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. D. S. MacKenzie, Jr. ..... Havre, Montana
Dr. R. F. Miller ..... Chester, Montana
*Dr. John A. March ..... Shelby, Montana
Dr. R. K. West ..... Cut Bank, Montana
Dr. T. B. Moore ..... Kalispell, Montana
Dr. A. T. Lees ..... Whitefish, Montana
*Dr. J. B. Simons ..... Whitefish, Montana
Dr. Robert D. MacKenzie ..... Libby, Montana
Dr. W. C. Kinser ..... Troy, Montana
*Dr. R. M. Bowell ..... Bonners Ferry, Idaho
Dr. Wm. F. Tyler ..... Sandpoint, Idaho
Dr. Leslie J. Stauffer ..... Priest River, Idaho
Dr. H. G. Lawson ..... Newport, Washington
Dr. Joseph Thaler ..... Hillyard, Washington
*Dr. H. E. Wheeler ..... Spokane, Washington
*Dr. E. B. Coulter ..... Spokane, Washington

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

Dr. H. D. Huggins ..... Kalispell, Montana
Dr. W. L. Forster ..... Havre, Montana
Dr. Philip B. Greene ..... Spokane, Washington

K. W. KNAPTON, Chief Dispatcher.
O. E. FISHER, Trainmaster.
F. H. MOORE, Trainmaster.
P. A. FREUEN, Trainmaster.
A. L. EVANS, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

TIME TABLE 74

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

Sunday, October 18, 1953

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

PACIFIC TIME GOVERNS FOURTH AND SIXTH SUBDIVISIONS.

H. M. SHAPLEIGH, Superintendent.
T. A. JERROW, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.

Time Table No. 74

Effective October 18, 1953

Mountain Time

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 657 Mon., Wed. Fri.	THIRD CLASS 681 Daily Ex. Sunday	FIRST CLASS 1 Streamliner Daily	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	Distances from Havre	STATIONS	Telegraph Calls
.....	Yard	2011	L 6.15Am	.....	L 12.10Pm	.....	L 3.40Am	.....	Double Track ..... HAVRE	HX
TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.										
961	.....	29	L 6.30Am	.....	L 12.18Pm (2)	.....	Lf 3.47Am	4.03	Double Track ..... PACIFIC JUNCTION	.....
								5.94		
967	130	7	6.45	.....	12.24	.....	3.54	9.97	..... BURNHAM	.....
								4.65		
971	61	14	7.00	.....	12.30	.....	4.00	14.62	..... FRESNO	.....
								4.74		
976	130	44	7.20 (460)	.....	12.35	.....	f 4.07	19.36	..... KREMLIN	KN
								10.11		
986	129	33	7.55	.....	12.45	.....	f 4.24	29.47	..... GILDFORD	GR
								5.93		
992	61	30	8.15	.....	12.51	.....	f 4.35	35.40	..... HINGHAM	HG
								5.97		
998	142	35	8.35	.....	12.57	.....	f 4.46	41.37	..... RUDYARD	RU
					(558) 1.03			6.24		
1004	126	29	8.55	.....		.....	f 4.57	47.61	..... INVERNESS	RN
								3.84		
1008	.....	32	9.05	.....	1.07	.....	f 5.03	51.45	..... JOPLIN	JO
	E99							2.97		
1013	W125 E89	.....	9.20	.....	1.10	.....	5.07	54.42	..... BUELOW	.....
								7.10		
1018	W60	89	9.50	.....	1.18	.....	s 5.20	61.52	..... CHESTER	CH
								5.54		
1024	140	14	10.05	.....	1.24	.....	f 5.28	67.06	..... TIBER	.....
								7.53		
1031	129	20	10.30	.....	1.33	.....	f 5.39 (460)	74.59	..... LOTHAIR	AR
								5.99		
1037	60	42	10.56 (2)	.....	1.40	.....	f 5.48	80.58	..... GALATA	GA
1043	141	24	11.30	.....	(472) 1.47	.....	f 5.57	86.60	..... DEVON	CD
								8.74		
1052	145	70	11.50Am	———	1.57	.....	f 6.11	95.34	..... DUNKIRK	.....
	E118							9.33		
1061	W241	448	A 12.35Pm	L 7.01Am	s 2.10	L 11.00Am	s 6.35	104.67	..... SHELBY	SJ
								1.49		
1063	.....	.....	.....	A 7.40Am	2.13	11.03	6.38	106.16	....SWEET GRASS LINE JCT.	.....
								11.54		
1074	W122	31	.....	———	2.27	11.15	f 6.53	117.70	..... ETHRIDGE	DG
1082	.....	.....	.....	.....	2.37	11.23	7.03	125.46	..... BALTIC	.....
								7.76		
1087	Yard	316	.....	.....	A 2.43Pm	As 11.30Am	As 7.12Am	128.95	..... CUT BANK	CT
								3.49		
			6.20	.39	2.33	.30	3.32		Time Over Subdivision	
			16.52	2.29	50.56	48.56	36.49		Average Speed Per Hour	

DOUBLE TRACK

AUTOMATI BLOCK SIGNALS

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

Conditional stops—

No. 1 Chester and 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 12 THROUGH 21.

Time Table No. 74
Effective October 18, 1953
Mountain Time

STATIONS	Distance from Cut Bank	FIRST CLASS 2 Streamliner Daily	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	SECOND CLASS 460 Daily	SECOND CLASS 472 Daily	SECOND CLASS 486 Daily	THIRD CLASS 658 Tue., Thur. and Sat.	THIRD CLASS 682 Daily Ex. Sunday	SIGNS
Double Track HAVRE	128.95	A 12.20Pm		A 12.05Am	A 8.00Am	A 4.40Pm	A 11.30Pm	A 3.45Pm		BPRKD NWCOX
TRAINS BETWEEN PACIFIC JCT. AND HAVRE BE GOVERNED BY BUTTE DIVISION TIME TABLE.										
Double Track 4.03 PACIFIC JUNCTION	124.92	A 1 12.12Pm		Af 11.55Pm	A 7.45Am	A 4.25Pm	A 11.15Pm	A 3.30Pm		JIPY
5.94 BURNHAM	118.98	12.06		f 11.47	7.35	4.11	11.06	3.15		P
4.65 FRESNO	114.33	12.01Pm		f 11.40	7.28	4.01	10.58	2.55		P
4.74 KREMLIN	109.59	11.56Am		f 11.34	657 7.20	3.51	10.51	2.40		DNP
10.11 GILDFORD	99.48	11.46		f 11.20	7.01	3.33	10.34	2.10		DP
5.93 HINGHAM	93.55	11.40		f 11.09	6.51	3.23	10.24	1.50		DP
5.97 RUDYARD	87.58	11.35		f 10.57	6.41	3.13	10.15	1.25		DNP
6.24 INVERNESS	81.34	11.29		f 10.46	6.31	3.03	10.05	1 1.03		DP
3.84 JOPLIN	77.50	11.25		f 10.35	6.25	2.57	9.55	12.30		DP
2.97 BUELOW	74.53	11.22		f 10.29	6.20	2.52	9.50	12.10Pm		P
7.10 CHESTER	67.43	658 11.15		s 10.20	6.05	2.37	9.31	2 11.15Am		DNPW
5.54 TIBER	61.89	11.09		f 10.07	5.55	2.27	9.21	10.40		P
7.53 LOTHAIR	54.36	11.02		f 9.59	27 5.39	2.12	9.10	10.15		DP
5.99 GALATA	48.37	657 10.56		f 9.49	5.16	2.00	8.56	9.53		DP
6.02 DEVON	42.35	10.50		f 9.39	5.04	1 1.47	8.47	9.15		DNP
8.74 DUNKIRK	33.61	10.41		f 9.27	4.48	1.15	8.32	8.50		P
9.33 SHELBY	24.28	s 10.30	A 6.40Pm	s 9.15	4.30	12.55	8.15	L 8.25Am	A 3.30Pm	BRKDNP WOIYXJC
1.49 SWEET GRASS LINE JCT.	22.79	10.20	6.35	9.03	4.20	12.45	7.50		L 3.20Pm	PXJ
11.54 ETHRIDGE	11.25	10.08	6.23	f 8.51	4.01	12.26	7.33			DP
7.76 BALTIC	3.49	10.00	6.15	8.41	3.48	12.13	7.21			P
3 49 CUT BANK	0.00	L 9.56Am	L 6.10Pm	Ls 8.35Pm	L 3.40Am	L 12.05Pm	L 7.15Pm			BDNIKP RX
Time Over Subdivision		2.24	.30	3.30	4.20	4.35	4.15	7.20	.10	
Average Speed Per Hour		53.72	48.56	36.84	29.75	28.17	30.34	14.27	8.94	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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 and Chester 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 12 THROUGH 21.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 371 Daily Ex. Sun.	THIRD CLASS 683 Tue., Thur., Sat.	FIRST CLASS 1 Streamliner Daily	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	Distance from Cut Bank	Time Table No. 74 Effective October 18, 1953 Mountain Time — STATIONS	Telegraph Calls
1087	Yard	316	.....	L 5.30Am	L 2.43Pm	Ls 11.30Am	Ls 7.12Am	0.00	CUT BANK	CT
1093	.....	8	.....	5.50	2.52	11.38	7.20	6.02	GUNSIGHT (5.58)	.....
1095	.....	30	.....	6.05	2.56	11.42	7.24	9.60	SUNDANCE (5.24)	.....
1100	W 89	7	.....	6.20	3.01	11.47	7.31	14.84	FORT PIEGAN (5.43)	.....
1106	.....	7	.....	6.35	3.07	11.53Am	7.37	20.27	MERIWETHER (5.97)	.....
1112	E 104 W 129	397	.....	6.50	3.15	12.01Pm	f 7.45	26.24	BLACKFOOT (7.29)	BF
1120	E 124 W 104	76	.....	7.35	3.26	12.11	s 7.59	33.53	BROWNING (5.18)	BG
1125	133	15	.....	27 8.09	3.35	12.19	683 8.09	38.71	TRIPLE DIVIDE (3.70)	.....
1130	45	12	.....	8.20	3.40	12.24	8.14	42.41	SPOTTED ROBE (4.58)	.....
1133	95	150	.....	2 8.55	3.48	12.30	f 8.25	46.99	GLACIER PARK	MD
1136	112	10	.....	9.05	3.53	12.34	8.29	49.69	BISON (2.70)	.....
1141	119	10	.....	9.15	3.59	12.40	2 8.46	52.81	RISING WOLF (3.12)	.....
1147	E 112 W 130	31	.....	472 9.30	4.10	12.50	f 9.01	59.07	SUMMIT (6.26)	SM
1153	E 60	9	.....	9.45	4.21	1.01	9.11	65.87	BLACKTAIL (6.80)	.....
1157	.....	13	.....	9.55	4.27	1.06	9.16	68.95	SINGLESHOT (3.08)	.....
1161	E 57 E 98	11	.....	10.05	4.33	1.12	9.25	73.36	NIMROD (4.41)	.....
1165	W 136	212	.....	10.30	4.43	1.22	s 9.35	77.27	ESSEX (3.91)	SX
1171	.....	13	.....	10.45	4.51	1.30	9.44	82.93	PINNACLE (5.66)	.....
1175	.....	14	.....	10.59	4.59	1.38	9.51	87.76	HIDDEN LAKE (4.83)	.....
1181	E 116 W 99	14	.....	11.15	5.08	486 1.45	f 9.59	93.16	RED EAGLE (5.40)	NY
1192	156	96	.....	11.50Am	28 5.25	1.59	f 10.20	103.81	BELTON (10.65)	BE
1200	60	75	.....	12.20Pm	5.36	2.08	10.32	111.69	CORAM (7.88)	CM
1204	.....	121	———	486 12.32	5.43	2.14	10.38	115.95	CONKELLEY (4.26)	.....
1207	83	176	L 5.10Pm	1.00	5.47	s 2.20	s 10.49	118.85	COLUMBIA FALLS (2.93)	CF
1210	.....	46	5.20	1.10	5.50	2.23	10.53	121.82	HALF MOON (2.94)	.....
1215	Yard	1588	A 5.40Pm	A 1.30Pm	A 6.00Pm	A 2.30Pm	A 11.00Am	126.52	WHITEFISH (4.70)	WF
			.30 15.28	8.00 15.81	3.17 38.53	3.00 42.17	3.48 33.29		Time Over Subdivision / Average Speed Per Hour	

DOUBLE TRACK: CUT BANK – FORT PIEGAN; GLACIER PARK – SUMMIT; SINGLESHOT – RED EAGLE; BELTON – CONKELLEY; COLUMBIA FALLS – WHITEFISH

AUTOMATIC BLOCK SIGNALS: CUT BANK – WHITEFISH

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, Glacier Park and Belton, to pick up revenue passengers for Spokane and West, where No. 3 scheduled to stop and to discharge revenue passengers from Great Falls and East.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 T ROUGH 21.

Time Table No. 74
Effective October 18, 1953
Mountain Time

	STATIONS	Distance from Whitefish	FIRST CLASS 2 Streamliner Daily	4 Daily	28 Daily				SECOND CLASS 472 Daily	486 Daily	460 Daily	THIRD CLASS 684 Mon., Wed. Fri.	368 Daily Ex. Sun.	SIGNS
DOUBLE TRACK	CUT BANK	126.52	A 9.56Am	As 6.10Pm	As 8.35Pm				A 11.45Am	A 6.50Pm	A 3.30Am	A 3.05Pm		BDNIKP RX
	6.02 GUNSIGHT	120.50	9.47	6.04	f 8.24				11.25	6.30	3.15	2.50		
	8.58 SUNDANCE	116.92	9.43	6.00	f 8.18				11.15	6.20	3.05	2.40		P
	5.24 FORT PIEGAN	111.68	9.37	5.55	f 8.12				11.05	6.10	2.55	2.30		P
	5.43 MERIWETHER	106.25	9.31	5.50	f 8.06				10.55	6.00	2.45	2.15		P
	5.97 BLACKFOOT	100.28	9.25	486 **5.45**	f 8.00				10.40	4 **5.45**	2.30	1.59		DNIOPW Y
	7.29 BROWNING	92.99	9.14	5.37	s 7.48				10.25	5.15	2.14	1.35		DNP
	5.18 TRIPLE DIVIDE	87.81	9.07	5.30	f 7.33				10.15	5.04	2.03	1.15		P
	8.70 SPOTTED ROBE	84.11	9.02	5.25	f 7.27				10.07	4.58	1.55	12.55		P
	4.58 GLACIER PARK	79.53	683 **8.55**	5.18	f 7.20				9.55	4.45	1.43	3 **12.30**		DNPW Y
AUTOMATIC BLOCK SIGNALS	2.70 BISON	76.83	8.51	5.14	f 7.13				9.50	4.39	1.37	12.05Pm		P
	3.12 RISING WOLF	73.71	27 **8.46**	5.09	f 7.08				9.45	4.30	1.30	11.55Am		P
	6.26 SUMMIT	67.45	8.37	5.01	f 6.58				683 **9.30**	4.15	1.15	11.35		DNPW IYX
DOUBLE TRACK	6.80 BLACKTAIL	60.65	8.20	4.44	f 6.40				8.45	3.32	12.35	11.00		P
	3.08 SINGLESHOT	57.57	8.12	4.36	f 6.30				8.33	3.20	12.21	10.40		P
	4.41 NIMROD	53.16	8.03	4.28	f 6.21				8.15	3.00	12.03Am	10.20		IP KDNPW BOYX
	3.91 ESSEX	49.25	472 **7.55**	4.21	s 6.13				2 **7.55**	2.45	11.50Pm	10.00		
	5.66 PINNACLE	43.59	7.45	4.11	f 6.01				7.10	2.13	11.20	9.15		P
	4.83 HIDDEN LAKE	38.76	7.38	4.04	f 5.53				6.53	1.55	11.03	8.55		P
	5.40 RED EAGLE	33.36	7.30	3.56	f 5.45				6.33	3 **1.35**	10.45	8.35		DNIYP
	10.65 BELTON	22.71	7.14	3.42	f 1 **5.25**				6.12	1.05	10.20	8.00		DNP
	7.88 CORAM	14.83	684 **7.02**	3.31	f 5.04				5.55	12.47	10.00	2 **7.02**		DPW
DOUBLE TRACK	4.26 CONKELLEY	10.57	6.56	3.25	4.54				5.45	683 **12.37**	9.52	6.25		PI
	2.93 COLUMBIA FALLS	7.64	6.52	s 3.21	s 4.50				5.40	12.30	9.45	6.20	A 4.30Am	DNJYXP
	2.94 HALF MOON	4.70	6.48	3.15	4.41				5.30	12.20	9.35	6.01	4.20	P
	4.70 WHITEFISH	0.00	L 6.40Am	L 3.10Pm	L 4.35Pm				L 5.10Am	L 12.01Pm	L 9.15Pm	L 5.45Am	L 4.00Am	KRDNWP BOXZI
	Time Over Subdivision		3.16	3.00	4.00				6.35	6.49	6.15	9.20	0.30	
	Average Speed Per Hour		38.73	42.17	31.63				19.21	18.56	20.24	12.65	15.28	

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 Browning, Glacier Park and Belton, to discharge revenue passengers from Spokane and West and to pick up revenue passengers for Great Falls and points East where No. 4 scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

Time Table No. 74

Effective October 18, 1953
Mountain Time

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS		687 Mon., Wed. Fri.	FIRST CLASS		1 Streamliner Daily	3 Daily	27 Daily	Distance from Whitefish	STATIONS	Telegraph Calls
1215	Yard	1588			L 5.00Am			L 6.05Pm	L 2.40Pm	L 486 11.15Am		WHITEFISH	WF
1220	151				5.20			6.16	4 2.50	f 11.23	6.00	VISTA	
1227	194	15			5.40			6.24	2.58	f 11.30	11.81	LUPFER	
1232	E70 W70	26			2 6.09			6.31	3.05	f 11.37	17.27	OLNEY	KY
1238	141	17			6.50			6.38	3.12	f 11.43	23.05	RADNOR	
1245	W110 E113	17			7.15			460 6.47	3.21	f 11.50	30.11	STRYKER	SY
1251	136	15			7.40			6.55	28 3.28	f 688 11.59Am	36.08	TREGO	
1256		40			8.00			7.00	3.34	f 12.05Pm	40.70	FORTINE	FR
1262		71			8.20			7.07	3.41	f 12.12	46.61	TOBACCO	BA
1267	151	55			486 8.45			7.14	3.48	s 12.22	52.39	EUREKA	KA
1276	W130 E143	144			9.25			7.26	3.59	s 12.35	61.26	REXFORD	RD
1286	137	6			10.10			7.39	460 4.12	f 12.50	72.05	STONEHILL	
1292	145	5			11.00			7.52	4.25	4 f 1.05	83.21	URAL	
1297	131	4			11.20			7.59	4.33	f 1.12	88.16	VOLCOUR	VR
1292		35			11.35					f 1.18	93.85	WARLAND	WR
1295	139				11.45			8.09	4.42	f 1.23	95.86	YARNELL	
1302	53	50			11.59Am			8.19	4.52	f 1.35	103.76	JENNINGS	
1308	152	3			4 12.20Pm			8.26	5.00	f 28 1.48	109.48	RIPLEY	
1315	258	165			12.50			8.35	s 5.10	s 2.00	116.32	LIBBY	CK
1326		14			28 1.10			8.50	5.28	460 2.15	127.32	KOOTENAI FALLS	
1332	Yard	845			A 460 1.30Pm			A 9.05Pm	A 5.40Pm	A 2.30Pm	134.55	TROY	UX
					8.30 15.82			3.00 44.85	3.00 44.85	3.15 41.40		Time Over Subdivision Average Speed Per Hour	

EASTWARD FREIGHT TRK.

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows:

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

Conditional stops—

No. 3 Eureka to discharge revenue passengers from Great Falls and East, and to pick up revenue passengers for Spokane and West where No. 3 scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

Time Table No. 74
Effective October 18, 1953
Mountain Time

STATIONS	Distance from Troy	FIRST CLASS 2 Streamliner Daily	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	SECOND CLASS 486 Daily	SECOND CLASS 460 Daily	SECOND CLASS 472 Daily	THIRD CLASS 688 Tues., Thurs., Sat.	SIGNS
WHITEFISH	134.55	A 6.35Am	A 3.00Pm	A 4.25Pm	A 27 11.00Am	A 8.10Pm	A 3.50Am	A 2.15Pm	KRDNPZ BWOXI
6.00									
VISTA	128.15	6.25	3 2.50	f 4.15	10.50	7.50	3.30	2.00	P
5.81									
LUPFER	122.74	6.16	2.35	f 4.05	10.39	7.38	3.18	1.45	P
5.46									
OLNEY	117.28	687 6.09	2.27	f 3.55	10.29	7.27	3.07	1.30	DNPW
5.78									
RADNOR	111.50	6.02	2.19	f 3.44	10.17	7.15	2.55	1.05	P
7.06						1			
STRYKER	104.44	5.54	2.11	f 3.35	10.05	6.47	2.40	12.40Pm	DNPWY
5.97				3				27	
TREGO	98.47	5.46	2.03	f 3.28	9.44	6.10	2.18	11.59Am	P
4.62									
EASTWARD FREIGHT TRK. FORTINE	93.85	5.39	1.57	f 3.20	9.27	5.50	2.00	11.15	DP
5.91									
TOBACCO	87.94	5.31	1.49	f 3.12	9.05	5.30	1.35	10.50	PI
5.78									
EUREKA	82.16	5.23	1.42	s 3.05	687 8.45	5.05	1.15	10.30	DNP
8.87									
REXFORD	73.29	5.12	1.30	s 2.50	8.20	4.40	12.50	9.30	DNPWY
10.80						3			
STONEHILL	62.49	4.59	1.18	f 2.38	8.02	4.12	12.30	8.50	P
11.15			27						
URAL	51.34	4.46	1.05	f 2.25	7.45	3.46	12.10	8.05	P
4.95									
VOLCOUR	46.39	4.40	12.50	f 2.17	7.35	3.40	12.01Am	7.50	DNP
4.69									
WARLAND	41.70			f 2.10				7.35	P
3.01								486	
YARNELL	38.69	4.31	12.38	f 2.05	688 7.20	3.25	11.46Pm	7.20	P
7.90									
JENNINGS	30.79	4.22	12.28	f 1.55	7.03	3.08	11.32	6.50	P
5.72			687	27					
RIPLEY	25.07	4.14	12.20	f 1.48	6.50	2.55	11.22	6.35	P
6.84									
LIBBY	18.23	4.05	s 12.10Pm	s 1.40	6.35	2.40	11.10	6.15	DNPWZ
11.01				687		27			
DOUBLE TRACK KOOTENAI FALLS	7.22	3.51	11.50Am	f 1.18	6.10	2.15	10.40	5.20	PI
7.22						687			KRDNP
TROY		L 3.40Am	L 11.40Am	L 1.10Pm	L 5.50Am	L 1.40Pm	L 10.20Pm	L 5.00Am	BWOXI
Time Over Subdivision		2.55	3.35	3.15	5.10	6.30	5.30	9.15	
Average Speed Per Hour		46.13	37.54	41.40	26.04	20.70	24.42	14.55	

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows:

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

Conditional stops—

No. 4 Eureka to pick up revenue passengers destined Great Falls and East where No. 4 scheduled to stop, and to discharge revenue passengers from Spokane and West.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

Time Table No. 74

Effective October 18, 1953
Pacific Time

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS		689 Tue., Thur., Sat.			FIRST CLASS	1 Streamliner Daily	3 Daily	27 Daily	Distance from Troy	STATIONS	Telegraph Calls
1332	Yard	845			L 5.00Am				L 8.05Pm	L 4.45Pm	L 1.40Pm	.....	TROY	UX
													6.68	
1340	149	19			5.35				8.15	4.55	1.51	6.68	YAKT	.....
											690		7.03	
1347	131	22			6.00				8.26 (472)	5.06	f 2.02	13.71	LEONIA	ON
													6.93	
1353	70	6			6.25				8.38	5.18	2.15	20.64	KATKA	.....
													6.39	
1360	132	10			6.45				8.49	5.28	2.27	27.03	CROSSPORT	.....
													4.31	
1364	E119 W68	135			7.30				8.55	f 5.35	s 2.35	31.34	BONNERS FERRY	BY
													4.97	
1369	70	18			8.00				9.01	5.41	f 2.43	36.31	MORAVIA	.....
													6.41	
1376	119	29			8.35				9.10	5.50	f 2.54	42.72	NAPLES	NA
													7.39	
1383	126	8			8.50				9.19	5.59	f 3.05	50.11	ELMIRA	.....
					4								6.82	
1390	125	10			9.16				9.27	6.07	f 3.15	56.93	COLBURN	.....
	W133				28-460					(472)			7.85	
1398	E105	293			10.25				9.37	f 6.17	s 3.28	64.78	SANDPOINT	S
													2.96	
.....	.....	.....			.....				.....	.....	f 3.33	67.74	DOVER	.....
													5.88	
1407	70	18			10.40				9.48	6.29	f 3.41	73.62	WRENCOE	.....
													5.00	
1410	130	15			10.59				9.54	6.35	f 3.49	78.62	LACLEDE	.....
													4.72	
1416	71	42			11.20				10.00	6.41	f 3.55	83.34	THAMA	.....
													3.54	
1420	70	135			11.45Am				10.04	6.45	s 4.02	86.88	PRIEST RIVER	NC
													6.56	
1427	125	209			12.30Pm				10.14	6.55	s 4.17	93.44	NEWPORT	NB
													3.51	
1432	.....	21			12.45				10.18	7.01	f 4.23	96.95	PENRITH	.....
													4.82	
1436	129	15			1.05				10.24	7.08	f 4.31	101.27	SCOTIA	.....
											(472)		6.64	
1443	120	25			1.30				10.34	7.20	f 4.41	107.91	CAMDEN	.....
													2.99	
1445	70	28			1.45				10.40	7.25	f 4.46	110.90	ELK	KE
													4.32	
1449	128	32			2.05				10.46	7.31	f 4.53	115.22	MILAN	.....
													6.50	
1456	70	11			2.25				10.55	7.40	f 5.03	121.72	CHATTAROY	.....
													3.90	
1460	64	55			2.35				11.00	7.45	f 5.09	125.62	DEAN	SP
													4.59	
1464	.....	155			2.48				11.06	7.52	f 5.20	130.21	MEAD	.....
													4.46	
1469	Yard	3184			A 3.00Pm				A 11.15Pm	A 8.00Pm	As 5.35Pm	134.67	HILLYARD	HU
					10.00				3.10	3.15	3.55		Time Over Subdivision	
					13.47				42.53	41.43	34.21		Average Speed Per Hour	

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

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

Conditional stops—
No. 3 Priest River to discharge revenue passengers from Fargo and East.
No. 27 on Flag at Samuels postoffice, 2 miles east Colburn.
No. 3 Newport to receive revenue passengers for Everett or Portland and beyond and to discharge revenue passengers from Great Falls and East.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

Time Table No. 74
Effective October 18, 1953
Pacific Time

STATIONS	Distance from Hillyard	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	FIRST CLASS 2 Streamliner Daily	SECOND CLASS 486 Daily	SECOND CLASS 460 Daily	SECOND CLASS 472 Daily	THIRD CLASS 690 Mon., Wed. Fri.	SIGNS
TROY	134.67	A 10.35Am	A 12.05Pm	A 2.40Am	A 4.35Am	A 12.30Pm	A 9.05Pm	A 3.00Pm	RDNPW BOKXI
6.68									
YAKT	127.99	10.25	f 11.55Am	2.24	4.20	12.12Pm	8.50	2.35	P
7.03							1	27	
LEONIA	120.96	10.15	f 11.44	2.11	4.06	11.59Am	8.26	2.02	DP
6.98									
KATKA	114.03	10.04	f 11.33	1.59	3.52	11.45	7.54	1.35	P
6.39									
CROSSPORT	107.64	9.55	f 11.22	1.48	3.39	11.30	7.41	1.20	P
4.31									
BONNERS FERRY	103.33	f 9.49	s 11.15	1.42	3.30	11.20	7.30	1.10	DNPV YXJ
4.97									
MORAVIA	98.36	9.40	f 11.05	1.35	3.21	11.10	7.18	12.19Pm	P
6.41				460		28			
NAPLES	91.95	9.32	f 10.55	1.27	3.10	10.55	7.08	11.50Am	DPW
7.39									
ELMIRA	84.56	9.24	f 10.45	1.18	2.57	10.30	6.50	11.15	P
6.82		689							
COLBURN	77.74	9.16	f 10.35	1.10	2.44	10.15	6.35	10.57	P
7.85				689-690		689-690	3	28-460	
SANDPOINT	69.89	f 9.08	s 10.25	1.00	2.30	10.01	6.17	10.25	DNPWV YXZ
2.96									
DOVER	66.93	9.03	f 10.17						PV
5.88									
WRENCOE	61.05	8.55	f 10.09	12.49	2.16	9.38	5.54	9.16	P
5.00									
LACLEDE	56.05	8.49	f 10.02	12.43	2.07	9.31	5.47	8.56	P
4.72									
THAMA	51.33	8.44	f 9.55	12.38	1.59	9.25	5.41	8.48	P
3.54		690						4	
PRIEST RIVER	47.79	8.40	s 9.50	12.34	1.53	9.13	5.35	8.40	DP
6.56									
NEWPORT	41.23	8.30	s 9.40	12.26	1.40	9.04	5.25	8.00	DNPOVX
3.51									
PENRITH	37.72	8.22	f 9.18	12.22	1.28	8.54	5.15	7.35	P
4.32									
SCOTIA	33.40	8.17	f 9.10	12.16	1.19	8.35	5.00	7.20	P
6.64							27		
CAMDEN	26.76	8.09	f 9.01	12.05	1.01	8.29	4.41	7.00	PW
2.99									
ELK	23.77	8.05	f 8.55	12.01Am	12.54	8.20	4.26	6.50	P
4.32									
MILAN	19.45	7.59	f 8.45	11.55Pm	12.45	8.06	4.18	6.30	P
6.50									
CHATTAROY	12.95	7.51	f 8.35	11.47	12.32	7.59	4.06	6.10	P
3.90									
DEAN	9.05	7.46	f 8.30	11.42	12.25	7.53	4.00	6.00	DNPXJI
4.59									
MEAD	4.46	7.40	f 8.21	11.36	12.15	7.45	3.50	5.45	P
4.46		460				4			
HILLYARD		L 7.35Am	Ls 8.15Am	L 11.30Pm	L 12.05Am	L 7.40Am	L 3.40Pm	L 5.30Am	KRDNPW BOXIYZT
Time Over Subdivision		3.00	3.50	3.10	4.30	4.50	5.05	9.30	
Average Speed Per Hour		44.89	35.13	42.53	29.93	27.86	26.49	14.16	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

Conditional stops—

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

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks					SECOND CLASS 369 Daily Ex. Sun.	Distance from Columbia Falls	Time Table No. 74 Effective October 18, 1953 Mountain Time STATIONS	Telegraph Calls	Distance from Somers	SIGNS	SECOND CLASS 370 Daily Ex. Sun.				
1207	.....	181	.....	.....	.....	.....	L 4.35Am	.....	COLUMBIA FALLS	CF	23.96	BJ RDNPYX	A 5.10Pm	.....	.....	.....	.....
									1.84								
.....	.....	2	.....	.....	.....	.....	.....	1.84	SOLDIERS HOME	.....	22.12	.....	.....	.....	.....	.....	.....
									3.44								
WB5	.....	41	.....	.....	.....	.....	5.00	5.28	LA SALLE	.....	18.68	P	4.40	.....	.....	.....	.....
									4.63								
.....	.....	.....	.....	.....	.....	.....	.....	9.91	ROSE CROSSING	.....	14.05	.....	.....	.....	.....	.....	.....
									4.43			BRKDNP					
WB 14	Yard	331	.....	.....	.....	.....	A 5.45Am	14.34	KALISPELL	K	9.62	JWYXZ	L 4.00Pm	.....	.....	.....	.....
									4.95								
WB 21	.....	7	.....	.....	.....	.....	.....	19.29	BALLS CROSSING	.....	4.67	RB	.....	.....	.....	.....	.....
									4.67								
WB 25	.....	Yard	.....	.....	.....	.....	.....	23.96	SOMERS	OB	.....	DWOPX	.....	.....	.....	.....	.....
							1.10		Time Over Subdivision				1.10				
							12.29		Average Speed per Hour				12.29				

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks					Distance from Port Hill	Time Table No. 74 Effective October 18, 1953 Pacific Time STATIONS	Telegraph Calls	Distance from Bonner's Ferry	SIGNS			
KV26	Yard	87	.....	.....	.....	.....	.....	PORT HILL	.....	26.11	P	.....	.....	.....
								9.18						
KV17	.....	18	.....	.....	.....	.....	9.18	COPELAND	.....	16.93	.....	.....	.....	.....
								9.36						
KV8	.....	15	.....	.....	.....	.....	18.54	RITZ	.....	7.57	.....	.....	.....	.....
								7.01						
.....	.....	.....	.....	.....	.....	.....	25.55	SPOKANE INT. RY. CROSSING	.....	0.56	.....	.....	.....	.....
								0.56			RDNPW			
1364	.....	135	.....	.....	.....	.....	26.11	BONNERS FERRY	BY	.....	BYXJV	.....	.....	.....
								Time Over Subdivision						
								Average Speed Per Hour.						

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks					THIRD CLASS 681 Daily Ex. Sun.	Distance from Sweet Grass Line Jct.	Time Table No. 74 Effective October 18, 1953 Mountain Time STATIONS	Distance from Sweet Grass	Telegraph Calls	SIGNS	THIRD CLASS 682 Daily Ex. Sun.				
.....	.....	.....	.....	.....	.....	.....	L 7.40Am	.....	..SWEET GRASS LINE JCT...	37.36	.....	XJP	A 3.20Pm	.....	.....	.....	.....
ZB									7.91								
109	30	.....	.....	.....	.....	.....	f 8.05	7.91	.....ALOE.....	29.45	.....	P	f 2.50	.....	.....	.....	.....
ZB									10.67								
120	50	114	.....	.....	.....	.....	s 8.40	18.58	.....KEVIN.....	18.78	VN	XDP	s 2.15	.....	.....	.....	.....
ZB									⇐ 10.42								
130	25	48	.....	.....	.....	.....	s 9.20	29.00	.....SUNBURST.....	8.36	SU	XDP	s 1.15	.....	.....	.....	.....
ZB									8.36			BDKPR					
139	21	92	.....	.....	.....	.....	A 9.50Am	37.36	.....SWEET GRASS.....	.....	G	WYX	L 12.01Pm	.....	.....	.....	.....
							2.10		Time Over Subdivision				3.19				
							17.24		Average Speed Per Hour				11.26				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 12 THROUGH 21.

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 PERMISSIBLE SPEED OF STREAMLINERS.

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

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

2. SPEED RESTRICTIONS GENERAL.

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

Stations	Zone Territories Between Mile Posts			Maximum Speed MPH Westward	Eastward
Havre	430	and	434 (964.0)	60	60
Pacific Jct.	964.0	"	965.0	40	60
	965.0	"	967.2	60	60
	967.2	"	1015.2	70	70
Buelow	1015.2	"	1036.0	65	65
	1036.0	"	1036.2	55	55
	1036.2	"	1041.8	65	65
	1041.8	"	1042.5	55	55
	1042.5	"	1065.4	70	70
Shelby	1065.4	"	1065.8	20	20
	1065.8	"	1072.8	70	70
	1072.8	"	1082.5	79	79
Ethridge	1082.5	"	1083.0	70	70
	1083.0	"	1089.8	79	79
Cut Bank	1089.8	"	1091.0	30	30
	1091.0	"	1093.5	40	60
	1093.5	"	1095.3	55	79
Gunsight	1095.3	"	1111.2	79	79
	1111.2	"	1112.6	70	70
	1112.6	"	1116.2	79	79
Blackfoot	1116.2	"	1116.5	65	35
	1116.5	"	1123.2	65	65
Browning	1123.2	"	1125.2	45	45
	1125.2	"	1134.0	55	55
	1134.0	"	1137.0	50	50
Glacier Park	1137.0	"	1140.4	35	35
	1140.4	"	1143.6	50	50
	1143.6	"	1145.0	40	40
Rising Wolf	1145.0	"	1147.8	50	50
	1147.8	"	1150.2	40	40
Summit	1150.2	"	1157.0	45	30
	1157.0	"	1165.1	35	30
	1165.1	"	1166.1	20	20
	1166.1	"	1169.0	35	30

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

Stations	Zone Territories Between Mile Posts			Maximum Speed MPH Westward	Eastward
Essex	1169.0	and	1172.1	45	45
	1172.1	"	1173.3	35	35
	1173.3	"	1174.4	30	35
	1174.4	"	1180.7	45	45
	1180.7	"	1185.0	35	35
Red Eagle	1185.0	"	1188.3	45	45
	1188.3	"	1189.8	40	40
	1189.8	"	1196.1	45	45
Belton	1196.1	"	1204.6	60	60
Bridge 140	1204.6	"	1205.0	40	40
	1205.0	"	1208.6	45	45
Conkelley	1208.6	"	1209.0	35	35
	1209.0	"	1217.9	79	79
Whitefish	1217.9	"	1220.0	35	35
	1220.0	"	1226.7	50	50
Vista	1226.7	"	1228.9	55	55
	1228.9	"	1251.5	70	70
Stryker	1251.5	"	1319.4	55	55
	1319.4	"	1332.8	45	45
Libby	1332.8	"	1346.3	55	55
Kootenai Falls	1346.3	"	1346.4	35	45
	1346.4	"	1347.7	45	45
	1347.7	"	1351.6	50	50
Troy	1351.6	"	1354.0	35	50
	1354.0	"	1344.0	55	55
	1344.0	"	1346.8	50	50
	1346.8	"	1348.3	40	40
	1348.3	"	1349.2	35	35
	1349.2	"	1359.2	40	40
	1359.2	"	1363.4	35	35
	1363.4	"	1368.1	55	55
Bonners Ferry	1368.1	"	1368.4	15	15
	1368.4	"	1376.1	55	55
	1376.1	"	1377.6	45	45
	1377.6	"	1382.3	70	70
	1382.3	"	1395.0	60	60
	1395.0	"	1402.8	60	60
Sandpoint	1402.8	"	1425.0	55	55
	1425.0	"	1432.6	45	45
Newport	1432.6	"	1439.8	50	50
	1439.8	"	1455.1	45	45
	1455.1	"	1459.0	50	40
	1459.0	"	1463.0	60	60
Dean	1463.0	"	1464.0	55	35
	1464.0	"	1468.8	55	55
	1468.8	"	1470.6	50	55
Hillyard	1470.6	"	1472.5	35	35

(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, freight and mixed trains, including Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees. Except as directly affected by speed restrictions prescribed in Items 1 and 2—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached. When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

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

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

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

When freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, including Streamliners, the train will not exceed maximum permissible speed for freight trains in the territory operated.

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

(e) Steam engines backing up	20 MPH
Steam engines in forward motion running light or with caboose only	35 MPH
Diesel and Electric engines light or with caboose 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	30 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 and engines through No. 20 turnouts at	35 MPH
Pacific Junction, end of double track. Gildford, east and west siding switch. Dunkirk, east siding switch. Cut Bank, east and west end of Bridge 68. Blackfoot, Summit, Red Eagle, Brent and Whitefish, end of double track. Vista, east switch. Fortine, east switch to freight track. Stonehill, east and west siding switch. Kootenai Falls, end of double track. Troy, end of double track, crossover at end of double track, east end of south yard track. Yakt, Leonia, Newport, west siding switch. Dean, Hillyard, east end yard, end of double track.	
Trains and engines through No. 15 turnouts at	25 MPH
Tiber, east and west siding switch. Dunkirk, west siding switch. Nimrod, east and west siding switch. Whitefish, west yard switch. Stryker, east and west siding switch. Tobacco, west switch eastward freight track. Elmira, east and west siding switch. Laclede, east and west siding switch.	
Trains or engines through all other turnouts	15 MPH

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

Diesel and Gas-Electric engines 2302-2341 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 28, 75 to 170, 247 to 249, 253 to 259, 262 to 265, 307 to 317, 400 to 468	50 MPH
175 to 232, 271 to 274, 276 to 279, 550 to 572, 600 to 655	65 MPH
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512	75 MPH
2302 to 2324	50 MPH
2325 to 2339	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

4. ELECTRIC BRAKES.

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

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

5. 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.

6. 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.

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

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

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

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

10. **EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:**
    Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

    Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with 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 and covered hopper cars equipped with roller bearings have the lettering "TIMKEN ROLLER BEARINGS" stencilled beneath the lettering "GREAT NORTHERN" on each side of the car.

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

11. **COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOW-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.

EIGHTH SUBDIVISION:

SWEET GRASS: ..... Both at frost box in water tank. Hoses in depot warehouse.

12. 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.

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

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. 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.

22. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

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

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

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

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

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

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

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

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

23. 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.

24. 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.

25. **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.

26. 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, 27, 28, 29, 30, and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

27. 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, overrunning clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.
Portable light must be removed before coupling to rear of such car.
Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.
Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

28. Rule D-97 is in effect on this Division.

29. 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.

30. 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.

31. 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.

32. Trainmen will see that caboose windows are securely fastened and doors locked before leaving on arrival at terminals.

33. 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.

34. 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.

35. **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

36. **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 Crossport.
Between Scotia and Camden.....8 poles east Tunnel No. 11.

FIRST SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
M.P. 967, Pacific Jct. and M.P. 1065, Shelby	79 MPH	50 MPH
M.P. 1065, Shelby and M.P. 1090, Cut Bank, Both Tracks	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Bridge No. 1042.3 to a point 1500 feet west, Galata.....45 MPH
Between Cut Bank and Shelby, eastward trains on westward track ..... 40 MPH
Between home signals of interlocking at Shelby ..... 20 MPH
Between Depot and M.P. 1089.8, 1000 feet east of Depot at Cut Bank ..... 30 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Shelby, all trains register by ticket, except Nos. 27, 28, Third class trains, and trains originating and terminating.
Cut Bank, 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) Clearances received at Sweet Grass will clear eastward trains 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. Shelby, Nos. 3 and 4 must proceed at restricted speed between end of Sixth Subdivision and passenger station and will use first track south of main track.

7. Cut Bank, outgoing crews of freight trains will make running inspection of train.

8. **CROSSOVERS ON DOUBLE TRACK.**

Facing Point	Trailing Point
Cut Bank	Shelby, west crossover
	Ethridge
	Baltic

9. **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.

10. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**
Eastward, on signal:
967.6, two miles east of Burnham.

11. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Cut Bank .....Crossover, 1000 feet east of Depot
End of double track east and west end Bridge 68.
Shelby .....End of double track
Switch at end of double track above points controlled by operator at depot.
When a yellow indication (normally dark) is displayed below two red indications on the governing home signal, it insures route is lined and locked and confers authority, AFTER STOPPING, to pass through Interlocking Limits at restricted speed, then proceed in accordance with train rights and operating rules expecting to find track occupied beyond Interlocking Limits.

12. **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.

13. **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	Passenger	Freight
MP 1090, Cut Bank and MP 1116, Blackfoot		
Both tracks	79 MPH	50 MPH
MP 1116, Blackfoot and MP 1219, Whitefish	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Between Blackfoot and Cut Bank, eastward trains on westward track .....40 MPH
Bridge 68, Cut Bank .....30 MPH
Nimrod, through gantlet Bridge 116 .....20 MPH
Between Summit and Nimrod, westward trains on eastward track:
Passenger .....30 MPH
Freight .....20 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Cut Bank, first class trains register by ticket.
Register of regular trains at Whitefish will cover their arrival at Conkelley.

4. Outgoing crews of freight trains will make running inspection at Cut Bank.

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

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

7. On arrival at Essex, eastward freight trains requiring helper engine assistance will come to a stop and make full application of air brakes and leave applied until proceed signal received from helper engine. Helper engine will be coupled against rear of caboose and immediately make back up movement to ascertain positive coupling, after which train line air brake connections must be coupled and double heading cock closed and helper engine will 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 rear cab of helper engine. When helping freight trains, helper engineers will set brake pipe feed valve at 70 pounds.

8. On arrival at Summit, eastward freight trains with helper engine assistance behind caboose must come to a stop clear of the end of double track. After helper engine is cut off and prescribed air test and train inspection completed, if consistent with train rights, train may proceed. Under no circumstances whatsoever will anyone be allowed to ride in the caboose within the limits of helper territory while helper engine is shoving against the rear of train. Train crew must ride in rear cab of helper engine, using rear headlight for center of track inspection when necessary.

9. Whenever it may be necessary to provide coaches ahead of the caboose for the convenience of stockmen, messengers, etc., or whenever stockmen, messengers, etc., are carried in the caboose, helper engines must be cut into train. With the exception of authorized train service employes on duty, no one will be permitted to ride in either cab of helper engine at any time.

10. **CROSSOVERS ON DOUBLE TRACK.**

Facing Point	Fort Piegan
Summit	Meriwether
Blacktail	**Nimrod**
Singleshot	Essex, east crossover
Essex, west crossover	**Pinnacle**
Columbia Falls, east crossover	**Columbia Falls, west crossover**
Trailing Point	**Half Moon**
Sundance	

11. **SPRING SWITCHES WITH FACING POINT LOCK.**
Triple Divide, east and west siding switch.
Normal position is for main track.
Glacier Park, east and west siding switch.
Normal position is for main track.
Rising Wolf, west siding switch.
Normal position is for main track.
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.

12. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**
Westward on signal:
1089.7, just west of Depot Cut Bank.
Westward, on signal:
1136.1, one mile east of Glacier Park.
Westward, on Mast:
East end Snowshed 4-C. One mile west of Blacktail.
1000 ft. west of M.P. 1190, 5 miles west of Red Eagle.
Westward, on signal:
1173.1, 3½ miles west of Essex.
1203.9, at east siding switch Coram.
Eastward, on signal:
1205.6, one mile west of Coram.

Eastward, on Cable Post:
Opposite signal 1181.7, 3½ miles east of Red Eagle.
Eastward, on signal:
1170.2, at West switch Essex.
Eastward, on Cable Post:
West end curve 54, one mile west of Glacier Park.
Eastward on signal:
1092.0, one mile west of Cut Bank.

13. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
Cut Bank .....Crossover, 1000 feet east of Depot
End of double track, east and west end Bridge 68.
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.
When a yellow indication (normally dark) is displayed below two red indications on the governing home signal, it insures route is lined and locked and confers authority (AFTER STOPPING) to pass through Interlocking Limits at restricted speed, then proceed in accordance with train rights and operating rules expecting to find track occupied beyond Interlocking Limits.

14. **AUTOMATIC INTERLOCKINGS.**
Nimrod .....Gantlet Bridge 116.
Red Eagle .....End of double track.
Conkelley .....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, Conkelley 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.

15. **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	Passenger	Freight
Whitefish and Troy	75 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Eastward Freight Track between Tobacco and Fortine ..... 30 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Troy, First class trains and passenger extras register by ticket. Register of regular trains at Troy will cover their arrival at Kootenai Falls.

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

5. 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.
Trains using this track will comply with Rule 99 and will display markers as though running against the current of traffic on double track.
When a train is given right over an opposing train to the end of EASTWARD FREIGHT TRACK at either Fortine or Tobacco and the opposing train has not arrived at the point last named in the order, the train thus given right is not required to wait for the opposing train and will proceed on its regular track, but must not go beyond the other end of the EASTWARD FREIGHT TRACK unless the second named train has arrived or is directed by train order to do so, or when time table authority will permit movement beyond.
Crossover at Fortine located 7500 feet west of east switch is known as FORTINE CROSSOVER.
Crossover at Tobacco located 7500 feet east of west switch is known as TOBACCO CROSSOVER.
Normal position of crossover switches on EASTWARD FREIGHT TRACK is for through movement on that track.

6. Tobacco, short track south of main track will be known as No. 1 track, capacity 45 cars, and must be kept clear except when being used by trains. Normal position industry track switches for No. 1 track.

7. Troy, outgoing crews of freight trains will make running inspection of train.

8. Troy, conductor and outgoing engineer must observe Rule 3 (A) in full.

9. **CROSSOVERS ON DOUBLE TRACK.**

Facing Point	Trailing Point
None	Troy

10. **SPRING SWITCHES WITH FACING POINT LOCK.**
Whitefish, west lead switch.
Vista, east and west siding switch.
Lupfer, east and west siding switch.
Radnor, east and west siding switch.
Stryker, east and west siding switch.
Trego, east and west siding switch.
Fortine, east switch eastward freight track.
Eureka, east and west siding switch.
Rexford, east and west siding switch.
Stonehill, east and west siding switch.
Ural, east and west siding switch.
Volcour, east siding switch.
Yarnell, east and west siding switch.
Ripley, east and west siding switch.
Libby, west siding switch.
Normal position is for main track.
Troy, end of double track.
Normal position is for eastward main track.
Troy, east end of south yard track.
Normal position is for main track.

11. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**
WESTWARD, on CABLE POST:
East end curve 369, four miles East of Rexford.
WESTWARD, on SIGNAL:
1334.1, one mile east of Libby.
EASTWARD, on SIGNAL:
1338.0, At west switch at Libby.
1277.8, Two miles east of Rexford.

12. **AUTOMATIC INTERLOCKING.**
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.

13. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Tobacco .....West switch Eastward Freight Track.
Kootenai Falls .....End of double track.
Tobacco, switch is controlled by operator at Eureka.
Kootenai Falls, switch is controlled by operator at Libby.

14. **SWITCH INDICATORS.**
Fortine, eastward trains on Eastward Freight Track which must wait for main line trains to pass before their train rights permit them to proceed to main track will stop before passing sign "WAIT HERE" in order not to interfere with train movements on main track. See further instructions posted in iron box.

FOURTH SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Troy and Hillyard	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Priest River, Bridge 244, R class engines .....20 MPH
Between Albeni Falls Spur and Diamond Match Mill.....10 MPH
Newport, passenger trains through station limits.....45 MPH
Mead, over switches and frogs on curves Aluminum Plant ..... 3 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Hillyard, First class trains and passenger extras register by ticket.
Register of regular trains at Hillyard will cover their arrival at Dean.
Troy, First class trains and passenger extras register by ticket.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Kalispell Division Clearance received at Spokane by eastward First Class trains and Passenger Extras will clear such trains at Hillyard, when train order signal indicates Proceed.

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

6. Troy, conductor and outgoing engineer must observe Rule 3 (A) in full.

7. Dean, normal position of junction switch, Spokane Division, Fifth Subdivision, is for Kalispell Division main track.

8. **CROSSOVERS ON DOUBLE TRACK.**
Trailing Point
Troy
Davies Spur, 1.9 miles east Mead
Mead

9. **SPRING SWITCHES WITH FACING POINT LOCK.**
Troy, end of double track.
Normal position is for eastward main track.
Troy, east end of south yard track.
Normal position is for main track.
Yakt, east and west siding switch.
Leonia, east and west siding switch.
Crossport, east and west siding switch.
Bonners Ferry, west switch eastward siding.
Elmira, east and west siding switch.
Naples, east and west siding switch.
Colburn, east and west siding switch.
Laclede, east and west siding switch.
Newport, west switch eastward siding.
Scotia, east and west siding switch.
Camden, east and west siding switch.
Milan, east and west siding switch.
Normal position is for main track.
Dean, end of double track.
Normal position is for westward main track.
Hillyard, east end yard, junction switch of the two yard leads located just west of Safety switch.
Normal position is for west yard lead.

10. **DRAGGING EQUIPMENT DETECTOR INDICATORS.**
Westward, on signal:
1346.3, approximately two miles west Yakt.
1355.9, approximately four miles west Leonia.
Westward, on cable post:
Opposite signal 1422.6, approximately 4000 ft. east of Bridge 244.
Westward, on signal:
1427.3, approximately one mile east of Bridge 249.
1437.5, approximately two miles west Penrith.
Eastward, on signal:
1454.6, just west of Milan.
Eastward, on cable post:
1200 ft. west of signal 1429.0, one mile west of Bridge 249.
Eastward, on signal:
1424.8, approximately one mile west of Bridge 244.
Eastward, on cable post:
4000 ft. west of Tunnel 10.2, three miles east of Naples.
Eastward, on signal:
1352.2, five miles east of Katka.
1344.0, just west of Yakt.

11. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
Hillyard .....End of double track east and west end of yard.
Interlocking includes interlocked switches at east end of yard (end of double track, yard lead, and safety switch); at west end of yard (end of double track, yard lead and spike yard lead) and the single main track between them electrically controlled by operator at depot.
The "home signal limits" (Rule 605) of this interlocking for train and engine movements on main track extend from the westward home signals at east end of yard to eastward home signals at west end of yard.
Trains and engines receiving a proceed indication of the governing home signal will proceed, regardless of class, in accordance with Rule 605, observing all governing signal indications.
Instructions for operation of Electric locks and Releases posted in iron boxes locked with switch lock.

12. **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.

13. **SWITCH INDICATORS.**
ALBENI FALLS SPUR: Indicator for movements from spur track to main track.
MEAD, at both ends of siding.
The member of the crew who is to line switch must first operate Switch-Key-Controller clockwise towards "R" and hold a few seconds before removing key. Both Trainman and Engineer must observe and be governed by the indication before lining switch or fouling main track. If yellow light is displayed and intended movement is not made, insert key in controller and turn counter clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track. Switch-Key-Controller must NEVER be operated towards "N" after having been operated towards "R" if intended movement to main track is to be made.
Dean, indicator for movements from 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 Kalispell	40 MPH	30 MPH
Kalispell and Somers	15 MPH	15 MPH

2. **SPEED RESTRICTIONS.**

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

3. **ENGINE RESTRICTIONS.**
Engines heavier than H-4 prohibited.

SIXTH SUBDIVISION

(K. V. Line)

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

Between	
Bonners Ferry and Port Hill, all trains	10 MPH

2. **ENGINE RESTRICTIONS.**
Engines heavier than H-4 ..... Prohibited

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

SEVENTH SUBDIVISION

(Sweet Grass Line)

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

Between	Passenger	Freight
Sweet Grass Line Jct. and Sweet Grass	35 MPH	20 MPH

2. **SPEED RESTRICTIONS.**
Sweet Grass Line Jct. to Sweet Grass, steam engines backing up ..... 15 MPH

3. **ENGINE RESTRICTIONS.**
Engines not permitted on business tracks 1 and 2 of Ohio Oil Company, 1.03 miles east of Sunburst.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Clearance received at Shelby will clear westward trains at Sweet Grass Line Jct.

5. **SWITCH INDICATORS.**
Sweet Grass Line Jct., separate indicators are provided for eastward and westward main tracks.
Push buttons and instructions for their operation are in the iron box locked with a switch lock. The member of the 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 the indicator before lining switch or fouling main track.

WATCH INSPECTORS

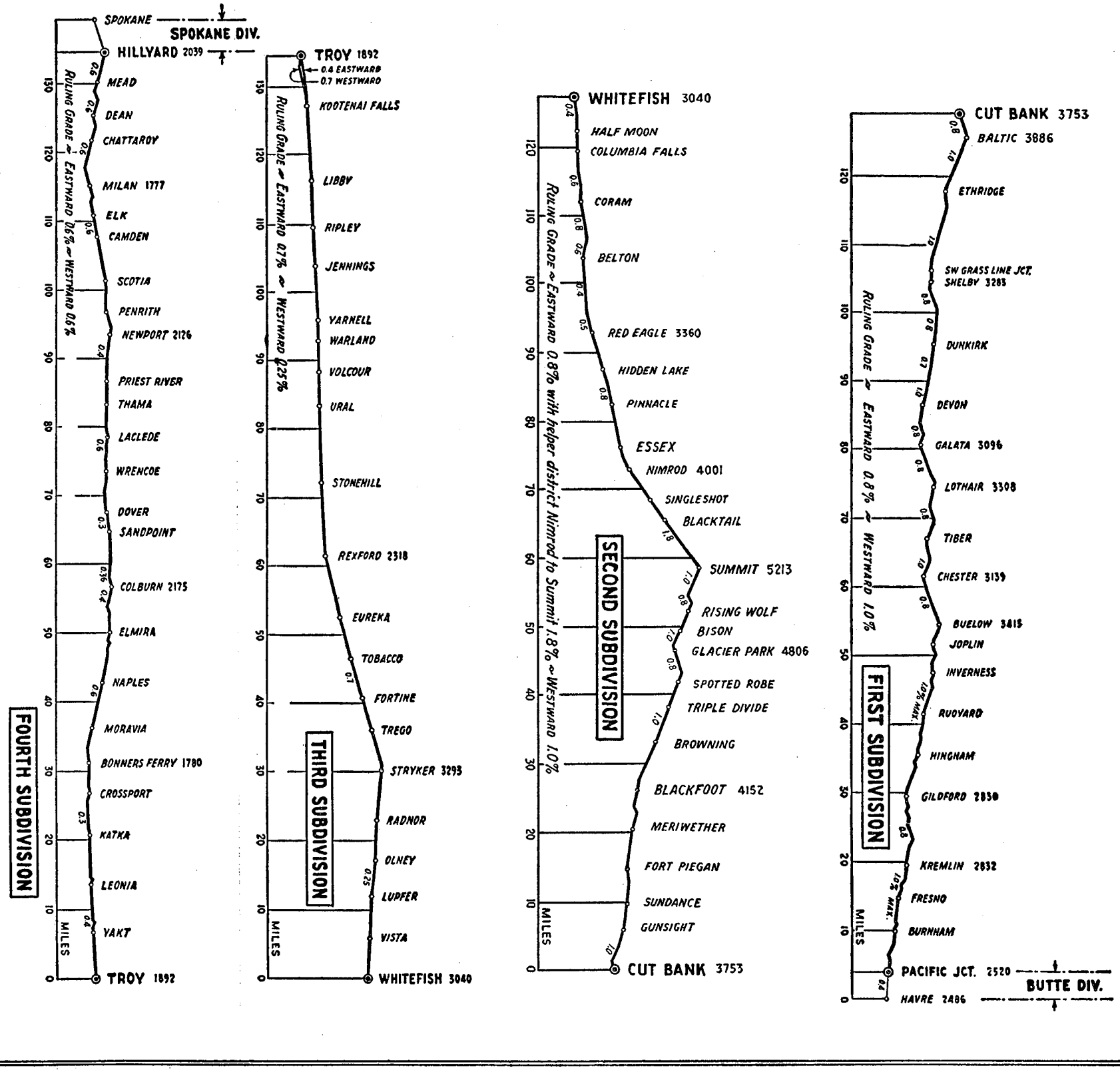
Blacks Jewelry Store	Havre
Stull's Jewelry	Shelby
Franklin P. Wheeler	Kalispell
Leon Reed Jewelry Store	Whitefish
R. C. Wickstrom Jewelry Store	Bonners Ferry
Benson Jewelry Co.	Newport
H. H. Trowbridge Jewelry Store	Spokane (Hillyard)
H. J. March	Spokane
Nelson Jewelry Company	Spokane

Helper crews at Essex compare time at depot, Essex.
Log local crews may compare time at depot, Troy and Libby.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	—	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	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

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 ww track
Tie Spur	1.38 miles east Coram	10	East End
Conkelley Pit	500 feet west Conkelley	35	West End
Anaconda Aluminum Co.	836 feet west of end of double track Conkelley	114	Both ends ww track
Union Natural Gas Co. Spur	0.7 mile west of Columbia Falls on Wye	4	East End
Rocky Mountain Lumber Co. Spur	1.0 mile west of Columbia Falls on Wye	6	East 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			
Bonners Ferry Lbr. Co. Spur	0.75 miles east Bonners 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
Pacific Northwest Alloys Spur	1275 feet east of Depot, Newport	12	East End
Davies Spur	1.9 miles east Mead	34	East End
5th Subdivision			
Montana Saw Service Co. Spur	1.0 mile west Rose Crossing	8	East End
Koenig Bros. Spur	2.0 miles west Rose Crossing	3	West End
Northwestern Lbr. Co. Spur	1.5 miles east Kalispell	63	East End
Yale Oil Co. Spur	1.3 miles east Kalispell	9	East End
Batavia Spur	4.5 miles north of north wye switch Kalispell	8	East End
Kila	9.0 miles north of north wye switch Kalispell	51	Both Ends
Mills Lbr. Co. Spur	2200 feet west of west wye switch Kalispell	3	East End
Duffy Spur	3500 feet east of Balls Crossing	8	East End
Northwest Timber Co. Spur	1500 feet east of Balls Crossing	9	West End
Erickson Bros. Spur	1000 feet east of Balls Crossing	4	East End
6th Subdivision			
Allen's Spur	4.3 miles east Bonners Ferry	6	East End
Watson's Spur	11.2 miles east Bonners Ferry	2	West End
DeVoignes Spur	12.8 miles east Bonners Ferry	4	East End
Camp 5 Spur	13.6 miles east Bonners Ferry	11	Both Ends
Seelover's Spur	14.9 miles east Bonners Ferry	2	East End
Dehlbom Spur	17.1 miles east Bonners Ferry	4	West End
Edward's Spur	18.1 miles east Bonners Ferry	8	West End
Camp 8	19.2 miles east Bonners Ferry	18	Both Ends
Harper's Spur	21.5 miles east Bonners Ferry	4	West End
Houck's Spur	21.8 miles east Bonners Ferry	4	West End
K. V. Farm Spur	24.2 miles east Bonners Ferry	5	West End
7th Subdivision			
Aronow Spur	2.00 miles west of Kevin	3	East End
Superior Spur	4.00 miles west of Kevin	2	East End
Ohio Oil Co.	1.03 miles east of Sunburst	46	Both Ends
International Refining Co.	0.61 miles east of Sunburst	99	Both Ends


SPOKANE
SPOKANE DIV.
HILLYARD 2039
MEAD
DEAN
CHATTAROY
MILAN 1777
ELK
CAMDEN
SCOTIA
PENRITH
NEWPORT 2126
PRIEST RIVER
THAMA
LACLEDE
WRENCOE
DOVER
SANDPOINT
COLBURN 2175
ELMIRA
NAPLES
MORAVIA
BONNERS FERRY 1780
CROSSPORT
KATKA
LEONIA
YAKT
TROY 1892
RULING GRADE ~ EASTWARD 0.6% ~ WESTWARD 0.6%
FOURTH SUBDIVISION
MILES
TROY 1892
0.4 EASTWARD
0.7 WESTWARD
KOOTENAI FALLS
LIBBY
RIPLEY
JENNINGS
YARNELL
WARLAND
VOLCOUR
URAL
STONEHILL
REXFORD 2318
EUREKA
TOBACCO
FORTINE
TREGO
STRYKER 3293
RADNOR
OLNEY
LUPFER
VISTA
WHITEFISH 3040
RULING GRADE ~ EASTWARD 0.7% ~ WESTWARD 0.25%
THIRD SUBDIVISION
MILES
WHITEFISH 3040
HALF MOON
COLUMBIA FALLS
CORAM
BELTON
RED EAGLE 3360
HIDDEN LAKE
PINNACLE
ESSEX
NIMROD 4001
SINGLESHOT
BLACKTAIL
SUMMIT 5213
RISING WOLF
BISON
GLACIER PARK 4806
SPOTTED ROBE
TRIPLE DIVIDE
BROWNING
BLACKFOOT 4152
MERIWETHER
FORT PIEGAN
SUNDANCE
GUNSIGHT
CUT BANK 3753
RULING GRADE ~ EASTWARD 0.8% with helper district Nimrod to Summit 1.8% ~ WESTWARD 1.0%
SECOND SUBDIVISION
MILES
CUT BANK 3753
BALTIC 3886
ETHRIDGE
SW GRASS LINE JCT.
SHELBY 3285
DUNKIRK
DEVON
GALATA 3096
LOTHAIR 3308
TIBER
CHESTER 3139
BUELOW 3415
JOPLIN
INVERNESS
RUDYARD
HINGHAM
GILDFORD 2850
KREMLIN 2832
FRESNO
BURNHAM
PACIFIC JCT. 2520
HAVRE 2486
BUTTE DIV.
RULING GRADE ~ EASTWARD 0.8% ~ WESTWARD 1.0%
10% MAX.
1% MAX.
FIRST SUBDIVISION
MILES

Pages 23-24 (rear covers) blank.