



COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surg.Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chief Surg.
.....Minneapolis, Minn.
Dr. D. S. MacKenzie, Sr.Havre, Montana
*Dr. Chas. HoutzHavre, Montana
*Dr. D. S. MacKenzie, Jr.Havre, Montana
*Dr. L. J. SalanShelby, Montana
Dr. S. D. WhetstoneCut Bank, Montana
Dr. T. B. MooreKalispell, Montana
Dr. E. P. CockrellKalispell, Montana
*Dr. W. W. TaylorWhitefish, Montana
*Dr. A. T. LeesWhitefish, Montana
*Dr. J. B. SimonsWhitefish, Montana
Dr. W. C. KinserTroy, Montana
*Dr. R. M. BowellBonners Ferry, Idaho
Dr. Wm. F. TylerSand Point, Idaho
Dr. Leslie J. StaufferPriest River, Idaho
Dr. H. G. LawsonNewport, Washington
Dr. J. FarrowHillyard, Washington
*Dr. H. E. WheelerSpokane, Washington
*Dr. E. B. CoulterSpokane, Washington
Dr. L. A. ParsellSpokane, Washington

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS

(Eye Doctors)

Dr. H. D. HugginsKalispell, Montana
Dr. W. L. ForsterHavre, Montana
Dr. Phillip B. GreeneSpokane, Washington

W. C. PRESTON, Chief Dispatcher.
O. E. FISHER, Trainmaster.
F. H. MOORE, Trainmaster.
J. E. O'BRIEN, Trainmaster.
P. A. FREUEN, Trainmaster.

Scanned from the Dean Ogle Collection

GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

TIME TABLE 70

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

Sunday, June 3, 1951

**MOUNTAIN TIME GOVERNS FIRST, SECOND,
THIRD, FIFTH AND SEVENTH SUBDIVISIONS.**

**PACIFIC TIME GOVERNS FOURTH AND
SIXTH SUBDIVISIONS.**

W. R. MINTON, Superintendent.
I. E. MANION, General Manager.
J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS					Distance from Havre	Time Table No. 70		Telegraph Code
	Stops	Other Trains	657	681	1	41	3	43	27		Effective June 3, 1951	Mountain Time	
			Mon., Wed., Fri.	Daily Ex. Sunday	Streamliner Daily	Daily Ex. Sunday	Daily	Daily	Daily					STATIONS
.....	Yard	2011	L 6.15Am	.....	L 12.05Pm	.....	L 8.10Am	.....	L 3.40Am	.....	Double Track	.....HAVRE.....	HX
TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.													
901	.....	29	L 6.30Am	.....	L 12.12Pm	.....	L 8.17Am	.....	L 3.47Am	4.03	Double Track	.....PACIFIC JUNCTION.....	.....
907	180	7	6.45	.....	12.21	.....	8.24	.....	3.54	9.07	.....	.....BURNHAM.....	.....
971	61	14	7.00	.....	12.25	.....	8.30	.....	4.00	14.68	.....	.....FRESNO.....	.....
978	180	44	7.20	.....	12.29	.....	8.36	.....	4.07	19.96	.....	.....KREMLIN.....	KN
986	189	35	7.55	.....	12.41	.....	8.49	.....	4.24	29.47	.....	.....GILFORD.....	GR
993	61	80	8.15	.....	12.48	.....	8.56	.....	4.35	35.40	.....	.....HINGHAM.....	HG
998	148	35	8.35	.....	12.55	.....	9.03	.....	4.46	41.37	.....	.....RUDYARD.....	RU
1004	126	29	8.55	.....	1.02	.....	9.11	.....	4.57	47.61	.....	.....INVERNESS.....	IN
1008	.....	33	9.05	.....	1.06	.....	9.16	.....	5.03	51.45	.....	.....JOPLIN.....	JO
1013	E99 W125 E99	.....	9.20	.....	1.10	.....	9.20	.....	5.07	54.43	.....	.....BULLOW.....	.....
1019	E99 W60	66	9.50	.....	1.18	.....	9.30	.....	5.20	61.58	.....	.....CHESTER.....	CH
1024	140	14	10.05	.....	1.24	.....	9.37	.....	5.28	67.66	.....	.....TIBER.....	.....
1081	189	20	10.30	.....	1.33	.....	9.46	.....	5.39	74.59	.....	.....LOTHAIR.....	AR
1087	60	49	11.11	.....	1.40	.....	9.53	.....	5.48	80.58	.....	.....GALATA.....	GA
1048	141	24	11.30	.....	1.47	.....	10.00	.....	5.57	86.60	.....	.....DEVON.....	OD
1088	145 E169	70	11.50Am	.....	1.57	.....	10.11	.....	6.11	95.34	.....	.....DUNKIRK.....	.....
1061	W241	407	12.35Pm	L 8.45Am	2.10	.....	10.30	L 10.20Am	6.35	104.67	.....	.....SHLEY.....	SJ
1063	.....	.....	12.40	A 8.55Am	2.13	.....	10.33	10.23	6.38	106.16	.....	.....SWEET GRASS LINE JCT.....	.....
1074	W123	81	1.10	.....	2.27	.....	10.48	10.40	6.53	117.70	.....	.....ETHRIDGE.....	DG
1063	.....	.....	1.35	.....	2.38	.....	10.58	10.52	7.06	125.46	DOUBLE TRACK	.....BAL TIC.....	.....
1067	180	186	1.55	.....	2.45	.....	11.05	11.00	7.15	128.96	.....	.....CUT BANK.....	OT
1093	.....	8	2.15	.....	2.55	.....	11.16	11.10	7.26	134.97	.....	.....GUNSIGHT.....	.....
1095	.....	80	2.30	.....	3.00	.....	11.22	11.15	7.31	138.55	.....	.....SUNDANCE.....	.....
1109	W69	7	3.06	.....	3.06	.....	11.29	11.21	7.38	143.79	.....	.....PORT PEGAN.....	.....
1106	.....	7	3.25	.....	3.13	.....	11.36	11.27	7.45	149.23	.....	.....MERWETHER.....	.....
1113	Yard	680	A 3.45Pm	.....	A 3.20Pm	.....	A 11.45Am	A 11.35Am	A 7.55Am	155.19	.....	.....BLACKFOOT.....	BF
			9.15	.10	8.08	.08	8.28	1.15	4.08				
			16.78	8.94	48.24	29.80	43.60	40.42	86.79				
Time Over Subdivision											Average Speed Per Hour		

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. 1 Cut Bank to discharge revenue passengers from Williston and east, and to pick up passengers for Spokane and west where No. 1 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 70

Effective June 3, 1951
Mountain Time

STATIONS

Distance from Blackfoot	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
	2	40	4	42	28	460	472	486	658	682	
	Streamliner Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur. and Sat.	Daily Ex. Sunday	

Double Track } HAVRE.....	155.19	A 12.45Pm	A 10.25Pm	A 12.45Am	A 8.00Am	A 4.40Pm	A 11.59Pm	A 3.45Pm		BPRKD NWCOX
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TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.

Double Track	STATIONS	Distance from Blackfoot	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS	
			2	40	4	42	28	460	472	486	658	682		
			Streamliner	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Tue., Thur. and Sat.	Daily Ex. Sunday		
DOUBLE TRACK	PACIFIC JUNCTION	161.16	A 12.27Pm	A 10.18Pm	A 12.35Am	A 7.45Am	A 4.25Pm	A 11.45Pm	A 3.30Pm				JIPY	
	BURNHAM	145.22	12.21	10.11	f 12.27	7.35	4.11	11.34	3.15				P	
	FRESNO	140.57	12.16	10.05	f 12.21	7.28	4.01	11.26	2.55				P	
	KREMLIN	135.83	12.12	9.59	f 12.15	⁶⁵⁷ 7.20	3.51	11.18	2.40				DNP	
	GILDFORD	125.72	12.02Pm	9.46	f 12.01Am	7.01	3.33	10.59	2.10				DP	
	HINGHAM	119.79	11.56Am	9.39	f 11.50Pm	6.51	3.23	10.48	1.50				DP	
	RUDYARD	113.82	11.51	9.32	f 11.40	6.41	3.13	10.37	1.25				DP	
	INVERNESS	107.58	11.45	9.24	f 11.31	6.31	3.03	10.26	¹ 1.02				DNP	
	JOPLIN	103.74	11.41	9.19	f 11.25	6.25	2.57	10.20	12.30				DP	
	BUELOW	100.77	11.38	9.15	f 11.21	6.20	2.52	10.15	12.10Pm				P	
	CHESTER	98.67	⁶⁵⁸ 11.31	f 9.03	s 11.10	6.05	2.37	10.00	² 11.31Am				DNPW	
	TIBER	88.18	11.25	8.50	f 11.01	5.55	2.27	9.48	10.40				P	
	LOTHAIR	80.60	11.17	8.42	f 10.50	⁵⁷ 5.39	2.12	9.31	10.15				DP	
	GALATA	74.61	⁶⁵⁷ 11.11	8.34	f 10.40	5.16	2.00	9.17	³ 9.53				DP	
	DEVON	68.59	11.05	8.26	f 10.30	5.04	¹ 1.47	9.03	9.15				DNP	
DUNKIRK	59.85	10.56	8.16	f 10.18	4.48	1.15	8.48	8.50				P		
SHELBY	50.82	³⁻⁴¹ 10.45	A 7.50Pm	s 8.05	A ⁴ 8.20Pm	s 10.05	4.30	12.55	8.34	8.25	A 10.25Am		BRKDNP WOIYXJC	
SWEET GRASS LINE JCT.	49.03	10.37	L 7.45Pm	7.55	8.11	9.56	4.20	12.45	8.24	8.15	L 10.15Am		PXJ	
ETHRIDGE	37.49	10.24		7.40	7.58	f 9.42	4.01	12.26	8.08	7.53			DP	
BALTIC	29.78	10.16		7.31	7.47	9.32	3.48	12.13	7.55	7.35			P	
CUT BANK	26.24	f 10.12		⁴⁸⁶ 7.25	⁴⁸⁶ 7.40	s 9.26	3.40	12.05Pm	⁴⁻⁴² 7.40	7.25			DNIP	
GUNSIGHT	20.22	10.01		7.15	7.29	f 9.15	3.25	11.50Am	7.04	7.04				
SUNDANCE	16.64	9.57		7.10	7.24	f 9.08	3.18	11.43	6.58	6.55			P	
FORT PIEGAN	11.40	9.52		7.04	7.18	f 9.02	3.08	11.33	6.50	6.43			P	
MERIWETHER	8.97	9.46		6.57	7.12	f 8.56	2.58	11.23	6.42	6.30			P	
BLACKFOOT		L 9.40Am		L ⁴² 6.50Pm	L ⁴ 7.05Pm	Lf 8.50Pm	L 2.45Am	L 11.10Am	L 6.30Pm	L 6.15Am			BRKDNP WOIYX	
Time Over Subdivision			2.47	.05	3.28	1.15	3.45	5.00	5.18	5.16	9.18	.10		
Average Speed Per Hour			54.50	17.88	43.90	40.00	40.45	30.23	23.79	23.79	16.78	8.94		

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. 2 Cut Bank to discharge revenue passengers from Spokane and west and to pick up passengers for Williston and east where No. 2 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS				Distance from Blackfoot	Time Table No. 70		Telegraph Calls	
	Stidings	Other Tracks	371	683		1	3	43		27	Effective June 3 1951		STATIONS
			Daily Ex. Sun.	Tue., Thur., Sat.		Streamliner Daily	Daily	Daily		Daily	Mountain Time		
1112	Yard	630	L 5.30Am		L 3.20Pm	L 11.45Am	L 11.35Am	L 7.55Am			BLACKFOOT	BF	
1120	E 124 W 104	76	6.20		3.32	11.58Am	s 11.48	s 8.11	7.29		BROWNING	BG	
1125	93	14	6.40		3.40	12.08Pm	11.59	8.21	12.47		TRIPLE DIVIDE		
1130	130	6	6.55		3.46	12.14	12.07	8.28	16.17		SPOTTED ROBE		
1133	95	150	7.35		3.55	s 12.35	A 12.20Pm	f 8.39	20.75		GLACIER PARK	MD	
1136	112	10	7.45		4.00	12.40		8.45	23.45		BISON		
1141	E 129 W 130	10	8.00		4.06	12.45		9.02	26.57		RISING WOLF		
1147	E 112 W 130	31	8.39		4.17	12.55		9.16	32.83		SUMMIT	SM	
1153	E 60	9	8.58		4.29	1.07		9.28	39.63		BLACKTAIL		
1157		18	9.06		4.35	1.15		9.34	42.71		SINGLESHOT		
1161	E 57 E 98 W 136	11	9.15		4.44	1.22		9.43	47.12		NIMROD		
1165		212	9.51		4.52	1.30		s 9.51	51.08		ESSEX	SX	
1171		13	10.10		5.01	1.40		10.01	56.69		PINNACLE		
1175		14	10.25		5.09	1.47		10.09	61.52		HIDDEN LAKE		
1181	E 116 W 99	14	10.55		5.18	1.55		f 10.18	66.92		RED EAGLE	NY	
1192	156	96	11.50Am		5.35	s 2.15		f 10.37	77.57		BELTON	BE	
1200	31	104	12.20Pm		5.47	2.26		f 10.50	85.45		CORAM	CM	
			12.32		5.54	2.32		10.57	89.71		BRENT		
1207	83	188	L 7.15Pm		5.59	s 2.38		s 11.01	92.64		COLUMBIA FALLS	CF	
1210		46	7.25		6.03	2.45		11.05	95.58		HALF MOON		
1215	Yard	1588	A 7.45Pm	A 1.30Pm	A 6.15Pm	A 2.55Pm		A 11.15Am	100.28		WHITEFISH	WF	
			.80 15.28	8.00 12.54		2.55 34.38	3.10 31.67	0.45 27.67	3.20 30.08		Time Over Subdivision Average Speed Per Hour		

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. 3 Browning, discharge revenue passengers from points east of Williston.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 70

Effective June 3, 1951
Mountain Time

STATIONS	Distance from Whitefish	FIRST CLASS					SECOND CLASS			THIRD CLASS		SIGNS
		2	4	42	28		472	486	460	684	368	
		Streamliner					Daily	Daily	Daily	Mon., Wed. Fri.	Daily Ex. Sun.	
.....BLACKFOOT.....	100.28	A 9.40Am	A 6.50Pm	A 7.05Pm	A f 8.50Pm	.....	A 10.55Am	A 6.15Pm	A 2.30Am	A 2.00Pm	.....	KRDNPW IOYXB
.....BROWNING.....	92.99	9.31	6.40	s 6.54	s 8.40	.....	10.40	6.00	2.14	1.40	.....	DNP
.....TRIPLE DIVIDE..	87.81	9.24	6.32	6.46	f 8.30	.....	10.30	5.50	2.03	1.00	.....	P
.....SPOTTED ROBE..	84.11	9.18	6.24	6.39	f 8.22	.....	10.22	5.42	1.55	12.50	.....	P
.....GLACIER PARK..	79.53	9.11	s 6.15	L 6.30Pm	f 8.14	.....	10.11	5.31	1.43	12.35	.....	DNPW XY
.....BISON.....	76.83	9.07	6.05	.....	f 8.05	.....	10.05	5.25	1.37	12.05Pm	.....	P
.....RISING WOLF..	73.71	9.02	6.01	.....	f 7.59	.....	9.58	5.18	1.30	11.55Am	.....	P DNPW IYX
.....SUMMIT.....	67.45	8.54	5.50	.....	f 7.50	.....	9.45	5.05	1.15	11.35	.....	P
.....BLACKTAIL.....	60.65	8.39	5.34	.....	f 7.33	.....	9.00	4.25	1.235	11.00	.....	P
.....SINGLESHOT.....	57.87	8.31	5.25	.....	f 7.23	.....	8.46	4.11	1.221	10.40	.....	P
.....NIMROD.....	53.16	8.21	5.15	.....	f 7.14	.....	8.28	3.53	12.03Am	10.20	.....	IP KDNPW BOYX
.....ESSEX.....	49.25	8.12	5.05	.....	s 7.04	.....	8.12	3.40	11.50Pm	10.00	.....	P
.....PINNACLE.....	43.89	8.02	4.55	.....	f 6.50	.....	7.30	3.10	11.20	9.15	.....	P
.....HIDDEN LAKE..	38.78	7.54	4.47	.....	f 6.43	.....	7.13	2.53	11.03	8.55	.....	P
.....RED EAGLE.....	33.36	7.45	4.38	.....	f 6.35	.....	6.55	2.35	10.45	8.35	.....	DNIYPW
.....BELTON.....	22.71	7.29	s 4.20	.....	f 6.17	.....	6.30	2.10	10.20	8.00	.....	DNP
.....CORAM.....	14.83	7.17	4.04	.....	f 6.03	.....	6.10	1.47	10.00	7.17	.....	DPW
.....BRENT.....	10.57	7.11	3.56	.....	5.54	.....	6.02	1.39	9.52	6.43	.....	PI
.....COLUMBIA FALLS.	7.64	7.07	s 3.50	.....	s 5.45	.....	5.55	1.33	9.45	6.35	A 5.30Am	DNJYXP
.....HALF MOON.....	4.70	7.03	3.42	.....	5.29	.....	5.45	1.25	9.35	6.12	5.20	P
.....WHITEFISH.....	.....	L 6.55Am	L 3.35Pm	.....	L 5.20Pm	.....	L 5.25Am	L 1.05Pm	L 9.15Pm	L 6.00Am	L 5.00Am	KRDNPW BOXZI
Time Over Subdivision		2.45	3.15	0.85	3.30		5.80	5.10	5.15	8.00	0.30	
Average Speed Per Hour		35.75	31.10	35.57	28.85		18.23	19.40	19.10	12.50	15.28	

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No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1.

Conditional stops—

No. 4 Browning, to pick up revenue passengers for points east of Havre where No. 4 scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Whitefish	Time Table No. 70		Telegraph Calls
	Sidings	Other Tracks						Effective June 3, 1951				
				687	1	3	27	Mountain Time				
			Mon., Wed. Fri.		Streamliner	Daily	Daily	Daily	STATIONS			
1215	Yard	1588		L 5.00Am		L 6.15Pm	L 3.05Pm	L 11.30Am		WHITEFISH	WF	
1220	151			5.20		6.26	3.16	f 11.40	6.00	VISTA		
1227	194	15		5.40		6.34	3.28	f 11.48	11.81	LUFFER		
1232	E70 W70	26		6.25		6.41	3.39	f 11.56Am	17.27	OLNEY	KY	
1238	141	17		6.50		6.48	3.46	f 12.03Pm	23.05	RADNOR		
1245	W110 E113	17		7.15		6.57	3.56	f 12.12	30.11	STRYKER	SY	
1251	136	15		7.40		7.04	4.04	f 12.20	36.08	TREGO		
1256		16		8.00		7.10	4.11	f 12.27	40.70	FORTINE	FR	
1262		71		8.20		7.17	4.19	f 12.35	46.61	TOBACCO	BA	
1267	151	44		8.45		7.24	f 4.28	s 12.45	52.89	EUREKA	KA	
1276	W130 E143	144		9.25		7.36	4.40	s 12.58	61.26	REXFORD	RD	
1280	187	6		10.10		7.49	4.55	f 1.11	72.05	STONEHILL		
1282	145	5		11.00		8.03	5.09	f 1.26	83.21	URAL		
1287	131	4		11.20		8.09	5.15	f 1.40	88.16	VOLCOUR	VR	
1292		35		11.40				f 1.48	92.85	WARLAND	WR	
1295	139			11.55Am		8.19	5.26	f 1.54	95.86	YARNELL		
1302	53	50		12.30Pm		8.29	5.38	f 2.07	103.76	JENNINGS		
1308	152	3		12.52		8.36	5.46	f 2.16	109.48	RIPLEY		
1315	258	165		1.50		8.45	5.57	s 2.30	116.82	LIBBY	CK	
1326		14		2.05		9.00	6.13	2.48	127.38	KOOTENAI FALLS		
1332	Yard	845		A 2.15Pm		A 9.15Pm	A 6.25Pm	A 3.00Pm	134.55	TROY	UX	
				9.15 14.55		8.00 44.55	3.20 40.37	3.30 38.69		Time Over Subdivision Average Speed Per Hour		

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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 70

Effective June 3, 1951

Mountain Time

STATIONS	Distance from Troy	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		2	4	28		486	460	472		688		
		Streamliner								Tues., Thurs., Sat.		
		Daily	Daily	Daily		Daily	Daily	Daily		Daily		
WHITEFISH.....	134.55	A 6.55Am	A 3.25Pm	A 5.10Pm		A 11.15Am	A 8.10Pm	A 3.50Am		A 2.15Pm		KRDNPZ BWOXI
6.00 VISTA.....	129.15	6.40	3.16	f 4.58		10.55	7.50	3.30		2.00		P
5.81 LUPFER.....	122.74	6.32	3.06	f 4.50		10.43	7.38	3.18		1.45		P
5.46 OLNEY.....	117.98	⁶⁸⁷ 6.25	2.59	f 4.40		10.32	7.27	3.07		1.30		DNPW
5.78 RADNOR.....	111.50	6.18	2.52	f 4.31		10.20	7.15	2.55		1.10		P
7.08 STRYKER.....	104.44	6.09	2.44	f 4.20		10.05	¹ 6.57	2.40		12.55		DNPWY
5.97 TREGO.....	98.47	6.01	2.34	f 4.04		9.44	6.10	2.18		²⁷ 12.20Pm		P
4.62 EASTWARD } FORTINE.....	93.85	5.54	2.25	f 3.45		9.27	5.50	2.00		11.45Am		DP
FREIGHT TRK. } TOBACCO.....	87.04	5.46	2.17	f 3.35		9.05	5.25	1.35		11.05		DPWI
5.78 EUREKA.....	82.16	5.38	f 2.08	s 3.26		⁶⁸⁷ 8.45	5.05	1.15		10.30		DNP
8.87 REXFORD.....	73.29	5.27	1.52	s 3.12		8.20	³ 4.40	12.50		9.30		DNPWY
10.80 STONEHILL.....	62.49	5.14	1.39	f 2.57		8.02	3.57	12.30		8.50		P
11.15 URAL.....	51.34	5.01	²⁷ 1.26	f 2.42		7.45	3.35	12.10		8.05		P
4.95 VOLCOUR.....	46.89	4.55	1.18	f 2.32		7.35	3.25	12.01Am		7.50		DNP
4.89 WARLAND.....	41.70			f 2.22						7.35		P
3.01 YARNELL.....	38.69	4.45	1.08	f 2.17		⁶⁸⁸ 7.20	3.10	11.46Pm		⁴⁸⁸ 7.20		P
7.90 JENNINGS.....	30.79	4.35	12.59	f 2.07		7.03	2.55	11.32		6.50		P
5.72 RIPLEY.....	25.07	4.28	⁶⁸⁷ 12.52	f 1.59		6.50	2.45	11.22		6.35		P
6.84 LIBBY.....	18.23	4.20	s 12.44	s 1.50		6.35	²⁷ 2.30	11.10		6.15		DNPW
11.01 KOOTENAI FALLS.....	7.22	4.06	12.27	f 1.34		6.10	⁶⁸⁷ 2.05	10.40		5.20		PI
7.22 TROY.....		L 3.55Am	L 12.15Pm	L 1.25Pm		L 5.50Am	L 1.40Pm	L 10.20Pm		L 5.00Am		KRDNP BWOXI
Time Over Subdivision		8.00	3.10	3.45		5.25	6.30	5.30		9.15		
Average Speed Per Hour		44.85	42.90	35.64		24.84	20.70	24.46		14.55		

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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

8 WESTWARD

FOURTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			FIRST CLASS			Distance from Troy	Time Table No. 70		Telegraph Calls
	Sidings	Other Tracks	689	1		3		27		Effective June 3, 1951	Pacific Time	
				Streamliner	Daily	Daily	Daily						STATIONS
1332	Yard	845	L 5.00 ^{am}	L 8.15 ^{pm}	L 5.30 ^{pm}	L 2.05 ^{pm}	.....			TROY.....	UX
1340	149	29	5.35	8.24	5.43	2.17	6.68			6.68 YAKT.....		
1347	181	22	6.00	8.36 ⁴⁷²	5.56	2.30 ⁵⁹⁰	18.71			7.03 LEONIA.....	ON	
1353	70	6	6.25	8.48	6.09	2.43	20.64			6.93 KATKA.....		
1360	132	10	6.45	8.59	6.22	2.55	27.08			6.39 CROSSPORT.....		
1364	E119 W68	135	7.30	9.05	f 6.30	s 3.05	31.34			4.31 BONNERS FERRY.....	BY	
1369	70	18	8.00	9.11	f 6.38	f 3.14	36.31			4.97 MORAVIA.....		
1376	119	29	8.35	9.19	f 6.47	f 3.25	42.73			6.41 NAPLES.....	NA	
1383	126	8	9.05	9.28	⁴⁷² 6.57	f 3.37	50.11			7.39 ELMIRA.....		
1390	125	10	9.30	9.36	7.05	f 3.48	56.93			6.82 COLBURN.....		
1398	W133 E105	293	⁴ 9.35	9.46	f 7.15	s 4.00	64.78			7.85 SAND POINT.....	S	
						f 4.05	67.74			2.96 DOVER.....		
1407	70	18	⁴⁶⁰⁻²⁸ 10.25	9.56	7.27	f 4.13	73.63			5.88 WRENCOE.....		
1410	130	15	11.08	10.02	7.34	f 4.21	78.63			5.00 LACLEDE.....		
1416	71	42	11.28	10.07	7.40	f 4.28	88.34			4.72 THAMA.....		
1420	70	135	11.45 ^{am}	10.11	7.45	s 4.35	86.88			3.54 PRIEST RIVER.....	NC	
1427	E125 W69	125	12.30 ^{pm}	10.19	f 7.55	s 4.50	98.44			6.56 NEWPORT.....	NR	
1433	.....	21	12.45	10.23	8.01	f 4.55	96.95			3.51 PENRITH.....	
1436	129	15	1.05	10.29	8.08	f ⁴⁷² 5.02	101.37			4.32 SCOTIA.....		
1443	120	25	1.30	10.40	8.20	f 5.13	107.91			6.64 CAMDEN.....		
1445	70	28	1.45	10.44	8.25	f 5.18	110.90			2.99 ELK.....	KE	
1449	123	22	2.05	10.50	8.31	f 5.25	115.23			4.32 MILAN.....		
1456	70	11	2.25	10.58	8.40	f 5.35	121.73			6.50 CHATTAROY.....		
1460	84	55	2.35	11.03	8.45	f 5.41	125.63			3.90 DEAN.....	SF	
1464	.....	155	2.48	11.08	8.52	f 5.50	130.31			4.59 MEAD.....	
1469	Yard	8134	^A 3.00 ^{pm}	^A 11.15 ^{pm}	^A 9.00 ^{pm}	^{As} 6.05 ^{pm}	134.67			4.46 HILLYARD.....	HU	
			10.00 13.47		3.00 64.89	3.30 88.47	4.00 34.38			Time Over Subdivision Average Speed Per Hour		

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. 3 Priest River to discharge revenue passengers from Fargo and East.
 No. 27 on Flag at Samuels postoffice, 2 miles east Colburn.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

FOURTH SUBDIVISION

EASTWARD 9

Time Table No. 70

Effective June 3, 1951

Pacific Time

Distance from
Hillyard

FIRST CLASS

SECOND CLASS

THIRD CLASS

4

28

2
Streamliner

486

460

472

690

SIGNS

STATIONS

Daily

Daily

Daily

Daily

Daily

Daily

Mon., Wed.
Fri.

	184.67	A 11:10Am	A 12.20Pm	A 2.55Am		A 4.35Am	A 12.35Pm	A 9.05Pm		A 3.30Pm		RDNPW BOXXI
.....TROY.....	0.68											
.....YAKT.....	127.99	11.00	f 12.09Pm	2.41		4.20	12.22	8.50		3.05		P
.....LEONIA.....	120.96	10.49	f 11.58Am	2.28		4.06	12.09Pm	¹ 8.36		²⁷ 2.30		DP
.....KATKA.....	114.08	10.40	f 11.47	2.15		3.52	11.57Am	7.54		1.55		P
.....CROSSPORT.....	107.64	10.28	f 11.37	2.03		3.39	11.45	7.41		1.25		P
..... ^{4.81} BONNERS FERRY.....	103.88	f 10.20	s 11.30	1.57		3.30	11.39	7.32		1.10		DNPVW YXJ
..... ^{4.97} MORAVIA.....	98.86	10.10	f 11.17	1.50		3.21	11.31	7.23		12.19Pm		P
..... ^{6.41} NAPLES.....	91.95	10.02	f 11.11	1.42		3.10	11.21	7.12		11.50Am		DPW
..... ^{7.89} ELMIRA.....	84.58	9.53	f 10.59	1.33		2.57	11.10	⁸ 6.57		11.15		P
..... ^{6.82} COLBURN.....	77.74	9.45	f ⁶⁹⁰ 10.50	1.25		2.44	⁶⁹⁰ 10.57	6.35		⁴⁶⁰⁻²⁸ 10.57		P
..... ^{7.85} SAND POINT.....	69.89	f ⁶⁸⁹⁻⁶⁹⁰ 9.35	s 10.40	1.15		2.30	10.45	6.20		⁴ 9.35		DNPVW YXZ
..... ^{2.96} DOVER.....	66.93		f 10.32									PV
..... ^{5.88} WRENCOE.....	61.05	9.21	f ⁶⁸⁹⁻⁴⁶⁰ 10.25	1.04		2.16	⁶⁸⁹⁻²⁸ 10.25	6.06		9.16		P
..... ^{5.00} LACLEDE.....	58.05	9.15	f 10.18	12.58		2.07	10.05	5.57		8.56		P
..... ^{4.72} THAMA.....	51.83	9.10	f 10.12	12.53		1.59	9.56	5.49		8.43		P
..... ^{3.54} PRIEST RIVER.....	47.79	9.05	s 10.07	12.49		1.53	9.49	5.43		8.30		DP
..... ^{6.56} NEWPORT.....	41.28	f 8.55	s 9.55	12.41		1.40	9.35	5.30		8.00		DNPWOVX
..... ^{3.51} PENRITH.....	37.72	8.44	f 9.42	12.37		1.28	9.23	5.20		7.35		P
..... ^{4.82} SCOTIA.....	33.40	8.39	f 9.35	12.31		1.19	9.15	²⁷ 5.02		7.20		P
..... ^{6.64} CAMDEN.....	28.76	⁴⁶⁰ 8.31	f 9.25	12.20		1.01	⁴ 8.31	4.42		7.00		PW
..... ^{2.99} ELK.....	23.77	8.26	f 9.20	12.16		12.54	8.20	4.36		6.50		PD
..... ^{4.82} MILAN.....	19.45	8.20	f 9.12	12.10		12.45	8.10	4.28		6.30		P
..... ^{6.50} CHATTAROY.....	12.95	8.12	f 9.04	12.02Am		12.32	7.57	4.16		6.10		P
..... ^{3.90} DEAN.....	9.05	8.07	f 8.59	11.57Pm		12.25	7.50	4.10		6.00		DNPXJ
..... ^{4.59} MEAD.....	4.46	8.02	f 8.52	11.52		12.15	7.40	4.00		5.45		P
..... ^{4.46} HILLYARD.....		L 7.55Am	Ls 8.45Am	L 11.45Pm		L 12.05Am	L 7.30Am	L 3.50Pm		L 5.30Am		KRDNPW BOXIYZT
Time Over Subdivision		3.15	3.35	3.10		4.30	5.05	5.15		10.00		
Average Speed Per Hour		41.86	38.12	42.63		29.93	26.66	25.65		13.47		

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 Priest River to pick up passengers for Fargo and East, and to discharge silver coin shipments.

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

10 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS 369	Distance from Columbia Falls	Time Table No. 70 Effective June 3, 1951 Mountain Time STATIONS	Telegraph Calls	Distance from Kalispell	SIGNS	SECOND CLASS 370	Daily Ex. Sun.
	Sidings	Other Tracks									Daily Ex. Sun.
1207	181		L 5.35Am		COLUMBIA FALLS	CF	14.34	BJ RDNPYX A	7.10Pm	
	2			1.84	SOLDIERS HOME..		12.50			
WB5	41		6.00	3.44	LA SALLE.....		9.06	P	6.40	
WB 14	Yard 831		A 6.45Am	4.63 9.91	ROSE CROSSING..		4.43	BRKDNP JWYXZ	L 6.00Pm	
			1.10 12.29		KALISPELL....	K				
					Time Over Subdivision Average Speed per Hour				1.10 12.29	

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Port Hill	Time Table No. 70 Effective June 3, 1951 Pacific Time STATIONS	Telegraph Calls	Distance from Bonner's Ferry	SIGNS
	Sidings	Other Tracks					
KV26	Yard	37		PORT HILL.....		26.11	DP
KV17		18	9.18	9.18 COPELAND.....		16.93	
KV8		15	18.54	9.36 RITZ.....		7.57	
			25.55	7.01 SPOKANE INT. RY. CROSSING....		0.56	
1364		135	26.11	0.56 BONNERS FERRY.....	BY		RDNPW BYXJV
				Time Over Subdivision Average Speed Per Hour.			

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Somers	Time Table No. 70 Effective June 3, 1951 Mountain Time STATIONS	Telegraph Calls	Distance from Hubbard	SIGNS
	Sidings	Other Tracks					
WB25	Yard			SOMERS.....		38.84	DWOPX RB
WB21		7	4.67	4.67 BALLS CROSSING.....		34.17	JZ
WB14	Yard		9.62	4.95 KALISPELL.....	K	29.22	BRKDN PWYX
WB24		51	18.76	9.14 KILA.....		20.08	
WB32		25	26.56	7.80 ATHENS.....		12.28	
WB38		14	31.96	5.40 MARION.....		6.88	Y
WB42		24	36.80	4.34 BITTERROOT.....		2.54	
WB44		43	38.84	2.54 HUBBARD.....			
				Time Over Subdivision Average Speed per Hour			

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

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 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 No. 1 and No. 2 are due to leave the last station where time is shown.

MAXIMUM SPEED OF STREAMLINERS.

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

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

Between Hillyard and Spokane, Streamliners will also be governed by speed restrictions as indicated under Item 2, First Subdivision, Spokane Division time table.

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

MAXIMUM SPEED EXCEPTIONS:

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

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

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

ELECTRIC BRAKES.

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

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

ZONE TERRITORIES AND MAXIMUM SPEED OF STREAMLINERS.

Between	Zone Territories		Maximum Speed MPH	
	Between Mile Posts	and	Westward	Eastward
Havre	430	431	60	60
	431	434 (964.0)	60	60
Pacific Jct.	964.0	965.0	40	60.
	965.0	967.3	60	60
	967.3	1014.3	70	70
Buelow	1014.3	1036.0	60	60
Lothair	1036.0	1036.3	55	55
	1036.3	1041.8	60	60
	1041.8	1042.6	50	50
	1042.6	1065.4	60	60
Shelby	1065.4	1066.4	20	20
	1066.4	1087.0	55	60
	1087.0	1089.5	55	55
Cut Bank	1089.5	1091.0	30	30
	1091.0	1094.0	50	50
	1094.0	1095.5	50	60
Blackfoot	1095.5	1111.5	55	60
(1116.5)	1111.5	1116.5	55	55
	1116.5	1124.0	55	55
	1124.0	1125.0	45	45
	1125.0	1128.0	55	55
	1128.0	1131.2	45	45
	1131.2	1137.0	50	50
Glacier Park	1137.0	1140.5	40	40
(1138.0)	1140.5	1143.6	50	50
	1143.6	1144.4	45	45
	1144.4	1147.8	50	50
Summit	1147.8	1150.4	40	40
(1150.4)	1150.4	1157.0	45	30
	1157.0	1165.1	35	30
	1165.1	1166.1	20	20
	1166.1	1169.1	35	30
Essex	1169.1	1174.3	45	45
(1169.3)	1174.3	1174.4	30	45
	1174.4	1180.7	45	45
	1180.7	1181.7	35	35
	1181.7	1184.7	45	45
Red Eagle	1184.7	1185.3	35	45
(1185.0)	1185.3	1188.3	45	45
	1188.3	1188.9	40	40
Belton	1188.9	1196.1	45	45
(1196.1)	1196.1	1204.6	60	60
Bridge 140	1204.6	1205.1	40	40
	1205.1	1208.6	45	45
Brent	1208.6	1209.0	45	35
Whitefish	1209.0	1219.3	60	60
(1219.3)	1219.3	1226.7	50	50
Vista (1225.4)	1226.7	1227.0	35	35
Stryker	1227.0	1319.3	55	55
(1249.5)				
Rexford	1319.3	1324.0	50	50
(1280.5)	1324.0	1328.5	55	55
	1328.5	1333.2	50	50
	1333.2	1346.0	55	55
Kootenai Falls	1346.0	1347.8	45	45
(1346.5)	1347.8	1351.5	50	50
Troy	1351.5	1353.8	40	50
(1353.8)	1353.8	1343.9	55	55
	1343.9	1345.5	50	50
	1345.5	1348.3	40	40
	1348.3	1349.0	35	35
	1349.0	1363.1	40	40
	1363.1	1368.0	55	55
	1368.0	1368.5	15	15
Bonnors Ferry	1368.5	1384.3	45	45
(1368.5)	1384.3	1391.2	60	60
	1391.2	1392.0	55	55
	1392.0	1419.8	60	60
	1419.8	1420.5	55	55

ZONE TERRITORIES AND MAXIMUM SPEED OF STREAM-LINERS—Cont.

Between	Zone Territories		Maximum Speed MPH	
	Between Mile Posts		Westward	Eastward
Thama	1420.5 and	1425.0	60	60
Priest River	1425.0	1429.0	45	45
(1424.0)	1429.0	1430.1	55	55
	1430.1	1431.0	45	45
	1431.0	1439.6	55	55
	1439.6	1444.5	45	45
	1444.5	1445.5	40	40
Milan (1453.0)	1445.5	1455.2	45	45
	1455.2	1459.0	50	50
Chat-taroy (1459.0)	1459.0	1463.3	60	60
Dean (1463.7)	1463.3	1463.8	55	35
	1463.8	1468.5	55	55
	1468.5	1470.5	50	55
Hillyard (1472.5)	1470.5	1472.5	50	50

2. SPEED RESTRICTIONS GENERAL.

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

(b) Maximum permissible speed of passenger and freight trains, except Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees. Except as directly affected by speed restrictions prescribed below and other speed restrictions covered by Item No. 2 under individual Subdivisions, the 45 degree signs prescribe the speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next territory is reached.

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

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

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

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

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

(e) Steam engines backing up 20 MPH
 Steam engines in forward motion running light or with cabooses only 35 MPH
 Diesel and Electric engines light or with cabooses only 50 MPH
 Trains will run at restricted speed where slides or falling rock are liable to be encountered.

Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc. On Main Line 25 MPH
 except on 6 degree curves or sharper and on Branch Lines 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Line 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 through 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 through No. 20 turnouts at: 35 MPH

Brent, Whitefish, Vista east switch, Kootenai Falls, Stonehill, Troy end of double track, Yakt, Leonia, Newport west switch, Dean, Hillyard east end yard, end of double track.

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

Pacific Junction, end of double track.
 Tiber, east and west siding switch.
 Cut Bank, west end Bridge 68.
 Blackfoot, end of double track.

Summit, end of double track.
 Nimrod, east and west end of gantlet.
 Red Eagle, end of double track.

Whitefish, west switch to yard.
 Stryker, east end west siding switch.
 Tobacco, west switch eastward freight track.
 Troy, east end south yard track.
 Elmira, east and west siding switch.

Laclede, east and west siding switch.

Trains or engines through all other turnouts 15 MPH

All trains passing "19" order board 25 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel or electric engine, or immediately next to cabooses, occupied outfit cars 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 action 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 trains to pull by other train at restricted speed.

3. MOVEMENT OF ENGINES DEAD IN TRAINS.

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

Class F-8 and smaller engines will be placed next ahead of cabooses.

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

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

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

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

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

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

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

4. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
5. Brakemen with less than one year of experience should not be used as flagmen except in emergency, and then Superintendent will be notified by wire.
6. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart, when that cannot be done, they will be blocked not less than thirty minutes apart.
7. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in 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 through 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.
8. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
9. Trains 1, 2, 3, 4, 7, 8, 11, 12, 19, 20, 23 and 24 carry 100 ft. of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.
10. Unless otherwise provided, when passenger trains are operated against current of traffic on double track or through sidings, Conductors shall notify Railway Postal Clerks; trains shall stop at points where U. S. mail is usually picked up and Conductors are responsible for delivery of mail to Postal car.
11. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.
12. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
13. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company 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.
14. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive Liquids", not less than 16th car from road engine, one car from helper engine and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains.

These cars must not be placed in trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel and gondola cars with such lading higher than ends or cars of similar lading that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively, provided shipments are accompanied by authorized representative of United States Government while on trains.

Terminals or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change notice will be transferred from crew to crew.

Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I.C.C. Regulations.

15. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.
16. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black and "lunar white" light in switch lamp in place of green light displayed in both directions through 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 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.

INDICATORS AT SPRING SWITCHES.

A switch indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through 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 movements 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 delays to trains on main track.

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

17. **DRAGGING EQUIPMENT DETECTOR INDICATOR** consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.
18. Facing point locks on hand operated switches are indicated by a six-inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
19. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.
20. Rule 204 (A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on designated: Trains Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30, and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.
21. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.
22. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order. Should enginemen on steam engines find that the water is not in sight in water glass and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass, the water level should be built up by use of the pump, or injector, or both. Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.
23. **ON ENGINES, PASSENGER, FREIGHT AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYES WILL BE GOVERNED AS FOLLOWS:**
 Roller bearing failures on cars or engines equipped with roller bearings in the journal boxes may be due to lack of oil. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. After the oil has been added and plug replaced, the train should then 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 the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating, proceed only as instructed in the preceding paragraph.
 Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stencilled name "GREAT NORTHERN", and "TIMKIN ROLLER BEARINGS" stencilled in black across center of white stripe. Cars or engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes adequately applied.
24. **OSCILLATING EMERGENCY RED HEADLIGHT** will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.
 Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.
OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.
THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.
 Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.
 Portable light must be removed before coupling to rear of such car.
 Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.
 Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.
25. Rule D-97 is in effect on this Division.
26. Trains handling flat or skeleton cars loaded with logs must stop at appropriate locations immediately before passing over through-truss bridges or through tunnels and make thorough inspection of all cars of logs in their train, making certain train and lading are in safe condition before proceeding. Extra stops en route will be made for this purpose when in the judgment of the conductor it is necessary. Trainmen must maintain watch behind their trains for logs that may have rolled off cars and if main track is fouled take prompt action to protect trains.
 On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except that when two trains handling logs are passing, 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 train at restricted speed. In double track territory, logs must be secured to cars by chains or cables.
 Unless conditions require further speed restrictions, trains handling logs must not exceed 25 MPH.
27. When necessary, for any reason, to set out a car containing mail at any point short of destination, take up with mail clerk in charge and ascertain whether or not there is any mail to be transferred before setting car out.
28. When a derailment occurs, the car or cars involved must be set out at first available point after rerailed, and held until car men sent to make inspection.
29. During freezing weather, local trains will take water daily at all wayside tanks and standpipes. If any ice accumulated, will thaw out with steam hose from engine.
30. Trainmen will see that caboose windows are securely fastened and doors locked before leaving on arrival at terminals.

31. Montana State law provides that it is unlawful to block a public crossing for more than fifteen minutes; Idaho State law, ten minutes; and Washington State law, ten minutes.

32. When necessary to use a chain in handling a car with a bad order drawbar with a Diesel road engine, keep a car between the Diesel and the bad order car whenever possible to do so, in order to prevent bad order car damaging the Diesel.

33. WHISTLE SIGNALS FOR INTERLOCKING ROUTES:

Westward main track	2 long	1 short
Eastward main track	2 long	2 short
Westward siding	2 short	1 long
Eastward siding	2 short	2 long
Single track		4 short
Other diverging track	1 short	1 long 1 short

34. EMERGENCY TELEPHONES.

Between Blacktail and Nimrod:

Tunnel No. 1 west end	Booth
Curve No. 115 west end at Windy Point	Booth
Tunnel No. 1½ east end	Booth
Snowshed No. 7....40 ft. from east end on center post....	Steel Box
Snowshed No. 8....40 ft. from east end on center post....	Steel Box
Snowshed No. 9....40 ft. from east end on center post....	Steel Box
Curve No. 129 east end	Booth
Snowshed No. 10....40 ft. from west end on center post....	Steel Box
Snowshed No. 10.7....40 ft. from west end on cent. post....	Steel Box
Snowshed No. 11....40 ft. from west end on center post....	Steel Box
Curve No. 140 east end	Booth
Pinnacle, 1½ miles west of, 500 ft. west Tunnel No. 3....	Booth
Belton, 3½ miles east of, east end Tunnel No. 3.8....	Booth
Columbia Falls, 4 miles east of, 500 ft. east Tunnel No. 5....	Booth
Whitefish, 3 miles west of, west end Curve	

292	Watchman's Cabin
Lupfer, 1½ miles east of, near center Curve	
305	Watchman's Cabin

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 Cross-
	port.
Between Scotia and Camden....	8 poles east Tunnel No. 11.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other Passenger	Freight
Westbound Pacific Junction and Shelby	60 MPH	40 MPH
Westbound Shelby and Blackfoot	55 MPH	40 MPH
Eastbound Blackfoot and Pacific Junction	60 MPH	40 MPH

2. SPEED RESTRICTIONS.

Bridge No. 1042.3 to a point 1500 feet west, Galata.....	45 MPH
Between Blackfoot and Shelby, eastward trains on	
westward track	40 MPH
Bridge 68, Cut Bank	30 MPH
Between Home Signals of Interlocking at Shelby	20 MPH

3. TRAIN REGISTER EXCEPTIONS.

Shelby, all trains register by ticket, except Nos. 3, 4, 27, 28, Third class trains, and trains originating and terminating.
Blackfoot, first class trains register by ticket.
Register of regular trains at Havre will cover their arrival at Pacific Jct.

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

(a) Havre, Kalispell Division clearance received at this point will clear train at Pacific Jct.
(b) Pacific Jct., eastward Kalispell Division trains will not require clearance and may proceed to Havre with the current of traffic when signals indicate proceed.
(c) Sweet Grass, Kalispell Division clearance issued to Butte Division train will clear train at Sweet Grass Line Jct.

5. RESTRICTED CLEARANCES.

Shelby, turnouts are located so close together at end of double track and crossover east thereof, also turnout at east end south 3 track and west end industry track that engines cannot safely operate on both turnouts at same time and movements of this kind are prohibited.

6. Eastward freight trains that do not have sufficient time to get into clear at Havre before No. 236 and No. 238 are due out of Pacific Jct. will let No. 2 and No. 4 pass at some point west of Pacific Jct.

7. Shelby, Nos. 42 and 43 must proceed at restricted speed between the end of Sixth Subdivision, and passenger station, and will use first track south of main track.

8. Blackfoot, outgoing crews on through freight trains will not move train until incoming conductor has informed them that inspection completed, unless incoming crew has already tied up.

9. CROSSOVERS ON DOUBLE TRACK.

Facing Point	Trailing Point
Cut Bank	Shelby, west crossover
	Ethridge
	Baltic
	Sundance
	Fort Piegan
	Meriwether

10. SPRING SWITCHES WITH FACING POINT LOCK.

Gildford, East and west siding switch.
Buelow, East switch eastward siding.
 West switch westward siding.
Tiber, East and west siding switch.
Dunkirk, East and west siding switch.
Shelby, East lead switch, west switch westward siding.
Cut Bank, East siding switch.
 Normal position is for main track.

11. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Eastward, on signal 967.6 approximately two miles east Burnham.

12. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Shelby	End of double track
Cut Bank	End of double track, at east and west end Bridge 68
Blackfoot	End of double track
	Switch at end of double track above points controlled by operator at depot.

13. SEMI-AUTOMATIC INTERLOCKINGS.

Pacific Junction
 Junction with Butte Division. |

Interlocking operates automatically for all movements with the current of traffic and for westward Kalispell Division trains when running against the current of traffic, except for westward trains destined Great Falls with the current of traffic switches are controlled from depot, Havre. Switches must be operated by hand for other movements. See further instructions posted in box.

14. SWITCH INDICATORS.

Sweet Grass Line Jct., separate indicators are provided for eastward and westward main tracks. The member of the crew who is to line switches must first operate push button "R" for route desired and hold a few seconds. Both trainman and engineer must observe and be governed by the indicator before lining switches or fouling main track. Push buttons and instructions are in iron box locked with a switch lock.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other Passenger	Freight
Blackfoot and Browning	55 MPH	40 MPH
Browning and Summit	45 MPH	35 MPH
Summit and Essex	45 MPH	25 MPH
Essex and Brent	45 MPH	30 MPH
Brent and Whitefish	55 MPH	40 MPH

2. SPEED RESTRICTIONS.

Between Summit and Nimrod, westward trains on eastward track:

Passenger	30 MPH
Freight	20 MPH
Nimrod, through gantlet Bridge 116	20 MPH

Between Summit and Essex, engineers on helper engines moving light must so regulate speed that they can stop short of snow-slides, sluff-offs, or any obstruction on track.

3. TRAIN REGISTER EXCEPTIONS.

Blackfoot, first class trains register by ticket. Register of regular trains at Whitefish will cover their arrival at Brent.

4. Blackfoot, outgoing crews on through freight trains will not move train until incoming conductor has informed them that inspection completed, unless incoming crew has already tied up.

5. Summit, head brakeman on eastward freight trains arriving with helper engine to cut out at rear, will get off head end and station himself where he can hear whistle signal of helper engine. After helper engine is cut out and into clear on westward main track, helper engineer will signal the road engine to back up and make coupling on to rear of train by sounding three blasts of the whistle. Head brakeman, after hearing whistle signals from helper engine, will give hand signal to road engine to back up. Conductor or rear brakeman will remain on caboose until road engine coupled on to rear portion of train to guard against detached portion running back down grade after helper engine cut off. Eastward freight trains will make prescribed air test after coupling up train and helper engine cut out.

6. Summit, westward freight trains will pull rear end of train clear of end of double track to avoid delay to eastward trains.

7. Westward freight trains will stop engines just east of inspection point sign located 400 feet east of fouling point east end of Nimrod gantlet.

8. Essex, eastward freight trains will cut in helper where it can be cut out of train through crossover to westward main track when train engine is stopped clear of interlocking at end of double track, Summit.

9. Essex, freight trains cutting in helper engine will after pulling head end up, stop and make full application of brakes and leave applied until proceed signal received from helper engine.

Helper engineers, after pulling up rear portion and coupling into train, will make full application on rear of train and will leave applied, then cut in air through train. Helper engineer will then close double heading cock before returning brake valve to running position. Helper engineer will then sound signal, Rule 14 (b) and train engine will release brakes.

Prescribed air test must be made by train engine before starting, and speed of train departing must allow train crew to make full inspection and safely board train.

When helping freight trains engineers will set brake pipe feed valves for 60 pounds.

10. Whitefish, on through passenger trains after spot is made for watering engine, engineer must sound one short blast of engine whistle as signal for carmen to apply blue signal.

11. CROSSOVERS ON DOUBLE TRACK.

Facing Point	Trailing Point
Summit	Nimrod
Blacktail	Essex, east crossover
Singleshot	Pinnacle
Essex, west crossover	Columbia Falls, west crossover
Columbia Falls, east crossover	Half Moon

12. SPRING SWITCHES WITH FACING POINT LOCK.

Red Eagle, end of double track, east switch eastward siding.

Normal position is for eastward main track.

Belton, east and west siding switch.

Normal position is for main track.

Brent, end of double track.

Normal position is for westward main track.

Whitefish, end of double track.

Normal position is for eastward main track.

West lead switch.

Normal position is for main track.

13. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Westward, on mast.

East end Snowshed 4-C, approximately one mile west Blacktail.

1000 ft. west MP 1190, approximately five miles west Red Eagle.

14. Omitted.

15. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

Blackfoot

End of double track.

Summit

End of Double track.

East switch westward siding.

Switch at end of double track and westward siding above points controlled by operator at depot.

16. AUTOMATIC INTERLOCKINGS.

Nimrod

Gantlet Bridge 116.

Red Eagle

End of double track.

Brent

End of double track.

Whitefish

End of double track.

Nimrod:

Release for normal movements located at home signal on opposite end of gantlet.

Release for movements against the current of traffic located at governing signal.

Westward trains may hold interlocking for a period of six minutes by operating push button at westward home signal.

Instructions for operation of release and cranks located in boxes locked with switch locks.

Trains and engines approaching interlocking holding instructions requiring them to wait to permit other trains or engines to move through gantlet will stop before passing "Approach Control Nimrod" sign for track they occupy and wait until their train rights permit them to proceed.

Red Eagle, Brent and Whitefish:

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.

17. SWITCH INDICATORS.

Essex, indicators are provided for movements from westward siding to or across main tracks and separate indicators for eastward and westward main tracks. 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 are in iron box locked with switch lock.

THIRD SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other	Passenger	Freight
Whitefish and Warland	55 MPH	40 MPH	
Warland and Troy	55 MPH	35 MPH	

2. SPEED RESTRICTIONS.

Eastward Freight Track between Tobacco and Fortine

30 MPH

3. TRAIN REGISTER EXCEPTIONS.

Troy, Nos. 1 and 2 register by ticket.

Register of regular trains at Troy will cover their arrival at Kootenai Falls.

4. Whitefish, on through passenger trains after spot is made for watering engine, engineer must sound one short blast of engine whistle as signal for carmen to apply blue signal.

5. Trego, do not spot cars within 300 feet of public crossing.

6. Track north of main track extending between Fortine and Tobacco is known as EASTWARD FREIGHT TRACK and must be used by eastward trains only, except first class and passenger extras unless otherwise instructed by train order.

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. 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 Spokane Division Fifth Subdivision to Kalispell Division Fourth 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.

FIFTH SUBDIVISION

(Kalispell Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Columbia Falls and MP 1221—		
One Mile East Rose Crossing	40 MPH	30 MPH
MP 1221 one mile East Rose Crossing and Kalispell	30 MPH	20 MPH

2. SPEED RESTRICTIONS.

Bridges 145 and 146, Kalispell 10 MPH
Kalispell, over main street crossing passenger 5 MPH

3. ENGINE RESTRICTIONS.

Engines heavier than H-4 prohibited.

4. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Kalispell, engines heavier than F-8 not permitted on wye.

SIXTH SUBDIVISION

(K. V. Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Speed
Bonnors Ferry and Port Hill	20 MPH

2. SPEED RESTRICTIONS.

Bridge 1, Bonnors Ferry	10 MPH
On curves, all trains	10 MPH
On straight track, G-3 and G-4	15 MPH

3. ENGINE RESTRICTIONS.

Engines heavier than G-3 and G-4, or engines having axle load over 45,000 pounds prohibited.
Engines heavier than H-4 Prohibited

4. Bonnors Ferry, normal position of junction switch, Sixth Subdivision, is for eastward siding.

SEVENTH SUBDIVISION

(Somers Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Speed
Somers and Hubbard, all trains	15 MPH

2. ENGINE RESTRICTIONS.

Engines heavier than F-8 prohibited.

WATCH INSPECTORS

Blacks Jewelry Store	Havre
Stull's Jewelry	Shelby
Franklin P. Wheeler	Kalispell
Leon Reed Jewelry Store	Whitefish
R. C. Wickstrom Jewelry Store	Bonnors Ferry
Benson and Roush	Newport
H. H. Trowbridge Jewelry Store	Spokane (Hillyard)
H. J. March	Spokane
Nelson Jewelry Company	Spokane
Helper crews at Essex compare time at depot, Essex.	
Log local crews may compare time at depot, Troy.	

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
		40	1	12	50.0
		41	1	14	48.6
		42	1	16	47.4
		43	1	18	46.1
		44	1	20	45.0
		45	1	22	43.9
		46	1	24	42.9
		47	1	26	41.9
		48	1	28	40.9
		49	1	30	40.0
		50	1	33	38.7
		51	1	36	37.5
		52	1	39	36.4
		53	1	42	35.3
		54	1	45	34.3
		55	1	50	32.7
		56	1	55	31.3
		57	2	—	30.0
		58	2	10	27.7
		59	2	20	25.7
1	0	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.

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Name	Location	Car Capacity	Switch Opens
1st Subdivision			
Montana Power Spur (Three Tracks).....	4.50 miles east Cut Bank	8-10-14	East End
O'Neill Spur	1.50 miles west Cut Bank	24	East End
2nd Subdivision			
Essex Pit	1.85 miles west Essex	50	East End wv track
Grizzly Spur (Two Tracks).....	5.2 miles east Coram	23-26	East End
Tie Spur	1.38 miles east Coram	10	East End
Brent Pit	500 feet west Brent	35	West End
3rd Subdivision			
Warland Pit (Five Tracks).....	2.1 miles west Warland	148	Both Ends
Zonolite Spur	4.5 miles east Libby (MP 1831)	49	Both Ends
4th Subdivision			
Bonnors Ferry Lbr. Co. Spur	0.75 miles east Bonnors Ferry	36	West End
Brown Timber Co. Spur	0.6 miles east Colburn	20	West End
Emerson Spur	0.7 miles east Colburn	65	West End
Albeni Falls Spur	2.7 miles east Newport	22	East End
Davies Spur	1.9 miles east Mead	34	East End
5th Subdivision			
Northwestern Lbr. Co. Spur	1.5 miles east Kalispell	63	East End
Yale Oil Co. Spur	1.3 miles east Kalispell	9	East End
Rocky Mountain Lbr. Co. Spur	1.0 miles west Columbia Falls	6	East End
Harvey Machine Co. Spur	3.0 miles west LaSalle	20	West End
Montana Saw Service Spur	1.0 miles west Rose Crossing	8	East End
6th Subdivision			
Allen's Spur	4.8 miles east Bonnors Ferry	6	East End
Watson's Spur	11.2 miles east Bonnors Ferry	2	West End
DeVoignes Spur	12.8 miles east Bonnors Ferry	4	East End
Camp 5 Spur	13.6 miles east Bonnors Ferry	11	Both Ends
Seelover's Spur	14.9 miles east Bonnors Ferry	2	East End
Dehnbom Spur	17.1 miles east Bonnors Ferry	4	West End
Edward's Spur	18.1 miles east Bonnors Ferry	8	West End
Camp 8	19.2 miles east Bonnors Ferry	18	Both Ends
Harper's Spur	21.5 miles east Bonnors Ferry	4	West End
Houck's Spur	21.8 miles east Bonnors Ferry	2	West End
K. V. Farm Spur	24.2 miles east Bonnors Ferry	5	West End
7th Subdivision			
Northwest Timber Co. Spur	1560 feet west Balls Crossing	9	East End
Mills Lbr. Co. Spur	2200 feet east of East Wye Switch Kalispell	8	West End
Batavia Spur	4.8 miles west Kalispell	8	East End
Kila Ore Spur	1.0 mile west Kila	15	East End
Giroux Spur	1.6 miles west Kila	8	East End
Erickson Bros. Spur	1000 feet west Balls Crossing	4	West End
Duffy Spur	0.75 miles west Balls Crossing	8	West End

COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL LOCOMOTIVES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:

FIRST SUBDIVISION:

CHESTER:.....Both at standpipe, hoses in frost box.
 SHELBY:.....Both at East & West fueling stations.
 CUT BANK:.....Cooling water only, at Depot.

SECOND SUBDIVISION:

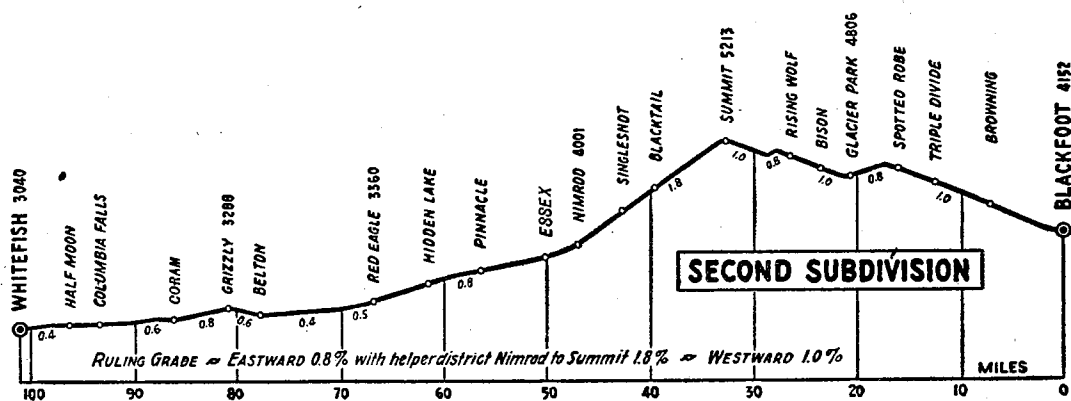
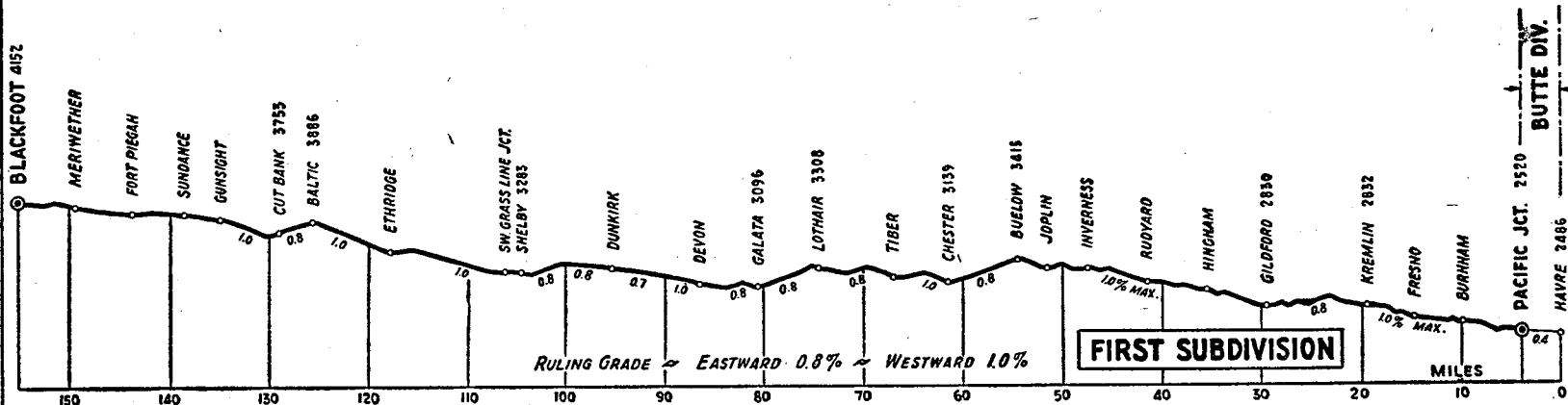
GLACIER PARK:.....Water and hoses at Depot.
 SUMMIT:.....Connections in standpipe frost box, hoses at Depot.
 ESSEX:.....Connections at water tank, hoses in hose house east of water tank.
 CORAM:.....Cooling water only, at Depot.
 BELTON:.....Cooling water only, at Depot.
 COLUMBIA FALLS:.....Cooling water only, at Depot.

THIRD SUBDIVISION:

STRYKER:.....Cooling water only, at Depot.
 FORTINE:.....Cooling water only, at Depot.
 EUREKA:.....Cooling water only, at Depot.
 REXFORD:.....Both at emergency standpipe, connections and hoses in frost box.
 LIBBY:.....Both at emergency standpipe east of Depot, hoses in Depot.

FOURTH 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.



Elevation175

