....	CF	CJYXPT WQ	
01605	44	5.46	 LA SALLE.....		.....	
01617	427	14.40	 KALISPELL.....	K	OPWYZ	
01625	Yard	24.88	 SOMERS.....		Y	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 14.

See page 10 for CONDITIONAL STOPS

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS					Distance from Troy	Time Table No. 4 Effective August 15, 1968 PACIFIC STANDARD TIME		Telegraph Calls	Distance from Fort Wright	SIGNS	FIRST CLASS				SECOND CLASS		
	Sittings	Other Tracks	1	31	45	5	27		46	28				2	32	490	492			
			S. P. & S. No. 1	Daily	Daily	Daily	TOFC		Daily Ex. Sat.	S. P. & S. No. 4				Daily	Daily	S. P. & S. No. 2	Daily	Daily	Daily	Daily
01786	279	451	.....	8.05pm	.....	.....	11.05am	0.00	 TROY	UX	142.08	CRPBK IYTWQ	.....	A 10.05am	.....	A 2.10am	A 10.55am	A 8.00pm		
01743	140	20	.....	8.15	.....	.....	11.13	6.69	 YAKT .....	.....	135.39	P	.....	9.55	.....	1.55	10.45	7.43		
01749	126	23	.....	8.25	.....	.....	11.23	13.49	 LEONIA .....	.....	128.59	P	.....	9.46	.....	1.46	10.35	7.35		
01768	180	11	.....	8.45	.....	.....	11.43	27.00	 CROSSPORT .....	.....	115.08	P	.....	9.26	.....	1.26	10.15	7.15		
01767	116	177	.....	8.55	.....	.....	11.53	31.31	 BONNERS FERRY	BY	110.77	CPJWQY	.....	9.16	.....	1.20	10.07	7.05		
01778	184	38	.....	9.10	.....	.....	12.07pm	42.68	 NAPLES .....	.....	99.40	PWQ	.....	9.05	.....	1.08	9.50	6.38		
01780	198	33	.....	9.18	.....	.....	12.15	50.07	 ELMIRA .....	.....	92.01	P	.....	8.56	.....	1.00	9.43	6.25		
01793	122	11	.....	9.25	.....	.....	12.24	56.88	 COLBURN .....	.....	85.20	P	.....	8.49	.....	12.52	9.36	6.15		
01908	194	391	.....	9.37	.....	.....	12.33	65.23	 SANDPOINT	S	76.85	CPTJZ WQY	.....	8.40	.....	12.43	9.28	6.02		
01917	124	16	.....	9.52	.....	.....	12.50	78.58	 LACLEDE .....	.....	63.50	P	.....	8.22	.....	12.29	9.15	5.40		
01921	.....	110	.....	9.57	.....	.....	12.55	83.29	 THAMA .....	.....	58.79	P	.....	8.17	.....	12.24	9.10	5.32		
01925	67	105	.....	10.02	.....	.....	1.00	86.83	 PRIEST RIVER	MC	55.25	OP	.....	8.13	.....	12.19	9.05	5.25		
01981	120	242	.....	10.10	.....	.....	1.12	93.40	 NEWPORT	NR	48.68	CPJWQY	.....	8.03	.....	12.12	8.55	5.10		
01989	126	4	.....	10.19	.....	.....	1.21	101.19	 SCOTIA .....	.....	40.89	P	.....	7.54	.....	12.03am	8.45	4.55		
01946	117	25	.....	10.27	.....	.....	1.29	107.78	 CAMDEN .....	.....	34.30	P	.....	7.46	.....	11.55	8.35	4.45		
01953	121	31	.....	10.35	.....	.....	1.38	115.07	 MILAN .....	.....	27.01	P	.....	7.38	.....	11.47	8.25	4.35		
01963	.....	52	.....	10.47	.....	.....	1.50	125.45	 DEAN	BF	16.63	ACPYJ	.....	7.25	.....	11.35	8.15	4.20		
01968	.....	171	.....	10.53	.....	.....	1.55	129.68	 MEAD .....	.....	12.40	PX	.....	7.21	.....	11.29	8.10	4.11		
01973	.....	3519	.....	11.01	.....	.....	2.01	134.57	 HILLYARD	HU	7.51	CBRKPT WIZYFQ	.....	7.15	.....	11.25	8.00am	4.00pm		
.....	.....	.....	.....	11.08	.....	.....	2.08	138.16	 U. P. R. R. Cross's .....	.....	3.92	AMPXY	.....	7.05	.....	11.15	.....	.....		
01977	.....	621	11.40pm	11.15	9.30pm	9.15pm	2.15	139.34	 SPOKANE	Q	2.74	RKBCPJ YXZWQT	A 5.40am	7.00	A 9.50pm	11.10	.....	.....		
01980	68	37	A 1.46pm	A 11.55pm	A 9.40pm	A 9.20pm	A 3.05pm	142.08	 FORT WRIGHT	FW	0.00	CPYRIJ TQ	5.30am	6.05am	9.40pm	10.33pm	.....	.....		
									Time Over Subdivision Average Speed Per Hour						.10	4.00	.10	3.37	2.55	4.00
															16.4	35.5	16.4	39.3	46.1	33.6

Eastward trains are superior to Westward trains of the same class on Second Subdivision except on double track.

WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Time Table No. 4				Distance from Bonners Ferry	Telegraph Calls	SIGNS
		Effective August 15, 1968 PACIFIC STANDARD TIME						
		STATIONS						
01836	16	PORT HILL..... 25.95				25.95	.....	.....
01767	177	BONNERS FERRY.....				0.00	BY	CPJWQY

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Spokane	Time Table No. 4 Effective August 15, 1968 PACIFIC STANDARD TIME		Telegraph Calls	SIGNS
			STATIONS			
61976	.....	0.00	 SPOKANE.....	Q	RKBCPJY XZWTQ	.....
62618	18	18.20	..SPOKANE BRIDGE..	.....	J	.....
12.23						
BETWEEN SPOKANE BRIDGE AND GIBBS C. M. ST. P. & P. RY. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN						
63630	60	30.53	 GIBBS.....	.....	JZY	.....
63632	.....	31.06	..COEUR D'ALENE...	CA	ORYJZW	.....

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 14.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS			Distance from Fort Wright	Time Table No. 4		Telegraph Calls	Distance from Wenatchee	SIGNS	FIRST CLASS		SECOND CLASS		
	Siding	Other Tracks	31	5	27		Effective August 15, 1968 PACIFIC STANDARD TIME	STATIONS				28	32	492	494	
				TOFC												
			Daily	Daily Ex. Sat.	Daily							STATIONS				
01980	67	36	11.55Pm	9.20Pm	3.05Pm	0.00	.....	FORT WRIGHT.....	FW	171.63	CLJPQRTY	A 6.05Am	A 10.33Pm	A 9.30Am	A 1.00Pm	
01880	67	6	12.04Am	9.29	3.15	6.36	.....	HIGHLAND.....	.....	165.27	P	5.51	10.23	9.20	12.47	
01883	130	15	12.09	9.34	3.20	9.65	.....	LYONS.....	.....	161.98	P	5.46	10.18	9.14	12.41	
01889	128	75	12.14	9.39	3.26	15.00	.....	FAIRCHILD.....	NA	156.63	OPQ	5.39	10.12	9.07	12.34	
01893	127	40	12.18	9.43	3.30	19.10	.....	ESPANOLA.....	.....	152.53	P	5.33	10.07	9.01	12.28	
01905	130	34	12.30	9.55 ³²	3.42	31.32	Disk Track	.....	EDWALL.....	WH	140.31	OPQW	5.20	9.55 ⁸	8.45	12.12Pm
01914	.....	53	12.40	10.05	3.52	40.43		.....	BLUESTEM.....	.....	131.20	AP	5.10	9.43	8.29	11.54
01922	W 67	95	12.47	10.14	4.00	47.93		.....	HARRINGTON.....	HR	123.70	CPQWX	5.01	9.35	8.16	11.40
01937	.....	89	1.02	10.29	4.15	63.02		.....	LAMONA.....	.....	108.61	AP	4.45	9.19	7.54	11.15
01947	134	125	1.12	10.39	4.25	78.34	Disk Track	.....	ODESSA.....	8A	98.39	OPQW	4.35	9.09	7.37	10.55
01956	109	25	1.21	10.48	4.34	82.11		.....	IRBY.....	.....	89.52	P	4.25	9.00	7.25	10.40
01970	160	75	1.35	11.02	4.48	96.34		.....	WILSON CREEK.....	WK	75.39	OPQW	4.10	8.47	7.07	10.20
01978	129	29	1.42	11.10	4.56	104.06		.....	STRATFORD.....	.....	67.57	P	4.02	8.40	6.56	10.06
01983	134	104	1.47	11.15	5.02	109.38	Disk Track	.....	ADRIAN.....	.....	62.25	P	3.56	8.35	6.49	9.58
01993	127	137	s 2.01	11.29	s 5.18	119.38		.....	EPHRATA.....	FR	52.25	CPQW	s 3.45	s 8.25	6.37	9.44
01998	201	.....	.....	.....	.....	124.53		.....	NAYLOR.....	.....	47.10	P	.....	.....	.....	.....
02009	204	777	.....	.....	s 5.37	135.73		.....	QUINCY.....	QN	35.90	BCPQW	s 3.15	.....	.....	.....
02020	152	19	.....	.....	.....	146.47	Disk Track	.....	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	2.53	12.20Am	6.15	164.73		.....	MALAGA.....	MA	6.90	OP	.....	.....	.....	.....
02045	.....	2692	A 3.10Am	A 12.35Am	A 6.30Pm	171.63	.....	WENATCHEE.....	WC	0.00	BCFJKP QRTWYZ	2.20Am	7.18Pm	5.00Am	8.00Am	
			3.15 52.8	3.15 52.8	3.25 50.2	Time Over Subdivision Average Speed Per Hour					3.45 45.8 3.15 52.8 4.30 88.1 5.00 84.3					

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 14.

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Time Table No. 4 Effective August 15, 1968 Pacific Standard Time Canadian Standard Time Governs in Canada	Telegraph Calls	Distance from Dana	SIGNS
	Bldgs	Other Trucks				

62185 NELSON BC 185.79 OWP

BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES

62180			5.45 TROUP JUNCTION		180.81	TPJ
62181	73		29.71 SALMO	SI	150.00	OP
62128	27		24.42 WANETA, B. C.		126.18	P
62124	40		2.11 BOUNDARY, U. S.		124.07	
62118	60	46	8.81 NORTHPORT	NP	116.38	OPWX
62105	43		9.50 DOLOMITE		105.76	P
62092	86	104	14.10 EVANS		91.66	P YRKWB
62081		318	9.92 KETTLE FALLS	MF	81.74	OFTJPZ
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	VY	43.00	OP
62025	40		18.05 LOON LAKE		34.55	P
62012	50	44	12.07 DEER PARK	DE	12.43	OPY
61963		63	12.48 DEAN	DF	0.00	ACJPY

WESTWARD TENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Trucks	Time Table No. 4		Distance from Spring Valley	Telegraph Calls	SIGNS
		Effective August 15, 1968 PACIFIC STANDARD TIME				
		STATIONS				
63831	6	MANNING	31.06			
63825	72	STEPTOE	24.58			
63820	25	CASHUP	19.57			
63815	23	THORNTON	15.37			
63806	30	ROSALIA	5.77	RO	OPJW	
63644	89	SPRING VALLEY	0.00		JT	

WESTWARD EIGHTH SUBDIVISION EASTWARD 5

Station Numbers	Capacity of Trucks	Distance from Kettle Falls	Time Table	Telegraph Calls	SIGNS
			No. 4		
			Effective		
			August 15, 1968		
			Pacific Standard Time		
			Canadian Standard		
			Time Governs in		
			Canada		
STATIONS					

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	11.84 GRAND FORKS, B. C.		JT
62249	18	49.12	8.11 DANVILLE, WASH.		P
62259	62	59.62	10.40 CURLEW		P
62280	78	80.72	21.20 REPUBLIC	Z	OTW

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Trucks	Time Table No. 4		Distance from Spokane	Telegraph Calls	SIGNS
		Effective August 15, 1968				
		PACIFIC STANDARD TIME				
STATIONS						
63694	36	 MOSCOW 14.48		96.04	MO	OTJYW
63680	100	 PALOUSE..... 10.02		81.56	PA	OTJ
63669	43	 GARFIELD..... 11.81		70.04	GF	OWM
63657	72	 OAKESDALE..... 13.13		58.83	KA	OJM
63644	59	 SPRING VALLEY..... 8.01		45.70	.....	TJ
63635	6	 WEST FAIRFIELD..... 2.00		36.79	.....	.....
63633	.....	..... U. P. R. R. JUNCTION..... 35.34		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 RKBCPY
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6 ELEVENTH SUBDIVISION SOUTHWARD NORTHWARD

Station Numbers	Car Capacity		SECOND CLASS	Time Table No. 4 Effective August 15, 1968 Pacific Standard Time Canadian Standard Time Governs in Canada		Telegraph Calls	Distance from Wenatchee	SIGNS	SECOND CLASS
	Siding	Other Tracks		697 Daily Ex. Sun.	698 Daily Ex. Sat.				
STATIONS									
66875		85		KEREMEOS	K	175.89	O		
66870		23		4.08 CAWSTON, B. C.		171.31			
				12.90					
66858		21		CHOPAKA, WASH.		158.41			
66836	55	274	2.30pm	21.26 OROVILLE	VR	137.15	BFKOP RTWY	A 10.30pm	
66825		33	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		115.36		9.20	
66809		33	3.20	5.37 BARKER		109.99		9.05	
66804		35	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		34	5.10	4.90 CHILLOWIST		86.51		7.30	
66782		34	5.25	3.96 MALOTT		82.55	P	7.15	
66775		34	5.40	6.18 WAKEFIELD		76.37		7.00	
66771		34	5.50	4.78 MONSE		71.59	P	6.45	
66767		37	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		34	7.00	5.46 STARR		53.35	P	5.25	
66749		33	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		38	8.40	5.87 STAYMAN		31.82	P	4.05	
66725		86	8.55	5.63 WINEAP		26.19	P	3.45	
66720	100	148	9.20	5.78 ENTIAT	NI	20.41	OPWY	3.25	
66713		63	9.40	6.52 WAGNERSBURG		13.89		3.05	
66702		78	10.15	10.56 OLDS		3.33	Y	2.40	
02045		2692	A 10.30pm	3.33 WENATCHEE	WC	0.00	BCFJKP QRTW YZ	2.30pm	
			8.00 17.1	Time Over Subdivision Average Speed Per Hour					8.00 17.1

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

TWELFTH SUBDIVISION SOUTHWARD NORTHWARD

Time Table No. 4					
Station Numbers	Capacity of Tracks	Effective August 15, 1968		Distance from Columbia River	SIGNS
		PACIFIC STANDARD TIME			
		STATIONS			
66960	92	MANSFIELD	60.25	PTW	
66955	30	TOUHEY	54.93	P	
66949	48	WITHROW	49.03		
66943	30	SUPPLEE	43.48	P	
66936	86	DOUGLAS	36.49	OP	
66931	30	ALSTOWN	31.21	P	
66915	34	PALISADES	15.76	PW	
66905	230	BON SPUR	5.43		
02030	301	COLUMBIA RIVER	0.00	JP	

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:

Lapier	Kootenai Falls	Colburn	Wilson Creek
Stonehill	Troy	Sandpoint	Stratford
Ural	Yakt	Laclede	Adrian
Volcours	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; rotaries; 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 426, 500 thru 512, 679, 680, 2350, 2500 thru 2538.

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 18/0 size, 23 jewels.
Ball Official Standard 1604B, 18/0 Ligne, 21 jewels.
Bulova Accutron Railroad approved model.
Hamilton 505 RR Electric Special.
Bulova model 28J.

9. In making Terminal Air Brake tests on passenger trains we will be governed by Rule 11(c) of Rules & Instructions Governing Operation, Inspection and Maintenance of Air Brake and Air Signal Equipment Handling Locomotives, Dynamic Braking, Train Handling General Rules which reads as follows:

When making terminal air tests the signal to apply or release brakes on passenger or freight trains will be given by radio or hand signals. On passenger trains before or after the air test has been completed, an air signal will be given from the last car and then determine that the signal was received on the locomotive.

Accordingly, hand signals or radio instructions will be used in performance of terminal air brake tests for passenger trains. Communicating whistle signal 16(m) may be used for the final release only on completion of test.

10. At the following locations Spring switches are identified by a target with the letter "S" on blade of target. Blade is colored yellow with black letter "S" on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light, it indicates that Spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104 (h).

Whitefish, Montana	.....	West end
Vista, Montana	.....	East and west end
Lupfer, Montana	.....	East and west end
Radnor, Montana	.....	East and west end
Stryker, Montana	.....	East and west end
Trego, Montana	.....	East and west end
Fortine, Montana	.....	East end
Eureka, Montana	.....	East and west end
Rexford, Montana	.....	East and west end
Stonehill, Montana	.....	East and west end
Ural, Montana	.....	East and west end
Volcour, Montana	.....	East and west end
Yarnell, Montana	.....	East and west end
Ripley, Montana	.....	East and west end
Yakt, Montana	.....	East and west end
Leonia, Montana	.....	East and west end
Crossport, Idaho	.....	East and west end
Bonnors Ferry, Idaho	.....	West end
Naples, Idaho	.....	East and west end
Elmira, Idaho	.....	East and west end
Colburn, Idaho	.....	East and west end
Sandpoint, Idaho	.....	East and west end
Laclede, Idaho	.....	East and west end
Newport, Washington	.....	West end
Scotia, Washington	.....	East and west end
Camden, Washington	.....	East and west end
Milan, Washington	.....	East and west end
Lyons, Washington	.....	East and west end
Fairchild, Washington	.....	East and west end
Espanola, Washington	.....	East and west end

Edwall, Washington	.....	East and west end
Odessa, Washington	.....	East and west end
Irby, Washington	.....	East and west end
Wilson Creek, Washington	.....	East and west end
Stratford, Washington	.....	East and west end
Adrian, Washington	.....	East and west end

11. 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 fusees 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

Rule 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 fusees.

Rule 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.

Rule 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.

Rule 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.

Rule 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.

Rule 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.

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

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

Rule 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.

Between	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.

All trains between Whitefish, Montana and Conkelley, Montana will operate on Montana Division train orders and clearances.

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.

WhitefishEnd 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 extra trains from Montana Division will not require a running order.

12. Crews on trains or engines on No. 1 track at Conkelley, Montana are not to open main track switch at East switch to No. 1 track until they receive permission from the operator or dispatcher at Columbia Falls, Montana. After obtaining permission, Rule 513 must be observed.

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 WrightEnd of double track and SP&S Ry Jct.
Whistle signals for routes:

Main Track GN Ry1 short, 1 long.

Main Track SP&S Ry1 long, 1 short.

Siding GN Ry2 long, 1 short.

8. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Troywest 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.
12. Due to low clearances overhead on coke unloading track at unloading building at Kaiser Aluminum Company Plant, Mead, Washington, this track is not to be used for any purpose other than handling of coke cars.

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—4.88 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
Bonniers Ferry and Port Hill	10 MPH
Troup Jct. and Dean	35 MPH
Kettle Falls and Republic	80 MPH
Spokane and Coeur d'Alene	25 MPH
Spokane and Moscow	25 MPH
Spring Valley and Manning	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	80 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.

All trains between Columbia Falls, Montana and Somers, Montana on the Fourth Subdivision, will operate on Montana Division train orders and clearances.

4. ENGINE RESTRICTIONS.

Between Bonniers 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 8200 feet west of Millwood, restricted side clearance.

Spokane, bridges 1.8 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, employees must be extremely careful in this area.

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.
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.
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.
Bonners Ferry and Port Hill
Spokane and Spokane Bridge
U. P. Junction at Fairfield and Moscow
Spring Valley and Manning
Wenatchee and Chopaka
Columbia River and Mansfield
13. Hopper cars GN series 71580 to 71618, 71700 to 71769, 170995 to 171999, 172000 to 172399 and 60 ft. open top wood chip cars GN 174000 to 174199 as well as foreign line cars of similar size and capacity are restricted from use on Fifth & Twelfth Subdivisions and will not exceed 10 MPH between Mt. Hope, Washington and Fairbanks, Washington; between Palouse, Washington and Moscow, Idaho; and between Spring Valley, Washington and Manning, Washington, on Ninth Subdivision.
14. Hopper cars GN series 70600 to 70799 are restricted from use on Fifth, Ninth, Tenth & Twelfth Subdivisions.
15. Eighty-five (85) foot flat cars cannot be used between Garfield, Washington and Moscow, Idaho.
16. At Columbia Falls, Montana, trains from Fourth Subdivision must not enter main track on First Subdivision until permission is received from operator or dispatcher.

SPEED TABLE

Time Per Mile	Miles	Time Per Mile	Miles
Min.	Sec.	Min.	Sec.
	46	1	18
	47	1	20
	48	1	22
	49	1	24
	50	1	26
	51	1	28
	52	1	30
	53	1	33
	54	1	36
	55	1	39
	56	1	42
	57	1	45
	58	1	50
	59	1	55
1	0	2	—
1	1	2	10
1	2	2	20
1	3	2	30
1	4	2	40
1	5	3	—
1	6	3	30
1	7	4	—
1	8	5	—
1	9	6	—
1	10	7	—
1	12	8	—
1	14	9	—
1	16	10	—
	78.3		46.2
	76.6		45.0
	75.0		43.9
	73.5		42.9
	72.0		41.9
	70.6		40.9
	69.2		40.0
	67.9		38.7
	66.7		37.5
	65.5		36.4
	64.3		35.3
	63.2		34.3
	62.1		32.7
	61.0		31.3
	60.0		30.0
	59.0		27.7
	58.1		25.7
	57.1		24.0
	56.3		22.5
	55.4		20.0
	54.5		17.1
	53.7		15.0
	52.9		12.0
	52.2		10.0
	51.4		8.6
	50.0		7.5
	48.6		6.7
	47.4		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	0.73 mile west of end double track Conkelley	114	Both	62631 Northwest Tbr. Co.	0.89 miles east Coeur d'Alene	16	East
01596 Half Moon	4.70 miles east Whitefish	46	West	62629 Atlas	2.53 miles east Coeur d'Alene	37	Both
			ew trk	62626 Huetter—connection to N.P. Railway	2.82 miles east Coeur d'Alene	15	Both
01696 R. A. Heintz Constn. Co.	4.5 miles west Rexford	6	West	62623 Post Falls	8.15 miles east Coeur d'Alene	6	Both
Warland Pit (Three Tracks)	1.06 miles east Yarnell	92	Both	62623 Post Falls Lumber Co.	7.63 miles east Coeur d'Alene	14	West
Cement Spur Libby Dam Site	2.9 miles west Yarnell	36	West	62624 Idaho Veneer Co.	7.63 miles east Coeur d'Alene	6	East
Steel Spur Libby Dam Site	3.0 miles west Yarnell	12	West	62615 Liberty Lake	3.12 miles east Spokane Bridge	8	East
W. R. Grace Co. Siding	4.82 miles east Libby (MP 1331)	49	East	62613 Greenacres	5.25 miles east Spokane Bridge	15	Both
Second Subdivision				62611 Carders	2.13 miles east Spokane	5	East
01756 Katka Spur	6.46 miles east Croesport	18	East	62607 Millwood	6.98 miles east Spokane	9	Both
01761 Croesport Spur	1.81 miles east Croesport	15	East	62606 Orchard Ave.	6.07 miles east Spokane	60	Both
01765 Idaho-Boyd Conlee Spur	0.71 mile east Bonners Ferry	35	West	62604 Parkwater	4.40 miles east Spokane	4	Both
01772 Moravia	4.95 miles west Bonners Ferry	21	East	Seventh Subdivision			
01791 Emerson Spur	0.68 mile east Colburn	58	West	62176 South Nelson	4.83 miles west Troup Jct.	24	Both
01792 Pack River Lumber Co.	0.68 mile east Colburn	15	West	62165 Hall	14.93 miles west Troup Jct.	14	Both
61906 Duvor connection to S. I. Ry.	2.46 miles west Sandpoint	19	East	62158 Ymir	22.15 miles west Troup Jct.	9	West
61924 Hedlund Lumber Co. Spur	0.77 miles east Priest River	16	West	62156 Hardy Lbr. Co. Ltd. Spur	23.99 miles west Troup Jct.	16	West
61928 Albeni Falls Spur	2.66 miles east Newport	21	East	62154 Boulder Mill	3.29 miles east Salmo	9	Both
61935 Penrith Spur	3.50 miles west Newport	19	East	62148 Erie	2.27 miles west Salmo	11	Both
61949 Elk—storage tracks	2.99 miles west Camden	21	East	62145 Meadows	5.59 miles west Salmo	20	Both
61966 Davies Spur	1.51 miles east Mead	34	East	62143 Benton Spur	7.57 miles west Salmo	6	West
Third Subdivision				62140 Parks	10.02 miles west Salmo	8	Both
01879 Highland Rock Quarry	0.96 mile east of Highland	72	East	Ross	8.83 miles west Salmo	9	Both
01896 Geiger Field	9.3 miles off east end siding Fairchild	Yard	West	62141 Hearn Bros Spur	10.26 miles west Salmo	3	East
01899 Waukon	5.73 miles east of Edwall	55	Both	62136 ATCO Spur	10.08 miles east Waneta, B.C.	3	West
01909 Canby	3.69 miles west of Edwall	29	Both	62135 Fruitvale	9.15 miles east Waneta, B.C.	27	Both
01928 Mohler	6.71 miles west of Harrington	55	Both	62132 Equipment Spur	6.00 miles east Waneta, B.C.	3	West
01932 Downs	4.67 miles east of Lamona	49	Both	62130 Columbia Gardens	3.84 miles east Waneta, B.C.	11	Both
01942 Nemo	4.79 miles east of Odessa	22	Both	62129 CM&S Co. Spur	0.67 miles east Intl. Bdy. at Waneta, B.C.	32	East
01963 Marlin	6.61 miles east of Wilson Creek	39	Both	62127 West Kootenay Power & Light Co. Ldg.	0.48 miles west Waneta, B.C.	5	Both
01991 Air Base, Washington	2.18 miles east of Ephrata	Yard	East	62112 Janni Spur	3.30 miles west Northport	11	West
01994 Olson Spur	1.82 miles west of Ephrata	32	Both	62110 Cameron Spur	4.40 miles west Northport	17	East
02003 Winchester	5.08 miles west of Naylor	175	Both	62107 Marble	8.27 miles west Northport	37	Both
02023 Gravel Spur	3.08 miles west of Trinidad	53	West	62105 Dolomite Quarry Spur	9.50 miles west Northport		
02023 Voltage	2.47 miles east of Rock Island	32	Both		Including Trackage Spokane-Portland Cement Co. Private Yard	251	West
02036 Alcoa Spur	1.23 miles west of Rock Island 6,954 feet long and yard		West	62077 Palmer	5.31 miles west Kettle Falls	12	Both
02037 Kawecki Chemical Co.	0.89 mile east of Malaga	19	East	62067 Arden	6.69 miles west Colville	47	Both
02041 Peshastin Lbr. & Box, Inc.	4.40 miles east of Wenatchee	11	West	62059 Addy	9.07 miles east Chewelah	17	Both
Fourth Subdivision				62056 Blue Creek	6.09 miles east Chewelah	18	Both
61602 LP Gas Service Co. Spur	0.99 miles west Columbia Falls	4	East	62041 Kulzers Spur	1.70 miles west Valley	6	East
61602 Rocky Mtn. Lbr. Co. Spur	1.23 miles west Columbia Falls	9	East	62040 North American Non Metallics Spur	2.02 miles west Valley	4	East
61610 Associated Seed Growers	3.56 miles east Kalispell	6	East	62034 Cline	8.11 miles west Valley	18	Both
61611 Montana Saw Service Co. Spur	3.34 miles east Kalispell	5	East	62033 Silica Sand Co. Spur	8.43 miles west Valley	8	West
61612 C&C Plywood Corp.	2.57 miles east Kalispell	27	Both	62032 Springdale	9.63 miles west Valley	20	East
61613 Northwestern Lbr. Co. Spur	1.38 miles east Kalispell	47	East	62026 Loon Lake Gravel Spur	1.60 miles east Loon Lake	40	East
61614 Carter Oil Co. Spur	1.30 miles east Kalispell	9	East	62018 Clayton	5.28 miles east Deer Park	14	West
	0.16 miles west west wye switch, Kalispell	27	Both	Eighth Subdivision			
Forest Products Co. Spur	On interchange track	6	West	62205 Boise Cascade Spur	0.50 mile west West Kettle Falls	36	East
61619 Monarch Lbr. Co.	5.17 miles west Kalispell	8	East	62207 Harter Lumber Co.	1.02 miles west West Kettle Falls	10	Both
61621 Erickson Bros. Spur	5.57 miles west Kalispell	4	East	62211 Matneys Spur	2.72 miles west West Kettle Falls	4	East
61622 Balls Crossing	5.75 miles west Kalispell	11	East	62211 Spokane-Portland Cement Co. Spur	1.34 miles east Boyds	9	East
Fifth Subdivision				62222 Dulwich	5.23 miles west Barstow	35	Both
61802 Quarry Spur	1.37 miles east Bonners Ferry	4	West	62228 Gold Stake	6.08 miles east Laurier	13	Both
61804 Allen's Spur	4.72 miles east Bonners Ferry	6	East	62245 Consolidated Mining and Smelting Co. Spur	1.11 miles east Grand Forks	12	West
61807 Ritz	7.56 miles east Bonners Ferry	15	Both	62265 Malo	5.30 miles west Curlew	33	Both
61811 Watson's Spur	11.48 miles east Bonners Ferry	2	West	62272 Pollard	8.60 miles east Republic	18	Both
61813 DeVoignes Spur	13.16 miles east Bonners Ferry	4	East	62276 Torboy	4.91 miles east Republic	34	Both
61814 Camp 5 Spur	14.14 miles east Bonners Ferry	11	Both	62277 San Poi Spur	4.00 miles east Republic	21	East
61815 Seelover's Spur	15.41 miles east Bonners Ferry	2	East				
61816 Copeland	16.88 miles east Bonners Ferry	25	Both				
61817 Dehlom Spur	17.50 miles east Bonners Ferry	4	West				
61818 Edward's Spur	18.44 miles east Bonners Ferry	9	West				
61819 Camp 8	19.74 miles east Bonners Ferry	18	Both				
61821 Harper's Spur	21.82 miles east Bonners Ferry	4	West				
61822 Houck's Spur	22.20 miles east Bonners Ferry	4	West				
61824 K. V. Farm Spur	24.61 miles east Bonners Ferry	5	West				

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
63686 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				
63665 Crabtree.....	4.06 miles west Garfield.....	9	Both	Eleventh Subdivision			
63661 Sokulk.....	4.26 miles east Oakesdale.....	18	Both	66872 Luttin Spur.....	1.81 miles north of Cawston.....	4	North
63660 Longwill.....	2.88 miles east Oakesdale.....	5	East	66829 Taylor Spur.....	4.09 miles north of Ellisforde....	19	Both
63651 Seabury.....	5.60 miles west Oakesdale.....	12	Both	66826 Larrabee Industry.....	0.76 mile north of Ellisforde.....	9	Both
63649 Fairbanks.....	5.26 miles east Spring Valley.....	20	Both	66824 Howard Appel Spur.....	1.18 mile south of Ellisforde.....	1	South
63640 Jefferson.....	3.48 miles west Spring Valley.....	6	Both	66823 Thornton Spur.....	3.47 miles north of Tonasket.....	8	Both
63638 Waverly.....	5.98 miles west Spring Valley.....	31	Both	66808 Tunk Creek Spur.....	1.05 miles south of Barker.....	8	Both
63635 Mt. Hope Industrial Spur.....	8.91 miles west Spring Valley.....	17	East	66809 Braker Spur.....	1.23 miles south of Brewster.....	5	South
63635 Old West Fairfield.....		24	Both	66750 Wells Dam Spur.....	0.91 miles north of Azwell.....	40	North
63635 Old Mt. Hope.....		16	East	66707 Rocky Reach.....	4.22 miles north of Olds.....	46	South
63605 Dishman.....	6.52 miles east Spokane.....	27	West				
Includes Spear.....							



