COMPANY SURGEONS

*Dr. Ernest R. Anderson, Asst. Chief Surg. ..... Minneapolis, Minn.
Dr. R. K. West ..... Cut Bank, Montana
Dr. S. D. Whetstone ..... Cut Bank, Montana
Dr. T. B. Moore ..... Kalispell, Montana
Dr. W. F. Bennett ..... Columbia Falls, Montana
*Dr. J. B. Simons ..... Whitefish, Montana
Dr. Duane R. Hedine ..... Whitefish, Montana
Dr. James E. Murphy ..... Whitefish, Montana
Dr. Robert D. MacKenzie ..... Libby, Montana
Dr. William T. Matthews ..... Troy, Montana
*Dr. R. M. Bowell ..... Bonners Ferry, Idaho
Dr. Wm. F. Tyler ..... Sandpoint, Idaho
Dr. Leslie J. Stauffer ..... Priest River, Idaho
*Dr. E. B. Coulter ..... Spokane, Wash.
Dr. Robert J. Albi ..... Hillyard, Wash.
Dr. C. M. Canning ..... Colville, Wash.
Dr. M. E. Levitan ..... Kettle Falls, Wash.
*Dr. G. R. Callbeck ..... Nelson, B. C.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS

(Eye Doctors)

Dr. H. D. Huggins ..... Kalispell, Montana
Dr. Philip B. Greene ..... Spokane, Wash.

R. WATSON, Chief Dispatcher.
W. J. BARKE, Trainmaster.
F. H. MOORE, Trainmaster.
A. E. CARR, Trainmaster.
D. L. LAMBERT, Trainmaster.
O. E. FISHER, Asst. Superintendent.

GREAT NORTHERN RAILWAY COMPANY

KALISPELL DIVISION

TIME TABLE 85

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

Sunday, September 29, 1957

MOUNTAIN TIME GOVERNS FIRST, SECOND, AND FOURTH SUBDIVISIONS.

PACIFIC TIME GOVERNS THIRD, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH AND TENTH SUBDIVISIONS.

H. M. SHAPLEIGH, Superintendent.
C. M. RASMUSSEN, Assistant General Manager.
T. A. JERROW, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.
Printed in U.S.A.

WESTWARD — FIRST SUBDIVISION — EASTWARD

MOUNTAIN TIME
Time Table No. 85
Effective September 29, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD FIRST CLASS 31 Daily	WESTWARD FIRST CLASS 3 Daily	Distance from Cut Bank	STATIONS	Telegraph Calls	Distance from Whitefish	SIGNS	EASTWARD FIRST CLASS 32 Daily	EASTWARD FIRST CLASS 4 Daily	EASTWARD SECOND CLASS 492 Daily	EASTWARD SECOND CLASS 494 Daily	EASTWARD SECOND CLASS 490 Daily
1087	130	265	L 2.48Pm	L 10.30Am	0.00	...CUT BANK..★.	CT	126.40	BDNIK PRX	A 9.35Am	A 6.40Pm	A 10.20Am	A 4.45Pm	A 1.35Am
						9.60								
1095	.....	30	3.00	10.42	9.60	..SUNDANCE.....	.....	116.80	P	9.24	6.23	9.50	4.30	1.17
						5.24								
1100	W 59	7	3.05	10.48	14.84	FORT PIEGAN...	.....	111.56	P	9.19	6.18	9.40	4.20	1.07
	109					11.40			DP					
1112	120	279	3.17	f 11.01	26.24	..BLACKFOOT...	BF	100.16	Y	9.08	f 6.07	9.19	4.00	12.47
	127					7.29				492		32		
1120	104	76	3.28	s 11.13	33.53	.....BROWNING..★	BG	92.87	DNP	9.00	s 5.59	9.00	3.48	12.32
			494			5.39			P				31	
1125	133	15	3.38	11.22	38.92	...TRIPLE DIVIDE...	.....	87.48	DNP	8.54	5.50	8.40	3.38	12.21
						7.95			Y					
1133	95	126	3.47	f 11.36	46.87	...GLACIER PARK★	MD	79.53		8.45	f 5.39	8.20	3.10	12.01Am
						2.71								
1136	112	10	3.51	11.40	49.58	.....BISON.....	.....	76.82	P	8.41	5.31	8.10	3.04	11.55Pm
						3.12								
1141	116	10	3.55	11.45	52.70	...RISING WOLF...	.....	73.70	P	8.36	5.27	8.01	2.58	11.48
	E112					6.25			DNP					
1147	W130	31	4.05	11.56Am	58.95	...SUMMIT..★..	SM	67.45	IYX	8.27	5.19	7.45	2.45	11.33
						6.80								
1153	E 60	9	4.16	12.07Pm	65.75	.BLACKTAIL....	.....	60.65	P	8.10	5.04	7.15	2.25	11.18
						7.50								
1161	.....	57	4.31	12.21	73.25	...NIMROD.....	.....	53.15	IP	7.53	4.48	6.45	1.55	10.48
	E 98					3.90			KDNP					
1165	W136	109	4.38	s 12.30	77.15	.....ESSEX..★...	SX	49.25	BOYX	7.45	s 4.40	6.25	1.40	10.35
						5.66								
1171	.....	.....	4.47	12.40	82.81	.....PINNACLE.....	.....	43.59	P	7.35	4.27	5.55	1.20	10.05
	E116			494		10.21							3	
1181	W 99	14	5.03	1.00	93.02	.....RED EAGLE.....	NY	33.38	IYP	7.20	4.11	5.18	12.50	9.25
						10.66								
1192	156	91	5.20	f 1.20	103.68	.....BELTON..★...	BE	22.72	DNP	7.04	f 3.53	4.57	12.30	9.05
						7.88								
1200	64	75	5.30	f 1.31	111.56	.....CORAM.....	CM	14.84	DP	6.52	f 3.41	4.40	12.12	8.45
						4.40								
1204	.....	122	5.37	1.38	115.96	.CONKELLEY....	.....	10.44	PI	6.46	3.32	4.30	12.02Pm	8.37
						2.81								
1207	83	214	5.42	s 1.47	118.77	.COLUMBIA FALLS★	CF	7.60	DNJYXP	6.42	s 3.28	4.25	11.55Am	8.30
						2.93								
1210	.....	46	5.46	1.51	121.70	.HALF MOON.....	.....	4.70	P	6.38	3.21	4.15	11.45	8.20
						4.70			KRDNWP					
1215	Yard	1720	A 5.55Pm	A 2.00Pm	126.40	.WHITEFISH..★.	WF	0.00	BOXZI	L 6.30Am	L 3.15Pm	L 4.01Am	L 11.30Am	L 8.01Pm
			3.07	3.30		Time Over Subdivision				3.05	3.25	6.19	5.15	5.34
			40.55	36.11		Average Speed Per Hour				40.99	36.99	20.01	24.08	22.70

DOUBLE TRACK — AUTOMATIC BLOCK SIGNALS

In addition to locations shown on this page in the column of stations, double track is also in use on the First subdivision between the following locations;
From MP 1166 near Nimrod to MP 1173.2 near Pinnacle.
From MP 1175.2 near Pinnacle to Red Eagle.

CONDITIONAL STOPS

No. 31 Cut Bank to discharge revenue passengers from Williston and east and to pick up passengers for Spokane and west where No. 31 is scheduled to stop.

No. 32 Cut Bank to discharge revenue passengers from Spokane and west and to pick up passengers for Williston and east where No. 32 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 18.

WESTWARD — FOURTH SUBDIVISION — EASTWARD

MOUNTAIN TIME
Time Table No. 85
Effective September 29, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Columbia Falls	STATIONS	Telegraph Calls	Distance from Somers	SIGNS
1207	83	214	0.00	COLUMBIA FALLS★	CF	24.86	BJ RDNPYX
				5.48			
WB 5	.....	44	5.48	.....LA SALLE.....	.....	19.38	P BRDNP
				8.86			
WB 14	Yard	439	14.34	.....KALISPELL.....	K	10.52	JWYXZ
				10.52			
WB25	.....	Yard	24.86	.....SOMERS.....	OB	0.00	RBDPX
				Time Over Subdivision			
				Average Speed per Hour			

Westward trains are superior to eastward trains of the same class on First and Fourth Subdivision.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 18.

WESTWARD — SECOND SUBDIVISION — EASTWARD 3

MOUNTAIN TIME
Time Table No. 85
Effective Sept 29, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD FIRST CLASS 31 Daily	WESTWARD FIRST CLASS 3 Daily	Distance from Whitefish	STATIONS	Telegraph Calls	Distance from Troy	SIGNS	EASTWARD FIRST CLASS 32 Daily	EASTWARD FIRST CLASS 4 Daily	EASTWARD SECOND CLASS 494 Daily	EASTWARD SECOND CLASS 490 Daily	EASTWARD SECOND CLASS 492 Daily
1215	Yard	1720	..... L 6.00Pm	L 2.10Pm	0.00	.....WHITEFISH...★	WF	134.48	KRDNPZ BWOXI	A 6.25Am	A 3.05Pm	A 10.45Am	A 6.25Pm	A 3.50Am
						5.39							31	
1220	151	.....	..... 6.07	2.19	5.39	.....VISTA.....	.....	129.09	P	6.15	2.55	10.30	6.07	3.30
			490			6.42								
1227	196	15	..... 6.16	2.29	11.81	.....LUPFER.....	.....	122.67	P	6.06	2.47	10.20	5.50	3.18
	E 70			4		5.46					3			
1232	W 70	26	..... 6.22	f 2.40	17.27	.....OLNEY.....	KY	117.21	DP	5.59	f 2.40	10.10	5.40	3.07
						5.77								
1238	141	17	..... 6.29	2.48	23.04	.....RADNOR.....	.....	111.44	P	5.52	2.30	10.00	5.25	2.55
	W106					7.07								
1245	E113	17	..... 6.37	f 2.57	30.11	.....STRYKER..★..	SY	104.37	DNPY	5.44	f 2.20	9.50	5.13	2.40
						5.97								
1251	136	15	..... 6.43	f 3.04	36.08	.....TREGO.....	.....	98.40	P	5.36	f 2.10	9.33	4.59	2.18
						4.62								
1256	.....	40	..... 6.48	f 3.10	40.70	Eastward Freight Trk. FORTINE.	FR	93.78	DP	5.29	f 2.02	9.15	4.50	2.00
						5.92								
1262	.....	76	..... 6.54	3.17	46.62	Eastward Freight Trk. TOBACCO.	.....	87.86	PI	5.21	1.53	8.55	4.40	1.35
						5.76								
1267	151	59	..... 7.01	s 3.28	52.38	.....EUREKA..★..	KA	82.10	DNP	5.13	s 1.45	8.30	4.25	1.15
	W130			490		8.88							3	
1276	E143	189	..... 7.13	s 3.43	61.26	.....REXFORD..★..	RD	73.22	DNPY	5.02	s 1.30	8.05	3.43	12.50
						10.88								
1280	128	10	..... 7.26	3.57	72.14	.....STONEHILL.....	.....	62.34	P	4.49	1.12	7.45	3.25	12.30
						11.06								
1282	138	5	..... 7.38	f 4.10	83.20	.....URAL.....	.....	51.28	P	4.36	12.58	7.25	3.10	12.10
						4.95								
1287	128	4	..... 7.43	4.16	88.15	.....VOLCOUR.....	VR	46.33	DNP	4.30	12.51	7.15	3.00	12.01Am
						7.82								
1295	139	.....	..... 7.54	4.27	95.97	.....YARNELL.....	.....	38.51	P	4.21	12.40	6.59	2.50	11.46Pm
						13.11								
1308	152	3	..... 8.10	4.43	109.08	.....RIPLEY.....	.....	25.40	P	4.04	12.24	6.35	2.35	11.22
						7.22								
1315	265	175	..... 8.20	s 5.01	116.30	.....LIBBY..★...	CK	18.18	DNPZ	3.55	s 12.15Pm	6.20	2.25	11.10
						11.01								
1326	178	14	..... 8.35	5.15	127.31	.KOOTENAI FALLS.	.....	7.17	P	3.41	11.54Am	5.50	2.09	10.40
						7.17			KRDNP					
1332	288	697	..... A 8.50Pm	A 5.30Pm	134.48	.....TROY..★.....	UX	0.00	BXIY	L 3.30Am	L 11.45Am	L 5.35Am	L 1.30Pm	L 10.20Pm
			2.50	3.20		Time Over Subdivision				2.55	3.20	5.10	4.55	5.30
			47.46	40.34		Average Speed Per Hour				46.10	40.34	26.03	27.35	24.45

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 18.

WESTWARD — THIRD SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 1 S. P. & S. No. 1 Daily	FIRST CLASS 31 Daily	FIRST CLASS 45 S. P. & S. No. 3 Daily	FIRST CLASS 3 Daily	FIRST CLASS 5 Daily	Distance from Troy	Time Table No. 85 Effective September 29, 1957 PACIFIC TIME STATIONS	Telegraph Calls	Distance from Ft. Wright	SIGNS	FIRST CLASS 46 S. P. & S. No. 4 Daily	FIRST CLASS 4 Daily	FIRST CLASS 6 Daily	FIRST CLASS 2 S. P. & S. No. 2 Daily	FIRST CLASS 32 Daily	SECOND CLASS 494 Daily	SECOND CLASS 490 Daily	SECOND CLASS 492 Daily
1332	288	697	.....	L 7.50Pm	.....	L 4.35Pm	.....	0.00	TROY ★	UX	142.09	RDNPBK XIY	.....	A 10.40Am	.....	.....	A 2.30Am	A 4.35Am	A 12.30Pm	A 9.05Pm
1340	142	19	.....	8.01	.....	4.45	.....	6.69	YAKT	....	135.40	P	.....	10.30	.....	.....	2.14	4.20	12.20	8.50
1347	128	24	.....	492 8.15	.....	4.56	.....	7.02	LEONIA	....	128.38	P	.....	10.19	.....	.....	2.01	4.06	12.05Pm	31 8.15
1353	70	6	.....	8.29	.....	5.07	.....	6.83	KATKA	....	121.55	P	.....	10.09	.....	.....	1.49	3.52	11.50Am	7.54
1360	132	10	.....	8.42	.....	5.18	.....	6.46	CROSSPORT	....	115.09	P	.....	9.59	.....	.....	1.38	3.39	11.35	7.41
1364	E119 W35	148	.....	8.50	.....	s5.27	.....	4.31	BONNERS FERRY ★	BY	110.78	DNPVYXJ	.....	s9.53	.....	.....	1.32	3.30	11.25	7.30
1369	70	18	.....	8.56	.....	5.34	.....	4.96	MORAVIA	....	105.82	P	.....	9.40	.....	.....	1.25	3.21	11.15	7.18
1376	119	39	.....	9.05	.....	f5.43	.....	6.41	NAPLES ★	NA	99.41	DP	.....	f9.33	.....	.....	1.17	3.10	11.05	7.08
1383	130	32	.....	9.14	.....	f5.52	.....	7.39	ELMIRA	....	92.02	P	.....	f9.23	.....	.....	1.08	2.57	10.50	6.54
1390	125	11	.....	9.22	.....	f6.00	.....	6.82	COLBURN	....	85.20	P	.....	f9.14	.....	.....	1.00	2.44	10.35	6.42
1398	E133 W105	262	.....	9.30	.....	s6.08	.....	8.34	SANDPOINT ★	S	76.86	DNPVY XZ	.....	s9.03	.....	.....	12.51	2.30	10.20	6.30
1407	70	13	.....	9.41	.....	492 6.19	.....	8.35	WRENCOE	....	68.51	P	.....	8.48	.....	.....	12.40	2.16	10.06	3 6.19
1410	130	15	.....	9.48	.....	f6.25	.....	5.00	LACLEDE	....	63.51	P	.....	f8.42	.....	.....	12.34	2.07	9.57	5.50
1416	71	42	.....	9.54	.....	6.30	.....	4.72	THAMA	....	58.79	P	.....	8.36	.....	.....	12.28	1.59	9.49	5.41
1420	70	122	.....	9.58	.....	s6.36	.....	3.53	PRIEST RIVER	NC	55.26	DP	.....	s8.32	.....	.....	12.24	1.53	9.43	5.35
1427	122	247	.....	10.08	.....	s6.48	.....	6.57	NEWPORT ★	NR	48.69	DNPOVX	.....	s8.24	.....	.....	12.16	1.40	9.30	5.15
1436	129	15	.....	10.18	.....	6.57	.....	7.80	SCOTIA	....	40.89	P	.....	8.12	.....	.....	12.06Am	1.19	9.01	5.00
1442	120	25	.....	10.28	.....	7.07	.....	6.59	CAMDEN	....	34.30	P	.....	8.03	.....	.....	11.55Pm	1.01	8.36	4.40
1449	123	32	.....	10.38	.....	f7.17	.....	7.30	MILAN	....	27.00	P	.....	f7.53	.....	.....	11.45	12.45	8.20	4.19
1456	70	11	.....	10.45	.....	f7.27	.....	6.49	CHATTAROY	....	20.51	P	.....	f7.45	.....	.....	11.37	12.32	8.07	4.07
1460	64	53	.....	10.49	.....	f7.32	.....	3.88	DEAN	SF	16.63	DNPXJI	.....	f7.38	.....	.....	11.32	12.25	8.00	4.00
1464	.....	159	.....	10.55	.....	f7.39	.....	4.59	MEAD	....	12.04	P	.....	f7.31	.....	.....	11.26	12.15	7.50	3.50
1469	Yard	3218	.....	32 11.05	.....	f7.46	.....	4.53	HILLYARD ★	HU	7.51	BRKDNPT WOIXZY	.....	f7.25	.....	.....	31 11.20	L 12.05Am	L 7.40Am	L 3.40Pm
1472	Yard	.....	.....	11.13	.....	7.54	.....	3.60	U. P. R. R. Cross'g	....	3.91	PIMVX	.....	7.15	.....	.....	11.10	.....	.....	.....
1473	Yard	609	L 11.59Pm A 12.04Am	A 11.20 L 11.50 A 11.55Pm	L 9.45Pm A 9.51Pm	A 8.00 L 9.15 A 9.20Pm	L 8.15Am A 8.20Am	1.17	SPOKANE ★	Q	2.74	RKDNP BXVZ IDNPYXV	A 6.10Am L 6.01Am	L 7.10 A 6.30 L 6.25Am	A 5.30Pm Lf 5.23Pm	A 10.25Pm L 10.18Pm	L 11.05 A 10.35 L 10.28Pm	.....	.....	.....
1477	69	65	.....	.....	.....	.....	.....	2.74	FORT WRIGHT	FW	0.00	RX	.....	.....	.....	.....	.....	.....	.....	.....
			.05 32.88	4.05 34.80	.06 27.40	4.45 39.91	.05 32.88		Time Over Subdivision Average Speed Per Hour				.09 18.26	4.15 33.43	.07 23.48	.07 23.48	4.02 35.23	4.30 29.90	4.50 27.84	5.25 24.84

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

WESTWARD — FIFTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Port Hill	Time Table No. 85 Effective September 29, 1957 PACIFIC TIME STATIONS	Distance from Bonner's Ferry	Telegraph Calls	SIGNS
KV26	.....	15	0.00	PORT HILL	25.95	.....	.....
KV17	.....	18	9.00	COPELAND	16.95	.....	.....
KV 8	.....	15	9.38	RITZ	7.57	.....	.....
.....	.....	.....	7.01	SPOKANE INT. RY. CROSSING	0.56	.....	.....
1364	.....	148	0.56	BONNERS FERRY ★	0.00	BY	RDNP BYXJV
				Time Over Subdivision Average Speed Per Hour.			

Westward trains are superior to eastward trains of the same class on Third and Fifth Subdivision.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 18.

Time Table No. 85

Effective September 29, 1957

PACIFIC TIME

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 703 Tue., Thur. and Sat.	Distance from Nelson	STATIONS	Telegraph Calls	Distance from Dean	SIGNS	SECOND CLASS 704 Mon., Wed. and Friday
SA 186	.....	.....	L 6.00Am	0.00	NELSON	BC	185.80	RDNWP	A 3.20Pm
TRAINS BETWEEN TROUP JCT. AND NELSON BE GOVERNED BY C. P. RY. TIME TABLE AND RULES									
SA 181	0	0	L 6.30Am	5.48	5.48 TROUP JUNCTION	.....	180.32	RYPV	A 2.45Pm
SA 176	0	24	6.55	10.30	4.82 SOUTH NELSON	.....	175.50	.....	2.10
SA 169	0	8	7.25	17.12	6.82 APEX	.....	168.68	.....	1.40
SA 166	0	15	7.40	20.41	3.29 HALL	.....	165.39	.....	1.25
SA 159	0	12	8.05	27.55	7.14 YMIR	.....	158.25	.....	12.57
SA 155	0	9	8.20	31.90	4.35 BOULDER MILL	.....	153.90	.....	12.40
SA 152	0	75	9.00	35.19	3.29 SALMO	SI	150.61	D	12.30
SA 148	0	15	9.10	37.92	2.73 ERIE	.....	147.88	.....	12.05Pm
SA 145	0	20	9.25	40.79	2.87 MEADOWS	.....	145.01	.....	11.55
SA 140	0	7	9.55	45.71	4.92 PARKS	.....	140.09	.....	11.35
SA 136	0	33	10.45	50.47	4.76 FRUITVALE	.....	135.33	.....	11.10
SA 130	0	15	11.15	55.78	5.31 COLUMBIA GARDENS	.....	130.02	.....	10.45
SA 127	0	34	11.40	59.62	3.84 WANETA, B. C.	.....	126.18	P	10.20
SA 126	0	39	11.50	61.73	2.11 BOUNDARY, U. S.	.....	124.07	.....	10.05
SA 116	60	85	12.40Pm	70.54	8.81 NORTHPORT	NP	115.26	PDYX	9.30
SA 109	0	37	1.10	78.81	8.27 MARBLE	.....	106.99	.....	8.25
SA 107	42	0	1.20	80.04	1.23 DOLOMITE	.....	105.76	P	8.20
SA 96	0	16	1.55	90.28	10.24 BOSSBURG	.....	95.52	.....	7.50
SA 93	36	101	2.10	93.66	3.38 EVANS	.....	92.14	XP RKDN	7.35
SA 82	0	310	A 2.50Pm	104.06	10.40 KETTLE FALLS	MF	81.74	BYXOJPZ	L 7.00Am
SA 77	0	13	.....	109.37	5.31 PALMERS	.....	76.43	.....	.....
SA 73	0	109	.....	112.54	3.17 COLVILLE	VD	73.26	PD	.....
SA 67	40	3	.....	119.23	6.69 ARDEN	.....	66.57	P	.....
SA 59	0	17	.....	126.42	7.19 ADDY	.....	59.38	.....	.....
SA 50	81	149	.....	135.49	9.07 CHEWELAH	CH	50.31	PDXZ	.....
SA 43	80	49	.....	143.20	7.71 VALLEY	VY	42.60	PDYX	.....
SA 38	0	30	.....	148.46	5.26 GRAYS	.....	37.34	P	.....
SA 34	0	18	.....	151.87	3.41 CLINE	.....	33.93	.....	.....
SA 33	39	17	.....	153.12	1.25 SPRINGDALE	.....	32.68	P	.....
SA 25	40	5	.....	161.25	8.13 LOON LAKE	.....	24.55	P	.....
SA 18	0	36	.....	168.04	6.79 CLAYTON	.....	17.76	P	.....
SA 13	50	49	.....	173.32	5.28 DEER PARK	DE	12.48	PDX	.....
SA 9	0	25	.....	176.92	3.60 DENISON	.....	8.88	P	.....
SA 4	40	0	.....	182.14	5.22 WAYSIDE	.....	3.66	P	.....
1460	Yard	72	.....	185.80	3.66 DEAN	SF	0.00	JRDNX	.....
			8.50 11.78		Time Over Subdivision Average Speed Per Hour				8.20 12.49

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 18.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 393 Mon., Wed., and Fri.	Distance from Kettle Falls	Time Table No. 85 Effective September 29, 1957 PACIFIC TIME — STATIONS	Telegraph Calls	Distance from Republic	SIGNS	SECOND CLASS 394 Mon., Wed., and Fri.
SA 82	74	222	L 5.00Am	0.00	KETTLE FALLS	MF	80.72	ORKDNB JYXPZ	A 4.10Pm
					4.70				
SD 5	0	106	5.20	4.70	WEST KETTLE FALLS		76.02	P	3.45
					7.39				
SD 12	0	24	5.45	12.09	BOYDS		68.63	P	3.15
					5.39				
SD 17	0	31	6.05	17.48	BARSTOW		63.24		2.55
					5.23				
SD 22	0	31	6.30	22.71	DULWICH		58.01	P	2.40
					1.43				
SD 24	0	7	6.40	24.14	ORIENT		56.58	P	2.30
					4.45				
SD 29	0	12	7.00	28.59	GOLDSTAKE		52.13		2.10
					6.07				
SD 35	0	18	7.30	34.66	LAURIER, WASH.		46.06	P	1.50
					11.35				
SD 46	0	5	8.15	46.01	GRAND FORKS, B. C.		34.71		1.10
					1.46				
SD 47	0	4	8.20	47.47	GRAND FORKS JCT.		33.25	YV	1.01
					1.65				
SD 49	0	18	8.30	49.12	DANVILLE, WASH.		31.60	P	12.55
					10.40				
SD 59	0	62	9.05	59.52	CURLEW		21.20	P	12.15Pm
					6.07				
SD 65	0	33	9.20	65.59	MALO		15.13		11.55
					6.54				
SD 72	0	18	9.40	72.13	POLLARD		8.59		11.35
					3.68				
SD 76	0	34	9.50	75.81	TORBOY		4.91		11.20
					4.91				
SD 81	Yard	75	A 10.10Am	80.72	REPUBLIC	Z	0.00	XBRKDY	L 11.00Am
			5.10		Time Over Subdivision				5.10
			15.62		Average Speed Per Hour				15.62

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 18.

EASTWARD — EIGHTH SUBDIVISION — WESTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 96 Daily Except Sun.	Time Table No. 85 Effective September 29, 1957 PACIFIC TIME — STATIONS	Distances from Spokane	Telegraph and Telephone Calls	SIGNS	SECOND CLASS 95 Daily Except Sun.
SC 32	Yard	Yard	L 1.00Pm	COEUR d'ALENE	31.97	C A	XRKDY PVZ	A 10.50Am
				1.45				
SC 31	0	57	A 1.10Pm	GIBBS	30.52		VZ	L 10.30Am

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

SC 19	18	0	L 2.10Pm	12.23 SPOKANE BRIDGE	18.29		V	A 9.30Am
				5.25				
SC 13-B	0	20	2.35	GREENACRES	13.04			9.10
				0.66				
SC 13	0	7	2.40	FLORA	12.38		X	9.00
				5.40				
SC 7	0	9	2.55	MILLWOOD	6.98		X	8.25
				1.16				
SC 6	27	0	3.00	ORCHARD AVE.	5.82			8.20
				1.42				
SC 5	0	4	3.05	PARKWATER	4.40			8.15
				2.54				
SC 2	0	117		N. P. CROSSING	1.86		VM	
				1.86			DNKORY	
SB O	Yard	Yard	A 3.20Pm	SPOKANE ★	0.00	DS	XZVB	L 8.00Am
			2.20	Time Over Subdivision				2.50
			13.70	Average Speed Per Hour				11.28

Eastward trains are superior to westward trains of the same class except No. 95 is superior to No. 96.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 18.

WESTWARD — NINTH SUBDIVISION — EASTWARD 7

Time Table No. 85
Effective September 29, 1957
PACIFIC TIME

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	STATIONS	Distance from Spokane	Telegraph Calls	SIGNS
SB 90	Yard	42	MOSCOW	96.05	MO	BRKDYXV
			7.88			
SB 82	0	18	VIOLA	88.17		
			6.60			
SB 76	9	105	PALOUSE	81.57	PA	DYXV
			4.92			
SB 71	0	10	GRINNELL	76.65		
			1.93			
SB 69	0	11	LADOW	74.72		
			3.72			
			N. P. & U. P. R. R. CROSSINGS	71.00		M
			0.36			
SB 65	16	22	GARFIELD	70.64	GF	D
			4.06			
SB 61	0	9	CRABTREE	66.58		
			3.48			
SB 57	0	18	SOKULK	63.10		
			3.60			
			N. P. R. R. CROSSING	59.50		M
			0.04			
			U. P. R. R. CROSSING	59.46		M
			0.62			
SB 53	11	57	OAKESDALE	58.84	KA	DV
			3.22			
SB 50	0	13	GEARY	55.62		
			4.66			
SB 45	0	20	FAIRBANKS	50.96		
			5.25			
SB 40	25	31	SPRING VALLEY	45.71		XYOJ
			5.98			
SB 34		40	WAVERLY	39.73		
			2.94			
SB 30	0	0	WEST FAIRFIELD	36.79		
			2.60			
			U. P. R. R. JUNCTION	34.19		V

BETWEEN U. P. R. R. JCT. AND N. P. CROSSING, A DISTANCE OF 32.33 MILES, U. P. R. R. TIME TABLE AND SPECIAL INSTRUCTIONS WILL GOVERN.

SC 2	0	117	N. P. CROSSING	1.86		VM	
			1.86				

OPERATION BETWEEN N. P. CROSSING AND SPOKANE IS OVER EIGHTH SUBDIVISION.

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 18.

WESTWARD — TENTH SUBDIVISION — EASTWARD

Time Table No. 85
Effective September 29, 1957
PACIFIC TIME

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	STATIONS	Distance from Spring Valley	Telegraph Calls	SIGNS
W77	Yard	40	COLFAX	36.74	CO	YXRKD
			0.28			
			U. P. R. R. CROSSING	36.46		M
			11.89			
W65	30	25	STEPTOE	24.57		
			5.00			
W60	0	29	CASHUP	19.57		
			4.21			
W55	0	28	THORNTON	15.36		
			0.64			
			U. P. R. R. CROSSING	14.72		M
			8.95			
W46	10	29	ROSALIA	5.77	R O	DV
			5.77			
SB 40	25	31	SPRING VALLEY	0.00		JXRYO
			Time Over Subdivision Average Speed Per Hour			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 18.

ALL SUBDIVISIONS

1. **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, freight and mixed trains 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 Item 1—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.

In double track territory, when trains or engines are operated against the current of traffic or when one of the tracks is used as single track; in either case the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed is,—

Passenger ..... 59 MPH
Freight ..... 49 MPH

This does not modify Rule 93; Further, trains and engines operating under the above conditions must not exceed the maximum permissible speed prescribed by the 45 degree signs with the current of traffic.

The 45 degree sign has two sets of figures. The numerals preceded with letter "P" apply to passenger trains and numerals preceded with letter "F" apply to freight and mixed trains, also to passenger trains when handling freight cars, except cars equipped with steel wheels, air signal and steam heat lines.

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

(d) Diesel engines light or with caboose only ..... 50 MPH

When cabooses are handled in passenger service, train must not exceed speed of;

When handling cabooses X-100, X-198 to X-310 65 MPH
cabooses X-330 to X-749 ..... 50 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, wedge plows, etc.

On Main Lines ..... 30 MPH
Except on six degree curves or sharper and on Branch Lines ..... 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main 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 turnout at ..... 35 MPH
Cut Bank, end of double track, east and west end of Bridge 1090.8.
Blackfoot, end of double track.
Summit, end of double track.
Nimrod, East and West gauntlet switch.
Pinnacle, East and West gauntlet switch.
Red Eagle, end of double track.
Conkelley, end of double track.
Whitefish, end of double track.
Vista, east siding switch.
Fortine, east switch to freight track.
Stonehill, east and west siding switch.
Ural, east and west siding switch.
Volcour, east and west siding switch.
Kootenai Falls, east and west siding switch.
Troy, Yakt, Leonia, Naples, Colburn, east and west siding switches.
Newport, west siding switch.
Dean, end of double track.
Hillyard, end of double track east and west end of yard.
Fort Wright, end of double track.
Fort Wright, SP&S Junction.

Trains and engines through No. 15 turnouts at ..... 25 MPH
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 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.

2. **MOVEMENT OF ENGINES DEAD IN TRAINS.**

Diesel and Gas-Electric engines 2303-2350 must be handled on rear of train.

Not less than five cars will be placed between steam engines moving dead in train.

Switcher and road switcher type Diesel engines G. N. Nos. 1 through 232, and 600 through 711, moving dead in freight trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved, such units must be separated by a freight car.

When towing multiple unit road type Diesel engines dead in freight trains, not more than four adjacent units are to be towed in a single grouping, separated from the road engine and additional groups by not less than five cars.

Trains handling steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 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 Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 19, 24 to 28, 75 to 170	50 MPH
20 to 23, 29 to 33, 175 to 232, 247 to 249, 250, 251, 253 to 259, 262, 263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 589, 600 to 678, 681 to 722	65 MPH
260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	79 MPH
2302 to 2324	50 MPH
2325 to 2350	60 MPH

3. 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.

4. When two or more Diesel 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.

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

6. Air hose on engines must be hooked up in hose fastener when not in use.

7. **EMPLOYEES 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.

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

8. **COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:**

FIRST SUBDIVISION:

CUT BANK: ..... Cooling water only, at Depot.
GLACIER PARK: ..... Cooling water at Depot.
Boiler water at standpipe.
SUMMIT: ..... Both, between main lines near depot.
Hoses in depot.
ESSEX: ..... Both in depot warehouse.
BELTON: ..... Cooling water only, at Depot.
COLUMBIA FALLS: .... Cooling water only, at Depot.

SECOND 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.
TROY: ..... Both at East & West Service stations.

THIRD SUBDIVISION:

BONNERS FERRY: .... Both at Water tank, hoses in Depot.
NAPLES: ..... Cooling water only, at Depot.
SANDPOINT: ..... Both at East end of Depot, hoses in frost box.
NEWPORT: ..... Cooling water only, at Depot.

SIXTH SUBDIVISION:

NORTHPORT: ..... Radiator only

SEVENTH SUBDIVISION:

REPUBLIC: ..... Radiator only

EIGHTH SUBDIVISION:

COEUR D'ALENE: ..... Radiator only

NINTH SUBDIVISION:

MOSCOW: ..... Radiator only
GARFIELD: ..... " "

TENTH SUBDIVISION:

COLFAX: ..... Radiator only
ROSALIA: ..... " "

9. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
   Rule 2A of the Consolidated Code of Operating Rules and General Instructions does not apply to employes of the Great Northern Railway.

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. Engineers finding flat spots on diesel engines in excess of two and one-half inches will immediately notify Superintendent who will prescribe for their movement.

17. 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.

18. 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.

19. 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.

20. In automatic Block Signal Territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.

21. 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.
Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track 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.

22. 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.

23. 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.

24. 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. 31, 32, 3, 4, 7, 8, 9, 10, 27, 28 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

25. 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 under the following conditions.
When standing at initial and final terminal of run.
When train is being switched from rear.
When train is in the clear on siding.
When operating on double track, or two or more main track territory, when another train is approaching from the rear on an adjacent main track, 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.

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

27. Trains handling flat or skeleton cars loaded with logs will not exceed 10 MPH passing over through-truss bridges, or through tunnels. Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding. Extra stops en route will be made for this purpose when in the judgment of the conductor it is necessary. Trainmen must maintain watch behind their trains for logs that may have rolled off cars and if main track is fouled take prompt action to protect trains.
On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except that when two trains handling logs are passed, either one should stop until the other train has pulled by whether on siding or double track.
On single track, trains handling logs must be at stop when meeting or being passed by passenger and freight trains, except when there are more cars than siding will hold, it is permissible for log train to pull by such 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.

28. 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.

29. 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.

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. Canadian Maintenance of Way flagging Rules 40 through 49 found on pages 216 through 220 in the Consolidated Code are in effect in Canada.

34. **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

35. **EMERGENCY TELEPHONES.**

Meriwether, storage track	Booth
Spotted Robe, stock track	Booth
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
Singleshot industry	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
Hidden Lake, storage track	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
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.
Elk, storage track	Booth
Spokane, when stopped by Stop-indication at automatic block signal 1475.3, telephone before blocking street crossing—	
Fort Wright, east end bridge 274	Booth
Wayside	Booth
Dennison	Booth
Clayton	Booth
Loon Lake	Booth
Springdale	Booth
Grays	Booth
Addy	Booth
Arden	Booth
West Kettle Falls	Booth
Evans	Booth
Marble	Booth
Dulwich	Booth
Orient	Booth
Danville—1 mi. west	Customs office
Curlew	Booth
Millwood Transfer track	Booth
Carders	Booth
Flora Jct.	Booth
Greenacres	Booth
Spokane Bridge	Booth
Coeur d'Alene, MP 32	Booth
Gibbs	Booth

36. Rule 19, figures 2 to 9 inclusive and Rule 19B are supplemented as follows:
When the rear car of a passenger train is equipped with built-in electric markers, or when the rear unit of an engine, moving light, is equipped with electric signal lamps, they must be lighted by day and by night to be considered as markers. The requirement for showing green to the front, or direction of movement, and green to the side will not apply.
The built-in electric markers, or electric signal lamps used as markers must not be extinguished until the train has arrived at the final terminal of run, or is in the clear of the main track at the terminal and switch closed.

FIRST SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
MP 1090, Cut Bank and MP 1219, Whitefish	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**

Cut Bank, Bridge 1090.8	30 MPH
Nimrod, Bridge 1165.3, through gantlet	20 MPH

In double track territory, trains against the current of traffic between:

Cut Bank and Blackfoot	Passenger	59 MPH
	Freight	40 MPH
Summit and Nimrod	Passenger	30 MPH
	Freight	20 MPH
Essex and Red Eagle	Passenger	30 MPH
	Freight	20 MPH
Conkelley and Whitefish	Passenger	59 MPH
	Freight	40 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Cut Bank, first class trains and passenger extras register by ticket.
Register of regular trains at Cut Bank will cover their arrival at Blackfoot.
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. **RESTRICTED CLEARANCES.**
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 to a pressure 5 pounds below that carried by the road engine. Engineers on freight helper engines will be held responsible in seeing that brake pipe hose is coupled and air cut in between helper engine and train. Engineers will position the controlled emergency feature, on engines having brake equipment with this feature, positioned on all units in the non-control or passenger position. All double heading cocks must be closed after engine is cut in on train, and brake valve handles placed in proper positions according to type of brake equipment.

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 outfit cars are handled on rear of freight trains, or it is 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. **HANDLING OF AIR CONDITIONED EQUIPMENT AND DIESEL ENGINES IN TUNNELS.**
Should a passenger train, irrespective of the type of power being used, be stopped in tunnel, air conditioned cars within the tunnel must immediately have the air conditioning system, including ice engine and engine generator, shut off, fresh air intake shutters closed, and blower fans shut off.
Should a diesel-powered train be stopped with the engine in a tunnel, and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take the necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Power plants and steam generators on diesel engines and heater cars should be shut down.

11. **CROSSOVERS ON DOUBLE TRACK.**

FACING POINT	TRAILING POINT
Cut Bank	Sundance
Summit	Fort Piegan
Blacktail	MP 1110
Singleshot	Essex, east crossover
Essex, west crossover	Pinnacle
Columbia Falls, east crossover	Columbia Falls, west crossover
	Half Moon

12. **SPRING SWITCHES WITH FACING POINT LOCK.**
Triple Divide, east and west siding switch.
Glacier Park, east and west siding switch.
Rising Wolf, west siding switch.
Normal position is for main track
Nimrod, east and west end of double 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.
Conkelley, 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 signal:
1136.1, one mile east of Glacier Park.
Westward, on Mast:
East end Snowshed 4-C. One mile west of Blacktail.
Westward, on signal:
1164.3, just east of east switch, Nimrod.
1000 ft. west of M.P. 1190, 5 miles west of Red Eagle.
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.

14. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Cut Bank—end of double track east and west end Bridge 1090.8.
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.

15. **AUTOMATIC INTERLOCKINGS.**
Nimrod ..... Single Track Bridge 1165.8.
Pinnacle ..... Single Track MP 1173.2 to 1175.2
Red Eagle ..... End of double track.
Conkelley ..... End of double track.
Whitefish ..... End of double track.
Nimrod and Pinnacle:
Routes through interlocking operate automatically for all train and engine movements from eastward or westward main tracks to single track. When movement from single track is to be made against current of traffic, spring switch must be reversed by hand, and returned to normal position after train or engine has

completed movement through switch.
Releases for normal movements, and movements from reverse main track are located at governing home 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 interlocking will stop before passing "Approach Control Nimrod" and "Approach Control Pinnacle" sign for track they occupy and wait until their train rights permit them to proceed.

At eastward and westward home signals a switch key controller fastened to the side of the instrument house near the home signals and a third switch key controller placed in the depot at inspection point for westward trains just east of interlocking, to assist in moving trains when home signal displays Stop-indication account plugs in slide fence pulled out. When trains or engines receive a Stop-indication at home signal and no conflicting train movement is evident, trainmen should operate key controller by inserting switch key in controller and turning clockwise toward R, holding in that position for a few seconds. If home signal clears after operating key controller, train may proceed through interlocking at restricted speed, looking out for rocks or other obstructions fouling track. If home signal does not clear by operation of key controller, train must be governed by train rights, Interlocking Rules and Special Instructions stated above.

A work train key controller, so marked, is located on side of instrument house at west end of interlocking. Work train occupying eastward approach track can release interlocking for other train movements by inserting switch-key in controller and turning clockwise toward R, holding key in that position for a few seconds. To clear home signal again for work train movement to single track, key controller must be operated counter-clockwise toward N.

Indicator consisting of a red banner on white background in a cast iron case marked "Trainmen's Indicator", and fastened to the west cantilever mast at Nimrod Interlocker.

The red banner, normally vertical, will change to horizontal position to indicate approach of eastward train on eastward track when train is 8000 ft. west of cantilever mast.

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.

16. **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.

17. **INSTRUCTIONS GOVERNING OPERATION OF TRAINS AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.**

CTC extends between end of double track Blackfoot and west switch of siding north of main track Browning.
Browning is the control station for the CTC under control of operator under the supervision of train dispatcher.

Controlled siding is located at:	Browning—North of Main track.
Non-Controlled sidings are located at:	Blackfoot—South of Main track, cap. 104 cars.
	Browning—South of Main track, cap. 104 cars.

Switches of non-controlled sidings are hand operated and equipped with electric locks. Before using non-controlled sidings permission must be obtained from train dispatcher.
All main track switches within CTC, except switches at controlled sidings, are hand operated and equipped with electric locks governed by Rule 283.

SECOND SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Whitefish and Troy	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Eastward Freight Track between Tobacco and Fortine ..... 25 MPH
Train No. 32, slow down to 35 MPH at Eureka for the non-stop exchange of mails.

3. **TRAIN REGISTER EXCEPTIONS.**
Troy, First class trains and passenger extras register by ticket.

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. **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 switch, eastward siding.
Stonehill, east and west siding switch.
Ural, east and west siding switch.
Volcour, east and west siding switch.
Yarnell, east and west siding switch.
Ripley, east and west siding switch.
Normal position is for main track.

9. **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.

10. **HANDLING OF AIR CONDITIONED EQUIPMENT AND DIESEL ENGINES IN TUNNELS.**
Should a passenger train, irrespective of the type of power being used, be stopped in tunnel, air conditioned cars within the tunnel must immediately have the air conditioning system, including ice engine and engine generator, shut off, fresh air intake shutters closed, and blower fans shut off.
Should a diesel-powered train be stopped with the engine in a tunnel, and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take the necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Power plants and steam generators on diesel engines and heater cars should be shut down.

11. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Tobacco .....West switch Eastward Freight Track.
Tobacco, switch is controlled by operator at Eureka.
Troy, east and west switch of long lead north of main track, controlled by operator at depot.

12. **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.

13. **INSTRUCTIONS GOVERNING OPERATION OF TRAINS AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.**
CTC extends between west siding switch Libby and M.P. 1353.4 about one-half mile east of depot Troy.
Troy is the control station for the CTC under control of operator under the supervision of train dispatcher at Spokane.
Controlled siding is
located at: Kootenai Falls.
All main track switches within CTC, except switches at controlled sidings, are hand operated and equipped with electric locks governed by Rule 283.

THIRD SUBDIVISION
(Main Line)

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

Between	Passenger	Freight
Troy and Hillyard	79 MPH	50 MPH
Hillyard and Fort Wright	45 MPH	35 MPH

2. **SPEED RESTRICTIONS.**
Train No. 4 to reduce speed through Priest River to .....30 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 ..... 5 MPH
Spokane, all trains approach crossover east of bridge 270, and crossover west of Howard Street at restricted speed.
Spokane, public crossing Howard Street ..... 12 MPH
other public crossings ..... 20 MPH
Bridge 270, Spokane, SP&S E-1, Z-6 ..... 20 MPH
Bridge 273, Spokane, SP&S E-1 ..... 20 MPH
SP&S Z-6 ..... 10 MPH
Bridge 274, Fort Wright, SP&S E-1, Z-6 ..... 20 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Ft. Wright third subdivision trains will register by ticket.
Spokane, first class trains and trains originating or terminating at passenger station will register and receive clearance.
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. Troy, outgoing crews of freight trains will make running inspection of train.

5. Dean, normal position of junction switch, Sixth Subdivision, is for Third Subdivision.

6. Rules 251, 253 and 254 apply on Eastward and Westward tracks between Fort Wright and Dean for movements with the current of traffic.
Trains (Except First Class trains and Passenger Extras) must not enter main track between these points unless given a proceed signal at an interlocking or until permission is received from operator or train dispatcher. At Dean, a proceed indication on Eastward home signal at end of double track will confer authority to Eastward inferior trains to run ahead of Eastward superior trains to station Dean.

7. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Spokane, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

8. **CROSSOVERS ON DOUBLE TRACK.**
Trailing Point.
Inland Sawmill Inc., 1.9 miles east Mead.
Mead.

Facing point.	Trailing point.
MP 1477.22 east of Br. 270, Spokane.	MP 1473.14 west of Hillyard.
MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.	MP 1476 east of UP. RR. crossing, Spokane.
	MP 1476.69 on Br. 269, Spokane.
	MP 1477.12 east of Br. 270, Spokane.
	MP 1477.61 (Scissors) on Br. 273 west of Spokane passenger depot.
	MP 1478.41 west of Br. 273, Spokane.

9. **SPRING SWITCHES WITH FACING POINT LOCK.**
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.

10. **SPRING SWITCHES WITHOUT FACING POINT LOCK.**
Hillyard, east end yard, connection of east yard lead to track No. 5.
Normal position is for track No. 5.

11. **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 5.5 miles west of Newport.
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.

12. **HANDLING OF AIR CONDITIONED EQUIPMENT AND DIESEL ENGINES IN TUNNELS.**
Should a passenger train, irrespective of the type of power being used, be stopped in tunnel, air conditioned cars within the tunnel must immediately have the air conditioning system, including ice engine and engine generator, shut off, fresh air intake shutters closed, and blower fans shut off.
Should a diesel-powered train be stopped with the engine in a tunnel, and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take the necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Power plants and steam generators on diesel engines and heater cars should be shut down.

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

14. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Troy, east and west switch of long lead north of main track controlled by operator at depot.
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.
Whistle signals for routes west end of yard:
Eastward trains,
To main track .....1 long, 1 short, 1 long.
To yard .....1 long, 1 short.
Westward trains,
To westward main track .....1 long.
To eastward main track .....2 long, 1 short.

15. **AUTOMATIC INTERLOCKINGS.**
Spokane 1.17 miles east of U.P.R.R. crossing.
After signal has cleared for either a GN or UP route the entry of a train or engine of the other railroad into their approach control will automatically start a predetermined time cycle of 2 to 4 minutes which at expiration will cause signal to go to stop position and after another time cycle of 1 minute will clear signal for route on other railroad.
Push buttons located on home signals of all main track routes may be operated to obtain signal indication for a reverse movement. Push button emergency release is located near crossing and instructions are posted in box. Switch to the S.I. interchange just west of the crossing is electrically locked. Instructions for operation of lock and emergency release are posted at switch.
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.

16. **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 Sixth Subdivision to Third 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.

17. Double track extends between Hillyard and Fort Wright, except over bridge 274 and S.P.&S. Jct. which is governed by interlocking signals.

18. Spokane, Trent avenue crossing protected by watchmen between hours 7:00 A.M. and 11:00 P.M. daily, outside these assigned hours a member of crew must be on ground at crossing to protect movement.

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

FOURTH 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 250,000 pounds prohibited.

FIFTH SUBDIVISION

(K. V. Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Bonners Ferry and Port Hill, all trains .....10 MPH

2. Diesels heavier than 250,000 pounds prohibited.
Additional units must be separated not less than five cars.

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

4. **WRECKING DERRICK X-1740.**
Bonners Ferry to Port Hill—Prohibited.

SIXTH SUBDIVISION

(Kettle Falls-Nelson Lines)

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

Between	
Troup Jct. and South Nelson	15 MPH
South Nelson and Kettle Falls	20 MPH
Kettle Falls and Dean	30 MPH

2. **SPEED RESTRICTIONS.**

Northport, wye tracks	8 MPH
Dolomite, spur tracks	10 MPH
Between Northport and Troup Jct., trains handling logs	15 MPH
Trains handling ore between Kettle Falls and Dean	30 MPH

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) Great Northern clearance received at Nelson will clear train at Troup Jct.
(b) Kettle Falls, all trains must secure clearance.

4. Troup Jct., northward trains must stop clear of junction switch before entering Canadian Pacific main track and know track is clear.

5. Northport-Waneta, trains will not pass International Border without permission of Customs and Immigration Inspectors.

6. **SWITCH INDICATORS.**
Dean, indicator for movements from Sixth Subdivision to Third Subdivision.
Member of crew who is to line switches must first operate push button "R" for route desired and hold few seconds. Both trainman and engineer must observe and be governed by indicator before lining switches or fouling main track.
Push buttons and instructions for their operation are posted in iron box locked with a switch lock.

7. Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Troup Junction, B. C. and Boundary, U. S.

8. **WRECKING DERRICK X-1740.**
Dean to Erie, B.C.—Max. Speed ..... 20 MPH
Erie, B.C. to Nelson, B.C.—Prohibited.

SEVENTH SUBDIVISION

(Republic Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Kettle Falls and Republic ..... 20 MPH

2. **SPEED RESTRICTIONS.**
Trains handling loaded log cars ..... 15 MPH

3. Kettle Falls, normal position of junction switch is for Sixth Subdivision.

4. Laurier-Danville, trains will not pass International Border without permission of Customs and Immigration Inspectors.

5. Canadian Maintenance of Way Flagging Rules 41 and 44 apply between Laurier, Washington and Danville, Washington.

6. **WRECKING DERRICK X-1740.**
Kettle Falls to Laurier—Max. Speed ..... 15 MPH
Laurier to Republic—Prohibited.

EIGHTH SUBDIVISION

(Coeur d'Alene Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Spokane and Coeur d'Alene ..... 25 MPH

2. **SPEED RESTRICTIONS.**
Spokane, Crestline St., UP and CMStP&P RR crossings 15 MPH
Millwood, public crossing ..... 4 MPH

3. **RESTRICTED CLEARANCES.**
Bridges C 7.7, 7.8 and 7.9 3200 feet west Millwood, restricted side clearance.
Spokane, bridges 1.3, 1.5 and 1.6 will not clear man on top or sides of cars or engines. Train and enginemen must keep off top or side of cars and engines while passing over bridges, except in emergency and then use extreme caution.

4. Coeur d'Alene, trains and engines must stop before passing over 11th Street and Mullan Avenue crossings and movement must be protected by flagman on the ground at the crossing.

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

6. Operation between Spokane Bridge and Coeur d'Alene, is joint with CMStP&P RR and their Time Table and Special Instructions govern.
Trains leaving Spokane will be cleared thru Great Northern dispatcher to Spokane Bridge and will be cleared at Spokane Telegraph office by CMStP&P RR dispatcher for movement from Spokane Bridge to Coeur d'Alene. Train leaving Coeur d'Alene will be cleared by Great Northern dispatcher for movement from Spokane Bridge to Spokane and by CMStP&P RR dispatcher at their office in Coeur d'Alene for movement from Coeur d'Alene to Spokane Bridge.

7. **MANUAL INTERLOCKINGS.**
Spokane, 0.85 miles west of ..... N.P. Crossing.
Whistle signal for G.N. to U.P. main track..... 2 long 1 short.
Trains moving from Eighth Subdivision to U.P. R.R. tracks will be governed by dwarf signal located at base of westward two-arm interlocking home signal.

8. **WRECKING DERRICK X-1740.**
Spokane to Coeur d'Alene—Prohibited.

NINTH SUBDIVISION

(Moscow Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Spokane and Moscow ..... 25 MPH

2. **SPEED RESTRICTIONS.**
Moscow, thru city limits ..... 10 MPH

3. Operation between N.P. Crossing on Ninth Subdivision and U.P. R.R. Junction, 2.60 miles west of West Fairfield, is joint with U.P. R.R. and their timetable and special instructions will govern. Train movements between N.P. Crossing and Dishman will be governed by remote controlled signals located at N.P. Crossing, at east and west ends of new yard, and east end of siding at Dishman. Indications of such signals will supersede the superiority of trains between these points. When one of these remote controlled signals displays Stop-indication, member of crew must communicate with operator and be governed by his instructions in accordance with Rule 509 (A).
Trains leaving Spokane will be cleared at Spokane Telegraph office for operation east of U.P. R.R. Junction and cleared at Dishman by U.P. R.R. dispatcher for movement Dishman to U.P. R.R. Junction, 2.60 miles west of West Fairfield. Trains leaving U.P. R.R. Junction for movement over Union Pacific line will be cleared by U.P. R.R. dispatcher at Fairfield on the U.P. R.R.
Trains will register at N.P. Crossing by ticket.
Normal position of U.P. R.R. Junction switch is for Great Northern main track.
Telephone in booth near U.P. R.R. Junction to enable Great Northern crews to call the operator at Fairfield.

4. **WRECKING DERRICK X-1740.**
Spokane to Moscow—Prohibited.

TENTH SUBDIVISION

(Colfax Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Spring Valley and Colfax ..... 25 MPH

2. **RESTRICTED CLEARANCES.**
Colfax tunnel and bridges 71.6, 72.3 and 72.4 will not clear man on top or sides of cars and engines.

3. Colfax, trains and engines while switching or moving in and out of depot must use extreme care in passing over North and Last Streets account restricted view.

4. **SEMI-AUTOMATIC INTERLOCKINGS.**
Colfax, 0.29 miles west of ..... UP RR crossing
Normal position is stop for Great Northern. Instructions for operation are posted in box locked with a switch lock.

5. **RAILROAD CROSSING PROTECTED BY GATES.**
Thornton, 0.57 miles west of ..... UP RR crossing
Normal position is stop for Great Northern.

6. **WRECKING DERRICK X-1740.**
Spring Valley to Colfax—Prohibited.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

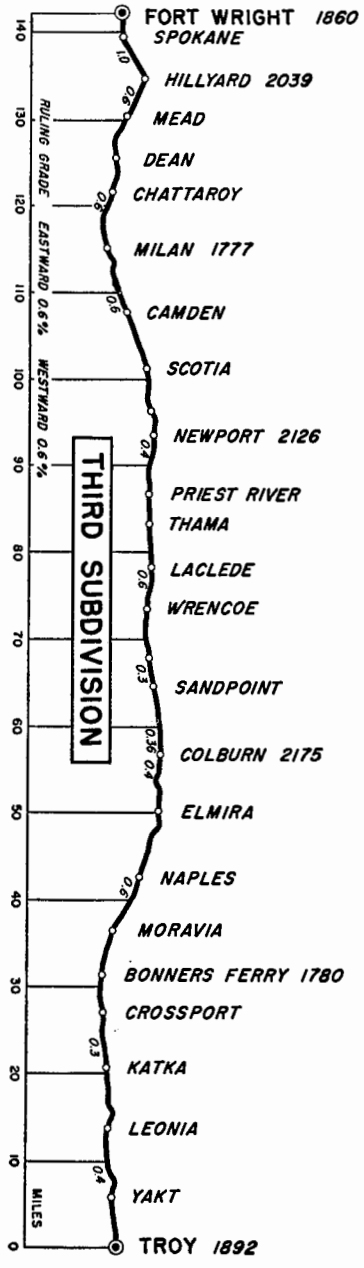
Name	Location	Capacity Cars	Switch Opens
Subdivision No. 1			
Gunsight—storage track	3.25 miles east of Sundance	8	West
Meriwether—storage track	5.97 miles east of Blackfoot	12	East Eastward Track
Spotted Robe—stock tracks	3.56 miles west of Triple Divide	60	Both
Singleshot industry	3.08 miles west of Blacktail	13	East
Essex Pit	2.97 miles west Essex	50	East ww trk East
Hidden Lake—storage track	4.49 miles west of Pinnacle	16	East
Conkelley Pit	779 feet west of end of double track Conkelley	31	West ww trk
Anaconda Aluminum Co. Storage Track	0.73 mile west of end of double track Conkelley	114	Both ww trk
Union Natural Gas Co. Spur	1.01 miles south of Columbia Falls	4	East
Rocky Mountain Lumber Co. Spur	1.25 miles south of Columbia Falls	9	East
Subdivision No. 2			
Warland Pit (Five Tracks)	1.04 miles east of Yarnell	148	Both
Zonolite Siding	4.8 miles east Libby (MP 1331)	49	Both
Subdivision No. 3			
Crossport Spur	2.0 miles east of Crossport	15	East
Idaho-Boyd Conlee Spur	0.71 mile east Bonners Ferry	36	West
Pack River Lbr. Co. Spur	0.6 mile east Colburn	22	West
Emerson Spur	0.8 mile east Colburn	58	West
Dover connection to S. I. Railway	2.47 miles west of Sandpoint	.....	.....
Albeni Falls Spur	2.7 miles east Newport	28	East
Penrith Spur	3.5 miles west Newport	19	East
Pacific Northwest Alloys Spur	1352 ft. east of Depot, Newport	12	East
Elk—storage tracks	2.98 miles west of Camden	98	Both
Mobile Home Corp. Spur	1.9 miles east Mead	34	East
Subdivision No. 4			
Soldiers Home Spur	1.84 miles west of Columbia Falls	2	East
Associated Seed Growers	3.5 miles east of Kalispell	6	East
Montana Saw Service Co. Spur	3.3 miles east of Kalispell	5	East
Koenig Bros. Spur	2.6 miles east of Kalispell	3	West
Northwestern Lbr. Co. Spur	1.3 miles east of Kalispell	47	East
Carter Oil Co. Spur	1.2 miles east of Kalispell	9	East
Interchange Track	0.3 miles west of west wye switch, Kalispell	27	Both
Forest Products Co. Spur	On interchange track	6	West
Mills Lumber Co. Spur	2200 feet west of west wye sw tch, Kalispell	4	East
Duffy Spur	4.1 miles west of Kalispell	8	East
Northwest Timber Co. Spur	4.4 miles west of Kalispell	25	West
Erickson Bros. Spur	4.5 miles west of Kalispell	4	East
Batavia Spur	4.8 miles west of east wye switch, Kalispell	10	East
Kila	9.1 miles west of east wye switch, Kalispell	34	Both
Ore Spur	10.0 miles west of east wye switch, Kalispell	14	East
Subdivision No. 5			
Quarry Spur	1.3 miles east Bonners Ferry	4	West
Thompson Lumber Co. Spur	1.5 miles east Bonners Ferry	8	East
Allen's Spur	4.7 miles east Bonners Ferry	6	East
Watson's Spur	11.5 miles east Bonners Ferry	2	West
DeVoignes Spur	13.2 miles east Bonners Ferry	4	East
Camp 5 Spur	14.1 miles east Bonners Ferry	11	Both
Seelover's Spur	15.4 miles east Bonners Ferry	2	East
Dehlbom Spur	17.5 miles east Bonners Ferry	4	West
Edward's Spur	18.5 miles east Bonners Ferry	8	West
Camp 8	19.7 miles east Bonners Ferry	18	Both
Harper's Spur	21.8 miles east Bonners Ferry	4	West
Houck's Spur	22.2 miles east Bonners Ferry	4	West
K. V. Farm Spur	24.6 miles east Bonners Ferry	5	West
Subdivision No. 6			
Fred Draper Lbr. Co. Spur	1.9 miles south of Ymir	16	North
Benton Spur	2.0 miles south of Meadows	6	South
Ross	3.2 miles south of Meadows	9	Both
Hearn Bros. Spur	0.3 mile north of Parks	3	North
Equipment Spur	2.2 miles north of Columbia Gardens	3	South
C. M. & S. Co. Spur	0.7 mile north of Int. Bdy. at Waneta	34	North
West Kootenay Power & Light Co. Ldg	0.5 mile south of Waneta	.....	.....
Hudson's Spur	3.3 miles south of Northport	10	South
Kanes Spur	4.1 miles south of Northport	5	South
Cameron Spur	4.4 miles south of Northport	17	North
Dolomite Quarry Spur	1.2 miles south of Marble, including trackage of Spokane-Portland Cement Co., Private Yard	251	South
Hendrix Spur	3.4 miles north of Bossburg	3	South
Blue Creek	3.1 miles south of Addy	19	Both
Alloy Industry	3.0 miles north of Chewelah	19	Both
Kulzer's Spur	1.7 miles south of Valley	6	North
Silica Sand Co. Spur	1.0 mile north of Springdale	8	South
Loon Lake Gravel Spur	1.6 miles north of Loon Lake	40	North
Subdivision No. 7			
Harter Lumber Co.	1.02 miles west of West Kettle Falls	10	Both
Matneys Spur	2.72 miles west of West Kettle Falls	4	East
Spokane-Portland Cement Co. Spur	1.3 miles east of Boyds	12	East
Talisman Mining Co	0.7 miles east of Laurier	5	Both
Riverside Seed Farms Ltd. Spur	3.5 miles east of Grand Forks	2	East
Consolidated Mining and Smelting Co. Spur	1.1 miles east of Grand Forks	12	West
P. Tjebbes Spur	0.4 mile west of Grand Forks	3	East
San Poil Spur	1.0 mile west of Torboy	8	East
Subdivision No. 8			
Northwest Tbr. Co.	1.2 miles west of Coeur d'Alene	16	West
Atlas	2.6 miles west of Coeur d'Alene	34	Both
Post Falls	8.46 miles west of Coeur d'Alene	12	Both
Post Falls Lumber Co.	8.46 miles west of Coeur d'Alene	6	East
Liberty Lake	2.13 miles east of Greenacres	12	Both
Carders	1.22 miles west of Flora	5	West
Subdivision No. 9			
Estes	3.22 miles west of Moscow	15	Both
Ringo	3.81 miles west of Viola	7	West
Longwill	1.39 miles west of Sokulk	5	East
Seabury	2.39 miles west of Geary	11	Both
Jefferson	3.49 miles west of Spring Valley	6	Both
Mt. Hope Industrial Spur	2.94 miles west of Waverly	.....	East
Old West Fairfield	.....	17	Both
Old Mt. Hope	.....	44	Both
Vera Industrial Spur	4.26 miles east of Dishman	5	East
Includes True's Oil Spur	.....	3	West
Opportunity	.....	24	East
West Apple Center	.....	4	West
Dishman	.....	9	East
Spear	.....	21	West
Subdivision No. 10			
Manning	5.68 miles west of Colfax	6	West
Blackwell	2.07 miles east of Steptoe	16	Both
Stoneham	3.12 miles west of Thornton	5	East
Balder	4.76 miles east of Rosalia	13	Both
Rollins	2.54 miles east of Spring Valley	11	East

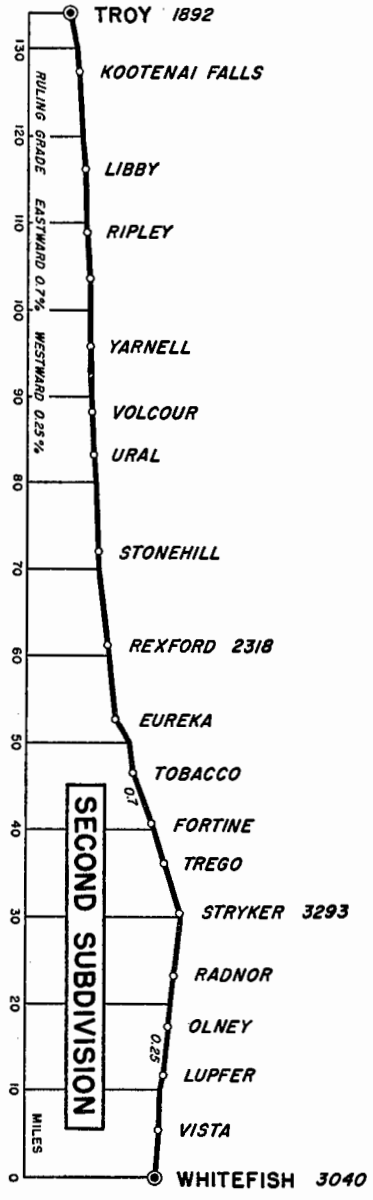
WATCH INSPECTORS

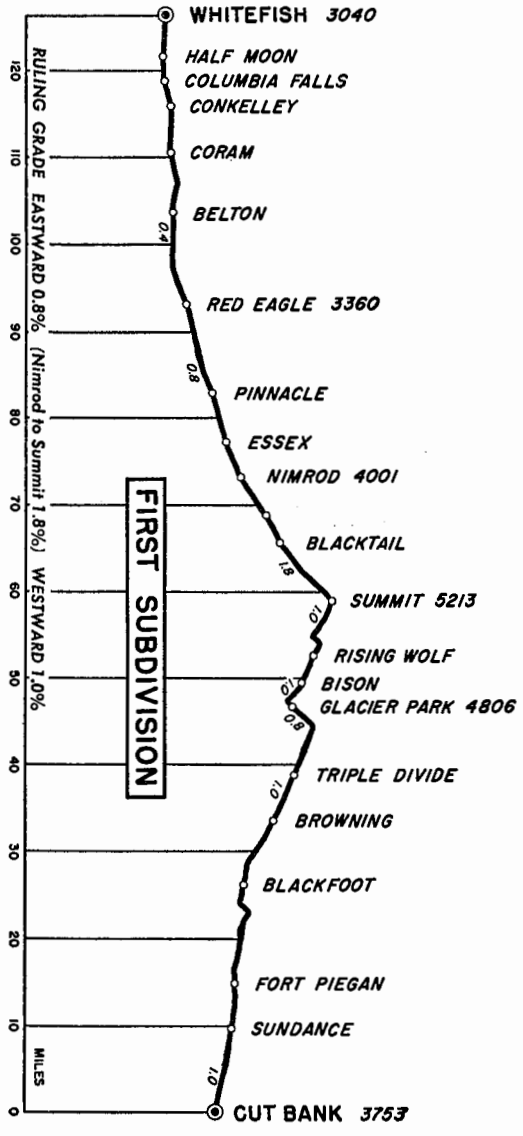
Franklin P. Wheeler ..... Kalispell
Leon Reed ..... Whitefish
Log local crews may compare time at depot, Troy and Libby.
R. C. Wickstrom Jewelry Store ..... Bonners Ferry, Idaho
A. F. Benson ..... Newport, Wash.
H. H. Trowbridge ..... 5012 No. Market, Spokane (Hillyard), Wash.
H. J. March ..... N. 221 Washington St., Spokane, Wash.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0







KALISPELL DIVISION 1956

Page 20 (outside back cover) is blank.